



## Statewide Transportation Advisory Committee (STAC)

*Due to the ongoing COVID-19 Situation, the STAC meeting will occur ONLINE with limited in-person attendance for STAC members and limited CDOT staff only*

**June 11, 2021**

**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 the May Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:20 **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.
- Break**
- 10:30-11:00 **SB260 Transportation Bill Overview (Information Update)** – Jeff Sudmeier, Chief Financial Officer & Rebecca White, Director, Division of Transportation Development
- An overview of SB260 Transportation Fee Bill legislation.
- 11:00-11:25 **Induced Travel Demand (Informational Update)** – Erik Sabina, Manager, Information Management Branch
- An overview of the term induced travel demand and its impact on planning and travel modeling.
- 11:25-11:45 **Transportation Asset Performance Reporting (Informational Update)** – William Johnson, Performance and Asset Management Branch Manager
- An overview CDOT's new performance reporting website.
- 11:45-12:00 **Other Business** - Vince Rogalski, STAC Chair



Statewide Transportation Advisory Committee (STAC)  
Meeting Minutes

Location: Via Web Conference  
Date/Time: May 14, 2021; 9:00 a.m.  
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area: Tammy Maurer, Jacob Riger  
Central Front Range: Dick Elsner, Dwayne McFall  
Eastern: Chris Richardson  
Grand Valley: Dana Brosig, Dean Bressler  
Intermountain: Bentley Henderson  
North Front Range: Suzette Mallette, Becky Karasko  
Northwest: Heather Sloop, Kris Manguso  
Pikes Peak Area: Holly Williams, John Liosatos, Kathryn Wenger  
Pueblo Area: Chris Wiseman, John Adams  
Gunnison Valley: Represented by Vince Rogalski

San Luis Valley: Keith Baker, Vern Heersink  
South Central: Walt Boulden  
Southeast: Stephanie Gonzales, Jim Baldwin  
Southwest: Sarah Hill (arrived after 10:00am)  
Upper Front Range: Scott James, Elizabeth Relford, Jon Becker  
Southern Ute Tribe: Doug McDonald  
Ute Mountain Ute Tribe: Bernadette Cuthair, Lyndreth Wall  
FHWA: John Cater, Bill Haas  
FTA: Not represented

Karen Stuart (Transportation Commissioner)  
Sidney Zink (Transportation Commissioner)  
Kathleen Bracke (Transportation Commissioner)  
Kathy Hall (Transportation Commissioner)  
Hermann Stockinger (Deputy Director)  
Andy Karsian (State Legislative Liaison)  
Steve Harelson (CDOT Chief Engineer)  
Keith Stefanik (CDOT Deputy Chief Engineer)  
Jeffrey Sudmeier (CDOT Chief Financial Officer)  
Rebecca White (CDOT Director, Division of Transportation Development)  
Marissa Gaughan (CDOT Manager, Multimodal Planning Branch)  
Theresa Takushi (CDOT Greenhouse Gas [GHG] Climate Action Specialist)  
Mike Timlin (CDOT Acting Director, Division of Transit & Rail)  
Jerad Esquibel, (CDOT Director, Division of Project Support)

Kay Kelly (CDOT, Director of Innovative Mobility)  
John Lorme (CDOT Division of Maintenance and Operations)  
Julie Constan (CDOT Region 5 RTD)  
Richard Zamora (CDOT Region 2 RTD)  
Lisa Schoch (CDOT Environmental Programs)  
Jenny Young, (Statewide Plan Consultant)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• Motion by Dick Elsner to approve the April 9, 2021 STAC meeting minutes, seconded by Scott James.</li> <li>• Minutes approved unanimously.</li> </ul>	Minutes approved
CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director	<ul style="list-style-type: none"> <li>• CDOT staff are returning to the office in June with flexible work arrangements to continue some remote work.</li> <li>• STAC and Transportation Commission (TC) meetings will return to in-person in June, with continued support for remote participation.</li> <li>• We will see three of the Commissioners in person just once more in June, as they are termed out. This includes Commissioners Zink, Thiebaut and Gifford. STAC was encouraged to recommend candidates apply to the vacated seats in Commissioner Regions 1, 8 and 10.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• Scott James: Are any CDOT applications being prepared to seek Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants?</li> <li>• Herman Stockinger: We are still exploring various options, including possibly a Bus Rapid Transit (BRT) project on Hwy119 or the Grand Junction Mobility Hub. We will likely apply for one and possibly two grants.</li> </ul>	No Action.
Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• The High Performance Transportation Enterprise (HPTE) Board, the Bridge Enterprise (BE) Board and the TC all met together to discuss and approve refinancing of the Central 70 project.</li> <li>• The Commission was provided an overview and definition of CDOT's Mobility Hubs program. The question came up about commercial activities in Mobility Hubs and whether they can be allowed outside the public rights-of-way.</li> <li>• The Policy Directive 1601 on Interchange permits was approved.</li> <li>• There was questioning whether the Greenhouse Gas (GHG) Rule infringes upon the Air Quality Control Commission's (AQCC) authority over GHG reductions. The AQCC will be invited to join the TC for a future discussion on this to determine the appropriate levels of authority with CDOT.</li> <li>• The Front Range Passenger Rail legislation is creating a district that includes all counties along the Front Range. If passed, this district could then propose funding measures on the ballot.</li> <li>• FHWA discussed several efforts and programs focused on pedestrian safety.</li> <li>• Bustang's Micro-transit service proposal was approved.</li> <li>• Traffic on Central I-70 will soon move from the old viaduct to the newly completed west-bound lowered and covered section.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• John Liosatos: We have a lot questions about the GHG Rule and would like more information to help understand what authority lies with the AQCC. We feel the TC is better suited to having that authority, considering transportation is the largest contributor to GHGs.</li> </ul>	No Action.

	<ul style="list-style-type: none"> <li>● Karen Stuart: The TC has asked for clarification from the Attorney General's office to weigh in on the Commission's authority in the GHG Rule, and we expect to hear something soon.</li> </ul>	
<p>Transportation Planning Region (TPR) &amp; Federal Partner Reports</p>	<ul style="list-style-type: none"> <li>● <u>DRCOG</u>: At our last meeting, the Board approved our Regional Transportation Plan as well as the FY2022-2025 Transportation Improvement Plan (TIP). They also approved the allocation of \$56 million available funding to waiting list projects in the TIP.</li> <li>● <u>CFR</u>: CDOT is completing some sidewalks on US50 in Canon City as well as overlays and cable guards east of the City. On US285, they are replacing some culverts near Bailey and preparing to replace a bridge south of Fairplay once the river levels come down in July, as well as an interchange at Hwy9 and US285.</li> <li>● <u>Eastern</u>: We have not met recently. Trent Bushner and I were able, however, to meet face-to-face with Director Paddock recently.</li> <li>● <u>Grand Valley</u>: At our April 26 Board meeting we adopted our FY2022-2025 TIP and with that supported some transit fleet replacement. Our Mobility Hub Study is progressing and we are looking forward to developing a RAISE Grant application for that.</li> <li>● <u>Gunnison Valley</u>: We are dealing with the delays caused by the construction in Little Blue Canyon, which are largely due to the detour on Hwy92. CDOT is chipping and blasting away at canyon walls on that project. It is open only about 5 hours daily, but will be open on weekends starting this weekend.</li> <li>● <u>Intermountain</u>: CDOT is reworking some bridge decks along I-70 Vail Pass. There is overlay work being completed on Hwy9 from Frisco to Breckenridge, and there's work on Hwy24 in Leadville and in Glenwood Canyon preparing to mitigate the effects of the fires there last year. We are expecting some interest in Main Streets Grants for a couple projects in Summit County.</li> <li>● <u>North Front Range</u>: At our May 6 meeting, the Council approved our FY2022-2023 Unified Planning Work Program (UPWP) as well as our FY2022-2025 TIP. We also released our Active Transportation Plan which includes micro-mobility options. That is expected to be approved in June. We've selected a consultant to complete a premium transit connections study, funded by Multimodal Options Funds (MMOF), which is expected to complete in 18 months. We've hired a new Mobility Coordinator, who will start May 24.</li> <li>● <u>Northwest</u>: At our TPR meeting, we heard from former Commissioner Kathy Connell who voiced some concerns about deterioration along Hwy9 in the region. In our region we are concerned more with fixing what we have than building new roadway. And there will be conversations to discuss the missing segment reroute on Hwy40 through Muddy Pass. Hwy13 is getting five miles of widening and a wildlife underpass in a year. The chipseal on Hwy40 in Steamboat will begin in June and take two months to complete. Steamboat has finished their transportation mobility plan. And there are strong</li> </ul>	<p>No Action.</p>

	<p>conversations in the valley to consider how to form a transportation authority to manage winter employee housing and transportation.</p> <ul style="list-style-type: none"> <li>● <b>PPACG:</b> We had a long Senate Bill 260 discussion about who should be in control of GHG emission reductions; Our position is that we'd like to see specific language in the Bill that gives a very key role to the TC in GHG standards as related to transportation projects. Some ramp work has begun on north I-25, and we had a ribbon cutting on the Hwy21 Research Parkway project. The Hwy115 open house was well received.</li> <li>● <b>PACOG:</b> The Phase I widening on US50 in Pueblo West is 60% done and construction on the Purcell Bridge is scheduled to begin soon. The Right-of-way work for I-25 US50B interchange is getting underway. Our long-range plan and our TIP are scheduled to be approved later this month. We have several Multimodal Options Fund (MMOF) projects moving through the Intergovernmental Agreement (IGA) process. Discussions continue to find alternative locations for the Multimodal Hub in the north end of the City. And the Joe Martinez Blvd extension to US50 plans continue.</li> <li>● <b>San Luis Valley:</b> At our TPR meeting, we heard a TC report and farewell from Commissioner Zink. We are going to miss her as our Commissioner. We have awarded grant funding to do a transit needs study in our region. The Hwy17 &amp; US160 intersection project is complete. The Monarch Pass chain up project begins next week, and the Johnson Village wildlife project is on hold, since we only received one over-budget bid. The US285 shoulder widening is underway. Andy Karsian visited to talk about SB260 and we heard a Revitalizing Main Streets (RMS) program overview from Rachel Bolin. We are considering that the additional SB260 revenue can be used on local roads. We would like to see language in the Front Range Rail to consider future rail connections to interior routes.</li> <li>● <b>South Central:</b> We are wrapping up the Exit 11 bid process, and starting on that this summer. Hwy12 shoulders and wildlife mitigation project is coming in 2022. Our MMOF projects are moving forward. The TPR is not meeting again until July, once SB260 is finalized.</li> <li>● <b>Southeast:</b> All projects are progressing as planned. We have hired a new Mobility Manager, Charity Markus, who has relocated from Los Angeles and will be located at our Las Animas office. Our goal is to have a regional transit system that closes the gaps in the region. Director Lew is expected to tour our region the end of this month, and our next meeting is in July.</li> <li>● <b>Southwest:</b> No Report</li> <li>● <b>Upper Front Range:</b> We have not met since last month; there is no more to report today.</li> <li>● <b>Southern Ute:</b> Have selected a contractor to do our long-range plan update, a safety plan and we're working on our TIP for the next four years. This will be our first time to roll out a road maintenance program that includes local roads not currently maintained.</li> <li>● <b>Ute Mountain Ute Tribe:</b> We're working with Montezuma County for ditch repairs on County Road G; we will see if that works and if not we'll have to consider phase 2 to do further correction. This year we will put out for bid our long-range plan update. Today we are introducing our new transportation representative, Council Member Lyndreth Wall.</li> </ul>	
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	<ul style="list-style-type: none"> <li>● <u>FHWA</u>: We held a recent Safety Action Plan webinar to talk about best practices, represented by several agencies around the country; FHWA also held an event on the Highway Safety Improvement Plan (HSIP) to hear from different states how they are using that program. And we held a Law enforcement and first responders conference to talk about management of roadway incidents. We discussed the I-25 incident near Longmont that closed I-25 for 36 hours, exploring what worked, what did not.</li> <li>● <u>Federal Transit Administration (FTA)</u>: No Report</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Karen Stuart: Commissioners Stuart, Bracke and Vasquez toured the Central 70 project yesterday and we were all impressed at the technology and accomplishments made already. We have been talking on the GHG task force about what is realistic for employer trip reduction goals. On the SB260 hearings, I waited to testify but never got the chance – they discussed until about 9:00pm last night. Commissioner Zink: I have been to ten different counties over last 6 weeks, and it was good to hear in person from Region 5 folks about their needs.</li> </ul>	
<p>State Legislative Report</p> <p>– Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>● The Senate is currently debating numerous amendments to SB260, which proposes a number of new mechanisms to generate additional transportation funding for CDOT, municipalities and counties. The Bill also directs funds to alternative multimodal investments and includes a provision that would require governments to do an enhanced level of planning, analysis, community engagement, and monitoring for road expansion projects, including consideration of GHG emissions in construction activities. CDOT specifically sought input from the STAC on this Bill.</li> <li>● Senate Bill 1303 was also introduced this week, which seeks to direct CDOT work with suppliers and the construction industry to quantify GHG emissions from construction materials and activities. The proposal is to implement this over a 3-year period to allow CDOT to build the collaborative capacity.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Karen Stuart: Is CDOT offering amendments to SB260?</li> <li>● Andy Karsian: CDOT is offering several clean-up amendments: To clarify MMOF distribution is still 85/15, some Section 28 amendments are based on stakeholder input; and RTD wants to make sure the Regional Transportation Authority (RTA) language coordinates with them. We also expect to see many competing amendments for changing the amount of funds between state highways or for GHG reductions or between opposing interests about how much would be going to alternative multimodal investments.</li> <li>● Andy K: The majority of opponents we have seen are either the TABOR proponents or the environmentally green interests that want more to go to alternatives. Overall, we saw the vast majority are in support of the Bill generally.</li> </ul>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>● Holly Williams: In the Pikes Peak Region, we have a lot of concern that the Section 28 language may delay any of the projects promised in our RTA.</li> <li>● Andy K: We are ensuring nothing in this bill will delay any of the RTA projects going on or any of the existing projects that we have going on. In fact, Section 28 affects only Regionally Significant projects and therefore does not affect the vast majority of projects.</li> <li>● Scott: I am against the Section 28 language altogether; land use is a local purview and it's wrong to have state government involvement at all. I also think it muddies the water on determining GHG emissions. Weld County will oppose the Bill unless it strikes all of these. That said, I would like to know where CDOT stands in support of the Bill.</li> <li>● Andy K: CDOT supports the bill 100%. Land Use is something that has been lacking in transportation planning. Nothing in this Bill takes away local land use authority. However, unless we incorporate land use planning we will not be able to address our needs regionally or statewide; we are intending to say we will continue to work with local entities on land use to address those needs. It has not intended to supersede local authority. CDOT strongly supports the Bill, as it also addresses long term funding needs.</li> <li>● Sarah Hill: Does the Bill include an early lump sum MMOF distribution?</li> <li>● Andy: Yes, there is an earlier lump sum, then later ongoing transfers. Also being considered are match requirements and improving the upfront planning with CDOT on selection of projects.</li> <li>● Holly Williams: Does holistic land use planning mean land use planning at the statewide level can supersede local land use? Sometimes Denver Area land use views do not match those of El Paso County. If that is what Section 28 implies, we are opposed.</li> <li>● Andy: We have not incorporated local land use planning before. What this means is we have cooperative conversations with comprehensive stakeholder engagement. Holistic does not mean there is a statewide overarching land use program. It means neighboring locals have conversations about local land use plans so they work together.</li> <li>● John Liosatos: We really want to be assured that the project selection can continue in such a way that GHG mitigation is appropriate, but not be overly punitive to our local Regional Transportation Authorities' (RTA's) project selection. And we also see idling in congestion as an issue – that if we increase capacity cars don't sit idling, and we reduce emissions.</li> <li>● Andy K: CDOT agrees with you. Not only has Director Lew testified to that in committee on the bill, she has also said that multiple times in meetings with other environmental groups. We also recognize the idling issue. We believe if we built more capacity, it will fill up and just create more congestion and GHG pollution.</li> <li>● John L: When we heard GHG reduction will only affect metro areas, will CDOT still be able to do capacity improvements in rural areas?</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Andy: I cannot answer all definitively right now. CDOT believes we will still be able to do capacity building, and some may require additional mitigations. Capacity projects in rural areas are not going to affect metro areas. This is one of the biggest bills we have ever seen on transportation and we expect, if this passes, there will follow up bills in future years, as usual, that clarify and clean up issues as they develop.</li> </ul> <p><i>BREAK at 10:31; to resume at 10:40</i></p>	
<p>2045 Statewide Plan Debrief Summary (Informational Update)</p> <p>– Marissa Gaughan, Multimodal Planning Branch Manager</p>	<ul style="list-style-type: none"> <li>• Staff presented results of a survey of planning stakeholders seeking input on the process and contents of the recent 2045 Statewide Transportation Plan development.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Bentley Henderson: We found some regional interests in projects competed with localized project priorities. I am wondering if there couldn't be more opportunity up-front in the process to try to coordinate on identifying those regional needs.</li> <li>• Marissa: It may be that just having more time for the process may alleviate that conflict, to allow more exploration of the data and allow more robust, thoughtful conversations.</li> </ul>	<p>No Action</p>
<p>Update on GHG Proposed Rulemaking and Policy Directive (Informational Update)</p> <p>– Rebecca White, Director, Division of Transportation Development (DTD) and Theresa Takushi, Greenhouse Gas Climate Action Specialist</p>	<ul style="list-style-type: none"> <li>• Because SB260 has some effect on the GHG Rule, the decision was made to delay the rule-making schedule on the GHG pollution standard by 2-3 weeks – exact date is yet unknown. The Employee Trip Reduction (ETR) goal has been published on the AQCC site and the request for hearing will move forward in May.</li> <li>• Staff reviewed recent and ongoing stakeholder engagement and work establishing State and MPO area GHG budgets.</li> <li>• 5 Regional stakeholder meetings held recently to seek input on the transportation planning elements, stakeholder engagement, reporting requirements.</li> <li>• Discussion addressed specific feedback including Land Use authority concerns and Local GHG targets.</li> <li>• Staff will update STAC and stakeholders once we know the new rulemaking date.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Suzette Mallette: The TC Workshop Notes last month noted that: Colorado Department of Public Health and Environment (CDPHE) continues to use 100-year climate-forcing calculations for methane equivalents, which is not consistent with the 20 to 25 year baseline used by the Intergovernmental Panel on Climate and therefore may inaccurately show transportation as a current number one contributor to greenhouse gases. It also said that CDPHE has been encouraged to shift to the standard, but they have not. Can you help me understand what that is all about?</li> <li>• Theresa: It pertains to how pollutants can have different emission factors whether you are looking at the 20 out-year or 100 out-year baselines. I am not familiar with why one may have been used over another or why CDPHE is looking at it from that perspective.</li> <li>• Suzette M.: If we chose one baseline over another, how might that affect our budgets?</li> <li>• Theresa: I will take that back to our modeling team and get more information.</li> </ul>	<p>Follow up requested</p>



