



**COLORADO**  
Department of Transportation

## Statewide Transportation Advisory Committee (STAC)

June 12, 2020

9:00 AM – 12:00 PM

**Video Conference**

### Agenda

- 9:00-9:05** Welcome and Introductions – Vince Rogalski, STAC Chair
- 9:05-9:10** Approval of May Meeting Minutes – Vince Rogalski, STAC Chair
- 9:10-9:40** CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director and Jeffrey Sudmeier, Chief Financial Officer (CFO)
- Update on recent activities within the department.
- 9:40-9:50** Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:50-10:10** TPR Representative and Federal Partners Reports (Informational Update)
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 10:10-10:25** 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.
- 10:25-10:50** Budget and Project Impacts (Informational Update) – Rebecca White, Division of Transportation Development (DTD) and Sophie Shulman, Office of Innovative Mobility
- Overview of budget and project impacts in the context of current fiscal situation.
- 10:50-11:05** Express Lanes Master Plan (Informational Update) – Nick Farber, High Performance Transportation Enterprise (HPTE)
- Overview of the recently approved Express Lanes Master Plan.
- 11:05-11:20** Multimodal Options Fund Update (Informational Update / Discussion Item) – Rebecca White, DTD and Jeffrey Sudmeier, CFO
- Update on the status of the Multimodal Options Fund.
- 11:20-11:40** Safety Performance Measures (Informational Update) – Charles Meyer, Traffic and Safety Engineering Branch
- Update on the status of previous safety performance targets and setting new safety targets.
- 11:40-11:55** 2045 Statewide Plan and STIP (Informational Update) – Rebecca White, DTD
- Update on the status of public review and comment and for the 2045 Statewide Plan and STIP.
- 11:55-12:00** Other Business- Vince Rogalski
- 12:00** Adjourn

STAC Website: <https://www.codot.gov/programs/planning/planning-partners/stac.html>

**STAC Meeting Minutes**  
**May 15<sup>th</sup>, 2020**

**Location:** Via Web Conference

**Date/Time:** May 15, 2020, 2019; 9:00 a.m. – 11:30 a.m.

**Chairman:** Vince Rogalski, STAC Chair

**Attendance:**

Vince Rogalski (STAC Chair and Gunnison Valley TPR), Ron Papsdorf (Denver Regional COG), Elise Jones (Denver Regional COG), Suzette Mallette (North Front Range MPO), Bentley Henderson (Intermountain TPR), John Liosatos (Pikes Peak Area COG), Heather Sloop (Northwest TPR), Dana Brosig (Grand Valley MPO), Dean Bressler (Grand Valley MPO), Walt Boulden (South Central TPR), Norm Steen (Pikes Peak Area COG), Stephanie Gonzales (Southeast TPR), Andy Pico (PPACG), Philip Johnson (Southwest TPR), John Adams (Pueblo Area COG), Terry Hart (Pueblo Area COG), Bill Thiebaut (Transportation Commissioner), Barb Kirkmeier (Upper Front Range), Dave Clark (North Front Range MPO), Becky Karasko (North Front Range MPO), Michael Yahn (San Luis Valley), Keith Baker (San Luis Valley), Trent Bushner (Eastern TPR, arriving approximately 10:30).

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 (Manager Statewide & Regional Planning), David Krutsinger (Director, Division of Transit & Rail), Stephen Harelson (Chief Engineer), Heather Paddock (Region 4 RTD), Eric Richardson (OPGR), Mike McVaugh (Region 5 RTD), Mike Goolsby (Region 3 RTD), Richard Zamora (Region 2 RTD), Sophie Shulman (Director, Office of Innovative Mobility), and Andrew Karsian (OPGR).

Not represented: Central Front Range TPR, Southwest TPR, Southern Ute Tribe, Ute Mountain Ute Tribe, and FHWA

<b>Agenda Item / Presenter (Affiliation)</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> <li>● Motion to approve the April 2020 STAC meeting minutes by Terry Hart, seconded by Dave Clark.</li> <li>● Minutes approved unanimously.</li> </ul>	Minutes approved

<p>Transportation Commission Update/ Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>The TC has had several special meetings recently to look closely at the COVID budget impacts and consider how to handle those projects already committed. They're working very hard to make sure that the projects we're committed to stay committed while adjusting to the budget changes. . STAC is strongly encouraged to read the minutes of the April 16 and 21 meetings for very informative discussions.</li> </ul> <p><u>STAC Comments:</u> No Comments</p>	<p>No action.</p>
<p>CDOT Update on Current Events / Herman Stockinger (CDOT Deputy Director)</p>	<p><b>Presentation</b></p> <ol style="list-style-type: none"> <li>CDOT is down to 10 people who are in self-quarantine, down from a high of about 69 people who were self-quarantined due to exposure to family or co-workers or who had tested positive. Construction projects continue to progress. About 95% of staff continue to work from home, and that will continue for the foreseeable future.</li> <li>CDOT continues to have conversations about raising the \$150,000 contracting limit. Previous conversations in 2018 had industry leaders saying they'd be supportive if CDOT would allow more maintenance work to be contracted in urban areas while CDOT does more of the rural maintenance. Support for raising the limit has continued to build in the two years since, but we don't expect to see the Legislature take it up this year. It'll be an issue we'll continue to push next year.</li> <li>Jeff Sudmeier – status on SB267 funding <ol style="list-style-type: none"> <li>Jeff has had daily conversations with the Treasurer's Office and with rating agencies.</li> <li>An important date we and rating agencies were waiting for was the May 12 updated revenue forecast. With that released on Tuesday, we're moving ahead with a number of steps needed.</li> <li>The final date for issuance of the COP's is fluid as the market is tracked to find the right time based on who else is in the market that day and the volumes anticipated.</li> <li>We are confident that later this month or early June, we will have completed that transaction.</li> </ol> </li> </ol> <p><u>STAC Comments:</u></p> <ul style="list-style-type: none"> <li>Heather Sloop: With the statute for changing the \$150,000 limit, I've been trying to work on it from each angle. I think we should continue to elevate this and I think we need to do ground work before that. Is there a white paper on this to give some historical background? I forgot that there was pushback on urban vs. rural needs and it would be great to have that background when talking to Colorado Counties Inc. and legislators on that.</li> <li>Herman Stockinger: Absolutely, and I'll pull that together, and would love to work with you on that.</li> </ul>	<p>No action</p>

	<ul style="list-style-type: none"> <li>● Heather Sloop: We need better information than just the snippets in paragraphs. We need to show this isn't to take money away from urban communities. This could give some equivalency to rural areas.</li> <li>● Bentley Henderson: With SB 267 funding, many of the projects are funded with grant support. I'm wondering if there are any grant extensions being discussed given the circumstances. Any latitude on the horizon?</li> <li>● Jeff Sudmeier: With the end dates on grants and contracts if projects are delayed, I think we have some latitude there. We have to work with our federal partners on end dates, but I think if there are situations with delays we can look at that, and modify a project schedule. The other thing I should mention is toll credits. We recognize that local match may be a challenge right now, so we will be making that available to locals. Toll credits are not real dollars, but they allow us to modify match requirements, and we will roll out more information next week. A \$1M project with a typical match of 20% would require a \$200,000 local match. So we can use toll credits toward the match, but you still need to backfill the cost or reduce the scope of the project. That is one tool CDOT has to help with match requirements..</li> <li>● Bentley Henderson: I have a commissioner asking about that, so thanks for that information.</li> </ul>	
<p>TPR &amp; Federal Partner Reports</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>● <u>DRCOG</u>: We had our April board meeting, and approved rules for soliciting project applications for regional transportation around an operations and technology regional set-aside program. This is money to expand fiber systems and improve corridor travel management. The board also approved \$9M in STBG funds to be used to match CDOT's \$17M STBG funds for the Urban Arterial Safety Program. We had a briefing on the difficulties that the Area Agency on Aging is experiencing with severe impacts to senior transportation providers, so DRCOG is working to provide support and help them find solutions for the challenges that that population is facing right now. In terms of reopening, different metro counties are doing it differently. Most are slowly reopening now with safer at home. I think we are more cautious because we have higher density here. Other counties like Douglas are on a faster trajectory.</li> <li>● <u>GVMPO</u>: We had our first remote board meeting April 27th which went well, and the board adopted amendment 5 for the FY 2023 TIP and adopted the FY 21-24 TIP. We have two new board members. We are making do. We are seeing a 50% decrease in transit ridership. Things are opening up and there are a lot of restaurants opening outside, and</li> </ul>	<p>No action.</p>

all the sidewalks are filled with tables. We are requiring masks for riders and drivers, and we are actively working on awarding MMOF funds and expect to have awarded those by the June board meeting. We are working on programming CARES Act funding.

- NFRMPO: So we had our MPO meeting May 7, 2020, and Shoshana Lew joined to give us an update, which was great. Staff calculated revenue loss to communities of 6%-16% from March to February of 2020. Transfort and COLT are operating on an expanded Sunday schedule, and Fort Collins is operating a taxi service. The Flex Route will resume May 18th and Greeley-Evans Transit is not operating, but call and ride is operating with expanded hours. Prospect Bridge over I-25 was demolished with the replacement of a new bridge, and ongoing closures exist on I-25 and US 34 for the next major project on the interchange. Staff is still working remotely, and as far as business climate, Larimer County is going to submit a variance request for the Safer at Home Order to allow for adjustments in opening. Our COVID-19 numbers are low up here so hopefully we can ease some of those and get business going.
- PPACG: We had our regular monthly meeting on Wednesday. Thanks to Executive Director Lew for addressing the economic impact. It was really helpful. A couple action items: We had a clean audit without modification and adopted the FY 2020-2021 Federal Work Program this week. We are committed to rebuilding our Air Quality Technical Committee and the Board voted to retain our advisory status to serve other groups. FTA 5310 Grant in our region went directly to Mountain Metro Transit (MMT) and there is discussion to move that from MMT to the MPO for broader application, so we are working through details but that money has been awarded. With COVID-19, CCI has posted a statewide map showing what counties are doing and who is seeking a variance. We submitted a variance request in Teller County asking to be completely open with distancing measures because we have had no cases.
- PACOG: First of all, we had a very good meeting with Rebecca White on May 1<sup>st</sup>, and we discussed status of projects in our jurisdiction. Unfortunately, Director Lew couldn't make it but there was a good discussion about the US 50A project and money that is tentatively allocated through SB 267 funding, and we are keeping our fingers crossed that it can go forward. The Front Range Passenger Rail Commission has met a few times, and things are going along extremely well. We have been successful in getting federal grants, and contractors are putting together conceptual designs, but the project has problems in that we are budgeted to run out of money for a contractor and staff. We don't need a ton, but

we do need some, so we are trying our best to get enough funding to keep going. We have great momentum now and support in the polls, but also Amtrak submitted a budget, and we are hoping for additional money under infrastructure stimulus. They have identified 4 new passenger rail lines, and Front Range Passenger Rail is at the top of the list, and they are saying they want to commit a couple billion to set the groundwork, and that will fall off the table if Colorado doesn't keep the Commission going. Pueblo has seen low numbers of COVID-19 cases, but we have had a really hard time getting testing, but now that we have testing we are seeing numbers go up, but we are talking about a plan to open up further.

- Central Front Range: No update
- Eastern: No update
- Gunnison Valley: I'm being safe at home and haven't been out to see what is going on.
- Intermountain: We finalized our RTP a couple weeks ago, and we are all comfortable with how it is moving forward and slowly starting to see maintenance and construction work, and starting to encourage people to get out, but no more than 10 miles from home. Just trying to get the local recovery going.
- Northwest: We have not had a meeting. We have decided to push our meeting, and are waiting on information on funding. We chose our MMOF applications, and I will reiterate what TC said about looking at equity in cutting projects going forward, and I'm working really hard on the \$150,000 contract limit rule. Routt County has had 0 new cases in 2 weeks, so I think we are doing well at staying healthy, so I think the Chamber will be asking for a variance request.
- San Luis Valley: Johnson Village was redone and resurfaced a few years ago and now going back to do a chip seal and our RTP is out for comment. Our transit group has been doing some reorganizing so we are entering into an MOU agreement so that Chaffee Shuttle, which is under a different jurisdiction, can continue to serve the broader population. Work is going on on Hwy 24 north of Buena Vista to restructure a left turn lane, being designated through restriping. CDOT is doing corrective work on an irrigation ditch where the bank was in need of repair and that will make a number of folks in that ditch company happy.
- Southeast: We are waiting on the review of our Regional Transportation Plan, and working on comments so we can release it to the public. We are still trying to figure out if we should move forward. We are hoping to have feedback from them [?] as well. Our counties are starting to reopen. Our next meeting is June 24<sup>th</sup>.

	<ul style="list-style-type: none"> <li>● <u>Southwest</u>: Good morning. In our last meeting we basically just talked about the CDOT construction update and we were in lockdown then on April 10<sup>th</sup>, and we do have our draft plan out for public comment.</li> <li>● <u>South Central</u>: We don't have much to report, and haven't met since STAC. We moved the next STAC [or TPR meeting?] to the 25<sup>th</sup>. MMOF projects are moving forward into contracting. We got a mixed bag with COVID, and began phased re-opening. Economically, Trinidad was impacted less than we thought. A lot of upset small businesses because we have a lot of economy based on second homes whose owners can't come now.</li> <li>● <u>Upper Front Range</u>: We meet next month. A Highway 52 coalition meeting is coming up next week, so working on the PEL. Highway 85 is moving forward, but slowly, so hopefully we're going to ensure that 40 miles of Hwy 85 will actually be in the perpetual right of way [of the railroad?].</li> <li>● <u>Southern Ute Indian Tribe</u>: No Update</li> <li>● <u>Ute Mountain Ute Indian Tribe</u>: No Update</li> <li>● <u>FHWA</u>: No Update</li> </ul>	
<p>Federal and State Legislative Report (Informational Update)/ Herman Stockinger and Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>a) <u>Federal</u>: No Update</li> <li>b) <u>State</u>: The state legislature will come back on the 25th to work on the specifics of the budget and the cuts they have to make. The legislature also has to finalize some of the logistics about how they'll manage the legislative body for the three weeks that they will be required to do the state's budget as well as the School Finance Act.             <ul style="list-style-type: none"> <li>i) The bulk of the bills we'll see this year is expected to be those from the Joint Budget Committee (JBC), including a \$50 million suspension bill from the general fund for the SB 267 payments. CDOT will cover those.</li> <li>ii) There's also a delay of the SB01 Ballot Measure, which continues to be delayed. There are also some considerations to look at diverting some state MMOF funds to senior resources and services.</li> </ul> </li> </ul> <p><u>STAC Comments</u>: No comments</p>	<p>No action.</p>
<p>Statewide Plan Schedule Update /Rebecca White and Marissa Gaughan, DTD</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) The Statewide Transportation Plan documents our statewide vision through 2045, satisfies all federal and state planning requirements and talks about aviation and freight rail and all the other components of a transportation system.</li> </ul>	<p>No action</p>

- b) The 10-year Pipeline is an important part of the overall Plan to have in addition to the Regional Plans and the umbrella Statewide Plan and will provide important support as we deal with economic downturn.
- c) In light of the current pandemic and Stay-at-Home orders, we are proposing to extend the usual 30-day Public Comment period to 60 days to allow for more time and more outreach so stakeholders have the opportunity to review the Plan outside of the normal public posting locations. CDOT will work harder with stakeholder and community groups to get the Plan out electronically.
- d) This allows us to meet federal deadlines for plan adoption by the end of this year and for the adoption of the FY 2021-2024 STIP scheduled in June.
- e) Following public review from June 1 to July 30, the STAC would consider Plan approval and TC would consider for adoption in August.
- f) The Plan was emailed to STAC members yesterday, so we ask that you take a look and provide comments at this time. We are looking for “fatal flaw” type of review from you at this time. You may continue to review and submit more detailed comments during the Public Comment period as well.

