



Statewide Transportation Advisory Committee (STAC)

January 10, 2020

9:00 AM – 12:00 PM

CDOT HQ Auditorium
2829 W. Howard Place
Denver, CO

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of December Meeting Minutes** – Vince Rogalski, STAC Chair
- 9:10-9:25 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:25-9:35 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:35-9:55 **TPR Representative and Federal Partners Reports (Informational Update)**
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:55-10:10 **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:10-10:30 **Statewide CMAQ Program (Discussion Item / Action Item)** – Rebecca White, Division of Transportation Development (DTD) and Sophie Shulman, Office of Innovative Mobility
- Review of CMAQ formula recommendation and purposed changes to the statewide CMAQ program.
- 10:30-10:40 **Break**
- 10:40-10:55 **PD-14 Scorecard (Informational Update)** – Rebecca White, Division of Transportation Development (DTD)
- Overview of PD-14 Scorecard and system performance.
- 10:55-11:20 **Statewide Plan Update (Informational Update / Discussion Item)** – Marissa Gaughan, Division of Transportation Development (DTD)
- Update on the status of planning process, project creation story, and 2045 Statewide Plan outline.
- 11:20-11:40 **Central 70 Project Update (Informational Update)** – Keith Stefanik and Molly Bly, Central 70
- Update on the progress of the Central 70 project and attainment of DBE and employment goals.
- 11:40-11:55 **Express Lanes Master Plan (Informational Update)** – Nick Farber, High Performance Transportation Enterprise (HPTE)
- Overview of the recently approved Express Lanes Master Plan.
- 11:55-12:00 **Other Business**- Vince Rogalski
- 12:00 **Adjourn**

STAC Meeting Minutes December 6th, 2019

Location: CDOT Headquarters Auditorium

Date/Time: December 6, 2019, 2019; 9:00 a.m. – 11:30 a.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

In Person: Vince Rogalski (STAC Chair and Gunnison Valley TPR), Dick Elsner (Central Front Range TPR), Elise Jones (Denver Regional COG), Ron Papsdorf (Denver Regional COG) Elise Jones (Denver Regional COG), Suzette Mallette (North Front Range MPO), Dave Clark (North Front Range MPO), Barbara Kirkmeyer (Upper Front Range TPR), Elizabeth Relford (Upper Front Range TPR), Chris Richardson (Eastern TPR), Bill Thiebaut (Transportation Commission), Kristie Melendez (North Front Range TPR), Bentley Henderson (Intermountain TPR), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Deputy Directory/Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), Tim Kirby (CDOT Division of Transportation Development), Steve Harelson (CDOT Chief Engineer), Shoshana Lew (CDOT Executive Director), Heather Paddock (CDOT Region 4 RTD) John Liosatos (Pikes Peak Area COG), Heather Sloop (Northwest TPR), Aaron Bustow (FHWA), Dana Brosig (Grand Valley MPO), Peter Baier (Grand Valley MPO), Stephanie Gonzales (Southeast TPR), John Cater (FHWA), Turner Smith (Central Front Range TPR), Gary Beedy (District 11 Transportation Commissioner), Rebekah Karasko (North Front Range MPO), Walt Boulden (South Central TPR), Michael Yohn (San Luis Valley TPR), Roger Partridge (Denver Regional COG), Walt Boulden (South Central TPR), Terry Hart (Pueblo Area COG)

On the Phone: Amber Blake (Southwest TPR), Dean Bressler (Grand Valley MPO)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of October STAC Minutes with revision to Central Front Range TPR Report. <ul style="list-style-type: none"> ○ Page 5 should indicate that US 285 was closed two times over 2 weeks. It was not closed for 2 weeks. 	Minutes approved
CDOT Update on Current Events / Herman Stockinger (CDOT Deputy Director)	Presentation:	No action.

- You should have received an email from Julia Spiker that the STIP is out for review. Please get all comments to me by next Friday, and if anyone has any questions you can contact me.
- TC has approved the project list. It got a lot of press all saying good things and we are very excited about it.
- Remember our 78/25 target for distribution and 50 % in asset management? We ended up with 78%/22% and 56% in asset management so that is pretty close to our target. We feel pretty good about that.
- We also feel pretty good about how well the projects meet the set of criteria TC advised us to use in prioritizing projects. For example safety was one of the guiding principles that they wanted us to incorporate, so we looked at projects having LOSS 3 and 4 with 74 projects and a combined investment of over \$1B, representing 92% of the total highway investment. 45 of the projects having a LOSS 4 with \$772.5 million of the investment going to improve safety. In the mobility category, 31 projects have benefits to mobility, amounting to 78% of the total investment. 55 projects are on freight corridors contributing to economic vitality. Then, asset management was the linchpin of the effort. 72 projects have an asset management element, and that amounts to \$800 M, over half of the highway investment.
- With the rural roads we have 41 projects dedicated to pavement condition. The Denver post noted that this is a historic investment in rural roads covering over 500 miles of rural pavement, the median age of which is 22 years. State Highway 160 C, for example, the last treatment was done in 1979 and the drivability life is 0 years, and once we do the treatment we will have a drivability life of 15 years.
- Current Distribution: \$1.3B in anticipated funds for FY 21 and FY 22. You can get more detail on the break down from the slides. TC decided to put in another \$81 Million from the commission program reserve to make sure the projects get funded.
- National Highway Freight Program: TC approved the program. A key consideration was if they contribute to “Whole System, Whole Safety”. The total investment amounts to \$32M in addition to the SB-267 funds.
- One project to note, is the tech investment that we made with a ribbon cutting just last for a detector that with thermos detectors will light up and let people know they

	<p>are going the wrong way. It has already detected 5 wrong way incidents. For a \$13,000 investment that's a phenomenal pay off. It's a pilot that we are looking to put in a variety of areas. I just want to highlight this as a success for a low dollar amount.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • N/A 	
<p>Transportation Commission Update/ Norm Steen, STAC Vice-Chair</p>	<p>Presentation As Herman said, all of the highway projects were approved. Barbara Kirkmeyer was able to present her case in the workshops, and they listened and debated and approved the list as is. Today we are going to have the transit part of that discussion, so the commission can approve it in 2 weeks. One interesting thing for me is the chain law vs. the traction law. Herman presented an opportunity to look at the rules for those laws and how they can bring them together so they make sense.</p> <p>STAC Comments</p> <ul style="list-style-type: none"> • Herman Stockinger: just to explain further. CDOT and state patrol were already talking. State Patrol have indicated that the way it was written to try to clarify and make it easy to understand. Vince: I just want to make the point that CDOT followed up on that after our discussion. If you are interested in the resolutions there's a list by number by category so you can see each resolution, so you can look at that. Questions? 	<p>No action</p>
<p>TPR & Federal Partner Reports</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: I was going to say something about Boulder's record snow, but can't compete with that. We heard from the I-70 coalition and travel demand management and I appreciate Rebecca coming to give an update on the SWTP, and we are looking at different scenarios for our transportation plan. And I am appreciative that TC approved the highway list of projects. • <u>GVMPO</u>: We are finalizing our project list now. And starting to do some scenario and resiliency planning for that. Next week we have a federal lands transportation needs assessment meeting and working with local federal lands manager and Elijah Henley on that. For the MMOF we have final apps due on December 20th, and we're hoping to approve those in February 	<p>No action.</p>

- NFRMPO: Four items: last night MMOF call for projects opened with applications due on January 31, 2020 and at the Planning Council we voted Dave Clark as the Chair for 2020. We heard from Andy Karsian about the Front Range Passenger Rail and the CR 48 bridge over I-25N at Mulberry opened ahead of schedule PACOG: TAP applications were submitted on December 2, 2019, and we got 3 from Pueblo and 3 from Pueblo West. The I-25 Ilex project is mostly done but there's an outstanding punch list that we are working on. We need to eliminate some bumps still at the bridge joints. On MMOF we are into early discussions on it. One concern was the 50% match requirement. The RFQs for the Long Range Transportation Plan are out and we are waiting for responses. We are interviewing for a transportation planner position. And finally, we had our COG meeting yesterday, and were pleased to have Transportation Commissioner Thiebaut present. He gave us an overview of TC activity and helped us understand what we can do to advance our interests.
- PPACG: Norm Steen was sad that he couldn't be here. A couple items to report. We want to thank CDOT Region 2 for handling all the snow as well as they did. Also, we have a couple projects on the border of PPACG and Central Front Range TPR that we see as one travel shed and CDOT had a passing lane that was awarded and bids came in on SH 94 for construction next year and they are looking good. Andy Karsian came to our next board meeting and I want to thank him for coming to that and explaining the nuances of that. Next Friday, the December 13th, is the Front Range Rail meeting at PPACG and I want to encourage people to attend.
- Central Front Range: We have work going on US 24 east of Peyton, where they are cutting down to one lane and we went through the Long Range Planning process, and I had an issue with how people were voting which we can talk about separately. And of course there was the incident in South Park which I'd like to talk about a little bit. The Town of Fairplay has a population of 762 people, and over 2 days we had over 700 people coming through that ended up in shelters because of a storm. We had to move them to the high school because there was nowhere for them to go. I think CDOT needs to take a look at whether US 285 should be encouraged for an alternate route. Because we have no place for people to go and it creates issues. Karen Rowe sent me a map with a wind map and it showed 50-60 mph winds and they dropped down for 20-30 mph and so they opened the road, but the road surface wasn't ready and there was no way to know that it was a sheet of ice and

with 20-30 mph winds making it impossible and we had to pull in snow cats from Jefferson county just to go rescue people stranded on the road. And we had to put people up, and people couldn't get back to Fairplay and we had a stretch of a couple miles of road, and we are lucky that we didn't have people die out there. There was nothing they could see. CDOT needs to check with locals who know more and can really tell you about conditions on the ground in these situations. There wasn't enough communication with locals. I'm afraid we are going to have more problems in the future if this doesn't change.

- Vince Rogalski: Reports that I heard said that when they came over the pass it was blue sky, and that they didn't see it coming.
- Dick Elsner: The weather in Fairplay depends on how tall you are
- Herman Stockinger: We appreciate that, and the last thing we want is for people to be stranded. We want to thank you in Fairplay for all of the work you did.
- Dick Elsner: I want to thank the people of Fairplay and I should mention our County Coroner was also was amazing and relatively young. He had to step in for our Mayor who was out of town, and our Sheriff who was out of town as well, so we were running with our second string. My big concern was that people would panic as he greeted them coming into the high school. The people of Fairplay were amazing and volunteers stepped up to help people. We raided the schools pantry, so we need to find a way to restock the school as well.
- Eastern: We met a few weeks back as a TPR and discussed MMOF . Primarily the actions we looked at was allocating funding for FY 22 funds in response to the anticipated growth that we see around the SH 86 corridor, and then we prioritized our project list as input into the Statewide Transportation Plan.
- Gunnison Valley: Priority projects we have a meeting in Glenwood Springs on January 7th, and on the 6th I have to go to Durango. One of the other things is that for the MMOF we have 8 projects and they look really good, so I think we will be dealing with those, and the big thing is what do we do about the match requirement and what is the process to request an exemption. Questions and comments?
- Intermountain: We had two meetings in November for a priority list. In the first meeting it was an interesting process. There were 200 projects, and we realized it was too much for one meeting so we regrouped, and we had each county bring in 4

	<p>infrastructure projects and 4 multimodal projects and had them present on each so that we could have a better idea of the impacts of the projects, and that was helpful and we concluded we met one last time and prioritized those so that when we get to our meeting in January we have a lot of collaboration. The only criticism I have is that the guiding principles from TC. Our group wished that they had been weighted and they believe that would have provided a greater level of guidance. We worked through that and I think we can come up with a great list of projects. And I am hoping with this funding we can put some lipstick on Wilbur and get roads to a point where they are more functional. The only thing I want to make sure we start our new meeting dates next month</p> <ul style="list-style-type: none"> • <u>Northwest</u>: It's not snowing but the northwest area got the most snow in its history for November at 33" so then the ski resorts opened early, but the lifts broke, but we kicked off Snowstang and did the unveiling on Wednesday, and the bus is starting this week. We have a call for projects for MMOF due December 31st. We were awarded an off-system bridge grant for Routt County for the Trout Creek Bridge. Winter Park was the recipient of a federal 5339b grant for \$12 million and they are really excited. It's a very big award for them and they will build a bus facility with it. We have completed our statewide projects list. We actually found a way to make it more amenable for our region and always looked at one large corridor of US 40 but we have now split that into 4 sections and realizing we have some corridor circumstances where communities can partner up on certain segments, and everyone was very happy with how that is working. We have a region wide MPO/TPR meeting on January 7th and that's about it. • <u>San Luis Valley</u>: I'm happy to report that we have survey crews on SH 17 and US 160 for the intersection there, and Alamosa County is getting funds together for FLAP for the entrance into Great Sand Dunes National Park. • <u>South Central</u>: We met on our priority list and I have to say that it went really smoothly and I think that's because it's been the same for the last 5 years, but we did add one new projects. A lot of our discussion was around our appreciation for the asset management funding. We are also talking about MMOF. We have a lot of interesting projects but there also seems to be concern about the 50% match, which might be a barrier to get all the projects that we want moving forward. Other than that, projects are progressing, the PEL on SH 12 is ahead and the bridge at exit 59 is on track. • <u>Southeast</u>: Our Southeast Regional Coordinating Council is working on our website and creating a guide, and there is excitement about transit. The TPR is preparing 	
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	<p>applications for TAP funds and making awareness and hopefully that will help spur transit. SH 10 and SH 71 bridge projects are completed and open again. Bridges look amazing</p> <ul style="list-style-type: none"> • <u>Southwest</u>: <i>No update</i> • <u>Upper Front Range</u>: We just met yesterday and we have our draft plan in place and are look at finalizing that in March, and we included some projects in regard to federal lands in our list of priorities, but we did have someone there. Transit was there and they had some suggestions and we are looking at \$4 million in transit projects. The funding for the PEL on SH 52 is in place, and we will be working on an access management plan. I attended the TC workshop and I appreciate them listening to me and restoring \$32M to the I-25 project • <u>Southern Ute Indian Tribe</u>: <i>No update.</i> • <u>Ute Mountain Ute Indian Tribe</u>: <i>No update</i> • <u>FHWA</u>: FHWA: Nationally one of the things DOT is trying to progress is pedestrian safety. FHWA, FTA, has come together on a Street Smart campaign, the agency heads were here to kick it off and trying to emphasize pedestrian safety. It's about collaboration. NITSA works with law enforcement and finding ways to address safety challenges. It's happening nationally so we are trying to find ways to make it a priority and there are a lot of things we can do. We work collaboratively and are trying to step outside of our comfort areas to find solutions. We have to start doing things to try to address it. <p>STAC Comments</p> <ul style="list-style-type: none"> • Barbara Kirkmeyer: We were going over MMOF yesterday at our meeting. There is the less than 50,000 population requirement for the match relief. Weld County is in 3 TPRs so it is very large. We don't meet the threshold because we have so much land area and can't possibly meet that threshold • Tim Kirby: I met with David about that, and he'll be able to address it in his discussion later today. As long as communities applying are showing they meet the true intent and showing those areas that are truly disadvantaged I think they have a chance to come to commission for that request 	
<p>Federal and State Legislative Report (Informational Update)/ Herman Stockinger and Andy Karsian, CDOT</p>	<p>Presentation</p> <ul style="list-style-type: none"> • I asked for some numbers to illustrate the amount of snow removal we've been tasked with so far this year, comparing this November to previous years. In November of 2016 we plowed 1.2 million miles, in 2017 we plowed 457,000 miles, in 2018 we plowed 649,000 miles, and in 2019 we plowed 1.3 million 	<p>No action.</p>

Office of Policy and Government Relations	<p>miles and this year we plowed 1.6 million miles so far. So this year we have plowed 300,000 miles more than we were in previous year, so should be exciting winter</p> <ul style="list-style-type: none"> • <u>Federal Update:</u> I'm doing the Federal update today. There's a continuing resolution through December 20th and the rescission was removed for FY 20 so that's good news, and they did agree on FY20 top line numbers so at least with that top number they can figure out how to fit the appropriations bills together, but that might be difficult to achieve by December 20th, so there may be a continuing resolution for some of the other departments going forward through January or maybe even April, and some of the appropriations bills might get through by December, but a lot of them might get pushed to winter or spring. <ul style="list-style-type: none"> ▪ One of the factors that might be delaying things is the impeachment inquiry, which is going to create backlogs for everything else because the Senate might not be doing anything else for 6 weeks. ▪ Trade Policy is another thing that's important that needs to get through next year, so when it comes to reauthorization...Just to back track a bit, with the Continuing Resolution, if they get it through in January or even April, they might be able to push it again through the end of the fiscal year, so that would create space. ▪ Back to reauthorization: the Senate had a bill in July from the Environmental and Public Works (EPW) Committee. The bill would increase baseline numbers by 27% but the Commerce and Banking Committee hasn't done their part on it yet. ▪ Another factor that could delay things is the 2020 election cycle, which could bring problems if people are waiting for the election to do anything. If you're Peter Defazio and you think you might keep the House or pick up senate seats you don't have a large incentive to concede anything if you have a chance of having a majority after the election. So that could be a problem, or maybe they will get it through in the spring. • The last item I want to discuss is INFRA grants. We are getting ready to receive the NOFO the week of December 16, 2019, and so we have started collecting projects and are vetting projects to get ahead of the game, and wanted to get your thoughts on where we should go with the INFRA grants. The focus of the INFRA grant is on freight. There are small and large project categories for \$500M and \$100M projects accordingly. 	
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- The focus for this year will be identifying projects that will be fully funded to free up state dollars for other things, or expanding projects that are partially or fully funded based on our current program and maybe it just needs a little more for scope, we are not in the position to ask the commission to put in more money than they already have for a project that won't be fully funded and will just sit because it just isn't there, so we need to have projects that will be ready to go.
 - Suzette: I'm looking to Heather because we certainly have some potential candidate projects on I25 but I'm not sure they're ready.
 - Heather Paddock: I was looking at a different corridor for this INFRA. On US 85 we have match and commitments. I haven't talked to the team yet about it, but that's what I'm thinking about. We are working for I25 segment 6 to segment 5 and we don't have the match dollars yet for a solid proposal at this time.
 - Ron Papsdorf: I think Floyd Hill is still a priority for the rural part of DRCOG and we would like to be considered in the mix especially because 267 money goes to that project and might be good to complete it. I 270 is another project that could be ready.
- State Update: This is the last time I'll speak to you before the legislative session starts. We've heard a variety of opportunities to engage with legislators. They will be talking about transportation a lot this year. It'll be more of a package than just one bill everyone gets behind. A couple bills came out of TLRC include
 - Moving hazmat and weight limit permitting to CDOT from POE, adding another permitting opportunity here at CDOT.
 - There's a conversation about adding donations to the scenic byways program. Haven't talked to them in a long time.
 - Conversations about rail and enabling legislation to create rail districts at the local level.
 - Traffic safety bills will be brought up and one will be about distracted driving. The hands free bill- they are trying to work through kinks, to prohibit holding a cell phone while driving.
 - A CDOT priority will be to fill in the funding for DUI enforcement that will be disappearing. So those are the broad things.
 - We also heard there will be a road usage charge bill on anything that has a component of non-internal combustion engine. That came from the SB 239 study over the summer. And emerging technologies will be part of the conversations and looking at

	<p>possibilities for a road usage charges for services such as Uber and Lyft.</p> <ul style="list-style-type: none"> ▪ Then there will be a conversation about what do we do about the gas tax. There are 2 ways of addressing it that we will be discussion. One approach would be to pass fees on top of the gas tax. Alternatively, we could take it to the voters, but that doesn't have a lot of support because the money to finance it will come out of the general fund, and it's highly unlikely that the lobby will allow more to come out of the general fund, so the idea is to change that to a gas tax increase that voters can vote on in 2020 and that is a high level summary, and I'm happy to answer questions <p><u>STAC Comments</u></p> <ul style="list-style-type: none"> • Turner Smith: how many cents a gallon are they talking about? • Andy Karsian: We are just starting now to have a broad conversation about how to approach it, so those details are up in the air. Right now we are thinking more about do we want to get bipartisan support, and will that help with the conversation, and that's more where we are, so by next time hopefully we will have more information on revenue projections. • Turner Smith: Trucking has been behind the fuel tax for a long time • Andy Karsian: But there's also the question of whether we also implement as a package with TNC and EV legislation. • Bentley Henderson: Is there an opportunity for an update on the Hazmat/EJMT effort? • Andy Karsian: It hasn't happened yet. It's been delayed due to things that happened over the summer. We have until next fall to do that. We are referring to a piece of legislation directing CDOT to look at allowing hazmat through the EJMT at certain times. Ideally, we would like to make sure it won't lead to anything that will require additional funding. Safety measures and looking at the tunnel to have a nice conversation about it. • Steve Harelson: Just to clarify, something has happened on it. I was leading that team and had written a draft scope, and then I got promoted, and have gotten sidetracked with a lot more meetings, and another key member of the team was 	
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	<p>on paternity leave but he's back. In January we are meeting and going to go through the scope and we will meet with stakeholders to finalize the scope and go through what's in legislation, but I had intended to get that going by now but got promoted.</p> <ul style="list-style-type: none"> • Vince Rogalski: Is an index part of the revenue discussion? • Andy Karsian: Absolutely, and that's part of the discussion over taking it to voters vs. passing a fee that we can do through the legislature. Most conversations that I hear lead to a conclusion that it has to be indexed because a flat fee will lead us back here again in 5-10 years. 	
<p>New Funding Discussion-Transit/ David Krutsinger, Division of Transit and Rail(DTR)</p>	<p>Preliminary MMOF Discussion:</p> <ul style="list-style-type: none"> • David Krutsinger: There was a question about qualifying for match within counties that straddle MPOs and rural areas. If the county delivers the project they are essentially the contractor of the project so that's how we look at that for MMOF. Does that answer the question from earlier? • Suzette Mallette: I guess I wasn't clear about it. So for instance where we have Weld and Larimer County If Weld county is delivering a project in a smaller community you can use the data from the community where it is being delivered to argue for match relief? • David Krutsinger: When you look at population... I guess to use a more specific example, if Weld County is delivering a project in a smaller community you can use the data from the community to support a case for match relief • Barbara Kirkmeyer: For example we had a subdivision between Platteville and Fort Lupton in Weld County that is low income and was platted back in the 70s and we want to do a project between Platteville and Fort Lupton. • David Krutsinger: So I think that you look at the data from those communities, Fort Lupton and Platteville. The question is who it is serving, and that is what is more important. • Barbara Kirkmeyer: what about using the subdivision data? I have to use the Fort Lupton data? 	<p>Motion approved to recommend that TC approve the SB 267 list of transit projects with an amendment to allow locals to use the funds for fleet.</p>

- David Krutsinger: Then I'd say that's a rural area that meets the definition of a community.
- Barbara Kirkmeyer: Wouldn't it be easier to use the population from the unincorporated part of the county.
- David Krutsinger: I'd say so that we don't have to go back to the TC that we just look at the community where the project is being delivered. If it's serving an area of a county that is rural and below the poverty line, then that's the way to couch it so we don't have to go to TC for a policy change. Since we have to get commission anyway I think that's the intent. Put another way it would be more difficult to have Weld County to take as a whole taking all of the money and saying that's somehow serving all of the rural areas.
- Barbara Kirkmeyer: We are in a unique situation because Greeley isn't in the Upper Front Range.
- David Krutsinger: But it's in Weld County, but it is true that the group didn't split this by TPR jurisdictions.
- John Liosatos: So for the Central Front Range TPR we have guidance for our communities to use to explain how to proceed. For example, Rahmah is in CFR and could have something from El Paso County and El Paso County could be what's being looked at. Can there be certain guidance that goes back to the TPRs to explain that they can use the data from the community where the project is delivered. When the TPR does the MMOF applications they won't know about this conversation. So can we get something in writing so they are aware of that, and then they can apply without having match?
- Tim Kirby: I think we are all saying the same thing. As part of our work we can create a guidance document, but it's still incumbent on the applicant to come forward with data that supports their case for match relief.
- Vince Rogalski: One of the other things is that when you come to TC the TC needs to know this, this, this and this. And the other thing is when do we do that? Is it going to be a piecemeal process or are all requests going before TC at one time?
- David Krutsinger: I think on that the TC has deferred to TPR calendars and as staff I think the best thing we can do is to collect in larger chunks so it won't be every meeting. seriously.

Presentation On the SB 267, this is the complement to the highway portion, and I'm seeking approval from STAC today. And you can ask questions and you saw the updated version and you unanimously affirmed that they are in support of the recommendations. 10% for transit. So it's \$42M for Year 1 that is already in the bank, we are still seeking projects to fill out the second round .

- TC and TRAC gave us this bit of guidance: we should pick projects for all 4 years. Over multiple meetings back to January of last year that we want a mix of projects including partner projects. Mobility looks different in different parts of the state. We are using CDOT for Bustang and Outrider expansion projects, partner projects will be 50/50 and we will use that for park and ride and maintenance facilities and those are the things that we can't do on an ongoing basis, and then the last column will be for ongoing local needs, which 25% of funds will go toward.
- This diagram is complicated but just shows SB 267 and SB 1 funds, and how and what statute directs us to spend the two different programs. We have to have 25% of projects go to rural projects and the bottom right is the local pool and the bottom right is the CDOT pool. And then, \$96M will come from CDOT and the same on the local side.
- This is a current snapshot of project identification. We did complete a capital call and we had some additional meetings. Next to the last column shows the dollar amounts by TPR, and there is \$12-\$16M that still needs to be allocated.
- In addition to your input for the past studies and efforts, we looked to the lists that were created for ballot measure 110 and the transit development program to find projects. SB 267 is paid back on a loan basis so we are looking for projects with a lifespan of over 25 years as part of the evaluation and selection criteria and we spent a lot of time in previous meetings to select projects. This map overlays transit projects on Outrider/Bustang routes and there is a good distribution around the state. We are forecasting more than 25% to rural areas and there are still some that haven't been selected yet. This is what we are shooting for.
- Next Steps: The Transit Rail Advisory Committee unanimously approved taking this list to TC, and we seek your approval.

