



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

May 15, 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 April Meeting Minutes** – Vince Rogalski, STAC Chair
- 9:10-9:25** **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:25-9:35** **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:35-9:55** **TPR Representative and Federal Partners Reports (Informational Update)**
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:55-10:10** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:10-10:30** **Affirmation of Commitment to 10-Year Strategic Pipeline of Projects (Discussion Item/Action Item)** – Rebecca White, Division of Transportation Development (DTD)
- Revisit the 10-Year Strategic Pipeline of Project and reaffirm commitment to the list.
- 10:30-11:10** **Budget and Project Impacts (Informational Update / Discussion Item)** – Rebecca White and Tim Kirby, DTD
- Overview of budget and project impacts in the context of current fiscal situation.
- 11:10-11:40** **Regional Transportation Plan Highlights (Informational Update / Discussion Item)** – STAC Representatives
- Overview and highlights from each Regional Transportation Plan
- 11:40-11:50** **Statewide Plan Schedule Update (Informational Update / Discussion Item)** – Rebecca White and Marissa Gaughan, DTD
- Review of purposed changes to the 2045 Statewide Plan adoption schedule.
- 11:50-11:55** **Announcement of FY 2021-2024 Statewide Transportation Improvement Program (Informational Update)** – Rebecca White and Jamie Collins, DTD
- Announcement of public review and comment of the FY 2021-2024 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
April 10th, 2020

Location: CDOT Headquarters Auditorium

Date/Time: April 10th, 2019; 9:00 a.m. – 12:00 p.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

Via Zoom Conference: Vince Rogalski (STAC Chair and Gunnison Valley TPR), Kieth Baker (San Luis Valley TPR), Norm Steen (Pikes Peak Area COG), Heather Sloop (Northwest), Trent Bushner (Eastern) Elise Jones (Denver Regional COG), Dana Brosig (Grand Valley MPO), Dean Bresler (Grand Valley MPO), Dick Elsner (Central Front Range), Ron Papsdorf (Denver Regional COG, Dave Clark (North Front Range MPO), Bentley Henderson (Intermountain TPR), Stephanie Gonzales (Southeast TPR), Archie House Jr. (Ute Mountain Ute Tribe), Terry Hart (Pueblo Area COG), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), Steve Harelson (CDOT Chief Engineer)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & March STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> Review and approval of March STAC Minutes without revisions. 	Minutes approved
CDOT Update and Current Events/ Herman Stockinger	<p>Presentation:</p> <ul style="list-style-type: none"> Construction is ongoing. Maintenance workers are out working, but we have taken significant precautions, and split shifts and special cleaning. Developed training for them which is about 40 minutes. 90% of office workers and engineers are home and working. 4 CDOT employees have tested positive. From a budget standpoint there is still a lot of uncertainty. You can assume the gas tax is down, and that the legislature will likely take a look at SB 267 COP, and it could be a big impact, but we don't know yet. When state is down \$3B you have to assume it will impact transportation <p>STAC Discussion: N/A</p>	

<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ TC suspended rule limiting time of day that long vehicles can use highways ○ Pedestrian fatalities have increased dramatically in the last 5 years, so that's something we have to work on. ○ MMOF match relief requests were all approved. ○ Karen Stuart was elected the Vice Chair of Bridge Enterprise ○ Last week TC had an emergency meeting to change the rule for long semi-truck restrictions through metro areas during day, so because traffic down, and freight so critical they suspended those rules and passed that resolution last week in an emergency meeting. <p>STAC Comments: N/A.</p>	<p>No action.</p>
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Not very much to report. Our board meeting was canceled and moving to all remote meetings. We had a remote work session to discuss the regional arterial safety plan. • <u>GVMPO</u>: We had our first remote TAC meeting, and went over the 20-23 TIP amendment #5, and also the draft of the 21-24 TIP, and we will vote on that on April 27, 2020. Also transit is down 55%; not cutting much service other than late night weekend services; many riders are homeless; so we are making and providing masks for these populations. • <u>NFRMPO</u>: Our Planning Council met April 2nd, and approved MMOF call for projects, and of 13 projects of 12 got full funding, and one is getting partial funding, so it was a successful process. Transfort and Colt are still operating, without fares and rear only boarding. Transit centers are closed. Greeley/Evans isn't operating, but trying to do a call for a ride. MPO staff is working remotely. Shout out to CDOT I-25 work is making good progress during COVID-19. • <u>PACOG</u>: City approved \$1.9M highway safety program; prop acquisition on new transit center; County identified money on Boon road project; RTP in draft; Pueblo West highway progressing; Board meeting to approve MMOF projects this month. • <u>PPACG</u>: We had our regular meeting in zoom yesterday, and some information was helpful from the Area Agency on Aging talking about transit impacts, and food delivery services 	<p>No action.</p>

	<p>have been impacted, because a lot of the volunteers for these programs were seniors. Still working with Colorado Springs. Transit dropped fares to \$0, but then the buses got packed, so then social distancing has been a problem. Action items. We need to have a 10-year pipeline discussion. There are some questions about if a project has to be in the 10-year list before getting in the TIP. We agreed that it isn't necessary. We also approved 2021 and 24 TIP, and we approved TIP amendment 14 for the 2019-21 TIP, and saw the appearance of BUILD grant projects for military access gates that were approved unanimously. We normally have updates from the military. The Air force will have a non-spectator graduation with the in which the Thunderbirds will fly for Air Force graduation; only grads will attend in person.</p> <ul style="list-style-type: none"> • <u>Central Front Range</u>: We don't have a lot to report. • <u>Eastern</u>: We have nothing to report. • <u>Gunnison Valley</u>: We had our meeting a couple weeks ago. We reviewed the RTP, and we didn't find many problems other than some typing errors. And our review deadline of our plan has been extended to April 17th. Please get those changes into Carrie and we'll get those included. One thing in Gunnison County is that Gunnison is closed to visitors, and second home owners are discouraged from coming. Crested butte has been a hot spot for victims, and I think the stay at home order is finally helping. • <u>Intermountain</u>: Breckenridge is a ghost town. The influx of visitors reduced to 0, so that's a good thing, but boy it is quiet. I did some travel on I70 and it felt like 1980. Across the TPR, most of the local transit has reduced activity down to 0. RFTA has some commuter transit going, and forcing back loading, and limiting number of people on it. The Summit Stage is just doing dial a ride for critical needs. A lot of the important local transit issues aren't being met right now. We had a TPR meeting coming up this next Friday, so we have been trying to figure that out remotely. We did an early plow. • <u>Northwest</u>: We haven't had a TPR meeting in a while, and as far as Bentley was saying with transit, Tuesday night Council voted to not reduce riding after 7 pm. We all felt that it was reasonable to continue services, so restaurant workers that are essential can still utilize the bus service, but practicing social distancing. No more than 6 people per bus allowed. Rout County is on stay at home order, and navigating that, and projecting a peak for next Friday. • <u>San Luis Valley</u>: Last TPR cancelled; MMOF projects were approved via email voting; Not doing web conference yet but will do so going forward; Chaffee Shuttle is running and delivering groceries and meals; People are becoming more aware of freight networks and routes – tracking physical path of deliveries; someone with agriculture interest put a bid in 	
--	---	--

	<p>for Tennessee Pass line, to ship agriculture products to the west coast. The Surface Transportation Board did NOT approve the purchase.</p> <ul style="list-style-type: none"> • <u>South Central</u>: We don't have much more going on down here either. Transit rides are way down. No travel to hotspots, but our transit program is supporting triple A and just using small vans with single rider. Our next TPR meeting was pushed back to May 28th. • <u>Southeast</u>: COVID present in 4 of 6 counties; transit has been suspended; 3 MMOF projects approved in March; RTP is in final draft stages. • <u>Southwest</u>: Debbie Condrey; We're reducing transit routes; Durango has reduced approximately half of routes; limit to 10 passengers at a time; Senior routes which are deliver have tripled; AAA funding and some CARES Act money was distributed, which has been wonderful. • <u>Upper Front Range</u>: We did have our first quarterly meeting before everything started. We did get through awarding MMOF and discussed having communities' future devolution of growth incorporated into transportation planning. Our main effort is to review our transportation plan. This has thrown a lot off for our 2045 RTP and Transit plan, and I just wanted to thank Herman for following up with us. And we did receive a presentation on the SH 71 study and trying to plug along like everyone else. • <u>Southern Ute Indian Tribe</u>: Not a lot to report; tribe operating under drastically reduced conditions. • <u>Ute Mountain Ute Indian Tribe</u>: Archie House Jr.; In Stage 1 status and have a 24/7 blockade into our community and working on delivering food to elders; • <u>FHWA</u>, Preconstruction going well with a PEL completed in Hwy 66 in Weld County; all staying home, no project inspections; freight issues arising that we are working through; food trucks are permitted for the time being at rest areas in some states. Our bridge person started March 17, 2020. 	
<p>Federal and State Legislative Report / Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State Update</u>: Andy Karsian <ul style="list-style-type: none"> ○ State legislature is still in adjournment and the Colorado Supreme Court has ruled that the 120-day session doesn't have to be consecutive, giving the legislature a lot of options in how to complete session; ○ They haven't passed the state budget, which must be signed by June 30, nor school finance act which has to be done by July 1; ○ Legislature is looking to come back 1st or 2nd week of May, anticipating an extremely difficult time with more than 300 existing Bills already in the docket to be 	<p>No action.</p>

	<p>addressed before adjournment plus new Bills expected on COVID response; Transportation isn't the highest priority, due to the pandemic;</p> <ul style="list-style-type: none"> ○ Significant decrease in revenue is expected; a worst case scenario is a \$3 Billion loss in SFY2021 revenue and reductions will continue on in following years, so transportation is not going to probably get new funding; ○ CDOT will work hard to protect 267 funds for projects already approved; the stimulus funds that have been mentioned will cover some State budget gaps, but unclear where those gaps will be and how deep. I think that's pretty much where we stand now. ○ Any Bills that carry fiscal notes are expected to be killed; ○ With the current expected return to the legislature it'll bring us into late June before they finish; Hopefully legislature will be back in session next time STAC meets. <ul style="list-style-type: none"> ● <u>Federal Update, Overview of the CARES Act, Eric Richardson</u> <ul style="list-style-type: none"> ○ Stimulus program amounts to about \$2.2 Trillion in economic relief – equivalent to 10% of GDP; ○ Unemployment benefits are extended 13 weeks beyond normal expiration, adding an additional \$600 per week benefit to workers affected by COVID-19 and expanding the types of workers that can get those benefits; ○ Direct stimulus payment checks will amount to \$1200 per person, phasing out at incomes above \$75,000 and will include additional payments of \$500 per child; Direct deposit payments are expected to be sent by next week and check payments will roll out over a few weeks with those to low-income individuals being sent first; ○ There were \$500 Billion in loans to corporations and large businesses, and \$350 Billion in forgivable loans to businesses to retain employees and payroll, and to protect supply chain processes; ○ Airports will receive \$10 Million in grants with no match requirements, including \$8 Million to Division of Aeronautics in 2020; ○ Airlines will receive \$58 Billion to protect payrolls and continuation of service routes; ○ Aviation fuel excise taxes were rescinded through end of the year; ○ State and Local governments will receive \$150 Billion with rules being written the Department of the Treasury; ○ FTA doled out \$25 Billion in formula funding to cover revenue downturns and with Colorado receiving about \$325 million, mostly for urban transit agencies to cover 	
--	--	--

	<p>revenue downturns and operating costs; guidelines for these funds can be found on the FTA website;</p> <ul style="list-style-type: none"> ○ \$40 Billion in disaster relief funds to State, Local and tribal governments; ○ \$100 million dedicated for broadband, including 90% to rural areas ○ Congress is looking at a Phase 4 stimulus, but it's difficult to predict what will happen with that phase, as the conversation is changing quickly. <p>STAC Comments</p> <ul style="list-style-type: none"> • None 	
<p>2045 Statewide Transportation Plan Status, Rebecca White</p>	<ul style="list-style-type: none"> • Rebecca White briefed STAC on the status of the SWP, which is set to be released by the TC for Public Comment Period in May. CDOT will come back next month with final draft to obtain comment and request a recommendation to release for Public comment. • Marissa Gaughan provided an overview of the Plan and sought STAC comments. Formal STAC review begins April 20, allowing two weeks for STAC review for comments and questions. <p>Comments:</p> <ul style="list-style-type: none"> • Norm Steen: The world is different today than 30 days ago. Is anyone looking at assumptions/impacts on air quality in the Plan considering the COVID-related traffic reductions? Is anyone looking at the impact of AADT on air quality? Are we looking at any implications of COVID in the Plan regarding resilience? Does the plan address how we respond when we have events like COVID? • Marissa: We've included additional language into the investment strategies section with CFO Jeff Sudmeier. We've also talked about more in the resiliency section on how we respond to impacts of unexpected events such as COVID. It is a long-range plan, so its vision and long-term goals remain the same. • Rebecca White: It's hard to anticipate these unusual events in the context of a 25-year document. We'll consider these issues as we write the Executive Director's letter for the Plan on how long term planning responds to impacts on revenue. • Norm: We make assumptions about air quality impacts due to congestion. Now that we don't have it, are our assumptions correct? The better we capture the effects of this event, the better prepared we are to anticipate and plan for supply chain impacts, labor supply, to collaborate with neighboring states on shared issues. 	<p>No action.</p>

<p>Transit Update: Status on Colorado Transit Agencies</p> <p>David Krutsinger</p>	<p>David Krutsinger:</p> <ul style="list-style-type: none"> • The memo provided an overview of what we're hearing of transit agency impacts in response to COVID related reductions. Those have changed since writing the memo. Today only 2% of agencies are operating on normal schedules, 65% of agencies have significantly reduced services, and the remaining 33% have ceased all services. • CARES Act – An overview of the flow of funds allocated to agencies including Rural appropriation that CDOT manages, amounting to \$39.7 million. All other funds flow directly to the agencies as listed in the memo. <p>Comments:</p> <ul style="list-style-type: none"> • Bentley Henderson: What's the expectation for the process and timeline for availability of those funds. We heard info from FTA on impact to funding? • David K: We're looking at definition of rural to understand how to include agencies we don't usually have capital and operations funding relationships with, and how we'll get funds to them. There looks to be about 60 agencies to which these funds will be distributed, and we're working to get those funds distributed in a week or two. • Norm Steen: What factors are you considering for distribution of funds? Ridership, populations? Will STAC have input on that formula? • David K: We're open to STAC input. We're primarily looking at their budgets as a means to determine distribution. We believe the economic distress is felt equally across all agencies and their budget is the best measure by which we would distribute stimulus funding. • Bentley H: In reading the CARES Act it looked as though it would distribute these funds according to how 5311 is distributed previously? • David K: Yes, the state distribution mirrors exactly at the 5311 formula but leaves it to the states to decide how to distribute to agencies. Our existing 5310 distribution formula would put resort areas at great disadvantage because it looks at their ability under existing economies. • Norm S: Are direct agency recipients the designated recipients with MPOs as pass-through or do those get distributed directly? • David K: These are distributed directly to them as direct recipients. MPOs would have to look to support their small agencies with other CARES Act funding. • Norm S: There exists no MMT formula or mechanism to distribute to other agencies! • David K: You've identified the complexities of what needs to be figured out in the next couple weeks! • Norm S: Who should we contact and how do we engage? • David K: If you're in the metro area, contact Craig Bluitt at MMT; If you're rural contact me. 	<p>No action.</p>
--	---	-------------------

	<ul style="list-style-type: none"> • Bentley H: Are you looking for input on reasonable distribution method? We have significant transit presence – don't want to inundate you. How do we provide you the best information? • David K: There are two pieces of info needed: 1 – agencies need to start documenting cost and revenue impacts of COVID; 2 – If you have input on broad level distribution formula, please let us know. • Norm S: Are these funds limited by purpose – capital or operating? • David K: CARES Act funding says it's eligible for all uses. • Heather Sloop: Is it possible for you to email who you think are those eligible agencies so they know who to outreach to? • David K: Yes, we'll identify who's in those rural buckets - who normally has funding relationship with CDOT, who doesn't, etc. • Bentley H: What's the status on contracting MMOF awards? • David K: Those contracts start being executed in early May. We've been hindered by the need for an accounting structure to account for all the different CDOT organizations that will be handling these projects. 	
Other	<ul style="list-style-type: none"> • Vince Rogalski: Next week is the TC meeting. That meeting has been modified, shortened for remote meeting. • Rebecca White: We're mimicking TC's minimized agendas with STAC, hearing only critical items – SWP and RTP progress, legislative updates, revenue impacts, etc.; Next month we'll hear more detailed update on impacts from COVID. • Norm S: It's easy to take our eye off ball! One tragedy of COVID may be the slow-down impact. We need to stay alert, stay engaged. As leaders have to make sure we keep things moving. • Vince R: Thanks to all – the meeting went well, all were respectful of others on call. We may not get back together until June for another in-person meeting. Happy Easter and Passover 	No action.

STAC ADJOURNS

The Transportation Commission (TC) Workshops were combined with the regular meeting and were held on Thursday, April 16, 2020. The workshops and regular meeting 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, April 16, 2020

9:00 am to 10:00 am

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

Budget Workshop - Budget Implications of COVID-19. Legislature Actions, SB 267 COPs, (Jeff Sudmeier)

Budget Implications of COVID-19 (Director Lew)

Purpose: To provide a briefing to the Commission on the anticipated impacts of COVID-19 on the State's transportation budget.

Overview:

- Executive Director Lew noted that following the hard work to identify priority projects to be delivered with an increase of funding, CDOT now will have to consider how to do the opposite and figure out which projects may not move forward.
 - The Colorado Office of State Planning and Budget (OSPB) projections include General Fund shortfalls statewide for FY20 and FY21 of \$3.2 Billion, another \$2.5 Billion in FY22 and \$1 Billion in FY23.
 - Certificates of Participation (COPs) for year 2 of the SB267 program not to be issued until mid-May, pending further direction from the JBC. Funding is uncertain even for some projects already in procurement processes.
 - \$50 million loss in Highway Users Tax Fund (HUTF) for Colorado is projected, but it could be higher.
 - Historic records show that transportation funding has dried up during periods of recession.
 - Many programs are limited in what can be cut; the bulk of budget cuts would need to be made on construction projects.
 - Two options proposed: 1) Cut base programs to minimally meet federally mandated targets (e.g., surface treatment); 2) Focus on major capital projects and cut those that have not yet been awarded; multi-year projects already underway would likely be held harmless.
 - Staff recommends the latter, assuming Year 2 COPs are issued, and spreading those cuts across the state and preserve as much of rural paving projects as possible.
 - Ready-to-go projects are more effective in saving jobs and supporting businesses; CDOT has \$2.5 Billion of shovel ready projects currently.
 - If Year 2 COPs are not issued, CDOT would have to cut asset management programs to fund those already awarded SB267 projects that depend on Year 2 funds.
 - Solvency of our statewide and transportation budgets will depend on Federal stimulus programs.
 - Staff recommend stalling further bid openings and advertisements, continue to advertise and award this year's base program projects paid with Title 23 funds, and to consider further program reductions once funding levels are better clarified.