**STAC Comments:**

- Vince Rogalski: So in terms of the schedule when do you expect STAC will recommend approval to TC?
- Marissa Gaughan: So it would probably be the week before TC meets.
- Norm Steen: Marissa, how is the impact of COVID-19 to the budget going to be addressed in the long range plan? The vision plan represents a plan of action; we had hoped it would address these impacts.
- Marissa Gaughan: In the long-range plan, we did talk about it in the financial section where we mention the HUTF declines in revenues, and we will be working on a resiliency appendix that takes a deeper dive and touches on these unforeseen disasters such as pandemics. It is a long-term vision so I think we will be OK in making adjustments over the long term as we learn more
- Norm Steen: This is a historical document so I’m just thinking it would be great at addressing and resetting expectations.
- Tim Kirby: We did discuss this at length, and took it very seriously. One thing Marissa mentioned is that we don’t always amend these, and we were discussing what is the right time to discuss the impacts. When we have a better understanding of the full



	spectrum of the impacts, we may need to amend the plan, which is a really rare consideration for a long-range plan.	
<p>Budget and Project Impacts/ Shoshana Lew, Executive Director and Rebecca White, Division of Transportation Development</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) CDOT is continuing to explore how we execute our plans in a worst-case revenue scenario.</li> <li>b) We have to consider what can be delivered in the 10-year vision. We are taking a tactical, technical approach to intentionally dealing with a very conservative scenario.</li> <li>c) The goal is to not over-extend, and then build back in rather than take more out if we can, while preparing for what might last years, not months.</li> <li>d) Important considerations include how we maximize equity statewide, and how any existing or additional federal stimulus funding might help locals now versus long term, and how we can use state funds to ease local match challenges.</li> <li>e) Direction that staff and TC has thus far given includes 1) Stay true to the 10-year vision, 2) Maintain programming to the baseline level, while 3) Being practical about the second tranche of SB 267 projects by honoring those already awarded projects, proceeding with projects released by not yet awarded, and to honor those projects that received a federal grant or have partnership funding.</li> <li>f) Options include reduced funding on multi-year projects; regional equity targets; maintaining rural paving; potential loss of \$50 million/year general fund transfers to debt service; reduction of year two SB267.</li> <li>g) Recommended overall planning range is \$530-\$550 million.</li> <li>h) Looking at trimming I-25 North segments 7 &amp; 8 while not derailing the scope of the project, and not budgeting the whole project in early years of SB 267 while they won't be spent for 18-24 months.</li> <li>i) Staff is recommending that remaining SB 267 year two funds be programmed in Regions 1, 2 and 3, leaving \$75 million left to be programmed; seek an additional loan of \$50 million from USDOT, assuming years 3 &amp; 4 of SB 267 won't be issued and we'll be covering years 1 &amp; 2 debt service; and maintain 25% rural paving target.</li> <li>j) Should we not get the additional money for years 2022 and 2023, the portion of the I-25 project north of the Poudre River would most likely be cut.;</li> <li>k) Should 2022 and 2023 be worse off, we have time to make necessary adjustments and find other funding sources.</li> </ul> <p><u>STAC Comments</u></p>	No action

- Dave Clark: We have been through this a few times, and just to understand clearly the \$50M scenario - it will mean that you will keep \$50M in the bank for I-25 North and potentially borrow the additional \$104M in the future to finish I-25. We have had discussions up north and the concern is - will that really happen? Director Lew has assured us that it will. We still want the assurance. It feels like we are losing \$150M.
- Shoshana Lew: Yes, and harking back to that conversation and we very much get that, but it was always going to be amortized anyway, but it's just that there's potentially more risk to the future years of SB 267 than there were previously. We don't know one way or another. We're just being kind of circumspect about the fact that there's a lot of uncertainty in the budget right now and if anything we are trying to figure ahead and reduce risk to the project. We are talking about financing and I think what we are taking to Commission goes into more detail about how we plan to finance the balance. Our recommendation is that we go for a loan from the US Department of Transportation through a normal program for whatever balance we decide is the right amount, and of course there is no guarantee, but once we get a head-nod to go about that process, we can start the application
- Dave Clark: The reason we are going about this is because funding for years 3 and 4 is not there. Are you assuming year 2 is funded?
- Shoshana Lew: Yes, and what it is looking like is that the Year 2 COP is going through the steps for that process now and the deadline is the end of June. Our CFO team is going through those steps now. What it is looking like from JBC conversation is that probably debt payments will get pulled for a few years, so that means CDOT has to take out money for that. It isn't great. It means a \$50-\$60M hit per year, but we knew it was coming. If you were to then layer on the year 3-4 base budget it would start to take a big chunk out of our base budget. So we are assuming uncertainty around year 3 and 4 and we just don't know the answer yet.
- Dave Clark: And one last question for Heather, we know you have gone through budget and cut savings as much as you can (on North I-25). With this proposal please reiterate that it won't change the current schedules and you are confident that we still will be able to have the project done.
- Heather Paddock: You are saying that correctly. We are forging ahead with the current schedule and scope.

- Barbara Kirkmeyer: I understand how financing works, and I understand there are no guarantees. So if we don't get the money, what part of the projects will get cut?
- Heather Paddock: We have evaluated some options for a dire situation and it would be the north end of the project, north of Poudre Bridge. And I don't think that will happen. I don't think we are looking to even play that card. We feel very confident we can get financing.
- Jeff Sudmeier: As you know, the spend requirement extends to FY 23, so we have a long runway until we need all of this money. So, we are looking forward to using this money in the shorter term. One thing that works in our favor is that we really do have a 2- year runway. Let's say there wasn't an ability to get financing. We have two years to come up with additional funds. And in theory there is still the possibility of SB 267 years 3 and 4. And in the worst-case scenario, which I think unlikely, we have a good runway to make other changes to keep the project going.
- Shoshana Lew: This is all an exercise in risk management and figuring out how we appropriately manage risk. We had baked into the project a finance plan for a \$50M loan. Looking to expand the amount is not certain but a pretty routine way – one of the more cautious approaches. I think we view that as one of the more known quantities of how to finish a project. And doing so would mean banking a lot of dollars that we won't use quickly for payments that are several years out.
- Barbara Kirkmeyer: I understand that it's just that - it is going to keep getting worse. I just want to know what is most at risk is north of Poudre River, and I just want you all to know that we already put in match for the portion south so we need to know that. I think if the State thinks the budget will only reduce by 20%, we are fooling ourselves.
- Shoshana Lew: We know we are dealing with a dire budget, and why we are doing that. We realize this is a massive event. The forecast coming out was as expected, and nationally we are seeing really bad projections, but at the same time we are trying to figure out how to be cautious, but still move forward and do as much as we can. There absolutely has to be a contingency plan, so we have thought about it, but at the same time we are not planning on that. We are taking out a TIFIA loan, which is still one of the more stable tools right now.
- Tim Kirby: Just to recap, we are looking at \$50M to I-25 North and that leaves us with a planning range of \$75M, and based on regional equity we are looking at driving that to regions 1,2 and 3 moving toward equity although that is not our target, just moves us in that direction. So under that scenario what projects would we select. So, I do want

to share some thinking about what leads to these project recommendations. Just to summarize:

- Goal #1: Stay true to the 10 Year Vision and Your Transportation Plan
- Goal #2: All projects will be coming from previous TC approved lists. (10-year vision and SB- 267 list)
- Goal #3: Advertise projects in a timely manner.
- Goal #4: Restore regional equity to the extent possible.
- Goal #5: Making sure we are achieving the 25% rural paving target.

As you know we have a set of TC guiding principles which shaped the creation of the Statewide Plan and the 10 Year Pipeline, and then we are in a new time obviously, and added in additional screening criteria to be mindful of those and looking at more jobs and impacts and placement on corridors so valuable to the economy. Other factors include a project's ability to await funding. How costly is it to revive as a shelved project? We then are also now looking at the interdependency of work packages. Which projects rely on elements of other projects? Oftentimes we have to phase projects out, and oftentimes a phase or two that are interdependent, and how can we be mindful of that. What's the timing of economic impacts of projects? When can we sequence projects, so they can be used to stimulate the economy? Bigger projects on I-25 and I-70, for example - do we want to time those differently as we look at the next couple of years? So, this is how we are considering the TC guiding principles in making these decisions. I'm going to have each region highlight some of the projects from their regions that best meet the criteria.

- Jordan Rudel, Region 1 Transportation Planner: The good news is that if our funding goes through, we have talked about the Urban Arterial Program, and it is well vetted and that is where Region 1 would be looking to continue funding.
- Richard Zamora, Region 2 RTD: So in addition to those different criteria we also looked at equity within our region. SH 109 was originally slated to have \$15M of SB 267, but we will only allocate \$5.1M but will supplement, and will go forward. We added a ramp metering project to a I-25 project in Colorado Springs. We have an operational project to do some intersection improvements at US 285 and CO 9 for a stop light and traffic management in Fairplay. Similarly, we had bridge preventative maintenance projects we are focusing on in the region, and we also recognize US 287 through

	<p>Lamar, which is a very expensive project, was going to use \$18M of SB 267, but now we are only going to allocate \$5M. So we have agreed to do asphalt overlay work.</p> <ul style="list-style-type: none"><li>● Mike Goolsby, Region 3 RTD: We have three projects to highlight: First would be SH 13 Fortification Creek. This was identified because we have \$15.6M of year 1 SB 267 funding awaiting the additional \$10.8M to be able to go to advertisement with that this next fall. To meet the criteria for the 25% rural paving, the next job we had identified was US 24 by Leadville and the last is US 6to Palisade Safety Project, which is \$36M, but it is actually 5 different projects, so it would be the \$4.3M portion for North Avenue coupled with some surplus treatment dollars to get it done, and hopefully working with Grand Junction and the MPO on some transit.</li><li>● Tim Kirby: I just want to wrap things up on a high note. Really just keeping an eye on the ball and moving forward. We just presented worst-case scenario to make sure we aren't over-committing dollars. Extensive capital plan and 10-year vision plan, and as we move forward we will come back and talk about add-backs and the future is very uncertain. We have talked about regional equity and extending the time of economic benefits and knowing that there is this new context stimulating the economy moving forward. I did want to let you know and will present analysis that we shared today. We will have another robust conversation about I-25 in June. Once we settle funding levels we will be looking at add-back scenarios.</li><li>● Dave Clark: I was wondering why the STAC wouldn't make a recommendation to the TC to approve the budget proposed.</li><li>● Tim Kirby: We presented the budget considerations to you today so that you could make recommendations to staff and TC.</li></ul> <p>Dave Clark moved to support CDOT's recommendations on adjustments to the budget as presented; seconded by Walt Boulden;</p> <p>STAC unanimously supported CDOT Staff's budget recommendations to the TC.</p>	
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<p>Affirmation of Commitment to 10-Year Strategic Pipeline of Projects Rebecca White, Division of Transportation Development</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) The 10-Year Pipeline has been extremely helpful to CDOT staff over the past couple months to guide our response and planning for the various budget cuts expected.</li> <li>b) Staff are requesting STAC consider an affirmative vote as a record of commitment to the 10-year vision.</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>● Norm Steen: I think not only is the 10-Year Pipeline important, but with respect to how it helps guide us as we now make cuts to the projects being funded, it's equally important we recognize the process of how we reached that list of projects. I was really encouraged by the additional five factors that we added in there on top of the factors used previously, when it gets tight. That's when the work is hard.</li> </ul> <p>Motion by Norm Steen to affirm the 10-Year Pipeline; seconded by Dave Clark</p> <p>STAC unanimously affirmed the 10-year Strategic Pipeline of Projects.</p>	<p>Motion Approved</p>
<p>Regional Transportation Plan Highlights</p>	<ul style="list-style-type: none"> <li>● Elise Jones (DRCOG): We're at the tail end of the process. We did a major scenario analysis to try to understand the regional relationships between different investment strategies and different outcomes for transportation. And then we tested a couple of land use alternatives under those scenarios and the bottom line, which was not really surprising, was that land use strategies have the effect of amplifying the positive impacts of focusing investments with multimodal transportation investments. So we're going to take that information and use that to inform the next phase which is developing specific investment strategies and priorities and that will take place over the summer.</li> <li>● Trent Bushner (Eastern): Right now, Chris Richardson and I are just reviewing to make sure everything's up to snuff. Now he and I can confer later and we'll try to get that done.</li> <li>● Dana Brosig (GVMPO): Our 2045 RTP was adopted by our board back in February and we're still continuing to do some different scenarios with our model and some resiliency studies based on the data or 2045 plan. But it has been adopted.</li> <li>● Vince Rogalski (Gunnison Valley): We adopted our plan at our last meeting, with only some minor text edits.</li> <li>● Vince Rogalski reminded regions that also on the horizon is the adoption of the regional transit plans.</li> <li>● Bentley Henderson (Intermountain): We have no comment on the plan, per se, a little bit of editorializing. We feel very strongly that there needs to be a recognition of</li> </ul>	<p>No action</p>

Roadways and Highways of statewide concern, specifically I-70 being the 800-pound gorilla in that conversation. The monies and funds available to a smaller mountain TPR don't even come close to meeting the needs of that section of right-of-away, where it rolls through almost every county that is within the TPR. And so we just want to make sure that it doesn't get lost on the fact that there are significant changes and work that need to be done on that. And if we're forced to siphon off funds from our local plans to support that we feel there's a pretty strong need for some kind of a backfill or some at least some consideration.

- Dave Clark (NFR): We adopted our RTP last September.
- Norm Steen - PPACG: We adopted our long range plan on January 8 at our regular board meeting. So we're ready to go. Obviously, a four-year process. Just a couple highlights of that process: We had an emerging technologies event with all the things that are happening with that. That seems to be taken out by the TC about emerging technology scenario planning; Small Area forecast of course; project scoring; transit plan - the committee put in a pretty long process; four key areas that came up and were pretty consistent – congestion of course, Pikes Peak was the fastest growing region statewide; roadway safety still high; maintenance and then bike/ped. A total of 27 total projects identified in the funded aspect, a total of \$3.66 billion in the Pikes Peak region; 146 unfunded projects of \$4.56 billion. Of that list, three that stand out: The Research Interchange Project for \$40.4 million that's been in the project list for well over a decade; the I-25 capacity projects, especially in the south end of Colorado Springs and southern El Paso County south of Fountain Valley, a \$61 million project. Just by comparison, the I-25 Cimarron Bridge which you put back in 2017 was \$13 million. So we've got some big ones out there yet to do. So the South Academy Widening, and then finally US 24 projects going to Manitou Springs.
- John Adams (PACOG): We started our long range plan update for 2045 probably back in March, we're just about ready to launch on our website. And what we're doing now essentially is we're just finishing up updating the existing inventory. So that's really all I have to report. We started kind of late, but we're dealing with COVID issues also. We're moving forward.
- Vince Rogalski: It sounds to me like the regional plans and the MPO plans are all coming together and all moving along. Many of them have been approved already. And now it's time for us to start looking at the statewide plan as a group. And like I said earlier, let's not forget transit.

<p>Announcement of FY 2021-2024 Statewide Transportation Improvement Program/ Jamie Collins, DTD</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) The FY2021-2024 STIP has been out for public comment since a week and a half ago and is posted on the CDOT website.</li> <li>b) Public Hearing will be held next week with approval by the TC; anyone wanting to speak is encouraged to RSVP to Jamie Collins;</li> <li>c) Public Comment will end June 5, and TC will consider adoption on June 18.</li> <li>d) As project adjustments are made due to COVID revenue impacts, we'll start STIP amendments though not likely until late July or later.</li> </ul> <p>STAC Comments:</p> <ul style="list-style-type: none"> <li>• Vince Rogalski: Will you be bringing this back to STAC in June for final comments?</li> <li>• Jamie Collins: Certainly.</li> </ul>	<p>No action</p>
<p>Other Business/Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>• Our next meeting will be June 12, 2020</li> </ul> <p>Adjourned at 11:38am.</p>	<p>No action</p>

**STAC ADJOURNS**



**The Transportation Commission (TC) Workshops and the Regular Meeting were held on Thursday, May 21, 2020. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.**

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  
Thursday, May 21, 2020, 9:00 am – 10:30 am**

**Call to Order, Roll Call:**

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

**Statewide Transportation Implementation Program (STIP) FY2021 - FY2024 Public Hearing, Thursday, May 21, 2020, (Jamie Collins and Tim Kirby)**

- The Public Hearing of the FY2021 – FY2024 STIP was opened at 9:01 am and closed at 9:08 am, with no comments being submitted or heard.

**Guest Discussion with Colorado State Treasurer, Dave Young**

**Overview:**

- Colorado State Treasurer, Dave Young, provided an overview of his perspectives and history regarding the issuance of the SB267 COPs and the state's economy generally.
- After monitoring the condition of the market during the pandemic, it appears to be stabilizing and the preliminary offering statement was posted yesterday with expectation for the sale of Certificates of Payment (COPs) on May 27 & 28 and closure anticipated on June 3rd.

**Discussion:**

- Commissioner Adams asked what the Treasury Department sees regarding what other municipalities and government entities are doing currently to address funding needs, and if these are affecting our ability to issue these COPs.
- Dave Young explained that the market is stabilizing since the start of the pandemic and we are seeing issuances much larger than ours do well in the market. We anticipate we will see oversubscription (more shares applied for than are offered) on our offering.
- Commissioner Hall ask about that type of legislation would have to be passed by the legislature for the proceeds of SB267 to go to other uses, if that's something the legislature wants to pursue.
- Dave Young answered that the original SB267 bill identified in Year 1, that \$121 million is anticipated to would go to controlled maintenance of state assets and the rest is going to transportation. Years 2, 3 & 4 proceeds all go to transportation. To change that would require an act of the legislature to change that to direct some Year 2 proceeds to controlled maintenance.
- Commissioner Vasquez asked about the Treasurer's Office outlook for FY2021 and FY2022 state budget impacts due to the pandemic?
- Dave Young commented that Colorado is the only state in the country with absolutely no rainy-day reserve fund. This is due to Tax Payor Bill of Rights (TABOR), Amendment 23 and the Gallagher Amendments, which make budgeting for this in Colorado nearly impossible. We have been pushing the Legislature's Joint Budget Committee (JBC) to create a rainy-day fund. Now with the pandemic, we are anticipating a combined impact greater than \$7 billion to the state's general fund over the next few years. Our legislature is facing a crisis, and it is nearly impossible to balance the budget under those circumstances.
- Commissioner Vasquez asked if the Treasurer's Office is getting any traction with the JBC and legislature to create a reserve fund.

- Dave Young answered that when you are trying to cut the state budget by 25% in one year, it is not likely to expect a Bill that would create a reserve. However, the State should be creating this reserve when we can, and not using it up in the first year of a downturn. Regarding how this reflects on the issuance of the COPs. Dave Young also serves on the PERA Board, where he does ratings calls with Moody's and S&P in considering the issuance of COPs. What they always ask about is 1) the status of our reserves, and 2) the status of our PERA liability. When we can show that we are making progress towards establishing a rainy-day fund and preparing for the PERA liabilities, it makes our rating better. With that, we get a better rate and have more money to pay for projects.
- Commission Chair Thiebaut asked if the Chief Engineer has an update on those bubble projects awaiting the issuance of the COPs.
- Stephen Harelson, CDOT Chief Engineer, responded that CDOT is well underway to issuing the year 2 COPs, which means those five projects in limbo waiting for the past month will begin to move forward. He signed those contracts yesterday and CDOT will be issuing Notices to Proceed this morning. This represents \$80 million of projects in Colorado.

### **Budget Workshop - Budget and Projects for Highways; Budget and Projects for Transit; Other Budget Items, (Jeff Sudmeier)**

#### **FY 2020-21 BUDGET UPDATES – IMPACTS OF COVID-19 (Jeff Sudmeier)**

**Purpose:** To provide an update on staff analysis related to the FY 2020-21 Annual Budget Allocation Plan, in consideration of the economic impacts due to the COVID-19 pandemic.