STAC Comments

- Dick Elsner: In Park County you have a green star on the map to depict a transit project, but when I go to your list for Region 2 I don't see anything for Park County, so either your list is wrong or your map is wrong, which may change your distribution calculation across the state.
- David Krutskinger: I believe we have identified a potential stop on Outrider there, and we have work to do to identify others in the Central Front Range region, and we do have more work to do to find projects there. So transit is different and more localized. So the first page only hits part of it. And the heading is wrong.
- Barbara Kirkmeyer: So we can use these funds to purchase buses?
- David Krutskinger: We want local projects to have at least a 20 year or greater lifespan, so buses would need to be obtained through normal funds.
- Barbara Kirkmeyer: But in Region 4 you have some bus purchases for 2.5M, so those will last 20 years?
- David Krutskinger: CDOT has no other way to purchase buses. We can't access the other funds that are for transit agencies.
- Barbara Kirkmeyer: What if you aren't a transit agency. What if the county wants to buy a bus to run a service.
- David Krutskinger: You can go through a capital call for that.
- Barbara Kirkmeyer: That seems unfair. What if we apply for the funds and we don't get them? It's very difficult to get funding through the normal capital call process.
- David Krutskinger: I'd say go through the normal capital call and ask for a vehicle. Two things here, one, you can go through normal capital call with the current policy, and I think you are advocating for a policy change, so that CDOT can't purchase vehicles for the region, then we will take that under advisement
- Barbara Kirkmeyer: I just think there should be some equality. If you're allowed to buy vehicles I think other entities should too. Any local government should have the same opportunity.
- David Krutskinger: so the state is paying the interest on these projects, so I think that given that there are other ways for locals to purchase buses that the

	<p>exception for CDOT is fair. If CDOT weren't able to use these funds for vehicles we would need to apply FASTER funds to this to achieve these objectives.</p> <ul style="list-style-type: none"> • Dana Brosig: I would agree with Barbara because our biggest issue right now is our aging fleet, and if we don't get those funds we don't have other options. Right now we have 30 buses and 10 are out and we can't get mileage on them to qualify for replacements because they are so broken, so we can't replace them through a capital call. • David Krutsinger: So I can take that proposal to TC, that we include a provision that we pay interest for 20 years for a greater proportion of the funding that only has a 15 year life or we somehow restructure the COP so the term matches the life of the vehicle. Otherwise that would mean that we will spend more interest on something that no longer has value. I'm not sure if the COP term can change. • Jeff Sudmeier: The COP term is always 20 years, so it can't be changed, but you could use it on something that has less than a 20 year lifespan, but it doesn't really make sense. But no we won't structure COP differently than it is set up in statute. • Dana Brosig: I think that there should be a provision that allows for locals to use it for vehicles, but you could add provisions so that it isn't a large share of the money. • Elise Jones: I agree we need more funds for fleet replacement, but I do worry if we are creating a situation where we are competing with CDOT for FASTER funds. I think we need TC to look for more funding for fleets, but to do it in whatever way makes sense. We just need to be thoughtful. Obtaining local vehicles is a priority is the bottom line. • David Krutsinger: To move this forward, I'm asking that you approve the list and maybe with a caveat about the buses in the project list. • Barbara Kirkmeyer: I think we are in agreement with the list, but we think there should be equality here. • Shoshana Lew: What would be the suggestion coming out of that? • Barbara Kirkmeyer: That we at the local level can use funds in a way that meet our needs, including purchasing buses or fleet vehicles, and maybe you put a 	
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	<p>cap on it if you are concerned about misuse, and that would hinder flexibility, but at least we would have some mechanism to get vehicles if that is our biggest need.</p> <ul style="list-style-type: none"> • Shoshana Lew: Suggesting that they be put out for solicitation • Barbara Kirkmeyer: In the Upper Front Range we have \$4.3 M that we are that putting out to call for projects and I'm saying that through that call they should be able to purchase a van or bus with that \$4.3M We will have to still have to prioritize. We should just have that opportunity. I understand they won't last for 20 years, but the government has to do that all the time. • Jeff Sudmeier: To put it another way, you support what's been presented with the caveat that the money to locals can be used for fleet. • Elise Jones: I think that's a reasonable compromise. I'd like to make a motion on it. • Heather Sloop: Regarding the partner capital call that's remaining, does that mean that everyone has a form of funding in that column. So if we give you a list, Who decides if that list is worthy? I have a list so do I decide if they get the \$2.6 million or does CDOT decide? • David Krutsinger: So far, for last year it's been decided already, so the \$3 million was awarded last year so that's a done deal and this year hasn't been awarded yet, so I'll take your recommendation for how it should be done going forward. • Heather Sloop: I think I should get to decide, so I recommend the TPR representatives make the decision. • Barbara Kirkmeyer: The motion on the floor. Elise, please restate it. • Elise Jones: The motion is to approve the list with the amendment that local fleet can compete in the partner capital call. • Barbara Kirkmeyer: I second. • Gary Beedy: Just consider that the commission can waive match requirements on some of these. • Barbara Kirkmeyer: We agreed that the request had to come through the Chair. • David Krutsinger: Match relief. I think that we are confusing two topics, MMOF and 267. We are talking only about 267 right now. So for the discussion now there will be an 80%/20% match requirement. 	
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	<ul style="list-style-type: none"> • Vince Rogalksi: On page 7 it says the local capital call is 80%/20% so that is a call for match. Further discussion? • Motion carries unanimously. Except for one No. • Rebecca White: This is great. We are happy to take this to TC, so thank you • Vince Rogalski: One other thing is that TRAC took email vote this week and everyone on TRAC is in agreement with this list. • Gary Beedy: I'm trying to analyze how this would work with buses. We would need the operating there before equipment is sent out, so that we aren't awarding something that will just be there and sitting. And it needs to be considered in the entire application. • Heather Sloop: Just out of curiosity, why did you vote no? • John Liosatos: I understand the fairness question and I've done this for a long time, so from my perspective the problem is that if you are using state money to award buses, and there are no federal rules attached, it may create a perception of misuse. There are all sorts of nuances that may lead people to ask if it's an appropriate use of state money. In my mind giving money to CDOT for Bustang is acceptable versus the other, but that's the reason I voted no, and I think long term it will hurt a state's ability to get funds. 	
<p>CDOT Budget Update/ Jeffrey Sudmeier, CDOT Chief Financial Officer</p>	<p>Presentation: Giving an update on FY 2021 budget that will take effect July 1, 2020. I'd like to introduce Bethany Nicholas. She's been here a year. She's been at TC a lot over the last few months. Bethany and team has done a lot of great work making improvements to the budget process and it's an ongoing effort.</p> <ul style="list-style-type: none"> • Last month we took the proposed annual budget to TC and they approved the draft plan and that was timed before the December 15, 2019 statutory deadline. • I just want to share with you that that budget is on our website and there's a link in the packet and it's really a product of a lot of work over the summer. • We have completely revamped it and changed the budget to include all sorts of new information including revenue sources, programs, new program structure, and it's a great reference document if you want to know something about a program, and we've added content in appendix to give a broader view of our budget. 	<p>No action</p>

- We have worked in the past off a one sheet- one year, one revenue allocation, and that really only gives you a one dimensional look at how that next year's funding will be allocated, but really we operate in a multiyear capital budget and with that comes all the prior years that are still spending in projects.
- What we have done is update appendices to give more information and different views of that information. It includes an allocation plan and adds a column to show what is rolling forward from prior year budgets so you can see holistically the entire budget, and what is waiting to be spent.
- Next, we are implementing a spending plan to estimate what we see in expenditures for the year and it includes all of the budget that is out there. We want to give a picture of what you'll see spent on construction throughout the fiscal year.
- And then as you can see there are a few other appendices to give a more in depth look at the construction budget and the last two give a broad picture of all the projects and its split out by phase and region.
- Just to back up to a broad overview for FY 21 and we've allocated almost \$2M of the budget and it's over \$500M from SB 267 COPs and there is \$50 M from SB 263. We anticipate about \$640M from federal programs and then \$587M from the Highway Users Tax Fund
- On the allocation side the big pieces are core capital construction, maintenance and operations, and then there are suballocated programs that get passed through to about \$226M.
- We wanted to share with you a little information about an exercise we went through at the direction of the Governor who asked us to find areas to reallocate funding. We asked them to look into the budget to reallocate money to redirect it to core construction and maintenance. We want to share this with you because this impacts the portion that comes from the legislature so this will go to the legislature next session. We put together those changes that we made here.
- Last June we repurposed funds to maintenance and operations, about \$14M, and made adjustments last month. We moved \$2.9, and then we have two items on here and we plan to put that to TC in February.
- We get a lot of questions so I want to make the point that we are aligning the budget in a more efficient way to reflect what we expect in expenditures. So

	<p>nothing here is restricting budgeting. It's really to be more efficient with our budget.</p> <ul style="list-style-type: none"> • A closer look at the \$.1M in the administration line. We tightened up projections for personnel budget and vacancy savings. Not a freeze on hiring just restricting it to tighten up our projects to reflect better the reality. • Looking forward we will be finishing up a few adjustments and we plan to bring some changes in February and they'll make changes, and also in December we will update revenue forecast and we'll make those adjustments in February and those will have impacts on program reserve lines. And so those budgets will be changing. • Jeff Sudmeier: In closing what the TC referred is our draft budget and that will have to be submitted by December 15, 2019 and then we have until March 20, 2020 to finalize it for TC approval in March. <p>STAC Comments:</p> <ul style="list-style-type: none"> • Heather Sloop: On your efficiency and opportunities page 102 in the packet, you have RPP listet. I thought that RPP distribution was still up in the air. When is RPP going to be decided? • Jeff Sudmeier: you mean the distribution formula? • Heather Sloop: Yes • Jeff Sudmeier: The RPP budget, which is \$50M hasn't been changing, but how that is allocated is different. The indirect are things that aren't part of a specific project but support all of the construction projects, but Rebecca White will be talking about RPP in the next couple of meetings. • Vince Rogalksi: More questions on the budget? So they'll be coming back February. 	
<p>Statewide Plan Update/ Rebecca White, Division of Transportation Development (DTD)</p>	<p>Presentation: I just wanted to say since this is the season of gratitude that I appreciate it that everyone is represented here. I want to thank two Commissioners including our current Chair. Commissioner Beedy is still coming and that's great. Tim will cover where we are at in the process.</p>	<p>No action.</p>

- Tim Kirby: I'll start by caveating this slide. This is the pathway for rural TPRs. We acknowledge that MPOs have unique federal requirements and we intend to give visibility to that at the next TC, so the purpose of this slide a lot of the heavy lifting has been done. All stakeholder input and county input and data analysis and ran through TC criteria and then you will take it to RTD Chair meeting, and RTD will take the recommendations to the TC for inclusion of projects in the pipeline. At the November meeting of Commission we brought a number of questions to TC regarding fiscal constraint. So what we are talking about is year 5-10 of the pipeline. We asked a number of questions knowing that we want a sense of where they are at and that we want to give STAC the opportunity to give feedback and then we can take that back to them this month. First we asked, from overall total value is \$500 M an appropriate level to assume for each year? TC said yes that sounds appropriate for 5 years. This is somewhat based on the last couple of years of general fund transfers.

STAC Discussion:

- Ron Papsdorf: Quickly to clarify, this assumption is above and beyond the existing base program?
- Tim Kirby: Correct. The second question we asked is, should there be a funding split between capital and asset management? TC said that yes that they want us to split the funding between capital and asset management using the model we used for the SB 267 funding discussion. Finally, in the third question we asked TC of that overall \$3B should we take an off the top portion for transit? And they asked that that be a minimum of 10% set aside for transit.
- Turner Smith: That 10% would be from the urban side?
- Tim Kirby: No it comes off of the top.
- Barbara Kirkmeyer: I understand that we want to make sure it is multimodal, but it's supposed to be a roll up of all 15 TPR plans, so what if we don't get to the 10% in our regional transportation plan?
- Tim Kirby: I'd say it's a rough target.
- Dave Clark: Is there a definition of what qualifies as transit?
- Tim Kirby: I would defer to DTR for the definition they want to use for transit. But it sounds like it could be. Let us take that back to discuss further

- Elise Jones: From DRCOG's perspective that should be a minimum target, and there's a widespread interest across the state but we will go above 10%.
- Tim Kirby: If I'm not hearing other comments, we can share this with TC at a minimum.
- Ron Papsdorf: I did want to talk about the 75/25 split target and raise some questions. Is that just for non-interstate like we did for SB 267. Even with that there was the exception for I-76. So should we maybe open that up to rural interstates?
- Rebecca White: It would be great to hear from rural TPRs.
- Heather Sloop: No
- Dick Elsner: I would also add No
- Bentley Henderson: I think they would suffer if that were the case.
- South Central: From South Central, with an interstate, I would echo that. It's different and separate and we have an interstate.
- Ron Papsdorf: This still assumes a suballocation for each TPR and they would still have the power to have that flexibility in prioritizing.
- Bentley Henderson: I think one challenge you'll find, especially, on I-70 where we are talking about an auxiliary lane project in the \$700M range and where does that fall? To the TPR or is it a statewide concern project? But even so, if local funds are directed towards that it's a huge hit to a small TPR, and I would respectfully say we should continue to segregate those.
- Vince Rogalski: I-70 is the only one on the western slope and the entire rest of it has no interstates.
- John Cater: regarding rural interstate, Colorado is last in the country, and if we don't find a way to do that we will continue to be last in the country and that's the reality.
- Barbara Kirkmeyer: They can still participate in the 75% portion.
- Stephanie Gonzales: Same in the Southeast.
- Tim Kirby: Thanks for this great discussion.

Presentation Continued:

- Marissa Gaughan: Most of you know me, I wanted to share with you some ideas for the outline of the RTP plan and these will apply to the 10 rural transportation plans that meet federal requirements. Speaking of federal and state elements guiding the plans and we shared these with you earlier, and with the first round of TPR meetings and as a result we do include language that in fact roll up into statewide plan. That being said our goal with these plans is that each one will be as unique as possible. So I'm just going to outline that
- To start; we will have a TPR overview and we will include a lot of visuals and maps which we made a lot of and similar to 2040 plans we are hoping to have a letter from each TPR Chair. Next, we will do a transportation snapshot and some of the data findings from earlier meetings and things like population and employment and VMT, Freight Vmt, I think this is similar to the themes from the last 2040 plan, but we can make it extra punchy this time around. Next we will have mission statements and goals and these will be what you developed in your first and second meeting. Next we will have a description of the process and stakeholder input. Next we will have corridor needs with a map depicting the needs on each corridor
- Transportation Topics: we hope to have areas of focus in each RTP. So some of these things are going to be included at a high level and moving throughout the plan. We want you to have the opportunity to pick 2 or 3 topics to highlight and to do a more in depth focus. For the TPR that we haven't spoken to already we will send out a letter to TPR chair to start working on it.
- Lastly, we will put project priorities and we will have an implementation section. And we are hoping to have a plan that is concise and accessible to the public at large, so the more detailed info will be in the appendix and that will include data maps and other plans.

STAC Comments:

- Vince Rogalski: What is the timeline? when will we have the entire plan to commission? We have said March, but there is a lot that still needs to be worked out because we need to make sure there is enough time to get through the public comment process.

<p>Program Distribution and Formula Programs Update/ Tim Kirby, DTD</p>	<p>Presentation: What is the status of RPP, CMAQ, FASTER and program distribution? It's our intention to take a look and initiate conversation in January on CMAQ. Of the \$3B in additional revenue for year 5-10 a logical question might be what is my region going to get. Knowing the sensitivity around RPP we as staff wanted to be mindful of that while creating a planning range... so what we came up with is that on one end of the spectrum there is the historic formula favoring rural, and then the current formula favors urban settings, so we created a range based on that. So you can plan up to the top of the range, but just know that you will probably get less.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • Bentley Henderson: That answers my question. By “current” are you referencing what STAC decided in May? • Tim Kirby: No what I mean is the current formula that was adopted, so what TC decided on 5 years ago as opposed to the option B that you all put forth. • Barbara Kirkmeyer: Can you tell us what that is? The one that is existing? Is that different than the tweaking that Herman talked about with the SB-267 where you tweaked the RPP formula. • Tim Kirby: so for 267 what we did was looked at the range, but went to the midpoint between it. What we are saying here, as opposed to going to the midpoint, we will give you a range and you can decide how to use it. • Rebecca White: I just want to add that this will likely put us over the \$3B, but because this is illustrative out years I think it probably makes sense. We are trying to find the right balance. • Heather Sloop: why are we having a creative compromise when we already talked and voted on this a year and a half ago? • Herman Stockinger: You delivered a proposed formula for RPP at \$50M a year, this is more than just RPP, and it's \$500M. If STAC united around one formula for that then we would take that to Commission but that hasn't happened, so that hasn't been voted on yet, so we are presenting a range. • Shoshana Lew: To just quickly speak to that. 2 points, one, when it was originally considered it was specifically in the context of RPP and not for other things, and the second is that the voting mechanism doesn't illustrate that 	
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	<p>there's different perspectives on it, so we want you to have the freedom to at least plan to whatever perspective you have.</p> <ul style="list-style-type: none"> • Vince Rogalski: One of the other things is that given DRCOG's objection to RPP formula as it is, is the fact that it is used for all programs. So, I suggested to TC committee that they develop a general fund distribution formula for planning purposes, which may be different. They don't have anything yet. • Rebecca White: That's what Herman was talking about that we don't have yet. • Bentley Henderson: unless I'm mistaken when the STAC action on RPP that was one fundamental caveat is that there could be support for that as long as it didn't become the broader distribution for everything. • Tim Kirby: Just to chime in that motion was proposed and this group voted that down. What passed was option B. And what was put on the table was a motion to not allow the RPP formula to be used more broadly, but that was voted down • Barbara Kirkmeyer: So what is the current formula? • Tim Kirby: Currently it is 50% population, 35% lane miles and 15% truck VMT, and option b which was put forth by STAC proposed 25% VMT, 20% population, 40% lane miles, and 15% truck VMT. • Elise Jones: I appreciate that everyone is aware of our concerns. To clarify, our concern is not with RPP, but that it is used as a benchmark for all other programs. And we don't want you to forget, so we will continue to repeat it • Tim Kirby: When we take RPP to TC we will present the contours of the entire conversation. Just to recap what TC has approved and what they haven't approved, TC has approved Metro Planning, STP Metro, and TAP. What they have not approved includes RPP, and FASTER which will be discussed in December, and in January they will discuss CMAQ. We covered RPP through Barbara Kirkmeyer's questioning, but for FASTER safety I don't want to diminish this groups recommendations and for it to change it has to be initiated by TC. And STACs recommendation for RPP was to use the current formula. And we'll take that to TC in December. We will bring presentations in January around CMAQ before we take that to TC • Heather Sloop: Are you going to show them what we voted for, or the new range to TC? 	
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	<ul style="list-style-type: none"> • Tim Kirby: There are two distinct topics. For the planning ranges we are using RPP as a range just to be used as planning figures. Now RPP is a funding program and we need a formula distribution, so what we are taking is the formula so we will be showing what it is and the recommendation of what was recommended. • Rebecca White: They are two different agenda items • Bentley Henderson: For the planning piece you'll talk about this in a broader context of the \$500 M? • Tim Kirby: Correct. • Vince Rogalski: Anything else? 	
Federal Lands Access Program (FLAP)/Bentley Henderson, Intermountain TPR Chairman	<p>Presentation The staff memo is pretty clear. We received 2w total applications and we chose the ones in the packets. They will now start looking at costs. They are continuing with projects that were awarded in the past. There will be another call and I know that folks at Central Federal Lands will take a good hard look at that funding source at local improvements at federal installation. Some led to improvements at military bases. Reach out to James Erlich once the call is out if you have questions.</p> <p>STAC Comments</p> <ul style="list-style-type: none"> • Barbara Kirkmeyer: Just one comment. Yesterday at the Upper Front Range TPR meeting Elijah Henley came and had a map with federal access routes that could be eligible for additional funding, so we incorporated the map into our discussion and it will be one of our focus areas in our draft plan, and I would encourage everyone who has federal lands to get in touch with Elijah and have him give a presentation on it. Just a suggestion 	
Other Business/Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • Vince Rogalski: Other comments? Just a reminder that our next meeting is January 10, 2020 and that'll be the beginning of our new schedule for 2020 • Adjourn 	

STAC ADJOURNS

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

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

Transportation Commission Workshops

Wednesday, December 18, 2019

12:30 pm – 5:00 pm

Attendance: Commissioners: Bill Thiebaut, Rocky Scott, Barbara Vasquez, Kathleen Bracke, Karen Stuart, Rocky Scott, Donald Stanton, Gary Beedy, and Kathy Hall were present. Commissioner Eula Adams was present for workshops held later on the agenda. Commissioners Sidney Zink and Shannon Gifford were excused.

Whole System. Whole Safety. Workshop

Zero Deaths:

Overview of Wildlife Safety and Program Focus Areas (Rebecca White, Jeff Peterson and Tony Cady)

Purpose: Provide the Commission with background information on the extent of the wildlife vehicle collision problem in Colorado and to summarize CDOT's current efforts to address this issue, including wildlife investments in projects and a west slope focused study.

Action: Informational only.

Background:

Jeff Petersen, CDOT Wildlife Program Manager, provided an overview of wildlife collision status in Colorado.

- Colorado has the largest elk herd in the United States (250,000 estimated).
- There are approximately 450,000 deer in Colorado.
- Seasonal wildlife movements will create an inevitable conflict with vehicles.
- CDOT maintenance crews report moving an average of 5,900 animals off the roadway every year.
- Law enforcement agencies report an annual average of 4,000 accidents involving wildlife.
- GPS Collar studies indicate a minimum of 50% of wildlife/vehicle collisions (WVC) or carcasses are never reported.
- Assuming some overlap of CDOT maintenance and law enforcement data, a conservative estimate of 14,100 animals are struck yearly.
- Of the reported accidents:
 - 71% are deer and 9% elk.
 - 92.2% of Wildlife Vehicle Collisions (WVCs) result in property damage only (3,688 is the annual average).
 - 7.7% in human injuries (308 annual average).
 - 0.1% in human fatalities (4 annual average).
- Governor Polis Executive Order 2019-011 directs Colorado Parks and Wildlife (CPW) to:
 - Report on seasonal big game habitat and migration corridors.
 - Identify data gaps and threats.
 - Identify high priority information needs.
 - Recommend timeframes and action plan to update the information -Incorporate the importance of big game corridors into education and public outreach efforts.
 - Reach out to other stakeholders.
 - Directs CDOT to:

- Enable safe wildlife passage.
 - Reduce wildlife vehicle collisions.
 - Incorporate consideration of big game migration into ALL levels of the planning process.
 - Identify policy, regulatory and/or legislative opportunities to ensure ongoing conservation of big game habitat and migration corridors.
 - Consider incorporating big game migration and associated conservation measures into planning processes in location where regulatory processes do not currently formally require wildlife mitigation measures.
 - Seek partners in funding from outside the agency where conservation measures require financial support.
- West Slope Wildlife Prioritization Study is underway and overviewed by Tony Cady, CDOT Regional Planning and Environmental Manage (RPEM) of Region 5
 - Objectives are to:
 - Analyze mule deer and elk movement patterns relative to state highways across the West Slope and central parks.
 - Study area boundaries include CDOT Regions 3 & 5 and CPW Northwest & Southwest Regions.
 - CDOT is focused on: Safety for traveling public and CPW is focused on promoting healthy wildlife populations.
 - A Mule Deer Strategy Goal is to:
 - Identify wildlife-highway conflict areas and evaluate current and future scenarios (based on development patterns and traffic demand).
 - Identify how and where mitigation dollars should be allocated to transportation projects.
 - Integrate wildlife mitigation into upcoming transportation projects.
 - Long-term goal is to improve motorist safety and reduce conflicts with wildlife
 - Sources of data include:
 - CDOT Road Kill Data.
 - Colorado State Patrol (CSP) Crash Reports.
 - CPW Radio-Telemetry Data (migratory movements).
 - CPW Species Activity Maps (SAM).
 - Modeled Habitat Suitability.
 - An investment of \$29,000 along SH 9, US 285, US 160, and US 40 has a 50-75 year lifespan with an anticipated 70% to 95% reduction in wildlife vehicle collisions.
- **Discussion:**
 - Per Jeff Peterson, property damage to motorists costs roughly \$70 million annually, and the total cost in Colorado is estimated to be roughly \$99 million per year, based on the most recently available data.
 - Eighty percent of state highways affected by WVCs.
 - Tony Cady noted that there are declines in mule deer population. Mule deer used to number around 600,000, but now the population is down to 400,000.
 - A mule deer strategy is to address losses via a closer CDOT and CPW partnership called the Colorado Wildlife and Transportation Alliance.
 - More mule deer are killed on roads than by hunters.
 - It is estimated that for crash rates, 60% are wildlife related.
 - Region 5 is touching on major hot spots and is experiencing some success in reducing WVCs.
 - 9,000 annual daily traffic or more should require a permanent wildlife barrier.
 - Regions 3 and 5 and CPW have worked together. It is the first time CDOT had CPW data at their disposal. The two entities developed data sharing agreements to resolve data exchange obstacles.
 - A map of Road Kill Data locations was presented.
 - A map identifying where to prioritize addressing WVCs has been developed and was shared at the workshop.

- Regarding wildlife fencing and wildlife underpasses, Commissioner Hall noted that we were lucky on SH 9 because funds were not state or federal dollars. We may have trouble funding these types of improvements in the future.
- CWP does not recommend providing fencing only, but to also include underpasses.
- Ramps really only allow animals trapped in between fencing to escape, and that is why underpasses are needed.
- Per Steve Harelson, CDOT Chief Engineer, in last 20 years we have built culverts for water flow and for wildlife passage.
- Commissioner Vasquez asked how much deeper is required for wildlife to use compared to water flow only. She said wildlife prefer overpasses.
- Sixteen feet high and 32 feet wide is required in CDOT Region 5 for culverts. The openness ratio and overpass best for elk is provided only at one site in the state now. Another is planned in southwest Colorado. Wyoming elk use underpasses well.
- Commissioner Stanton asked if it was possible to get dollars from other stakeholders to help pay for these improvements.
 - Per Tony Cady, Region 5 Regional Planning and Environmental Manager (RPEM), in southwest Colorado they are building overpasses and underpasses and are receiving funding from CPW for this. CPW provided money to finish this study with statewide prioritization for wildlife crossing infrastructure.
- CDOT staff is writing grant proposals for more money.
- CDOT is developing an intergovernmental agreement (IGA) with CPW to help define financial contributions from each agency.
- For CDOT and CPW, co-funding is being considered for the future.
- Commissioner Stanton asked if reducing speed limits makes any difference – e.g., 5 mph lower.
 - A nighttime speed limit study was done, per Mike McVaugh, Region 5 Transportation Director, to see if speed reductions made a difference and for different seasons. The results showed that speed reductions reduced WVCs in some, but not all, locations.
 - It was noted that enforcing the reduced speed limit is often difficult.
- Constructed wildlife crossing projects were highlighted on mapping.
- Commissioner Vasquez asked about the federal bill covering wildlife mitigation and requested staff to provide more detail.
 - The answer was that a federal level authorization of \$250 million to be set aside for mitigation of wildlife vehicle collisions nationally is proposed. If passed, that would be another funding source.
- Jeff Petersen provided an overview of wildlife mitigation funding sources in Colorado to date.
- Rebecca White provided an update regarding a follow-up on E.O. 2019-011. CDOT just signed a memorandum of understanding (MOU) with CPW on how to move data back and forth in compliance with the E.O.
- TC members had no other comments.

National Renewable Energy Lab (NREL) Presentation

Purpose: Commissioner Vasquez thought inviting NREL would generate a meaningful discussion for the TC Mobility Committee.

- Patricia Romero-Lankao, from NREL expressed her excitement to attend, and noted that the world is experiencing a transition to EVs, which provides a huge opportunity.
- Three examples of research being conducted include:
 - Technology, political, social science and their ramifications.
 - The United Kingdom was studied as an example of how society responds and why some adapt technology faster than others.
 - Focus on EV adoption – barriers are socio-economic factors, techno-infrastructure and other mobility relevant attributes.
 - Data included population a census block level.
 - Initial research indicates that EV adoption is highest among affluent and highly educated populations with access to transit in the U.S. for 10 states.

- Colorado has clusters of high EV adoption. Colorado is not as densely populated as New York City.
 - Evaluated households that have EVs.
 - Working class uses alternative transportation modes more.
 - Opportunities exist to understand the impact of policy on various economic groups.
 - NREL plans to bring more analysis and data back to the TC in the future.
- Second interdependencies mediating risks of cascading effects. For example, the 2013 flood in Jamestown was triggered by an extreme event.
- Boulder County residents participated in a survey. We can now use social sciences to evaluate effects of the 2013 flood.
- Mostly 1 in 100-year flood, and in some areas 500-year flooding. Nine thousand and nine hundred houses were impacted. This damage cascaded to transportation, food, energy, water systems and social impacts.
- Seventeen participants were interviewed. Transportation was a foundation of interdependency amplifying flood risk. In many sectors, actions and policies mitigated negative impacts of the floods; therefore, actions and policies do matter.
- Duration of interest and willingness to help wanes one month after an event.
- A flow chart of interdependencies was reviewed. This is a very complex situation. Topics included debris management, emergency response, resource delivery, built environment, etc.
- After reviewing responses, the question was asked: What would you do differently?
- Organizations generally focused on one system at a time rather than observing the interdependencies among systems, e.g., local economy impacts.
- Social science with modeling is one strategy to address and respond to this type of event.
- Social scientists and engineers need to work together on symbiotic autonomous systems.
- How we relate to each other and to the environment is an important consideration. Use of electricity at home and its impact on the system is an example.
- If we only use an engineering approach, we will assume people are more willing to take longer travel times due to multi-tasking potential during travel times. However, this may not be an accurate assumption.
- Women drive shorter distances, with shorter trips due to family support tasks.
- Patricia Romero-Lankao of NREL thanked Commissioner Vasquez for inviting her to the TC meeting.
- Commissioner Adams asked about at what level policies are being considered. And asked if NREL is looking at other public policies. Past policies that allow EVs for the less affluent?
- Indicators were studied including: social, economic, technology, environmental, and policy. Of these, policy is harder to analyze. Policies that subsidize the wealthy is a potential problem. NREL attempts to point people to the facts, and not make recommendations. The concept is to let data tell the story.
- Commissioner Vasquez noted the need to look at impacts on long-haul trucks too, in terms of policies.

Infrastructure & Mobility Systems Workshop

On time, On Budget:

[Dashboard of Major Projects & Notification of Developments/Variiances \(Jane Fisher\)](#)

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 management attention.

Action: Information only.

Background:

CDOT's Program Management Office (PMO) is committed to supporting consistent, effective, and efficient program and project delivery across CDOT's program/project lifecycle that best serves the traveling public. The

PMO advocates for CDOT's program and project delivery teams in the regions by sharing best practices; promoting uniform project management processes, systems, and tools; and consolidating and analyzing project and program data. The PMO is responsible for analyzing interconnected projects or programs designed to achieve CDOT's larger objectives related to asset management, safety, and mobility. This effort includes consolidation of project data from across the state to provide the best analytics and forecasting possible in support of data-driven decision-making by CDOT's Executive Management Team.

The PMO is currently managing numerous initiatives in support of CDOT project delivery with the more significant including:

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

Discussion:

- CDOT PMO staff is adding projects to the dashboard, for example, I-270, for projects that cost more than \$100 million.
- A Transportation Commissioner asked about the status of C-470 that was presented in red on the dashboard. Paul Jesaitis, Region 1 Transportation Director, explained that the contractor is putting in good effort and progress is being made to move this project. It makes sense to let the contractor finish the work. The project may be finished by spring.
- Commissioner Scott noted that the project is potentially \$30-\$40 million over budget and year behind schedule. As a result, CDOT eventually stopped paying them. Last week Paul Jesaitis took a tour of project. Auxiliary lanes are getting operational to help with the traffic flow.
- Jane Fisher, CDOT Program Management Office Director, commented that contract dates are included in the dashboard.
- A change order with this contractor was processed and disputes were resolved. It took six months to address with an August 2019 Change Modification Order (CMO) date. The project schedule was re-negotiated.
- Commissioner Scott requested to see current information versus older contract information on the dashboard that would also display project contract variations that occur.

Getting to Work on Time:

Outrider Expansion Preview (David Krutsinger)

Purpose: The purpose of this workshop is to provide the TC recommendations on Bustang Outrider Phase III Rural Regional Route additions proposed to launch in 2021.

Action: The Division of Transit & Rail (DTR) requests input from the TC on the proposed new Outrider routes to begin January 2021. Formal approval will be sought in January 2020.

Background: The Proposed Routes for Outrider expansion are:

- Trinidad – Pueblo proposed for 5 days/week service, except major holidays.
- Sterling – Greeley proposed for 5 days/week service, except major holidays.
- Telluride – Grand Junction proposed for 5 days/week service, except major holidays.
- Craig – Denver via U.S. 40 for 7 days/week service, except major holidays.