- Commissioner Bracke has been asked to serve on Governor's new Economic Stabilization and Growth Council, and will keep the TC updated.

Discussion:

- Commissioner Thiebaut has reviewed the Joint Budget Committee's (JBC's) plan of action, which includes an expectation for guidance from the federal government on expected revenues, guidance from OSPB on the state's expected revenues, and from Legislative Council to provide a complete picture of the whole revenue scenario for Colorado.
- Commissioner Thiebaut noted that the TC has made several resolutions since 2017 that should provide some guidance on the intent of the Commission regarding what projects are priority among those approved in November's four-year infrastructure package. Some examples include projects provisionally approved such as I-25 segment 7 & 8 project. He recommends we review what we have done in the past and consider if we keep with those priorities identified previously or change those going forward. Until we know more about our actual revenue situation, we cannot likely take action today.
- Commissioner Stuart expressed her concern that the Colorado Engineering Consultants is not represented on the Governor's Economic Stabilization and Growth Council.
- Executive Director Lew explained that she is in touch with them and will consider whether there are gaps in the representation on the Council.
- Commissioner Stanton asked if there is a way to break the Hwy 17 and US 50a projects in two or reduce the scope on them to enable those employers to get things moving, and is this could be done legally.
- Executive Director Lew responded that there is not a perfect solution, but we are looking at all options.
- Steve Harelson, the CDOT Chief Engineer noted that CDOT can incrementally encumber projects, as we have done before.
- Herman Stockinger, CDOT Deputy Executive Director explained that this particular project is funded as much by surface treatment funding, which can allow us flexibility in incrementally funding it and save a construction season.
- Executive Director Lew noted that the various projects out to bid are in differing stages, some with days remaining others with weeks. We could consider asking whether the contractors involved are willing to extend the period of the bid.
- Commissioner Thiebaut asked what would happen if the Year 2 COPs are issued, but the legislature uses their funds to fill other gaps in the state's budget.
- Executive Director Lew responded that this use of COPs would require a change in state laws by the legislature. It is possible they could redirect the bond premiums but not the base \$500 million, or not issue the full \$500 million.
- Commissioner Bracke commended the staff to preparing this very informative overview of information and considerations that will greatly help the TC make some tough decisions but to do so in a way that maximizes the economic benefits. She appreciates the opportunity to represent the Commission on the Governor's Council.
- Commissioner Halter likes the overall approach staff is proposing. He asked Executive Director Lew if there is anything staff needs as an approval from the Commission today.
- Commissioner Thiebaut noted that we can ask whether we need to take action today, but that he is not feeling that we know enough now to make any decisions. But the TC needs to make decisions as quickly as we can, when we can, and we need a plan of action.
- Executive Director Lew explained that she does not think it is appropriate to take any action today. There are immediate and longer-term actions CDOT will have to take, however. The most immediate action is to decide what to do about those projects that are out to bid that depend on Year 2 COPs. Until we know more, there is not a lot we can decide upon, and we cannot expect to know more about the federal funding situation for a few weeks. In the meantime, we will do all we can to extend bid openings and minimize risks where we can.
- Commissioner Beady believes we need to keep the condition of the existing system as our top priority. In the meantime, we do need to hold any other openings.
- Executive Director Lew noted that CDOT will move forward with bids on base asset management programs that do not depend on SB267 funding, if the Commission agrees.

- Commissioner Thiebaut asked whether the briefing scheduled the following Tuesday is a posted briefing.
- Herman Stockinger noted that it can be held as a regular meeting and we may also have another issue that would require a TC executive session. It would have to be held electronically and we are inquiring as to how we can hold that as both a regular meeting and an executive session if needed.
- Commissioner Thiebaut mentioned that he wants to be sure that we have and will appropriately reach out to the public for their input on these topics.
- Commissioner Zink asked if we couldn't at least give our general support to staff on their approach without it being a formal motion.
- Jeff Sudmeier, CDOT Chief Financial Officer, explained that there is nothing we have presented that changes anything the TC has decided. It only presents that we would be implementing bids on a different timeline than previously planned.
- Executive Director Lew advised that we should come together to consider those projects with open bids at next Tuesday's meeting but before the required 30-day limit is met.
- Steve Harelson responded that staff will look into those projects as to determine whether those limits will be met before then.
- Executive Director Lew noted that from today's discussion, we are interpreting that the Commission agrees with staff's plan to continue with the base programs.
- Tony Milo, the Colorado Contractors Association Executive Director, noted that first, we need to do all we can together to get the Year 2 COPs issued - they should have been issued already – based on the fact we have commitments made already that depend on those funds. The Department needs also to take very seriously that those firms with winning bids have already made commitments to their sub-contractors, including local and minority companies. There may not be a legal commitment, but there certainly is an ethical commitment. The Department and TC need also to take very careful consideration what continuing base program advertisements looks like when you're simultaneously considering a hold on other commitments under SB267. He feels it may serve everyone well to pause on all of them for now, because the public may not understand the color-of-money issue.
- Commissioner Zink reiterated the point Tony made –that the public may not understand the nature of the different streams of funding (Title 23), but regardless, we shouldn't hold things up.
- Executive Director Lew commented that while it might look better to stop the whole program, it would not be better for the economy. She proposes moving ahead while providing facts regarding the certainty of some funds relative to others to show those distinctions.
- Tom Peterson, Colorado Asphalt Pavement Association Executive Director, noted that the anecdotes presented on the impacts on those two contractors if these projects don't move ahead also applies to the other three contractors not mentioned, namely A&S Construction in Canon City, United Construction in Grand Junction and Elam Construction. The economic impact to these could be dire. For those firms looking at the rural paving projects, they consider them their cornerstone projects for the coming year, and the impact is equally great if they don't move forward or are reduced.
- Commissioner Stanton stressed the need to consider the moral, ethical and visual impact on the recovery of our economy regarding those rural projects.

FY 2020 9th Budget Amendment

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

Action: The Division of Accounting and Finance (DAF) is requesting Transportation Commission (TC) review and approval of the ninth amendment to the FY 2019-20 Annual Budget. The ninth amendment includes two items requiring TC approval, (1) resulting in the reallocation of \$4.7 million to Snow and Ice Control and (2) a \$1.0 million set aside for potential COVID-19 related expenses.

Discussion:

- John Lorme, CDOT Division of Maintenance and Operations Director brought to the TC's attention that while the city areas are seeing warmer weather, the mountains are still seeing a lot of snow and ice, and getting those mountain passes that close for winter months back open will require a large amount of resources still.

FY20 Maintenance Contingency Request

Purpose: The Division of Maintenance and Operations (DMO) is requesting \$4,681,100 from the Transportation Commission Maintenance Contingency Reserve.

Action: Approval of the requested funds.

Discussion:

- No substantial comments from the TC members were raised.

Tenth Budget Supplement - FY 2019-2020 - SB-267 Project Funding Changes

Requests presented reflected the reallocation of Senate Bill (SB) 17-267 funding between projects based on updated cost estimates or bid amounts. See TC Packet pages 9-12 for more details.

Discussion:

- Commissioner Hall expressed appreciation for the transparency provided by how this was presented.
- Commissioner Beady pointed out that Region 4's project 20518 is SH59, not SH50.

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: Nine Commissioners were present with Commissioners Adams and Gifford excused.

Purpose: The Division of Transportation Development is excited to share with the Transportation Commission the draft overview of the 2045 Statewide Transportation Plan. Plan overview presented by Marissa Gaughan.

Action Requested: Discussion only.

Background

Over the last year, staff has sought input from the Transportation Commission's Statewide Plan Committee to inform the development of the 2045 Statewide Transportation Plan. This month, staff provided Transportation Commissioners with an overview of each section of the document.

Details

The draft 2045 Statewide Transportation Plan document is the culmination of the Department's planning efforts that have spanned over a year and was dedicated towards engaging the public, local elected officials, and key stakeholders to identify and articulate the future of Colorado's multi-modal transportation system.

This planning effort yielded 10 rural Regional Transportation Plans that set vision for the transportation system at a regional level. Moreover, another key product to come out of these efforts is the 10-Year Strategic Pipeline of Projects. The department now has an articulated 10-year vision for infrastructure investment that will lead the way in all future project selection and evaluation conversation.

The draft 2045 Statewide Transportation Plan meets all state and federal planning requirements and is composed of the following sections:

1. **Executive Director and Commission Letters** - *Welcome to Your Transportation Plan, key insights and messages, and brief discussion of process and purpose.*
2. **Introduction** - *Brief explanation of contents of plan, process, and emphasis of performance-based plan.*
3. **Public and Stakeholder Involvement** - *Discussion of the input process and key input from public and stakeholders.*
4. **Vision, Goals, Objectives Framework** - *How CDOT merged Executive Director goals, Governor's Priorities, PD-14, and three goal areas with objectives.*
5. **Mobility, Safety, and Asset Management** - *The Colorado Transportation Story, growth is driving needs in all areas/modes, and many plans integrated as part of SWP.*
6. **Performance Measures** - *The SWP is performance based, PD-14 drives performance at CDOT, and CDOT has reporting tools.*
7. **MPO, TPR, and Tribal Planning Integration** - *Plans integrated/rolled-up; serve as a means for regional input, needs identification, and project planning to achieve the three goal areas; and tribal coordination.*
8. **Corridor Visions/Profiles and Project Pipeline** - *Story of how the Corridor Visions were updated and project pipeline formed to meet the needs identified, summary information on corridor visions and pipeline linked to appendix, and link to performance measures and TC criteria.*
9. **CDOT's Investment Strategy** - *High level story of how CDOT will make/guide investments to achieve goals and objectives and implement the pipeline and discussion of available funding.*
10. **Environmental Consultation** - *How CDOT will address/mitigate for key environmental impacts caused by implementing this plan and projects (high level based on key procedures).*
11. **Environmental Justice** - *How CDOT addresses Federal Executive Order on Environmental Justice in connection with the SWP.*
12. **Public Health** - *How Public Health is being considered in the 2045 Statewide Plan.*
13. **Land Use Coordination** - *How CDOT is meeting requirements on land use coordination with some key examples.*
14. **Implementing the Plan** - *What steps CDOT will take to implement the plan (e.g. connection to STIP) and further initiatives related to the plan and the process for update.*

Discussion:

- Executive Director Lew commended the extraordinary work that is gone into this plan and how important it is we have this plan at this challenging time, not just during prosperous times.
- Commissioner Bracke commended the great work put into this plan. It is important we have this now as a foundation of our plans moving forward in light of the economic changes that are happening. It provides us a crucial lesson with respect to the importance of transportation to public health and its critical role in responding to health crises such as we have today. How we travel in the future may not be as it is today, especially as we see how tele working is so important during this public health crisis.
- Commissioner Stuart acknowledged Rebecca White, CDOT Division of Transportation Development Direct, and Tim Kirby, CDOT Multimodal Planning Branch Manager, for their hard work on the plan. She also wanted to share a Commissioner Stanton comment regarding the importance of safety in the plan and note that the committee had looked at those sections on page 10 including Mobility, Safety, and Asset Management. Commissioners are encouraged to look at those sections and let staff know if they have additional comments.

- Commissioner Bracke wanted to stress importance of sharing these plans with the MPOs and TPRs as we prepare for their adoption.
- Rebecca White explained that CDOT staff is offering TC and STAC opportunity to review, then will ask the TC to release the plan for public comment period in May. In the meantime, we will be offering similar overview presentations to all the Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs). Assuming there are no major surprises or substantial comments, we will bring the plan to you in June to consider final adoption.

Transportation Commission Regular Meeting

Thursday, April 16, 2020, 10:00 am – 11:10 am

Call to Order, Roll Call:

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

Public Comments

- No comments were received before the regular meeting.

Comments of Individual Commissioners

- Commissioner Vasquez noted that transparency in government is not that easy to accomplish in rural areas where the lack of broadband often prevents people from attending TC and other meetings remotely.
- Commissioner Zink attended the Southwest Transportation Planning Region (TPR) meeting remotely. She thinks her ability to attend public meetings and to talk to Region 3 Regional Transportation Director (RTD) Mike McVaugh remotely is great.
- Commissioner Stuart expressed being very proud of CDOT for accomplishing necessary work while many employees are working from home. She has attended several virtual meetings lately, and agreed with Commissioner Vasquez that such meetings should be available to rural residents. On April 8, she was a guest lecturer at the University of Denver School of Public Policy to discuss governance of CDOT and the role of the TC. Several foreign students were interested in hearing that Commissioner Gary Beedy is a farmer.
- Commissioner Stanton urged CDOT to move forward with highway projects classified as Category 2, those SB 267 projects that have been awarded but await notices to proceed. He said it is good for the public to see that projects are moving forward.
- Commissioner Gifford – No comments.
- Commissioner Halter commented that after quoting Abraham Lincoln during the Civil War, he reminded us all to take care of ourselves. Tired and sick people do not make good decisions. Harder things are ahead of us than before us.
- Commissioner Bracke appreciated all that CDOT and Gov. Jared Polis have done to try to keep people safe. CDOT is serving as a role model for other organizations across the state. She also appreciates the governor advocating for additional federal funding. The hard lessons learned during COVID-19 should carry the state forward.
- Commissioner Beedy was glad to see the rebuilding of I-70 and the work on SH 71 south of Limon in the midst of COVID-19. He noted it takes 2.5 years to bring food and fiber to the public after planting. It takes industries a while to adjust after disruptions occur, and it is all tied back to the transportation system to supply everything we need.
- Commissioner Hall explained that although she likes being able to participate in virtual meetings, they are not the same as meetings in person. She also mentioned that a group of bikers planned to come over the mountains to the Western Slope, and that CDOT did what it could to discourage such discretionary trips. In her home county (Mesa), 35 residents went to the hospital for treatment of the

virus, and 30 have left. She praised Executive Director Shoshana Lew for her presentation earlier in the day on the hard financial choices before the TC due to COVID-19.

- Commissioner Thiebaut thanked CDOT Executive Director, Shoshana Lew, and Gov. Jared Polis for all the briefings about matters related to COVID-19.

Executive Director's Report (Shoshana Lew)

- Executive Director Lew was unavailable to attend this portion of the meeting.

Chief Engineer's Report (Steve Harelson)

- The Chief Engineer was unavailable to participate in the regular meeting.

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

- HPTE Director was unavailable to attend this portion of the meeting.

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

- FHWA recently approved two Planning and Environmental Linkage studies, one on SH 66 in Boulder and Weld counties and the other on I-25 from 20th Street to Santa Fe Drive.
- FHWA has been very involved with emergency responses, and is communicating with FHWA headquarters and others about funding issues.

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

- At the April 10 meeting, Herman Stockinger gave a report on how CDOT is dealing with COVID-19.
- STAC received an update on the Coronavirus Aid, Relief and Economic Security (CARES) Act of March 27, 2020. Among many other things, the CARES Act directs that 90 percent of the money in the bill for broadband should go to rural areas.
- The STAC discussed uncertainty about the availability of SB 267 state funds in the second year.
- Regarding the 2045 Statewide Plan, the STAC had a few corrections and a concern about the impact of COVID-19 on transportation funding. Some thought the plan should point out some possible impacts.
- The STAC also reviewed the 2045 Transit Plan, which allocates \$39.79 million to 57 transit agencies across the state. David Krutsinger, CDOT Director of the Division of Transit and Rail, counseled against using the Section 5311 formula for distribution of transit funds because it does not pertain to the larger transit agencies.
- The next STAC meeting will be held on May 15, remotely.

Act on Consent Agenda – Resolutions 1, 2, and 4 passed unanimously on April 16, 2020. Resolution 3 was pulled at the request of Commissioner Gary Beedy.

- a. Temporary Resolution #1: Approve the Regular Meeting Minutes of March 19, 2020 (Herman Stockinger)
- b. Temporary Resolution #2: IGA Approval >\$750,000 (Rebecca White)
- c. Temporary Resolution #3: Disposal: Hugo Rest Area US 40 (Parcel 1) (Heather Paddock) – Pulled at the request of Commissioner Gary Beedy.
- d. Temporary Resolution #4: Vail Pass BUILD proposal (Jeff Sudmeier)

Discuss and Act on Temporary Resolution #5, 10th Budget Supplement of FY 2020 (Jeff Sudmeier) – Passed unanimously on April 16, 2020.

Discuss and Act on Temporary Resolution #6, 9th Budget Amendment of FY2020 (Jeff Sudmeier) – Passed unanimously on April 16, 2020.

Discuss and Act on Temporary Resolution #7, HPTE Fee for Service Agreement (Nick Farber) – Passed unanimously on April 16, 2020.

- A revised scope of work will come back to the TC later for approval. The revised scope will reflect changes related to the COVID-19 pandemic.

- A commissioner noted that the signature page required a correction to include Governor Polis.

Discuss and Act on Temporary Resolution #8, Bridge Enterprise 2 – Passed unanimously on April 16, 2020.

This resolution, which was not discussed during the TC workshops, allocates more funds to design for two bridges, one in Region 2 and one in Region 3. The amounts are:

- \$241,900 for CDOT Region 2
- \$139,600 for CDOT Region 3

Recognitions:

- Recognitions, that can wait, will be withheld from the TC agenda, until the TC can meet in person.
- Richard Zamora was announced as the new RTD for Region 2, taking the place of Karen Rowe.

Other Matters:

- TC Chair Bill Thiebaut announced that Tuesday, April 21, is the date set for an additional TC briefing by CDOT Executive Management.

The Transportation Commission (TC) Emergency Executive Management Briefing Meeting with an Executive Session (closed to the public) were held on Tuesday, April 21, 2020. These emergency 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 Emergency Executive Management Briefing Meeting Tuesday, April 21, 2020, 9:00 am – 10:30 am

Call to Order, Roll Call:

All eleven 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.

- Commissioner Thiebaut commented that last Friday he with Commissioner Stuart had a conversation with Jeff Sudmeier, CDOT Chief Financial Officer.
 - The importance of honoring projects in progress was noted. Jeff Sudmeier was recognized and thanked for the presentation pulled together quickly for today.
 - Commissioner Thiebaut handed off presentation to CDOT Executive Director Lew.

Public Session: Budget and Project Update (Shoshana Lew)

- Executive Director Lew explained that this meeting is to follow up on discussion last week on how CDOT is to manage fiscal uncertainty.
- Purpose is to discuss an immediate-term decisions that also preserves optionality.
- State gas tax – the Highway Users Tax Fund (HUTF) is expected to decrease over the next few years, with the steepest drop occurring currently. CDOT's most recent estimate projects loss of at least \$50 million in HUTF revenue, if not more.
- Nationwide, the American Association of State Highway and Transportation Officials (AASHTO) projects declines of ~30% in state transportation revenues over the next 18 months (and much higher in some states).
- Near-term budget risk for next for years FY 2020-FY2023 is \$500 million.
- CDOT is also treating general funds as "at risk" for scenario planning purposes, given the extent of overall state budget shortfalls (~\$7 billion) that the Joint Budget Committee (JBC) will be balancing against when the state legislature comes back to session.
- Unfortunately, state and local fiscal aid is not included in the most recent Congressional package. While Congress and the White House have indicated that they may take up state aid later, there will likely be months of uncertainty about what that may look like.
- The projected drops in gas tax revenues could get worse.
- The FAST Act, pending its expiration, is anticipated to provide some amount of funding upon its reauthorization.
- In terms of the status of SB 267 certificates of payment (COPs) – there are some positive trends appearing in California (\$1.4 billion was issued in bonds) that is signaling a movement in markets. CDOT is prepared to move forward after a May 12 revenue forecast is provided by the State Treasurer's Office.
- CDOT's recommended approach is to plan for worst and work towards the best.
- CDOT intends to quickly prepare to add work back in as revenues are more clearly understood. A key goal to ensure CDOT does not overspend with uncertain revenues –establish a bare bones scenario for expenditures in a way that maximizes independent utility, public benefit, and job creation of dollars, as they become available.
- Both FY 2021 work plan and programs will be reviewed and analyzed for potential delays or reductions in scope of work to reduce expenditures.