<p>Historic Bridges and Colorado's Most Endangered Places List (Informational Update)</p> <p>– Lisa Schoch, CDOT Senior Historian, DTD</p>	<ul style="list-style-type: none"> <li>• Lisa provided an overview of CDOT's Historic Bridge Program and its proactive approach to historic preservation.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Vince Rogalski: There was a 1960's bridge that was on US160 that went underwater in the 1970's when Blue Mesa Reservoir was built. Recent sonar found it was still there and in good condition.</li> <li>• Keith Baker: We have several historic bridges that were part of the Pikes Peak Ocean-to-Ocean Highway (PPOO), some of which are off-system. One of them is just south of Leadville and has a plaque about the PPOO.</li> </ul>	<p>No Action</p>
<p>Central 70 Project Update (Informational Update)</p> <p>– Bob Hays, Central 70 Project Director</p>	<ul style="list-style-type: none"> <li>• Crews are testing fire suppression and water control systems in the now-complete westbound lanes in preparation for the "Mile High Shift" when all existing west and eastbound lanes will shift from the existing viaduct into this new lowered section on the north portion of the corridor.</li> <li>• Once traffic is shifted, it will remain there for approximately 14 months while the remaining south portion of the viaduct is demolished and the</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• None</li> </ul>	<p>No Action</p>
<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>• The next STAC meeting is June 11, hosted in-person at CDOT Headquarters, with remote participation also supported.</li> <li>• CDOT needs to know how many of us will be attending in person, so they can set up the room accordingly. STAC members will receive an email asking whether you intend to join in person or remotely.</li> <li>• John Liosatos: Can we request CDOT to bring a presentation on induced demand? We are not sure it is being applied correctly and we would like to understand how that has been interpreted and used.</li> </ul>	<p>Future STAC Item requested.</p> <p>Adjourned.</p>

STAC ADJOURNED at 11:58am

The Transportation Commission Workshops were held on Wednesday, May 19, 2021 and the Regular Meeting was held on Thursday, May 20, 2021. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.

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

## **Transportation Commission Workshops Wednesday, May 19, 2021, 11:30 am – 5:00 pm**

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

All 11 Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Donald Stanton, Sidney Zink, Eula Adams, Barbara Vasquez and Lisa Tormoen Hickey.

### **CDOT/HPTE/OEDIT Intergovernmental Agency Agreements (IAA) (Nick Farber)**

**Purpose:** The purpose of this workshop was to review the CDOT/Office of Economic Development and International Trade (OEDIT) Intra-Agency Agreement (IAA) in regards to the acquisition of the Union Pacific Railroad (UPRR) Burnham Yard Property.

**Action:** The TC was asked to adopt a resolution that supports the staff recommendation to approve the IAA.

### **CDOT/HPTE Burnham Yard IAAs (Nick Farber)**

**Purpose:** The purpose of this workshop was to describe the CDOT/HPTE Intra-Agency Agreement (IAA) in regards to the acquisition of the Union Pacific Railroad (UPRR) Burnham Yard Property.

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

### **Discussion Summary (for both IAA items):**

- Staff summarized for the Commission the risks that CDOT assumes in the purchase of the land, which include: 1) Risk of unexpected overall drop in property values between the time of CDOT's acquisition and the eventual sell-off of the non-transportation parcels of land; 2) Reduced sell-off revenues if CDOT ultimately determines more than the currently-projected 15-17 acres are required for transportation uses; and 3) Reduced sell-off revenues if CDOT's or other partnering agencies' use of the land devalues the adjacent parcels to be sold off. Staff agreed to provide the Commission a risk summary that approximates possible costs of those risks.
- The Commission and staff acknowledged that there might also be risk related to the eventual construction of transportation facilities that restore its impacts on disadvantaged communities in the area versus the "highest and best use" used in the current evaluation of the land.
- Ultimately, CDOT and the TC will have to weigh the trade-offs between what brings the best value for the land and what brings the best transportation uses.

### **HPTE Board Roll Call, Discuss and Act on Proposed HPTE Resolution #357: CDOT/HPTE Burnham Yard IAA.**

The HPTE Board meeting was called to order. All members were present. Staff summarized the IAAs, the loan agreement terms and the adventure. **Motion** by Board Member Khokhryakova to approve HPTE Resolution 357, Seconded by Board Member Gutierrez; **Passed unanimously on May 19, 2021.**

## **Discuss and Act on Proposed TC Resolution #13: CDOT/HPTE Burnham Yard IAA**

**Motion** by Commissioner Gifford to approve TC Resolution #13, Seconded by Commissioner Hall; **Passed unanimously on May 19, 2021.**

## **Discuss and Act on Proposed HPTE Resolution #358: CDOT/HPTE Burnham Yard Loan Purchase Agreement.**

**Motion** by Board Member Stanton to approve HPTE Resolution 358, Seconded by Board Member Bowes; **Passed unanimously on May 19, 2021.**

## **Tolling Operations and Maintenance IAA (Nick Farber, John Lorme and Simon Logan)**

**Purpose:** To present the Fiscal Year (FY) 2021-22 Tolling Operations and Maintenance (TOMs) IAA, including the FY 2021-22 Statement of Work (SOW), between the High Performance Transportation Enterprise (HPTE) and the Colorado Department of Transportation (CDOT).

**Action:** HPTE staff is seeking Board approval of Resolution #359 authorizing the TOMs IAA and proposed SOW between HPTE and CDOT for FY 2021-22.

**Motion** by Board Member Khokhryakova to approve HPTE Resolution 359, Seconded by Board Member Easton; **Passed unanimously on May 19, 2021.**

## **HPTE Staffing (Nick Farber)**

**Purpose:** To present the TC with key details regarding, and seek approval of, HPTE's request for four (4) Full-Time Equivalent (FTE) positions to increase the HPTE Express Lanes tolling operations staff.

**Action:** HPTE staff is seeking TC approval of HPTE's request for four FTE positions to increase the HPTE tolling operations staff.

### **Discussion:**

- The cost of the increase in staff does not affect CDOT's budget, but is paid for by increased revenues of the HPTE.

The HPTE Board Meeting concluded at 12:53pm.

## **Employee Trip Reduction Program Rulemaking Update (Mike Silverstein, Regional Air Quality Council [RAQC])**

**Purpose:** This workshop provided an overview of the proposed Employer Traffic Reduction (ETR) Program rule.

**Action:** Informational. No action required.

### **Discussion:**

- The RAQC has access to baseline data on current single-occupancy vehicle (SOV) use which could be used to model what these reduction targets might achieve. However, they are not used to set employers' reduction targets as that would not equitably treat employers fairly, particularly those that have already been achieving trip reductions. Rather, the rulemaking sets a single target for all employers, some of which will already be meeting those targets.
- The ETR rule does not have funding attached to it to incentivize employers' emission reduction efforts, but there are numerous funding programs already in place that do.

## **Update on Greenhouse Gas (GHG) Proposed Rulemaking and Policy Directive (Rebecca White and Theresa Takushi)**

**Purpose:** This workshop is intended to explain the status of the GHG Transportation Policy/Rulemaking Process.

**Action:** N/A

**Discussion:**

- Commission is working a draft resolution to be considered in June that would make the TC a party to the rulemaking, allowing CDOT direct involvement in the rules that affect transportation projects and programs.
- While some Commissioners felt the timeline of the rulemaking could be sped up, staff explained that the timeframe aligns to the typical 5-year cycle of long-range plan development required of CDOT and the five MPOs.

## **Historic Bridges and Colorado's Most Endangered Places List 2021 (Lisa Schoch and Rebecca White)**

**Purpose:** The purpose of this workshop was to provide a summary presentation about CDOT's Historic Bridge program.

**Action:** Informational. No action required.

**Discussion:**

- Commissioners suggested the historic preservation program partner with CDOT's Byways program to integrate historic information with the Byways' experience.

## **Maintenance Apprenticeship Program (Kristi Graham-Gitkind)**

**Purpose:** The purpose of this workshop was to propose to the TC the creation of a Maintenance Apprenticeship Program.

**Action:** Human Resources (HR) respectfully requests nine (9) additional 2-year term FTE to create this program, along with budget for program costs (including 10 FTE) beginning late FY22 and running through FY24.

**Discussion:**

- The program proposes a "High School to Career" apprenticeship program to help address the common shortage of entry-level maintenance workers that CDOT experiences by recruiting and training candidates through Colorado's schools.
- Approval of the program would include consideration of approval of the additional Human Resources FTE's as well as the program budget, included in the Budget presentation of this meeting.

## **I-70 Joint Operations Area Request for New Patrol (John Lorme)**

**Purpose:** The purpose of this workshop was to provide a summary of the presentation on the Division of Maintenance and Operations (DMO), Joint Area Operations (JOA) Program, and a request for approval of 16 new full-time employee (FTE) positions to support year-round maintenance and operations along I-70 mountain corridor (EJMT to Vail Pass).

**Action:** In order to meet the ongoing maintenance requirements and since the seasonal JOA program will be phased-out of service, the department is asking the TC for the approval of 16 new maintenance positions at a total cost of \$2,428,150.

**Discussion:**

- None

## **Budget Workshop (Jeff Sudmeier and Bethany Nichols)**

### **Tenth Amendment to the FY 2020-21 Annual Budget**

**Purpose:** To review the tenth amendment to the FY 2020-21 Annual Budget in accordance with Policy Directive (PD) 703.0.

**Action:** The Division of Accounting and Finance (DAF) requested TC review and approval of the tenth amendment to the FY 2020-21 Annual Budget. The tenth amendment consists of four items that require TC approval, described below, resulting in:

- 1) Reallocation of \$3.4 million from the Program Reserve to the Maintenance Program Areas for a new Joint Operations Area Maintenance Patrol;
- 2) Creation of a High School Maintenance Apprentice Program;
- 3) Reallocation of \$4.0 million from the Program Reserve to HPTE per the Tolling Equipment Finance Agreement (TEFA); and
- 4) Return of \$19.5 million to the Program Reserve to repay the loan for the SH 21 and Research Parkway Interchange project in Region 2.

#### **Discussion:**

- Approval for the additional FTEs includes funding for the coming year, but future funding required will be considered when the TC begins to develop the FY2023 budget later this year. Future year budgets are planning-level budgets that do not account for inflation in the out years, historically because CDOT has never had the funding to grow its programs according to inflation. Staff and the Commission acknowledged that the potential for high rates of inflation will require consideration of new funding to continue funding existing programs. The current fee-based funding program being considered will increase along with inflation.

### **HPTE FY 2020-21 Loan Request as Part of the CDOT 10<sup>th</sup> Budget Amendment**

**Purpose:** This workshop is intended to provide additional background information regarding a \$4.0 million HPTE loan request for tolling equipment, software and installation (Tolling Equipment) that is included in the May CDOT fiscal year (FY) 2020-21 budget amendment. The request is being made under the Tolling Equipment Financing Agreement (Agreement) between the High Performance Enterprise (HPTE) and the Colorado Department of Transportation (CDOT) which was executed in May 2019. Funds will be used for Tolling Equipment needed for the I-25 South GAP Monument to Castle Rock Project

**Action:** HPTE staff is requesting Transportation Commission (TC) review and approval of a \$4.0 million HPTE loan request included as part of the May CDOT FY 2020-21 budget amendment.

#### **Discussion:**

- No further discussion

## **Small Business and Diversity (SBD) Committee (Greg Diehl and Emily Crespin)**

Committee Members: Kathy Hall, Chairwoman; Commissioner Adams, Commissioner Beedy, Commissioner Stanton, Commissioner Vasquez, Commissioner Hickey; CDOT Chief Engineer, Steve Harelson, and Greg Diehl, CDOT Director of Civil Rights and Business Resource Center

Approval of the minutes from September 2020 SBD Committee meeting: Motion by Eula Adams to approve; seconded by Mrs. Vasquez; approved unanimously.

Emerging Small Business (ESB) Program – The TC will consider a resolution tomorrow to introduce a third, Small Business Enterprise (SBE) level to the Disadvantaged Business Enterprise (DBE) program. That level would benefit by not being sized out if they are higher than the ESB program.

Workshops concluded at 5:00pm.