Discussion:

- David Krutsinger, CDOT DTR Director, provided an overview of the process that occurred that led to the proposed list of expansion projects for Outrider, including a cost benefit analysis, and asked if there was any additional information requested of the TC for them to be comfortable with approving the proposed routes for Outrider expansion.
- The Transit and Rail Advisory Committee and local communities served provided input on the proposed routes.
- Commissioner Hall asked about a route from Craig to Denver and how it is connected to Salt Lake City. The response was the route between Denver, Craig, Steamboat to Salt Lake City is being subsidized. Also asked about bus capacity. The capacity of buses that are as large as the regular Bustang buses is 38.
- A commissioner asked about the technical analysis that was conducted and how is this done.
- David Krutsinger explained it was based on the past history of transit operations in the areas. Population- and employment-based area information was used to estimate ridership. CDOT also assesses the potential ridership generated if additional marketing is conducted.
- A commissioner asked about the connections to Trinidad.
- David Krutsinger responded that the relevant route starts at Pueblo.
- A commissioner expressed curiosity regarding Bustang through the I-25 Gap project area, and wanted to know the daily ridership.
- David Krutsinger explained that roughly 40 people for two round-trips from Denver Tech Center (DTC) and Colorado Springs to Denver. Ridership is roughly 18 people per bus.
- Commissioner Scott asked about the steps taken to increase ridership.
- David Krutsinger responded that the DTC route's ridership is growing. However, Denver to Colorado Springs still needs improvement. Since the travel time is two hours, it is harder to get riders.
- David Krutsinger noted that the route from Sterling to Greeley was vetted with the local governments.
- Commissioner Bracke asked David to describe the yellow routes on map.
 - For the eastern plains in Limon, David Krutsinger explained that these areas expressly do not want the Bustang brand, and don't see this service as general public transportation. They have commented that "Bustang is not for us".
 - The Greeley routes is already operational and will not be branded as Outrider since CDOT will permit NFRMPO to continue management of the Greeley route.
 - A new route is Greeley to Fort Collins called the Poudre Express.
 - The Longmont to Boulder route would also that be yellow on the map as noted by Commissioner Bracke. David Krutsinger responded, yes, and that it can be added to the map.
- Bustang buses are 45-foot-long coaches with 12-liter diesel and 35-foot-long vehicles has have 9 liter diesel engines. There have been many conversations about conversion to electric vehicles (EVs).
- Sophie Shulman, CDOT Office of Innovative Mobility Director, noted that CDOT is interested in piloting EV buses in the future, but additional funding would be required to implement them.
- Commissioner Stuart reminisced regarding FREX Service that did not last. She asked if Bustang is doing better than FREX.
- David Krutsinger responded that the reason for the FREX service terminating was that the funding and management partnerships dissolved, and the termination was not based on ridership levels. The route had no bus service 2012 2015, and then was evaluated by the Bustang team. It was noted that FREX had more mid-day service than Bustang offers currently.
- Commissioner Scott asked about CNG fueled vehicles. Mike Timlin, CDOT Bustang Program Manager, explained that CNG fueled buses don't provide enough room to store luggage.
- Commissioner Adams asked about leveraging public-private partnerships (P3s) to get folks out of cars.

- David Krutsinger noted that CDOT only provides service where there are gaps that do not compete with existing private services. There are not many P3 opportunities to pursue. CDOT's objective is to maintain essential connections, and it is the intent of Bustang.
- Commissioner Adams commented that we should subsidize on the front end to get users/ridership, but later there are greater benefits, and we need to start somewhere. Are there other things not fare-based that can provide a subsidy in the short-term for the long run? We need bold initiatives to get folks on alternative transportation.
- Commissioner Hall noted that transit is usually subsidized, as fare do not generate enough revenue to cover costs.
- Commissioner Adams suggested considering huge subsidies to get ridership up for future popularity, and/or huge incentives for riders using the service.
- Commissioner Bracke regarding transit operations, there is a trend to consider – fare-free transit. Other potential models exist to consider this. This is an important topic.
- David Krutsinger confirmed with the TC members that they have no concerns regarding having the four proposed green routes submitted to them in January 2020 for approval.
- Commissioner Hall noted that transit is usually subsidized as fare boxes rarely generate enough revenue to cover costs.
- Commissioner Adams suggested considering huge subsidies to get ridership up for future popularity, and/or huge incentives for riders using the service.
- Commissioner Bracke noted regarding transit operations, that there is a trend to consider – fare-free transit. Other potential models exist to consider this. This is an important topic.
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State-of-the-Art Mobility: See handout Olivia Sent

Mobility Systems Committee (Rocky Scott)

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

Attendees: Commissioner Scott (chair), eight other Commissioners minus Zink and Gifford

Obtain individual Commissioners' perspectives on three critical long term issues facing transportation in Colorado, in order to set direction for future foundational TC policy development (responsive to TC statutory obligations - see attached).

1. Population growth rate exceeds transportation infrastructure growth rate (refer to previous staff briefings) which, considering current infrastructure deficit condition, is causing continuously increasing congestion and resultant air pollution.
2. Climate change is causing increasing, unsustainable, damage (storm damage, ecology, water supply, economy, insurance, infrastructure...) to Colorado and the world (refer to September Mobility Systems workshop-see attached).
3. Growing CDOT maintenance deficit (previous staff briefings)

Examples of Potential Mitigation Initiatives:

1. Long-term conversion of pavement in urban right of way into mass transit (rail, Bus Rapid Transit [BRT], maglev), freight, emergency vehicle and congestion-priced tolling or Road User Charges (RUC) (fewer lanes). Design and build now with long-term right of way evolution in mind.
2. Innovative mobility initiatives, which reduce vehicle miles traveled (VMT) growth, increase pavement use efficiency (connected and autonomous vehicles...) and improve return on investment (ROI) in maintenance investments.
3. Develop adequate sustained funding sources - RUC...
4. Improve land use policies to reduce future unsupportable growth in traffic demand (through partners)

Discussion:

- A Work Plan for the Mobility Systems Committee is desired.
- Commissioner Bracke provided an overview of conference she attended in Paris – Eco Mobility and Autonomy.
 - Conference is held every few years and highlights what is world doing related to eco mobility and autonomy. The previous Mayor of Boulder also attended.
 - New ways to move people safely, and how to integrate modes of travel was a key topic. There is a need to break down U.S. silos on this.
 - Huge presence of private sector entities were represented. EVs and delivery vehicle providers were there also. Over 200 private sector companies represented.
 - A key topic of discussion was how address equity with mobility.
 - Need for air quality and climate goals, understanding how transportation contributes to this.
 - Funding is also key in terms of identifying how fund transportation over time.
 - A shared micro-mobility committee was a group Commissioner Bracke participated with and was a member during the conference.
 - Observations were made regarding the rapid pace of change in the market place in terms of transportation and how to respond appropriately. We need to become more nimble and accommodate change.
 - Transportation network companies (TNCs) were prevalent, and we needed to know how to use the Metro with Uber.
 - Need strategies to determine how to accelerate the rate of change for cleaner vehicles to address climate change.
 - Observation at conference was that the U.S. A. is way behind rest of the world regarding eco-mobility.
 - Our wayfinding systems old ad we need to look around world and leap frog to get ahead/catch up.
 - Other cities across the globe are 1,000 years old; U.S.A. cities are mostly 100 years old.
 - U.S.A. government structure makes changing existing systems more difficult, but is overall it is good.
- Question for Today – from each Commissioner – three topics –(1) Population Growth, (2) Climate Change, and (3) Growing CDOT Maintenance Deficit:
 - **Commissioner Hall** –
 - Cautioned TC regarding quick decision making. Was initially very supportive of RoadX program under previous administration, and it proved not to be as worthwhile and beneficial to CDOT as hoped. TC needs to be very deliberative in decision making.
 - Take the time to deliberate more, and obtain key messaging for constituents that TC members can deliver from staff regarding rationale for decision making.
 - **Commissioner Stuart**
 - Working to reduce congestion and emissions and improve AQ
 - Love for us to see what is out there already
 - Denver Regional Council of Governments (DRCOG) Transportation Management Organization (TMO) - see what they do
 - Expressed concerns over influencing land use policies as it is not our purview, or for us to hoist on others, but supports good policies.
 - Commissioners Adams and Stanton were with me at RTD meeting to analyze opportunities to take to reduce traffic congestion.
 - We can support, but not create technology ourselves, focus on and use what exists.
 - **Commissioner Stanton**
 - Climate change – to address it we need interstate data on traffic and vehicles.
 - Innovative Mobility team is recommended to take plans out to citizens – keep folks engaged and get input on proposed ideas to implement.
 - Need to consider if the project makes sense and if it is good to spend money on it. This question is often heard.

- Recommend to build on what we know works.
 - More I-70 closures result in requiring more funding for maintenance.
 - Paving not done for 20 years in some rural areas – it is good CDOT addressing these.
 - Need to understand and be able to communicate the value of studies and the benefit to taxpayers.
 - Need to include sustainability in projects.
- **Commissioner Adams**
 - Situation is like changing a tire while driving 80 mph.
 - Dilemma we need to accept is that we are going to have throwaways and mistakes, but we need to move forward – maintaining our infrastructure comes first. Population change will be upon us and become more prevalent in Colorado’s cities. Supports making strategic risky choices for higher benefits. In terms of Climate Change, it cannot be ignored. We will never have enough money or clairvoyant enough to know for sure. We need to be practical, and study things, – but not at length – need to make decisions and move on this.
- **Commissioner Vasquez** noted that academia/study leads to engineering. Echoes Commissioner Adams sentiments. We need to make the best decision with the information we have and move forward. We need to take action. Commissioner Vasquez is passionate about addressing Climate Change. We need to move forward with decisions that impact on climate change. Want to part of local policy achievements and goals. We need to move people in both rural and urban areas.
- **Commissioner Bracke** agrees addressing these topics is urgent. It is critical for safety and for the future. Population will continue to grow, and growth is interconnected with transportation. All topics are interrelated. Timing is now, and CDOT should be a catalyst for change. There is need to understand how to customize strategies for different areas of the state, this is important.
- **Commissioner Beedy** – Policy Development – need to decide which policies to work on.
 - System needs to be efficient for all users of transportation
 - Quality is huge issue, and taking less efficient routes due to pavement condition problems.
 - Texas has completed improvements for freight, providing roads with four lanes. We need to consider what we want our transportation system to look like in 50 years all across state, not just one area.
 - Need interconnectivity between our communities and to the rest of the world.
 - Local connectivity is important too.
 - Bike/pedestrian and transit should be handled locally, but integrate well with the statewide system.
- **Commissioner Thiebaut**
 - Formulate policy and monitor state budget is our overarching role. Three things to focus on:
 - Safety
 - Mobility, as we have an opportunity and need to develop a vision. We are an infrastructure state in terms of what we have. Brand new technology evolution is occurring and we need to do something about Climate Change. Need to determine if we are innovating new ways to move people, goods and services.
 - Prudently expending state transportation dollars. Identify a sustainable funding source.
 - We need a 2020 TC Work Plan in order for us to have impact. We are working with the Secretary of the Commission on this, using an outline of the agenda. We would like to track and attempt to implement what was discussed today, for example, DRCOG coordination via Commission Stuart’s request and other things mentioned. We are on the right path.
 - We need to approach funding decisions and strategies to enhance funding carefully.

- **Commissioner Scott** – CDOT staff is already working on a lot of this, we just need to make sure we all on the same page. Suggest translating notes into thoughts and share with staff and come back to next meeting to determine how to structure this committee and establish statutory set.
- **Commissioner Stanton** – Agrees with Commissioner Hall. RoadX investment was not implemented as quickly as intended, or perceived as a success. We are in a hole now in terms of public policy, and we need to be clear on the innovative projects we fund. Projects and investments need to be well thought out.
- **Commissioner Hall** – System of trucks without use of I-25 is an important issue, and efficiency. Big picture strategies that improve air quality also improve travel efficiency.

Funding, Finance & Budget Workshop

Prudent Investments:

FY 2019-20 5th Budget Amendments:

Purpose: To review the fifth 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 fifth amendment to the FY 2019-20 Annual Budget. The fifth amendment includes two items requiring TC approval, described below, resulting in the reallocation of funds to Property and Maintenance Reserve.

- Replacement of Vail Pass Rest Area -- \$3.5 million in FY 2019-20
- Repurpose RoadX FY 2018-19 Roll-forward Funds -- \$13.4 million in FY 2019-20 move to maintenance (snow and ice budget) reserve – to prepare for winter storms.

Discussion:

- Commissioner Thiebaut made the suggestion to wait until January to approve this action. Consider approving Sophie Shulman’s Office of Innovative Mobility (OIM) funding requests, along with snow and ice removal in January 2020.
- Executive Director Lew explained that CDOT drained the reserve lower than usual due to Kyle Lester’s Division of Operations and Maintenance request. Why now is because it would allow maintenance teams treat snow and ice without budgetary concerns. We have seen this occur in the past, anxiety related to limited snow and ice resources. Want to see more than enough on file to provide a level of comfort to the maintenance team. We experienced a difficult avalanche year previously. There exists a confluence of reasons for weather events.
- It was explained that reserve has multiple uses that could drain it, but feel need to cushion snow and ice. In terms of OIM needs, this shouldn’t impact this or next year for them. Winter maintenance is key and a trade off we are willing to recommend.
- Jeff Sudmeier, CDOT Chief Financial Officer, noted that we have budget for OIM for FY 20 and FY 21. Don’t need these funds now. Solves an issue of budget efficiency. Should have plans for these dollars. This will bring down the roll-forward budget.
- Kyle Lester also mentioned that the I- cloud platform won’t be ready until next summer for the vehicle to infrastructure (V2I) project, and that it won’t start in the near future.
- Commissioner Adams asked how much is due to an increase in miles, and how is plowing frequency determined.
- Kyle Lester, Division of Maintenance and Operations (DMO), responded that snow and Ice removal work is all contracted, based on weather projections, and that the rest of the work is all conducted in house. CDOT plan’s its response 72 hours before storms, when it is possible.
- Paul Jesaitis commented that 20 plows were sent up to mountains for heavy snow, with more than an inch per hour accumulating. Closures were for only hours intermittently compared to a number of

consecutive hours in the past. This costs lots of money, and concerns of having enough funds to cover this arise without an appropriate cushion.

- Steve Harelson noted that there is also an art to how snow and ice plowing is delivered. Need cash for flexibility to have enough resources to feel comfortable with reactions. Similar to a military precision response.
- Commissioner Vasquez asked if there was anything planned to do that can't get completed without this money.
- Sophie Shulman noted that they requested \$2 million for FY 2020, and that OIM is requesting another 11.1 million for FY 2021 – the \$13.4 million in question is leftover funds.
- Commissioner Thiebaut, commented that it may preclude TC desired actions, if funds given to snow and ice.
- Executive Director Lew mentioned that it was limited funds that led us to this recommendation for an appropriate margin of error for snow and ice program funding.
- Jeff Sudmeier explained that if money is left over, it could be transferred back to TC Program reserve.
- Herman Stockinger, CDOT Deputy Executive Director and TC Secretary, noted that Roll-over funding has no "color" and asked What the TC items are being referred to regarding expending the \$13.4 million.
- Commissioner Thiebaut explained that Commissioner Scott had a resolution offered, and made a request of CDOT staff to come back with plan for the Mobility Systems Committee and IMO options, and that could need funding.
- Commissioner Scott asked what a complete program for innovative mobility looks like. We don't know. It is not well understood the menu of options for innovative mobility, that are not connected vehicle technology-related. One technology as an example is detecting snow and icy roadway conditions and alerting travelers. Want to work with Sophie Shulman and OIM and see what options are available for this.
- Commissioner Stuart – We want to keep this money as a placeholder – and not used for something money could be found elsewhere, because there may be some ideas the TC can support that can make a difference. I would like to see that money for innovation, and expressed her support for that. Maybe wait until next month so Commissioners Gifford and Zink can comment, as they have strong opinions.
- Kyle Lester commented regarding the sensors for ice and snow, that they have been purchased and installed, but data has not been managed and used sufficiently yet. We need a system to manage the back-end data.
- Commissioner Scott noted that RoadX projects have more problems with execution than whether or not it was a good idea.
- Commissioner Beedy – OIM will not use money in 6 months, so that's the recommendation and I support this recommendation. Best use of money is the staff recommendation. Money available to purchase materials for snow and ice removal.
- There is potential for the resolution to be severed for voting if there is a problem or controversy.
- Executive Director Lew strongly recommended sequencing certainty and uncertainty. There is not another source identified for OIM right now. We need to create certainty for the maintenance team now, during the snow season. This is helpful for operations.
- Commissioner Stanton agreed with Commissioner Beedy to vote on this tomorrow.
- It was decided at the regular TC meeting to hold off on submitting this resolution for vote.

Other Workshop Items

Statutes, Rules, Policy Directives (PDs) and Audits:

Transportation Commission Work Plan (Bill Thiebaut)

- Commissioner Thiebaut proposed and described the concept of a TC Work Plan that provides guidance on how the TC governs itself.
 - Working with Herman Stockinger on this, in particular, for the predictable items on the agenda.

Small Business Diversity Committee (Greg Diehl)

Small Business Diversity Committee Members include: Commissioners: Kathy Hall (Chair), Barbara Vasquez, Eula Adams, and Gary Beedy.

Attendees: Nine of eleven Commissioners were present with Commissioners Zink and Gifford excused.

Note: *The SWP Committee Chair, Commissioner Stuart, agreed to forego Program Distribution topics during the SWP Committee Meeting (Regional Priority Program [RPP] and Faster Safety Formulas) to allow more time for the Small Business Diversity Committee to discuss agenda items.*

- Greg Diehl, CDOT Civil Rights and Business Resource Center Director, provided an overview of the Civil Rights Program's achievements and opportunities regarding:
 - Oversight of Contract Compliance with:
 - Prompt Payment
 - Certified Payroll
 - Disadvantaged Business Enterprise (DBE)
 - On-the-Job Training (OJT)
 - Civil Rights Office provides supportive services to:
 - The Resources to Improve & Support Employment (RISE) program and the Connect2DOT initiative.
 - RISE is an investment in building a statewide workforce to fill the construction labor shortage in Colorado. The overarching goal of the RISE program is to maximize the re-investment of CDOT project dollars into the state economy by fostering the employment of state residents in available project job opportunities; in so doing, optimize efforts to ensure and increase diversity among beneficiaries.
 - Connect2DOT is an innovative program partnership between the [Colorado Small Business Development Center \(SBDC\) Network](#) and the [Colorado Department of Transportation \(CDOT\)](#), designed to help small businesses in the transportation industry become more competitive and successful in bidding and contracting with CDOT and other local transportation agencies.
- Commissioner Adams commented that Civil Rights is an antiquated term, and that equity is a more current term focusing on the right thing to do vs. complying with a law.
- Greg Diehl agreed and noted that we need to consider that if the Disadvantaged Business Enterprise (DBE) percentage was not required for Federal funds, how we would integrate the right thing to do in CDOT's daily business for small businesses and workforce development.
- Commissioner Adams mentioned that the likelihood contractors meet only the minimal requirement is high. Concerns were expressed regarding how much of this project work stays in our community and are a diverse staff (that can be defined in many ways).
- Central 70 Workforce Development Program
 - Molly Bly, CDOT Workforce Development Liaison, provided an overview of workforce development goals and achievements that include :
 - 13 zip codes of project area with 720,000 hours of work anticipated.
 - A Local Hire Pilot Program to: recruit, train, and place of 20% of C70 workforce from neighboring zip codes. Progress to date includes: 16.1% (craft) of workforce placed, and 428 local individuals. 38% is met the towards hours goal.
 - What mix of jobs are local and are across the board, or 760,000 at all levels, not just entry level.

- On the Job Training (OJT) with an equity lens/perspective with a goal of 200,000 hours. This is a large goal and last year we were at 40%. We are at 38% of total goal also. A disincentive is a fee of \$28.50 to the project for each goal hour not met.
 - WORKNOW – Launched Feb. 2017, and 167 contractor employees have used WORKNOW. CDOT FHWA ladder of opportunity grant - \$400,000 in funds to support this program.
 - Other achievements for I-70 Workforce development program were outlined and an opportunity for RISE (Statewide Workforce Development Program) and increasing Disadvantaged Business Enterprise (DBE) participation was outlined. See TC packet for more details.
 - TC members expressed interest in learning more about the WORKNOW program. It was explained that CDOT staff can bring back data on what has been a success and what has not is part of this program and other similar programs.
- Nondiscrimination (Title VI/CDOT PD 604.0) oversight is another role of the Civil Rights and Business Resource Center.
 - For the Americans with Disability Act (ADA) compliance Program, we are 2.5 years into that program, and the curb ramp compliance program at CDOT is another future workshop for the TC.
 - Policy Directive 606.0: Fostering Small Business Capacity was also covered.
 - Commissioner Adams commented that capital is a big issue, and that we need a type of revolving fund to provide working capital, and asked if the state of Colorado has anything like this.
 - Partnerships to subcontract with the U.S. DOT and the Small Business Association are the primary resources available.
 - Commissioner Scott asked if the program was meeting its goal. Requested CDOT staff to furnish metrics and share data with the TC. Would like to know what percentage of people who need this help are getting it.
 - Commissioner Vasquez noted that the demographics of the state do not help to meet the Small Business Enterprise (SBE) goals.
 - Commissioner Adams explained that he is not just interested in contracts, but what does CDOT look like externally with regards to everything we do. What does CDOT's employment look like in terms of diversity for programs. Equal Opportunity Employer is also an old term, should be replaced with Human Resources (HR).
 - Molly Bly explained that partnerships of the Civil Rights and Business Resource Center coordinate with HR.
 - Executive Director Lew noted that evaluating CDOT for diversity is a valuable exercise to take on.
- Commissioner Vasquez asked about if there is core data for salary ranges. The average is \$19.70 for entry-level jobs. TC will obtain the data before the Committee meets again.
 - Commissioner Hall stressed the importance of having more of these Committee meetings to discuss this relevant subject.

SWP Committee

Attendees: Nine Transportation Commissioners were present with Commissioners Zink and Gifford excused.

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

Agenda

- Overview: Building the Plan

- Tim Kirby, CDOT Multimodal Planning Branch Manager, explained that the purpose of this workshop is to summarize progress to date in the development of the 10-Year Strategic Pipeline of Projects.
- No action this month, it is for informational only.
- Statewide transportation planning is required by federal and state regulations, and provides a direction and framework for decision-making at CDOT. It also reflects the people of Colorado's vision for the transportation system. Additionally, under the direction of Director Lew, the goal is to leverage the Statewide Plan development process to develop a 10-Year Strategic Pipeline of Projects, inclusive of all modes, informed by a data-driven needs assessment and public and stakeholder input. A Figure 1 – 10-Year Strategic Pipeline of Projects Development in the TC packet outlines the approach staff has taken over the last year to facilitate the construction of a 10-Year Strategic Pipeline of Projects.
- Metropolitan Planning Organizations (MPOs) do their own plans and have planning and technical staff to conduct their planning processes.
- MPOs and rural Transportation Planning Regions (TPRs) will come to their Regional Transportation Director (RTD) – TPR Chairs meeting with a list of priority projects and collaboratively work with other MPOs and TPRs to across the CDOT region to develop a single list of projects using the fiscal constraint guidance set by the Commission.
- Commissioner Adams asked about how projects come off and get on the list.
 - The pathway to get process on the list for the 2045 Statewide Transportation Plan (SWP) is the joint meeting between MPO planners, TPR Chairs, and CDOT RTDs.
 - For the future we don't know yet, it is still to be determined (TBD).
 - The frequency of list updates is also TBD.
 - Rebecca White, CDOT Division of Transportation Development Director, explained that local government participation in this process is a future topic for a TC Workshop.
- Commissioner Bracke noted that for this 10-year pipeline of projects, she has lots of questions.
- Rebecca White explained that, generally speaking, the planning dollars annually roll up to \$500 million including transit, asset, and capital projects. We still need to work with TC on the project criteria at this point.
- Commissioner Stuart stressed that with the MPO process and other considerations for the 10-year pipeline, the process is very complicated.
- Commissioner Scott commented that we need ensure criteria covers geographic equity, at this point he is not sure the existing criteria agreed to is a very meaningful
- Commissioner Stuart noted that the TC needs to meet to weight criteria and as a result, this Committee needs to be placed on the TC Workshop agenda for January earlier and have two hours dedicated to this discussion.
- Commissioner Stanton agreed and supported the concept of weighting the criteria.
- Commissioner Scott noted that key messaging is need for this and that while discussing weighting criteria it would be worth discussing what a good useful criteria looks like.
- Rebecca White summarized how dollars are categorized for the 10-year pipeline out years 5-10:
 - 50% is asset management and SB 267 criteria
 - 25% rural and 75% urban, with and 10% going to transit projects.
- Rebecca White further noted that the TPR meetings went well for when they prioritized their project lists and Tim Kirby concurred with this assessment.
- Tim Kirby noted that the weighting of the criteria will be a follow up activity.
- Rebecca White announced that the Joint TPR/RTD meetings are all scheduled for the week of January 6.
- Vince Rogalski, the STAC and Gunnison Valley TPR Chair noted he has no concerns related to his top three projects getting on the pipeline list and that his TPR works well with Region RTD.
- Commission Beedy noted regarding the criteria question is problematic, as they have wanted shoulders for 20 years. And asked how this can be accomplished, and noted that:
 - It will be difficult
 - When funding is found we will need discussion on what local communities bring in terms of money, the timing of projects, and how to prioritize projects.

- Commissioner Stuart comments it is also relevant for the Denver Metro Region, as to where and when money is leveraged.
- Vince Rogalski, STAC Chair noted that the highest criteria is safety, and how to address safety over time.
 - Colorado communities don't have money. CDOT RTDs work well with the rural TPRs.
 - Rebecca White mentioned that she will bring PD 14 up to discuss next month.
 - Commissioner Vasquez weighting the criteria makes this very complicated.
- As noted earlier, it was decided to defer the RPP and Faster Safety Program Distribution formula discussion to next month, January 2020.
- Jamie Collins, CDOT STAC Manager, explained that the TC will close the public review process for the Statewide Transportation Improvement Program (STIP) tomorrow, and that a public hearing will occur at regular TC meeting tomorrow also.
 - No comments received from the public, only from MPOs, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).
 - No one has RSVP'd to present comments tomorrow, and it is not anticipated any public comments will occur at tomorrow's meeting.
- Commissioner Thiebaut noted if there are any questions regarding the STIP that information may be shared.
- Rebecca White mentioned that CDOT planning staff is tracking state and federal compliance of planning requirements for the 2045 SWP and 2045 rural RTPs, and that CDOT will comply with these regulations, and we will cover this in more detail in January.
- Commissioner Scott asked if there were statistically significant discussions with the public, and expressed concerns regarding being out of touch with the public not understanding their opinions as fully as we think. The failure of passing Propositions 109 and 110 last year was noted.
 - Rebecca White explained that we tried statistic validity with telephone town halls, but the participation was not statistically valid, but there was lots of accuracy in results from input.
 - Tim Kirby, Multimodal Planning Branch Manager, explained corridor information and data that was shared with the public and the resulting input for a sample corridor, SH 135. This data, analysis and public outreach was done for all Colorado on-system corridors.
- Commissioner Bracke commented that feedback regarding Proposition 110 was that folks didn't know there was a project list. She asked about how the process for the 10-year pipeline plays out from now and if we will test the list. Wants to understand the long game with things going forward.
- Herman Stockinger noted that CDOT is not currently spending dollars on polling right now, as there is nothing pending to poll at this point. Not sure this is the right time to poll now. Roughly \$7 million was spent on Proposition 110.
- Commissioner Scott stressed the need for large enough sample size of information in order to know what folks want. We are steering blindly without more information, as we keep getting surprised at the ballot box.
- Commissioner Hall noted that obtaining the appropriate level of public input is why we have TPRs and MPOs. They tell us what they want and help direct us.
- Commissioner Vasquez commented that there is a difference between what people want of the transportation system and what they are willing to pay for.
- Vince Rogalski noted that customer surveys at CDOT are not a new concept, and have been conducted with statewide plans in the past. Herman Stockinger concurred with Vince's comment.

Transportation Commission Regular Meeting Thursday, December 19, 2019, 9:30 am – 11:00 am

Call to Order, Roll Call:

Seven of the 11 commissioners were present. Commissioners Sidney Zink, Eula Adams, Rocky Scott, and Shannon Gifford were excused.

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

- No comments on the State Transportation Improvement Program (STIP) came from the audience.
- Calendars of the Colorado Asphalt Pavement Association were available for the taking.

Comments of Individual Commissioners

- Donald Stanton, District 2 – He thanked Charles Meyer for considering an idea from Utah, which has signs inviting drowsy drivers to get off the road. He also attended a meeting of tribal governments.
- Karen Stuart, District 4 – She attended a road safety audit in Thornton, and thanked all the CDOT personnel for meeting with the local elected officials.
- Gary Beedy, District 11 – He attended a meeting about obtaining more money for transportation. As usual, the meeting had lots of discussion but no firm solutions.
- Bill Thiebaut, TC Chair and District 10 – He attended a meeting of the Denver Regional Council of Governments the previous night. He said he was encouraged to see metro area leaders working together.
- Kathy Hall, District 7 – She commented that she likes the measures CDOT has taken to mitigate for rock falls.
- Kathleen Bracke, District 5 – She attended a North Front Range MPO meeting; members of the MPO appreciate CDOT's commitment to the North I-25 project.
- Barbara Vasquez District 6- She thanked Rebecca White, CDOT Division of Transportation Development Director, for her presentation to the TC about wildlife mitigation efforts the previous day.