- The Worst Case Scenario assumes uncertainty beyond the SB 267 2nd tranche – This would mean that only about \$500 million of originally assumed \$1.6 billion (which included several other funding sources beyond SB 267) is available.
- Principles for projects added back scenarios proposed include:
 - Treatment of existing contracts and tentative obligations
 - Geographic distribution/equity
 - Ease vs. difficulty of projects in terms of shelving or delaying,
 - Interdependencies of projects – opportunities to group/package projects for efficiency and strategic project scoping.
 - Timing of economic impact of projects
 - Concentration and timing of major capital project starts
 - Relationship to CDOT's base program – potentially revisit Asset Management list and determine how urgency is defined.
 - Same principles would apply to the 10-year pipeline list. This list is still is a good plan and the right plan. We will continue to work towards this plan as funding allows.
- Jeff Sudmeier presented the summary slides with dollar amounts related to projects underway, projects awaiting Notice to Proceed (NTP), and other federal grant funded projects.
 - \$400 million is the approximate amount of funds committed to for large corridor projects already under contract. - \$338.8 million, plus other awarded projects include \$61.5 million
 - Projects awaiting NTP total \$ 78.5 million
 - Projects with Federal Grant Funds total \$52.5 million
 - An overview of previous TC project approvals was provided.
 - Commissioner Thiebaut expressed his appreciation for all the work that went into this analysis and asked about the projects of the second tranche of the SB 267 bond if NTP can happen prior to final issuance.
 - Per Executive Director Lew, once the May forecast is released, CDOT can move forward with what we learn from it prior to the final issuance and staff can Issue NTPs after that for SB 267 funding.
 - Commissioner Thiebaut commented that the worst-case scenario planning is a good approach and that documenting principles for all project types is important.
 - Several Commissioners thanked staff for compiling this information so thoroughly and quickly.
 - Commissioner Thiebaut noted that SB 267 had a rural component to it. Some projects work had happened and had stopped. Part of packet approved was to restart these projects. Some of these projects are in Region 2. Previously, Commissioner Stanton brought up a demonstration of good will on CDOT's part is important, as communities would see CDOT delivering on projects, and the TC has a moral obligation to come through on this.
 - Commissioner Halter supported all the concepts for moving forward assuming the worst case scenarios as it is the most responsible and conservative approach.
 - Commissioner Bracke agreed with this approach. Having s criteria-based approach is right way to proceed. It is also important to honor past commitments.
 - Commissioner Stanton suggested adding to the principles on slide 11 to include a look at small business, the impacts on their employees, and to consider adding back in smaller projects first as a potential practice.
 - Commissioner Stuart agreed with Commissioner Stanton. I-25 North segments are mega projects, and the amount of dollars allocated to them is substantial. Making decisions, we should consider more projects, more equitably distributing dollars among projects.
 - Commissioner Vasquez agreed with other Commissioner comments. For I-25 North, we need to understand what are the risks to not funding the out years in current the budget year, to allow more flexibility to ensure geographical distribution of funding, but to also honor the commitment to rural paving in this budget year.
 - Executive Director Lew explained that for some segments of work under construction staff is conducting analysis to determine if there are segments of work that can be put on hold for now. Staff will I come back to the TC with a presentation on the key findings of this analysis, along with specific scenarios to consider.

- Commissioner Beedy mentioned that he would like to see the results of I-25 North projects analysis. With reduced petroleum prices, Commissioner Beedy asked if there was a way to recapture savings on projects, to help other projects keep moving.
- Steve Harelson, CDOT Chief Engineer, responded that a standard practice for projects includes a cost adjustment for asphalt, and a fuel cost adjustment that contractors can elect at the time of award. Currently most of the contractors are electing this with the market being erratic. When prices are stable, they don't elect this option.
- Commissioner Hall asked if the Governor is supportive of moving forward with these projects. They are a great opportunity for generating jobs.
 - Executive Director Lew responded yes, the Governor is supportive of this. A letter to Congress from him notes road work assisting with economic stimulus. There is support for our plans; just finding the funds is the issue.
- Commissioner Adams supported Commissioners Stanton and Stuart. Any support to small business is important. This will be a multi-year problem. We should provide more economic stimulus by supporting small businesses.
- Commissioner Bracke noted the need to circle back to the core mission and guiding principles in our plan. Important questions exist and not just about North I-25. We need to look at geographic equity, but also recognize that I-25 North keeps 500 employees working and DBEs are working on this project, also. There is a need to analyze projects more broadly than just focusing on I-25 North. Also, consider benefits (return on investment [ROI]), pros and cons of projects holistically and what results from changes in plans.
- Commissioner Thiebaut noted the importance of being focused on establishing principles for our response. SB 267 does require 25% going to rural areas of the state. Will hope to get consensus on principles, once they are identified.
- Executive Director Lew noted that the minimum package and base will meet the rural funding requirements.
- Commissioner Zink stressed that it is important how decisions are made and that it is easy for the public to understand. We need to highlight the job creation potential, etc. Appreciate concern for rural areas, and noted that the US 550 project is a rural project.
- Commissioner Halter summarized what was heard and what he recommended. The TC supported the way forward proposed. He noted that this plan is good, second the base we commit to, with funds there, yes, and that for the other awarded projects, we need to move forward with those. Limbo projects (those awaiting NTP) are primarily rural in nature and have been awarded, wait until May to learn more and move forward for now. Will focus on helping small companies. Not a lot of margin, but this will put us in a good position.
- Commissioner Stanton appreciated Commissioner Halter's sound approach, stressed DBEs need consideration, and respected Commissioner Bracke comments for holistic approach, but hold back on larger projects to spread out projects is a key consideration.
- Executive Director Lew explained that the concept is to move forward with limbo projects after May, the key question to answer is how to spread dollars from larger projects across the state.
- Commissioner Stuart noted the importance of the economic benefit to support small companies is to allow them to pay their employees. Suggested that staff consider this when assessing limbo projects to bring/add back in. She appreciates Director Lew's strategy.
- Commissioner Bracke agreed with the proposed strategies, but stressed the need to standardize terms, as too many were used here today. Need consistency and the comments sometimes are unclear. We need to give staff time to conduct and report on the project analysis information.
- Commissioner Thiebaut commented that if appropriate, conducting a meeting next week is a possibility.
- Executive Director Lew reiterated the next steps.
 - TC comfortable with approach of worst-case base and add back projects as funding becomes more clear.
 - Projects already under construction we are to cover base funds, with the caveat to analyze larger scope projects, like I-25 North, to check potential delay elements to free up funds for other projects.

- Conduct economic analysis on projects in terms of job impacts.
- Wait until May forecast – to move forward with projects awaiting NTP.

Commissioner Thiebaut made a motion to proceed with a closed Executive Session. The motion passed unanimously on April 21, 2020 for the TC to adjourn the public session and reconvene for an Executive Session.

Executive Session (Closed to the Public): Report on Investigation of Recent Instance of External Fraud Perpetrated Against CDOT

THE LATEST ON
TRANSPORTATION
PLANNING

YOUR
TRANSPORTATION
PRIORITIES

POWERED
BY YOU



VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE



Grand Avenue Bridge ribbon-cutting ceremony in Glenwood Springs

“ In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system. ”

A handwritten signature in black ink, reading 'Shoshana M. Lew'.

—Shoshana Lew, CDOT Executive Director

BUILDING A 10-YEAR VISION




The first step in building a plan for the future of Colorado’s transportation system was hearing from the people who travel our roads every day. This effort — the most expansive outreach process in the history of the Department — revealed a compelling vision about the future of transportation in Colorado. This vision was conceived in the chambers of county commissions from Cortez to Julesburg, outside of public libraries in Gunnison, in grocery stores in Fort Morgan, in recreation centers in Salida and on the sidewalks of main streets across Colorado. Throughout these conversations, CDOT’s team has been struck by the uniqueness of each community, and by the common themes that emerge when talking about our transportation challenges.

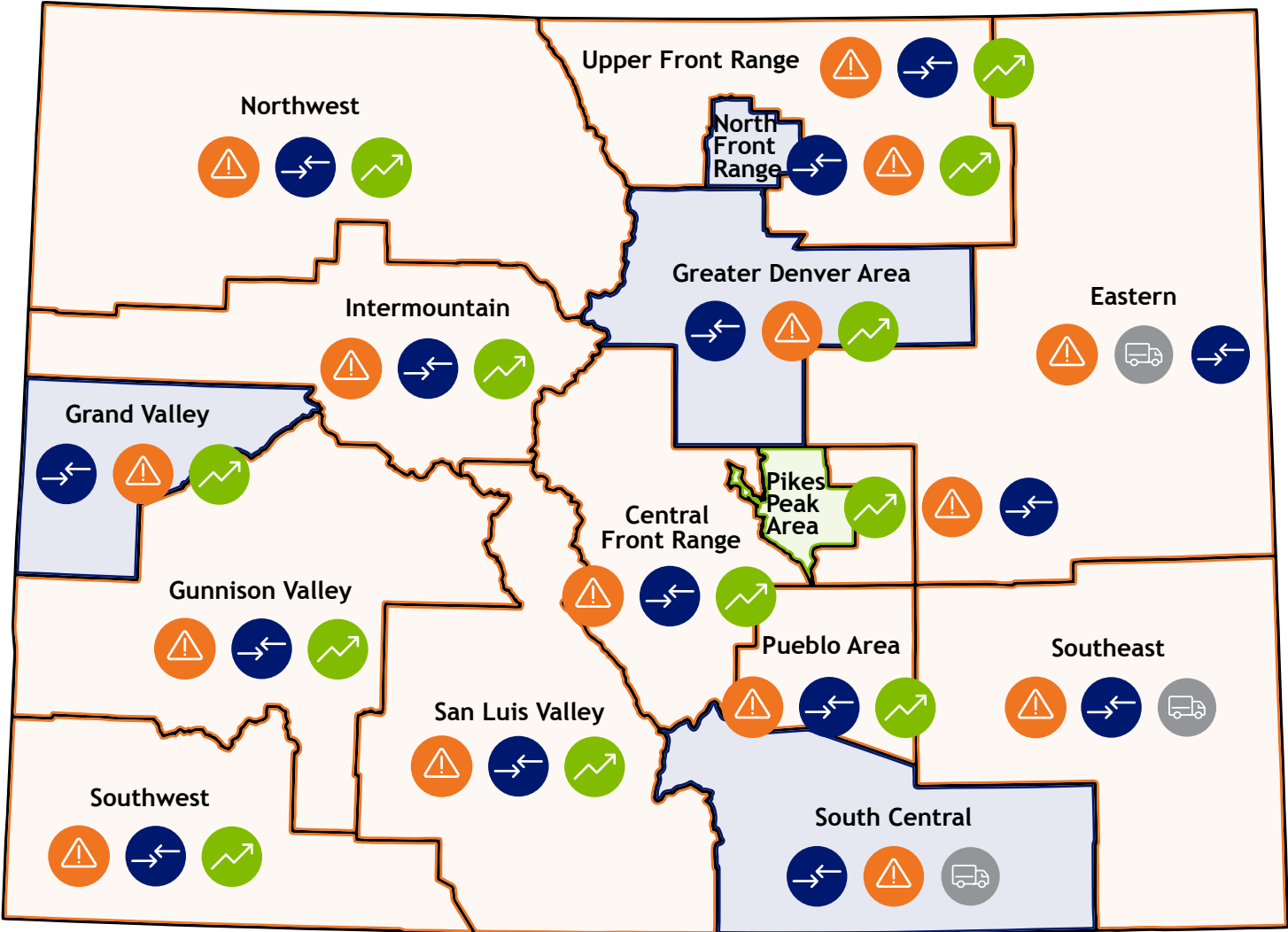
Transportation Planning:

- Identifies future needs for our transportation system
- Establishes a transportation vision and goals for the state and the types of projects and investments that will help achieve these goals
- Connects current and future funding realities to deliver an effective and efficient transportation system that works for Colorado today and in the future

Altogether, CDOT received thousands of comments that collectively point to three compelling needs:

- Improving the condition and safety of our roads
- Reducing congestion
- Providing more travel options

-  Road Condition & Safety
-  Lack of Travel Options
-  Growth & Congestion
-  Freight



Source: 2019 Your Transportation Plan MetroQuest Online Survey, County Meetings, Transportation Planning Region Meetings, Stakeholder Meetings, Telephone Town Halls

BUILDING A 10-YEAR VISION

Transportation Investments and Colorado's Economy

In addition to providing tangible improvements to the condition of our system, investing in transportation creates ripple effects across the economy, resulting in new jobs and economic growth. Ongoing transportation funding keeps the state competitive with neighboring states. This is essential in Colorado where the state relies on \$20 billion every year from the tourism industry. If visitors and tourists find the roads congested and in poor repair, it impacts the likelihood of return trips.

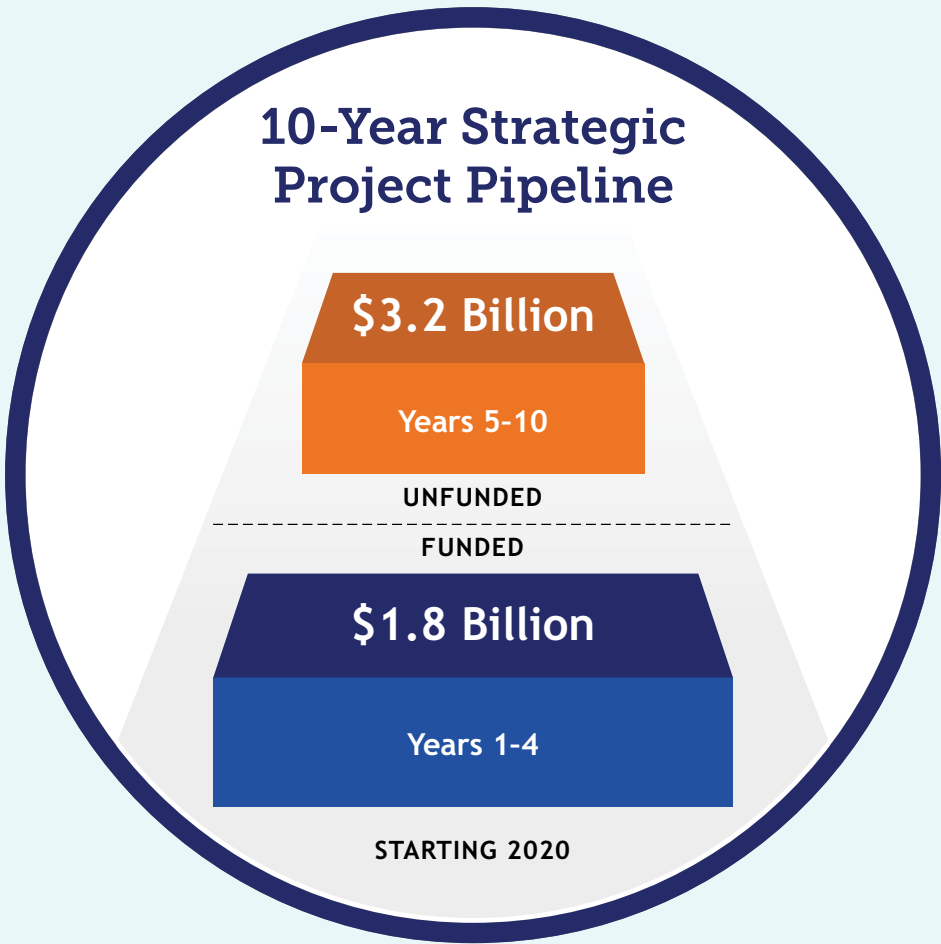
*Every **\$1 billion** in public infrastructure spending creates **13,000** direct and indirect jobs that provide ladders of opportunity into middle-class career pathways.*

—U.S. Department of Transportation

59
Colorado Counties
Improved by Projects

*In 2018, the construction industry contributed **\$21.3 billion** to Colorado's Gross Domestic Product (GDP). Construction wages and salaries alone totaled **\$11 billion** statewide.*

—U.S. Department of Commerce



Diversified Project List That Focuses On:

- Improving our interstates
- Relieving traffic
- Improving rural access statewide
- Fixing rural roads
- Improving the condition of our roadway system

CDOT Is Ready to Build

- \$1.5-\$2.7 billion of capital and asset management projects
- 100+ shovel-ready projects
- 1,000+ lane miles touched
- 30+ bridge projects
- 15 rehabbed or new transit facilities
- 10 new Bustang buses

Funding and project timing are subject to change — this graphic is for illustrative purposes only.
For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267).
CDOT has not yet received all of these dollars as they are subject to future year appropriations.
Projects identified as “unfunded” have no funding source currently identified.

WE HEARD YOU

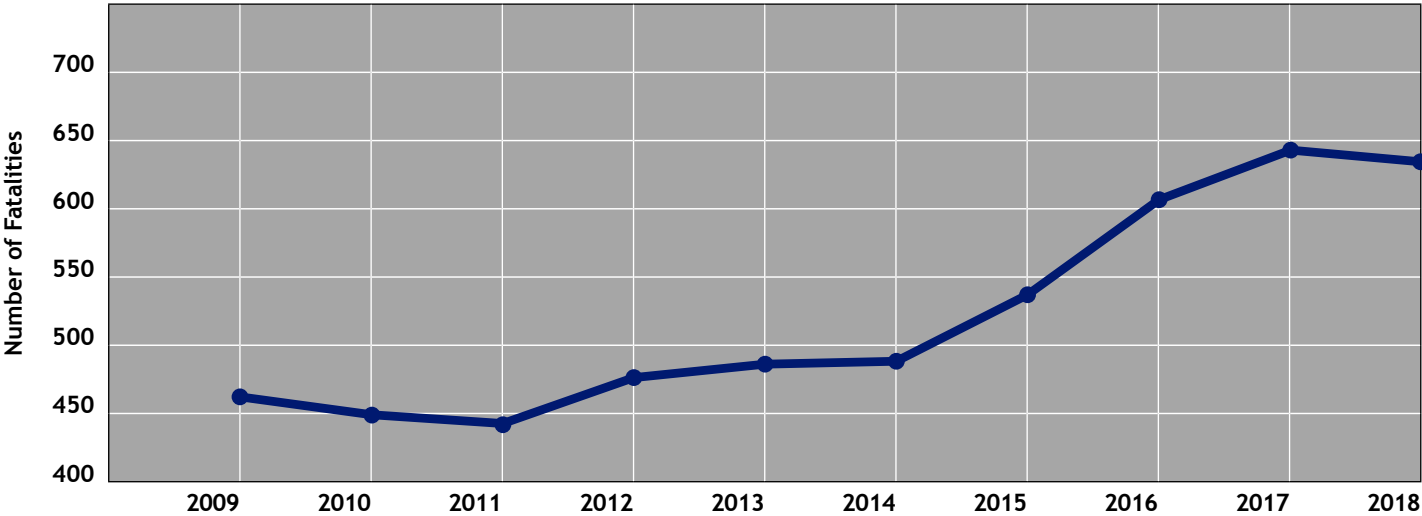
During the spring and summer of 2019, CDOT spoke to residents in communities across the state. The common thread in all of those conversations was safety. Colorado’s transportation vision is for a future with zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

One in every 33 Colorado drivers will be in a crash this year.