#### **Overview:**

- Executive Director Lew provided a review of the staff and Commission decisions and discussions that had taken place up to now with regard to addressing the revenue impacts of the COVID pandemic.
- Tim Kirby, Manager of the Multimodal Planning Branch, provided a review of the discussions and considerations had previously regarding project funding, including changes to the Year 2 SB 267 projects, regional equity considerations, limiting funding to project that are ready-to-go, and scenarios considered on the North I-25.
- Jeff Sudmeier provided more detailed overview of the status and considerations on the North I-25 Segments 7 & 8 project, including increasing the debt financing in the later years for the project, to free up SB267 funding for other shovel-ready projects statewide now. Staff is recommending funding I-25 with \$50 million of Year 2 COPs, which keeps the project going through 2022, leaving time to secure financing for the remaining \$154 million.
- Nick Farber, High Performance Transportation Enterprise (HPTE) Director, provided an overview of the dynamics of the Grant Anticipation Revenue Vehicle (GARVEE) and the Transportation Infrastructure Finance and Innovation Act (TIFIA) debt financing options that would fund those out-years on the I-25 project.

#### **Discussion:**

- Commissioner Vasquez asked about the additional traffic and revenue work that HPTE would have to do to issue TIFIA loans.
- Nick Farber responded that when issuing debt on a project, creditors want to see extensive traffic and revenue data and analysis throughout the corridor that would tell you how much those toll lanes would generate. This includes complex economic analysis. Right now, despite the pandemic impacts, traffic levels are anticipated to return to 2019 levels by 2023-2024, with which we think the market is comfortable, based on what we are seeing elsewhere in the country.
- Commissioner Vasquez asked about the cost to complete the traffic and revenue study.
- Nick Farber answered that It is usually between \$800,000 and \$1,000,000 to complete an investment grade traffic study.
- Commissioner Bracke thanked CDOT staff for the exceptional work to look into these options and communicate how we creatively fund I-25 under these circumstances. She voiced support for financing options, in that it is healthy to manage risk by funding projects with a variety of sources.

- Commission Chair Thiebaut noted that the TC voiced their support for this project in the past, and this honors that by finding a creative solution to finance it.
- Commissioner Stuart agreed that this is not a conversation in funding the I-25 project, but in financing it. In addition, she wondered if any of the other smaller projects along the I-25 corridor between Hwy 36 and Hwy 14, particularly the 84<sup>th</sup> to Thornton Parkway project, were funded through this master funding agreement. In addition, she would not want to impede in any way, those projects from moving ahead either, including the I-270 project.
- CDOT Executive Director, Shoshana Lew, explained that the TIFIA program offers multiple ways we can structure the projects within the loan that provides the risk mitigation the federal government needs but also gives us the freedom to structure things the way we need. Another good thing about the TIFIA program is that as long as you meet the requirements, you are eligible, and that the requirements are not necessarily merit-based.
- Commissioner Stanton asked regarding what we are doing to cut the cost overall for this I-25 project.
- Executive Director Lew responded that there are some slides later in the presentation that Region 4 RTD, Heather Paddock, will share showing how CDOT is cutting costs. However, these are relatively small cost savings. This wasn't a project with a lot of elements that could be eliminated. They're in the order of a few million dollars in potential savings.
- Heather Paddock reviewed an array of cost savings or "scope optimizations" currently underway or that may be considered on the I-25 project.
- Commissioner Bracke thanked Heather Paddock for the comprehensive overview of options being considered. Meanwhile, some need to be looked at as investments rather than costs, and feels we need to be careful in considering cost cuts that play into the safety and resiliency of the project. This is a long-term asset that needs to be able to withstand weather events. We need to be careful undermining cost elements that can affect the funding partnerships that have been built into the project.
- Commissioner Stuart believes the risk impacts of reducing the inside shoulders from 12' to 6' are not risks we should consider, nor should we consider threatening the partnerships we have built around the mobility hub aesthetics and safety cost elements.
- Commissioner Vasquez feels it improper to consider relatively small cost savings that reduce the safety of the corridor, as considering safety is our number one goal.
- Commissioner Beedy feels the northbound Port-of-Entry should be considered for removal, that the inside shoulder width should be maintained at 12'. On the Poudre Bridge lane restriction, if we are not keeping the wider work on that, how soon would we need that wider width?
- Heather Paddock explained that based on traffic volumes, analysis showed those third lanes would be needed within the 20-year timeframe. This is about \$1 million to \$1.5 million in savings.
- Tim Kirby reviewed the staff recommendations and noted that those recommendations were unanimously supported by STAC at the May 15 meeting. Recommendations include funding I-25 with \$50 million of SB267 funds, adopting the high-end of the remaining planning range (\$75 million) and allocating those remaining funds to Regions 1, 2 and 3 in order to partially restore equity.
- Commissioner Bracke feels this is a strong package of options to move forward and asked how we formalize this as a TC resolution.
- Herman Stockinger, CDOT Deputy Executive Director, answered that once legislature comes back in session and takes action on the budget, we will know more about what needs to be done. However, at this point, nothing we have considered requires a formal action yet.
- Jeff Sudmeier added that there were previous resolutions on elements of the I-25 project that may require action by the Commission. Otherwise, all the projects are part of the original project list, and we are just making decision on which move forward when. As we move ahead with debt financing, there will certainly be actions needed by the Commission. We anticipate actions to be taken at the June meeting.
- Commissioner Bracke felt the Commission needs to memorialize the overall strategy we are taking to address the revenue shortfalls, not just the I-25 project.
- Commission Chair Thiebaut commented that he believes the TC will be making actions at the June meeting for just these things.

- Commissioner Beedy would like to look at other ways to consider regional equity that do not consider just Interstates. Rather, he would prefer staff look at ways to analyze equity while considering Interstates separately.
- Shoshana Lew stressed that by taking Interstates out of the equation, we may inadvertently skew the picture in another way. CDOT is careful not to let rural roads in the Eastern part of the state be overshadowed by the Interstates, but taking them out potentially creates inequity between the Eastern and Western parts of the state.
- Commission Chair Thiebaut feels it would benefit the TC to see some analysis of that.
- Commissioner Halter expressed his sensitivity to the needs of the rural regions, but investments on Interstates are a benefit to regions outside of the area as well and points out that we spend considerably more on rural roads proportionally to the populations of those regions. We need to look at the equity factors, but it should not be the dominant factor.
- Tim Kirby presented a list of potential projects to consider in Regions 1, 2 & 3 given the staff's recommendations and reviewed the goals of this effort overall, the additional criteria considered in deciding how to move forward, and the next steps in considering add-back scenarios should the resulting revenues be better than the worst-case being assumed. Those scenarios will be presented in June.
- Commissioner Adams complimented staff in presenting an effective portrayal of how to make decisions on these matters.
- Commission Chair Thiebaut asked if other Commissioners had other thoughts on staff's recommendations at this point, and if not, whether staff can continue moving ahead with their recommended approach. The TC members raised no concerns, and staff will move forward with the proposed approach.

### **Budget and projects for Transit (Sophie Shulman)**

- Sophie Shulman, CDOT Division of Innovative Mobility Director, provided an overview of the planning and actions to date on transit projects for Years 1-4 of the SB 267 funding. Staff is now working towards a \$92.4 million planning target for years 1 and 2 of that funding, and she shared staff considerations for programming those funds to transit projects. Some uncertainty exists around how transit services and ridership will look post-COVID, and how we'll need to help offer solutions for general recovery and for congestion and vital-related services.
- Commissioner Bracke asked for the lists of transit projects considered to be presented with respect to where they are located. Director Shulman agreed to produce maps of projects in the future.
- Sophie Shulman explained that there is enough funding beyond what is already committed to projects underway to achieve regional equity.
- Commissioner Adams requested examples of projects that might be considered for the proposed \$40 million in Region 1. It was noted by CDOT staff that more details on staff recommendations will be presented in June.
- Commissioner Bracke asked where it fits in the additional criteria to consider disadvantaged populations such as veterans that need medical transport.
- Sophie Shulman commented that her staff will certainly look at the list of criteria and find how that should fit in our considerations.
- Commission Chair Thiebaut added that we will know soon what the Colorado allocation will be from the CARES Act and what that looks like.
- David Krutsinger, CDOT Transit and Rail Director noted that approximately \$40 million will come to Colorado for rural providers. Those dollars will be distributed proportionately based on agency operations amounts.
- Commissioner Vasquez was glad to see staff considering the needs of those required to continue working during the pandemic including medical workers.

### **FY 2020 10TH BUDGET AMENDMENT (Jeff Sudmeier)**

**Purpose:** To review the tenth amendment to the FY 2019-20 Annual Budget in accordance with Policy Directive (PD) 703.0. The tenth amendment includes two items requiring TC approval, resulting in the reallocation of

\$17.2 million to the Strategic Projects Program, and \$2.0 million to High Performance Transportation Enterprise (HPTE).

**Action:** The Division of Accounting and Finance (DAF) requested the Transportation Commission (TC) review and consider approval of the tenth amendment to the FY 2019-20 Annual Budget.

**Discussion:**

- Jeff Sudmeier provided an overview of the State's projected revenue impacts and changes since the first projections shared in March, which will amount to an estimated \$7 Billion reduction over three years. The Highway Users Tax Fund (HUTF) revenues are estimated to be reduced by an amount between \$50 and \$115 million, with different estimates from the Office of Financial Management and Budget (OFMB) and legislative counsel. Reductions or reversions are also expected to the statewide MMOV funds and the marijuana tax revenues that fund some safety programs. We will have to take a look at how we amend our base budgets to address the HUTF reductions in the coming months. As we get into June, we will be able to hone in our forecasts based on actual gas tax revenues collected in the months of the Stay at Home Order.
- Herman Stockinger pointed out that, while we are planning for worst-case scenario, we will continue to fight for the issuance of the Year 3 and 4 SB267 COPs to fund the projects originally planned.
- Commission Chair Thiebaut pointed out that with the previous bond issuance, the debt service was funded out of Asset Management budgets. The TC will potentially have to take a look at base programs to fund these COPs.
- Jeff Sudmeier added that this is why we are taking this worst case approach is so we can avoid cutting core programs.
- Executive Director Lew emphasized that we are reviewing the budget to get the best bang for the buck, and rather than taking it out of Asset Management, we are looking at making it more impactful to the state of good repair.
- Jeff Sudmeier explained that one of the options we will look at in June is the refunding of our 2016 building COPs and pay off a portion of that from some of the property proceeds that we were able to dispose of with consolidating headquarters to offset some HUTF losses.

**Statewide Plan Committee (Rebecca White)**

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

**Attendees:** All 11 Commissioners were present.

**Purpose:** To share with the SWP Committee and the TC a proposed change to the Statewide Plan Schedule, presented by Marissa Gaughan, CDOT Statewide and Regional Planning Manager.

**Action Requested:** Discussion only.

- Marissa Gaughan reviewed the status of the 2045 SWP and the proposal to increase the standard 30-day Public Review and Comment period to 60 days in light of the pandemic and the Stay-at-Home orders. In that time, CDOT will reach out to stakeholders to help provide access to the public to review the Plan by means other than by physically reviewing the document at public locations. This schedule change still keeps with the timelines regarding the STIP. If the TC agrees, the final adoption would occur in August.
- Commissioner Stanton noted that all the data used in the plan was pre-pandemic and asked whether we are including something in the plan that recognizes the current realities of the COVID-19 pandemic.
- Marissa Gaughan indicated that the SWP will open with a letter from the committee Chair, Commissioner Stuart, which alludes to the current realities regarding the pandemic. While things have changed significantly due to COVID-19, the SWP provides a long-range strategy rather than specific, short-term policy. The SWP will also include an appendix on resiliency that can be worked on post-adoption, to address some of the realities of unexpected events.
- Commission Chair Thiebaut asked how, specifically, the 60-day Public Review Period is triggered.

- Rebecca White indicated a formal action would be required today by the Commission to release the Plan for Public Review starting June 1.
- Commissioner Bracke thanked Rebecca and her staff for the great work to produce a very solid foundation in this Plan and she expressed her support for the extended review period. She also asked how we have integrated the broadband access in the planning process in light of the pandemic and how important access is to our public health response and economic health during the current situation. The Resiliency Appendix is also an important piece to capture the importance of our transportation system during this time to keep goods moving and to provide health services.
- Rebecca White noted that the cover letter can also note these considerations in the Public Health section of the SWP and we will also take this into consideration as we speak to the public during the review period. This may serve to get people more excited and interested in the Plan considering what we are all experiencing now. Input received will be considered for the final draft of the 2045 SWP.

## **Transportation Commission Regular Meeting**

**Thursday, May 21, 2020, 10:30 am – 12:00 pm**

All 11 Commissioners were present: Commissioners Bill Thiebaut, Sidney Zink, Irv Halter, Shannon Gifford, Gary Beedy, Kathleen Bracke, Barbara Vasquez, Donald Stanton, Kathy Hall, Karen Stuart, and Eula Adams. Shortly after the meeting began, Commissioner Halter had to leave to attend another meeting, and Chair Thiebaut excused him.

### **Public Comments**

- Danny Katz, Colorado Public Interest Research Group (COPIRG) Director, spoke in favor of the TC allocating money to the urban arterials program. He predicted the program will help improve safety.
- John Diak, Denver Regional Council of Governments (DRCOG) Board of Directors Chair, said the DRCOG board approved the regional vision zero safety plan on May 20. DRCOG will use \$9.5 million of its federal Surface Transportation Block Grant funds for the urban arterials program to complement the \$17.2 million he hopes the TC will approve funding for the program. The program will target investments on road segments having high crash rates and serious injuries. He added that he is looking forward to collaborating with CDOT.

### **Comments of Individual Commissioners**

- Commissioner Vasquez predicted that the new, post-COVID-19 normal will require good Internet connections. This will only highlight the gaps in rural broadband access. Broadband enables people in remote parts of the state to work from home and to access telemedicine. She added that wildlife mitigation should be part of CDOT's Vision Zero to increase safety. She cited SH 13, where CDOT plans to spend \$2 million (using a \$500,000 grant) to improve the safety of wildlife and motorists.
- Commissioner Zink noted the groundbreaking for improvements to the US 160/US 550 interchange will occur very soon. Details on how the groundbreaking will be conducted in this time of social distancing are being worked out. She also extended kudos to CDOT staff members for their work during the pandemic.
- Commissioner Stuart expressed that she is optimistic about the ability and creativity of staff to adjust to the new COVID-19 reality. She asked if CDOT has reached out to other states and municipalities to see how they are faring.
- Commissioner Stanton had no comments.
- Commissioner Gifford thanked Danny Katz and John Diak for their support of the urban arterials program. She also is happy to see so much roadway reconstruction and construction taking place.
- Commissioner Halter was absent having to leave the TC meeting early.

- Commissioner Bracke thanked CDOT staff and Executive Director Lew for figuring out a path forward for CDOT at this time of financial uncertainty for the North I-25 projects and other matters. The Governor's Economic Stabilization and Growth Council on which she serves with Executive Director Lew is working on a white paper, called Colorado Ready, which should be out in a few weeks. In addition, she is finding her work on the Scenic Byways Commission fascinating, in particular finding ways to encourage people to drive electric vehicles on the byways.
- Commissioner Beedy commented that traffic volumes are picking up on I-70, with increased truck traffic and more passenger vehicles. He called attention to projects on three state highways in his district. He reiterated his hope that uses can be found for recycled wind turbine blades. The volume of wind turbine blades that will need to be replaced soon in the central United States is staggering. Burying them in landfills is not a good solution; using them as construction material might be possible.
- Commissioner Hall thanked CDOT Executive Director Lew and CDOT CFO, Jeff Sudmeier, for their work on worst-case scenarios for CDOT financial planning. She added that she travels SH 13 quite a bit, and knows the importance of wildlife mitigation along the highway. She also is glad work on Central 70 is still moving forward.
- Commissioner Adams thanked CDOT staff for the work they all have done during the pandemic. He added that he is much more optimistic than he was a few months ago. He looks forward to when everyone can safely return to their workplaces and usual routines. He added that we also have to be willing to take some risks.
- Commissioner Thiebaut recognized and thanked staff and TC members for their willingness to attend Zoom meetings. He also praised the new Region 2 Regional Transportation Director (RTD), Richard Zamora, for the work he has done so far in his new position, and for helping answer questions.

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

- Members of the Economic Stabilization and Growth Council have affirmed CDOT trying to stay true to the 2045 Statewide Transportation Plan.
- CDOT is trying to be creative in helping smaller entities belonging to MPOs that may have trouble to meet the federal match requirement for federal funds. One method is sharing CDOT's bank of toll credits as soft match. Toll credits are not real money, but offer locals a chance to proceed with scaled-down projects.
- Staff is considering other ideas as well.

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

- No report.

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

- No report.

#### **Federal Highway Administration (FHWA) Colorado Division Administrator's Report (Shaun Cutting)**

- The team leader for program delivery at FHWA said it appears that stimulus money for transportation will not be available for 180 days, which would put it past the November 2020 election.
- FHWA staff continue to work from home. FHWA Divisions tend to adjust locally to what the states are doing.
- FHWA emphasizes the importance of resiliency of infrastructure, and that the resiliency of staff is very important. FHWA is impressed with how CDOT staff is seeking alternative approaches to keeping things going, including considering innovative financing methods and phasing long-term projects.

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

- Herman Stockinger, CDOT Deputy Executive Director, reported that 95% of staff are self-quarantined at home.
- The STAC considered raising the amount required before projects need to go out to bid from the current \$150,000. It will take a legislative change for that to happen, and STAC members were urged to contact their local state legislators. The change would enable CDOT staff to complete smaller projects.

- The STAC took two unanimous votes on the 10 Year Strategic Pipeline of projects: one to reaffirm its commitment to the 10-year Vision Pipeline of Projects, and one to reaffirm the process that resulted in the Pipeline.
- The STAC voted to recognize the importance of regional equity in project selection for SB 267 funds.
- In addition, the STAC favored extending public comment from 30 to 60 days on the 2045 Statewide Transportation Plan (SWP), June 1 through July 30. During the discussion, Commissioner Stanton stated his position that the SWP should consider upfront the financial impact of COVID-19.
- Jamie Collins reviewed the 2021-2024 Statewide Transportation Improvement Program (STIP). Depending on public comments received, the STAC may review it again in June. The TC is anticipated to adopt this STIP in June.