Deputy Executive Director's Report (Shoshana Lew)

- She met with Nebraska DOT leadership, who were impressed that the CDOT website emphasizes snow plowing.
- Thanksgiving was a very hard time because of snow and more people on the roads.
- The Colorado Legislature will be back in session in a few weeks.

Chief Engineer's Report (Steve Harelson)

- CDOT has awarded many projects or is about to do so.
- Thanksgiving week was an exciting time due to the snow and a rock fall near Idaho Springs.
- The previous day, workers began making an avalanche chute area less dangerous to travelers.
- The Chief Engineer's Office is working on a website about the SB 267 projects so that CDOT expenditures for these resources from the legislature will be more transparent to the public.
- He also described a biography he is reading about Charles Vail, the namesake for Vail Pass. Although Vail was the chief engineer for CDOT (then called the Colorado Department of Highways), he never had a driver's license, and was 70 years old when he was appointed Chief Engineer.

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

- An amendment to the agreement between CDOT and HPTE is up for approval today.
- Last month he visited SH 119, where much planning and construction is taking place.
- CDOT personnel are still meeting regularly with railroad officials about a CDOT purchase of Barnum Yard.

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

- Congress will be passing appropriations for the remainder of the fiscal year.
- FHWA gives states the opportunity to learn from each other through funding peer exchanges. Of the 140 peer exchange applications FHWA received, CDOT received two awards: one concerning mobility in Iowa and the other on electrification of state fleets.
- Planning for risk and making transportation infrastructure more resilient is becoming more of a mainstream practice. The working group on risk and resiliency that FHWA convened has met a few times.

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

- The next STAC meeting will be Jan. 10 on the new meeting schedule.
- At the December 6, 2019 meeting, the STAC heard that transit projects selected for SB 267 funds are divided in this way: 25% of funding to CDOT-only projects, 50% to partner projects, and 25% to local projects.
- Besides mentioning SB 267 and National Highway Freight Program highway funding, he related a personal story about some friends who were among the many stranded travelers on the Thanksgiving weekend north of Fairplay, during a severe snow storm. The wind blew their vehicle off the highway. His friends were among the many rescued and given shelter in Fairplay.
- The Transportation Legislative Review Committee of the Colorado Legislature is considering many funding proposals, including indexing the gas tax. Voters must approve whatever funding proposal the review committee decides to refer to them.
- Infrastructure for Rebuilding America (INFRA) grant funding has a freight emphasis this year. A call for projects went out December 16th.
- The STAC voted with one opposing vote to recommend approval of the SB 267 transit list with a recommendation to lift the 25-year requirement for local capital projects. The CDOT-only transit list for SB 267 funds includes buses while local transit agencies can't use the funds to purchase buses, which do not last 25 years.
- During a discussion about program distribution and formula programs, the STAC reiterated its concern that the formula for Regional Priority Program (RPP) funds would be used for distribution of other sources of funding.
- The Federal Lands Access Program (FLAP) committee identified \$40.8 million to seven of the 22 shortlisted projects. The next call for projects will be for FY 2021-FY 2022.

Act on Consent Agenda – Passed unanimously on December 19, 2019.

1. Temporary Resolution #1: to Approve the Regular Meeting Minutes of November 21, 2019 (Herman Stockinger)
2. Temporary Resolution #2: Segment 3 Intra-agency Agreement (Nick Farber)
3. Temporary Resolution #3: SB 267 Transit Project List (David Krutsinger)
4. Temporary Resolution #4: R1 Disposal/Exchange I-76 Drainage Easement Land Exchange (Paul Jesaitis)

Discuss and Act on Temporary Resolution #5, Programming of Funds for Innovation and Technology (Herman Stockinger, Rocky Scott) – Withdrawn on December 19, 2019.

Discuss and Act on Temporary Resolution #6, 6th Budget Supplement of FY 2020 (Jeff Sudmeier) – Withdrawn on December 19, 2019.

Discuss and Act on Revised Temporary Resolution #7, 5th Budget Amendment of FY 2020 (Jeff Sudmeier) - Passed unanimously on December 19, 2019.

- The resolution reallocates \$3.5 million to Property to provide initial funding for reconstruction of the Vail Pass Rest Area.
- The resolution also reallocates \$13.4 million in Innovative Mobility Program funding to the maintenance reserve to supplement snow and ice funding due to the potential for another severe winter season.

Discuss and Act on Temporary Resolution #8, Bi-Annual SIB Rate Analysis (Jeff Sudmeier) – Passed Unanimously on December 19, 2019.

Discuss and Act on Temporary Resolution #8, Supporting Proposition CC (Herman Stockinger) – Passed Unanimously on December 19, 2019.

Close FY '20-'23 STIP Public Comment Period, Last Call for Public Comment (Chair Thiebaut)

Discuss and ACT on Temporary Resolution #9, Adoption of the FY '20-'23 STIP (Rebecca White)– Passed Unanimously on December 19, 2019.

- Rebecca White stated CDOT received comments from the Federal Transit Administration, FHWA, and some metropolitan planning organizations. CDOT addressed their concerns.



Policy Directive 14 Performance Indicators 2018

Highway Safety

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	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"> - FASTER Safety - Projects - Highway Safety Improvement Program (HSIP) - Safety Education - Railway-Highway Crossings - Hot Spots
#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.	3,201 ▲171	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.	5.90 ▲0.22	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	Results	Target	Target Met?	Trend	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.	424 ▼25	403				



Policy Directive 14 Performance Indicators 2018

Infrastructure Condition - Bridges

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	FY2018 Budget	Dedicated Funding Sources
#442	Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.	96.19% ▲0.40%	90%			\$182.3 million	<ul style="list-style-type: none"> - Bridge On-System Construction - Structures Inspection and Management - Colorado Bridge Enterprise
#443	Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.	95.57% ▲0.16%	90%				
#600	Percentage of CDOT-owned bridges over waterways that are scour critical.	6.16% ▼0.32%	5%				
#601	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.	2.15% ▼0.24%	1%				
#602	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.	20.58% ▼1.24%	18%				
#603	Percentage of CDOT-owned bridges posted for load.	0.43% ▲0.23%	0.10%				
#604	Percentage of CDOT-owned bridges with a load restriction.	2.20% ▲0.49%	0.90%				
#605	Percentage of leaking expansion joints by length on CDOT-owned bridges.	33.00% ▲4.54%	26%				
#606	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.	39.61% ▼2.07%	35%				



Policy Directive 14 Performance Indicators 2018

Infrastructure Condition - Highways

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	FY2018 Budget	Dedicated Funding Sources
#438	Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	89.38% ▲1.43%	80%			\$226.5 million	- Surface Treatment
#439	Achieve 80% High/Moderate Drivability Life for the NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	84.15% ▲0.57%	80%				
#17	Achieve 80% High/Moderate Drivability Life for the state highway system, based on condition standards and treatments set for traffic volume categories.	80.14% ▼0.43%	80%				

Infrastructure Condition - Other Assets

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	FY2018 Budget	Dedicated Funding Sources
#562	Statewide Letter Grade for CDOT-owned buildings.	80% C or better ▼3%	85% C or better			\$17.5 million	- Property
#489	Average percent useful life for CDOT ITS equipment.	92% ▲10%	90%			\$25.6 million	- ITS Maintenance
#705	Average percent useful life for CDOT Fleet equipment.	69% ▲3%	75%			\$23.0 million	- Road Equipment
#491	Percent of culverts in poor condition (have a culvert rating of 4 or less).	5.44% ▲0.35%	5%			\$9.1 million	- Culverts Program
#773	Percent of geohazard segments at or above risk grade B.	77% ▼7%	85%			\$10.3 million	- Geohazards Mitigation
#731	Percent of network tunnel length will all elements in equal or better condition than 2.5 weighted condition index.	91% ▲21%	75%			\$6.4 million	- Tunnels Program
#779	Percent of traffic signal infrastructure in severe condition (dollar-weighted).	7% ▼1%	2%			\$15.5 million	- Traffic Signals
#561	Percentage of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less).	4.2% ▲1.10%	2.5%			\$4.6 million	- Walls Program



Policy Directive 14 Performance Indicators 2018

System Performance - Interstates, NHS, and Colorado Freight Corridors

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	FY2018 Budget	Dedicated Funding Sources
#731	Prevent the spread of congestion by maintaining a PTI of 1.05 or less on 90% or greater of Interstate centerline miles.	94.1% ▲0.3%	90%			\$55.0 million	<ul style="list-style-type: none"> - ITS Maintenance - ITS Investments - Performance Programs & Services - Congestion Relief - Traffic Incident Management - RoadX
#729	Prevent the spread of congestion by maintaining a PTI of 1.16 or less on 90% or greater of NHS centerline miles, excluding Interstates.	88.4% ▼4.2%	90%				
#730	Prevent the spread of congestion by maintaining a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles.	95.6% ▲1.4%	90%				

Infrastructure Condition - Transit

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	FY2018 Budget	Dedicated Funding Sources
#444	Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.	68.7%	65%			\$50.4 million	<ul style="list-style-type: none"> - Federal Transit - Strategic Projects - Transit - Transit & Rail Local Grants - Transit & Rail Statewide Grants - Bustang - Transit Administration & Operations

System Performance - Transit

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	FY2018 Budget	Dedicated Funding Sources
#752	Increase the ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.	17.38M ▼1.02M	15.55M			\$50.4 million	<ul style="list-style-type: none"> - Federal Transit - Strategic Projects - Transit - Transit & Rail Local Grants - Transit & Rail Statewide Grants - Bustang - Transit Administration & Operations
N/A	Maintain or increase the total number of revenue service miles of CDOT-funded regional, inter-regional, and inter-city passenger service over that recorded for 2012.	N/A	N/A	N/A	N/A		



Policy Directive 14 Performance Indicators 2018

Maintenance

PM#	Policy Directive 14 Objectives	Results	Target	Target Met?	Trend	FY2018 Budget	Dedicated Funding Sources
#270	Maintain a Level of Service (LOS) B grade for snow and ice removal.	B ▲ from B-	B			\$79.3 million	- Snow and Ice Control
#271	Maintain an overall Maintenance Level of Service (LOS) B minus grade for the state highway system.	B ▲ from C+	B-			\$263.5 million	- Maintain-Maintaining What We Have

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



COLORADO

Department of Transportation

Statewide Plan Update

STAC

January 10, 2020

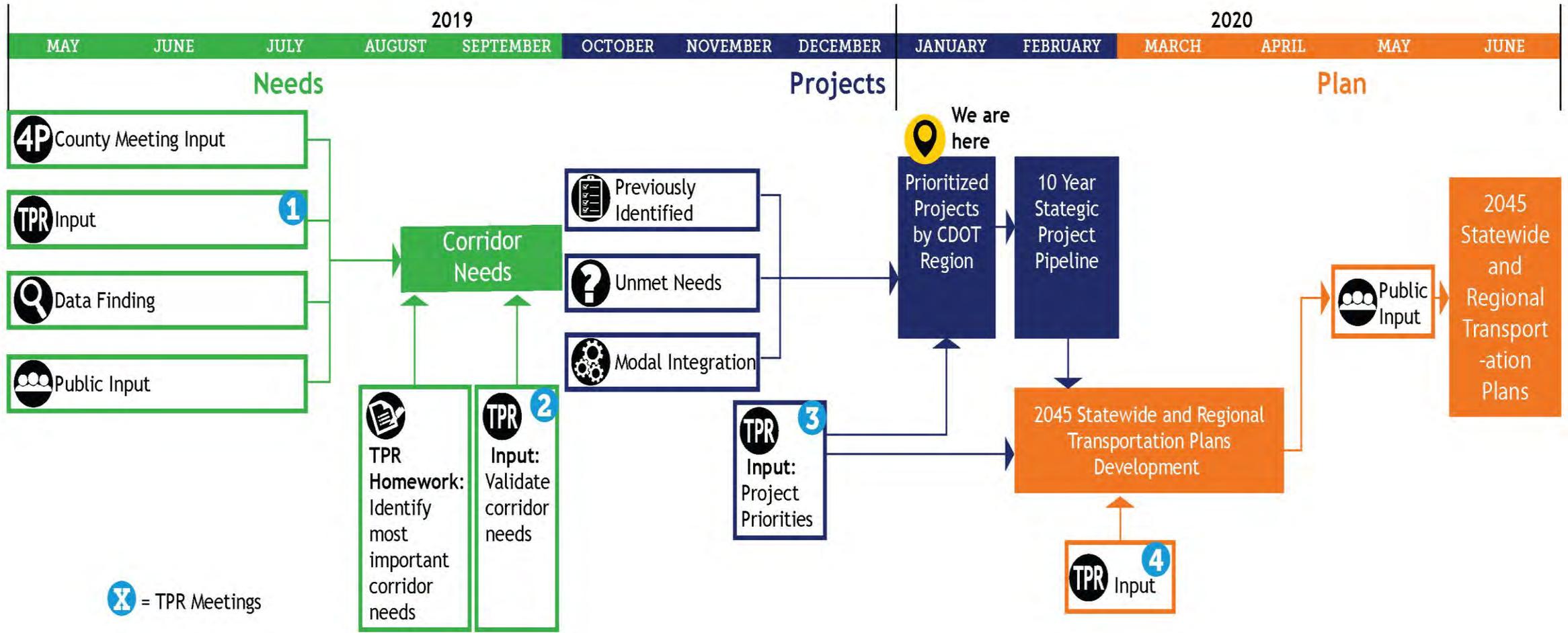


Agenda

- Schedule
- Building the 10-Year Strategic Pipeline of Projects
- Statewide Plan Outline



Schedule

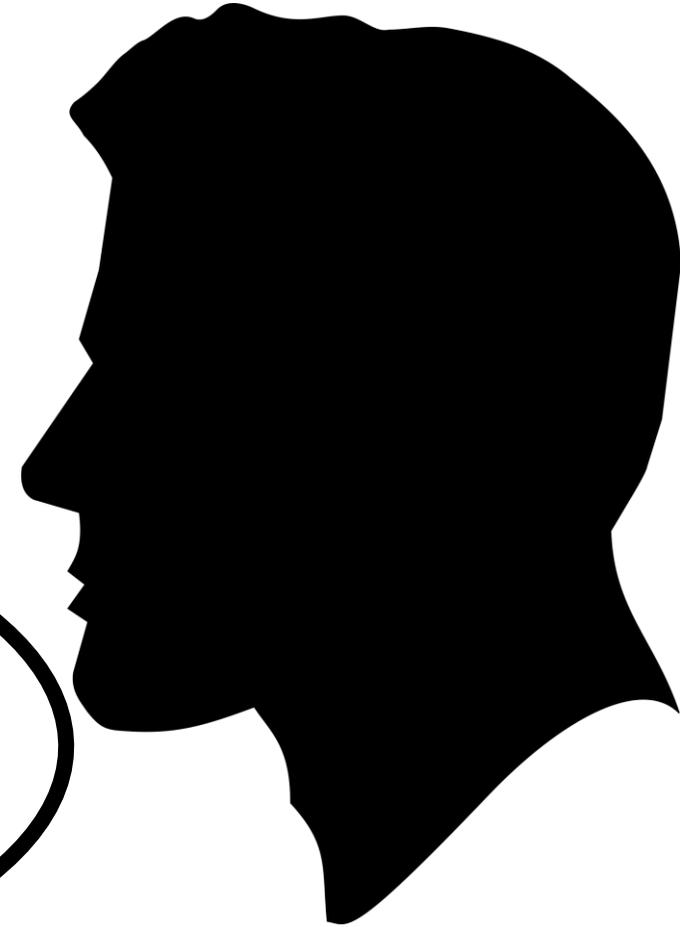




What We Heard - Stakeholders



“State Highway 135 rotaries
are recommended at Brush
Creek and Cement Creek
intersections.”
*- Jonathan Houck Gunnison County
Commissioner*



“State Highway 135 intersections
north of Gunnison need safety
improvements, particularly Brush
Creek intersection.”
*- John Messner Gunnison County
Commissioner*



What We Heard - General Public



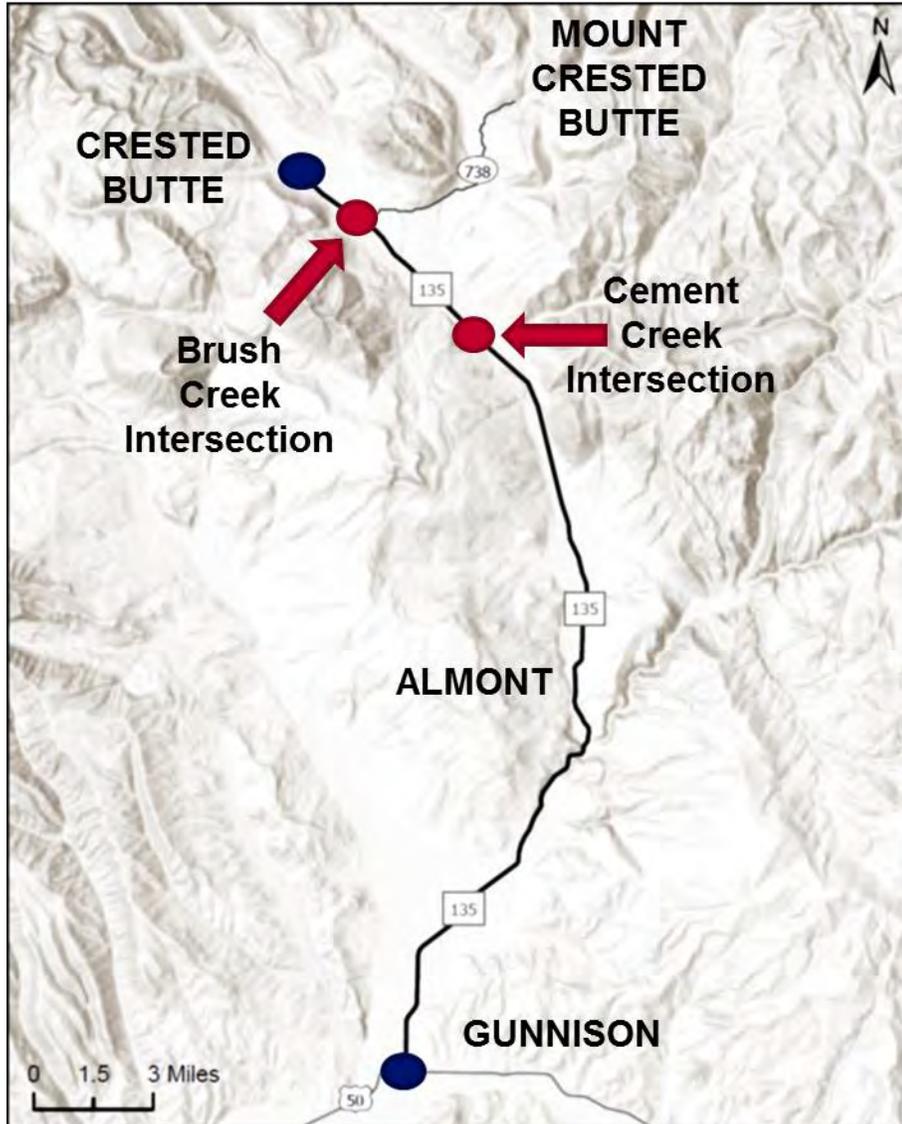
"Near misses at State Highway 135 and Cement Creek and Brush Creek Roads."

"Major safety issues at these intersections; many long-trailers pulling out onto the highway."





What We Heard - Data



Key Data Findings:

- State Highway 135 / Cement Creek Rd (MP 20.70)
 - ❖ 2014 - March 2019
 - ❖ 3 Crashes (2 Injury Crashes, 1 Fatal Crash)

- State Highway 135 / Brush Creek Rd (MP 25.47)
 - ❖ 2014 - 2018
 - ❖ 2 Crashes (1 Property Damage Only Crash, 1 Injury Crash)

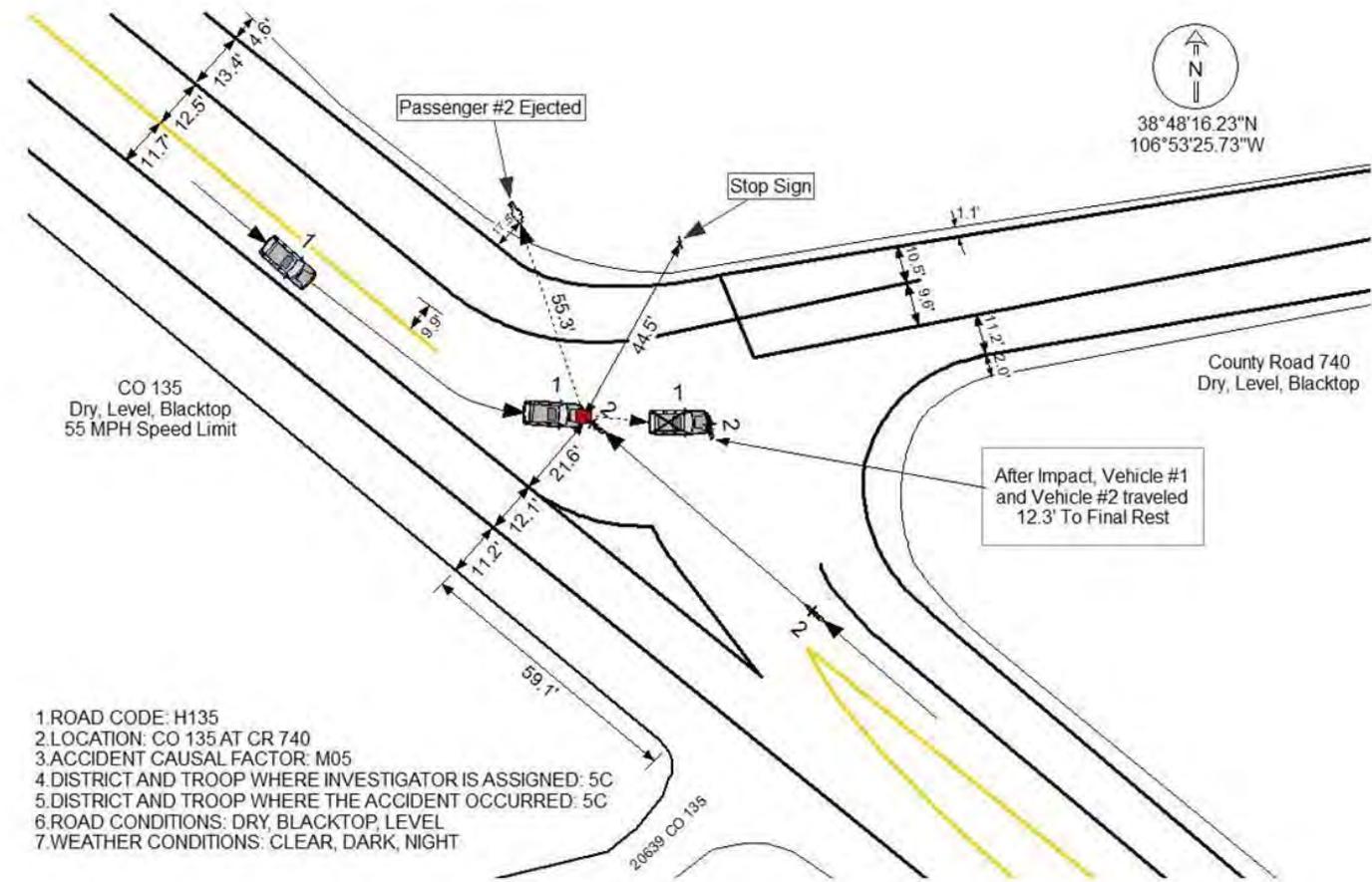


What We Heard - Data

State Highway 135 / Cement Creek Road

Key Data Findings:

- State Highway 135 / Cement Creek Rd (MP 20.70)
 - ❖ 2014 - March 2019
 - ❖ 3 Crashes (2 Injury Crashes, 1 Fatal Crash)



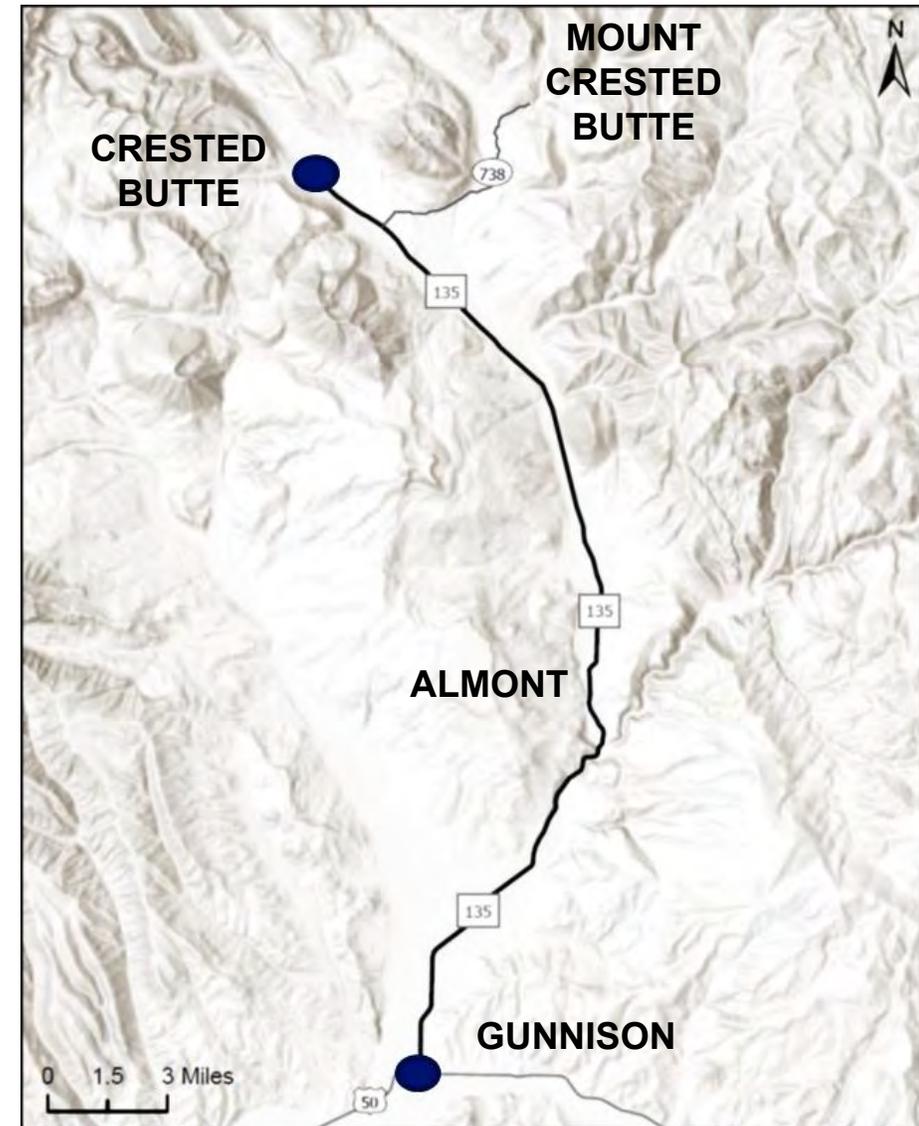
1. ROAD CODE: H135
2. LOCATION: CO 135 AT CR 740
3. ACCIDENT CAUSAL FACTOR: M05
4. DISTRICT AND TROOP WHERE INVESTIGATOR IS ASSIGNED: 5C
5. DISTRICT AND TROOP WHERE THE ACCIDENT OCCURRED: 5C
6. ROAD CONDITIONS: DRY, BLACKTOP, LEVEL
7. WEATHER CONDITIONS: CLEAR, DARK, NIGHT



State Highway 135 - Corridor Needs

Corridor Needs:

1. Eliminate shoulder deficiencies
2. *Mitigate elevated crash patterns (including wildlife crashes)*
3. *Improve safety concerns*
4. Address increasing congestion to improve access to jobs, tourist destinations, and recreation
5. Enhance walkability in areas with high pedestrian
6. Accommodate travel needs of vulnerable populations
7. Improve bicycle accommodation