## **Transportation Commission Regular Meeting Thursday, May 20, 2021, 9:00 am to 11:00 am**

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

All 11 Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Sidney Zink, Eula Adams, and Lisa Tormoen Hickey, Donald Stanton and Barbara Vasquez

### **Public Comments (provided to Commissioners in writing before meeting)**

- No public comment

### **Comments of the Chair and Individual Commissioners**

- Commissioner Hickey commented on how many meetings she attended. The Commissioner is looking forward to the groundbreaking for the Military Access, Mobility & Safety Improvement Project (MAMSIP) on June 2<sup>nd</sup>, which will improve efficient entry and exit to military facilities. It will increase safety, and also will be important to the community which will lift all boats. She has been happy to participate in discussions around the new funding bill and how it will impact projects approved through the Pikes Peak Regional Transportation Authority (RTA). The need to make sure that the state funding will intersect well with local decisions was expressed, and noted how important it is for the district 9 system to be integrated with the state and national system, and that they support the Bill.
- Commissioner Vasquez expressed excitement for all of the progress on Central 70 and the attention that is being given to community needs. She has participated in the GHG listening sessions and conveyed her gratitude for their ability to be so inclusive and thoughtful in how they are engaging stakeholders. Regarding GHG reduction efforts, it was encouraging to see Ford debut their electric pick-up truck.
- Commissioner Zink had the opportunity to attend the Statewide Transportation Advisory Committee (STAC) and multiple county meetings, and has really enjoyed speaking with locals about transportation. She visited the SH-160- 550 interchange project site, and was amazed to see all the progress made.
- Commissioner Stanton recognized and thanked Julie George of the CDOT Office of Policy and Government Relations (OPGR), Paul Jesaitis, CDOT Region 1 Transportation Director, and Andy Karsian, Colorado State Legislative Liaison, for helping him prepare for a briefing with Jefferson County and also met with Mayor Paul of Lakewood. Discussed all the prices going up and inflation up 4% and commodities of steel and gas are rising, and we need to think about how this will impact us in this sensitive recovery time.
- Commissioner Adams thanked CDOT staff for their dedication and professionalism over the last difficult year.
- Commissioner Gifford remarked on a great month that included tours of Central 70 project site, and how exciting it was to see all the progress. We are on the verge of starting new project to move forward with Burnham Yard through and many resolutions were passed yesterday for that project.
- Commissioner Bracke remarked on how exciting it was to see all the progress on Central 70. She was struck by how beneficial it will be in knitting neighborhoods back together. It is also amazing to see progress on North I-25 project, and it is moving along well. The other exciting project is the Transportation funding Bill which is moving through and really looking like it will pass. It (the Bill) truly does encompass so many diverse voices. It is truly the biggest thing we will see in transportation for many years. One question she hears in meetings is what projects CDOT will submit for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants.
- Commissioner Beedy expressed condolences to the family and community after a police officer was shot this morning. Commissioner Beedy toured the Central 70 project, and remarked on what a great benefit the project will be to the local community and the state as a whole given how critical the corridor is to the state. He emphasized the importance of prioritizing maintenance, and while the increase to the legislative restrictions should help a bit, he really hopes that the new funding coming forward can go towards maintaining the system. Concerns were expressed regarding the limits the new fee bill will place on capacity that could be a problem for supporting sustainable growth with the population growth that is expected.

- Commissioner Thiebaut is excited about the opportunity to meet in person next month for the first time since the pandemic began. He is also excited to join Region 2 south program staff on a tour next week of some of the projects in the southern region of his district, and he looks forward to seeing how things are going.
- Commissioner Hall was able to join into the Intermountain Transportation Planning Region (TPR) for their last meeting through zoom. She also attended a meeting with Chaffee County that was really enjoyable. Commissioner Hall thanked John Lorme, CDOT Director of the Division of Maintenance and Operations, for all the maintenance work along Vail Pass and the Eisenhower tunnel corridors, and commented on how the changes will benefit the entire state.
- Commissioner Stuart enjoyed participating in the last STAC meeting, and commented on how she continues to be impressed by how much is learned by attending those meetings. One observation was how appreciated Commissioner Zink is, and remarked on what a great mentor she has been. A tour of the Central 70 project she joined as well, and compared it to the tour of Boston's big dig in terms of the consideration of the community and the innovation and technology involved. It will be great to see how it works when it is complete, and gave a special thanks to Bob Hayes, the Central 70 Project Manager. The CDOT historian, Lisa Schoch, provided an impressive presentation on historic bridges, and it was amazing to learn about architectural diversity.

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

- Executive Director Lew remarked regarding the work on the SB-21-260 that was a Herculean effort with the Bill sponsors and stakeholders, and that there was a need to walk a fine line between the various equities. A special thanks and recognitions were provided to Rebecca White, CDOT Division of Transportation Development Director, Sally Chafee, CDOT Chief of Staff, Sarah Hughes, Senator Bennett's Office Deputy Chief of Staff, and Jeff Sudmeier, CDOT Chief Financial Officer, for all of their help. Hopefully there will be good news next month on this.
- Other legislative efforts are making progress too. The project limit bill was really a heavy lift, but ultimately it has been a successful negotiation with the contractor community. It will give the maintenance team a lot more flexibility.
- It was great to see the progress that was made on Central 70. She thanked everyone involved in helping the public get to see the progress.
- A lot of simple good repair work happening on every stretch of I-70, which is really great to see all the work going into even just simple things.
- Little Blue Canyon along US 50 is going well so far thanks to all of the upfront outreach and work we did to mitigate the impacts.
- CDOT is ready to go on the SB 267 projects. An exciting visit occurred where CDOT staff talked about Main Street projects with stakeholders.

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

- Steve commented on how many parallels he sees between CDOT's work and what he recently read about in a book about building the Washington Bridge.
- He is impressed with CDOT's record keeping system and how amazing it was to go through, and that it speaks well of our construction culture. One piece of that is site manager, which is still evolving. Paul Turtle in the Information Technology (IT) team is working on a transformation, and the new system will be integrated with On Track to allow us to use records more quickly and efficiently. This will make everything more transparent as well, and will also make inspections more efficient.

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

- Along with putting together the Burnham Yard, we've been busy talking to E-470 about back office procurement, and how they weren't meeting their current goals. We discussed how to work together going forward.
- Met with the Floyd Hill funding gap Project Leadership Team (PLT) team to discuss modeling results and funding gap study.

- Met with the I-25 North Coalition to discuss the unsolicited proposal process and to give update on the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan process, which could close by early fall, but probably will be late fall.
- A presentation to the Joint Budget Committee on Burnham Yard occurred and we received comments mostly concerned with transparency in the planning process. Executive Director Lew just approved an Intergovernmental Agreement (IGA) with the Colorado Office of Economic Development and International Trade (OEDIT) to move that forward.
- Nick thanked those involved in developing the IGA for HPTE and getting it done in record time to get funding ready for a seamless close.

#### **Legislative Update, Andy Karsian, Office of Policy and Government Relations**

- The funding Bill is going through the House, and we were able to get some good amendments in there, and looking forward to good debate in the house on SB 21-263, the advertising Bill. This is in case circuit court upholds the finding against CDOT, and it doesn't impact all advertising.
- We have some good sponsors on the advertising Bill.
- On HB21-1303 it's up in committee, and CDOT will testify in support. This is GHG on construction materials.
- Working with Joint Budget Committee (JBC) to prioritize stimulus funds for Driving under the Influence (DUI) enforcement that passes through CDOT to locals.
- Made sure the Bill on personal identification information doesn't interfere with tolling.
- Office of Policy and Government Relations was all over the state this week. There was a rumble strip issue in Boulder Canyon, signage for traffic, air breaks in Georgetown. There was an issue with a legislator over the Little Blue Canyon US 50 project. As it turned out, the concerns were based on misinformation, but CDOT responded to the concerns in a timely manner.

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

- John commented on how great the Central 70 tour event was. Everything presented was fascinating with so many booths that explained everything about the environmental process.
- Regarding safety, Colorado's numbers are a concern, but there's a lot going on in that area that is promising. There was a recent workshop on safety improvements where other DOTs including CA, MI and Washington shared their successes with CDOT.
- A Pedestrian action safety webinar occurred that focused on safety challenges and how to improve safety for pedestrians and other non-motorized users.
- A goal to reduce crashes with first responders, and to improve safety in that regard was identified, and folks from many agencies from around the state came together to discuss how to solve these problems.
- Remembrance Day at CDOT was recognized as a really tremendous effort on awareness. Hopefully we don't keep adding names to the monument.
- A tanker crashed on I 25 recently, and an action group came together to do a lessons learned assessment, and it was great to see that happen.

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

- Vince thanked the Transportation Commissioners for attending STAC last week.
- Talking about TC and STAC meetings to return to in person starting in June, but CDOT will continue to support remote participation options.
- SB 21-260 discussion helped clarify what the Bill does. STAC debated inclusion of GHG section and long range planning. Some think it infringes on federal control of air quality, and local control of land use. CDOT affirmed that the intent is not to supersede local authority. SB 260 would not impact projects in the pipeline. Match requirements are also being considered.
- A presentation providing a debrief on what can be done better for next Statewide Transportation Plan was given. One thing that really stood out in the last plan was the extent of engagement with locals that we will want to continue, but start with that earlier to allow more time for project selection discussions.



- Staff reviewed recent stakeholder engagements on GHG rulemaking, and explained the process is being delayed to see how SB 260 plays out. Staff will come back with more information on the GHG budget when it is available.
- STAC also received a great presentation on historic bridges, and the importance of local awareness of the importance of historic bridges and the engagement necessary to preserve them.
- We had a Central 70 update, and it was really amazing to see the progress.
- There was a request for a presentation on induced demand at the next STAC meeting given the dialogue triggered by SB 260.

**Act on Consent Agenda – Passed unanimously on May 20, 2021. Motion by Commissioner Stanton, Second by Commissioner Beedy**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of April 15, 2021 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal: I-76 & Pecos (Parcel 1-EX) (Paul Jesaitis)
- Proposed Resolution #4: FY 22 Maintenance List (John Lorme and Scott Burger)
- Proposed Resolution #5: Revise Resolution to Rename Stapleton Drive (Steve Harelson)

**Discuss and Act on Proposed Resolution #6: Adopt Modified Emerging Small Business (ESB) Rules (Greg Diehl and Natalie Lutz) – Passed unanimously on May 20, 2021. Motion by Commissioner Hall, Second by Commissioner Adams**

- Key changes were administrative in nature, some streamlining around certification requirements and a 3<sup>rd</sup> level to complement 2 levels to include small businesses. Program benefits are tailored to size standards to ensure the program benefits are broad enough to meet different types of business needs. Recommending TC adopt the proposed changes to the emerging small business rules.
- Commissioner Hall as chairman of the committee voiced her support.
- Commissioner Adams commended staff on this effort and believes it will be a huge improvement that will create opportunities for diverse businesses. Encourages staff to continue to push the envelope within bounds of state and federal requirements, and that CDOT staff has his support in continuing to push.

**Discuss and Act on Proposed Resolution #7: Adopt FY 2022 – FY 2025 Statewide Transportation Improvement Program (STIP) (Jamie Collins) – Passed unanimously on May 20, 2021. Motion by Commissioner Stanton, Second by Commissioner Adams**

- Public comment opened in April and closed this week. All comments and recommendations have been addressed. The final document will be posted, and then we will forward on. Updates include adding a summary to COVID-19 stimulus money from Congress, and summary of an I-25 project, and a summary of public comment process was also added. Self-certification was sent last night and once signed it will be available online.
- Jamie thanked the CDOT Division of Transit and Rail (DTR) for their cooperation and partnership to ensure correct transit information was included, and thanked all Planning staff for their collaboration.
- Commissioner Bracke thanked staff for all the work on this, and thanked staff for addressing her concerns regarding Transportation Improvement Program (TIP) to STIP coordination. She remarked on how important the STIP is to ensure that local agencies get federal funding.

**Discuss and Act on Proposed Resolution #8: 11<sup>th</sup> Budget Supplement of FY 2021 (Jeff Sudmeier) – Passed unanimously on May 20, 2021. Motion by Commissioner Hickey, Second by Commissioner Vasquez**

- Includes \$500,000 extra for a Region 1 bridge deck project. The project cost increased due to additional working days needed, and cost increase for the steel bridge plank.

- Allocates \$10.1 million to the Office of Innovative Mobility (OIM) with \$4 million to mobility services, \$3 million to mobility technology, and \$4 million to energy.
- Request to approve changes to SB 267 amounts to align with list presented to TC last month.

**Discuss and Act on Proposed Resolution #9: 10<sup>th</sup> Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on May 20, 2021. Motion by Commissioner Beedy, Second by Commissioner Adams**

- There is a slight modification to the resolution as we had previously missed full time employee (FTE) positions which we've added.
- Creates 16 new FTE positions for new maintenance patrol.
- Allocates \$2.4 million from reserve to maintenance.
- Nine new FTE positions for maintenance apprenticeship.
- Effectuates loan of \$4 million for I-25 South Gap project. Reallocates \$4 million from reserve to HPTE.
- Moves \$19.5 million from strategic projects to TC program reserve.

**Discuss and Act on Proposed Resolution #10: Adoption of the Updated Policy Directive 2.0 "CDOT Values" (Herman Stockinger) – Passed unanimously on May 20, 2021. Motion by Commissioner Adams, Second by Commissioner Hall**

- Updating the values policy as part of the equity, diversity and inclusion (EDI) initiative. A number of employees were involved in updates with the EDI working group and Civil Rights managers, and in partnership with Natalie Lutz in the policy office. The language in the new policy incorporates what was developed in 2017, but have enhanced them by including language from Governor's Executive order, and including statements from our EDI steering committee.
- One notable change was to define safety to now include a workplace free of discrimination, and to facilitate a "Speak Up" culture.
- Commissioner Adams and Commissioner Vasquez commended CDOT on their work in this area, and voiced support for the resolution.

**Discuss and Act on Proposed Resolution #11: Tolling Operations and Maintenance Interagency Agreement (IAA) (Nick Farber) – Passed unanimously on May 20, 2021. Motion by Commissioner Stanton, Second by Commissioner Hickey**

- Back in 2016 the HPTE board and Transportation Commission agreed on a methodology for reimbursement on operations and maintenance on express lanes, which was previously based on the share of total cars on those corridors that used the express lanes to determine how much was owed to CDOT. Now HPTE will prepay based on a bi-yearly scope of work from CDOT.

**Discuss and Action on Proposed Resolution #12: CDOT/HPTE/OEDIT IAA (Nick Farber) – Passed unanimously on May 20, 2021. Motion by Commissioner Gifford, Second by Commissioner Vasquez**

- OEDIT will reimburse CDOT for contributions to the Burnham Yard acquisition. Per this agreement, CDOT has to notify OEDIT, and request \$7.5 million for an interest free loan. If not paid back within two years CDOT can request to turn it into a grant.

**Recognitions: NA**

**Other Matters:**

- The TC Chair appoints a Nominating Committee for Chair, Vice Chair, and Secretary. Commissioner Stuart appointed Commissioners Bracke, Vasquez and Adams to serve on the Nominating Committee.
- Chair Stuart established an ad hoc Agency Coordination Committee appointing Commissioner Hickey as Chair and Commissioners Thiebaut and Vasquez will also sit on the Committee.

- In response to Commissioner Bracke's request for an update on the RAISE grant projects, Herman Stockinger indicated that they are looking at two RAISE grant applications.
  - One concerns a mobility hub with other corresponding improvements in Grand Junction, which would be for a construction grant.
  - The second concerns 1 to 2 mobility hubs on the I-25 corridor, one of which may potentially be at SH 119. They are still working through the benefit cost analysis so some of this could shift, but right now that's what is anticipated to bring to the TC.

**Meeting Adjourned at 10:43 am.**

**Front Range Passenger Rail Commission Virtual Lunch with Transportation Commission:**

**Purpose:** The Southwest Chief & Front Range Passenger Rail Commission (Rail Commission) and the TC are convening to provide updates on passenger rail initiation efforts along the Front Range and the Southwest Chief Amtrak service. Information was provided regarding Regional Transportation District (RTD) coordination, SB 21-238, Amtrak's interest in Front Range Passenger Rail (FRPR), and federal funding opportunities.