**Act on Consent Agenda – Passed 10-0 on May 21, 2020, with Commissioner Halter absent.**

For details on the resolutions, see the Transportation Commission resolutions for May 21 online at:

<https://www.codot.gov/about/transportation-commission/approved-resolutions/2020-approved-resolutions>

- Temporary (now called Proposed) Resolution #1: Approve the Regular Meeting Minutes of April 16, 2020 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Frederick Park and Ride Exchange Agreement (Heather Paddock)
- Proposed Resolution #4: Repeal PD 3.0, Procurement Policy (Herman Stockinger)
- Proposed Resolution #5: FY 20 Maintenance Project List (John Lorme)
- Proposed Resolution #6: FY 21 Maintenance Project List (John Lorme)
- Proposed Resolution #7: Northwest Transportation Planning Region Multimodal Options Fund (MMOF) Review Committee Reduction Request (for Craig, match reduced to 39%)
- Proposed Resolution #8: Intermountain TPR MMOF Review Committee Reduction Request (for Silt, match reduced to 37.9%)

**Discuss and Act on Temporary Resolution #9, 11<sup>th</sup> Budget Supplement of FY 2020 (Jeff Sudmeier) – Passed 10-0 on May 26, 2020, with Commissioner Halter absent.**

Proposed Resolution #9: 11<sup>th</sup> Budget Supplement transfers \$2.2 million to IT Maintenance for improving service for the Golden Traffic Operations Center, and transfers \$2.3 million to the US 160/SH 17 intersection project in Region 5 due to the lowest bid coming in higher than projected.

Discussion:

- Commissioner Zink said she appreciated the Region 5 RTD's, Mike McVaugh's, explanation in a memo of why the bids for the intersection project came in higher than expected. Such clarity is what she is looking for when the difference between the lowest bid and the projected cost is big enough to require TC action to fill the gap.

**Discuss and Act on Temporary Resolution #10, 10<sup>th</sup> Budget Amendment of FY2020 (Jeff Sudmeier) – Passed 10-0 on May 26, 2020, with Commissioner Halter absent.**

Proposed Resolution #10: 10<sup>th</sup> Budget Amendment of FY 2020 to transfer \$17.2 million to Strategic Projects for the Urban Arterials Program in the Greater Denver area, and to transfer \$2 million to HPTE for tolling equipment and software for the I-70 Mountain Express Lane West project.

No discussion.

**Recognitions:**

No recognitions



**Other Matters: TC Chair appoint nominating committee for Chair, Vice-Chair and Secretary**

The Nominating Committee appointees are:

- Commissioner Gifford, Chair
- Commissioner Zink, Vice Chair
- Commissioner Beedy, Secretary



**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

# Outreach

## Stakeholder & Public Outreach - Workshops



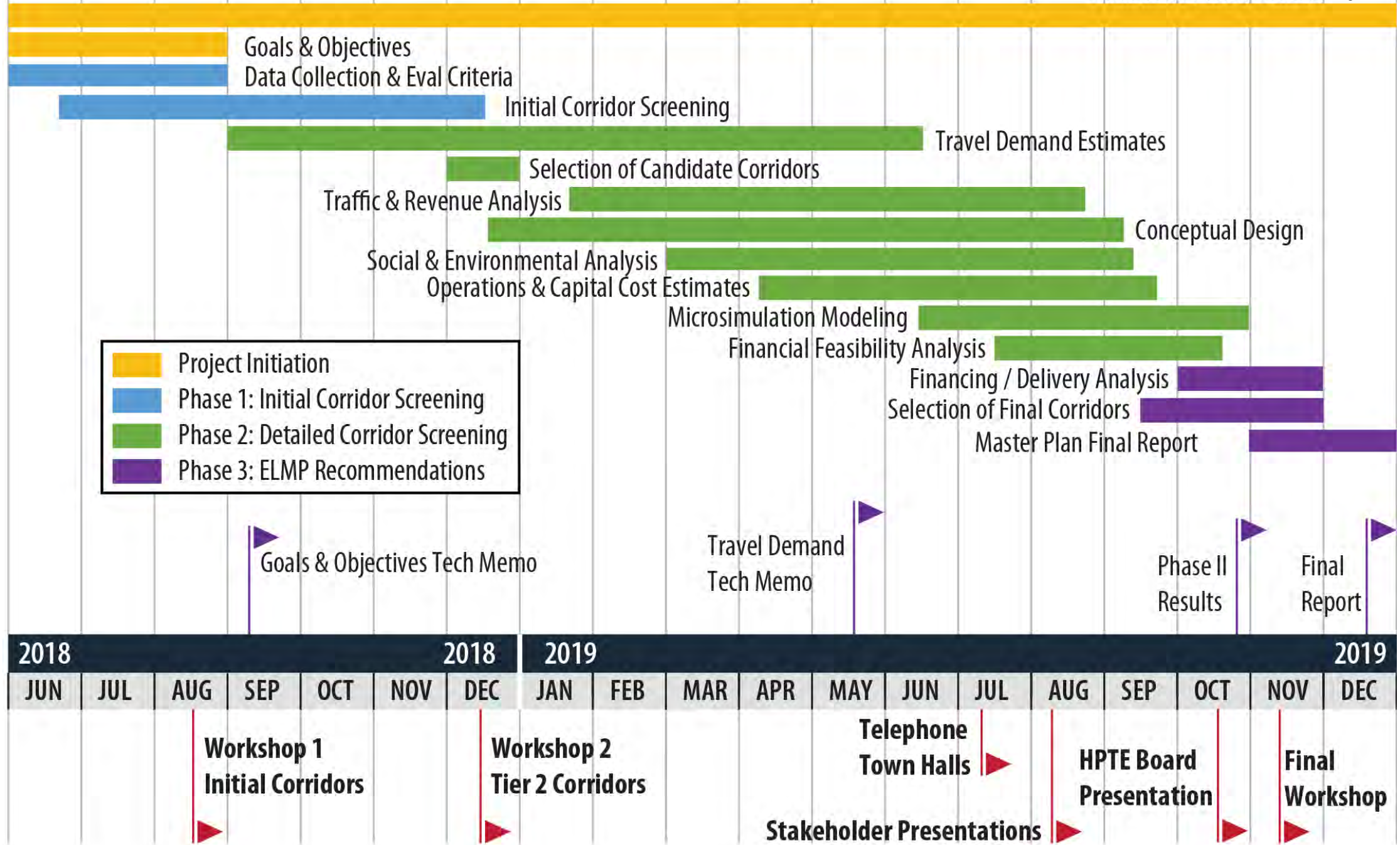
- Thank you for participating in our workshops – your inputs have guided the development of the Master Plan!
- Workshop #1 – goals & objectives, initial corridor list and evaluation criteria
- Workshop #2 – initial screening results and corridors for for more detailed analysis
- Workshop #3 – weighing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

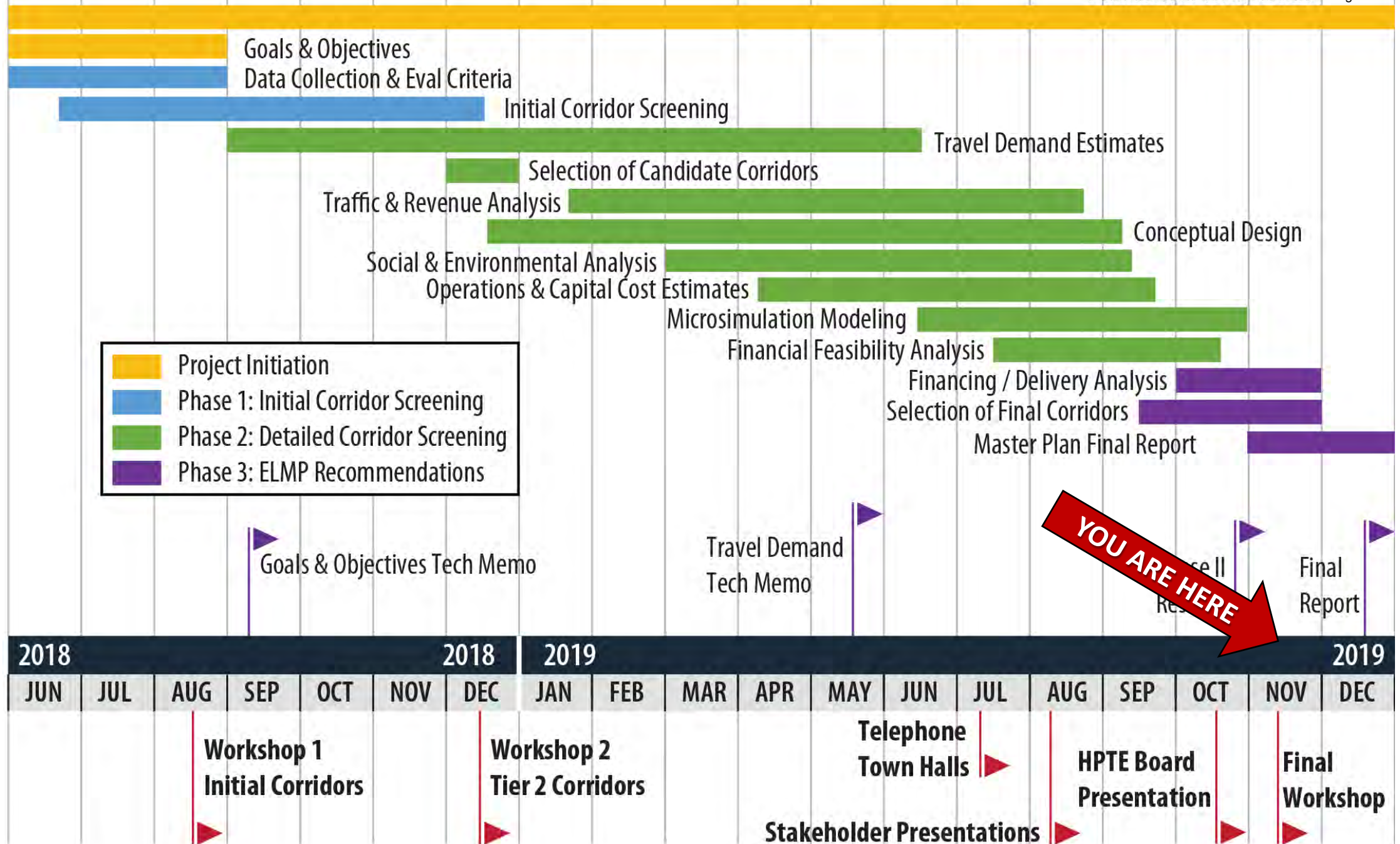
# Outreach

## 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

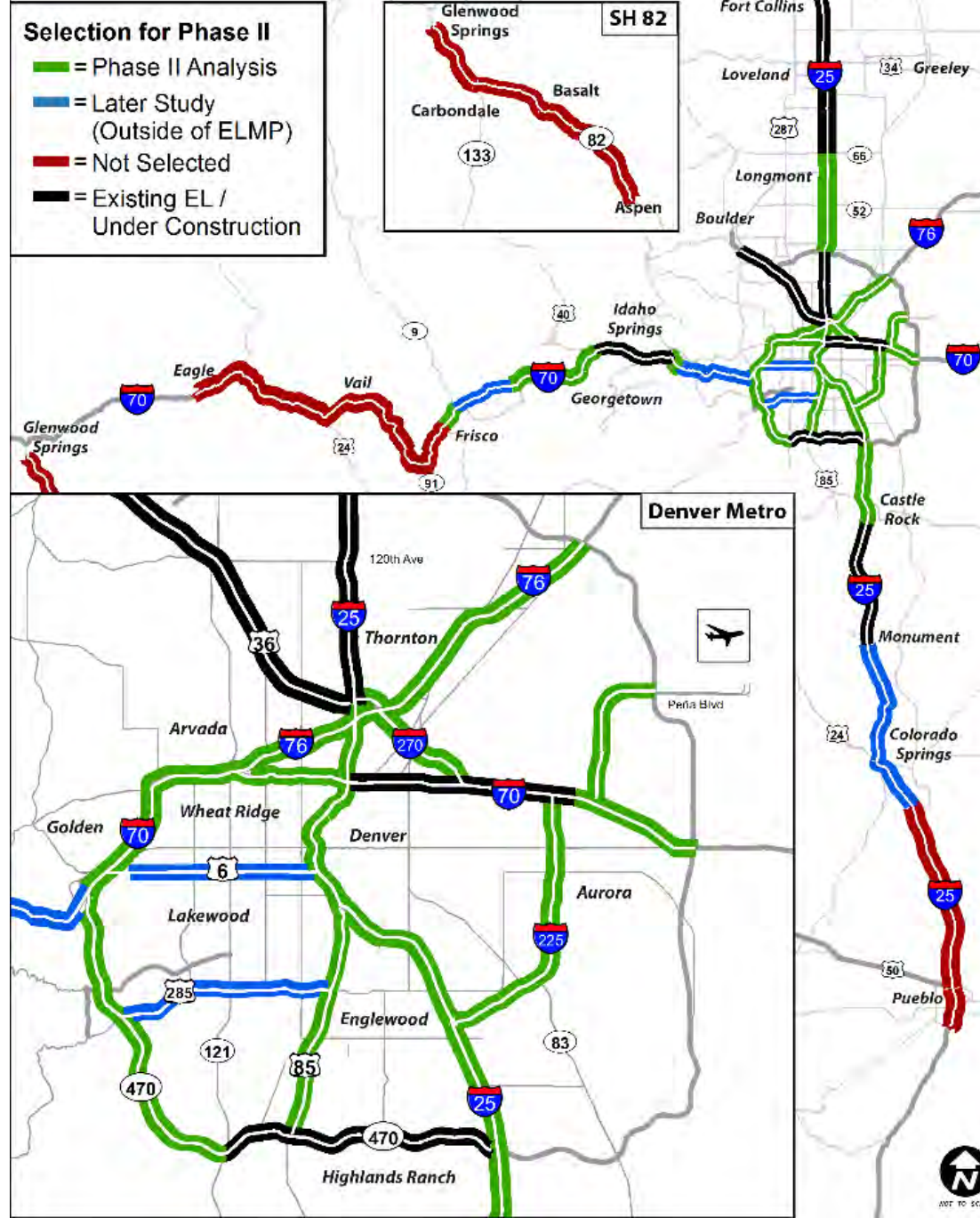




# Phase II Corridors

## 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*





2

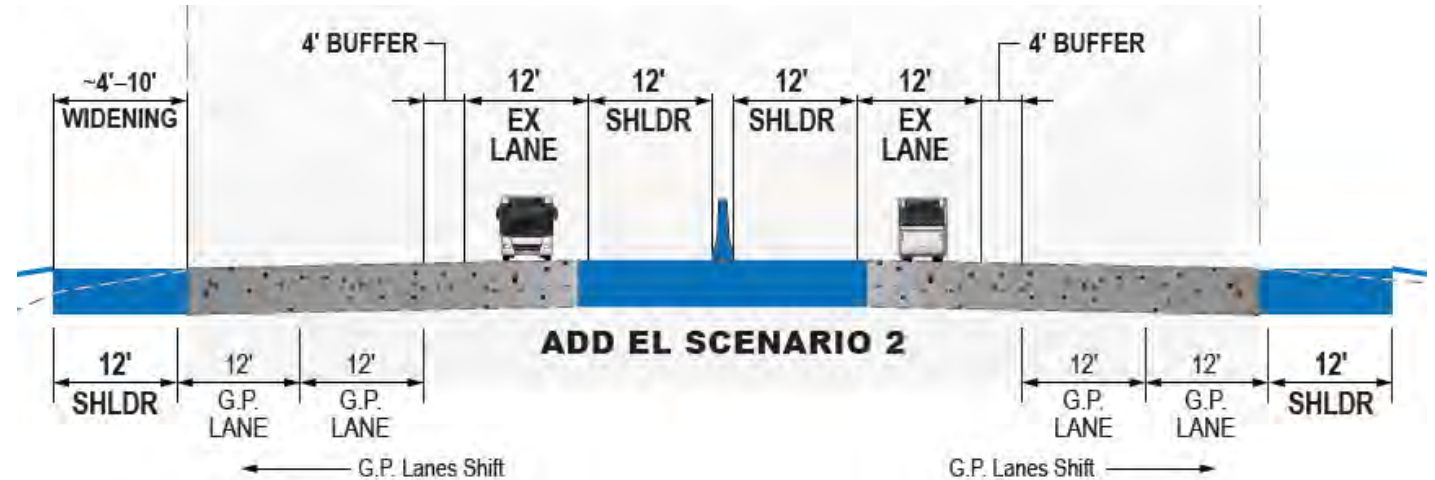
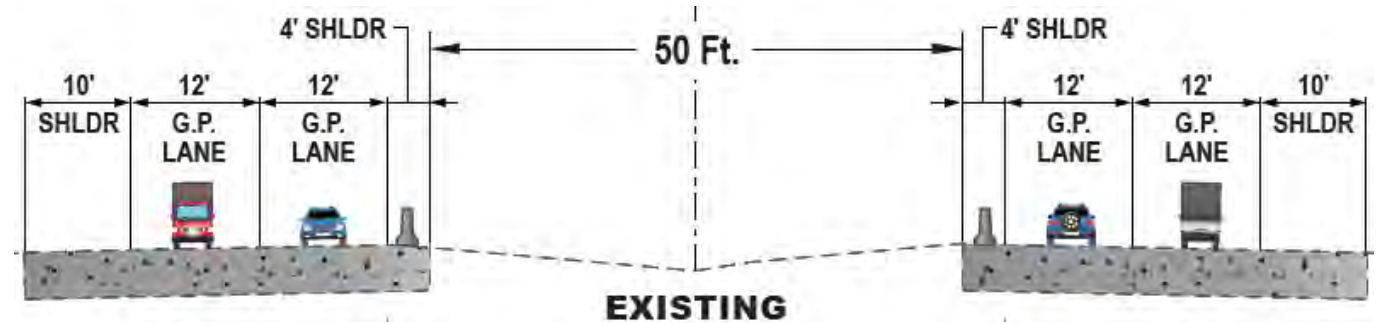
# Design Alternatives