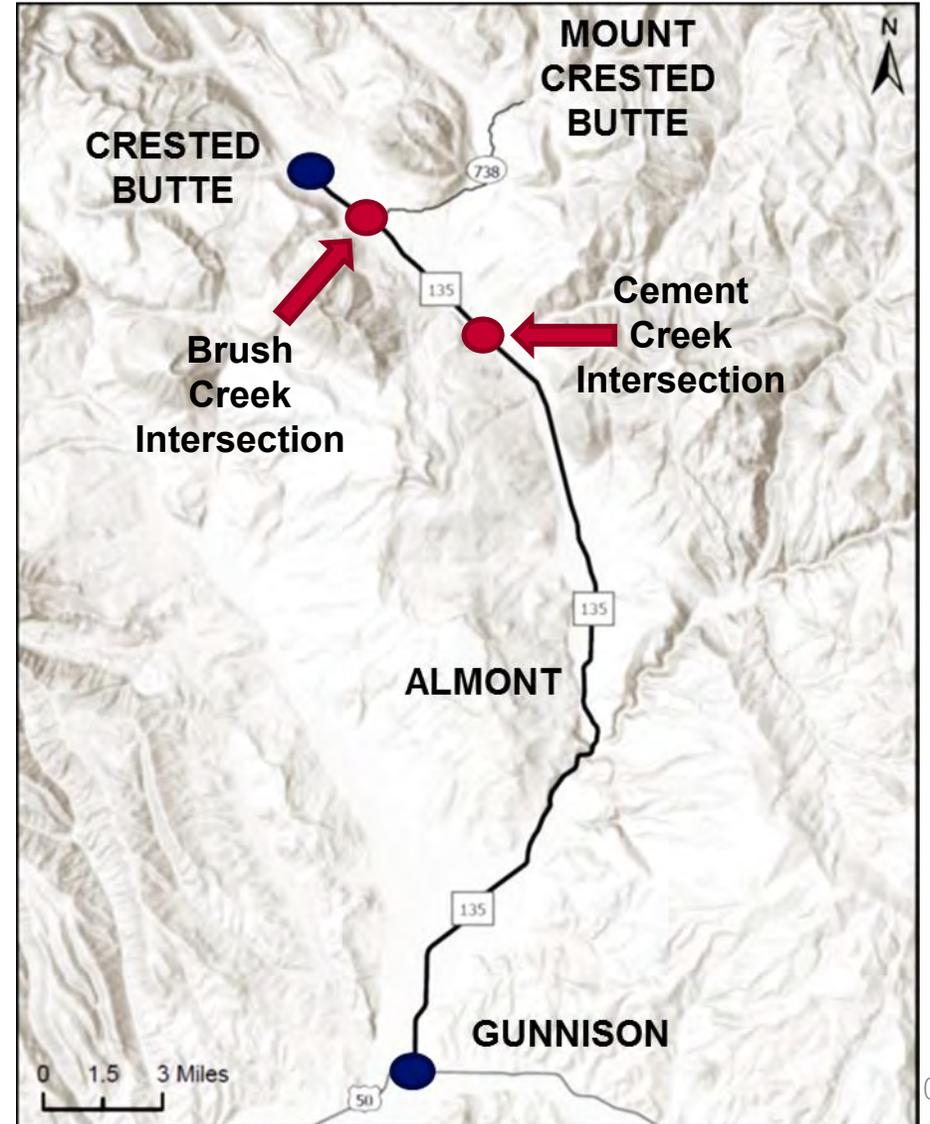


Project Creation

Project Name: State Highway 135 Intersection Improvements

Project Description: Intersection Improvements in partnerships with local agency

Cost Estimate: \$3 million





Project Prioritization



1. SH 92: Safety Improvements
2. US 50 Mainstreet Improvement in Delta
3. Essential Bus Service between Grand Junction to Telluride (Proposed Outrider Service)
4. US 50: Little Blue Canyon
5. ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50 and US 550
6. Ridgway Park-n-Ride
7. New Regional Transit Service between Montrose and Telluride
8. US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)
9. Gunnison Valley RTA Crested Butte Bus Storage Facility
10. *SH 135 Intersection Improvements*

Central Front Range Regional Transit Projects

Project ID	State Highway	Project Name	Project Description	Project Cost (\$M)	Capital Cost (\$M)	Operating Cost Over 10 yrs (\$M)	Priority	Regional Priority (Per Count)
1001	0025 019	New Front Range Transit Service between Delta, Telluride and Montrose	See report. This service is a new route to be added to the existing service between Delta and Telluride.	\$0.70	\$0.00	\$0.00	2	2
1006	0020	Essential Bus Service between Delta and Telluride	Essential bus service between Delta and Telluride. This service is a new route to be added to the existing service between Delta and Telluride.	\$1.97	\$0.00	\$1.12	2	2
1008	0020	Essential Bus Service between Montrose and Telluride	Essential bus service between Montrose and Telluride. This service is a new route to be added to the existing service between Montrose and Telluride.	\$2.34	\$0.00	\$1.49	2	2
1007	0024	New Front Range Transit Service between Delta, Telluride and Montrose	See report. This service is a new route to be added to the existing service between Delta, Telluride and Montrose.	\$1.53	\$0.00	\$0.65	5	5
1005	0019	New Ridgway Park-n-Ride	See report. This project is a new park-n-ride facility located in Ridgway.	\$0.63	\$0.00	\$0.00	3	3
1070	0010	Essential Bus Service between Delta and Telluride	Essential bus service between Delta and Telluride. This service is a new route to be added to the existing service between Delta and Telluride.	\$1.33	\$0.00	\$0.80	2	2
1072	0010	Essential Bus Service between Delta and Telluride	Essential bus service between Delta and Telluride. This service is a new route to be added to the existing service between Delta and Telluride.	\$0.29	\$0.00	\$0.20	2	2
1074	0010	Essential Bus Service between Delta and Telluride	Essential bus service between Delta and Telluride. This service is a new route to be added to the existing service between Delta and Telluride.	\$0.51	\$0.00	\$0.00	2	2
1081	0010	Essential Bus Service between Delta and Telluride	Essential bus service between Delta and Telluride. This service is a new route to be added to the existing service between Delta and Telluride.	\$0.04	\$0.24	\$0.60	7	7

Note: Gunnison Valley TPR project list is still under development.



MPO Project Path to Pipeline



- Similar process to rural TPRs
- MPOs are held to additional federal requirements, including project identification
- Priority projects are first identified in the RTP, compete for funding in the TIP, and then get included in the STIP
- MPOs work cooperatively with CDOT on a number of planning items
 - Public Outreach
 - Project Priorities



Statewide Plan Draft Outline

- See “*High-Level Statewide Plan Table of Contents*” Handout in STAC Packet





High-Level Statewide Plan Table of Contents

January 3, 2020 DRAFT

Section Name	Brief Description
Executive Director and Commission Letters	Welcome to Your Transportation Plan, Key Insights
Introduction	Brief explanation of contents of plan, process, federal and state requirements followed
Public and Stakeholder Involvement	Discussion of key input from public and stakeholders and how input was used.
Vision, Goals, Objectives Framework	Organization of CDOT Executive Director Goals and Governor's Priorities into three goal areas: Mobility, Safety, and Asset Management. Introduce objectives and performance measures associated with each goal area and how they link to the TC Criteria.
Mobility	Story - high level discussion and graphics on each of the following items for mobility: <ul style="list-style-type: none"> • Goals and Objectives • Trends (travel/ population/economic) • Plan Integration (Transit and other modal plans) • Needs • Policies/Initiatives • Performance Measures
Safety	Story - high level discussion and graphics on each of the following items for safety: <ul style="list-style-type: none"> • Goals and Objectives • Trends • Plan Integration (Strategic Highway Safety Plan) • Needs • Policies/Initiatives • Performance Measures
Asset Management	Story - high level discussion and graphics on each of the following items for asset management: <ul style="list-style-type: none"> • Goals and Objectives • Trends • Plan Integration (Risk-Based Asset Management Plan) • Needs • Policies/Initiatives • Performance Measures
Regional and Tribal Planning	How the rural Regional Transportation Plans, MPO Plans and Tribal Plans are integrated into the Statewide Plan and help serve as a means for regional input, needs identification, and project planning to achieve the three goal areas.
Corridor Visions and Project Pipeline	Based on the three goal areas and regional input, the story of how the Corridor Visions were updated and project pipeline formed to meet the needs identified. Summary information on corridor visions and pipeline linked to appendix. Link to performance measures and TC criteria.



CDOT's Investment Strategy	High level story of how CDOT will make/guide investments to achieve goals and objectives and implement the pipeline.
Environmental Mitigation	How CDOT will mitigate for key environmental impacts caused by implementing this plan and projects.
Environmental Justice	How CDOT addresses Federal Executive Order on Environmental Justice in connection with the SWP. Will include: <ul style="list-style-type: none"> • Identification of Historically Disadvantaged Populations and Key Locations • Outreach to Historically Disadvantaged Populations • Potential Mitigation Measures
Public Health	How Public Health is being considered in the Statewide Plan: key impacts and considerations.
Land Use Coordination	How CDOT is meeting requirements on land use coordination with some key examples (e.g. mobility hubs).
Implementing the Plan	What steps CDOT will take to implement the plan (e.g. connection to STIP), further initiatives related to the plan and the process for update.

Appendices:

(Order of Appendices may change)

- Appendix A - SWP Midpoint Report on Public Involvement
- Appendix B - Transportation, Economic, and Demographic Trends
- Appendix C - Transportation System and Plan Integration
- Appendix D - Corridor Profiles
- Appendix E - Regional Transportation Plans (for the rural areas)
- Appendix F - Ten Year Project Pipeline Report
- Appendix G - Performance Measures
- Appendix H - Environmental Justice
- Appendix I - Summary of Environmental Consultation
- Appendix J - Transit Plan
- Appendix K - Strategic Highway Safety Plan



Central 70 - Project Update

January 10, 2020

Central to Communities, Commerce, Connections and Colorado.





How Did We Get Here?



POPULATION BOOM

Colorado is the eighth fastest growing state in the US. The total current population is more than 5.6 million, with 77,059 new residents in 2017*. A majority of newer residents are moving to the metro area.

*According to the July 1, 2017 U.S. Census Bureau report



I-70 CORRIDOR TRAFFIC CONGESTION

- This growth has had a continued impact on road congestion issues, creating congestion on I-70 for up to 10 hours a day.
- It is home to 1,200 businesses, providing the regional connection to Denver International Airport and carrying upwards of 200,000 vehicles per day.
- In 2035, it's predicted that congestion will grow by 35%.



AGING INFRASTRUCTURE

I-70's aging viaduct is Colorado's second largest bridge and is the last of 33 worst bridges in the state yet to be addressed. The "Band-Aid" fixes are beginning to fail and the viaduct is now at the end of its useful life.



Central 70

Project Overview

- Add one Express Lane in each direction
 - Restripe from I-25 to Brighton Boulevard
 - Complete reconstruction between Brighton Boulevard to I-270
 - Widen from I-270 to Chambers Road
- Remove the 55-year-old viaduct and lowering the interstate
- Construct new 4-acre park over the interstate

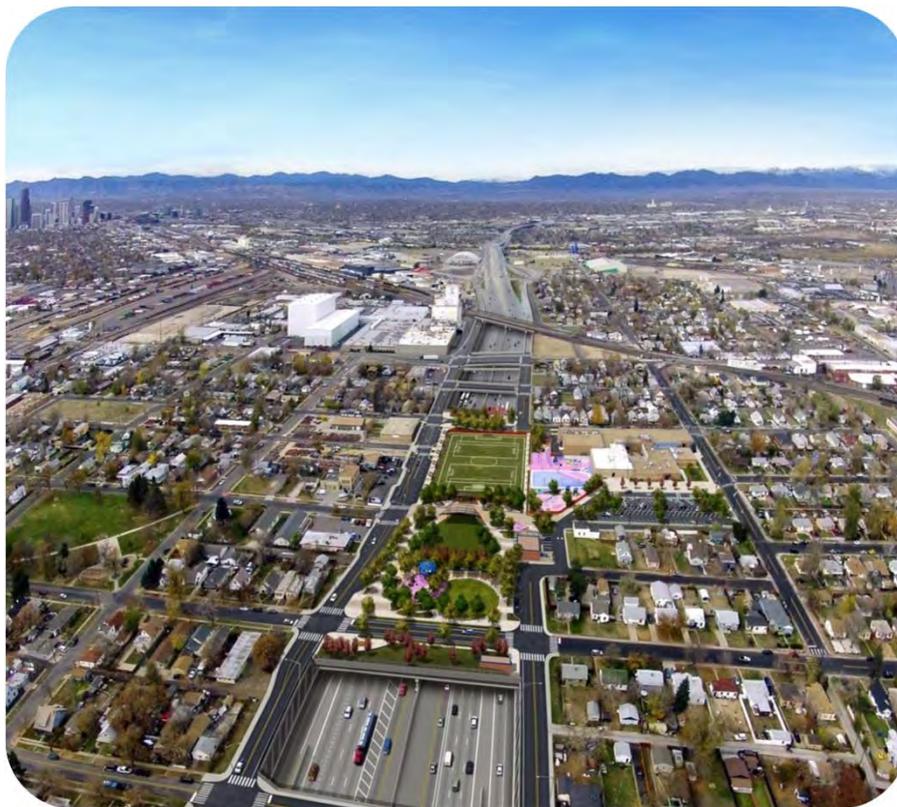




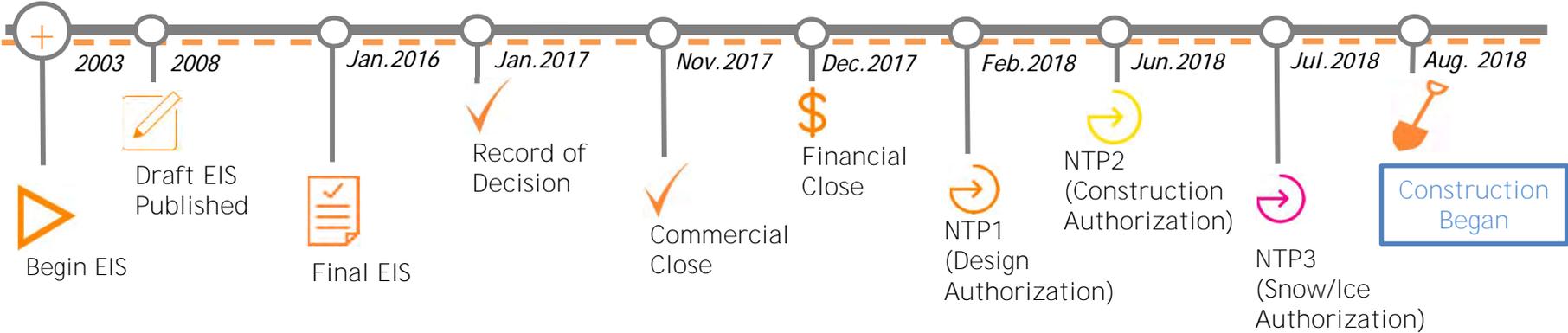
Current



Future



Project Timeline, Status & Expenditures



99%

Design Completion

25%

Construction Completion

36%

Overall Completion

\$355m

CDOT Expenditures To-Date (Outside of KMP Contract)

\$295m

KMP Expenditures To-Date

\$235m

TIFIA Disbursements to KMP To-Date

Note: All Project Updates thru November 2019



Central 70

Overview - Project Update Fact Sheet

CENTRAL 70 PROJECT UPDATE

January 2020



QUICK REVIEW:

Construction started in August 2018, since then crews have been working in every segment along the 10-mile Project corridor. Two planned full weekend closures have already occurred, which has helped the schedule significantly.

COMPLETED WORK

West Segment (Brighton to Colorado Blvds.)

- Demolition of old UPRR bridge
- Removal of the York St. on-ramp to westbound I-70
- Columbine and Clayton streets bridges constructed

Colorado Blvd. Widening



Central Segment (Colorado Blvd. to Quebec St.)

- New ramp access to eastbound I-70 from southbound Colorado Blvd., loop ramp has been removed
- Bridge girders set at Colorado Blvd. Bridge, which is being widened to the west
- Extensive utility installations and relocations along Stapleton Drive
- Shifted to Stapleton Drive to widen I-70
- Demolished portions of I-70 bridges over Dahlia and Holly streets in preparation for widening

East Segment (Quebec St. to Chambers Rd.)

- Built I-270 flyover bridge
- Demolished old I-270 flyover
- I-70 widened and traffic shifted to new pavement in east segment
- Outer portions of I-70 bridge over Peoria Street constructed
- Inner portions of I-70 bridge over Peoria Street demolished



Peoria Traffic Switch and Bridge Demolition

ONGOING WORK

West Segment (Brighton to Colorado Blvds.)

- Brighton Blvd. interchange has been under construction over the past year
- Closure of 46th Ave. from Brighton Blvd. to York St. - necessary for UPRR bridgework
- Construction of temporary railroad bridges on the sides of the old structure
- Pump station construction

Lowered Section Excavation



- Excavation of lowered section; a total of 370,000 cubic yards has been excavated so far
- Caissons continue to be installed in lower section
- Extensive utility relocations along 46th Ave construction
- Fillmore, Steele, and Monroe street bridge construction
- BNSF Market Lead bridge construction

Central Segment (Colorado Blvd. to Quebec St.)

- Bridge construction at Colorado Blvd.

- Closure of Stapleton Drive North between Dahlia and Holly streets for roadway work
- Utility work and widening

East Segment (Quebec St. to Chambers Rd.)

- Median barrier construction
- Sign structure installation
- Roadway paving operations

c70.codot.gov
Hotline: 833-C70-INFO
Text Central 70 to 77948



CENTRAL 70 PROJECT UPDATE

January 2020

ADDITIONAL INFORMATION

- 124 of the 148 identified Record of Decision mitigation measures are either in progress or completed
- 124 of the 133 anticipated parcels have been acquired for Right of Way
- 103 of the 369 utility conflicts have been resolved (relocated or determined non-conflicts)
- Monthly Chips & Chat and Coffee & Chat allows community to talk with project team in an informal setting. Project bilingual Community Liaison also hosts up to three different community office hours at various locations along the corridor each week and attends fair and festivals in the community.

BUDGET

The Central 70 Project is on budget. Approximately 20 percent of the project's contingency fund has been utilized as of Aug. 31, 2019, which includes all executed change orders and the settlement agreement.

SCHEDULE

1. The Project is still on schedule to be complete by the end of 2022.
2. As part of a settlement agreement between the Enterprises (HPTE and Bridge Enterprise) and Kiewit Meridian Partners (KMP), there was a schedule change related to the timely execution of the Union Pacific Railroad agreement and incomplete railroad expansion work. The Enterprises and KMP were able to settle on an agreement that substantial completion would be extended by six months, from March 2022 to September 2022, to make up the delay.
 - By spring 2022, all lanes of I-70 are planned to be in their final configuration. The majority of construction work will be complete by Milestone 5 (spring/summer 2022), with the last 6 months of construction including final pavement and cover top construction on the western section. KMP is dedicated to having the cover top open and operational by the fall 2022 school year.

c70.codot.gov
Hotline: 833-C70-INFO
Text Central 70 to 77948



UPCOMING WORK IN NEXT 6 MONTHS

- Constructing the UPRR Bridge
- Finish building Monroe, Steele, Fillmore and Josephine streets and Colorado Boulevard bridges
- Construction of I-70 bridges over Dahlia, Holly and Monaco streets (outer portions built first, similar to Peoria)
- Widening I-70 between Colorado Boulevard and Quebec Street
- Shifting Stapleton Drive out between Colorado Boulevard and Quebec Street
- Relocating Stapleton Drive utilities
- Completing the East Segment (construction of inner portion of I-70 bridge over Peoria Street and permanent configuration of I-70 roadway put in place)

UPRR Bridge Construction



SETTLEMENT AGREEMENT WITH SIERRA CLUB

The Department reached a settlement agreement with the petitioners (Sierra Club, Elyria and Swansea Neighborhood Association, Chaffee Park Neighborhood Association and Colorado Latino Forum) in December 2018. As part of this settlement agreement, the Department agreed to a variety of mitigations including funding a community health study, air quality monitoring, and landscaping. The status of these mitigations is tracked monthly by the Department via a settlement agreement checklist.



Year in Review - 2019 (Jan-Nov)

Public Information

- 97 Public Meetings/Presentations
- 950 Hours of Community Outreach
- 537 Public Comments
- 0 Noise Complaints

Construction

- 1.23M Manhours worked (Kiewit/subs)
- 750 Pieces of equipment on the job
- 370K Cubic yards of excavated dirt





Central 70

Drone Video - Project Progress Update

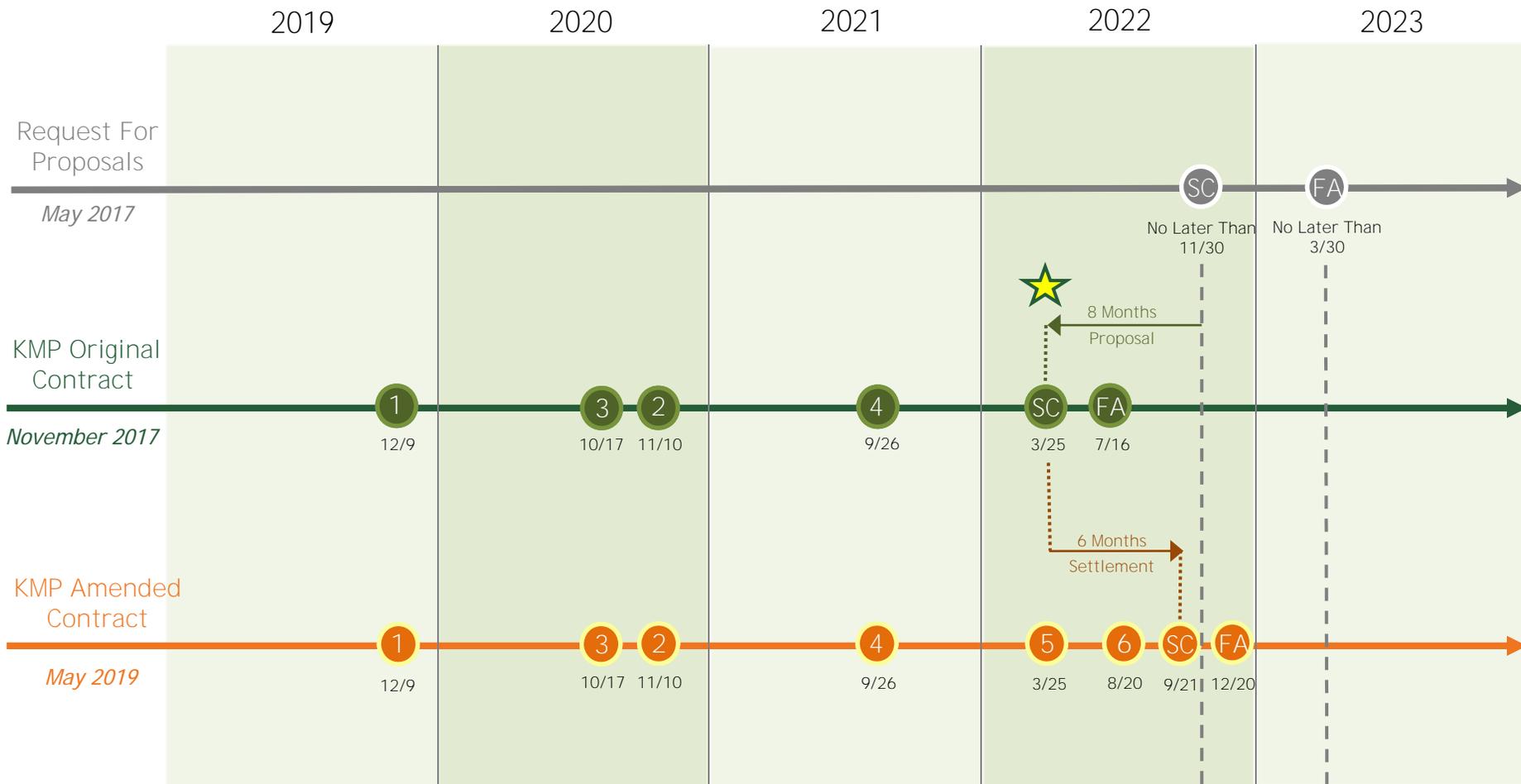
Click the link below:

<https://vimeo.com/showcase/c70flyover>



Central 70

Project Schedule History



FA - Final Acceptance
SC - Substantial Completion



Central 70

Overview - Commitments Fact Sheet

CENTRAL 70 COMMUNITY COMMITMENTS

October 2019 Central 70

OUR PROMISE

The Central 70 Project will include many measures designed to reduce the Project's impact, reconnect communities and ensure the economic opportunities of the Project are provided to local residents.

CENTRAL 70 COMMUNITY COMMITMENTS

October 2019 Central 70

CONSTRUCTION IMPACTS

- Provide interior storm windows and two portable or window-mounted air conditioning units, plus financial assistance for utility costs to residents - between 45th and 47th avenues and Brighton and Colorado boulevards - to help mitigate dust and noise during construction.
- Require the use of clean, low emitting construction equipment.
- Installed four air monitors in community.



HOUSING

- CDOT acquired 56 residential units and 17 business/commercial units and worked to identify a suitable replacement property and provide acquisition benefits for the value of their home.
- Renters of impacted residential properties were relocated to appropriate housing and assisted with moving. If the rent payment was higher at the new property, CDOT paid the difference for up to 42 months (3.5 years). Renters may choose to have this payment provided in a lump sum so that they can use it as a down payment on a home purchase. 24 renters elected for a down payment.
- Residents displaced by construction were provided financial counseling and potential access to financing through the Community Resources and Housing Development Corporation.
- Provided \$2 million to the Globeville, Elyria-Swansea Affordable Housing Collaborative to support affordable housing in the Elyria-Swansea neighborhood.

WORKFORCE COMMITMENTS

- Ensure job opportunities for residents through a 20 percent local (geographic based) hiring requirement.
- Require on-the-job training to provide opportunities for workers to advance to high-skill positions during the construction period.
- Leverage a \$400,000 grant to support workforce development, on-the-job training, and safety, pre-apprenticeship and basic skills training courses in the Denver metro area.

SWANSEA ELEMENTARY SCHOOL

- \$19 million worth of improvements completed
- Two new Early Childhood Education (ECE) Classrooms
- New, comprehensive HVAC system
- Relocated and renovated main entrance and administration offices
- Renovated interior courtyard, includes ECE playground
- New school bus parking area
- Protective sound barrier
- Relocated playground and parking lot to northeast side of the school, farther away from construction area, and new playground equipment installed.



COMMUNITY

- Provide \$100,000 to help increase access to fresh food.
- Created a documentary covering the history of I-70 East and its relationship to the GES neighborhoods.
- Use regular and varied communication methods to share Project information with residents.
- Provide eligible residents of GES assistance with access to the tolled Express Lanes through either free transponders, pre-loading of tolls, or other means.

COMMUNITY AND TRAVELER ACCESS

- Provide incentives for carpooling and transit use to reduce traffic during construction.
- Since Feb. 2018, a total of 337,152 Vehicle Miles Traveled were saved through this program.

HOME IMPROVEMENTS



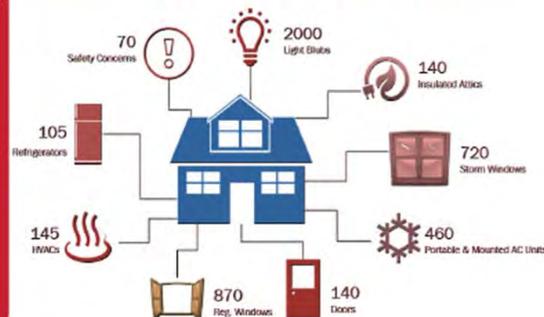
289 Eligible Homes

= 90% Participation Rate



260 Participating Homes

PROGRAM OUTCOMES



COVER PARK

- Construct a four-acre park over the lowered section. Students, parents and members of the surrounding community were involved in designing the park's amenities.
- 100+ trees will be planted in the park.

Cover Park Amenities



Two 25 x 50 yard soccer fields for use of the elementary school during school hours



Splash pad five water features, designed with sustainability and energy conservation



Amphitheater artfully designed pavilion structure with tree-lined events lawn



Tot lot and additional playground area 1,500 square feet with seat walls for easy supervision



Central 70

Workforce Development

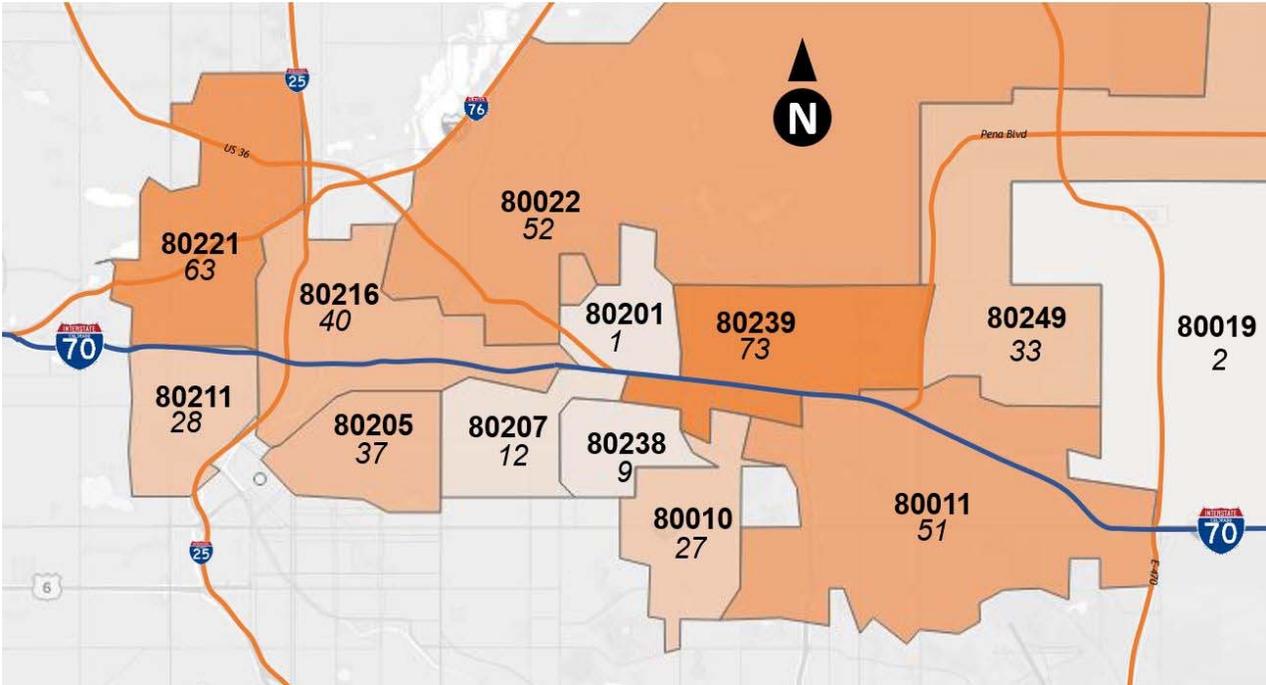
- Goal: 20% local workforce
- Local workforce on Central 70 Project (as of October 2019)
 - 428 (327 craft & 101 design/office)
 - Overall: 16.1% of craft workforce
- Frequent hiring fairs
- Partnership with WORKNOW





Central 70

Local Workforce Hires per Zip Code



Construction Information Tools

Commuter-focused

- E-blast (~4,000 recipients)
- Website (ENG/SPA)
- Social media (ENG/SPA)
- Highway VMS signs
- Text alerts (~880 signed up)
- TV/traffic reporters briefing
- Radio (ENG/SPA)
- Telephone town halls
- cotrip.org
- Google map/traffic impacts

Community-focused

- Community office hours
- Fairs & Festivals
- Door-to-door flyers
- Newsletters
- Business meetings
- Meetings with specific nonprofits and community organizations
- Realtor boxes
- Chips/Coffee & Chat
- Info in school packets
- Spanish Facebook
- Next Door



Know Before You Go

Website: c70.codot.gov

Email: central70info@state.co.us

Phone: 833-C70-INFO

Text: "Central70" or "ProyectoC70" to 77948

English

Facebook: facebook.com/Central70project

Spanish

Facebook: facebook.com/Central70projectenespanol

Twitter: @ColoradoDOT #Central70Project



COLORADO
HPT
PARTNER. INNOVATE. ACCELERATE.