However, crash rates and traffic fatalities are at concerning levels. A number of factors contribute to this, including:

- Population growth and hundreds of thousands more vehicles on our roads
- Speeding, impaired driving and distracted driving
- Lack of seat belt use

Colorado Traffic Fatalities 2009–2018



No number of fatalities can ever be acceptable. CDOT works to integrate safety into everything we do, focusing on both driver behavior and the built environment. The 10-Year Strategic Project Pipeline will focus on safety improvements both large and small such as meeting new federal design and installation standards/guidelines for guardrail and end-treatments, improving intersections to meet current ADA requirements and constructing new sections of passing lanes.

Types of Safety Improvements Included in This Plan:

- Intersection improvements
- Passing lanes
- Highway widening
- Shoulder widening
- Wildlife fencing
- Slow vehicle / truck pullouts
- Roundabouts
- Signal improvements
- Bottleneck reductions
- Pedestrian, bicycle and bus stop safety improvements

Along with safety improvements throughout Colorado, the 10-Year Strategic Project Pipeline will pursue projects that align with what we heard from Coloradans. CDOT has placed the projects in the following categories:



IMPROVING OUR INTERSTATES

This category includes any highway or transit improvement located on a Colorado interstate.

These projects address:

- Growth & Congestion
- Lack of Travel Options
- Road Condition & Safety



RELIEVING TRAFFIC

This category includes any highway or transit project that contributes to the alleviation of congestion in Colorado’s metropolitan areas.

These projects address:

- Growth & Congestion
- Lack of Travel Options



IMPROVING RURAL ACCESS STATEWIDE

This category includes any highway or transit project that provides travel access within and between Colorado’s rural areas.

These projects address:

- Growth & Congestion
- Lack of Travel Options
- Freight



FIXING RURAL ROADS

This category includes any highway or transit project that improves the quality of rural roads.

These projects address:

- Road Condition & Safety
- Freight



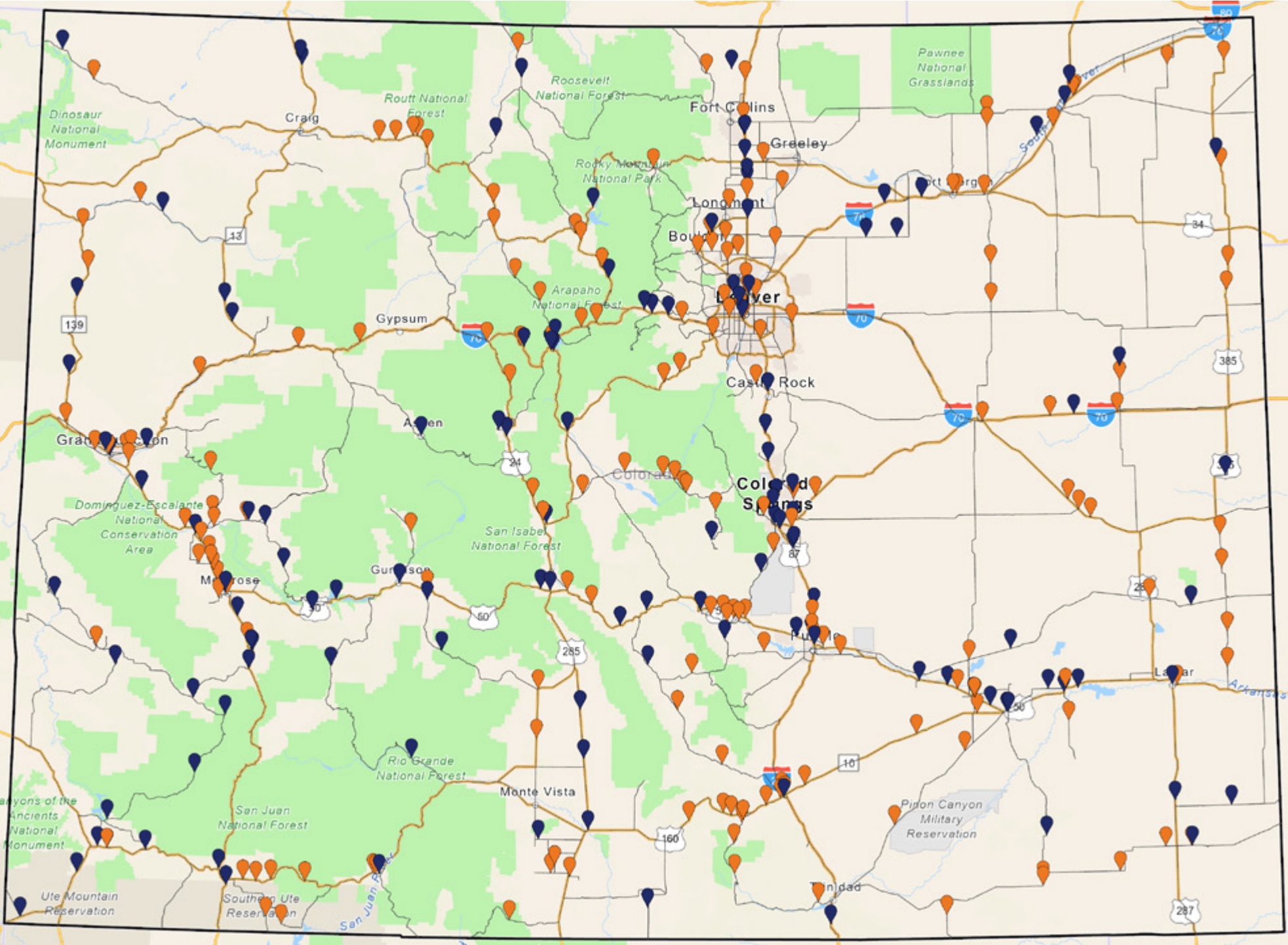
IMPROVING ROADWAY SYSTEM CONDITION

This category includes any highway or transit project that will return our system to a “state of good repair.”

These projects address:

- Road Condition & Safety
- Freight

WE HEARD YOU



 Project in Years 1-4  Project in Years 5-10

A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

Recent legislative funding enabled a range of projects around the state totaling **\$1.8 billion** over a four year period.

Includes the largest investment in rural pavement in CDOT history.

Leverages other CDOT funding sources to accomplish large projects like rebuilding I-270 and the first phase of Floyd Hill on I-70. The first set of projects will go to construction in spring of 2020.

Years 5–10 Highlights

This plan describes an additional **\$3.2 billion** in needed investments and hundreds of additional projects.

Includes six years of projects, completing CDOT’s 10-year plan.

Projects were selected based on public input and prioritized by local government officials, transportation planning experts and CDOT.

IMPROVING OUR INTERSTATES

Colorado’s interstates are the backbone of our transportation system. They are key to Colorado’s economy — connecting goods and people across our state and region.

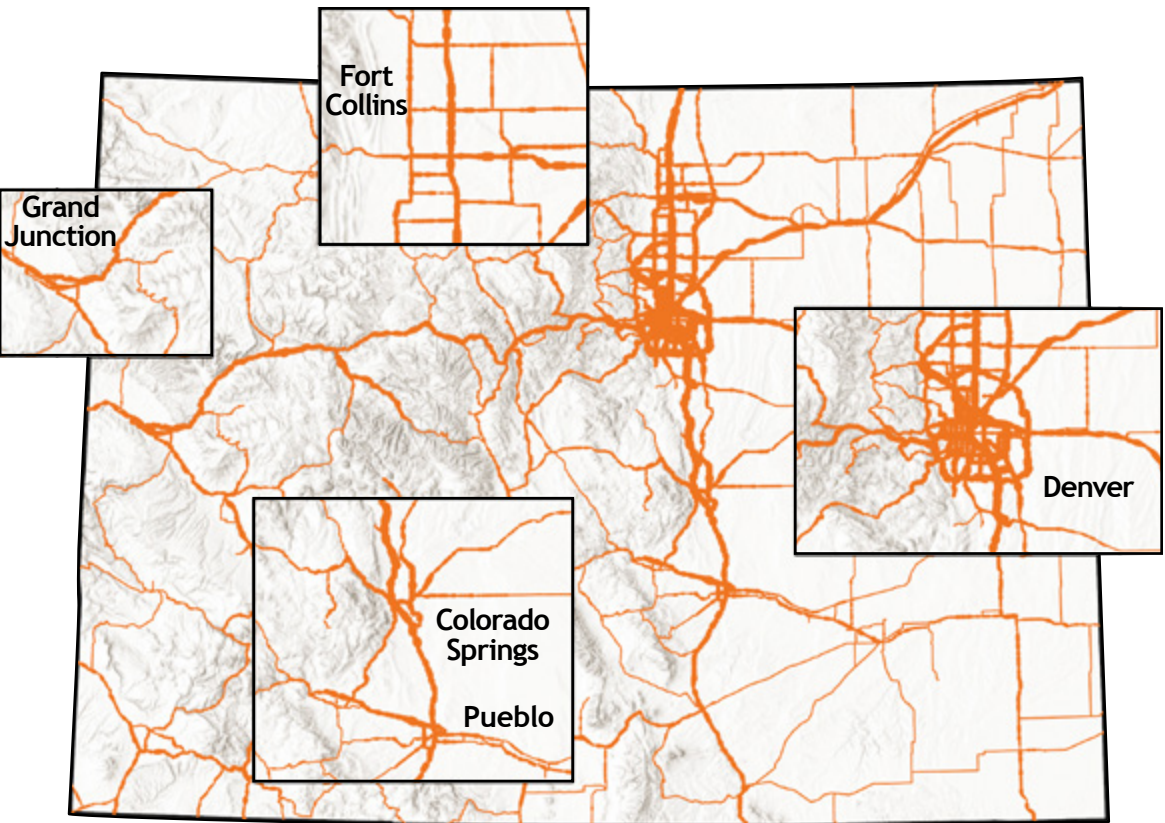
However, as Colorado’s population and economy continue to grow, our interstates are feeling the pinch. I-25 and I-270 are crippled by congestion for long stretches of the day. Along I-70 West, worsening traffic — especially on the weekends — joins a host of concerns about extreme weather and accommodating passenger vehicles, freight and wildlife safely amid geologically tough conditions. I-70 East and I-76 — key freight routes for the state — are in need of major pavement reconstruction due to years of deferred maintenance.

The 10-Year Strategic Project Pipeline invests \$1.2 billion (37.5 percent of all funding) into improving the condition and efficiency of these corridors. That means rebuilding pavement on I-70 East and I-76, delivering extra capacity and options on I-25 North, and tackling congestion bottlenecks across I-70 West.



I-70 at Floyd Hill

Colorado Congestion



Based on 2018 Vehicle Miles Traveled (VMT) data



Every year, the average commuter in Colorado:

- Spends **2 days** sitting in traffic
- Loses **\$900** due to delays
- Burns an extra **19 gallons of gas**

28 percent of Colorado’s greenhouse gas emissions come from the transportation sector.

188 million hours of lost time for commuters and travelers and delivery delays for businesses and shipping companies.

38 million gallons of fuel wasted that represent direct costs to travelers and the environment.

Traffic congestion — just the extra travel time and wasted fuel in slow conditions — costs Colorado **\$3.6 billion** each year.

IMPROVING OUR INTERSTATES



Project in Years 1-4

Project in Years 5-10

Years 1–4 Highlights

Other major capacity projects include a down payment towards fixing Floyd Hill (a well-known choke-point on I-70), a long overdue rebuild and widening of I-270, and a second phase of reconstruction along I-25 in Pueblo.

Projects continue work on our most congested corridors while also reconstructing pavement along rural stretches of I-70, I-25 and I-76. Many sections of these interstates haven't seen significant work since they were first opened to the public decades ago.



RELIEVING TRAFFIC

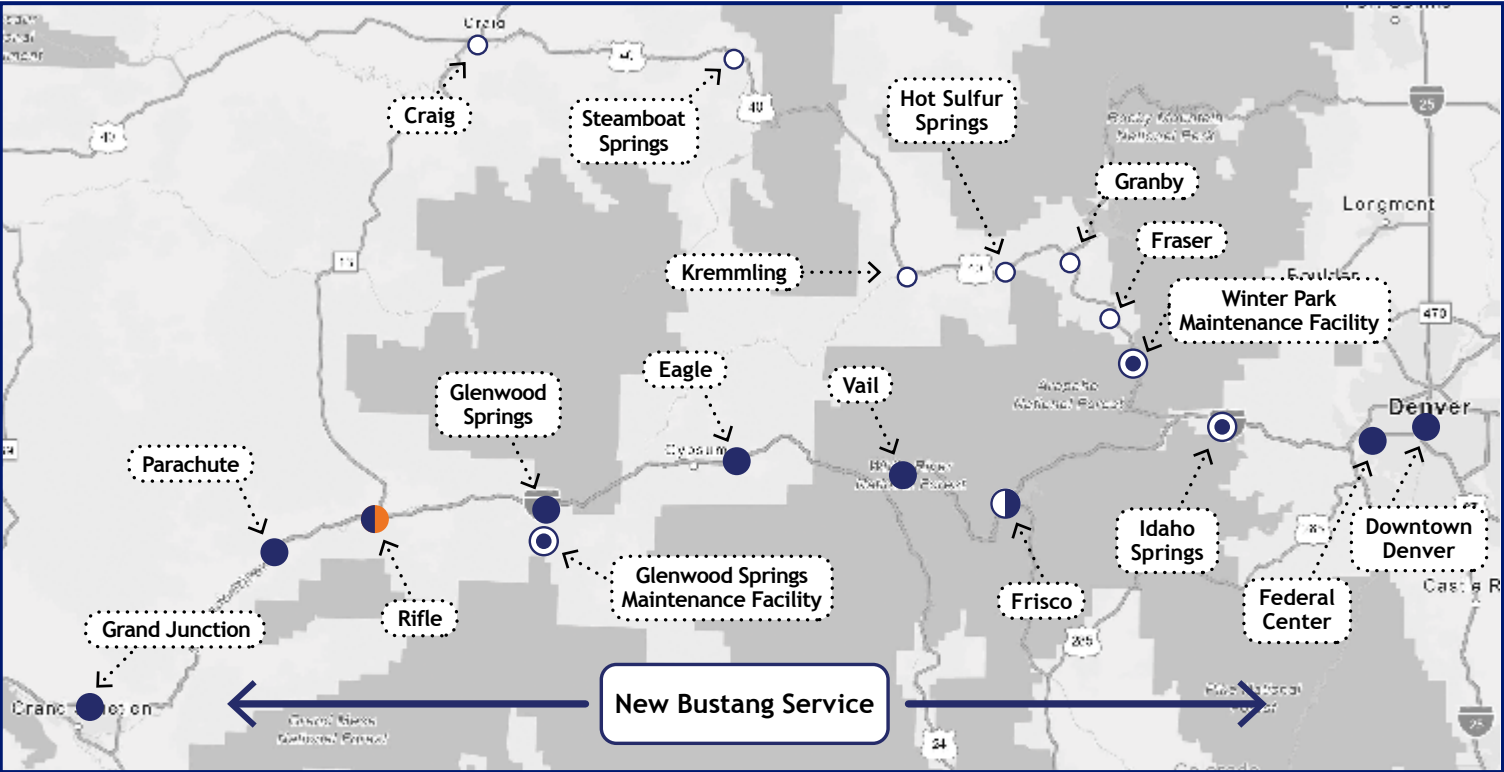


More people are using our transportation system than ever before and the number is projected to keep rising.

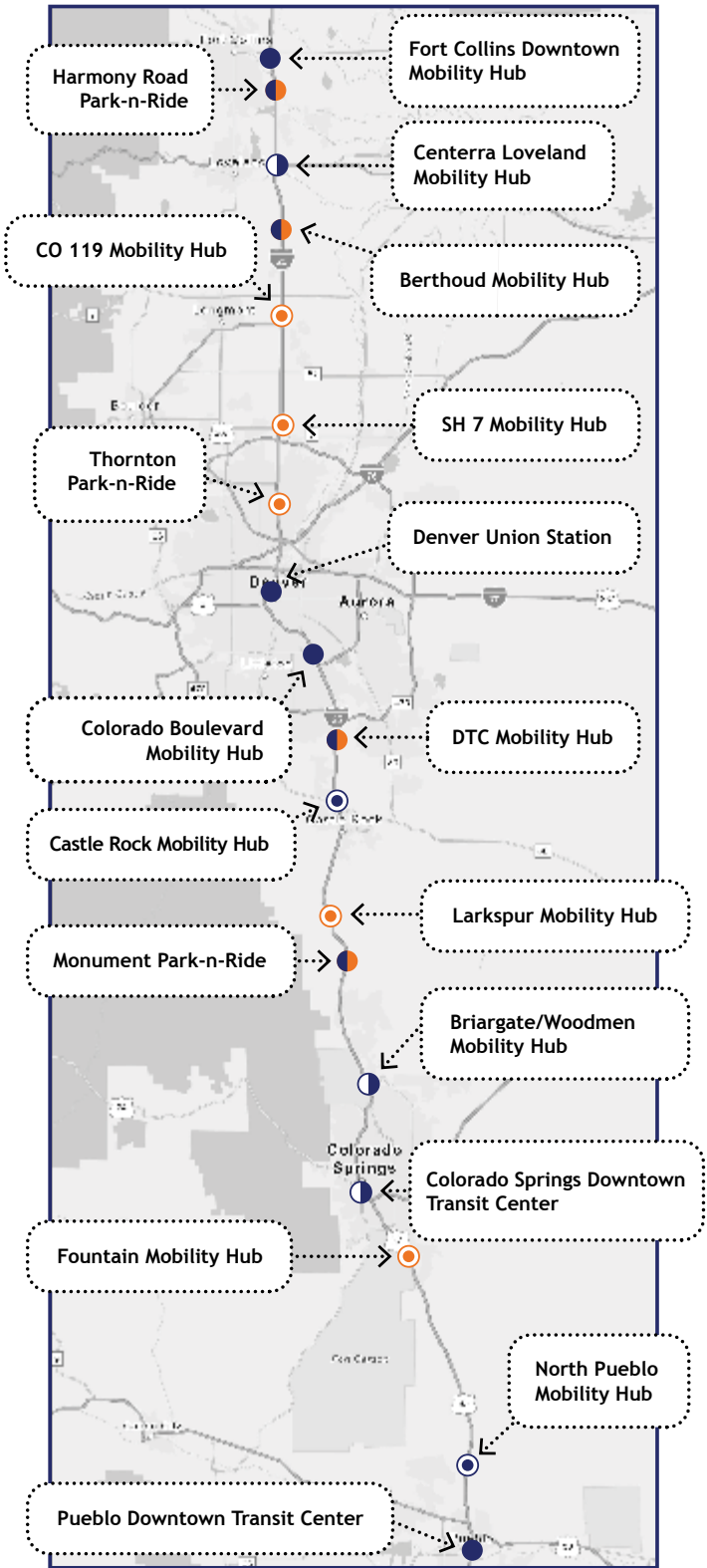
Our state population grew by 1.59 million over the last 20 years and is on track to grow another 1.69 million over the next 20 years. As the population increases, so too does the distance many Coloradans need to travel between home and work, resulting in more vehicle travel and increased maintenance costs. Today, Colorado ranks 37th in the nation for traffic congestion, approaching the status of states commonly associated with the worst delays in the nation. At the same time, there is growing recognition that Colorado cannot simply build its way out of congestion.