**Action:** Information Only

**Discussion:**

- Commissioner Zink asked about what is planned if this legislation doesn't pass.
- James Souby, Chair of the Rail Commission, anticipates that it will pass given how popular it was in voter survey. The big hurdle for the district board would be to convince voters to pass a tax. Start-up costs are the biggest barrier to rail. Usually once it is operating it grows quickly after a couple years. The new board will do a service development plan and go through the NEPA process, and this will hopefully help get the public to come on board. This process will require that they demonstrate that rail will be competitive with other modes.
- Bracke asked how they are integrating and leveraging the findings from the earlier North I-25 EIA that was done in the past showing that the corridor was a good for rail.
- James Souby explained that the earlier environmental impact assessment (EIA) recommended 25 trains per day, so it was a very comprehensive proposal, and as consequence, BNSF Railway was requiring new rail lines, which would have required a high price tag, which then created a lot of controversy. The current approach is to design something that won't be as controversial, in order to build the political capital needed to move forward.
- David Singer, CDOT Passenger Rail Program Manager, added that they have studied all the previous plans extensively. This includes the EIA update done five years later, and they continue to lean heavily on the communities to make sure it still aligns with the North Front Range Metropolitan Planning Organization's (NFRMPO's) long term rail vision.
- Commissioner Bracke suggested that they include information about previous plans to clarify to public that they are accounting for them, and working from them, and that this process is not disregarding those findings. She also requested that they talk about the timeframe, and what it looks like with legislation passing, or not passing.
- James Souby responded that a lot of the timing is still up in the air, and will depend on questions that can't be answered until the National Environmental Policy Act (NEPA) document and the service plan study are complete.
- Commissioner Bracke added that people still need to understand what to expect on the legislative side, and on the financial side, because people are scared right now based on a lack of understanding in those areas, so it would be important to create more understanding through transparency to avoid creating more fear about the prospect of taxation without representation, which is arising without better communication about the process.
- James Souby clarified that the current commission did vote for a preference for the BNSF Railway alignment, but that they don't have authority to select that option. They will continue to look at alternatives and other modes. One goal is to speed up the NEPA process on this. Typically it takes 5.4 years. The problem with offering a more defined timeline is that we don't know how many stations

there will be without the service plan study, so the timeframe will depend on answers to those types of questions. So this legislation will put us in position to answer these key questions.

- David Singer added that at a staff level they are looking to avoid generational NEPA studies, and they want a concept before start NEPA, and so they need to prove there is a viable system first. We are doing everything possible to streamline the NEPA process, and CDOT has been recognized as a leader in this area because we can do the work up front to streamline the projects. We are trying to work more with the Federal Railroad Administration (FRA), which is different than the Federal Highway Administration (FHWA).
- Commissioner Adams asked about existing or planned agreements with freight and rail to minimize the conflicts and inconveniences that impact commuters?
- James Souby responded that the modeling will be sophisticated enough to help us determine how to run the trains to ensure that they meet the requirements. The main issue is that freight railroads get preference. The preference for the BNSF Railway ROW was based on what we learned from AMTRAK about how they operate with the freight right-of-way (ROW). This included the northwest RTD alignment because it turns out to be the best route for passenger service, but this all needs to still go through the NEPA process.
- Commissioner Hickey emphasized the importance to quell lingering concerns about taxation without representation. There's a lot of support for it in her region, but so many questions exist still over the question of taxation that there is hesitation on the bill, so the more education that can be done that can give people a visualization of what it will look like the better, especially as to how voting would work, and how funding and taxation would work.
- Commissioner Stanton appreciated discussion about integrating the alignment with municipal transit, but also wanted to echo the fear about taxation. El Paso County Commissioners made statements against Front Range Rail based on the fear of taxation authority with support from only 50.1% of the district, which is most likely fueling a lot of the hesitation being heard.
- James Souby clarified that the legislation authorizes sales tax to be passed up to 8%. The economic benefits from passenger rail have proven to be immense. Denver has been a national success story.
- Jill Gaebler, of Colorado Springs, indicated that she is supportive, and is working with bill sponsors to change the language to require a 2/3 majority requirement so that Denver and boulder can't impose tax that impacts entire corridor. But there is consensus in the region that I-25 can't continue to expand. The Pikes Peak region is really dependent on adding this mode, so trying really hard to support and come on board.
- Phil Rico, Mayor of Trinidad, voiced support for the district, but the taxation question and questions over eminent domain were concerns that they discussed extensively before the City of Trinidad came to support it.
- Commissioner Stuart echoed Jill Gaebler's comments and emphasized the need to reduce gridlock on the interstate north of Denver also. The way the bill is written to pull out special districts means that there is no way to guarantee that communities taxed will benefit, so she understands the reluctance to support the bill especially in light of the lingering stigma of FasTracks. As many people were taxed without ever seeing light rail benefits.
- Commissioner Bracke said while they still have to work out details around timeframe, it would be helpful to see what the window is and when the vote would be. Also, she asked if the TC would need to weigh in or contribute, given that it looks like in the state funding bill there is money identified for passenger rail on the Front Range, and then they are applying for a RAISE grant.
- James Souby said that the funding set aside in SB 21-260 is \$2.5 million, which is what the Commission was given in the 2018 budget, and what was used to do the initial analysis that David Singer described, which is the equivalent of a Preliminary Environmental Linkage (PEL) study, and described the three most feasible routes for the system. The legislature has authorized similar amounts in this bill that will help us move forward with planning activities that we have over the next three years.
- David Singer added that the project was given a fraction of the total needed for startup, and this \$2.5 million identified in SB 260 is the next installment to go toward staff time, surveys and technical work.

- Spencer Dodge, CDOT Rail Commission Liaison, said it also went to match funds for the Consolidate Rail Infrastructure and Safety Improvements (CRISI) grants. The 2021 RAISE grant match of \$20,000 also came from that original \$2.5 million.
- James Souby said that the Rail Commission did pledge \$20,000 from their own coffers in 2020 for the Better Utilizing Investments to Leverage Development (BUILD) grant application that CDOT submitted that was unsuccessful. The money for the match is still available, but the Rail Commission is still looking for a sponsor for that grant. It would essentially finish the AMTRAK and BNSF Railway requirements for Positive Train Control (PTC) and to improve track for the Southwest Chief to reduce delays for that to open up opportunities to reroute the train through Trinidad.
- Rick Klein said that the \$1 million for the Transportation Investment Generating Economic Recovery (TIGER), BUILD, and RAISE grants will finish off those improvements to save that route, which has been a national effort. This would be the last grant needed for what started 12 years ago. If they can bring in the North/South route, it brings in the ridership needed for the system to survive, that can be beneficial on a national scale.
- Phil Rico from Trinidad reiterated that City Council is a firm believer in this project for the entire state. The RAISE grant will go to the City Council for consideration on Monday for the sponsorship. We are so tied to this because we know it's a long range goal, and we all need to understand that it's essential since we are so far south to provide better connectivity to the rest of the state.
- Commissioner Adams detailed his previous experience in high speed rail, and the quality of the rail bed came up as a big problem. And there's a difference between what is needed for freight, and what is needed for passenger rail.
- James Souby responded that that is one of the things they need to study still. They learned a lot by working with BNSF Railway for the Southwest Chief line, and thinks they are in a good position to work with BNSF Railway to see what requirements are needed, but first they need to know what type of passenger rail service they will be providing. So the Rail Commission really can't move forward until they determine that through NEPA and the service study. They are modeling options now to determine what it would take to run passenger rail without improvements. But they know that it won't be fast enough to meet the competitive mode requirement for rail.
- Commissioner Karen Stuart ended the luncheon meeting by commenting on how exciting it is to hear about progress, and commented on how great it is to see things finally coming into alignment to ensure that this can move forward at a reasonable pace.



**COLORADO**  
Department of  
Transportation

**DATE:** June 11, 2021

**TO:** Statewide Transportation Advisory Committee (STAC)

**FROM:** Erik Sabina, P.E., Manager, Information Management Branch

**SUBJECT:** "Induced demand" in planning and modeling

### Purpose

To brief the STAC on the phenomenon of "induced demand": how it works in the real world, how CDOT depicts it in the statewide travel model, and to provide some examples of it working in practice.

### Action

N/A

### Background

The phenomenon of induced demand has been the subject of considerable interest and some controversy in recent years. Prior to the development of its statewide travel model, CDOT had very limited ability to evaluate such effects in planning or design efforts. With the completion of the statewide model, CDOT is now working to encourage and support its use, including explanation/clarification of some of its design and capabilities, such as analysis of induced demand.

One of the most basic insights of economic theory is that if a "product" becomes cheaper, on average the public will "buy" more of it (and conversely, if a product becomes more expensive, the public will buy less of it.) The term "product" doesn't describe only objects that a person obtains at a store and carries home, but also services (haircuts, tax accounting, etc.) and use of facilities (gym memberships, visits to the zoo, etc.) Trips taken on public roads fall into this last "use of facilities" category.

It is also important to note that the "cost" of a product often is measured in more than simply cash paid: the time required to obtain the product usually is also a key component of cost. For example, the amount of time required to conduct a shopping trip also influences our perception of the "cost" of the product we obtain. In the case of trips taken on public roads, travel time clearly is a very important aspect of the overall cost of the trip (and absent a toll being charged, it is the primary cost that travelers perceive for the trip.)

So returning to the initial point, shorter travel time on public roads corresponds to a cheaper "price" for the "good" (the trip on the road), and both data and theory demonstrate that shorter travel times will tend to produce more driving (that is, "induce" more driving.)

### Attachments

Induced demand presentation (InducedDemandPresentation.pptx)



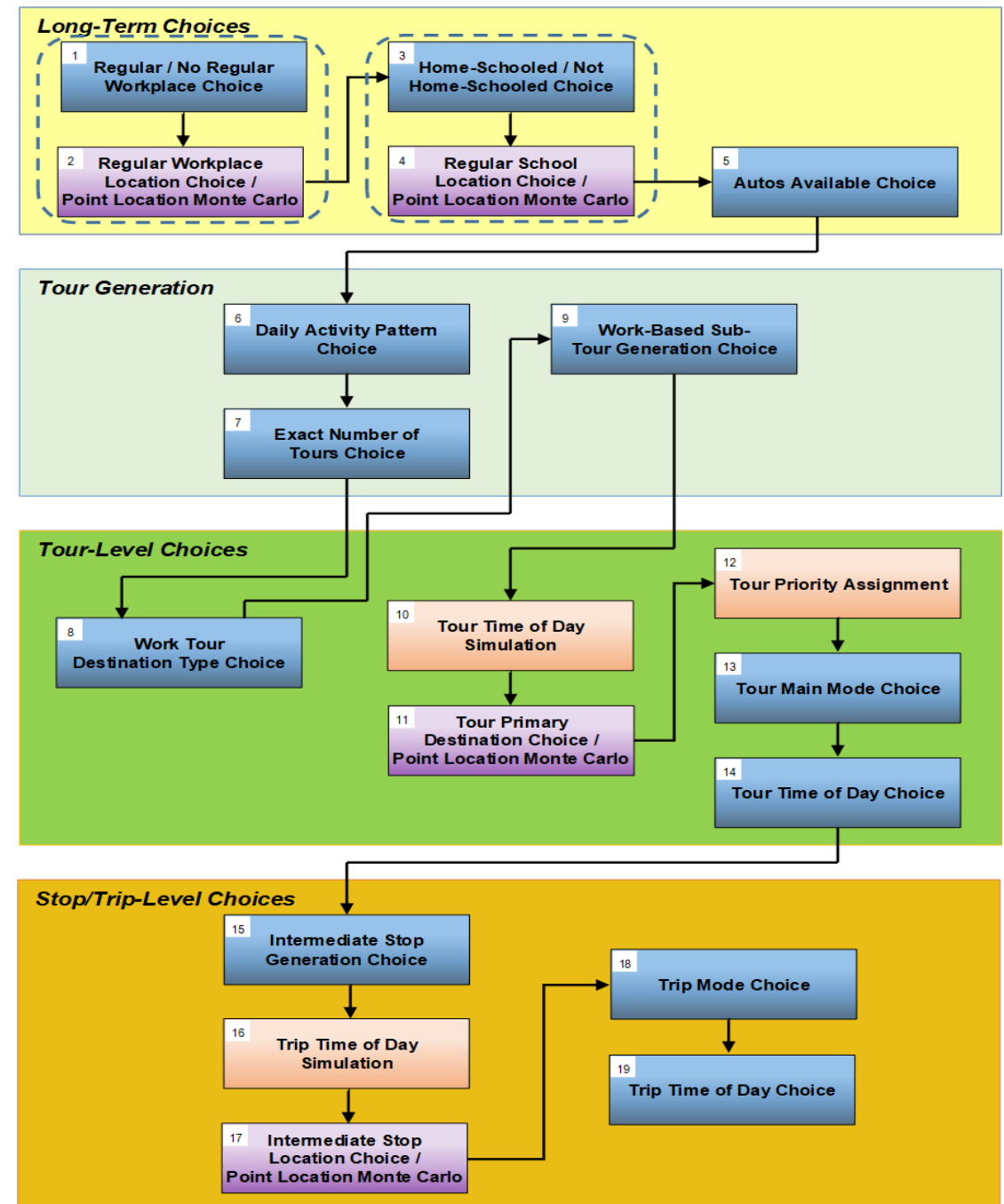
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Department of Transportation

What is “induced demand?”  
Is it real?  
Erik E. Sabina, P.E.



# The whole model







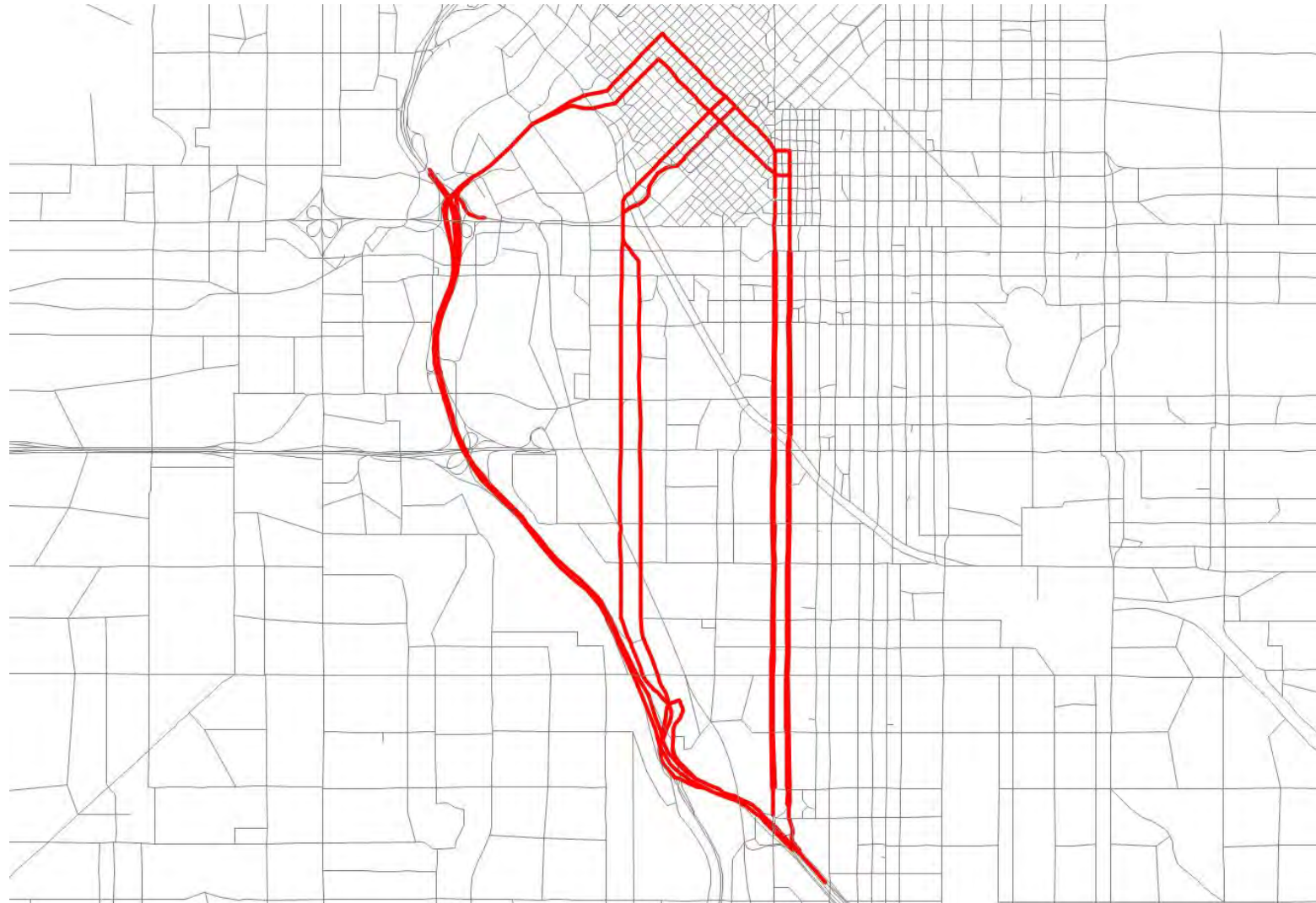
# Six elements of induced demand

- Change of route
- Change of destination
- Change of daily activity pattern
- Change of mode
- Change of time of day
- Change of development pattern

“Is it real?” YES, IT IS.