Colorado

Express Lanes

Master Plan



Workshop #3

AGENDA

Colorado Express Lanes Master Plan Workshop #3

Section 1

Background & Selection of Phase II Corridors

Section 2

Design Alternatives

Section 3

Financial Feasibility

Section 4

Mobility Analysis

Section 5

Breakout Group Activity

Section 6

Next Steps

Stakeholder & Public Outreach - Workshops

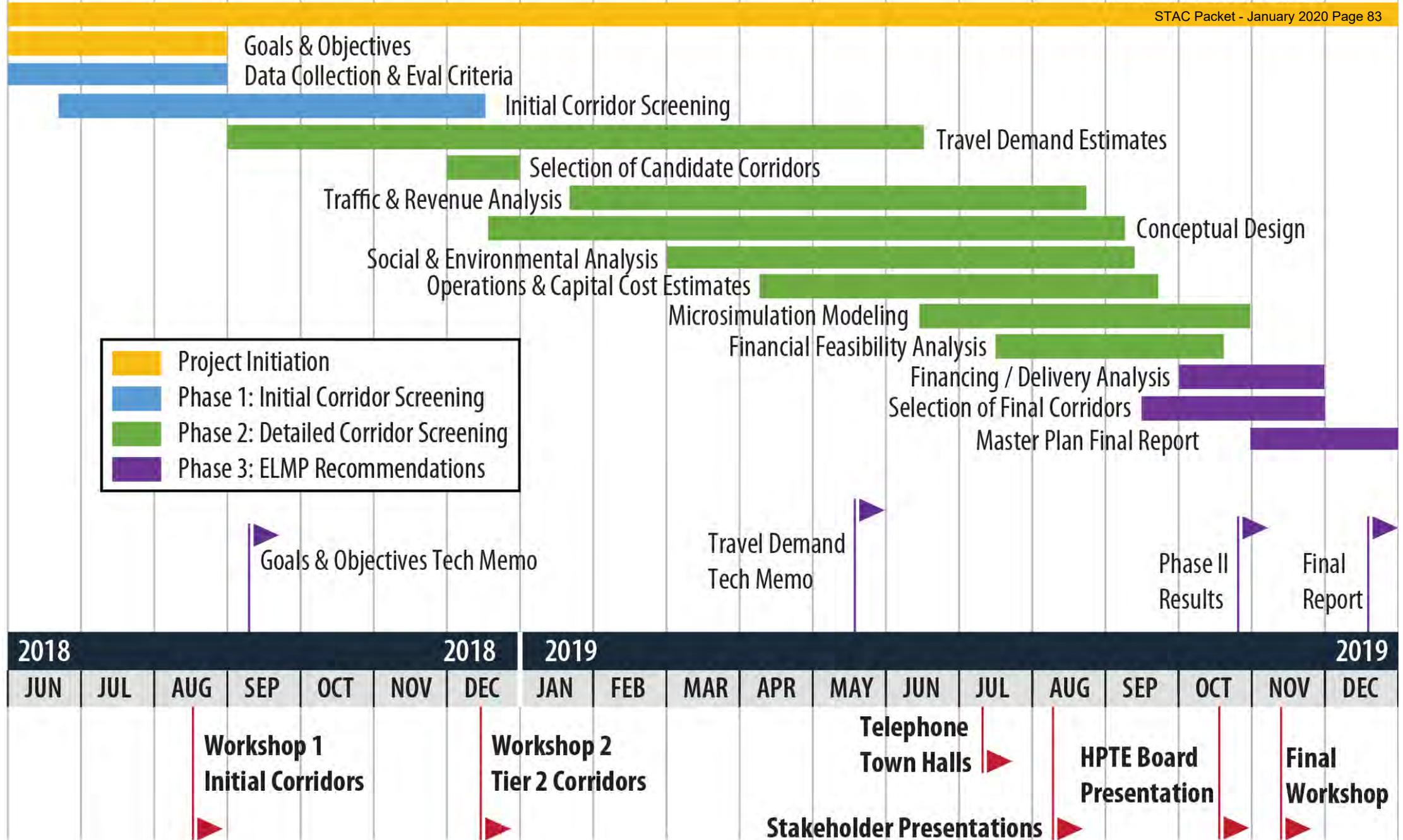


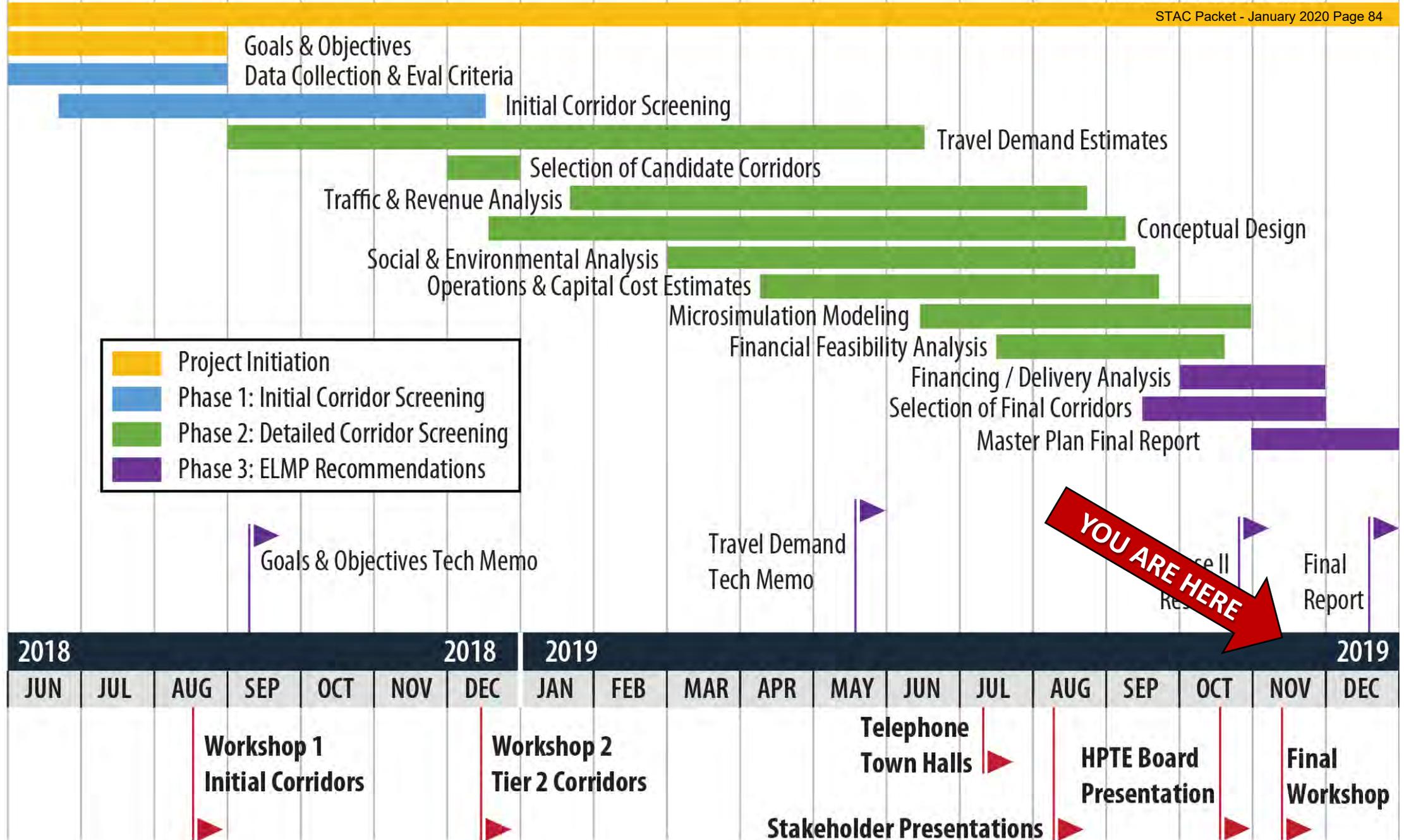
- Thank you for participating in our workshops – your inputs have guided the development of the Master Plan!
- Workshop #1 – goals & objectives, initial corridor list and evaluation criteria
- Workshop #2 – initial screening results and corridors for for more detailed analysis
- Workshop #3 – weighing the results of technical analyses and proving inputs on ranking corridors

Stakeholder & Public Outreach



- Conducted four Telephone Town Halls – more than 5,100 participants
- Presented to eight, geographically diverse Chambers of Commerce, partner agencies and industry associations
- Coordinating with agency partners, Public Information Officers, etc. to distribute information through various channels – including social media
- Developing communication best practices/lessons learned from existing Express Lanes projects and research to inform future outreach for new projects





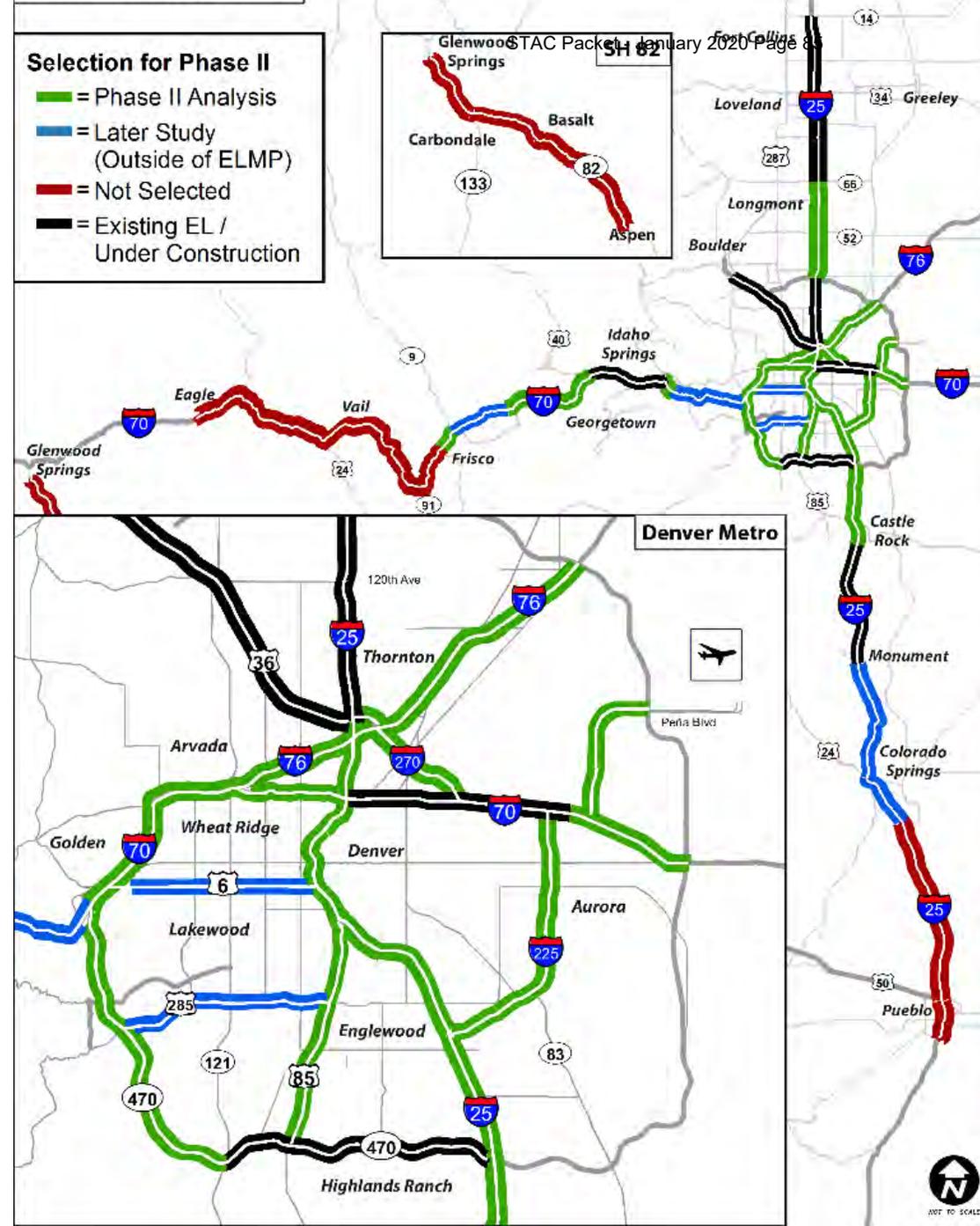
Phase II Corridors

Selection of Corridors for Further Analysis

- ❑ Congestion was #1 Consideration
- ❑ Red Corridors NOT selected for Phase II
- ❑ Blue Corridors selected for *later study* outside of ELMP
- ❑ Green Corridors selected for Phase II
 - **Denver Metro Corridors**
 - **I-25** Loveland to Castle Rock
 - **I-25 Central Bi-directional Lanes**
 - **US 85 - Santa Fe**
 - **I-70 Mountain Corridor**
 - **Potential Direct Connections**

Phase II Selection - Final

- Selection for Phase II**
- = Phase II Analysis
 - = Later Study (Outside of ELMP)
 - = Not Selected
 - = Existing EL / Under Construction



2

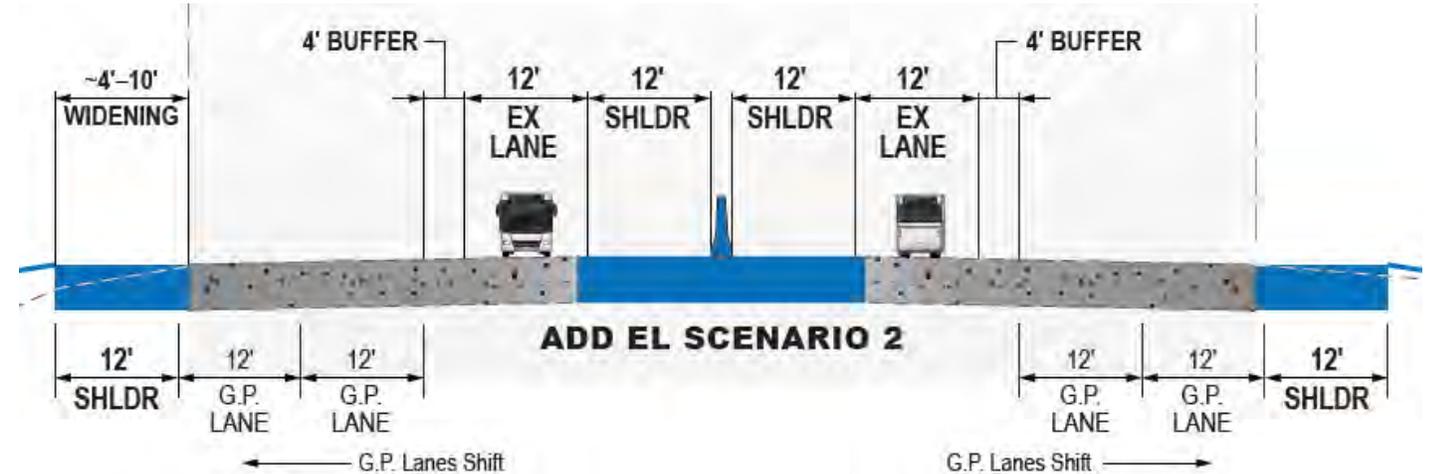
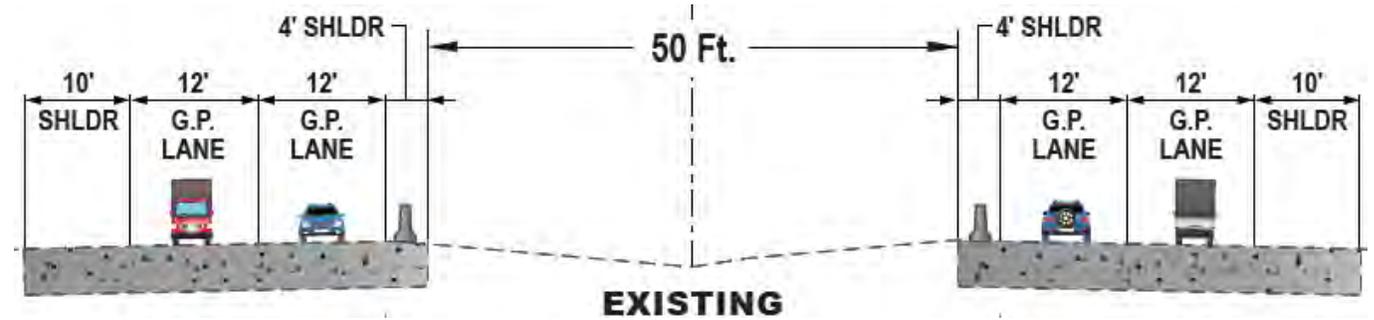
Design Alternatives

Phase II Corridors

Range of Design Alternatives

Planning Level Design

- Developed range of design alternatives & policy assumptions for potential EL corridors
- Defined discrete project locations & lane configurations
- Calculated planning level capital & operational cost estimates



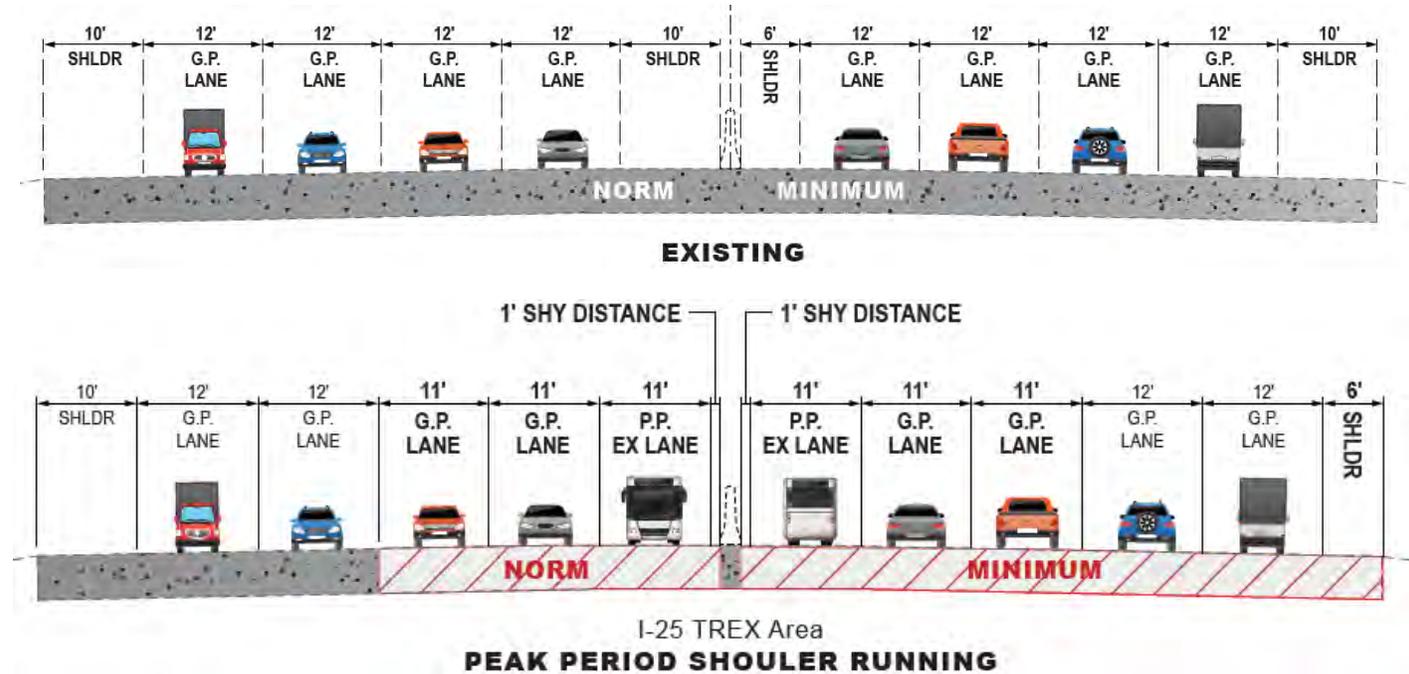
Phase II Corridors

Range of Design Alternatives

STAC Packet - January 2020 Page 88

Planning Level Design

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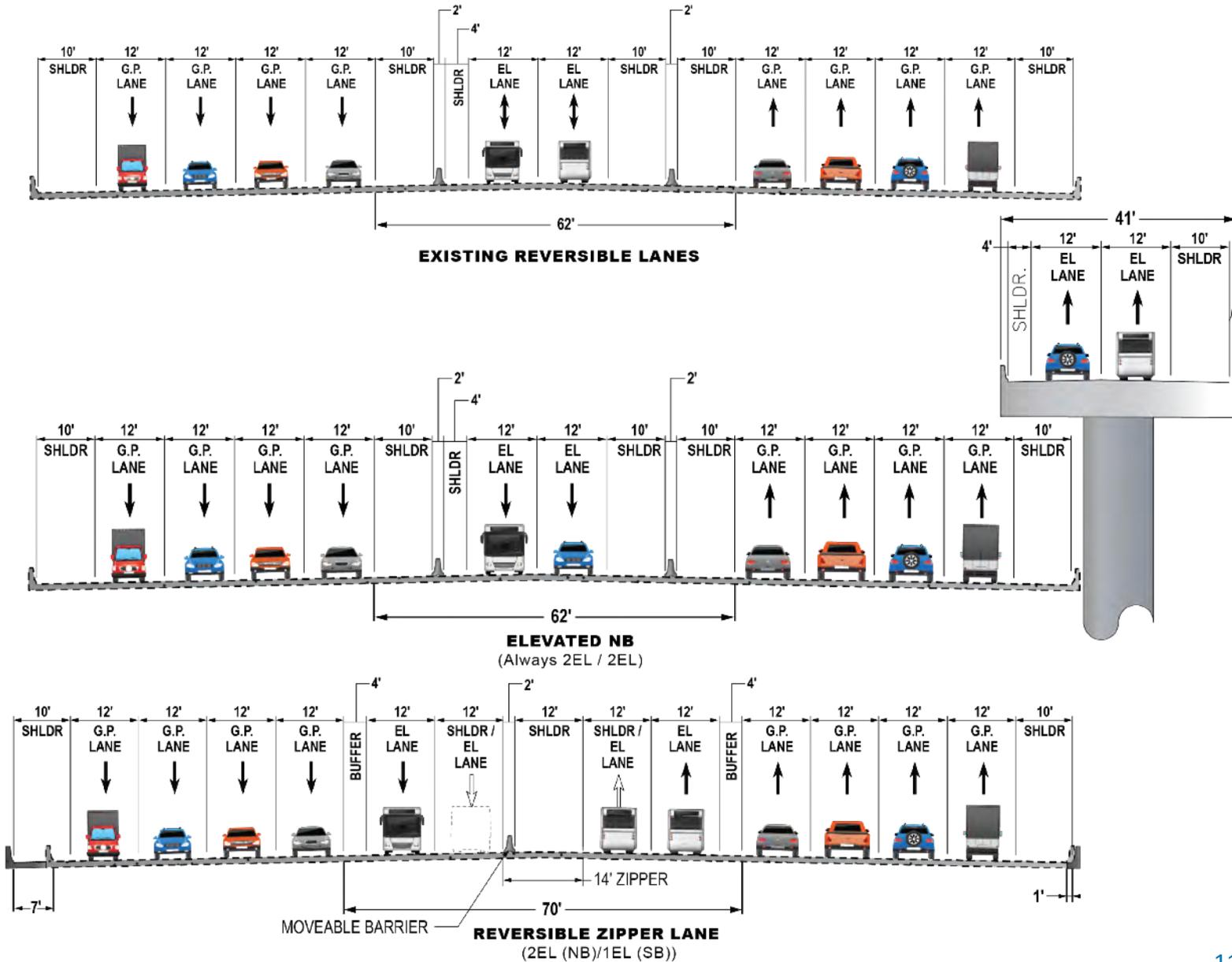


Phase II Corridors

Range of Design Alternatives

Planning Level Design

- Developed range of design alternatives & policy assumptions for potential EL corridors
- Defined discrete project locations & lane configurations
- Calculated planning level capital & operational cost estimates



Phase II Corridors

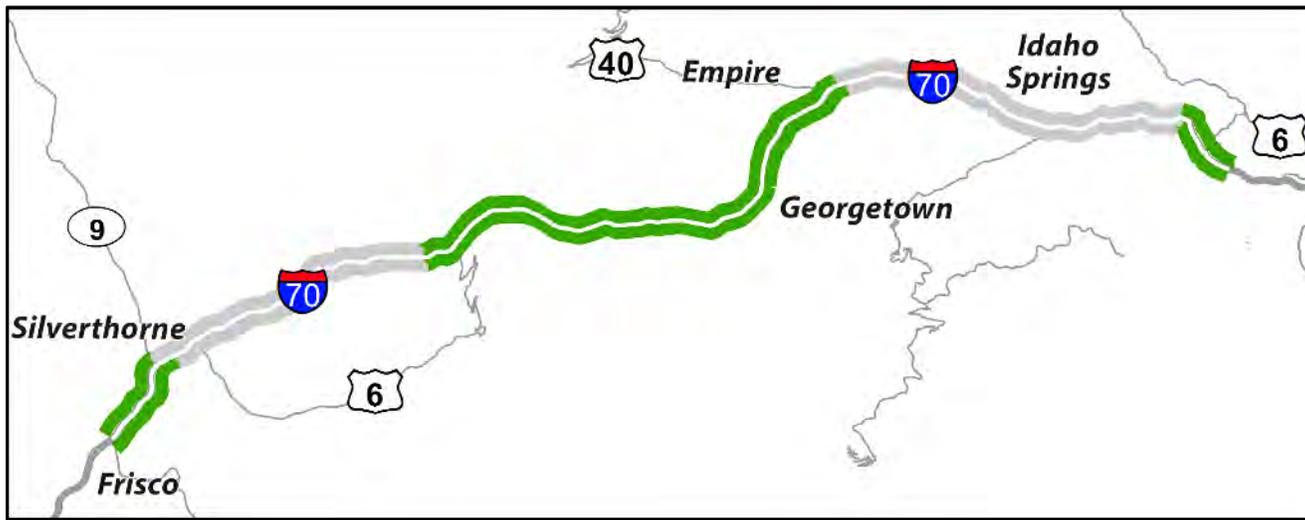
Design - Alternative 1

Design Alternatives

- 1 New Express Lane
- Elevated & Reversible Options
- Peak-Period Shoulder Lane
- HOV Conversion

Design Concept
Corridor Alternative

- EL (New Capacity)
- Elevated EL
- Shoulder Lane
- HOV Conversion
- Direct Connect



Phase II Corridors

Design - Alternative 2

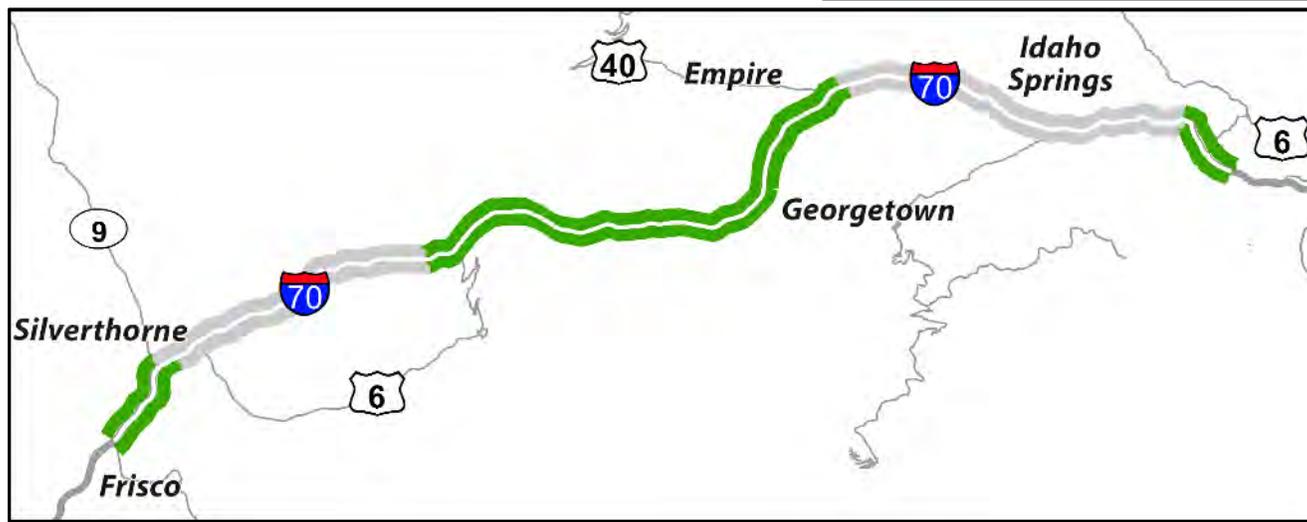
Design Alternatives

- 1 New Express Lane
- Elevated & Reversible Options
- Peak-Period Shoulder Lane
- HOV Conversion