# 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

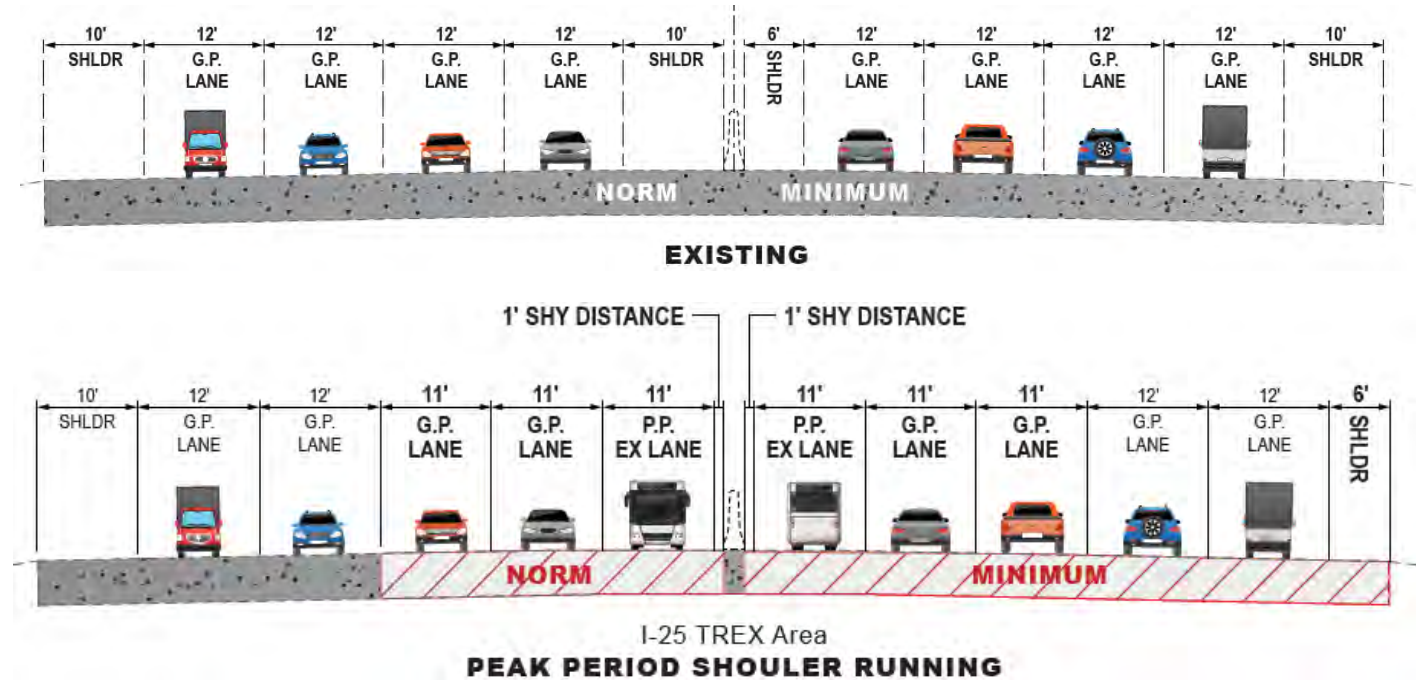


# Phase II Corridors

## Range of Design Alternatives

### Planning Level Design

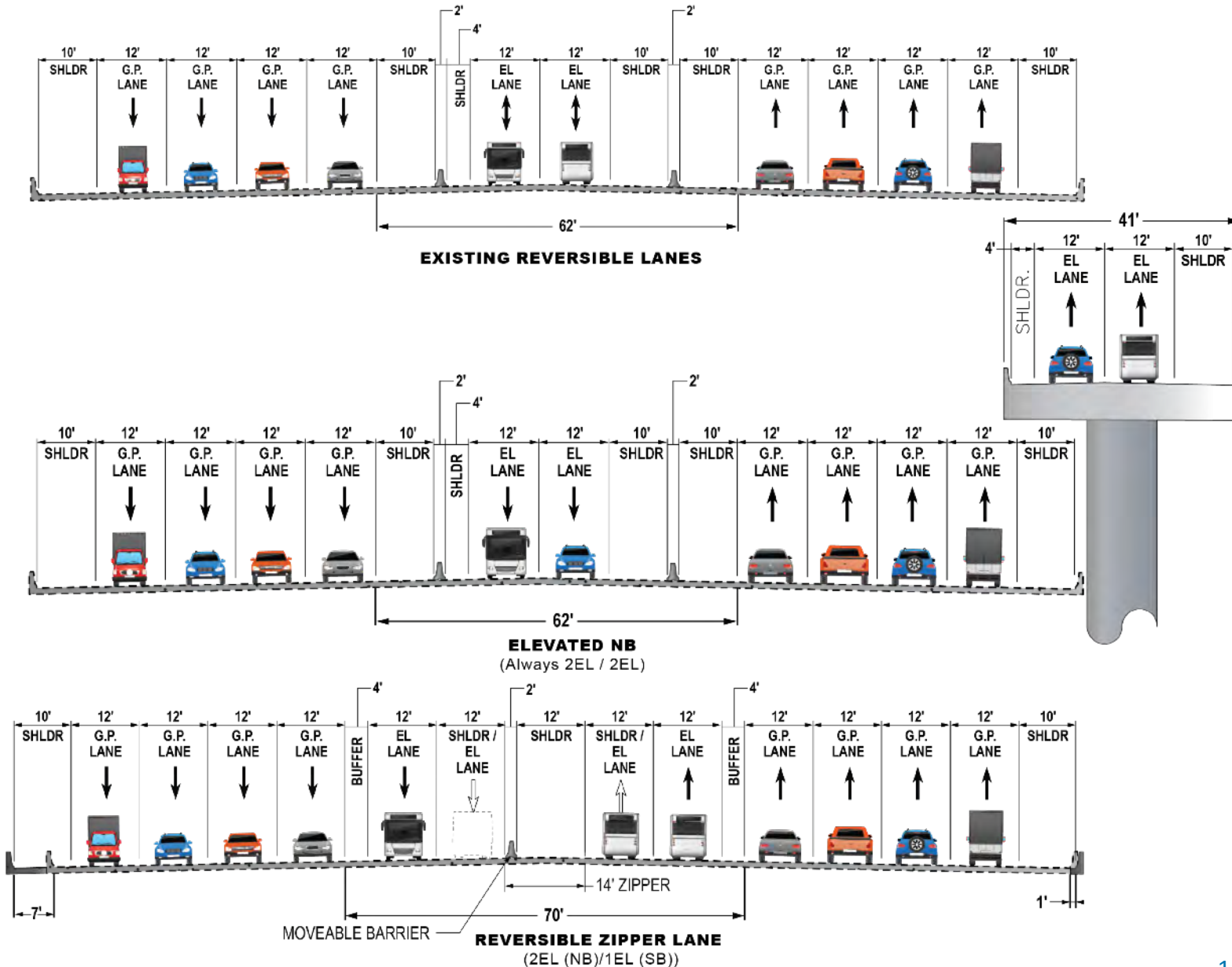
- Developed range of design alternatives & policy assumptions for potential EL corridors
- Defined discrete project locations & lane configurations
- Calculated planning level capital & operational cost estimates



## 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

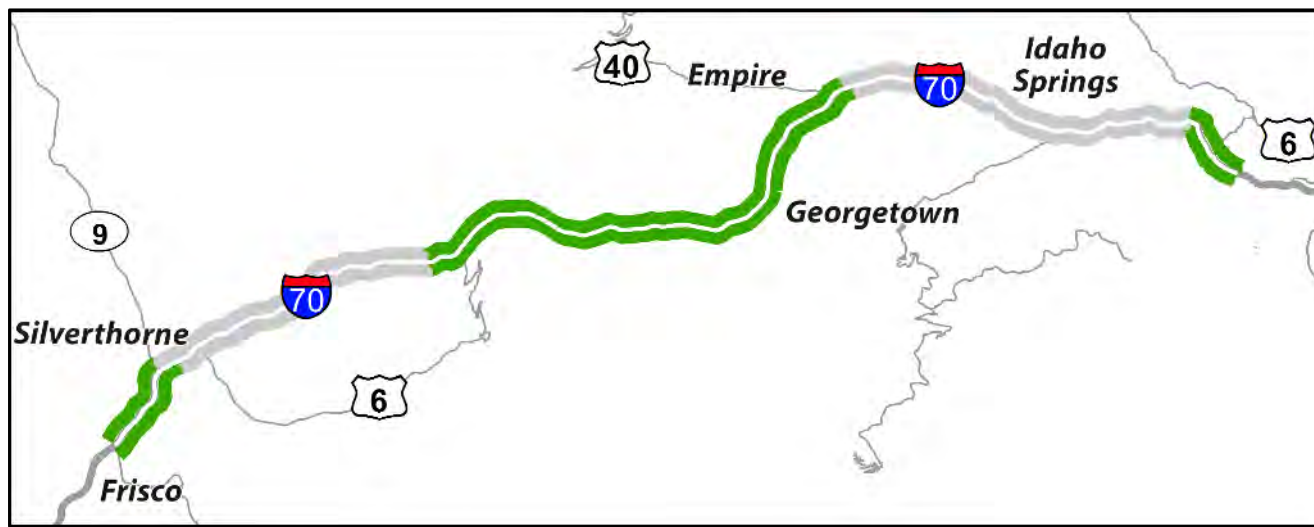
## Design - Alternative 1

### 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

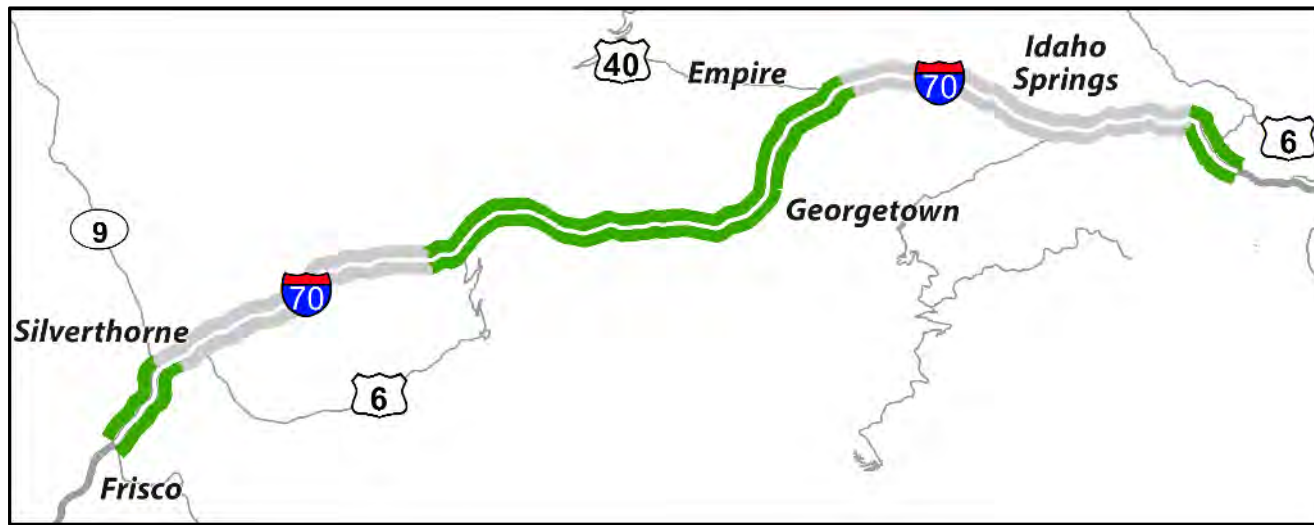
### Design Alternatives

- 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

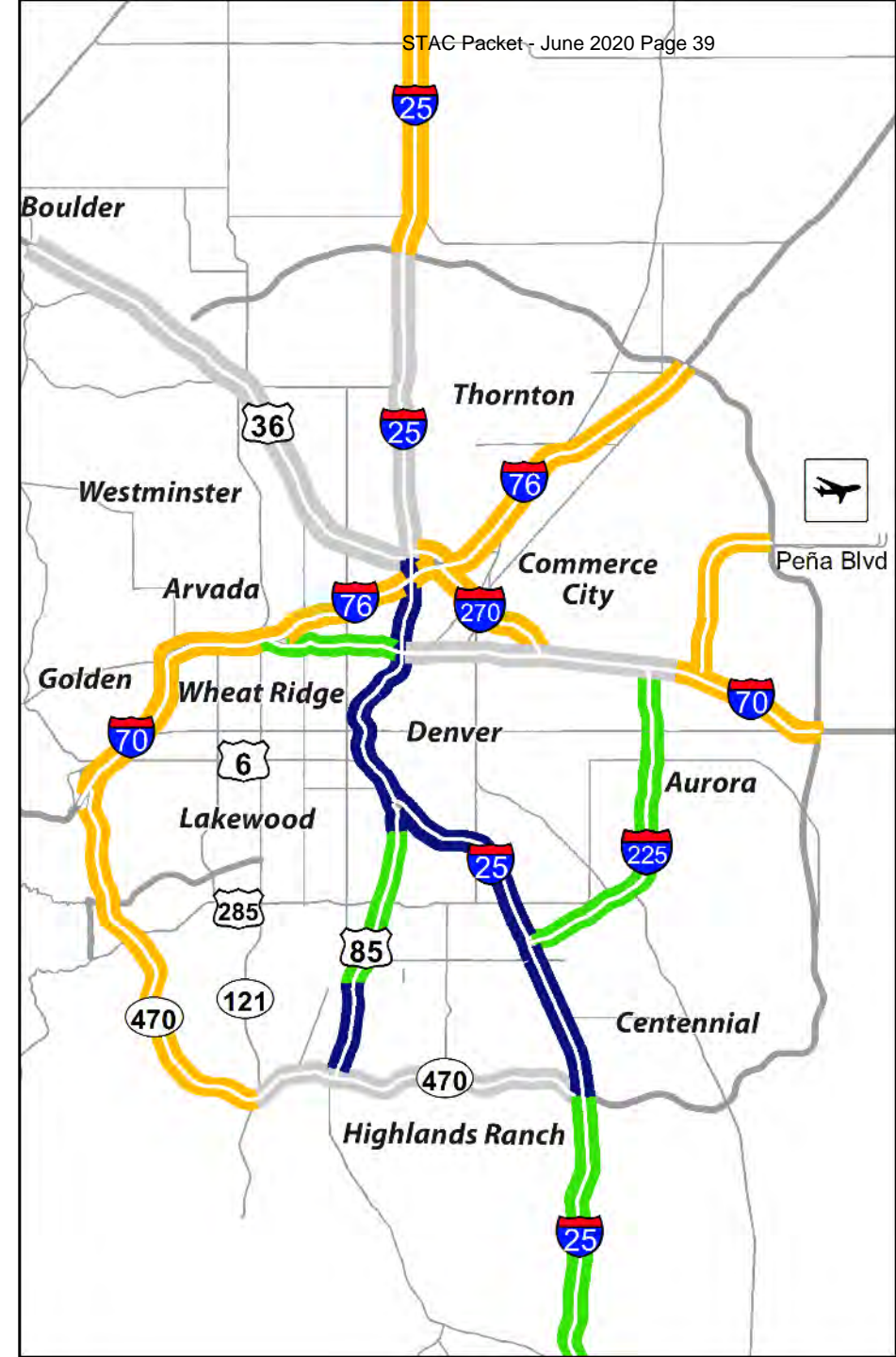
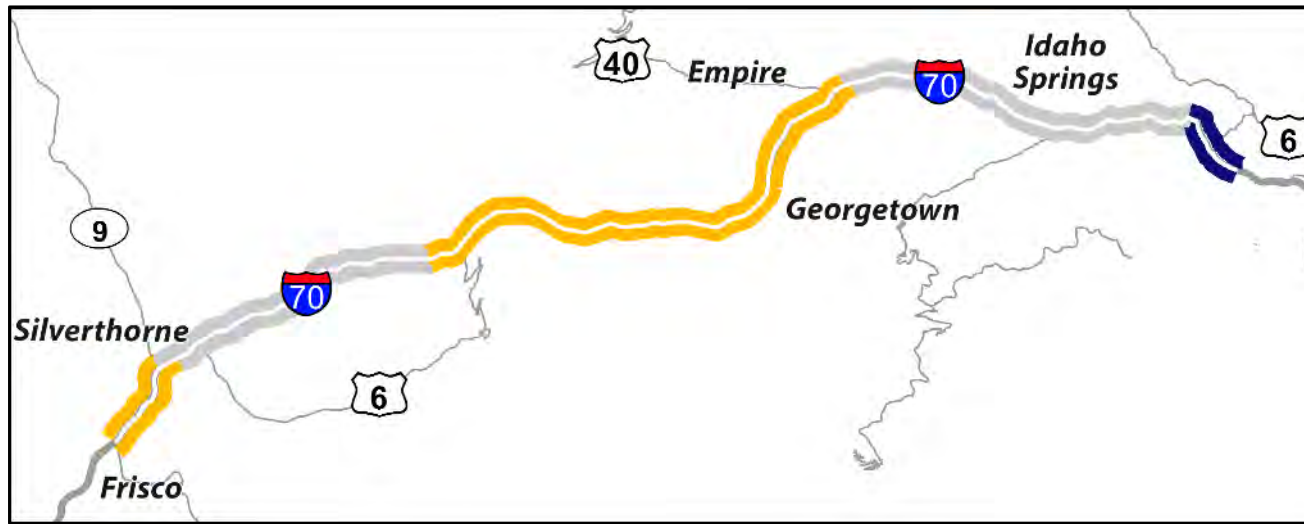
## Alternative 1