The solutions in this plan include a mixture of highway capacity improvements and transit expansion projects in urban areas. This includes projects that would improve intersections and expand highway capacity at strategic locations along with investments in new mobility hubs that increase access to transit and carpooling.

I-70 and US 40 Transit



I-25 Mobility Hubs



I-25 Mobility Hubs/ I-70 and US 40 Transit Legend

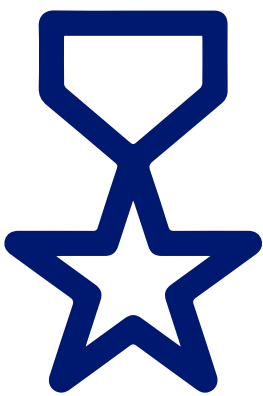
- Existing
 - Funded by SB 267
 - Unfunded
-
- Existing, Funded
 - Existing, Expanded by SB 267
 - Proposed by SB 267
 - Bus Stop Improvement by SB 267
 - Existing with Unfunded Expansion
 - Proposed, Unfunded
 - Unfunded Bus Stop Improvement

IMPROVING RURAL ACCESS STATEWIDE

Rural Colorado might not have population density, but it does face significant transportation challenges.

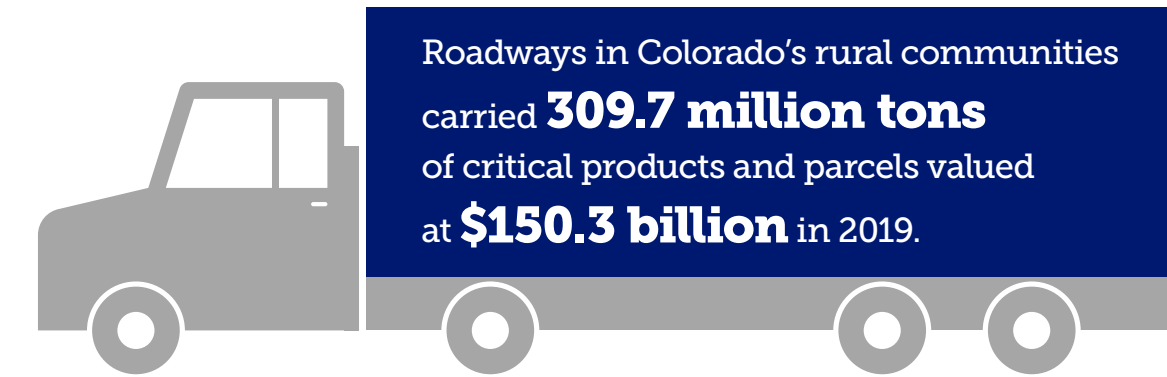
Whether it is freight movements on the Eastern Plains or recreation tourism in the Rocky Mountains, Colorado’s rural highways are in need of improvement. Throughout the outreach process, CDOT consistently heard about the importance of adding passing lanes to provide safe passage in mountainous terrain, particularly along corridors with high numbers of freight trucks. We also heard a lot about the need for more options for senior citizens and veterans to reach basic amenities and medical care.

To address these issues, the 10-Year Strategic Project Pipeline proposes an investment of roughly \$600 million in projects that would add passing lanes, improve intersections, expand CDOT’s Bustang and Bustang Outrider services and provide more revenue to local transit operators.



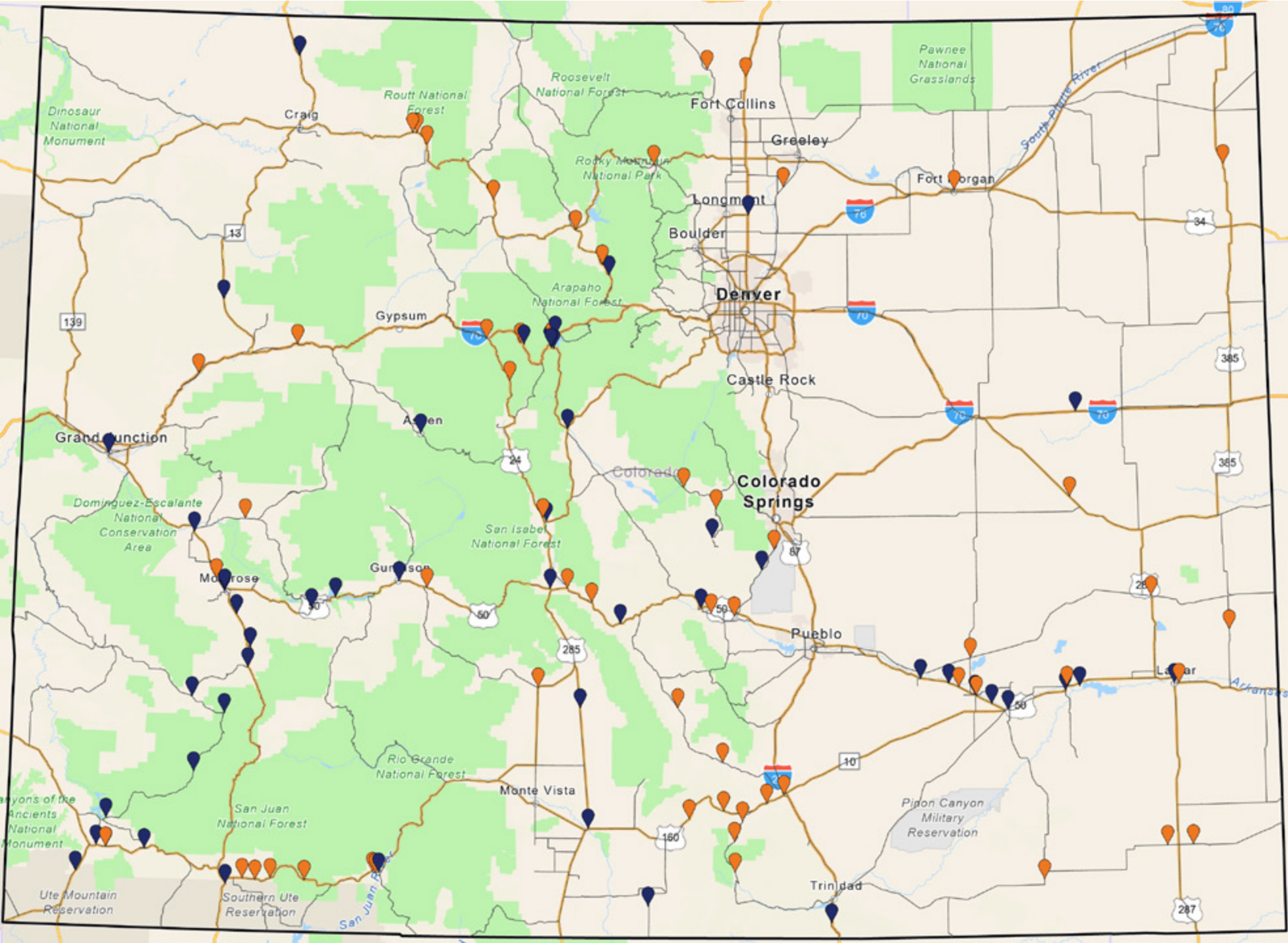
66,000

The number of veterans who live in rural Colorado.



By 2045, the number of those 65 and older will increase by 29 percent. That means the need for mobility services such as local transit, regional/statewide transit and Bustang will increase.

IMPROVING RURAL ACCESS STATEWIDE



 Project in Years 1-4  Project in Years 5-10

Projects have multiple benefits. A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

- Expands CDOT’s Outrider service to include communities of Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola and Fowler.
- Improves Outrider connections in Durango, Mancos, Cortez, Dolores and Rico.
- Adds new sections of passing lanes in high priority areas.
- Completes reconstruction of CO 13 and CO 9.

Years 5–10 Highlights

- \$619 million** (20 percent) of the unfunded project list would be dedicated to providing mobility options to rural Coloradans, including seniors and veterans.
- Dozens of new passing lanes and intersection improvements.
- ADA and pedestrian improvements and construction of the Southern Mountain Loop Trail, between Walsenburg and Trinidad.

FIXING RURAL ROADS

Over the course of CDOT’s outreach effort we heard from rural communities across Colorado about the need to improve the condition of rural roads, and about the importance of freight routes to take products from farm to market.

We also heard frustration that, because their roads carry less volume than urban areas, CDOT’s pavement models rarely direct scarce resources toward lasting rural road repairs. Recent data indicates that those frustrations are valid. In August 2019, a report by the Reason Foundation showed that Colorado has slipped to 47th in the nation when it comes to the condition of our rural pavement.

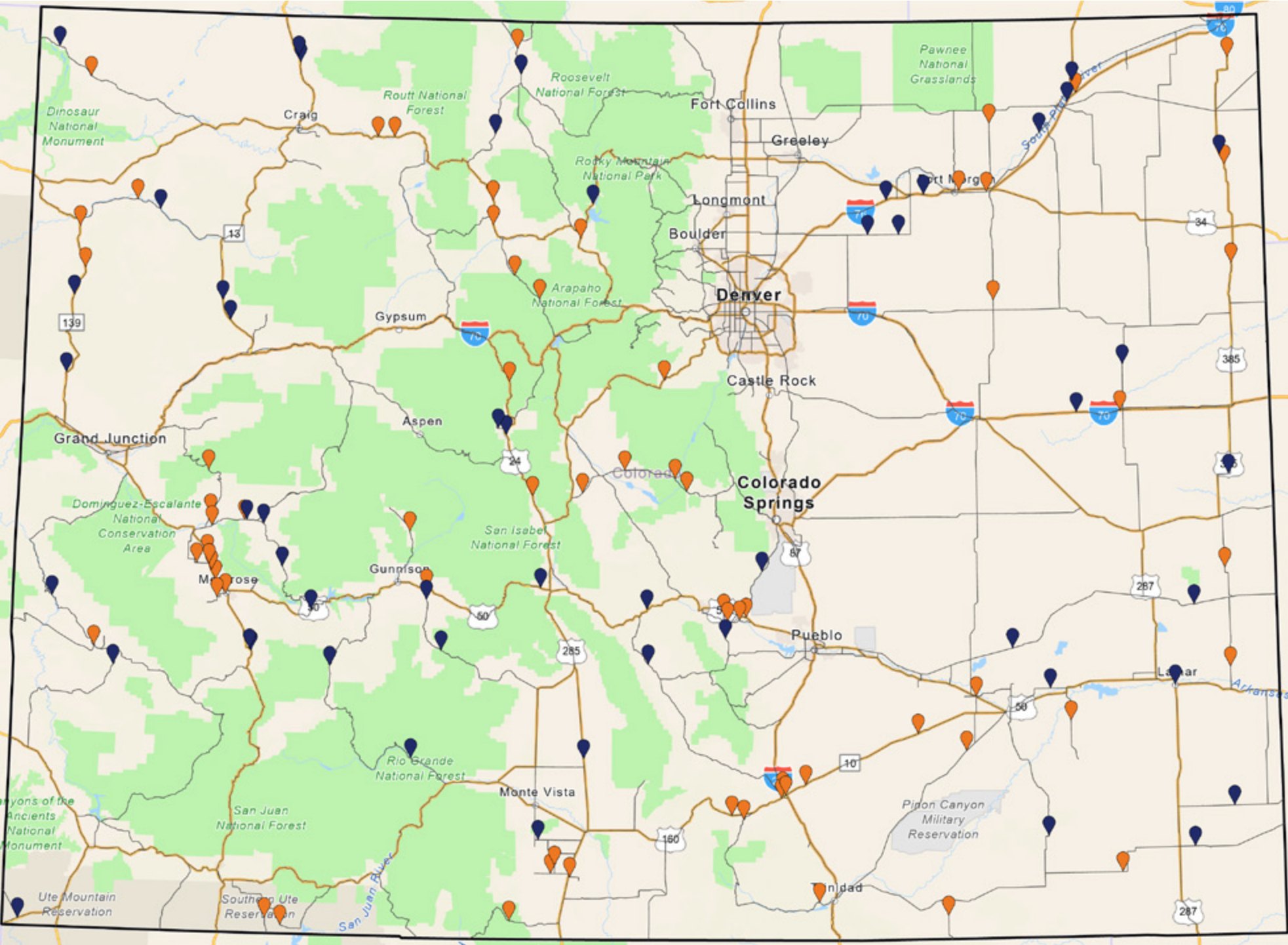


Poor pavement along a rural state highway

The first four years of this plan allocates 25 percent of all dollars (over \$300 million) to rural pavement condition — the largest single investment in CDOT’s recent history. CDOT proposes maintaining this focus throughout the decade, with a total of \$1.3 billion going toward rural roads between 2020 and 2030. This would repair 1,300 miles of rural pavement across the state. Many of these roads haven’t been repaved since the 1970s.

*Between 2020 and 2030, approximately **\$1.3 billion** will go toward rural roads.*

FIXING RURAL ROADS



 Project in Years 1-4  Project in Years 5-10

Projects have multiple benefits. A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

\$337 million, the largest investment in Colorado’s rural road network in recent history, will result in 41 rural roads projects.

These investments will improve more than 500 miles of Colorado’s rural roads, some of which have not been comprehensively treated since the 1970s.

Years 5–10 Highlights

\$646 million (20 percent) of the unfunded project list would be dedicated to improving crumbling rural roads.

Includes a range of projects from repaving to full reconstruction.

Investments would touch every corner of the state.

IMPROVING THE CONDITION OF OUR ROADWAY SYSTEM

Colorado’s infrastructure is as diverse as the state. Bridges span majestic canyons and rivers. Miles of pavement traverse our expansive plains and tunnels bore through the Rocky Mountains, connecting east to west. Hundreds of thousands of culverts, retaining walls, rockfall fences, traffic signals and cameras make the whole system work.

Even though the majority of CDOT’s typical budget is devoted to maintaining these resources, the state has an extensive backlog of repair needs. Returning our system to a “state of good repair” would require an additional \$200-\$300 million per year.

Similar to a home, it is much less expensive to maintain a transportation system in good condition than one in a state of decline. CDOT’s 10-year plan would devote approximately 50 percent of new funding received toward improving the condition of our roads, bridges and other assets. These investments would return hundreds of miles of pavement to good condition, extend the life of bridges around the state and bring culverts, guardrails and walls up to standard.

*CDOT’s 10-year plan would devote approximately **50 percent** of new funding received toward improving the condition of our roads, bridges and other assets.*

\$148 million*

Amount invested in other assets such as culverts, tunnels and traffic signs

\$209 million*

Amount invested in critical bridge repairs statewide

*These figures are associated with projects in years 5-10.



TRANSPARENCY AND ACCOUNTABILITY

Just as important as establishing a project pipeline is creating transparency and accountability structures that let the public see the progress on these projects and how dollars are being spent.

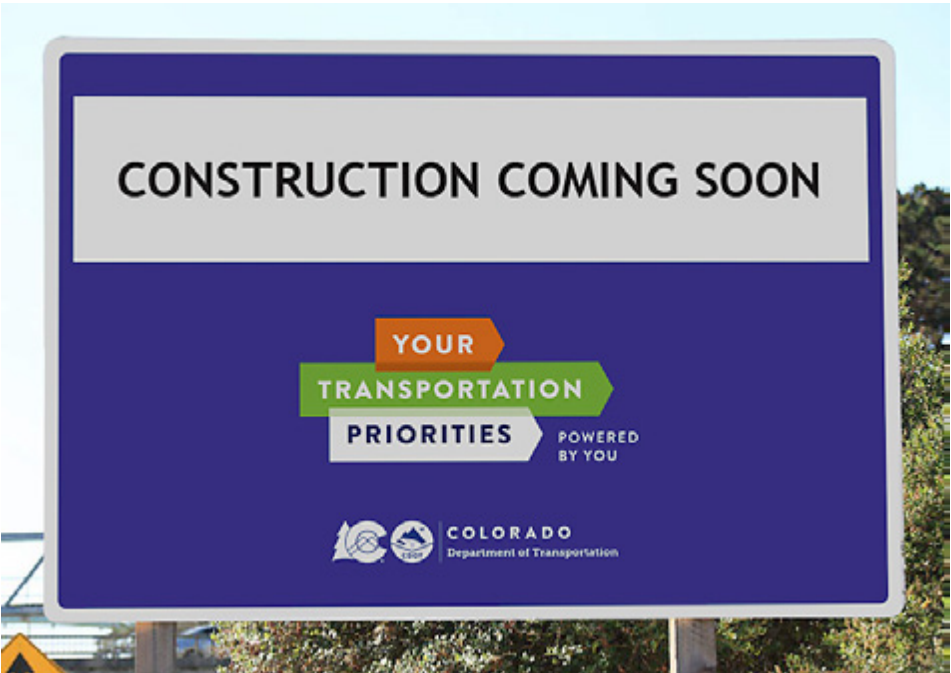
These measures include:

Increasing project transparency through public reporting on project management and project costs.

Residents deserve to know how the government is spending their tax dollars on projects. CDOT is rolling out new dashboards that show how each project is doing in terms of delivering on scope, schedule and budget. New reporting will also show the breakdown of project costs so the public can see where project dollars are going. These dashboards will go live in spring 2020, before the busy summer construction season begins.

Setting new spending targets to maximize dollars going to transportation improvements that people can see.

Projects require a range of expenses that include design and engineering, environmental review, right of way acquisition, and agency staffing – in addition to the dollars spent on construction contractors building the project. All of these elements are important for getting projects done, even though some are less visible to the public than others. In order to maximize dollars spent on putting shovels in the ground, CDOT has set new targets that limit design and engineering to 20 percent of project costs for larger projects, and 15 percent for smaller and simpler projects that require less intricate designs.



Clearly showing expenses that track multiple years.

Budgets for capital projects often span multiple years. Thus, a dollar “dedicated” to a project during one year may very well be spent during a later fiscal year – especially since CDOT’s fiscal year changes in the middle of construction season (starts July 1 and ends June 30 of the following year). CDOT’s new budget presentation makes it easier to track when dollars allocated during one year are carried over for actual drawdown during a subsequent year.