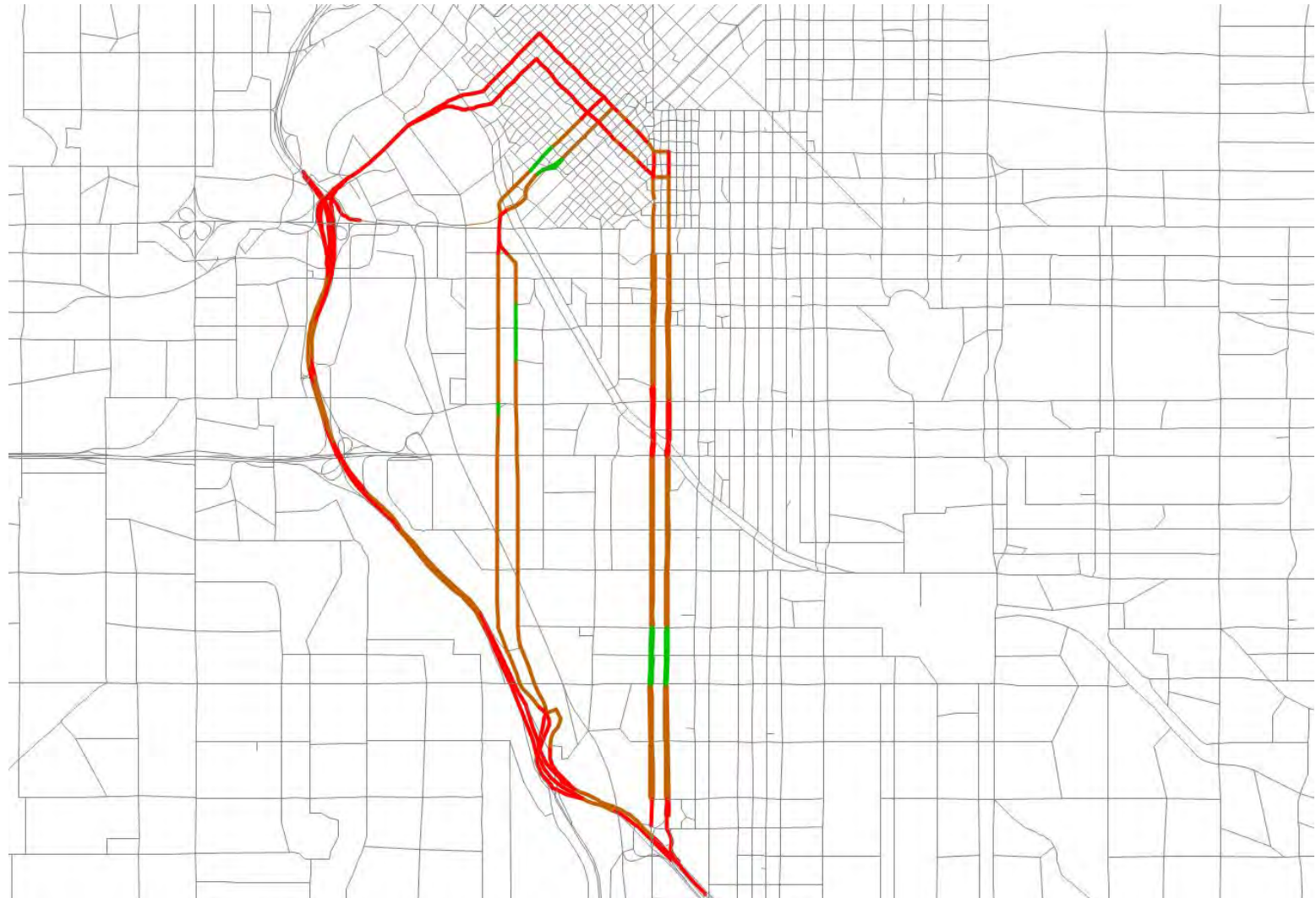


# Change of route



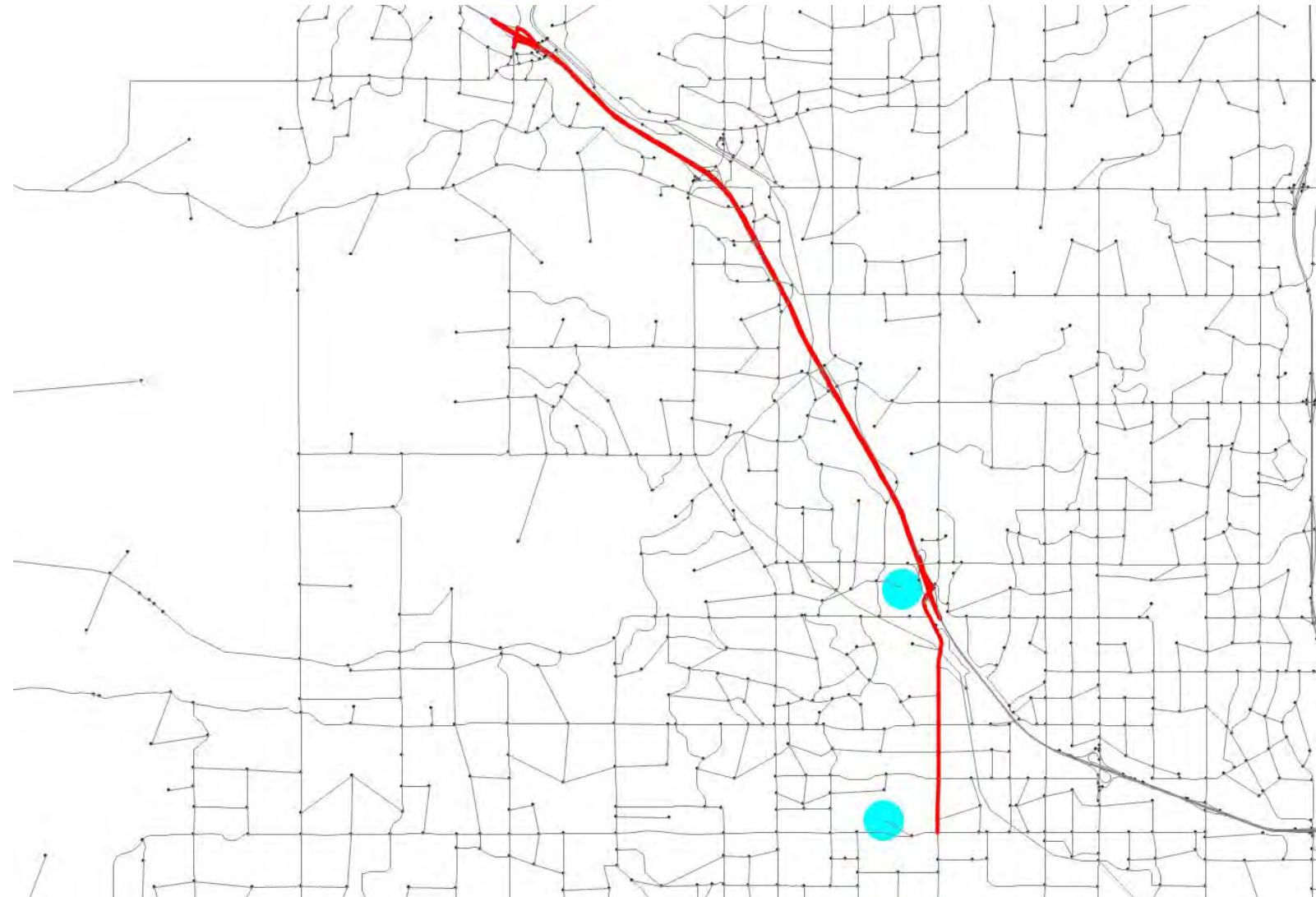


# Change of route





# Change of location



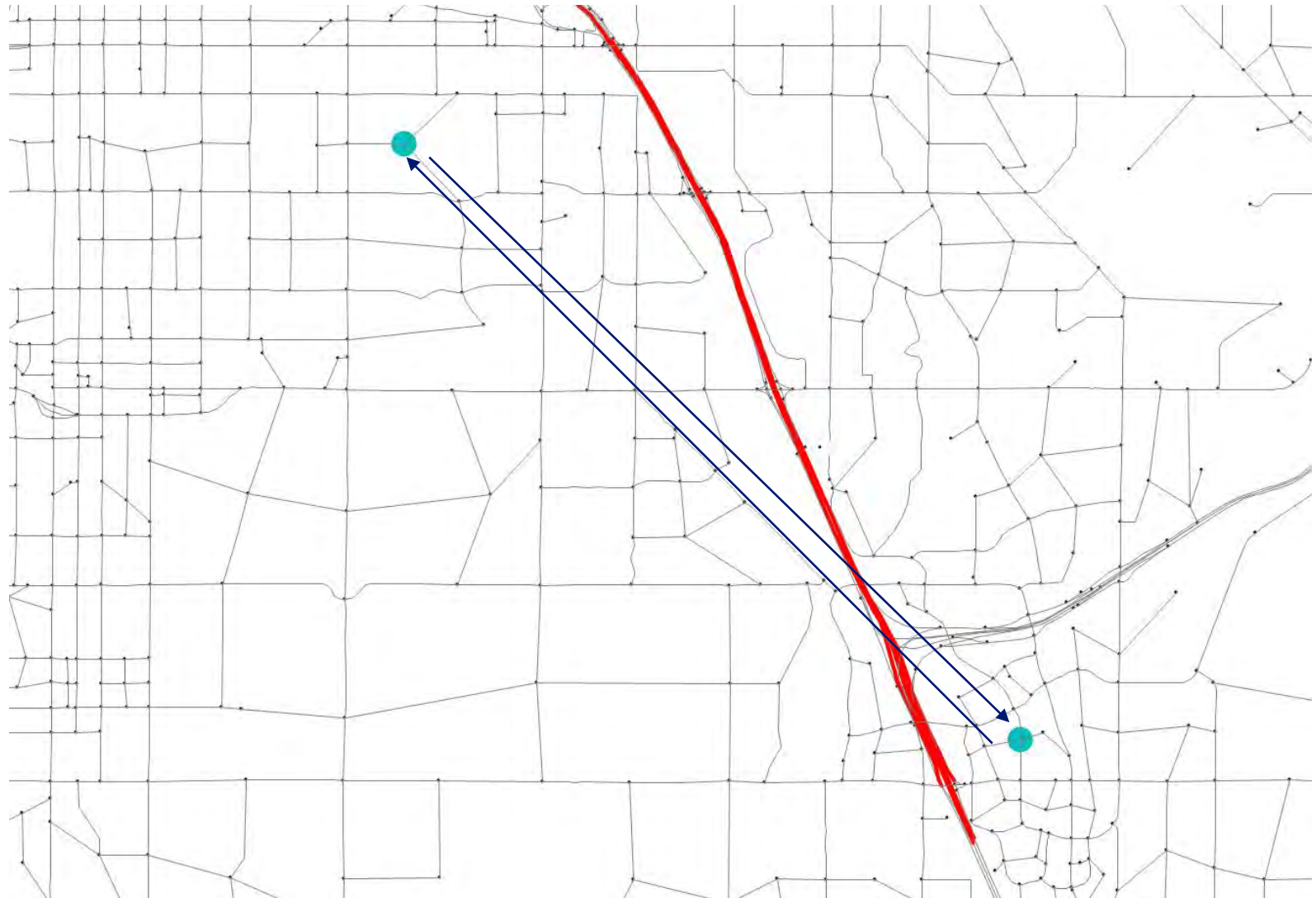


# Change of location



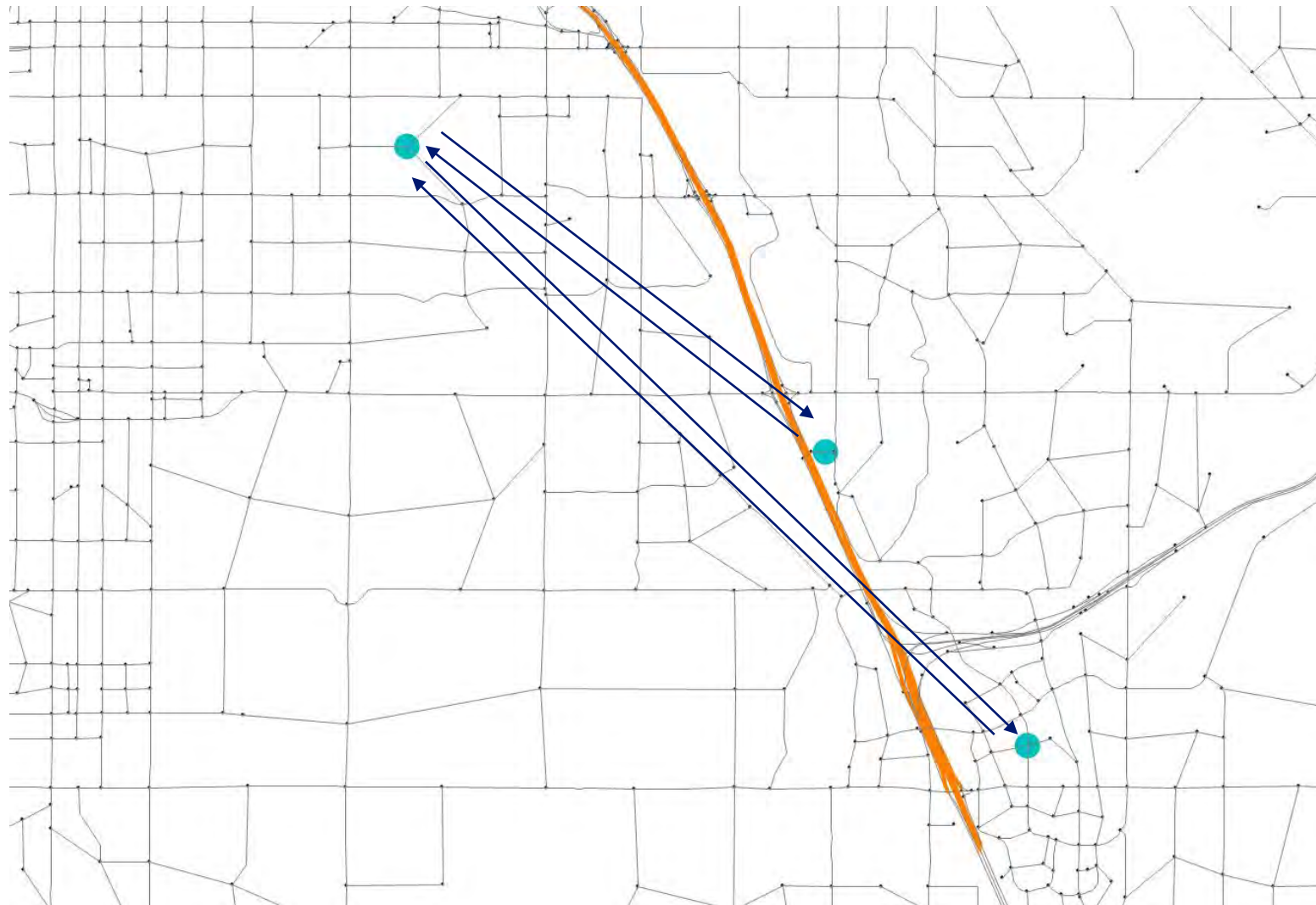


# Change of activity



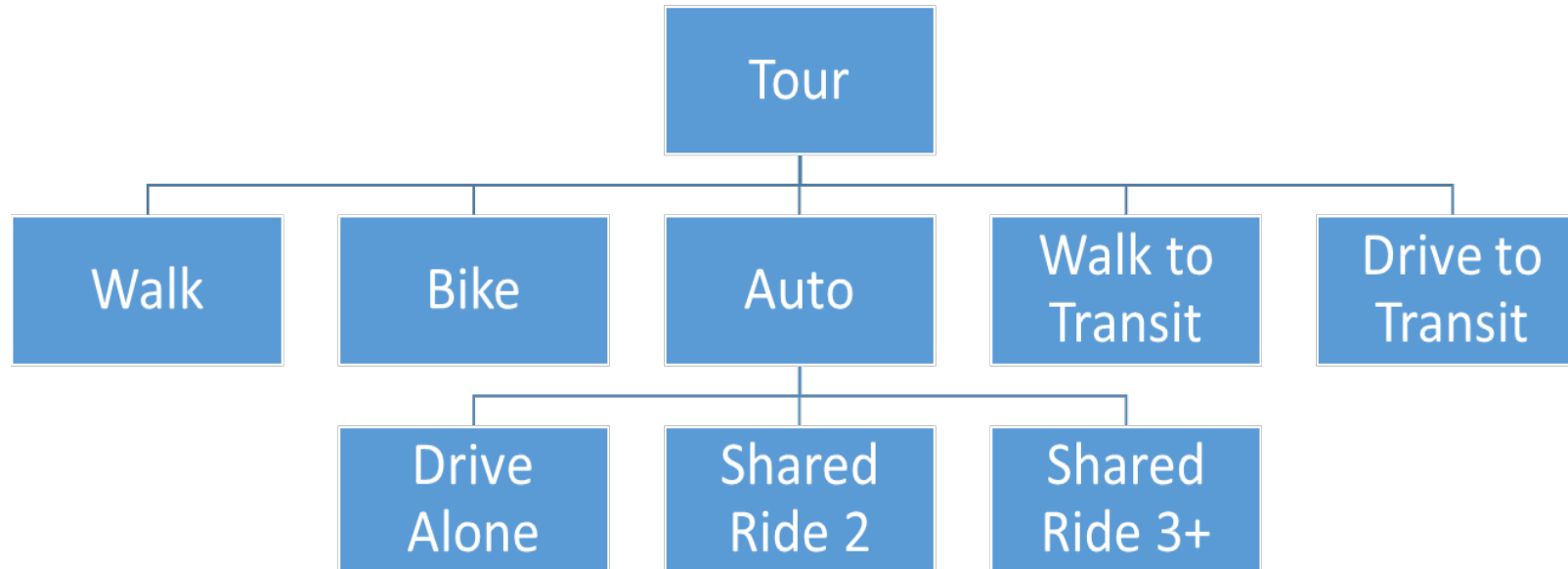


# Change of activity





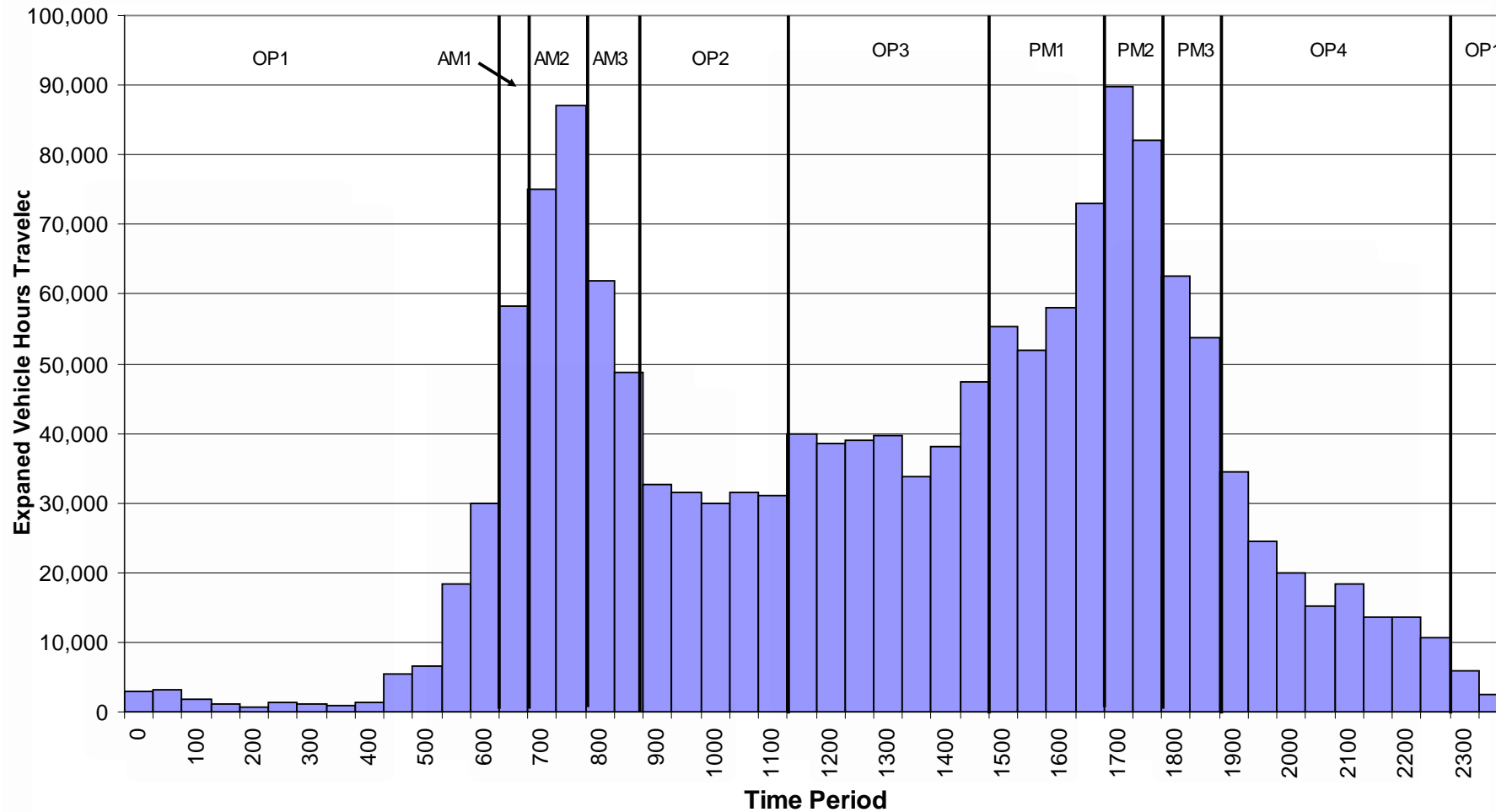
# Change of mode





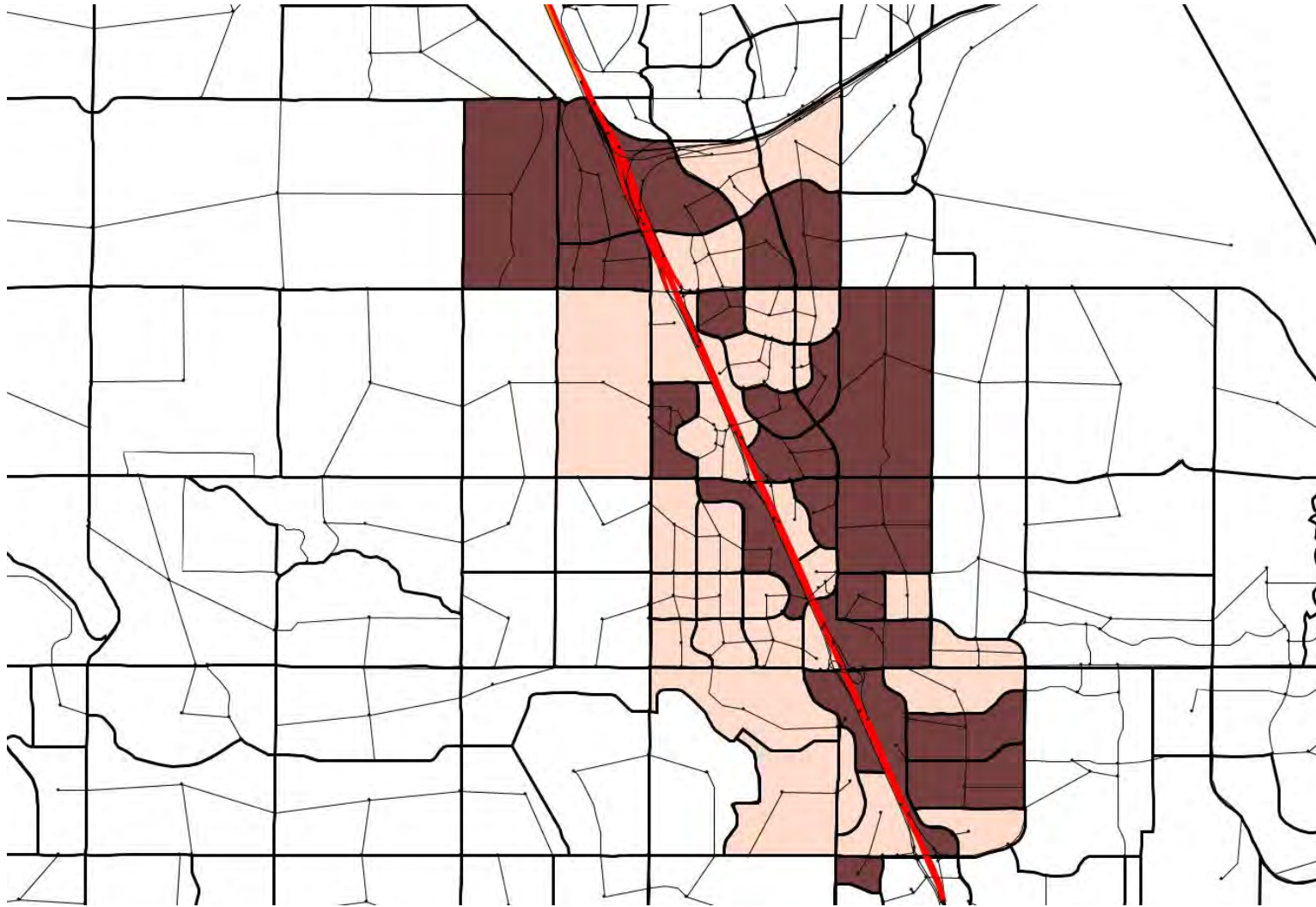