### 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

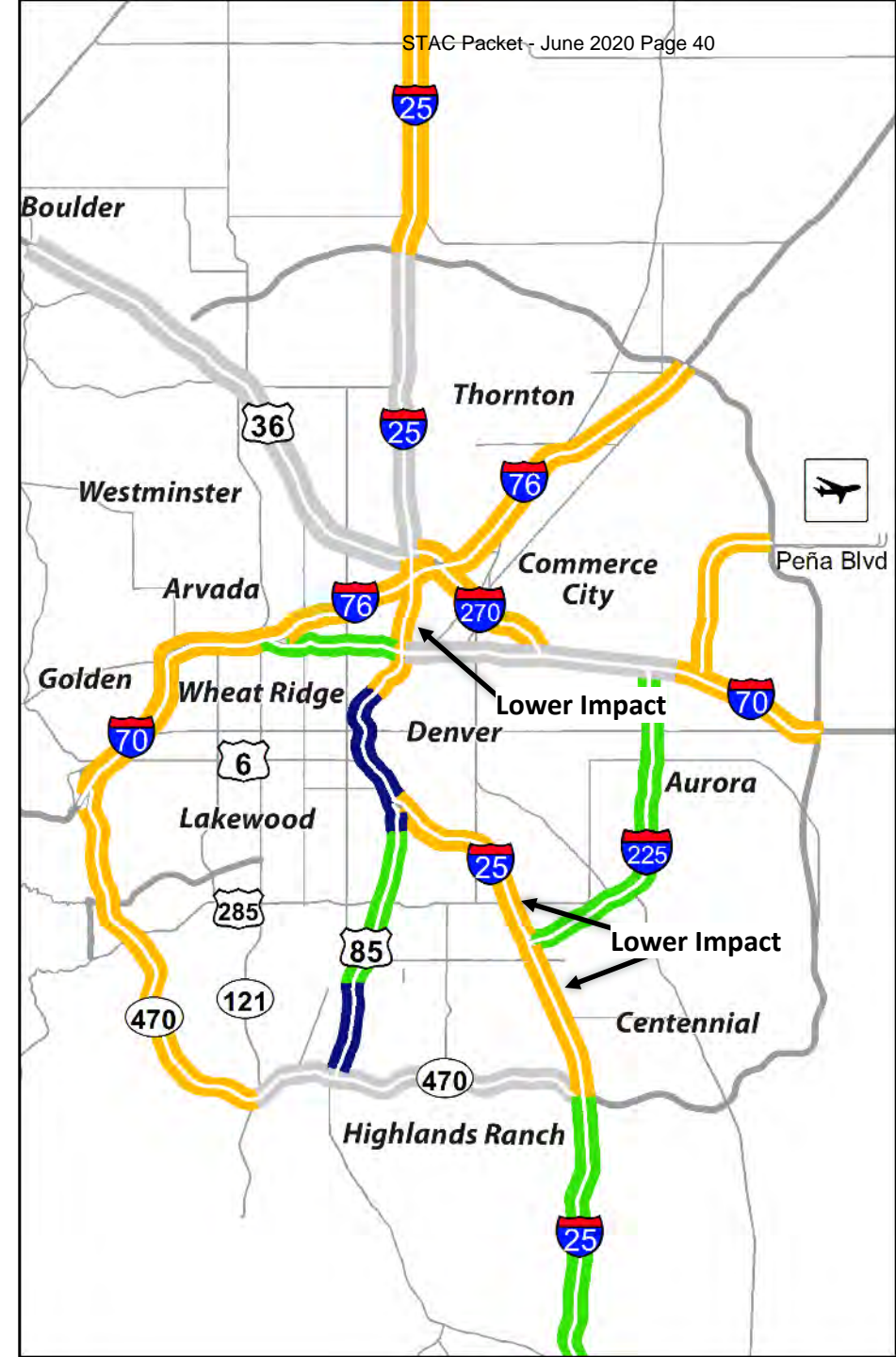
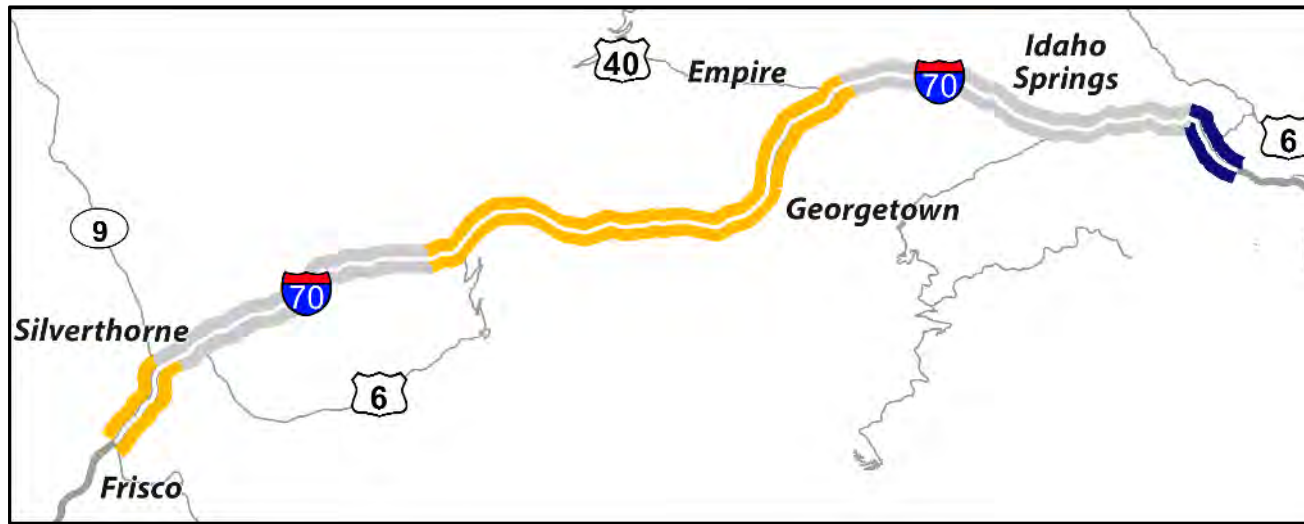
## Alternative 2

### 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

# Financial Feasibility & Corridor Profiles

## Process of Corridor Prioritization

**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)

# Travel Demand and T&R Modeling

## 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* →

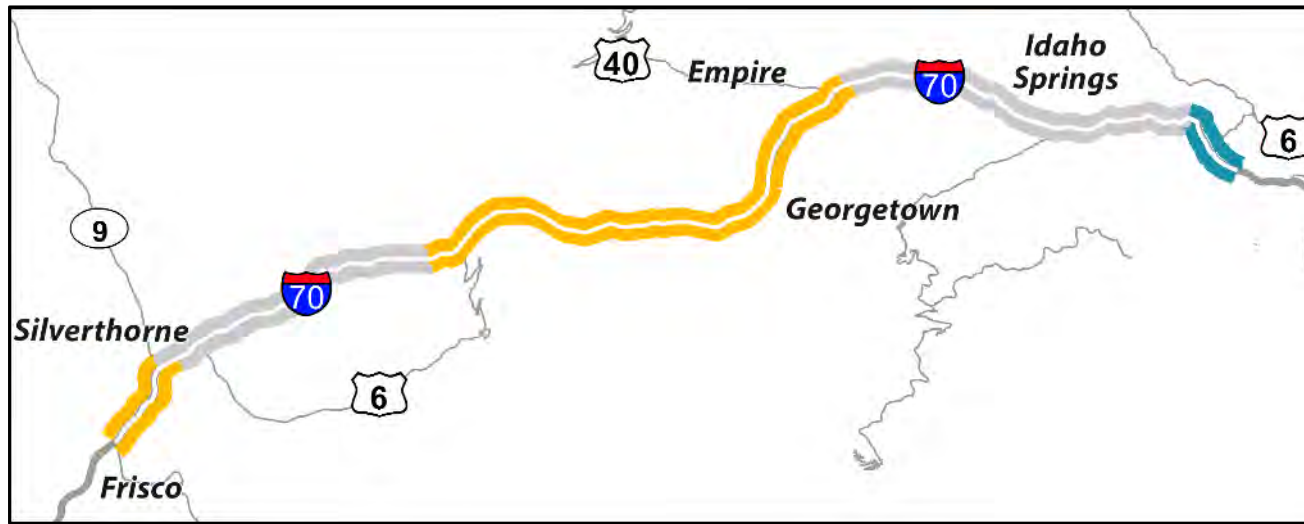
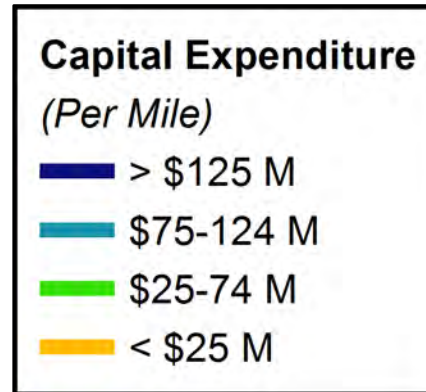
**Revenue  
Maximization**

# Financial Feasibility

## Capital Cost Estimates Alternative 1

### Planning Level Capital Cost Estimates

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

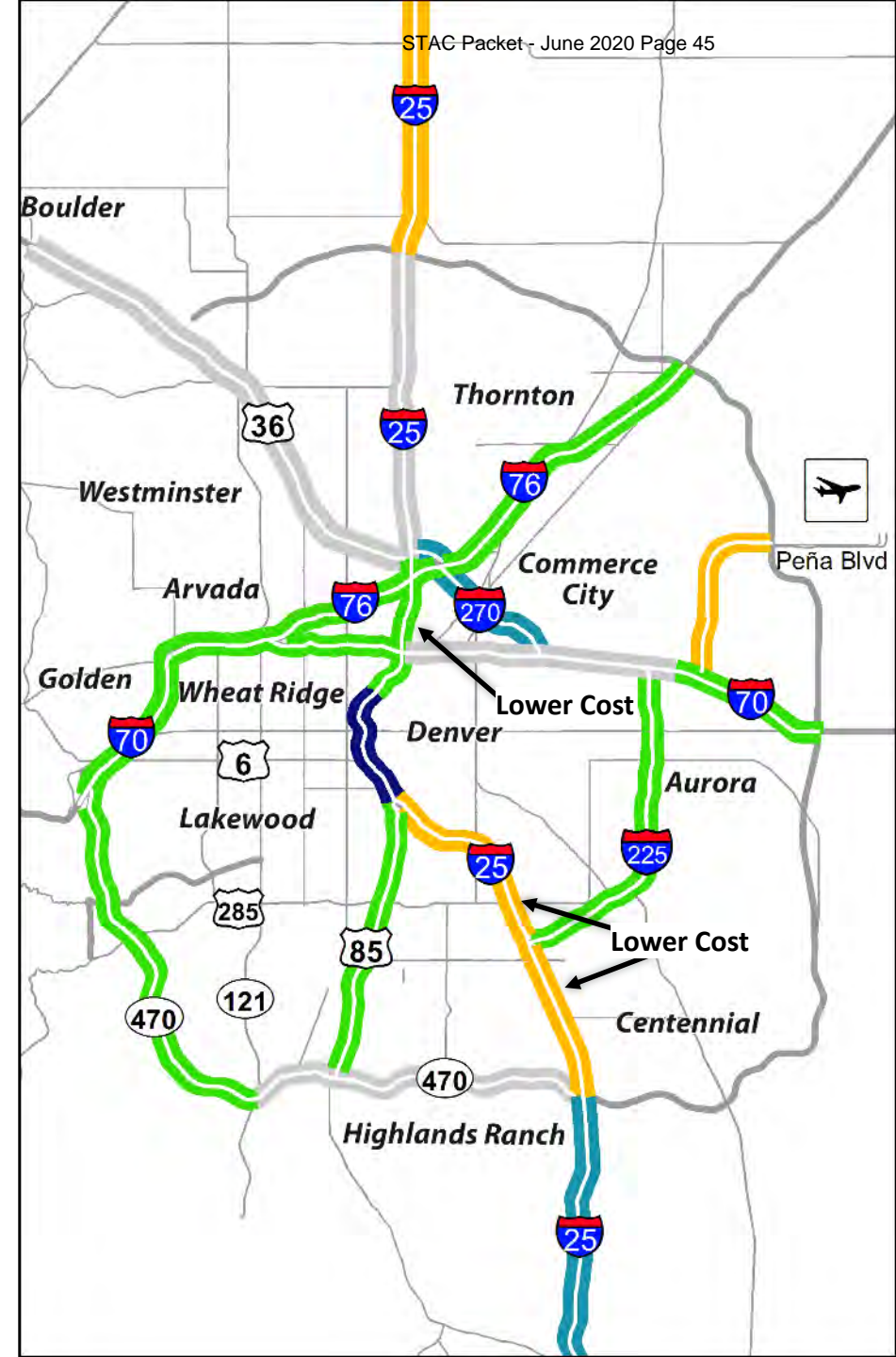
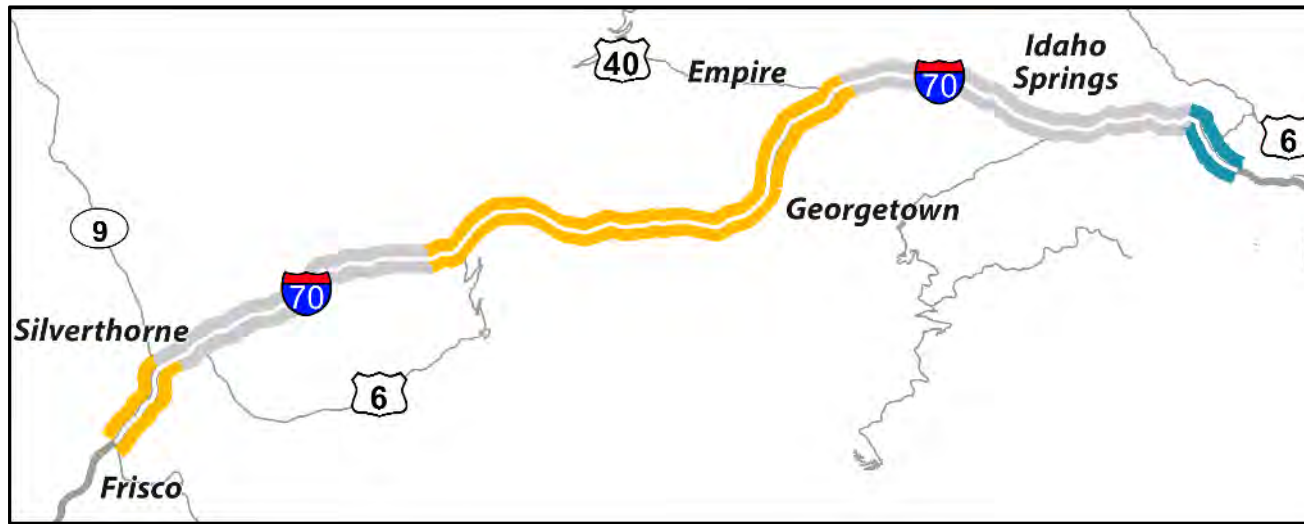
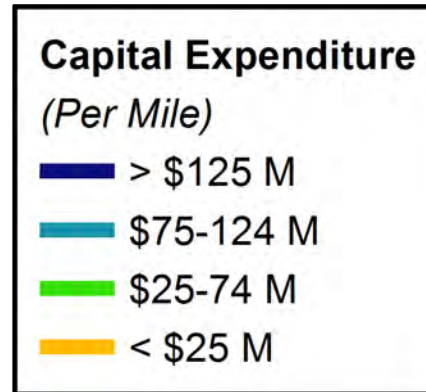


# Financial Feasibility

## 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	<b>\$392.5 (+\$8.2)</b>	<b>\$185.1 (-\$554.0)</b>
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	<b>\$299.7 (-\$79.5)</b>	<b>\$19.8 (-\$937.5)</b>
I-25 South (I-225 to C-470)	\$159.4	\$672.0	<b>\$112.2 (-\$47.2)</b>	<b>\$54.4 (-\$617.6)</b>
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



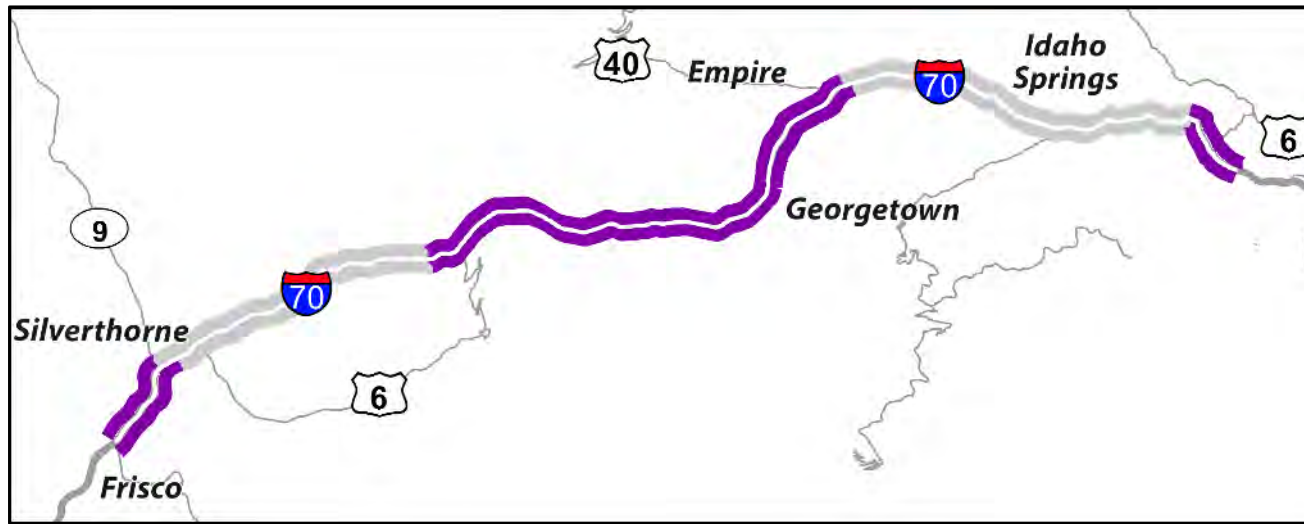
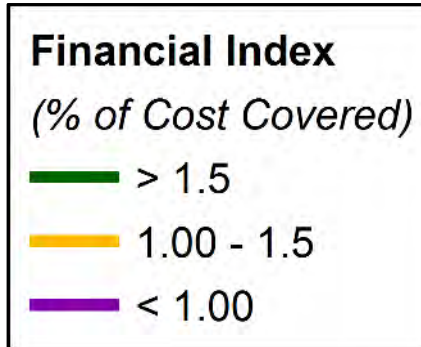
	PV of Net Revenue (2025)	Capital Cost (2025)	Financial Index
Floyd Hill	-\$6.7	\$615.5	0.99
Empire to Georgetown	-\$6.2	\$43.6	0.92
Georgetown to EJMT	-\$19.3	\$130.3	0.92
Silverthorne to Frisco	\$0.0	\$77.6	1.00