Spending every dollar – across the department – as wisely as possible by cutting discretionary costs within CDOT.

CDOT’s most recent budget reflects strong efforts to find efficiencies and focus on the highest priority and most critical functions. This effort included cutting administrative and travel costs and reprioritizing technology investments.



PROJECTS IN YEARS 1-4

Thanks to the funding provided by the Legislature through Senate Bill 262, SB 1 and SB 267, CDOT is able to implement a portion of the 10-Year Strategic Project Pipeline. The following tables list each of these funded projects, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project.



CENTRAL PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 1						
I-25 - South Gap	\$252 M	✓	✓			✓
I-70 - WB Peak Period Shoulder Lane (PPSL)	\$45 M	✓	✓			✓
I-25 - South Gap Package 3	\$26 M	✓	✓			✓
I-270 - Widening between I-76 and I-70	\$200 M	✓	✓			✓
I-25 - Valley Highway - Phases 3 and 4	\$60 M	✓	✓			✓
I-70 - West - Floyd Hill	\$100 M	✓	✓			✓
I-70 - Peak Period Shoulder Lanes (PPSL) - Year Two SB 267 Commitment	\$35 M	✓	✓			✓
Urban Arterial Safety Improvements	\$25 M					
Transit – Region 1						
Denver Area Arterial Street Pre-Bus Rapid Transit (BRT) and BRT Elements	\$26 M		✓			
Castle Rock and/or Ridgeway Transit Station(s)	\$22.5 M		✓			
Denver Heavy Maintenance Facility	\$7 M		✓			
Burnham Yard	\$5 M		✓			
Idaho Springs Park-n-Ride	\$2 M		✓			
Bustang Fleet Purchases (Denver Regional Council of Governments)	\$5 M		✓			

NOTE: Safety is fundamental to every project, so while a specific category has been hidden from the table, safety always applies. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.



SOUTHEAST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 2						
US 50 - Pueblo West Purcell Interchange	\$1.6 M		✓			
US 50 - Purcell Drive Interchange	\$37 M		✓			
CO 21 - Research Parkway Interchange	\$44 M		✓			✓
I-25 and CO 94 - Safety and Mobility Improvements	\$34 M	✓	✓			✓
US 287 - (A-Park Street South) - Lamar Downtown Concrete Paving	\$18 M				✓	✓
I-25 - Raton Pass Safety and Interchange Improvements	\$13 M	✓		✓		✓
CO 115 - Safety and Paving Improvements between Penrose and Colorado Springs	\$42 M			✓	✓	✓
US 285/CO 9 - Intersection Improvement with Bridge Widening	\$7 M			✓		✓
I-25 - Colorado Springs Ramp Metering - Phase 2	\$6 M	✓	✓			
I-25 - Paving and Mobility - Fillmore to Garden of the Gods	\$43 M	✓	✓			✓
I-25 - New Pueblo Freeway - Phase 2	\$60 M	✓	✓			✓
US 287 - Bridge Preventative Maintenance - Phases 1 and 2	\$5 M					✓
Bridge Repair on CO 109 over US 50 in La Junta	\$3 M					✓
Bridge Preventative Maintenance - CO 12, CO 194, and I-25	\$2.5 M					✓
Bridge Preventative Maintenance on I-25, CO 16, and US 24 in Colorado Springs (4 bridges)	\$5.5 M					✓
Transit – Region 2						
Bijou Street Storage and Maintenance Facility	\$3 M		✓			
Colorado Springs Transit Center	\$8 M		✓			
Woodmen Road Mobility Hub	\$6 M		✓			
Monument Park-n-Ride	\$500 K		✓			
Bustang Improvements at Tejon Park-n-Ride	\$80 K		✓			
North Pueblo Mobility Hub	\$3.5 M		✓			
Outrider Improvements at Pueblo West	\$80 K					
Consolidated Rail Infrastructure and Safety Improvements Grant Match - Pueblo Area Council of Governments	\$50 K					
Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	\$600 K			✓		
Cripple Creek Administration and Operations Facility	\$120 K			✓		
Fairplay Mobility Hub	\$4 M			✓		
Outrider Improvements at Canon City and Cotopaxi	\$160 K			✓		
South Central Storage and Maintenance Facility	\$2.6 M			✓		
Consolidated Rail Infrastructure and Safety Improvements Grant Match - South Central Council of Governments	\$300 K			✓		
Potential Bus Stop Improvements at Colorado City Corners, Walsenburg, and Aguilar	\$200 K			✓		

PROJECTS IN YEARS 1-4



SOUTHEAST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Rural Paving – Region 2						
CO 116 - between US 287 and Kansas Border	\$13.8 M				✓	
CO 69 - between Westcliffe and Fremont County Line	\$6.5 M				✓	
US 50 - Texas Creek East	\$9 M				✓	
CO 96 - East of Ordway to Arlington	\$10 M				✓	
CO 109 - between US 160 and Otero County Line	\$15 M				✓	
US 160 - between Springfield and CO 100	\$6.56 M				✓	
CO 96 - near Eads to Sheridan Lake	\$11.58 M				✓	
CO 67 - between CO 96 and Florence	\$5.77 M				✓	
CO 194 - between US 50 and CO 109	\$5.77 M				✓	



NORTHWEST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 3						
CO 9 - between Iron Springs and Main Street (Frisco)	\$9.5 M			✓		✓
CO 13 - Rio Blanco	\$18.3 M			✓	✓	
CO 13 - Wyoming South	\$32.2 M			✓	✓	
US 50 - Windy Point/Blue Creek Canyon	\$18.5 M			✓	✓	✓
CO 9 - Iron Springs to Main Street	\$6 M			✓		
CO 13 - Fortification Creek	\$10.8 M				✓	✓
US 6 - between Fruita and Palisade	\$36 M		✓			
CO 13 - Rio Blanco/Garfield County Line South	\$16.5 M				✓	✓
US 550 - between Montrose and Ouray County Line	\$6 M			✓		
I-70 - Auxiliary Lane Frisco East to Silverthorne	\$24 M	✓		✓		✓
US 50 - between Grand Junction and Delta	\$15 M					✓
CO 92 - between Rogers Mesa and Hotchkiss	\$8 M				✓	✓
I-70 - East of 1st Street to 15th Street	\$16 M		✓			
I-70 - West - Vail Pass	\$13.5 M	✓		✓		
US 50/US 550 Intersection Improvements	\$3.5 M			✓		✓
US 50 - Blue Mesa Passing Lanes	\$6 M			✓		

Transit – Region 3						
Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor	\$1.5 M			✓		
Outrider Improvements at Grand Junction	\$80 K			✓		
Winter Park Maintenance Facility	\$200 K			✓		
Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	\$300 K			✓		
Western Slope Storage and Maintenance Facility	\$2.7 M			✓		
Crested Butte Storage Facility	\$1.5 M			✓		
Outrider Improvements at Montrose, Delta, and Gunnison	\$250 K			✓		
Outrider Improvements at Placerville, Ridgway, and Telluride	\$250 K			✓		
Roaring Fork Transit Authority (RFTA)	\$1 M			✓		
Summit County Transit Operations Center	\$425 K			✓		
Frisco Transit Center - Phase 2	\$4.2 M			✓		

Rural Paving – Region 3						
CO 92 - Crawford East	\$7.8 M				✓	
CO 64 - Meeker West	\$8.8 M				✓	
US 34 - Grand Lake	\$11.5 M				✓	
CO 139 - Douglas Pass North	\$8.4 M				✓	
CO 149 - Lake City North	\$12.1 M				✓	
CO 300 - Leadville West	\$2.5 M				✓	
US 24 - Leadville South	\$5.8 M				✓	
CO 318 - Browns Park East	\$9.5 M				✓	
CO 114 - Siltville South	\$4.5 M				✓	
CO 125 - Walden North	\$1 M				✓	
CO 14 - Grizzly Ranch North	\$7 M				✓	
CO 139 - Dinosaur Diamond	\$2.2 M				✓	
CO 92 - between Hotchkiss and Crawford	\$3.5 M				✓	

PROJECTS IN YEARS 1–4



NORTHEAST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 4						
I-70 - Pavement Replacement	\$58.1 M	✓		✓	✓	✓
I-25 - Segments 5 and 6	\$115.2 M	✓	✓			✓
I-25 North - Segments 7 and 8 - Express Lanes on Permanent EIS Alignment (CO 402 to CO 14)	\$230 M	✓	✓			✓
I-25 North - Segments 5 and 6 - BUILD Grant Funding Commitment Express Lanes on Permanent EIS Alignment (CO 56 to CO 402)	\$50 M	✓	✓			✓
CO 119 - Safety/Mobility Improvements	\$30 M		✓			
Transit – Region 4						
Longmont/Firestone/Weld County Mobility Hub (interim configuration)	\$6 M			✓		
CO 119 - Bus Rapid Transit (BRT) Elements	\$10 M			✓		
Bus Stop Improvements at Lochbuie	\$80 K		✓			
Bustang and Outrider Fleet Purchases	\$2.5 M		✓			
Centerra-Loveland Mobility Hub	\$6 M		✓			
Berthoud Mobility Hub	\$5 M		✓			
Northern Colorado Maintenance Facility	\$3 M		✓			
Harmony Road Park-n-Ride Expansion	\$500 K		✓			
Bus Stop Improvements at Sterling	\$80 K			✓		
Bus Stop Improvements at Brush, Fort Morgan, and Hudson	\$240 K			✓		
Rural Paving – Region 4						
US 6 - between Merino and Atwood	\$6.13 M				✓	
CO 59 - between Seibert and Cope	\$17.12 M				✓	
US 138 - Sterling North	\$2 M				✓	
US 385 - Phillips/Yuma County Line South	\$7.1 M				✓	
CO 52 - Prospect Valley - Phase 1	\$4.15 M				✓	
I-76 - CO 144 West	\$8.24 M				✓	
I-76 - US 34 East	\$11.47 M				✓	
US 385 - North of Cheyenne Wells	\$14.83 M				✓	
CO 52 - Prospect Valley - Phase 2	\$5.11 M				✓	
I-76 - East of Sterling	\$8.24 M				✓	



SOUTHWEST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 5						
US 160/550 Connection	\$60.7 M			✓		
US 160 - Towaoc Passing Lanes	\$9 M			✓		✓
US 50/US 285 - Intersection Reconstruction	\$5.4 M			✓		✓
US 550 - Pa-co-chu-puk South (Ridgway State Park)	\$1.7 M			✓	✓	✓
US 160 - McCabe Creek	\$5 M			✓		✓
US 550/160 Connection (Interchange Completion)	\$7.9 M			✓		✓
Transit – Region 5						
Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	\$400 K			✓		
Poncha Springs Welcome Center	\$502.4 K			✓		
Outrider Improvements at 3 Locations - between Alamosa and Buena Vista	\$250 K			✓		
Rural Paving – Region 5						
CO 141 - Slickrock and CO 145 - Redvale	\$16 M				✓	
CO 17 - North of Mosca to US 285 Junction	\$12 M				✓	
CO 149 - North of Creede	\$16 M				✓	
CO 114 - US 50 East	\$12 M				✓	
CO 141 - North of Naturita	\$12 M				✓	
US 50 - North of US 285 Junction	\$3.5 M				✓	
US 550 - Billy Creek (North of Ridgway)	\$6.5 M				✓	
CO 370 - between CO 15 and US 285	\$2 M				✓	
US 160 - between New Mexico border and Aztec Creek	\$4 M				✓	



PROJECTS IN YEARS 5–10

The following tables list proposed projects identified through the planning process, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project. These projects are currently unfunded.



CENTRAL PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 1						
I-25 - Speer Blvd./23rd Ave. Interchanges	\$25 M	✓	✓			✓
I-25 - Valley Highway (Burnham)	\$200 M	✓	✓			
I-25 - between 84th Ave. and 104 Ave.	\$70 M	✓	✓			✓
I-25 - CO 7 Interchange	\$5 M	✓	✓			✓
I-25 and Bellevue - Phase I	\$22 M	✓	✓			✓
I-70 - Floyd Hill	\$100 M	✓	✓			✓
I-70 - Kipling St. Interchange	\$30 M	✓	✓			
I-70 - from Bakerville to Eisenhower/Johnson Memorial Tunnels Climbing Lane	\$25 M	✓	✓			✓
I-70 - Eisenhower/Johnson Memorial Tunnels Prioritized Maintenance	\$50 M	✓				
I-70 - Runaway Truck Ramps	\$5 M	✓				
US 6 and US 85 - Vasquez Blvd.	\$10 M		✓			✓
US 6 - Wadsworth Blvd. Interchange	\$70 M		✓			✓
US 85 - between Sedalia and Castle Rock	\$37 M		✓			✓
US 285 - between Pine Junction and Bailey	\$60 M		✓			✓
CO 7 - Intersection Improvements	\$15 M		✓			✓
C-470 - between Wadsworth Blvd. and I-70	\$56 M		✓			✓
CO 30 - between Quincy Ave. and Airport Blvd.	\$25 M		✓			✓
Denver Regional Council of Governments Vision Zero High Injury Network Priorities	\$10 M					
Traffic Congestion Reduction	\$25 M		✓			✓
Regional Traffic Signal Cabinet Upgrades	\$5 M					✓
Regional Signal Upgrades	\$12 M					✓
Noise Wall Maintenance	\$10 M	✓				✓
Grade Separating Trail Improvements and Crossings	\$10 M					✓
Regional Bridge Rehabilitation and Maintenance	\$45 M					✓
Transit – Region 1						
I-25 - between 84th Ave. and 104th Ave.	\$40 M	✓	✓			✓
CO 7 - I-25 Interchange	\$5 M	✓	✓			✓
CO 7 - Intersection Improvements	\$5 M		✓			✓
Regional Arterial Transit	\$70 M		✓			
Denver Technological Center Mobility Hub	\$10 M	✓	✓			
Dinosaur Parking Lot Mobility Hub (Morrison)	\$20 M		✓			✓

NOTE: Safety is fundamental to every project, so while a specific category has been hidden from the table, safety always applies. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.



SOUTHEAST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 2						
US 24 - between Manitou Springs and Antero Junction	\$10 M					✓
US 50 - between Salida and Texas Creek	\$8.5 M			✓		✓
CO 67 - between Divide and Cripple Creek	\$10.5 M			✓		✓
CO 69 - between Westcliffe and Walsenburg	\$10 M			✓		✓
CO 96 - between Pueblo and Westcliffe	\$10.5 M					✓
CO 115 - between Cañon City and Florence	\$10.5 M			✓		✓
I-25 Business Route - US 160 Intersection (Walsenburg)	\$4 M	✓		✓		✓
US 160 - between Walsenburg and La Veta Pass	\$18 M			✓		✓
US 350 - between La Junta and Trinidad	\$5.5 M					✓
Southern Mountain Loop Trail - between Walsenburg and Trinidad	\$10 M			✓		✓
La Veta and Trinidad (Sidewalks/ADA Ramps)	\$1 M			✓		✓
CO 69 - between Walsenburg and Westcliffe	\$6.2 M			✓		✓
US 50 - East of Pueblo	\$15 M			✓		✓
US 50 - Lamar (US 287 Reliever Route)	\$34.2 M			✓		✓
US 160 - West of Kim	\$1 M					✓

PROJECTS IN YEARS 5–10

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
US 385 - between Granada and Sheridan Lake	\$5 M			✓		✓
CO 10 - between Walsenburg and La Junta	\$10 M					✓
CO 71 - between US 350 and Rocky Ford	\$4 M			✓		✓
CO 96-CO 71 Intersection/CO 96-CO 71-CR G Intersection	\$800 K			✓		
US 24 - East Widening from Garret to Woodmen	\$46 M		✓			✓
US 24 - West over Ridge Road (Overpass)	\$16 M					✓
CO 21 - Airport Rd. Interchange	\$45 M		✓			✓
I-25 - HOV Lanes from Cimarron to North Nevada	\$55 M	✓	✓			
High-Capacity Corridor Improvements (NEPA/Design/Engineering)	\$850 K		✓			
Colorado Springs (BNSF Corridor)	\$1.1 M		✓			
I-25 - New Pueblo Freeway	\$28 M	✓	✓			✓
I-25 - Purcell Blvd. Interchange	\$11 M	✓				✓
I-25 - Dillon Dr. Interchange	\$3 M	✓	✓			
US 50 - East of Pueblo	\$5.5 M					✓
CO 45 - North Extension Study	\$1 M		✓			
CO 47 - between I-25 and US 50	\$8 M		✓			
CO 96 - West of Pueblo	\$11.5 M					✓
US 160 - Trinchera Safety Mitigation	\$15.95 M			✓		✓

Transit – Region 2

Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)	\$390 K			✓		
New Regional Fixed-Route Transit Service in Teller County (including Lake George, Florissant, Evergreen Station, and others)	\$600 K			✓		
New Golden Shuttle Fixed-Route Service in Fremont County (Cotopaxi and Outlying Areas)	\$1.33 M			✓		
Expanded Local Fixed-Route Service - between Florence-Penrose-Cañon City	\$760 K			✓		
Cripple Creek Administration and Operations Facility	\$2.05 M			✓		
Westcliffe Vehicle Housing	\$460 K			✓		
Mobility Management and Expansion of UAACOG	\$100 K			✓		
New Inter-regional Transit Service - between Cañon City-Florence-Colorado Springs	\$840 K		✓	✓		
Kim Transit Garage	\$500 K			✓		
Expanded Regional Transit Service - between Kim-Branson-Baca County	\$600 K			✓		
Expanded Regional Transit Service - between Walsenburg-La Veta-Gardener-Cuchara	\$1.4 M			✓		
Expanded Regional Transit Service - between Trinidad and CO 12 Communities	\$2 M			✓		
La Junta Multimodal Transit Center	\$4 M			✓		
La Junta to Fowler Fixed-Route Service	\$600 K			✓		
City of La Junta Bus Barn Rehabilitation	\$200 K			✓		
Expand Deviated Fixed Route Services in La Junta	\$400 K			✓		
Prowers Area Transit Bus Barn Expansion	\$150 K			✓		
Baca County Bus Facility	\$400 K			✓		
Kiowa County Bus Storage Facility	\$200 K			✓		
Expand Crowley County Transit Service in Crowley County and Sugar City	\$400 K			✓		
Expanded Regional Kiowa County Transit Service	\$400 K			✓		
New Regional Transit Service - between Campo and Lamar; Expanded Baca County Demand Response Services	\$500 K			✓		
Bustang/Mobility Hub Exit 128	\$8.2 M		✓			
Fixed-Route Service Increase - Stage 1 (Weekday Headway Improvements, Full Weekday Evening and Saturday Service, etc.)	\$7.8 M		✓			
Fixed Route Bus/Vehicle Replacement	\$7.24 M		✓			