# Change of Travel Time



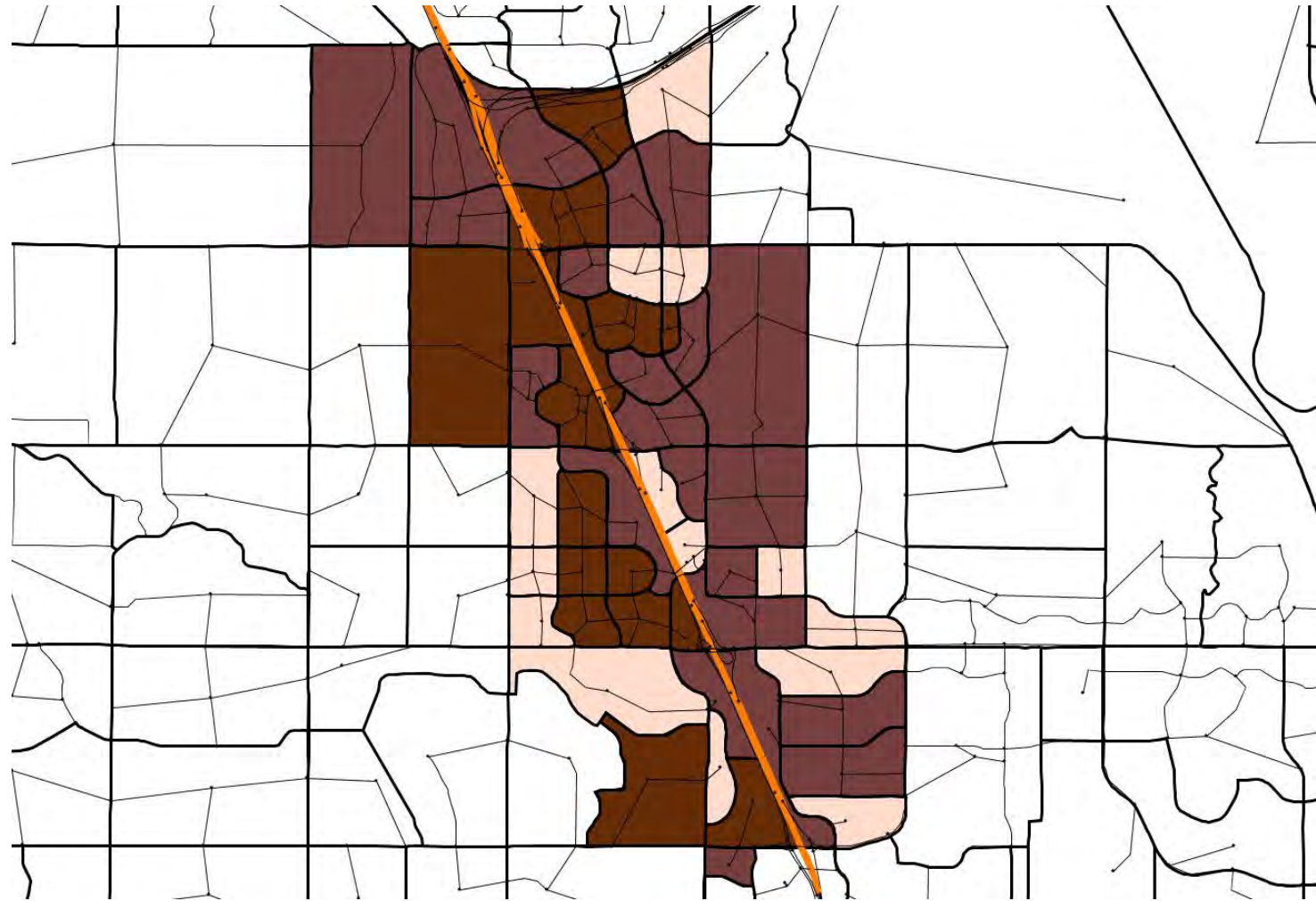


# Change of development growth





# Change of development growth





# How much induced demand actually happens?

The answer is, “it depends”. Key context:

- Is the region/road already congested?
  - If yes, you’ll get more induced demand.
  - If no, you’ll get little or none.
- Is the region growing?
  - If yes, over the long term, you’ll see more induced demand.
  - If no, over the long term, you may see less.