# Financial Feasibility

## Financial Index Alternative 1

### Financial Index Measure

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

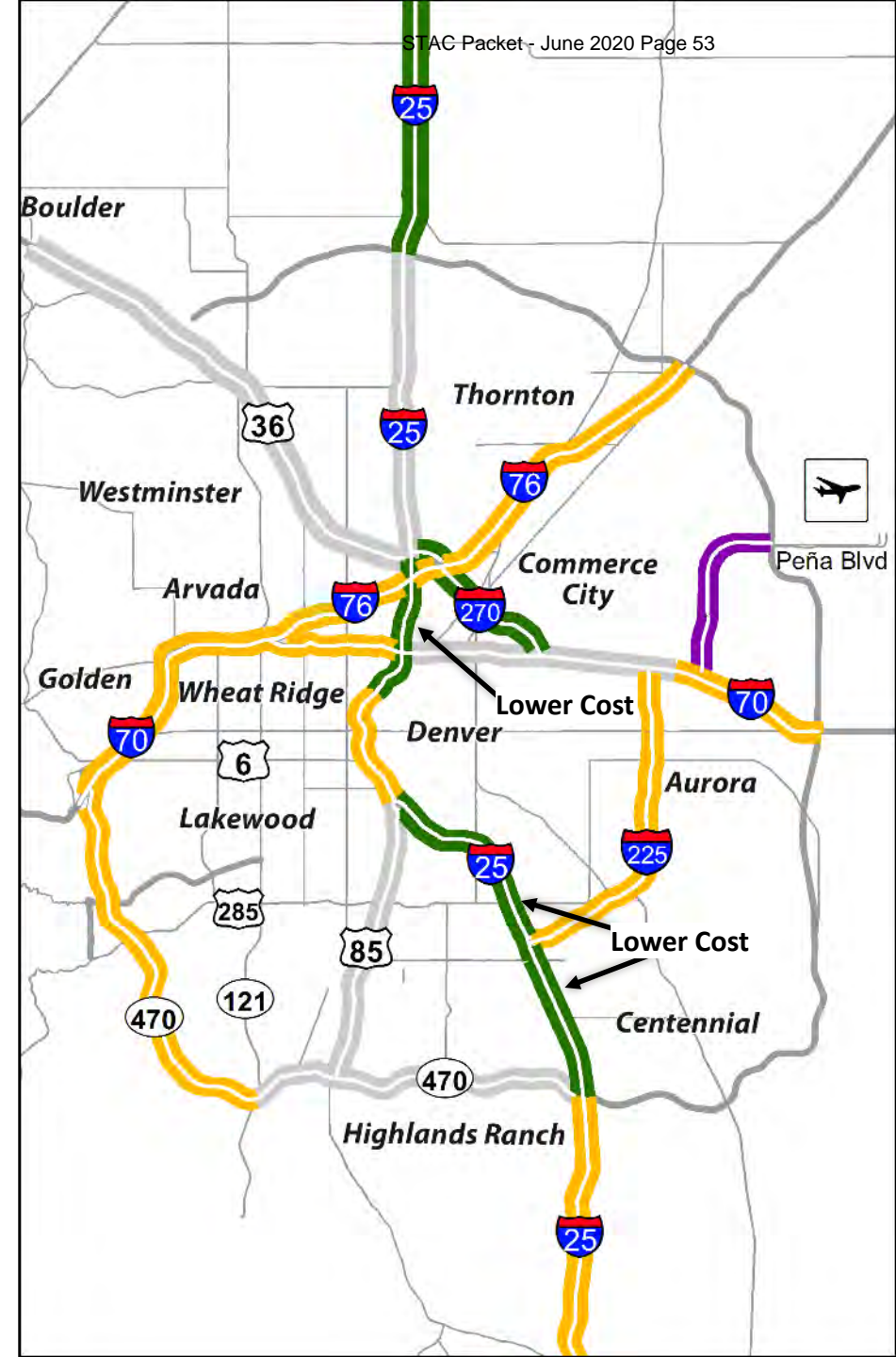
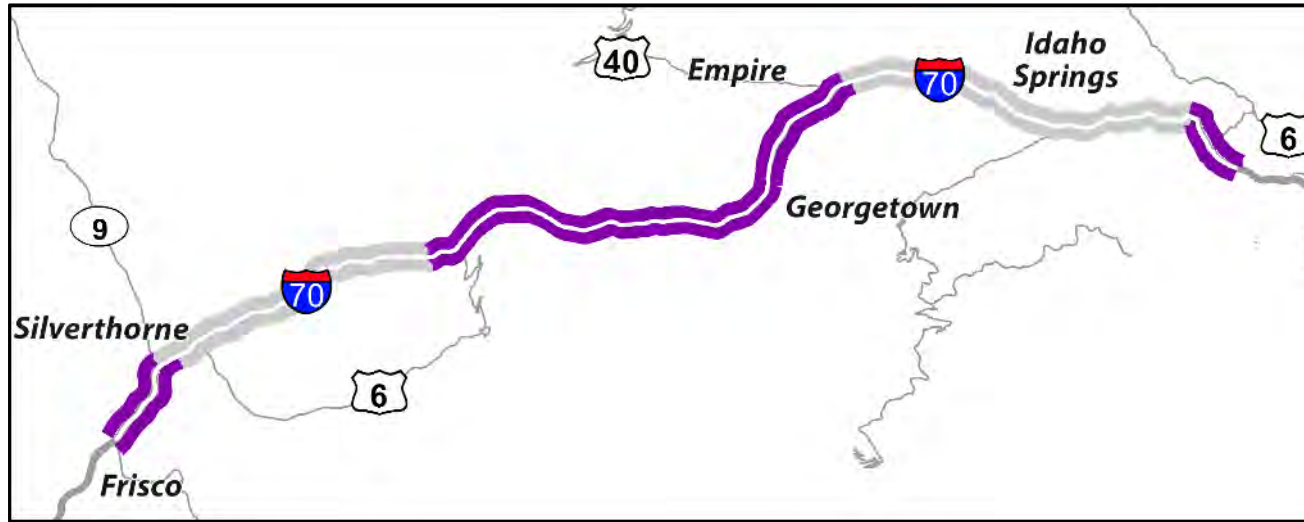
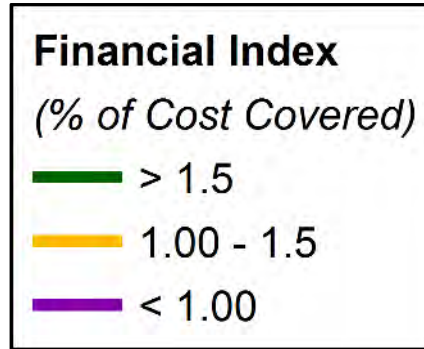


# Financial Feasibility

## 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 <sup>th</sup> St	1.29	I-25 Central	20 <sup>th</sup> 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 <sup>th</sup> St	1.29	I-25 Central	20 <sup>th</sup> 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			

4

# 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 (85<sup>th</sup> Percentile Travel Time vs. Average)**
- Improvement in **Person Throughput**

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

	GP Travel Time Change	Express Lane Travel Time Change	Express Lane Reliability 85 <sup>th</sup> 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
Peña 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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	<b>(4.50)</b> <b>5.00</b>
I-25 South (Santa Fe to I-225)	0% AM 0% PM	-15% AM -22% PM	5% AM 7% PM	+19% AM +21% PM	<b>(3.00)</b> <b>3.25</b>
I-25 South (I-225 to C-470)	0% AM 0% PM	-13% AM -12% PM	3% AM 5% PM	+10% AM +19% PM	<b>(3.25)</b> <b>3.00</b>

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



## I-70 Mountain Corridor

	GP Travel Time Change	Express Lane Travel Time Change	Express Lane Reliability 85 <sup>th</sup> 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

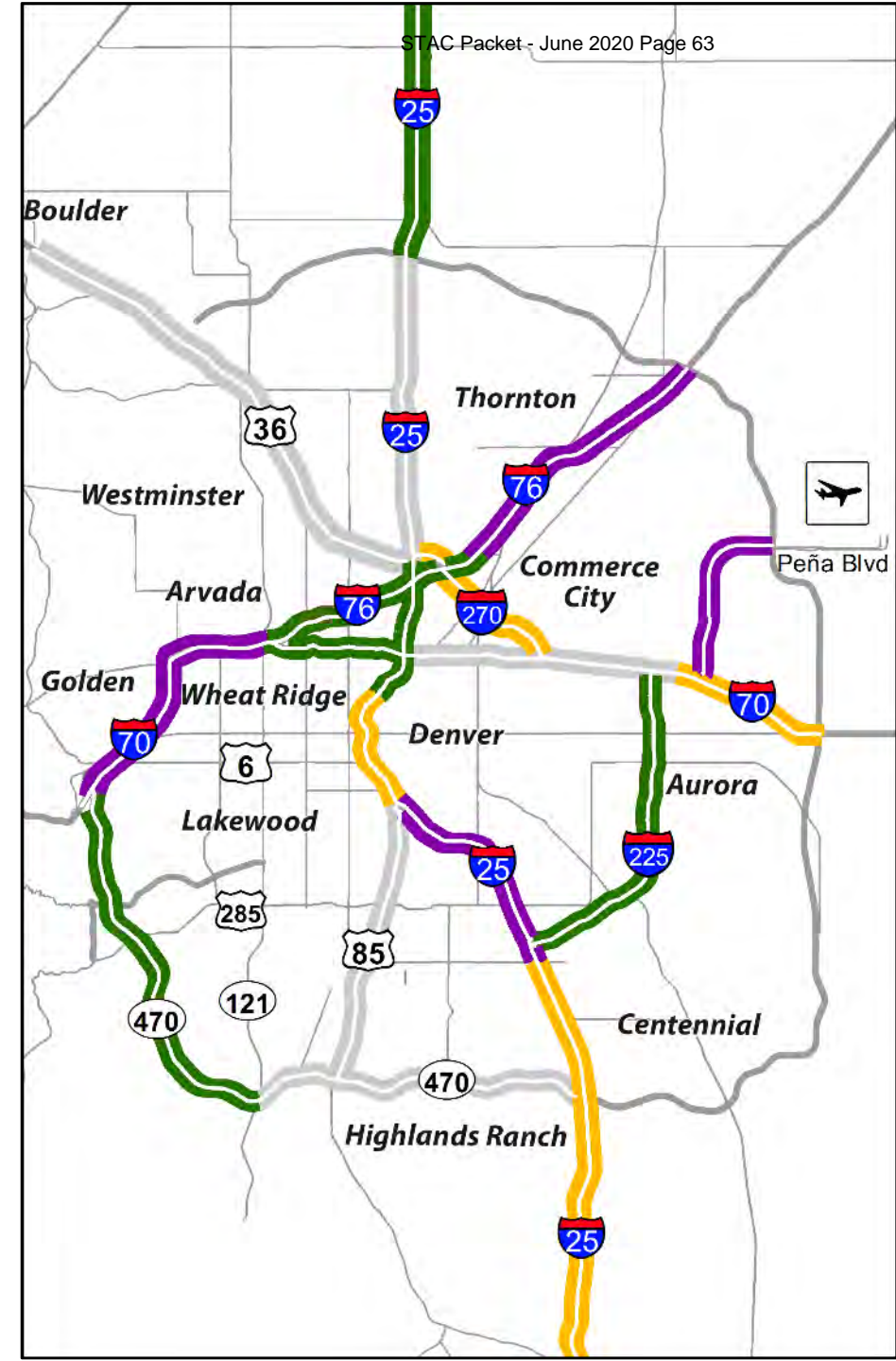
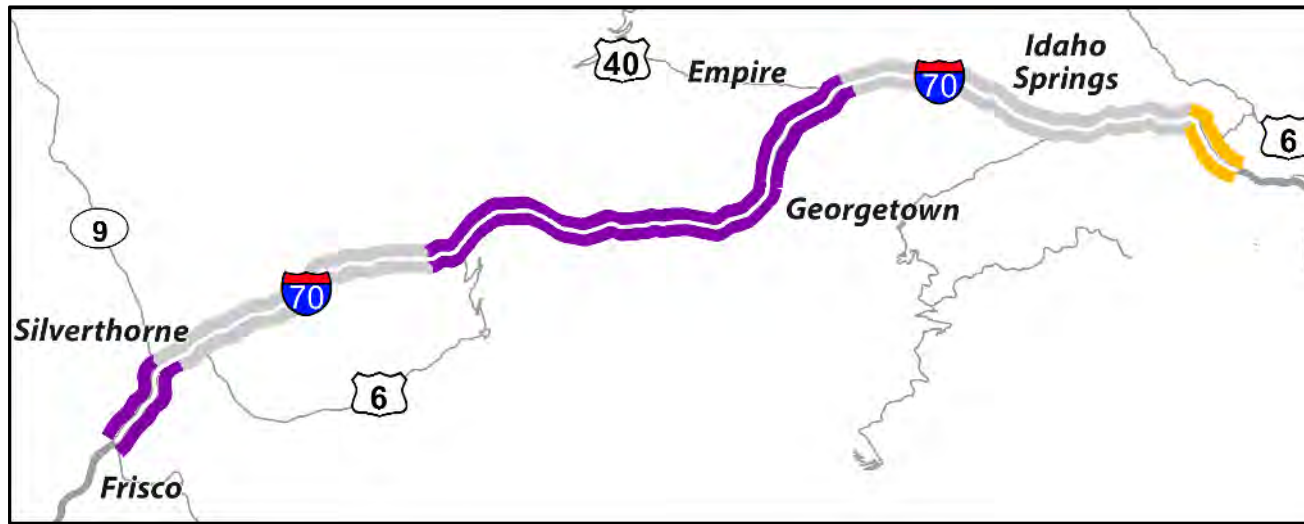
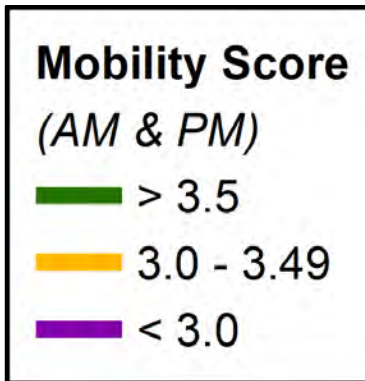


# Mobility Analysis

## 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 <sup>th</sup> 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 <sup>th</sup> 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

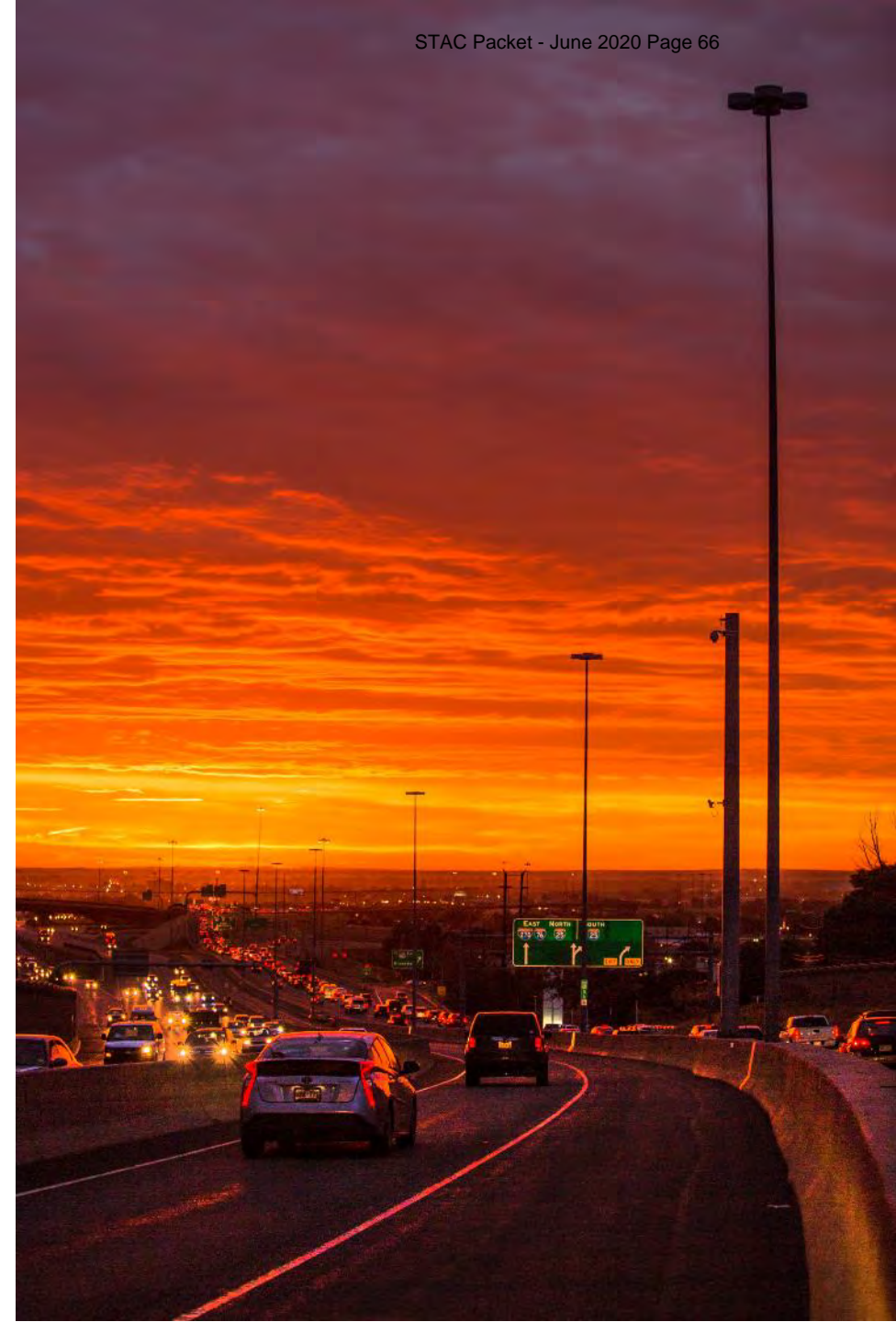
### Connected & Automated Vehicles

- Best Practice Guidance



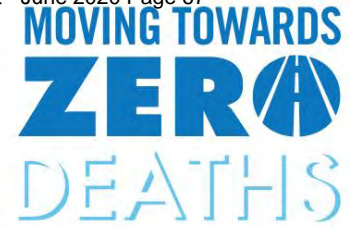
## Express Lane Network Recommendations

- 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





**COLORADO**  
Department of Transportation



# Statewide Transportation Advisory Committee

# Safety Performance Measures

June 12, 2020



# Overview

- Status of 2014-2018 Targets
- National Status
- Setting 2017-2021 Targets



# Safety PM Status

	<b>Actual</b>	<b>Target</b>		
<b>Target</b>	<b>2014 - 2018</b>	<b>2014 - 2018</b>	<b>2015 - 2019</b>	<b>2016 - 2020</b>
Fatality	584	610	644	618
Fatality Rate	1.125	1.2	1.21	1.143
Serious Injuries	3122	3350	2909	3271
Serious Injury Rate	6.033	6.79	5.575	6.075
Non-motorized Users Fatalities and SI	576	586	514	670