Rural Paving – Region 2

Rural Roads Surface Treatment US 50A - between Penrose and Fremont/Pueblo County Line	\$9.14 M				✓	✓
Rural Roads Surface Treatment 115A - between Canon City and US 50	\$8.01 M				✓	✓
Rural Roads Surface Treatment 285 - South of Bailey to Park/Jefferson County Line	\$6.85 M				✓	✓
Rural Roads Surface Treatment 24A - between Trout Creek Pass and Hartsel	\$7.14 M				✓	✓
Rural Roads Surface Treatment 24A - Hartsel to East of Wilkerson Pass	\$9.83 M				✓	✓
Rural Roads Surface Treatment 24A - East of Wilkerson Pass to Lake George	\$3.29 M				✓	✓
Rural Roads Surface Treatment 24A - between Lake George and Divide	\$5.13 M				✓	✓
Rural Roads Surface Treatment 67B - between Florence and US 50	\$2 M				✓	✓
Rural Roads Surface Treatment 120A - East of Florence to US 50	\$2.9 M				✓	✓
Rural Roads Surface Treatment I-25C - I-25 Business Route through Walsenburg	\$2.83 M	✓			✓	✓
Rural Roads Surface Treatment US 160 - Walsenburg West	\$1.92 M				✓	✓
Rural Roads Surface Treatment CO 10 - Walsenburg West	\$7.85 M				✓	✓
Rural Roads Surface Treatment CO 12 - Junction US 160 South	\$2.81 M				✓	✓
Rural Roads Surface Treatment CO 12 - East of Valdez to Trinidad	\$6.26 M				✓	✓
Rural Roads Surface Treatment US 160 - between North La Veta Pass and Junction CO 12	\$3.54 M				✓	✓
Rural Roads Surface Treatment US 160 - between I-25 BR (Walsenburg) and Junction I-25	\$640 K				✓	✓
Rural Roads Surface Treatment CO 389 - between CO/NM State Line and Junction US 160	\$5.28 M				✓	✓
Rural Roads Surface Treatment 10A - Otero/Pueblo County Line East	\$1.56 M				✓	✓
Rural Roads Surface Treatment 101A - between Las Animas and Toonerville	\$9.83 M				✓	✓
Rural Roads Surface Treatment 160C - between Pritchett and Kim	\$11.72 M				✓	✓
Rural Roads Surface Treatment 350A - between La Junta and Delhi	\$7.55 M				✓	✓
Rural Roads Surface Treatment 385 - North of Sheridan Lake to Kiowa/Cheyenne CL	\$4.96 M				✓	✓
Rural Roads Surface Treatment 385A - between Granada and Junction CO 96	\$13.19 M				✓	✓



PROJECTS IN YEARS 5–10



NORTHWEST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 3						
US 50 - North of Montrose	\$15 M			✓	✓	✓
US 50 - East of Gunnison Safety	\$15 M			✓	✓	✓
CO 92 - between Austin and Hotchkiss	\$25 M			✓	✓	✓
Regional Shoulder Improvement Program	\$13.6 M					✓
I-70 - Glenwood Canyon	\$11 M	✓				✓
I-70 - Dowd Canyon Interchange	\$14 M	✓		✓		✓
I-70 - Frisco Interchange (Exit 203)	\$30 M	✓		✓		
I-70 - West Vail Pass	\$50 M	✓		✓		✓
I-70 - County Road 240 Interchange (Exit 105)	\$15 M	✓		✓		
US 24 - between Minturn and Leadville	\$9.6 M			✓	✓	✓
US 40 - between Fraser and Winter Park	\$20 M			✓		✓
US 40 - between Kremmling and CO 134	\$21 M				✓	✓
US 40 - at US 34 Intersection (Granby)	\$5 M			✓		✓
US 40 - North of CO 134	\$8.7 M			✓	✓	✓
US 40 - between Steamboat Springs and Craig	\$8 M			✓		✓
US 40 - Downhill Drive Intersection (Steamboat Springs)	\$6.5 M			✓		✓
I-70 Business - between 1st and 15th streets (Grand Junction)	\$18 M	✓	✓			✓
I-70 Business - between 32nd Rd. and I-70 (Grand Junction)	\$5 M	✓	✓			✓
I-70 Business - East of Main St. (Grand Junction)	\$14 M	✓	✓			✓
US 6 - Mesa County	\$13 M		✓			✓
CO 141 - between US 6 and US 50	\$15 M		✓			✓
CO 340 - Redlands	\$9 M		✓			✓
Mesa County Shoulder Improvements	\$1.5 M				✓	
Transit – Region 3						
New Regional Transit Service between Montrose and Telluride	\$1.2 M			✓		
New Regional Transit Service between Montrose and Delta	\$200 K			✓		
New Inter-regional Service between Montrose and Grand Junction	\$200 K			✓		
New Hinsdale County Demand Response Human Services Transportation	\$150 K			✓		
Vail Intermodal Site	\$15 M			✓		
Snowmass Village Transit Center	\$4 M			✓		
Bustang Outrider Program Frisco/Grand Junction through Northwest Transportation Planning Region	\$400 K			✓		
Steamboat Springs Transit Fleet Expansion	\$2.4 M			✓		
Steamboat Gondola Transportation Center - Phase I	\$2.3 M			✓		
Bus Rapid Transit (BRT) Routes and Remote lots - Planning Study	\$250 K			✓		
Bus replacement	\$2 M		✓			
Transit System Enhancements	\$1.24 M		✓			
Grand Valley Transit Maintenance Facility (potential partnership with CDOT/Bustang)	\$1.5 M		✓			
Compressed Natural Gas Storage/Production	\$540 K		✓			
Rural Paving – Region 3						
US 50 - Delta South	\$5.17 M				✓	
US 50 - Olathe South	\$4.07 M				✓	
US 50 - Olathe Business Loop	\$1.12 M				✓	
CO 65 to Eckert - between CO 92 and Orchard City	\$5.67 M				✓	
CO 65 - Grand Mesa	\$6.63 M				✓	
CO 90B - Montrose - Montrose West	\$3.64 M				✓	
CO 90B - Montrose - West Montrose	\$780 K				✓	
CO 92 Austin - between Junction CO 65 and Austin	\$2.41 M				✓	
CO 135 - South of Crested Butte	\$6.82 M				✓	
CO 348 - Olathe - between Olathe and US 50	\$800 K				✓	
CO 348 - West of Olathe	\$1.77 M				✓	
CO 9 - South of Green Mountain Reservoir	\$7.65 M				✓	
CO 9 - Green Mountain Reservoir - Phase 1	\$7.18 M				✓	
CO 9 - Green Mountain Reservoir - Phase 2	\$5.75 M				✓	
US 40 - East of Hayden - Phase 1	\$5.72 M				✓	
US 40 - East of Hayden - Phase 2	\$4.86 M				✓	
US 40 - Tabernash West	\$7.15 M				✓	
CO 64 - East of Rangely	\$4.5 M				✓	
CO 125 - Walden North	\$5.55 M				✓	
CO 139 - Douglas Creek - between Garfield/Rio Blanco CL and Douglas Creek	\$6.78 M				✓	
CO 139 - South of Rangely - between Douglas Creek and Rangely	\$7.09 M				✓	
CO 125 - Cowdrey - South of Cowdrey to Junction CO 127	\$6.42 M				✓	
CO 318 - (Far) West of Maybell - between CO/UT State Line and Sunbeam	\$6.74 M				✓	

PROJECTS IN YEARS 5–10



NORTHEAST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 4						
I-70 - Arriba Rest Area	\$2 M	✓				
I-70 - Limon Area Bridges	\$4.28 M	✓				✓
I-70 - between Siebert and Stratton	\$28.72 M	✓			✓	✓
I-76 - between Morgan/Washington County Line and Nebraska State Line	\$26.48 M	✓				
I-76 - Sterling East - Phase 2	\$8.25 M	✓			✓	✓
I-76 - Atwood	\$270 K	✓				✓
US 40/US 287 - between Limon and Kit Carson	\$2 M			✓		
US 40 - Wild Horse	\$820 K					✓
US 40/US 287 - CO 94 Intersection	\$1.68 M					✓
US 385 - Burlington	\$170 K					✓
US 385 - Idalia North	\$10 K					✓
CO 59 - Bridges	\$1.29 M					✓
CO 59 - between Siebert and Cope	\$1.18 M					✓
CO 71 - Limon Structures	\$620 K					✓
CO 86 - between I-25 and I-70	\$2 M			✓		
US 40 - Big Sandy Creek	\$5.42 M					✓
CO 59 - Six Mile Creek	\$380 K					✓
I-76 - between Fort Morgan and Brush - Phase 4	\$45 M	✓			✓	✓
US 85 - Frontage Rd	\$10 M			✓		
US 287 - between Ted’s Place and Wyoming State Line	\$20 M			✓		
CO 71- Stoneham	\$140 K					✓
CO 71- Big Beaver Creek	\$4.78 M					✓
I-25 North - between CO 56 and CO 66	\$196.4 M	✓	✓			✓
US 36 and CO 93 - through Boulder	\$10.12 M		✓			
US 85 - Corridor Improvements	\$6.1 M		✓			
US 287 - between US 36 and CO 66	\$25 M		✓			
CO 7 - between Boulder and Brighton	\$9 M		✓			
CO 42 - between US 287 and CO 7	\$14 M		✓			
CO 66 - Corridor Improvements	\$10 M		✓			
CO 119 - between Boulder and Longmont	\$20 M		✓			
I-25 - CO 14 Interchange	\$30.5 M	✓	✓			✓
US 85 - US 34 Interchange	\$33 M		✓			✓
Transit – Region 4						
Bus Service - between Limon and Denver	\$1.08 M	✓		✓		
Bus Service - between Burlington and Denver	\$2.42 M	✓		✓		
I-25 Transit - between Fort Collins and Cheyenne	\$1.55 M	✓		✓		
Local Fixed Bus Route Service - Fort Morgan	\$1.55 M			✓		
Trolley Barn - Estes Park	\$320 K			✓		
Electric Trolley Charging Station - Estes Park	\$10 K			✓		
Estes Park Transit Stops Installation	\$150 K			✓		
Manford Park-n-Ride - Estes Park	\$400 K			✓		
Visitors Center/Transit Center Parking	\$1.04 M			✓		
CO 7 - between Boulder and Brighton	\$6.3 M		✓			
US 36 and CO 93 - through Boulder	\$5 M		✓			
US 287 - between US 36 and CO 66	\$5 M		✓			
CO 119 - between Boulder and Longmont	\$4.88 M		✓			
Regional Mobility Hubs	\$6 M		✓			
Bustang Service	\$5.4 M	✓	✓			
Bustang Service - between Loveland and Greeley	\$13.2 M		✓			
Rural Paving – Region 4						
US 385 - Cheyenne CL to Nebraska - Select Segments	\$35.28 M			✓	✓	✓
US 385 - Sand Creek to Near County Road 29	\$14.69 M				✓	✓
US 385 - South of Cheyenne Wells	\$12.32 M				✓	✓
US 385 - Julesburg South	\$11.55 M				✓	✓
CO 59 - Safety Improvements and Assets - Select Segments	\$29.26 M				✓	✓
CO 71 - Limon to Nebraska - Select Segments	\$27.38 M				✓	✓
CO 71 - CO 14 South	\$24.13 M				✓	✓
CO 71 - Brush North	\$3.48 M				✓	✓



PROJECTS IN YEARS 5–10



SOUTHWEST PROJECTS

	STIP Allocation	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 5						
US 550 - between Uncompahgre River and Colona	\$30.57 M					✓
CO 145 - Multimodal Improvements (Sawpit/Placerville/Norwood/Rico)	\$5 M			✓		✓
US 24 - Buena Vista Intersections	\$8 M			✓		✓
US 50 - CO 291 Intersection (Salida)	\$2.5 M			✓		✓
US 50 - US 285 Intersection (Poncha Springs)	\$2 M			✓		
US 160 - Alamosa	\$8.8 M			✓		✓
US 160 - Pike Ave. Intersection (Alamosa)	\$3 M			✓		
US 285 - between Center and Saguache	\$33.68 M					✓
US 285 - Multimodal Improvements (Saguache)	\$750 K			✓		✓
CO 112 - Center	\$750 K			✓		
US 160 - ITS Improvements (La Plata, Archuleta, and Mineral Counties)	\$3.56 M			✓		
US 160 - Elmore's East (Durango)	\$34.53 M			✓		✓
US 160 - Pagosa Springs	\$13.67 M			✓		✓
US 160 - CR 30.1 Intersection (Phil's World - Cortez)	\$1.5 M			✓		✓
US 160 - Wildlife Mitigation (Various Locations)	\$2.88 M			✓		
US 160 - CR 225 Intersection (East of Durango)	\$5 M			✓		✓
US 160 - Piedra Road Intersection (Pagosa Springs)	\$300 K			✓		
Regional Shoulder Improvement Program	\$18.72 M			✓		
Transit – Region 5						
Regional Transit Service between Montrose and Telluride	\$2.12 M			✓		
Alamosa Transit Center	\$2.8 M			✓		
One-Stop Shop Transportation - San Luis Valley	\$1 M			✓		
Northeast San Luis Valley Transit Service	\$560 K			✓		
Pagosa Springs Transportation Center	\$1.35 M			✓		
Bustang Outrider Service - between Pagosa Springs and Durango	\$2.69 M			✓		
Rural Paving – Region 5						
CO 141 - Naturita North and CO 97 (DEVOLUTION) - between Naturita and Nucla	\$10.38 M				✓	
US 24 - Buena Vista to R3 - between Buena Vista and Granite	\$10.38 M				✓	
CO 15 - La Jara West	\$6 M				✓	
CO 17 - West of Antonito	\$10.38 M				✓	
CO 136 - La Jara East	\$2 M				✓	
CO 371 - Entire Length - between CO 15 and CO 368	\$2.38 M				✓	
CO 151 - Ignacio to Arboles	\$10.38 M				✓	
CO 172 - New Mexico to Ignacio	\$10.38 M				✓	

Your Transportation Priorities is an evolving list of proposed projects to address the needs and concerns of Coloradans across the state. This list will be updated on an ongoing basis.

Please visit
YTP.codot.gov
for the most up-to-date information.





COLORADO

Department of Transportation

Senate Bill 267

Regional Equity and Scenario Planning

May 15, 2020



Budget Impacts - Discussion To Date

- **April 16:** Initial discussion of expected budget impacts
- **April 21:** Follow-up on budget, SB267 and recommended assumptions around “worst-case”
- **May 7:** Scenarios on SB-267 funding availability, equity analysis, and project screening/evaluation approach
- **May 21:** Staff recommendations for additional projects to move forward under second tranche of SB267
- **June:** Further analysis of potential project “add-backs” pending additional funding



Decisions/Discussions To Date

- **Agreed that Commission and staff remain committed to “Your Transportation Plan” and to the funded 4-year list being the priority list, even if phasing and funding level assumptions are different such that it might take longer to execute. 10-year list remains the more aspirational goal and means that CDOT has a robust pipeline of projects that are ready to execute.**
- **Agreed to “plan for the worst, and work towards the best”-- programming to a baseline level that accounts for assumed 2nd tranche COP issuance but \$250 million of other budget cuts as low-end scenario.**
- **Agreed to certain conditions around second tranche investments:**
 - Honor all awarded projects (including rural pavement).
 - Proceed with all “limbo” (notice to proceed not yet issued) projects upon clarification of SB 267 2nd tranche timing in May.
 - Honor projects that received Federal grant/partnership funding.
 - Examine options to reduce SB267 funding draw for large, multiple year projects.
- **Today’s briefing focuses on achieving regional equity assuming these conditions and a low-end funding scenario.**



Analysis Assumptions (Second Year of SB-267)

- Assume a target of \$530M-\$550M in highway funding and an additional \$64M in transit dollars.
- “Subtract” current SB Year 2 commitments, which include (per 4/21 TC concurrence):
 - Projects/corridors already under construction
 - Fully awarded projects and those awaiting Notice to Proceed
 - Projects with federal grant/partnership funding
- Consider multiple I-25 North Segment 7 and 8 funding targets.
- Add in \$17M in FY20 Supplemental Highway Infrastructure committed to Region 1 Urban Arterial Multimodal Safety Improvements Project (subject to 5/21 TC approval)
- Focus on region equity as criteria for programming recommendations
- Limit consideration of “eligible” projects to those ready to go to advertisement by the spring of 2021 (e.g. start construction within about 18 months)



Worst Case Scenario: How do we arrive at a planning range ?

- Under the worst case funding scenario there is \$726.4M of available funding through sources such as SB 1, SB 262, SB 267 (Year 2), Transportation Commission Program Reserve (TCPR), SB 267 interest, and Supplemental Highway Infrastructure.
- However, we also have to assume potential reductions totaling \$198M through the loss of 3 years of General Fund transfers and additional debt service payments.
- This leaves a remaining net amount of \$528.4M to be programmed.
- Amount to program may increase based on premium under the second issuance.

Staff recommends using a Senate Bill Year 2 Planning Range of \$530-\$550M.

Sources	\$
FY 20 SB 1	\$105M
FY 20 SB 262	\$60M
FY 20 SB 267	\$450M
FY 20 TCPR	\$80M
SB 267 Interest	\$14.4M
FY 20 Supplemental Highway Infrastructure	\$17M
Total	\$726.4M
Reductions	\$
Loss of 3 Years of GF Transfer	(\$150M)
Additional Debt Service	(\$48M)
Total	(\$198M)
Net	\$528.4M



Original List of Projects Planned for SB 267 Year 2

Region	Project Type	Project Description	Year 2 SB Allocation
1	Capital	I-25 South Gap Package 3	\$ 26,000,000
1	Capital	I-70 Peak Period Shoulder Lanes (PPSL) - Year Two 267 Commitment	\$ 35,000,000
1	Capital	I-25 Valley Highway Phases 3 & 4	\$ 60,000,000
1	Capital	Urban Arterial Safety Improvements (Urban Arterial Safety Improvements)	\$ 25,000,000
2	CY20 Rural Paving	SH 116 - US 287 to Kansas Border	\$ 12,536,685
2	CY20 Rural Paving	SH 69A Westcliffe to Fremont County	\$ 6,969,836
2	CY20 Rural Paving	US 50 Texas Creek East	\$ 9,793,479
2	Capital	US 50 and Purcell Drive Interchange	\$ 37,000,000
2	Capital	I-25 and SH 94 Safety and Mobility Improvements	\$ 34,000,000
2	Capital	US 287 Bridge Preventative Maintenance Phases 1 & 2	\$ 5,000,000
2	Capital	US 287 (A-Park Street South) - Lamar Downtown Concrete Paving	\$ 18,000,000
2	Capital	SH 21 and Research Parkway Interchange	\$ 44,000,000
2	Capital	I-25 Colorado Springs Ramp Metering Phase 2	\$ 6,000,000
2	Capital	M-22-AY Bridge Repair on CO 109 over US 50B in La Junta	\$ 3,000,000
2	Capital	US 285/CO 9 Intersection Improvement with Bridge Widening	\$ 7,000,000
2	Capital	Bridge Preventative Maintenance: CO 12, CO 194, and I-25 C	\$ 2,500,000
2	Capital	Bridge Preventative Maintenance on I-25, CO 16 & CO 24 in Colorado Springs (4 bridges)	\$ 5,500,000



Original List of Projects Planned for SB 267 Year 2

Region	Project Type	Project Description	Year 2 SB Allocation
3	CY20 Rural Paving	SH 92 Crawford East	\$ 7,402,461
3	CY20 Rural Paving	SH 64 Meeker West	\$ 5,996,237
3	CY20 Rural Paving	SH 34 Grand Lake	\$ 10,223,800
3	Capital	SH9 Iron Springs to Main St.	\$ 6,000,000
3	Capital	US 50 Windy Point/Blue Creek Canyon	\$ 18,500,000
3	Capital	US 50 Grand Junction to Delta Repairs	\$ 15,000,000
3	Capital	SH 13 Garfield County MP 11.3 to 16.2	\$ 16,500,000
3	Capital	SH13 Fortification Creek	\$ 10,800,000
3	Capital	US 550 Montrose to Ouray County Line Safety Improvements	\$ 6,000,000
3	Capital	US 6 Fruita to Palisade Safety Improvements	\$ 36,000,000
3	Capital	US 50 Passing Lanes Blue Mesa	\$ 6,000,000
3	Capital	SH 92 Rogers Mesa to Hotchkiss	\$ 8,000,000
4	CY20 Rural Paving	US 6 Merino to Atwood	\$ 5,373,809
4	CY20 Rural Paving	CO 59 Seibert to Cope	\$ 17,806,713
4	Capital	I-25 North: Segment 5 & 6: BUILD Grant Funding Commitment Express Lanes on permanent EIS alignment (CO 56 to CO 402)	\$ 115,770,000
5	Capital	US 550/160 Connection (Interchange Completion)	\$ 7,900,000
5	CY20 Rural Paving	CO 141 & 145 Slickrock & Redvale Resurfacing	\$ 10,000,000
5	CY20 Rural Paving	CO 17 MP 84.5 to 118.5 Shoulders and Resurfacing	\$ 17,000,000
5	Capital	US 160 McCabe Creek Major Structure Replacement	\$ 6,000,000



Current Commitments for SB267 Year 2

- While \$550M is the starting point, the next step is to reduce this amount by year 2 “commitments”.
 - There were originally 35 number of projects anticipated for delivery as part of the SB 267 Year 2 Tranche by the end of the calendar year.
 - These current SB Year 2 commitments fall into one of five categories.
 1. Projects/corridors already under construction: \$184,670,000
 2. Other Awarded Projects: \$61,510,686
 3. Projects waiting Notice to Proceed: \$78,596,097
 4. Projects with federal grant funding/partnerships: \$69,500,000
 5. Preconstruction: \$25M
- Total: \$425.3M**
- By deducting \$425.3M of current commitments from the \$550M planning range, there is roughly \$124.7M remaining to be programmed. Importantly, this amount does not include out-year commitments to complete I-25 segments 7 & 8.