# Can we see an example of induced demand?

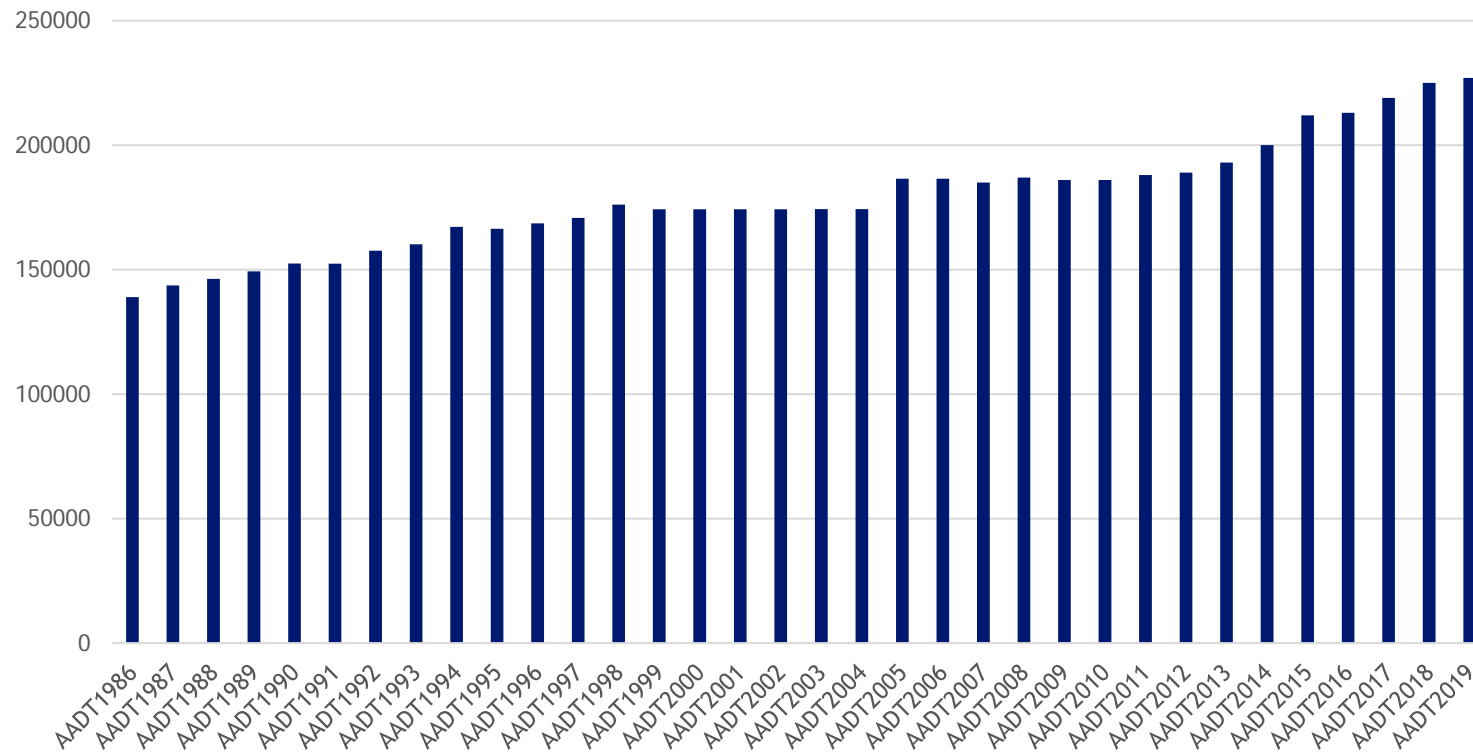
Sort of:

- Can we find real world cases in which a DOT tested widening a freeway against not widening it?
  - The normal scientific method?
  - Of course, the answer is “no.”
  - Shameless plug: this is why we need models!
- But we all have the experience of a road being congested again shortly after widening



# Some data from the TRES project

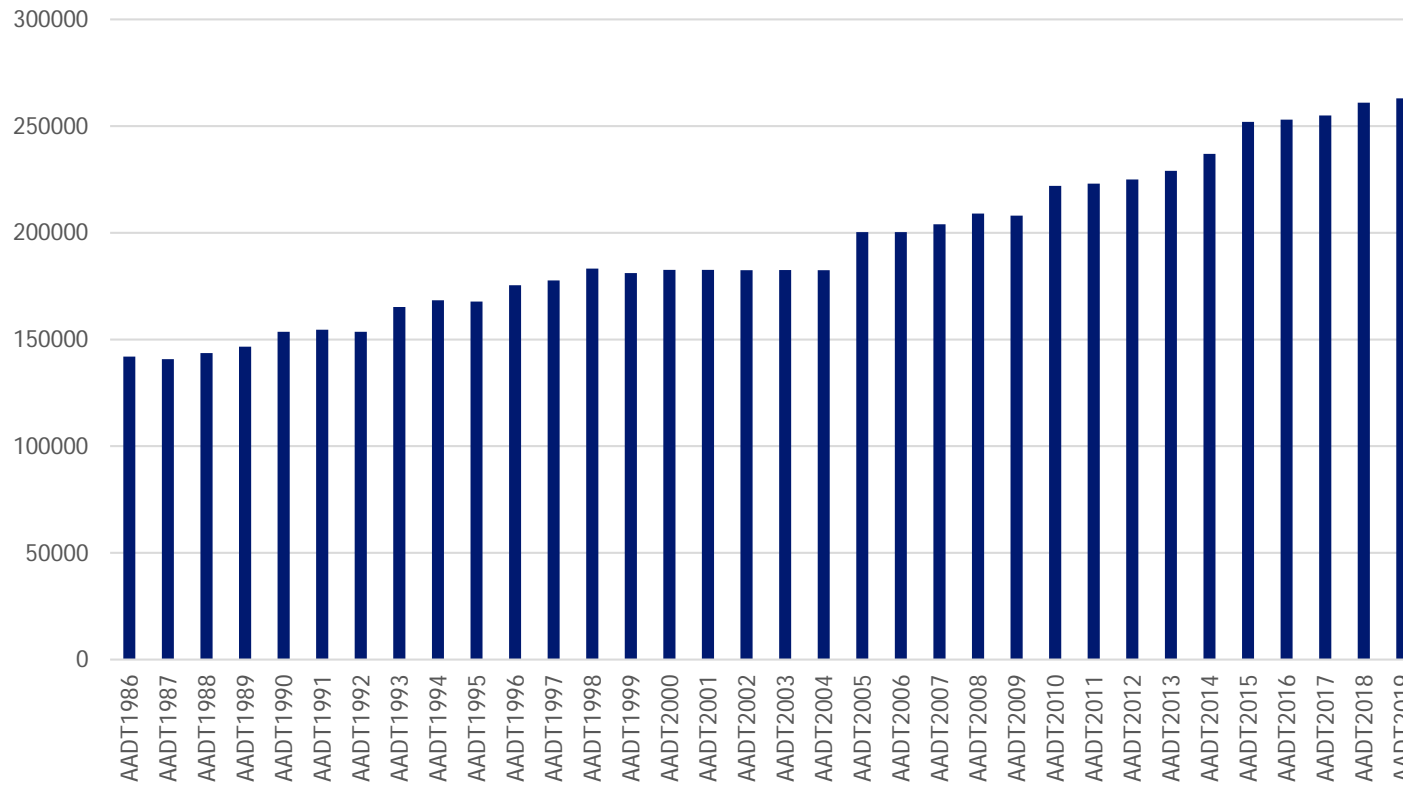
ON I-25 NW/O UNIVERSITY BLVD, DENVER





# Some more data from the TRES project

ON I-25 N/O I-225, DENVER





# CDOT's model is still quite new

- Only about 1.5 years old
- Some MPO modeling programs have been around for 50 years
- We are still learning what induced demand it shows
- And in what circumstances
- Experience so far is quite promising, though





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# Contact Information

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Colorado Department of Transportation

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303-757-9811



# COLORADO

## Department of Transportation

Division of Transportation Development

Performance and Asset Management Branch  
2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204-2305

TO: Statewide Transportation Advisory Committee  
FROM: William Johnson, Performance & Asset Management Branch Manager  
Darius Pakbaz, Performance Data Manager  
DATE: June 11, 2021  
RE: CDOT Performance Reporting External Website

### Purpose

Inform the Statewide Transportation Advisory Committee on the revised performance reporting section of the Colorado Department of Transportation Website ([www.codot.gov/performance](http://www.codot.gov/performance)), features within the new website sections, and new performance dashboards for major performance reporting efforts.

### Action

Informational only, no action required.

### Background

CDOT's performance reports provide details on the progress of our short- and long-term strategic goals. Reports include annual reporting to the Governor's Office through the SMART Act of 2013, national performance measures from the Fixing America's Surface Transportation (FAST) Act of 2015, and Policy Directive 14, which outlines the objectives and goals of the 10-year, long-range transportation plan.

### Details

The new site has four information pages and two links to other sections of the external website. The pages illustrate current and historical performance, current performance targets, and context information on the data. This new performance website includes information on :

1. *Revenue and Expenditures*
  - a. Includes links to the Colorado Transparency Online Project (TOP) system, listing all revenues and expenditures, as well as payroll expenditures by job classification.
  - b. Links to the CDOT Annual Budget section of the external website, allowing users to view the current annual budget and historical budget documents. This site is maintained by the Division of Accounting and Finance.
2. *Project Accountability Dashboard*
  - a. Links to the CDOT Project Accountability Dashboard, presenting project and program specific information. This site is maintained by the CDOT Program Management Office.
3. *Performance Plan and Strategic Goals*
  - a. Access to the Department's Annual Performance Plan, which outlines the current fiscal year strategic goals. Additionally, this page provides quarterly reports on the progress of goals and related strategies.
  - b. New dashboards for each strategic goal, including monthly updated data on the progress towards meeting the goals and the strategies that support them. This



information mirrors the Department's section of the Governor's Dashboard (also linked on this page).

4. *National Performance Measures - FAST Act Metrics*

- a. Displays performance information on federally required metrics each state DOT is required to set targets for and report on annually. Users are able to view current performance targets and navigate to federal sites on the topic.
- b. Illustrates the annual performance for each performance metric, sorted by goal area category.
- c. Links to federally required plans which illustrate current improvement efforts for different programs managed by CDOT and its partners.

5. *Statewide Plan Goals and Objectives*

- a. Outlines all the performance objectives and goal areas developed in the current 10-year long range transportation plan. These metrics are approved by the Transportation Commission through Policy Directive 14.
- b. New dashboards are currently in development to illustrate annual performance for all objectives in Policy Directive 14.

6. *CDOT Projects*

- a. Links to the current CDOT projects page on the external website, for users to learn about current transportation projects statewide. This site is managed by the Office of Communications.

**Next Steps**

- Performance and Asset Management Branch will update WIG dashboards on a monthly basis. Other dashboards and website pages will be updated annually.
- A new page will be developed for the FHWA-CDOT Stewardship and Oversight Agreement, which manages and illustrates the health of the federal aid program.

**Attachments**

Presentation - CDOT Performance Website Presentation - STAC Meeting - 11 June 2021





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# CDOT Performance Website Review with STAC



# CDOT Performance Program

## Key Notes

**Governor's Priorities:**  
Defined as the four overarching priority areas and bold four initiatives

**Governor's Dashboard:**  
Will be comprised of "SMART" goals alongside cross-agency outcome measures

**Department WIGs:**  
Additional goals that reflect the Executive Director's strategic direction for their agency.

**Department Performance Plans:**  
Aligns with Governor's Dashboard and ED Goals, with a focus on longer term vision for the department. Drives goals to the division level.



Governor's Priorities



Tier 1: Department's Goals



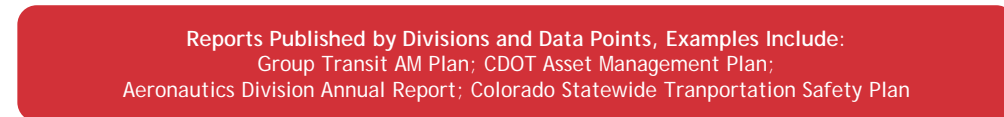
Tier 2: Legislatively Mandated Reports



Tier 3: CDOT Reports (non-statute required)



Tier 5: Division Reports & Data







# codot.gov/performance

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### Revenue & Expenditures

The Colorado General Assembly requires CDOT to create and maintain a searchable revenue and expenditure online database. Research revenues, expenditures and payroll.


[Revenues, Expenditures & Payroll](#)



### Project Accountability

CDOT's Accountability Dashboard presents a transparent view into the Department's Senate Bill 17-267 project portfolio through public reporting on project management and project costs.


[Accountability Dashboard](#)



### Performance Plan & Strategic Goals

CDOT's Performance Plan contains our top priorities for the current fiscal year. Explore performance plans and progress made in achieving this year's strategic goals.


[Performance Plans](#)



### National Performance Metrics

CDOT reports a number of performance data related to safety, infrastructure condition, and system performance as required under the FAST Act. Explore this data and current conditions.


[Performance Data](#)



### Statewide Plan Goals & Objectives

CDOT has a Statewide Transportation Plan to guide investment for Colorado's transportation system. Explore these long term goals and current conditions using our dashboard tools.









[Goals & Metric Dashboards](#)



### CDOT Projects




Learn more about CDOT projects throughout Colorado, including financial facts, locations, planned construction dates, as well as updates and expected road closures.







[Construction Projects](#)


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# Revenue & Expenditures

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## Performance

Home | Performance | Revenue & Expenditures

### Quick Links

- [Colorado TOP System](#)
- [Track Revenue](#)
- [Navigate Expenditures](#)
- [Research Payroll](#)
- [Review CDOT's Annual Budget](#)

### Revenue & Expenditures

Colorado Revised Statute (C.R.S. § 24-72.4-101) requires executive agencies to have all revenue and expenditures searchable in an online database, including gross year-to-date payments made to employees.

The Colorado Transparency Online Project (TOP) system, established by an executive order in 2009, fulfills this statutory requirement. Use the links on this page to track CDOT revenues, navigate expenditures, and research department payroll that is sortable by fiscal year.

#### CDOT Annual Budget

Every year, CDOT creates an annual budget and allocates expected revenue from both state and federal sources into budget categories that include:

- Construction
- Maintenance and Operations
- Multimodal Programs
- Sub-allocated Programs to Local Agencies


The budget is approved by the [Transportation Commission](#) annually, before its inclusion into the LONG Bill with the rest of the executive branch and voted on by the Colorado General Assembly. Explore the [CDOT annual budget](#), current expenditures by budget category, and the long-range financial plan.

[Track Revenue](#)

[Navigate Expenditures](#)


[Research Payroll](#)

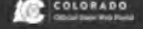
[Review CDOT's Annual Budget](#)

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# Revenue & Expenditures

- Colorado Revised Statute (C.R.S. § 24-72.4-101) requires executive agencies to have all revenue and expenditures searchable in an online database.
- The Colorado Transparency Online Project (TOP) system, established by an executive order in 2009, fulfills this statutory requirement.
- Use the links on this page to view:
  - CDOT revenues
  - CDOT expenditures
  - CDOT payroll
  - CDOT' Annual Budget





# Project Accountability

## Programs

### Your Transportation Priorities

- [Home](#)
- [10-Year Vision](#)
- [Statewide Transportation Plan 2045](#)
- [Statewide Transit Plan 2045](#)
- [Regional Transportation & Transit Plans](#)
- [Resources & Documents](#)

### Project Roadmap

- [Your Transportation Priorities](#)
- [Improving Our Interstates](#)
- [Relieving Traffic with Transit](#)
- [Improving Rural Access](#)
- [Fixing Rural Roads](#)
- [Improve the Condition of Our Roadway System](#)
- [Transparency & Accountability](#)

### Creating a 10-Year Plan

- [Where We've Been & What We've Learned](#)
- [Transportation Funding](#)
- [Innovative Financing](#)
- [Transportation Planning Organizations](#)
- [Front Range Passenger Rail](#)
- [FAQs](#)

### Projects Years 1-4

- [Projects Years 5-10](#)
- [Resources & Documents](#)

## Accountability Dashboard

### Project Status & Funding

Welcome to the Colorado Department of Transportation's Senate Bill (SB) dashboards. These represent a transparent view into the department's SB project portfolio through public reporting on project management and project costs. The Program Summary dashboard is focused on showing the status of each project in terms of delivering per schedule and budget. The Program Financial Summary dashboard is focused on showing the breakdown of project costs into the various types of project expenditures so the public can see where project dollars are going.

[Program Summary \(SB Funded Projects Only\)](#) [Program Financial Summary \(SB Funded Projects Only\)](#)

[Project Fact Sheets](#)

### Resources

[Program Summary Help Guide](#) [Program Financial Summary Help Guide](#)

[Project Fact Sheets Help Guide](#)



# Project Accountability


- Senate Bill (SB) Project Dashboards
  - Program Summary
  - Program Financial Summary
  - Transparent view into the department's SB project portfolio through public reporting on project management and project costs.
- Program Summary Dashboard
  - Presents the status of each project in terms of delivering per schedule and budget.
- Program Financial Summary Dashboard
  - Presents the breakdown of project costs into various types of project expenditures so the public can see where project dollars are going.
- Additional Resources
  - Your Transportation Priorities
  - Project Roadmap



# Performance Plan & Strategic Goals

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## Performance

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### Quick Links

- [Current Fiscal Year Performance Plan](#)
- [Evaluations](#)
- [Previous Fiscal Year Performance Plans](#)
- [Governor's Dashboard](#)
- [Whole System, Whole Safety Dashboard](#)
- [Clean Transportation Dashboard](#)
- [Accountability & Transparency Dashboard](#)


### Performance Plan & Strategic Goals

Each fiscal year on July 1, CDOT produces an annual Performance Plan, required under Colorado Revised Statute C.R.S. § 2-7-204, known as the State Measurement for Accountable, Responsive and Transparent (SMART) Act. This plan outlines the short-term strategic goals for the current fiscal year, as well as targets for these goals for the next two years.