# National Status

- MN Chair of AASHTO Committee on Performance Based Management
- More national analysis at:
  - <https://custom.cvent.com/17BF0CB06592A4659A4A929E452988BF8/files/893830f990cb4edb91e7a1810b9600e5.pdf>
- AASHTO COS and CTE joint survey



# National Status

## Performance Measurement Achievement

### Met Targets

- Fatalities: 22
- Fatality Rate: 23
- Serious Injuries: 31
- Serious Injury Rate: 33
- Non-Motorized: 23

### Met Targets or Baseline

- Fatalities: 29
- Fatality Rate: 32
- Serious Injuries: 43
- Serious Injury Rate: 47
- Non-Motorized: 28



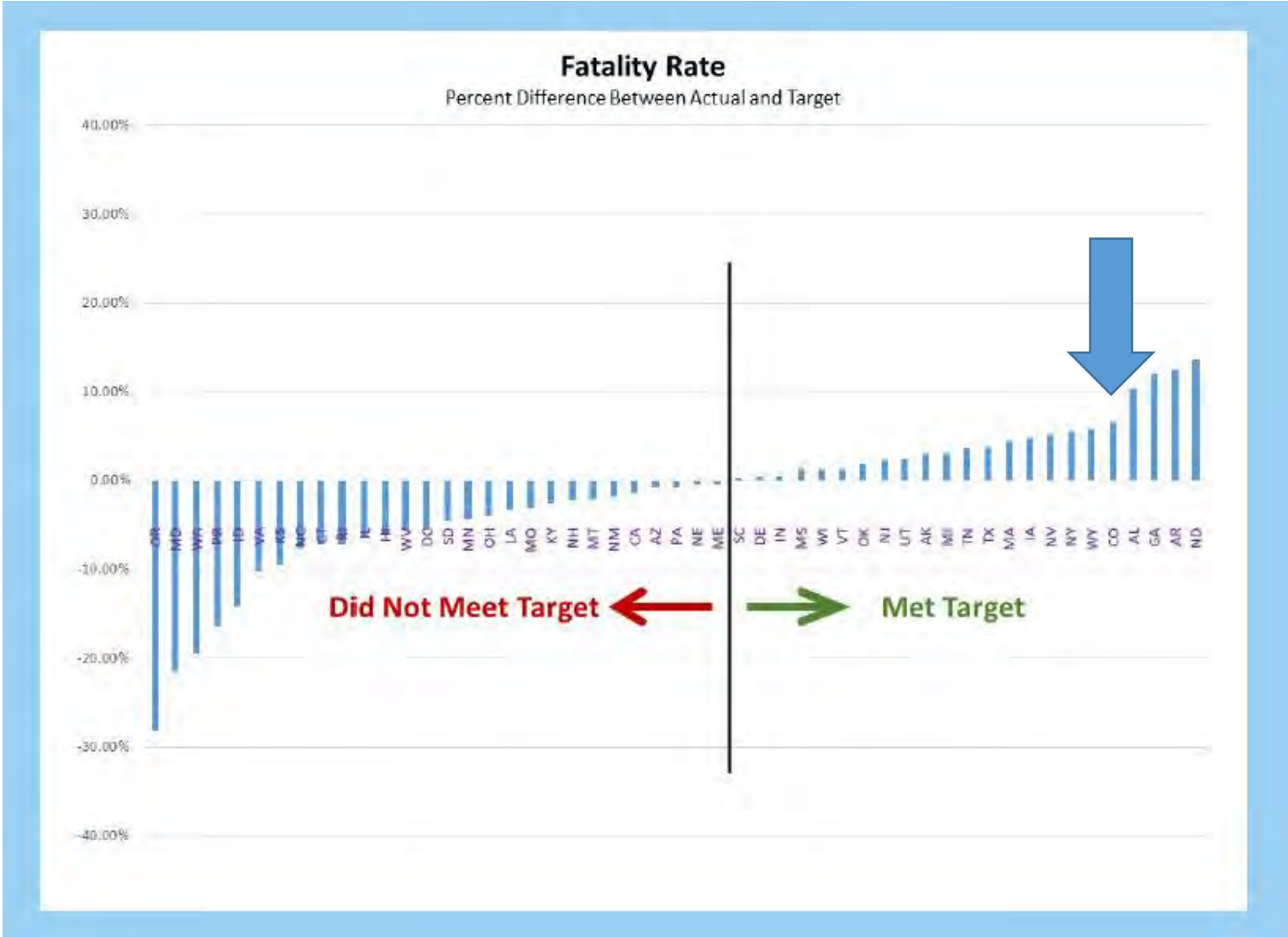
# National Status







# National Status



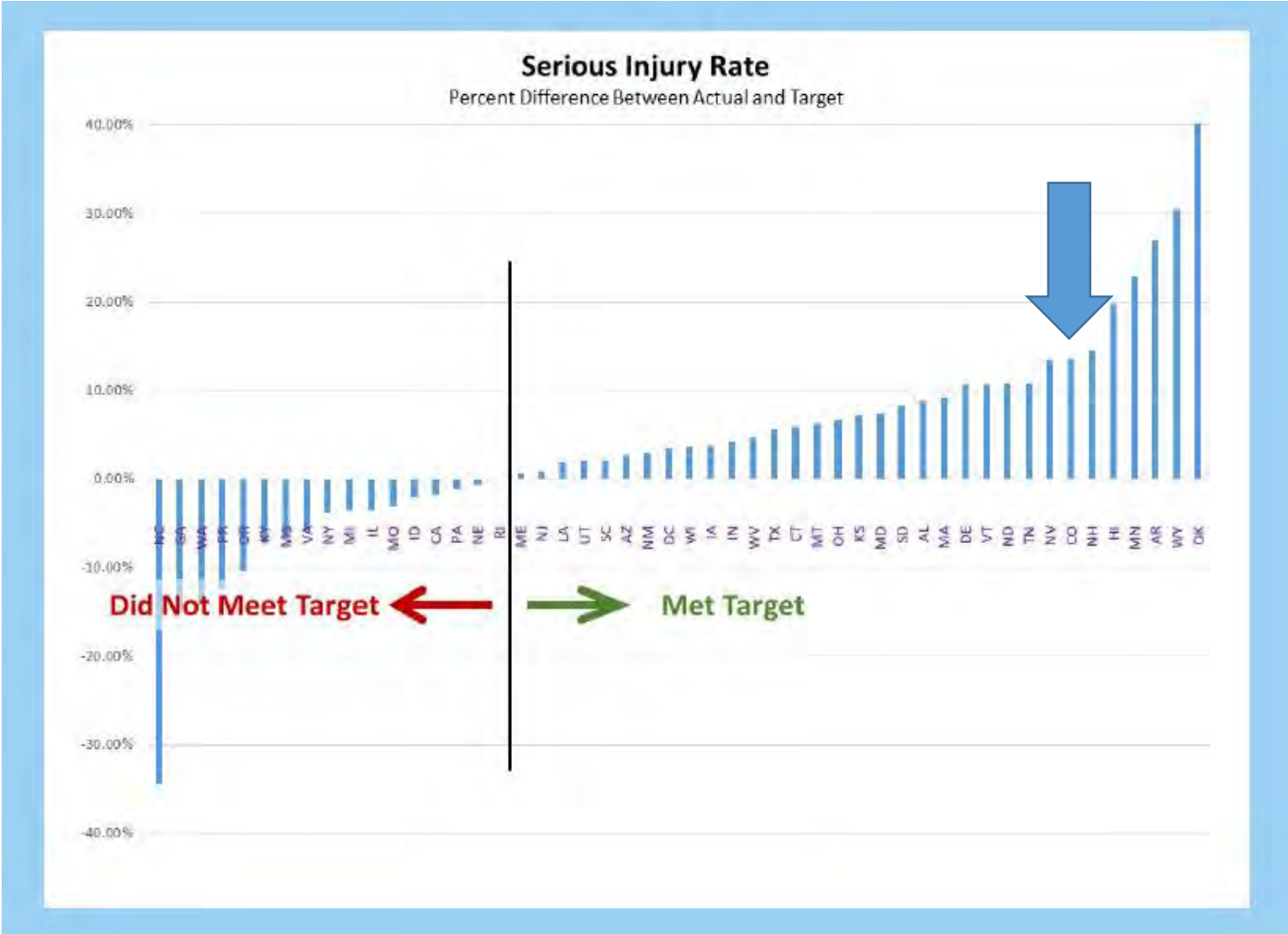


# National Status



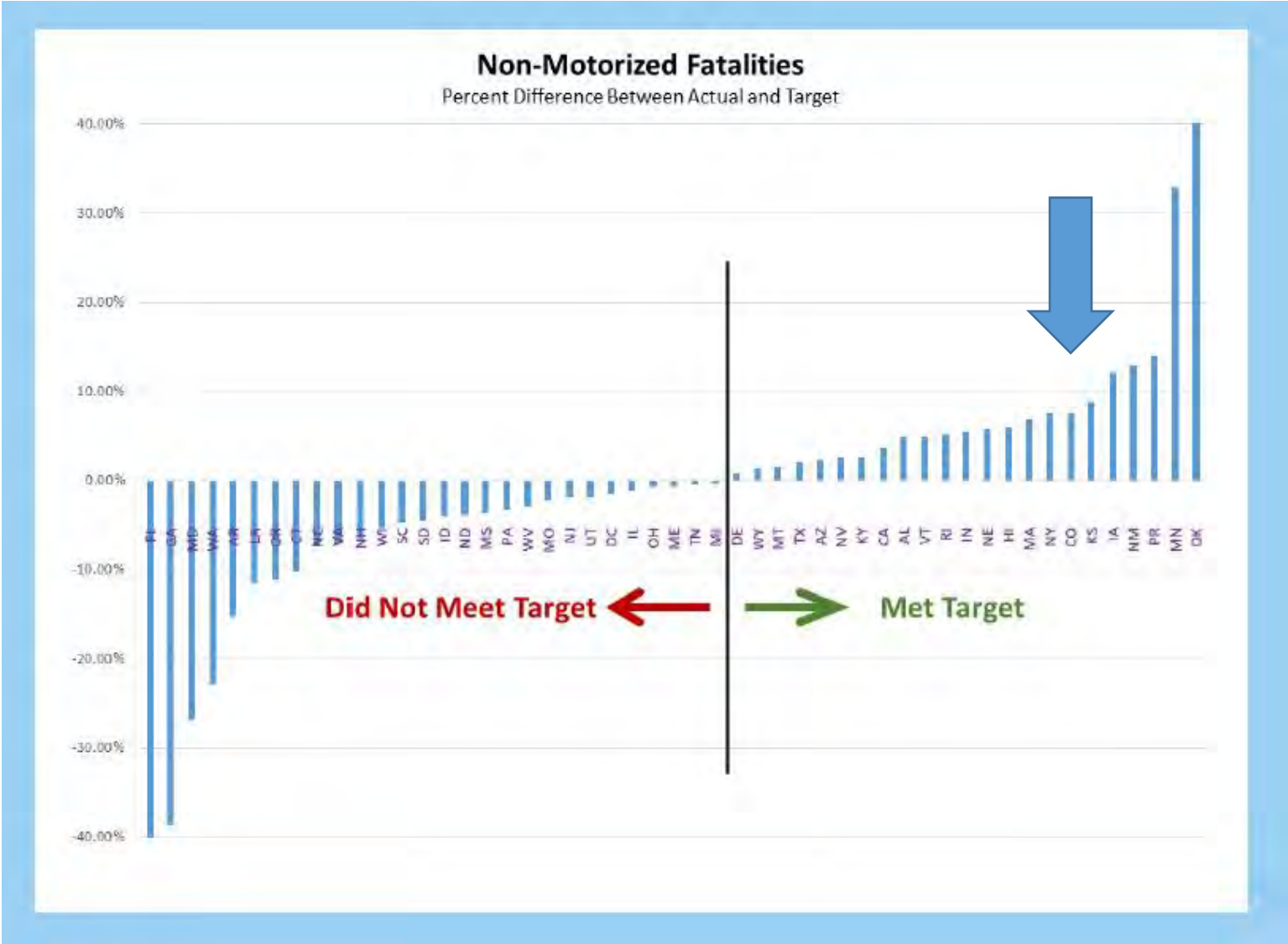


# National Status





# National Status





# Setting 2017-2021

- STSP
- Vision/Goals
- Trends Analysis
  - Crashes
  - VMT
- Factors: COVID Impacts, funding, population growth, VMT, vehicle registration

**TABLE 2: Estimated Effectiveness of Tier I Strategies**

ID	TIER I STRATEGIES	Potential Reduction in Severe Crashes by Year				
		Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
		End of year 1	End of year 4*	End of year 10	Beyond 10	
A	Name a safety champion to lead a proactive safety program	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
B	Build a safety advocacy coalition	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
C	Institutionalize safety roles and responsibilities	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
D	Coordinate with existing safety programs	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
E	Promote consistent safety messaging	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
F	Develop education campaigns for high-risk behaviors	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
G	Provide transportation safety education to students and families	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
H	Prioritize transportation safety funding	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
I	Prioritize safety in transportation planning, facility design, and project selection	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
J	Educate decision-makers on the effectiveness of occupant protection laws	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
K	Increase requirements for new and renewal driver licensing	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
L	Establish a framework for streamlining data management	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
M	Prioritize and promote proven safety toolbox strategies	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
N	Implement systemic infrastructure safety improvement strategies	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
O	Increase education on and implementation of data-driven and automated enforcement	Little to No Change	Minor Change	Moderate Change	Substantial Change	Large Change
ESTIMATED COMBINED STRATEGY TARGET EFFECTIVENESS		2%	15%*	40%	50%	

\*STSP Target



# Other Targets

- **Governor's Goals**
  - 2% (2500) reduction in crashes annually
- 2014 Strategic Highway Safety Plan
  - 2.5% reduction annually for fatalities and rate
  - 2.9% reduction annually for serious injuries and rate



# Draft 2017-2021 Targets

- STSP Based - 14% in 4 years
- What about COVID?
- Draft Targets
  - Fatalities - 603
  - Fatality Rate - 1.113
  - Serious Injuries - 3161
  - SI Rate - 5.828
  - Non-motorized users - 551



# Colorado Targets History

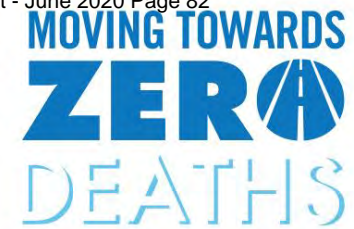
Colorado FAST FHWA and NHTSA Safety Performance Targets					
		Time Period			
		2014 - 2018	2015 - 2019	2016 - 2020	2017 - 2021
Baseline:		2012-2016	2013-2017	2014-2018	2015-2019
Targets must be set by:		Jul-2017	Jul-2018	Jul-2019	Jul-2020
Data / Results will be official:		Jan-2020	Jan-2021	Jan-2022	Jan-2023
Fatalities	Target	610	644	618	603
	Baseline	520	555	584	606
	Actual / Preliminary	584	606		
	Better than Baseline	No	No		
	Target Met?	Yes	Likely		
Fatality Rate	Target	1.2	1.21	1.143	1.113
	Baseline	1.064	1.097	1.125	1.145
	Actual / Preliminary	1.125	1.145		
	Better than Baseline	No	No		
	Target Met?	Yes	Likely		
Serious Injuries	Target	3350	2909	3271	3161
	Baseline	3215	3161	3122	3116
	Actual / Preliminary	3122	3116		
	Better than Baseline	Yes	Likely		
	Target Met?	Yes	No		
Serious Injuries Rate	Target	6.79	5.575	6.075	5.828
	Baseline	6.71	6.463	6.035	5.892
	Actual / Preliminary	6.033	5.892		
	Better than Baseline	Yes	Likely		
	Target Met?	Yes	No		
Non-motorized Users Fatalities and SI	Target	586	514	670	551
	Baseline	524	542	576	558
	Actual / Preliminary	576	558		
	Better than Baseline	No	Not likely		
	Target Met?	Yes	Not likely		





# Schedule

- Draft Targets to MPOs, STAC in June
- Draft Targets to CDOT TC - June
- Targets to NHTSA by July 1
- Targets to FHWA by August 30
- Targets set by MPOs Feb 28, 2021



# Discussion