Design Concept

Corridor Alternative

- EL (New Capacity)
- Reversible 2EL/1EL
- Shoulder Lane
- HOV Conversion
- ◆ Direct Connect



Impact Analysis

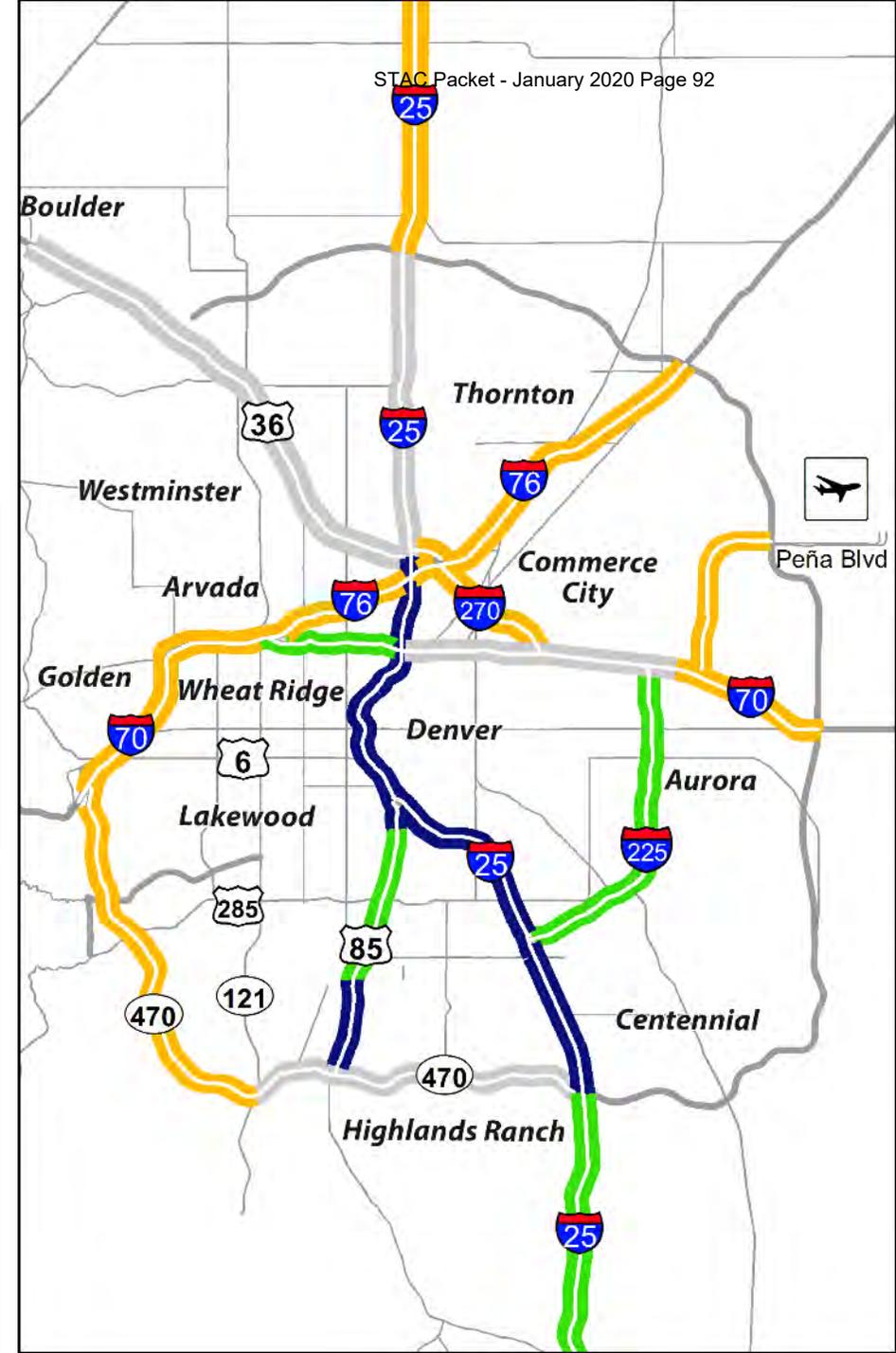
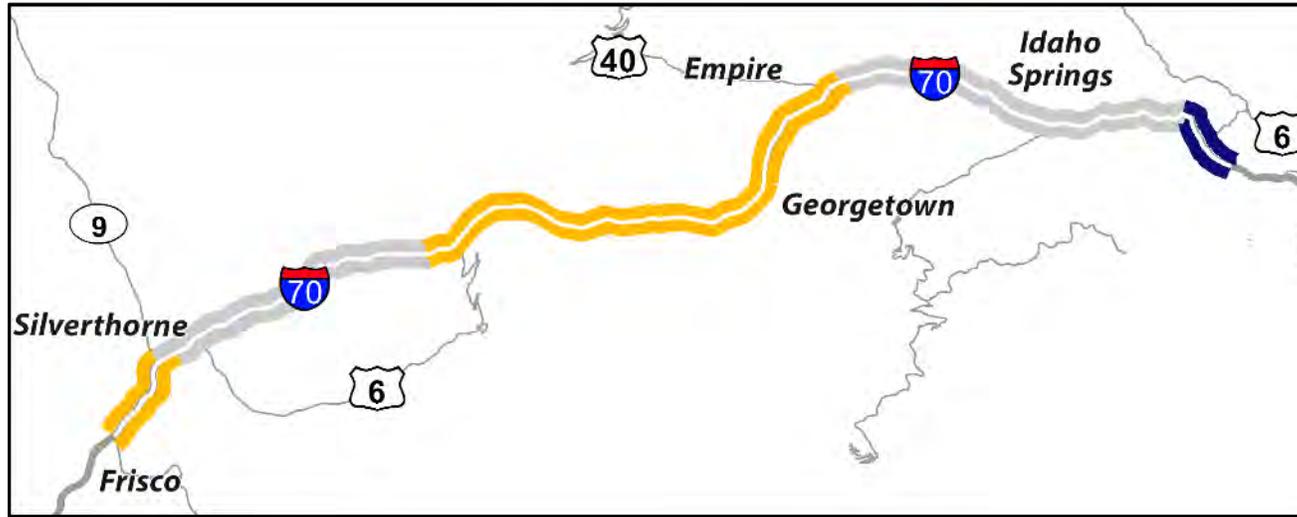
Alternative 1

Level of Construction Impacts

- Minor vs. Major ROW
- Bridge Widening & Replacement
- Earthwork & Retaining Walls
- Major Grade Separations

Construction Impact (ROW, Bridges, etc)

- Significant
- Moderate
- Minor



Impact Analysis

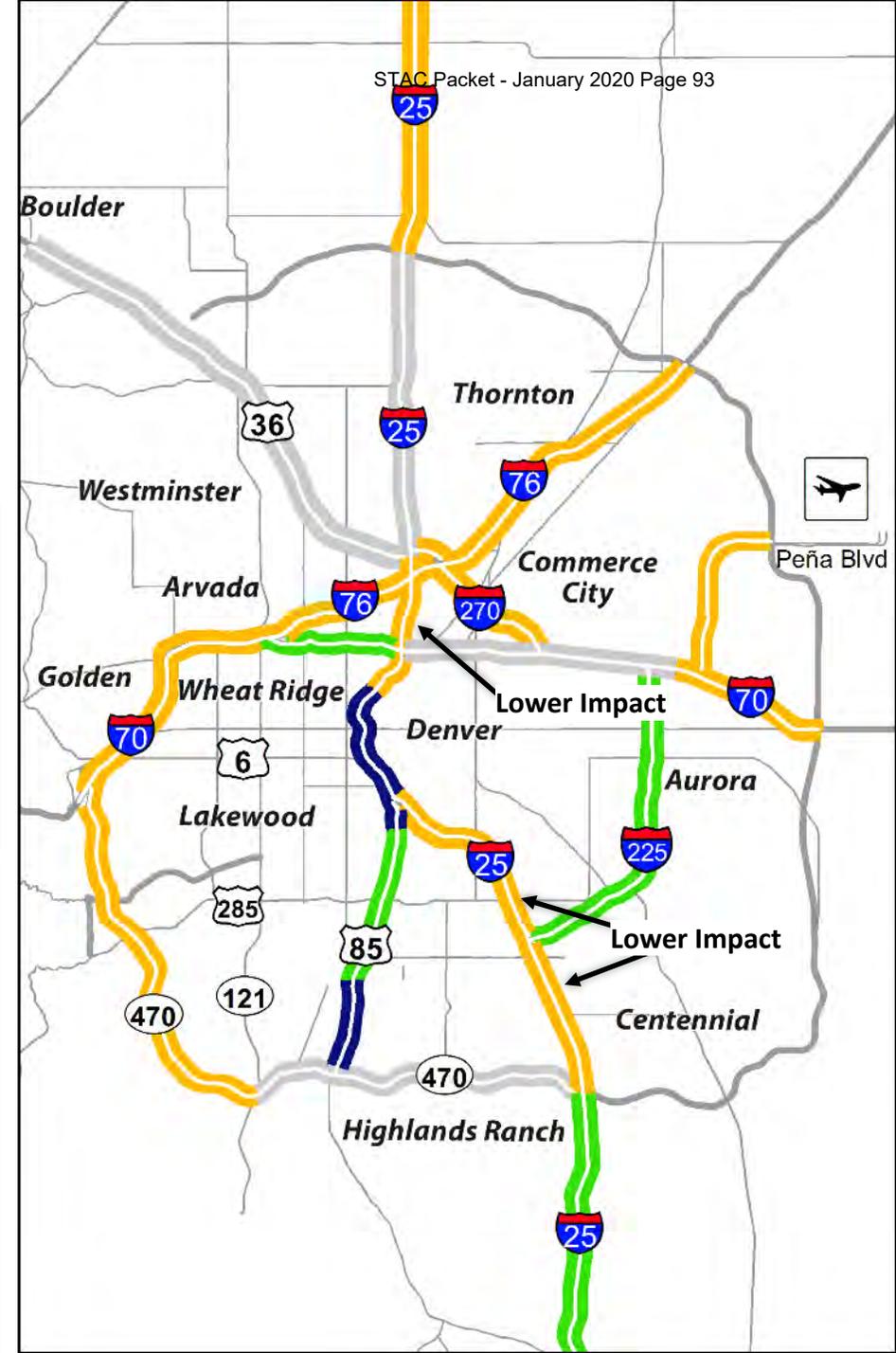
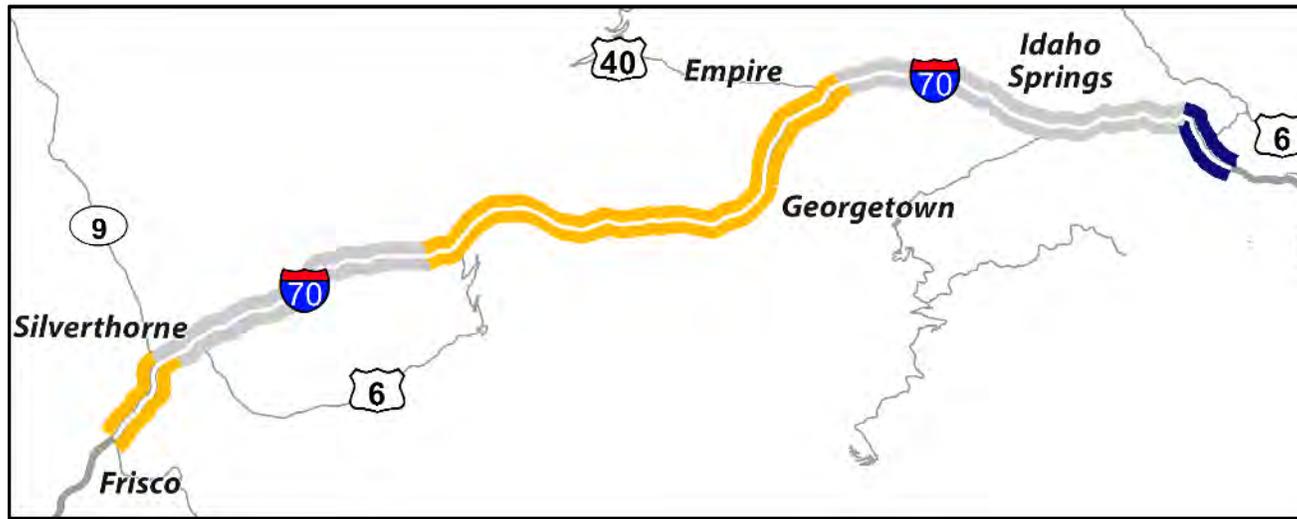
Alternative 2

Level of Construction Impacts

- Minor vs. Major ROW
- Bridge Widening & Replacement
- Earthwork & Retaining Walls
- Major Grade Separations

Construction Impact (ROW, Bridges, etc)

- Significant
- Moderate
- Minor



3

Financial Feasibility

Process of Corridor Prioritization

Financial
Feasibility &
Corridor Profiles

1

Travel Demand and Traffic & Revenue Modeling

- Toll Revenue Estimates
- Managed Lane Volumes

2

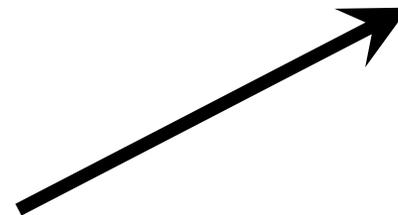
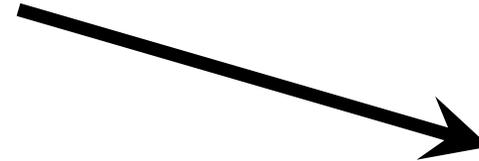
Capital and O&M Cost Estimates

- Facility Construction
- Roadway Maintenance
- Tolling Operations

3

Financial Feasibility Analysis

- Gross Revenue Potential
- Net Revenue Potential
- Net Present Value
(Relative to Capex)



Statewide Travel Demand Model

- CDOT Data Inputs and Network Changes

Revenue Estimates Developed in Two Scenarios

- Cost Minimum: Low toll rates / Higher volumes in EL / Greater overall time savings
- Revenue Maximization: High toll rates / Lower volumes in the EL / Greater EL user time savings

**Delay Cost
Minimization**

← *# Toll Paying
Customers*

**Balanced
Optimization**

\$ Revenue →

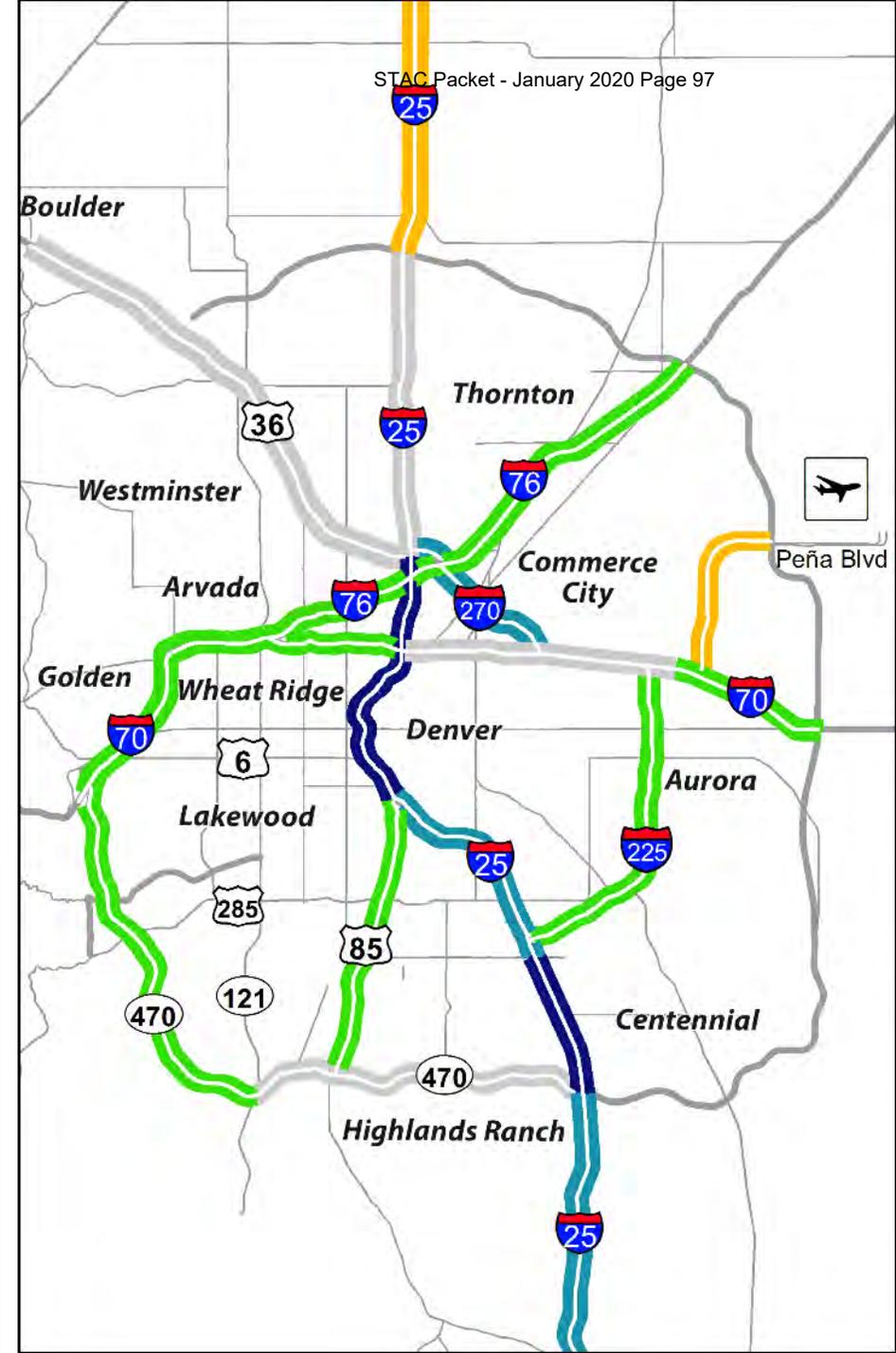
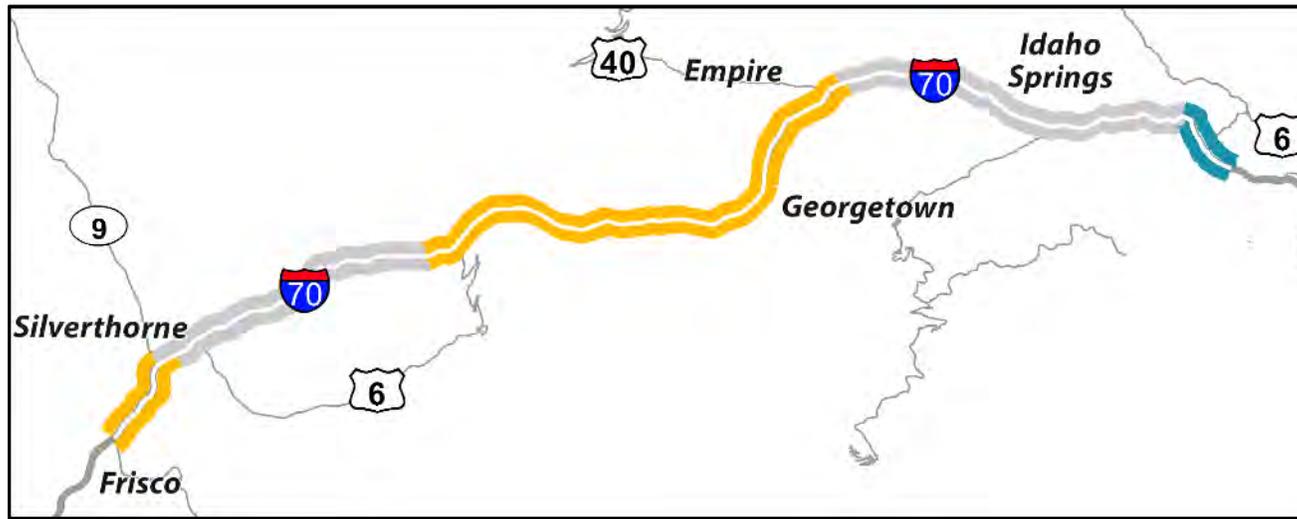
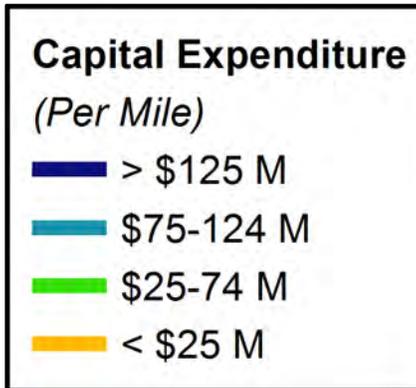
**Revenue
Maximization**

Financial Feasibility

Capital Cost Estimates Alternative 1

Planning Level Capital Cost Estimates

- Roadway Hard & Soft Costs
- Interchange Modifications
- Tolling Equipment
- ROW costs

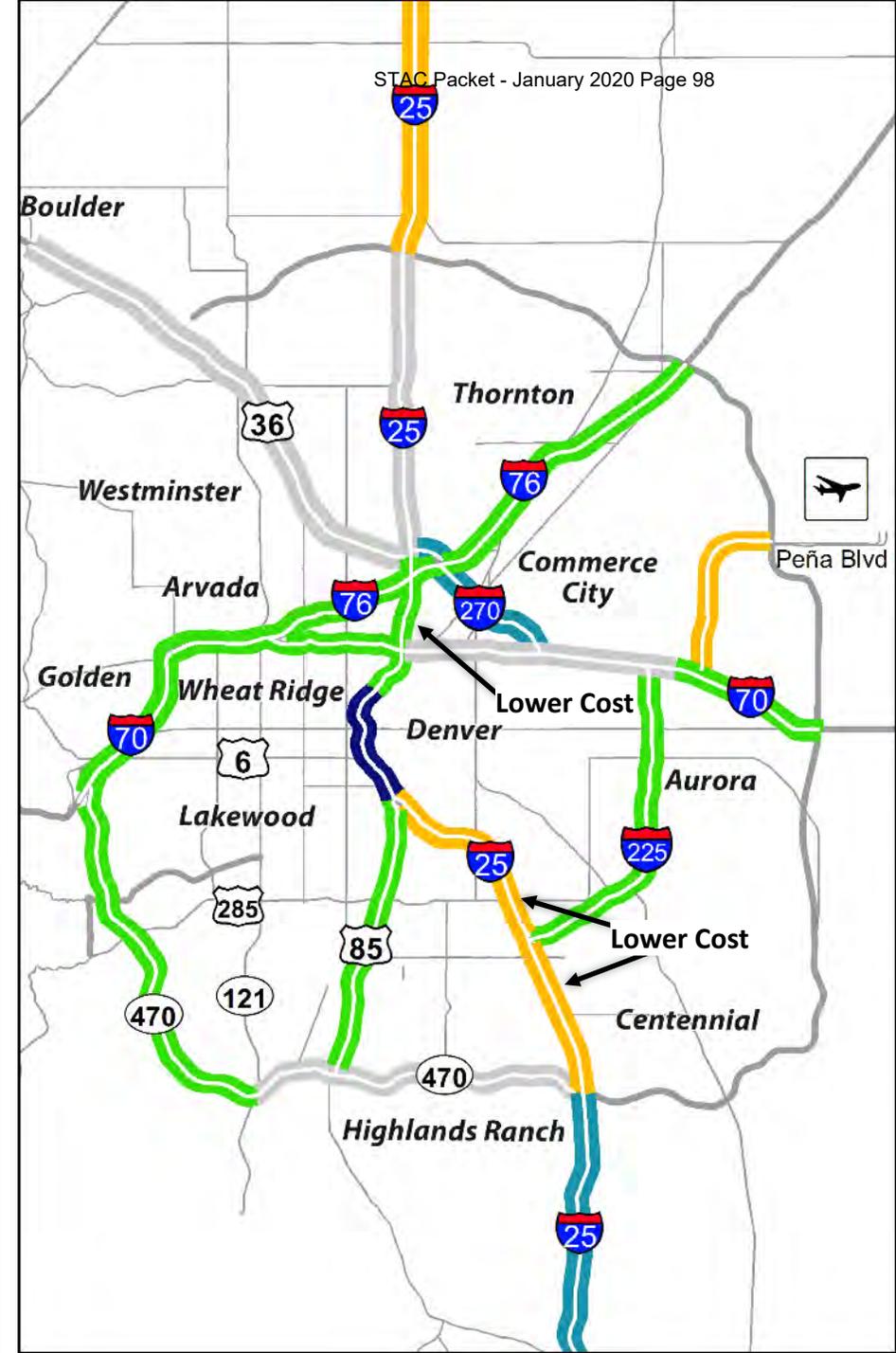
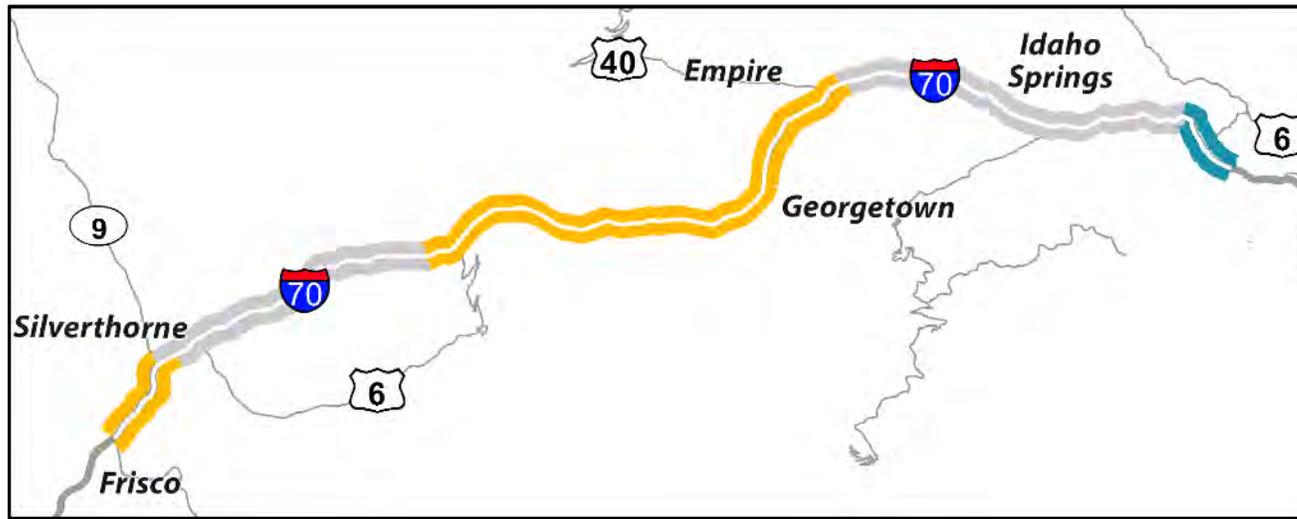


Financial Feasibility

Capital Cost Estimates Alternative 2

Planning Level Capital Cost Estimates

- Roadway Hard & Soft Costs
- Interchange Modifications
- Tolling Equipment
- ROW costs



Financial Profiles

Beltway Corridors (C-470, I-225, & Pena)

	Alternative 1		
	PV of Net Revenue (2025)	Capital Cost (2025)	Financial Index
C-470 (I-70 to Wadsworth)	\$154.7	\$709.2	1.12
I-225 (I-70 to I-25)	\$360.2	\$725.5	1.28
Pena Boulevard	(\$14.6)	\$209.5	0.96

- C-470 Level 2 T&R moving forward
- I-225 performance dependent on I-25 cross-sections



Financial Profiles

East / West Corridors (I-70, I-76, & I-270)

	Alternative 1		
	PV of Net Revenue (2025)	Capital Cost (2025)	Financial Index
I-70 (C-470 to Wadsworth)	\$99.8	\$547.6	1.10
I-70 (Wadsworth to I-25)	\$135.4	\$320.0	1.24
I-76 (I-70 to I-270)	\$97.3	\$477.8	1.11
I-76 (I-270 to E-470)	\$27.5	\$439.1	1.04
I-270 (I-25 to I-70)	\$808.9	\$455.3	2.00
I-70 East	\$39.0	\$228.4	1.10

- I-270 EA moving forward



Financial Profiles

I-25 Corridors (North, Central, & South)

	Alternative 1		
	PV of Net Revenue (2025)	Capital Cost (2025)	Financial Index
I-25 North (Longmont to E-470)	\$159.8	\$142.3	1.63
I-25 Central (US-36 to 20th St.)	\$384.3	\$739.1	1.29
I-25 Central (20th St. to Santa Fe)	\$150.8	\$1,134.2	1.07
I-25 Central (Santa Fe to I-225)	\$379.2	\$957.3	1.22
I-25 South (I-225 to C-470)	\$159.4	\$672.0	1.13
I-25 South (C-470 to Castle Rock)	\$298.5	\$1,063.1	1.16



Financial Profiles

I-25 Corridors (North, Central, & South)