Current Commitments for SB267 Year 2

I-25 Segments 7&8 Not Included

\$17M Federal Funding for Urban Arterials Included

Region	Project Type	Project Description	Year 2+ SB Allocation		
1	Capital	I-25 South Gap Package 3	\$ 26,000,000	■	Commitments to projects/corridors already under construction
1	Capital	I-70 Peak Period Shoulder Lanes (PPSL) - Year Two 267 Commitment	\$ 35,000,000		
4	Capital	I-25 North: Segment 5 & 6:	\$ 115,770,000		
5	Capital	US 550/160 Connection (Interchange Completion)	\$ 7,900,000	■	Other awarded projects
2	CY20 Rural Paving	SH 116 - US 287 to Kansas Border	\$ 12,536,685		
2	CY20 Rural Paving	US 50 Texas Creek East	\$ 9,793,479		
3	Capital	SH9 Iron Springs to Main St.	\$ 6,000,000		
4	CY20 Rural Paving	US 6 Merino to Atwood	\$ 5,373,809		
4	CY20 Rural Paving	CO 59 Seibert to Cope	\$ 17,806,713	■	Projects awaiting Notice to Proceed
5	CY20 Rural Paving	CO 141 &145 Slickrock & Redvale Resurfacing	\$ 10,000,000		
2	CY20 Rural Paving	SH 69A Westcliffe to Fremont County	\$ 6,969,836		
2	Capital	US 50 and Purcell Drive Interchange	\$ 37,000,000		
3	CY20 Rural Paving	SH 92 Crawford East	\$ 7,402,461		
3	CY20 Rural Paving	SH 34 Grand Lake	\$ 10,223,800	■	Projects with federal grant funding or partnerships
5	CY20 Rural Paving	CO 17 MP 84.5 to 118.5 Shoulders and Resurfacing	\$ 17,000,000		
1	Capital	Urban Arterial Multimodal Safety Improvements	\$ 17,000,000		
2	Capital	I-25 and SH 94 Safety and Mobility	\$ 34,000,000	■	Preconstruction
3	Capital	US 50 Windy Point/Blue Creek Canyon	\$ 18,500,000		
SW	Capital	Preconstruction	\$ 25,000,000		
Total			\$ 425,273,020		



What Options Do We Have to Complete I-25?

- Because I-25 does not need full funding in FY20 and the full funding was never intended to be carried in one year's budget.
- Given this timing, we can look at several funding options (including financing) to help defer costs of the project.
- 5/21 briefing will present additional information on options to complete the project -- including how to manage the risk if the decision is to pursue additional debt (e.g. defining a worst-case for what portion of the project would not get build if the debt did not come through -- this will not be an option that would make sense from a traffic or safety perspective, but it would be technically feasible).
- Next briefing will also identify if there are options to reduce project costs along the margins without undermining the operability of the project, but these will likely be smaller dollars.



What Options Do We Have to Complete I-25?

I-25 North Segments 7&8 Funding Scenarios			
Planning Range	\$550M	\$550M	\$550M
Current SB Year 2 Commitments	\$425.3M	\$425.3M	\$425.3M
I-25 North Segments 7&8 Funding Scenarios	— \$50M	— \$100M	— \$154M
<i>Remaining to Program</i>	= \$74.7M	= \$24.7M	= -\$29.5M

- This analysis looks at three scenarios for how much funding we would carry in the “base package”, assuming that we would look other funding options (including financing) to repay the balance: funding at \$50M, \$100M, and \$154M (full need).
- Immediately funding I-25N Seg 7&8 at the full amount (\$154M) would deplete all remaining year 2 dollars.



Region Equity Analysis: Comparing Original 4-Year Equity Target to Current Commitments + Varying Funding Levels for I-25 Seg 7 & 8

4-Year Equity Target*		Current Equity (I-25 @ \$50M)	Current Equity (I-25 @ \$100M)	Current Equity (I-25 @ \$154M)
Region	Region %	Region %	Region %	Region %
1	34.2%	30.2% ↓	28.9% ↓	27.6% ↓
2	19.0%	11.6% ↓	11.2% ↓	10.7% ↓
3	15.1%	9.5% ↓	9.1% ↓	8.7% ↓
4	23.9%	39.5% ↑	42.1% ↑	44.6% ↑
5	7.9%	9.2% ↑	8.8% ↑	8.4% ↑

- The *Current and Historic RPP Midpoint* was the target established by staff to ensure statewide equity, across all four years, in the original distribution of SB funding.
- The three scenarios above (\$50M, \$100M, and \$154M) for varying levels of I-25N Seg 7&8 investment demonstrate that equity is impacted.
- Based on this analysis, CDOT staff recommends that remaining SB-267 second tranche funds (beyond current commitments) be programmed to Regions 1, 2, and 3 as they are currently below original equity whereas Regions 4 and 5 are above.

April 30, 2020

*Allocates-25 South Gap project according to total mileage located in Region 1 (2 miles) and Region 2 (8 miles)



Updated Region Equity for Highway Projects

- If I-25N Seg 7&8 is allocated an additional \$50M, this leaves \$74.7M in remaining dollars to program. If those funds are divided among Regions 1, 2 and 3 according to equity formulas, Region 1 would receive an additional \$20.6M, Region 2 would receive \$30.6M and Region 3 \$23.5M.
- If I-25 is allocated an additional \$100M, this leaves \$24.7 in remaining dollars to program. The same analysis provides Region 1 with \$5.8M, Region 2 with \$10.7M and Region 3 with \$8.2M.
- The table (right) recalculates equity based on those funding distributions.

Updated Region Equity Distribution			
Region	4-Year Equity Target	Updated Equity (I-25 @ \$50M)	Updated Equity (I-25 @ \$100M)
1	34.2%	30.0%	28.8%
2	19.0%	13.4%	11.8%
3	15.1%	10.8%	9.6%
4	23.9%	37.1%	41.2%
5	7.9%	8.6%	8.6%

Based on current funding assumptions, it is not possible to restore the regional equity distribution to the original target levels.

However, this analysis does demonstrate where current and potential add back funding could be targeted to restore regional equity. 13



Goals for Triaging SB267 Funding

Goals

1. Stay true to Your Transportation Plan
1. All projects will come from previously approved TC provided execution flexibility given project readiness
1. Advertise projects in timely manner
 - a. Associated with \$530-550M planning range (July 2021)
1. Restore regional equity to extent possible
1. Achieve 25% rural paving



The Next Step: Selecting Projects for Remaining Second Tranche Dollars

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
<i>Criteria</i>	<i>Criteria</i>	<i>Criteria</i>	<i>Criteria</i>	<i>Criteria</i>	<i>Criteria</i>
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities	Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans



Additional Screening Criteria

Jobs and Business Impact	Project Ability to Await Funding	Interdependencies of Work Packages	Timing of Economic Impact of Projects	Concentration and Timing of Major Capital Project Starts
Criteria	Criteria	Criteria	Criteria	Criteria
Projects ability to create jobs, help serve economically disadvantaged groups, ensures inclusion of DBEs and SBEs, and placement on a strategic economic corridor.	Ease v. difficulty of putting projects "on the shelf" to be revived if future resources become available later.	Evaluating which projects include components that are reliant on other elements of project work and thus need to be grouped together for efficiency and strategic project scoping.	Estimates of when expenses would hit the ground in terms of work, activity, and jobs.	This will pertain to how we think about larger projects in terms of sequencing, given that larger, multi-year projects tend to require discrete project financing packages and we may want to time those somewhat differently as we contemplate the next few years.



Keeping our eye on the ball: Your Transportation Plan is as important as ever

- This analysis--based on a “worst case scenario” to avoid overcommitting dollars--is only the first step in the scenario planning we need to do.
 - Includes only about **a third of the original \$1.6 billion capital plan** — largely comprised of projects that are already underway or awarded (e.g. I-25 North, a subset of rural road repaving projects, etc.)
- Thanks to the hard work of CDOT staff and the Transportation Commission, we have a robust, approved, four year capital plan. Each additional dollar made available goes into paying for projects on that approved list.
- In order to continue on the path to deliver our \$1.6 billion project list, the next step is developing **phased “add backs”** that determine specific groups of projects ready to move forward at various funding levels.
- While regional equity will remain important in these discussions so too will be the timing and extent of economic benefits and the relationship to other work packages.



Keeping our eye on the ball: Your Transportation Plan is as important as ever

- Staff will present the Transportation Commission with additional analysis on potential projects to fulfill the remaining \$25M-\$75M at the 5/21 meeting.
- 5/21 meeting also will present a similar level of analysis and scenarios for SB267 transit dollars.
- Add back scenarios will be presented starting in June. Scenarios will include:
 - Tiered funding levels
 - Regional Equity Analysis
 - Project screening that factors in the TC Guiding Principles, as well as the Additional Screening Criteria
- Staff has a developed analytical framework for decision making that combines the TC Guiding Principles with the Additional Screening.

VISION FOR COLORADO'S TRANSPORTATION SYSTEM



2045 Statewide Transportation Plan

STAC
May 15, 2020



Statewide Plan Documents

Throughout the planning process, the CDOT team has been working to develop three sets of documents:

1) The 10-Year Vision **COMPLETE**

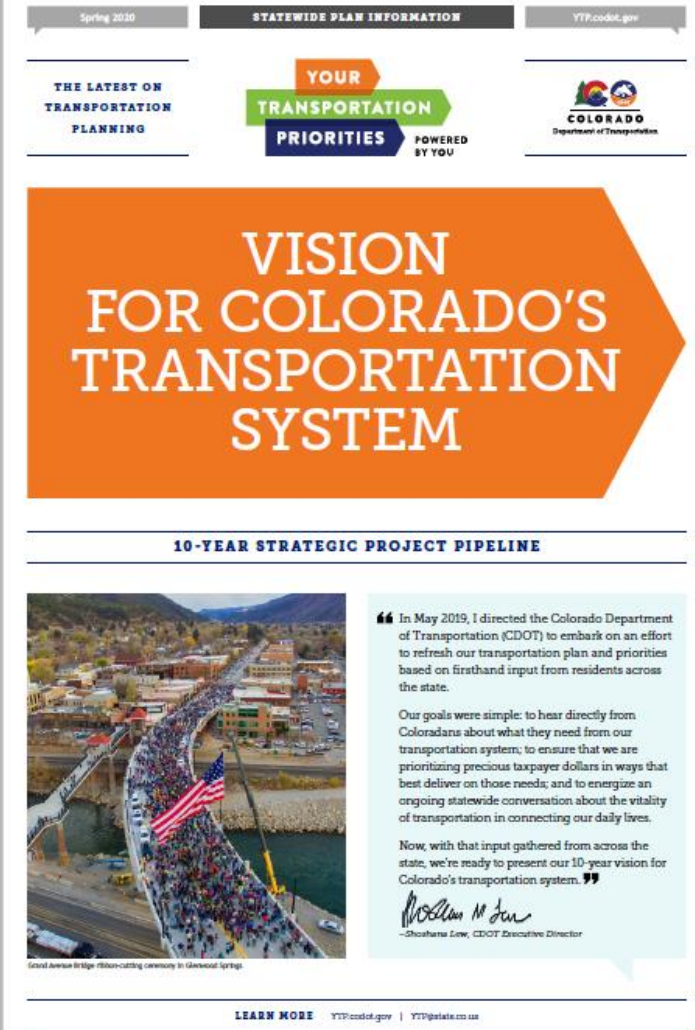
- Focuses on a more tangible timeframe
- Lists specific projects across the state
- Describes outcomes according to the themes we heard during outreach process (e.g. fixing rural roads)
- Includes projects identified for SB267 (next four years)

2) 10 Rural Transportation Plans **FINAL DRAFT**

- Heavily directed by the Transportation Planning Regions but drafted by CDOT.
- Each of the 5 MPOs also have long-term plans but those are created by MPO staff and are on a separate timeline.

3) The 2045 Statewide Plan **FINAL DRAFT**

- Essentially the “mother plan” because it incorporates the above documents.
- By state/federal statute must cover a 25 year planning horizon
- Must have a formal public review period of at least 30 days
- Must be formally adopted by the Transportation Commission
- Must meet a slough of state and federal requirements, including very specific direction on including all modes (e.g. aviation), linking to performance measures and describing CDOT’s budget.



State regulations state:

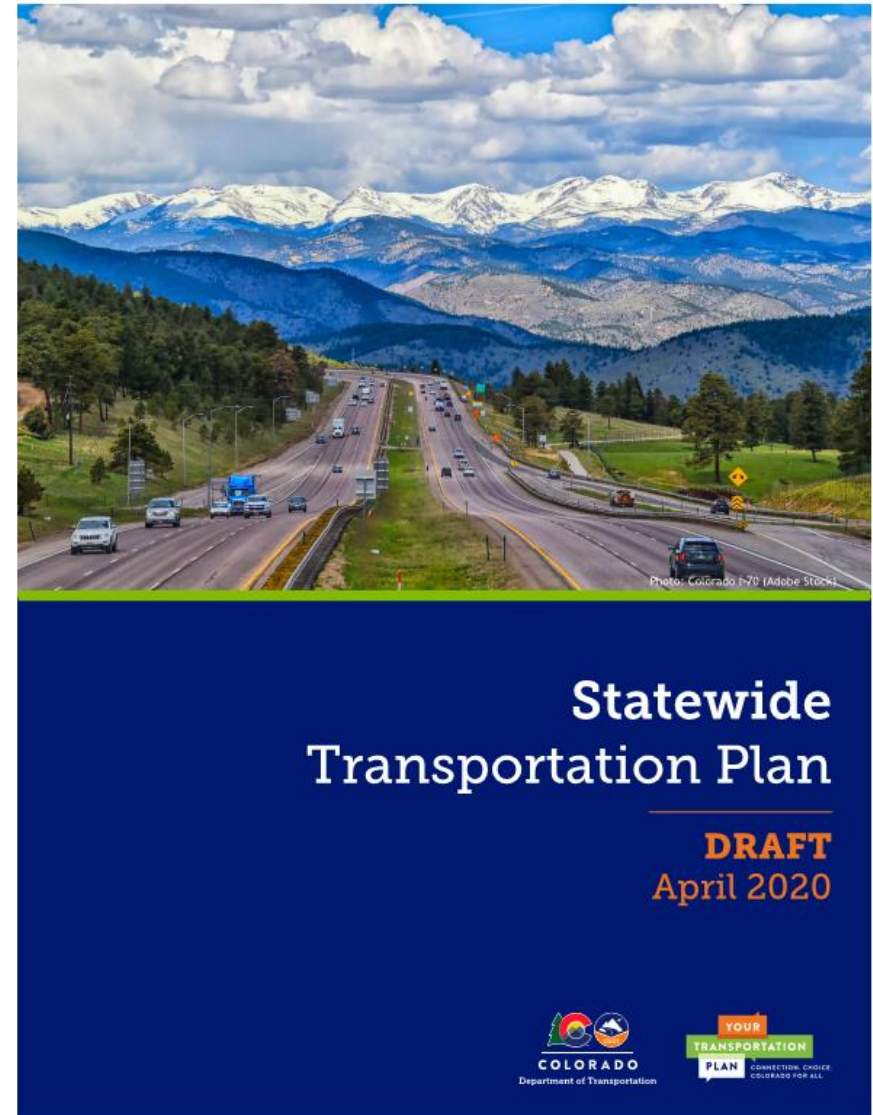
4.06.3.1 The Department will submit a draft Statewide Transportation Plan to the Commission, the STAC, and all interested parties for review and comment. The review and comment period will be conducted **for a minimum of 30 days**. The publication will be **available at public facilities**, such as at the Department headquarters and region offices, state depository libraries, county offices, TPR offices, Colorado Division offices of the Federal Highway Administration and Federal Transit Administration, and the internet.





Recommendation for 60-day public review

- Given COVID-19, staff recommends extending the 30-day review to 60-days in order to allow more time to reach more people more equitably.
- We will use virtual/electronic means of communication to meet the intent of the regulations. For example, emailing the draft plan to the list of public facilities and asking stakeholder/community groups to help spread the word.
- This timing meets state requirements as our work on the 10-yr plan still enables the FY21-24 STIP (scheduled for adoption in June).
- This timing also meets federal requirements because we are still on a path to request the TC's formal adoption before the end of the calendar year.



STAC / TC / FHWA / FTA Review Period	May 12-22
TC Discussion	May 21
60-day Public Review	June 1 – July 30
TC Adoption	August 20



- When we enter into the recovery phase for COVID-19, we would like to do a second round of public promotion focused around the Statewide Plan 10-year Vision and positive economic impact from transportation investments.

Questions?

Marissa Gaughan
Statewide and Regional Planning Section Manager
303.512.4235
Marissa.Gaughan@state.co.us