For fiscal year 2021, the CDOT strategic goals are:

- Whole System, Whole Safety
- Clean Transportation
- Accountability & Transparency

[Current Fiscal Year Performance Plan](#)



**Performance Plan**  
Fiscal Year 2020-2021

### Progress Reports


CDOT will produce four quarterly evaluations that will report on the progress of these goals and the strategies to achieve these goals, and a final evaluation in November after the close of the fiscal year. The current fiscal year's performance plan and its quarterly performance evaluations are available online.

In addition to these quarterly evaluations, CDOT reports progress on its top strategies for its strategic goals monthly. Please use the quick links and buttons to explore dashboards that cover current targets, strategies and current data towards achievement of this year's goals.


1. [Fiscal Year 2021 Quarter 1 Evaluation](#)
2. [Fiscal Year 2021 Quarter 2 Evaluation](#)

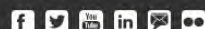
[Previous Performance Plans & Evaluations](#)


- [Governor's Dashboard](#)
- [Whole System, Whole Safety Dashboard](#)
- [Clean Transportation Dashboard](#)
- [Accountability & Transparency Dashboard](#)

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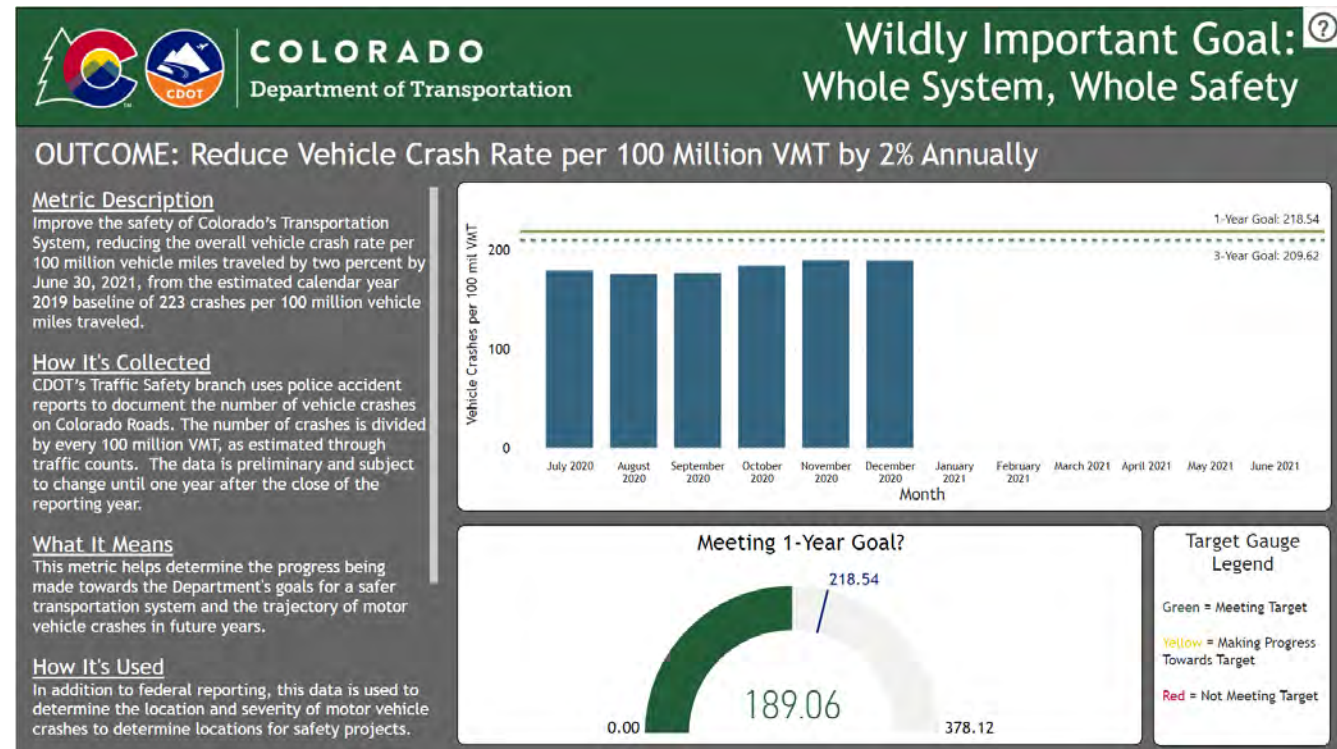






# Performance Plan & Strategic Goals

- Current & previous fiscal year performance plans
- Current & previous fiscal year performance evaluations
- Strategic Goal Dashboards
  - Governor's Dashboard
  - Whole System, Whole Safety Dashboard
  - Clean Transportation Dashboards
  - Accountability and Transparency Dashboard





# National Performance Metrics

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## Performance

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### Quick Links

- [Federal Transportation Performance Management Site](#)
- [10-Year Vision Plan](#)
- [Statewide Transportation Plan: Your Transportation Priorities](#)
- [Risk-Based Asset Management Plan](#)
- [Statewide Transit Asset Management Plan](#)
- [Colorado Freight Plan](#)
- [Colorado Strategic Transportation Safety Plan](#)
- [Colorado Aviation System Plan](#)
- [National Performance Measures & Targets](#)
- [National Performance Measures Dashboards](#)

## FAST Act Performance Data

### National Performance Measures (NPM)

Under the latest Federal transportation funding authorization bill, the 2015 Fixing America's Surface Transportation (FAST) Act, each state is required to set targets for and report on the progress of performance metrics related to the surface transportation system of the U.S. Under this legislation, new national performance data has been established to give decision makers on a federal level an indication of the condition and operation of the National Highway System (NHS).

[National Performance Measures & Targets](#)

This data was divided into four main goal areas, including:

NPM Goal Areas	Objectives	NPM Dashboards
Safety (targets reported yearly)	<ul style="list-style-type: none"> <li>Fatalities &amp; Fatality Rate</li> <li>Serious Injuries &amp; Serious Injury Rate</li> <li>Fatalities &amp; Serious Injuries Involving Vulnerable Users</li> </ul>	<div style="background-color: #C00000; color: white; padding: 5px; display: inline-block;"> <a href="#">Highway Safety Dashboard</a> </div>
Infrastructure Condition (targets reported biennially)	<ul style="list-style-type: none"> <li>Condition of National Highway System Pavement</li> <li>Condition of National Highway System Bridges</li> </ul>	<div style="background-color: #C00000; color: white; padding: 5px; display: inline-block;"> <a href="#">Highway Infrastructure Dashboard</a> </div>
System Performance (targets reported biennially)	<ul style="list-style-type: none"> <li>Reliable Travel on the National Highway System</li> <li>Interstate Freight Travel Reliability</li> <li>Congestion and Multimodal Travel (applicable urban areas only)</li> <li>Congestion Mitigation and Air Quality Program Performance</li> </ul>	<div style="background-color: #C00000; color: white; padding: 5px; display: inline-block;"> <a href="#">Highway Reliability Dashboard</a> </div> <div style="background-color: #C00000; color: white; padding: 5px; display: inline-block;"> <a href="#">CMAAQ Program Area Dashboard</a> </div>
Transit (targets reported yearly)	<ul style="list-style-type: none"> <li>Condition of Revenue Service Vehicles and Equipment</li> <li>Condition of Transit Service Locations</li> </ul>	

In addition to reporting about this data, FAST Act requires states to produce plans related to Asset Management, Transit Asset Management, and Freight Movement in the state. These metrics and plans have helped inform [CDOT's Your Transportation Priorities long range plan](#), a vision for transportation in Colorado.

[Federal Transportation Performance Management Website](#)

### Additional Resources

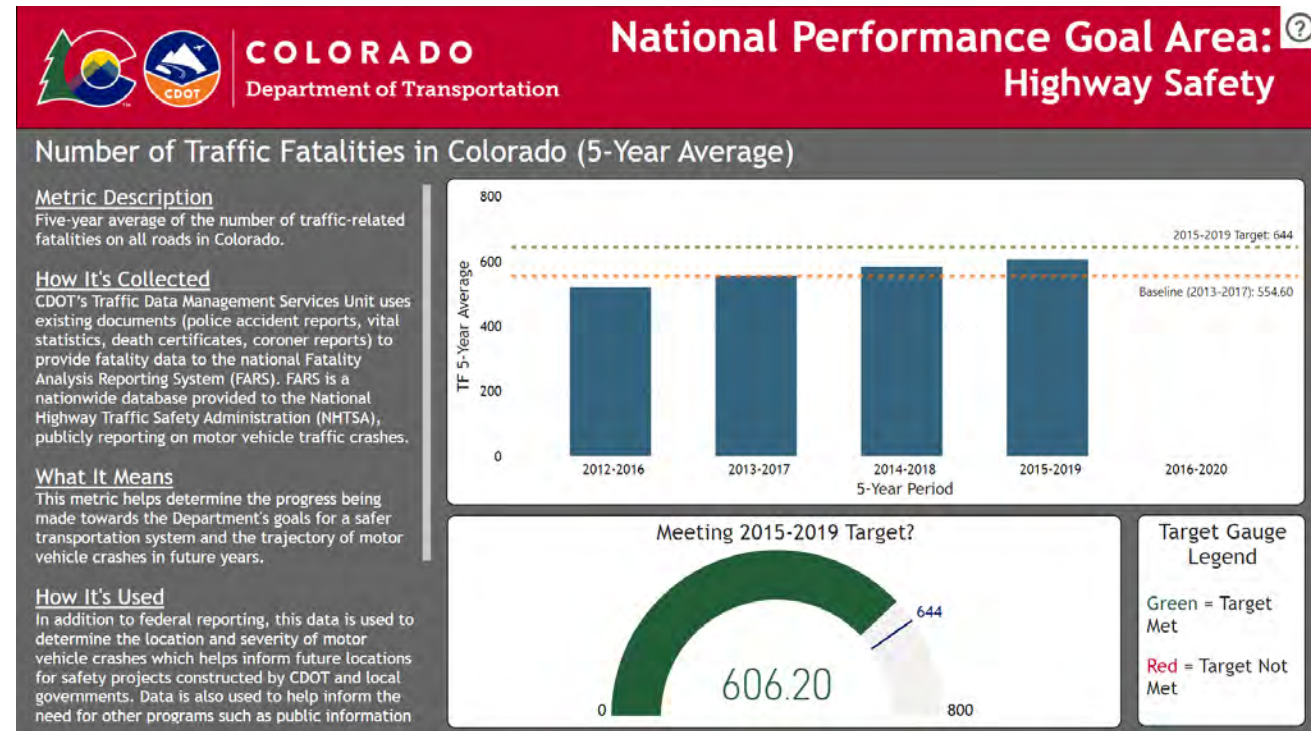
Use these resources to explore the current statewide transportation plan and other plans working towards achieving a vision of transportation in Colorado that is safe, reliable and reduces environmental impact.

- [10-Year Vision Plan](#)



# National Performance Metrics

- FAST Act Performance Data
- National Performance Dashboards
  - Highway Safety Dashboard
  - Highway Infrastructure Dashboard
  - Highway Reliability Dashboard
  - CMAQ Program Area Dashboard
- Additional Resources:
  - 10-Year Vision Plan
  - Statewide Transportation Plan: Your Transportation Priorities
  - Risk-Based Asset Management Plan
  - Statewide Transit Asset Management Plan
  - Colorado Freight Plan
  - Colorado Strategic Transportation Safety Plan
  - Colorado Aviation System Plan





# Statewide Plan Goals & Objectives

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**Quick Links**

- [Colorado Transportation Commission](#)
- [CDOT Policy Directive 14](#)
- [10-Year Vision Plan](#)
- [Statewide Transportation Plan: Your Transportation Priorities](#)
- [Statewide Transportation Improvement Program \(STIP\)](#)
- [PD 14 Dashboards Coming Soon](#)

**Policy Guiding Statewide Plan Goals & Objectives**

**Policy Directive 14 & CDOT's Long Range Priorities**

The CDOT policy guiding the Statewide Plan's goals and objectives, known as Policy Directive (PD) 14, provides performance goals and objectives for development and implementation of a multimodal, comprehensive Statewide Transportation Plan. With limited funding available, CDOT has developed a vision for the [Statewide Transportation Plan: Your Transportation Priorities](#). This guides investment for Colorado's multimodal transportation system and balances the following goal areas:

<b>Safety</b>	<ul style="list-style-type: none"> <li>Traffic Fatality &amp; Serious Injury Rates</li> <li>Traffic Fatalities &amp; Serious Injuries Involving Vulnerable Users</li> <li>Employee Safety</li> </ul>	<a href="#">Safety Dashboard   Coming Soon</a>
<b>Asset Management</b>	<ul style="list-style-type: none"> <li>Condition of Highway Pavement</li> <li>Condition of Bridges</li> <li>Maintenance Level of Service Grades</li> <li>Condition of Other Roadway Assets</li> <li>Condition of Transit Assets</li> </ul>	<a href="#">Pavement Dashboard   Coming Soon</a> <a href="#">Bridges Dashboard   Coming Soon</a> <a href="#">Maintenance Dashboard   Coming Soon</a> <a href="#">Other Assets Dashboard   Coming Soon</a>
<b>Mobility</b>	<ul style="list-style-type: none"> <li>Congestion &amp; Reliability</li> <li>Environmental Impact</li> <li>Multimodal (Transit) Options</li> </ul>	<a href="#">Reliability &amp; Congestion Dashboard   Coming Soon</a> <a href="#">Multimodal Options Dashboard   Coming Soon</a> <a href="#">Environmental Impact Dashboard   Coming Soon</a>

PD 14 performance objectives and targets will help implement the Statewide Transportation Plan by focusing transportation investments in the Statewide Transportation Improvement Program (STIP) and the annual budget toward achieving the objectives in this policy directive. The [Transportation Commission](#) will revise this policy directive, as needed, to update performance objectives or targets or incorporate additional goal areas.



# Statewide Plan Goals & Objectives

- Policy Directive 14 Dashboards (In Development)
  - Safety
    - Traffic Fatality & Serious Injury Rates
    - Traffic Fatalities & Serious Injuries involving Vulnerable Users
    - Employee Safety
  - Asset Management
    - Condition of Highway Pavement
    - Condition of Bridges
    - Maintenance Level of Service Grades
    - Condition of Other Roadway Assets
    - Condition of Transit Assets
  - Mobility
    - Congestion & Reliability
    - Environmental Impact
    - Multimodal (Transit) Options
- Additional Resources:
  - Colorado Transportation Commission





# CDOT Projects

**Projects by Region**  
Curious about the projects and construction taking place near you? Navigate projects by region below.  
[View Projects in Your Area -](#)

**Project News**  
Stay up-to-date on the latest project news and construction updates across the state.  
[Sign Up for CDOT Alerts](#)

**Subscribe to Alerts**  
Sign up for project newsletters for updates on construction in your area or along your route.  
[Sign Up for CDOT Project Alerts](#)

**Major Interstate Projects**  
View information and updates on some of the key interstate projects in Colorado.  
[Browse Interstate Projects-](#)

**Studies & Assessments**  
All projects go through a study and environmental assessment to evaluate need and scope.  
[Browse Studies & Assessments -](#)

**Closures & Travel Impacts**  
View travel impacts for active construction projects using this online reporting tool.  
[Construction/Maintenance Portal](#)

**Project Map**  
Click on the region below to be taken to projects specific to locations across the state.



# Future Improvements

- Future Additions
  - Completion of Policy Directive 14 Dashboards
  - Updating short-term strategic goals for fiscal year 2022
  - Continuing refinement of all dashboards, as needed
  - FHWA-CDOT Stewardship and Oversight Agreement



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Questions?