	Alternative 1		Alternative 2	
	PV of Net Revenue (2025)	Capital Cost (2025)	PV of Net Revenue (2025)	Capital Cost (2025)
I-25 North (Longmont to E-470)	\$159.8	\$142.3	NA	NA
I-25 Central (US-36 to 20th St.)	\$384.3	\$739.1	\$392.5 (+\$8.2)	\$185.1 (-\$554.0)
I-25 Central (20th St. to Santa Fe)	\$150.8	\$1,134.2	\$144.7 (-\$6.1)	\$1,134.2 (\$0.0)
I-25 Central (Santa Fe to I-225)	\$379.2	\$957.3	\$299.7 (-\$79.5)	\$19.8 (-\$937.5)
I-25 South (I-225 to C-470)	\$159.4	\$672.0	\$112.2 (-\$47.2)	\$54.4 (-\$617.6)
I-25 South (C-470 to Castle Rock)	\$298.5	\$1,063.1	\$282.3 (-\$16.2)	\$1,063.1 (\$0.0)



Financial Profiles

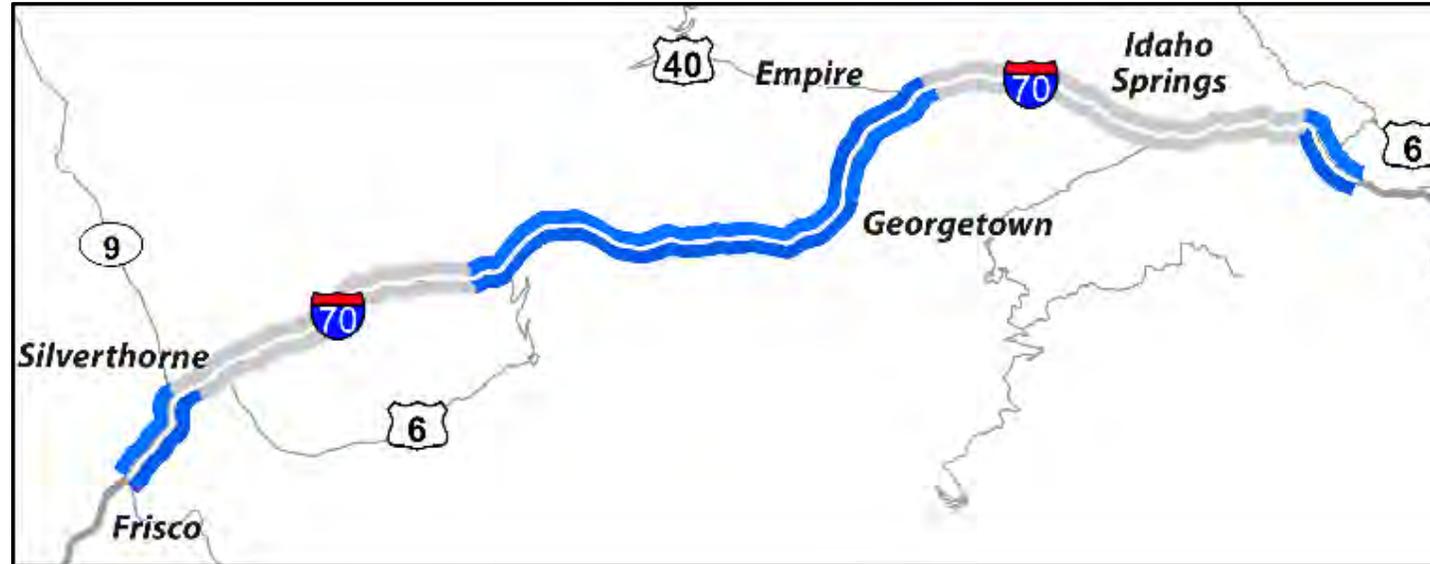
I-225 Alternative 2 Impacts

	Alternative 1		Alternative 2	
	PV of Net Revenue (2025)	Capital Cost (2025)	PV of Net Revenue (2025)	Capital Cost (2025)
I-225 (I-70 to I-25)	\$360.2	\$725.5	\$219.2 (-\$141.0)	\$725.5 (\$0)

- I-225 revenue potential reduced without direct connect from I-25 EL



I-70 Mountain Corridor



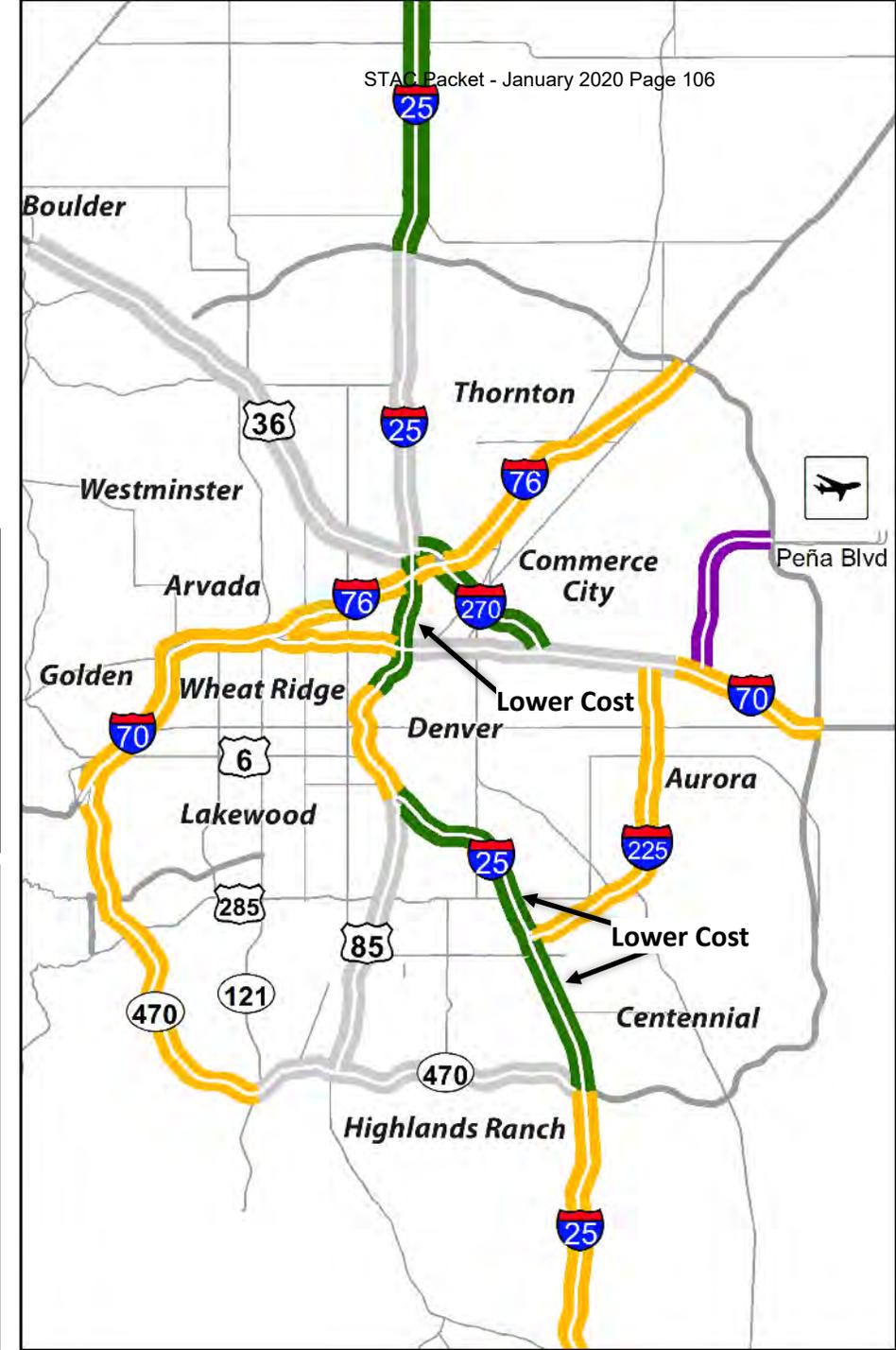
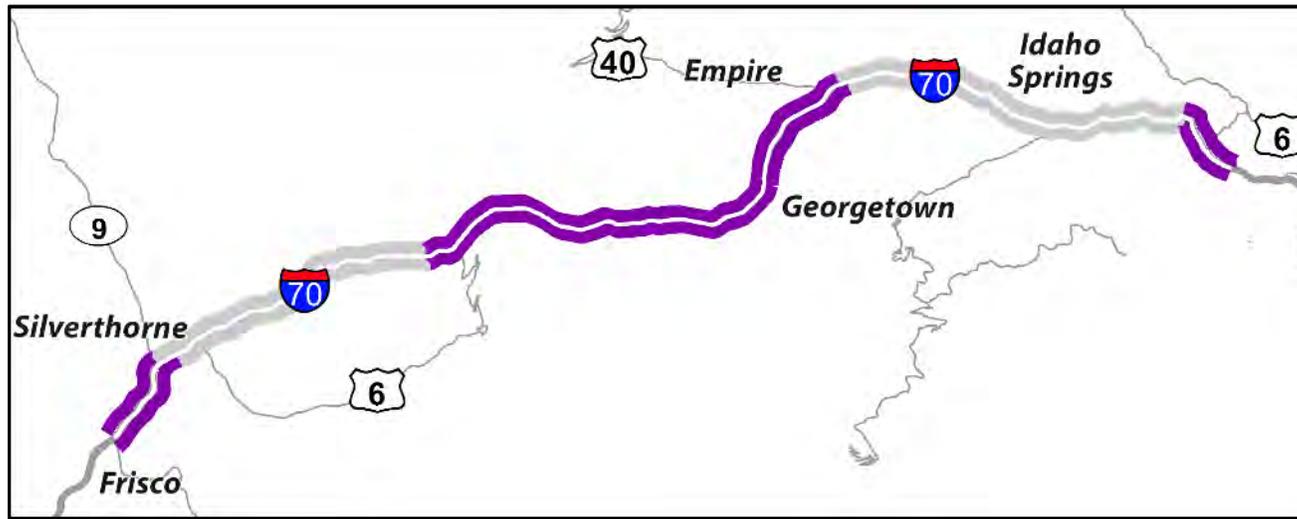
	PV of Net Revenue (2025)	Capital Cost (2025)	Financial Index
Floyd Hill	-\$6.7	\$615.5	0.99
Empire to Georgetown	-\$6.2	\$43.6	0.92
Georgetown to EJMT	-\$19.3	\$130.3	0.92
Silverthorne to Frisco	\$0.0	\$77.6	1.00

Financial Feasibility

Financial Index Alternative 2

Financial Index Measure

- Percentage of Costs Covered by Lifecycle Revenue
- Indicator of Relative Financial Feasibility



Financial Index Measure

Corridor	Segment	Financial Index	Corridor	Segment	Financial Index
I-270	I-25 to I-70	2.00	I-70	C-470 to Wadsworth	1.10
I-25 North	Longmont to E-470	1.63	I-70 East	Pena to E-470	1.10
I-25 Central	US 36 to 20 th St	1.29	I-25 Central	20 th St to Santa Fe	1.07
I-225	I-70 to I-25	1.28	I-76	I-270 to E-470	1.04
I-70	Wadsworth to I-25	1.24	I-70	Silverthorne to Frisco	1.00
I-25 South	Santa Fe to I-225	1.22	I-70	Floyd Hill	0.99
I-25 South	C-470 to Castle Rock	1.16	Pena Blvd	I-70 to E-470	0.96
I-25 South	I-225 to C-470	1.13	I-70	Empire to Georgetown	0.92
C-470	I-70 to Wadsworth	1.12	I-70	Georgetown to EJMT	0.92
I-76	I-70 to I-270	1.11			

Financial Index Measure

Corridor	Segment	Financial Index	Corridor	Segment	Financial Index
I-270	I-25 to I-70	2.00	I-70	C-470 to Wadsworth	1.10
I-25 North	Longmont to E-470	1.63	I-70 East	Pena to E-470	1.10
I-25 Central	US 36 to 20 th St	1.29	I-25 Central	20 th St to Santa Fe	1.07
I-225	I-70 to I-25	1.28	I-76	I-270 to E-470	1.04
I-70	Wadsworth to I-25	1.24	I-70	Silverthorne to Frisco	1.00
I-25 South	Santa Fe to I-225	1.22	I-70	Floyd Hill	0.99
I-25 South	C-470 to Castle Rock	1.16	Pena Blvd	I-70 to E-470	0.96
I-25 South	I-225 to C-470	1.13	I-70	Empire to Georgetown	0.92
C-470	I-70 to Wadsworth	1.12	I-70	Georgetown to EJMT	0.92
I-76	I-70 to I-270	1.11			

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Mobility Analysis

Statewide Travel Demand Model

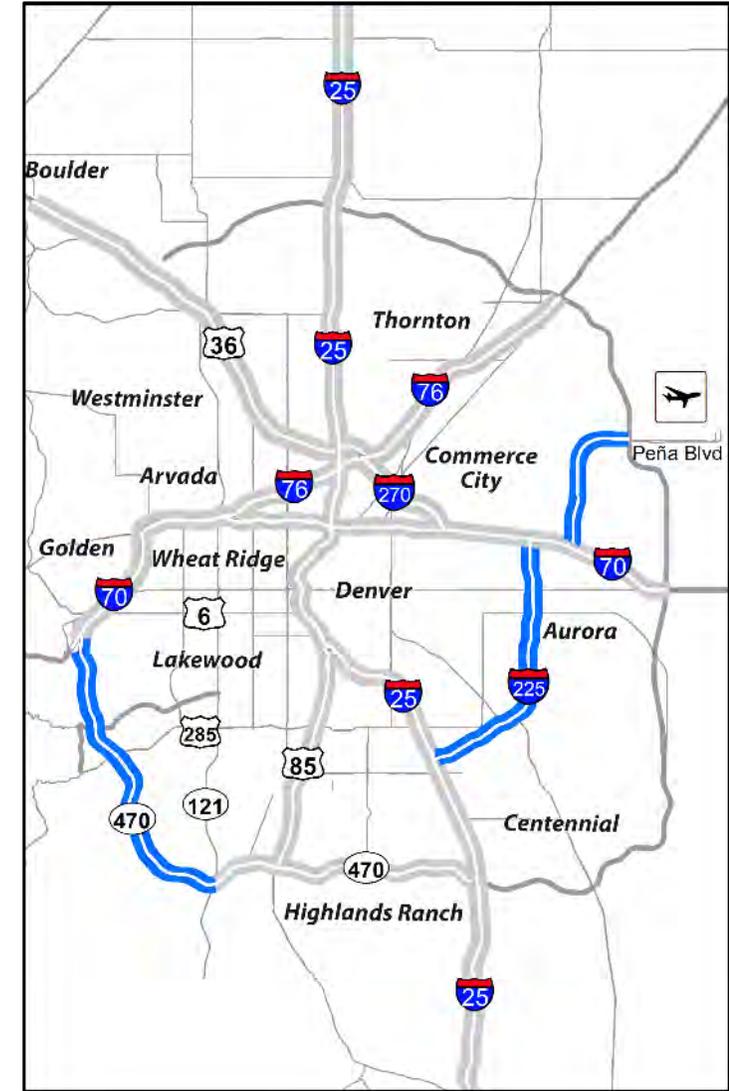
- CDOT Data Inputs and Network Changes
- Comparison of 2045 **NO BUILD** & **Express Lane BUILD Alternatives**
- Focus on Weekday **AM & PM Peak-Periods**
- **Weekend Peaks** for I-70 Mountain Corridor

Mobility & Reliability Metrics

- Changes in General Purpose & Express Lane **Travel Times**
- Express Lane **Trip Reliability (85th Percentile Travel Time vs. Average)**
- Improvement in **Person Throughput**

Beltway Corridors (C-470, I-225, & Pena Blvd)

	GP Travel Time Change	Express Lane Travel Time Change	Express Lane Reliability 85 th Percentile Travel Time	Corridor Person Throughput	Overall Mobility Score
C-470 (I-70 to Wadsworth)	-16% AM -11% PM	-27% AM -29% PM	2% AM 3% PM	+11% AM +26% PM	4.75
I-225 (I-70 to I-25)	0% AM 0% PM	-11% AM -16% PM	3% AM 5% PM	+25% AM +31% PM	3.50
Pena Blvd (I-70 to E-470)	0% AM 0% PM	0% AM 0% PM	0% AM 0% PM	+8% AM +8% PM	2.30



East / West Corridors (I-70, I-76, & I-270)

	GP Travel Time Change	Express Lane Travel Time Change	Express Lane Reliability 85 th Percentile Travel Time	Corridor Person Throughput	Overall Mobility Score
I-70 (C-470 to Wadsworth)	0% AM 0% PM	-2% AM -9% PM	2% AM 5% PM	+16% AM +24% PM	2.75
I-70 (Wadsworth to I-25)	-9% AM -10% PM	-19% AM -25% PM	3% AM 4% PM	+11% AM +18% PM	4.25
I-70 (Chambers to E-470)	0% AM 0% PM	-11% AM -11% PM	2% AM 2% PM	+21% AM +25% PM	3.20
I-76 (I-70 to I-270)	0% AM 0% PM	-16% AM -22% PM	2% AM 4% PM	+25% AM +35% PM	3.75
I-76 (I-270 to E-470)	0% AM 0% PM	-6% AM -5% PM	1% AM 2% PM	+19% AM +19% PM	2.75
I-270 (I-25 to I-70)*	-6% AM -6% PM	-19% AM -25% PM	6% AM 5% PM	+7% AM +11% PM	3.25



I-25 Corridors (North, Central, & South)

	GP Travel Time Change	Express Lane Travel Time Change	Express Lane Reliability 85 th Percentile Travel Time	Corridor Person Throughput	Overall Mobility Score
I-25 North (Longmont to E-470)	-3% AM -5% PM	-11% AM -19% PM	2% AM 3% PM	+12% AM +20% PM	3.75
I-25 Central (US-36 to 20th St.)	-24% AM -17% PM	-33% AM -35% PM	2% AM 4% PM	+10% AM +16% PM	4.50
I-25 Central (20th St. to Santa Fe)	0% AM 0% PM	-11% AM -19% PM	4% AM 6% PM	+15% AM +20% PM	3.25
I-25 South (Santa Fe to I-225)	0% AM 0% PM	-16% AM -23% PM	5% AM 6% PM	+17% AM +21% PM	3.00
I-25 South (I-225 to C-470)	0% AM 0% PM	-12% AM -15% PM	4% AM 5% PM	+16% AM +17% PM	3.25
I-25 South (C-470 to Castle Rock)	0% AM 0% PM	-12% AM -16% PM	3% AM 4% PM	+19% AM +17% PM	3.25



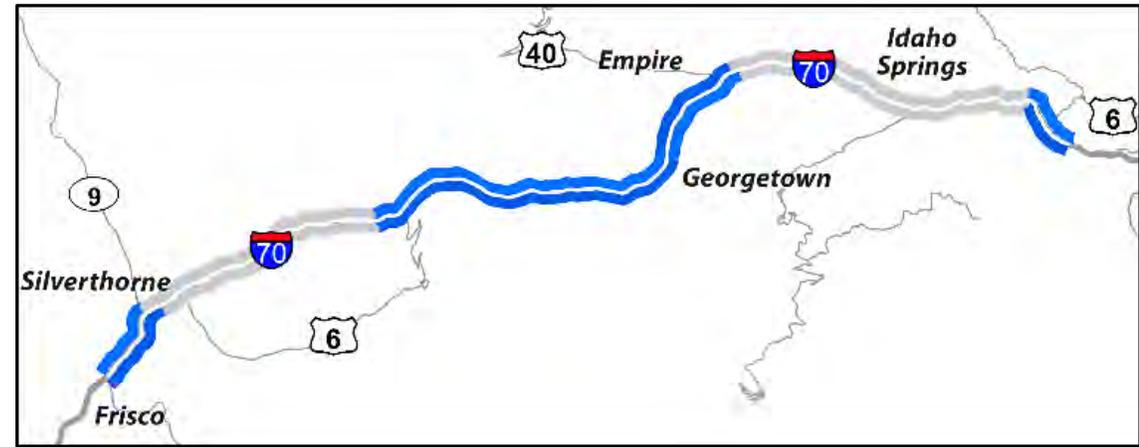
I-25 Corridors Alternative 2

	GP Travel Time Change	Express Lane Travel Time Change	Express Lane Reliability 85 th Percentile Travel Time	Corridor Person Throughput	Overall Mobility Score (Alt 1)
I-25 Central (US-36 to 20th St.)	-32% AM -21% PM	-40% AM -37% PM	2% AM 5% PM	+17% AM +17% PM	(4.50) 5.00
I-25 South (Santa Fe to I-225)	0% AM 0% PM	-15% AM -22% PM	5% AM 7% PM	+19% AM +21% PM	(3.00) 3.25
I-25 South (I-225 to C-470)	0% AM 0% PM	-13% AM -12% PM	3% AM 5% PM	+10% AM +19% PM	(3.25) 3.00

- I-25 Central - Alternative 2: Reversible Zipper (2EL / 1EL)
- I-25 TREX – Shoulder Express Lane



	GP Travel Time Change	Express Lane Travel Time Change	Express Lane Reliability 85 th Percentile Travel Time	Corridor Person Throughput	Overall Mobility Score
Floyd Hill	-13% AM -2% PM	-22% AM -3% PM	2% AM 0% PM	+17% AM +1% PM	3.25
Empire to Georgetown	-8% AM -3% PM	-13% AM -5% PM	0% AM 0% PM	0% AM 0% PM	3.00
Georgetown to EJMT	-7% AM -3% PM	-11% AM -4% PM	0% AM 0% PM	2% AM 0% PM	2.75
Silverthorne to Frisco	-10% AM -3% PM	-15% AM -4% PM	0% AM 0% PM	4% AM 0% PM	2.88

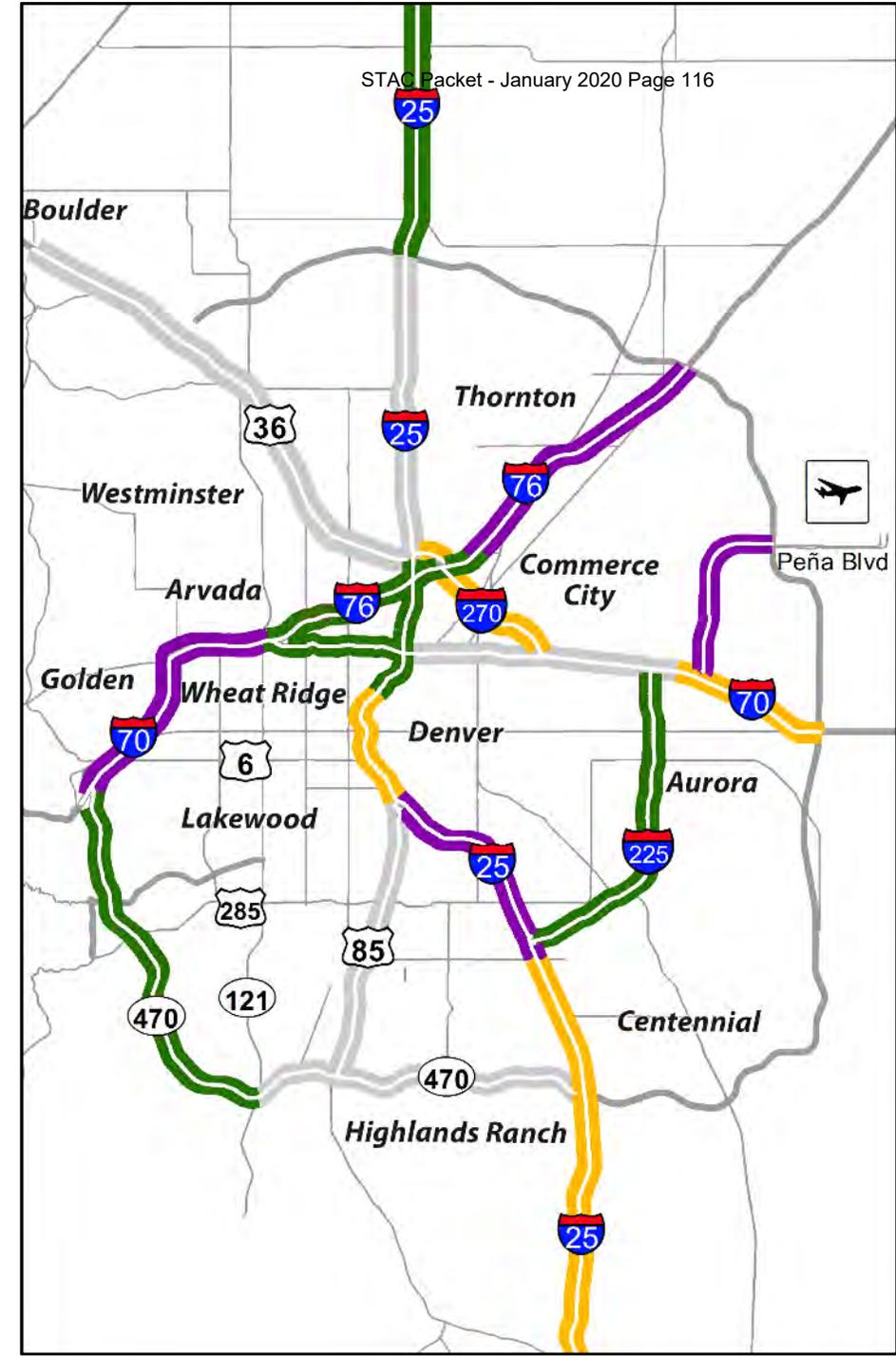
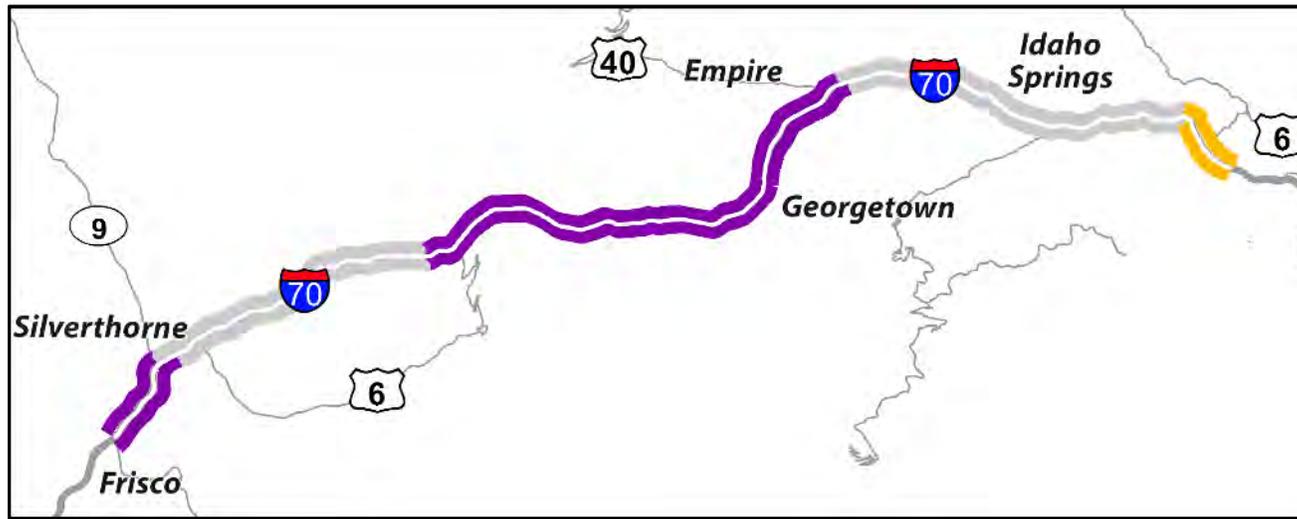
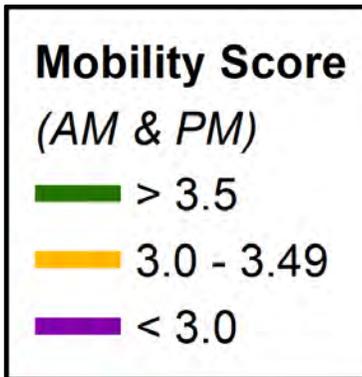


Mobility Analysis

Mobility Analysis Summary

Overall Mobility Score

- Average of Individual Metric Scores
- Both AM & PM Peaks



Overall Mobility Score

Corridor	Segment	Mobility Score	Corridor	Segment	Mobility Score
C-470	I-70 to Wadsworth	4.75	I-270	I-25 to I-70	3.25
I-25 Central	US 36 to 20 th St	4.50	I-70 East	Chambers to E-470	3.20
I-70	Wadsworth to I-25	4.25	I-25 South	Santa Fe to I-225	3.00
I-25 North	Longmont to E-470	3.75	I-70 MTN	Empire to Georgetown	3.00
I-76	I-70 to I-270	3.75	I-70 MTN	Silverthorne to Frisco	2.88
I-225	I-70 to I-25	3.50	I-70	C-470 to Wadsworth	2.75
I-25 Central	20 th St to Santa Fe	3.25	I-76	I-270 to E-470	2.75
I-25 South	I-225 to C-470	3.25	I-70 MTN	Georgetown to EJMT	2.75
I-25 South	C-470 to Castle Rock	3.25	Pena Blvd	I-70 to E-470	2.30
I-70 MTN	Floyd Hill	3.25			

Mobility Analysis

Elements Still Under Evaluation

Unique Corridors

- US 85 / Santa Fe

Additional Mobility Analysis

- Microsimulation Model
- US 85 / Signalized Intersections
- Express Lane Direct-Connect Prioritization

Connected & Automated Vehicles

- Best Practice Guidance



Express Lane Network Recommendations

- Prioritized List of Express Lane Corridors & Connections
- Develop financing program strategy for high-performing Express Lane corridors
- Final Report Document & Summary Map
- Research and best practices to inform future stakeholder and community outreach efforts

