



## Statewide Transportation Advisory Committee (STAC)

March 12, 2021

9:00 AM – 12:00 PM

**Video Conference**

*Agenda - Revised*

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the February 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.
- 9:50-9:55 **Safe Routes to Schools Project Selection (Action Item)** – Nate Vander Broek, Bicycle and Pedestrian Program Manager
- STAC recommendation on 2021 Safe Routes to Schools projects
- 9:55-10:05 **1601 Interchange Approval Process Policy Approval (Action Item)** – Aaron Willis, Acting Regional and Statewide Section Manager, DTD
- STAC recommendation on the revised 1601 Interchange Approval Policy
- 10:05-10:20 **FY22 Budget Overview (Discussion and Action Item)** – Jeff Sudmeier, CDOT Chief Financial Officer
- Follow-up discussion from the February Transportation Commission
- Break**
- 10:30-11:00 **SB 267 3<sup>rd</sup> Year Funding (Discussion and Input)** - Rebecca White, Director, Division of Transportation Development (DTD) & Sharon Terranova, Planning Manager, Division of Transit and Rail
- Initial discussion on projects funded with the 3<sup>rd</sup> year of Senate Bill 267 funding
- 11:00-11:20 **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
- 11:10-11:45 **Statewide Transportation Needs (Discussion and Potential Action)**
- Staff was requested to prepare this briefing and resolution action item, should the STAC choose to take action
- 11:45-12:00 **Other Business** - Vince Rogalski, STAC Chair
- April 9 STAC Meeting hosted via Zoom



# Statewide Needs 2021



## The 10-year plan includes:

- Strategic Pipeline of Projects
  - Both highway and transit projects
  - Years 1-4 funded by SB 267
  - Stimulus funding has helped to advance projects
- 1,000+ lane miles touched
- 15 rehabbed or new transit facilities
- Largest investment in rural road condition in CDOT history



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

 Improving Our Interstates	 Relieving Traffic	 Improving Rural Access Statewide	 Rural Paving	 Road Condition and Maintenance
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# SB267 made possible significant progress toward achieving our statewide goals

## Fixing Decaying Rural Roads

The first four years of the 10-year plan invests approx \$300M in rural pavement condition. That investment has already brought about 580 miles of repaired roads.



Project completed on US 50, Fremont county.

## Maintaining Existing Infrastructure

10-year plan adopts a “fix it first” approach; more than half of dollars supporting fixing outdated assets (e.g. I-70 bridges in Denver, I-76 repairs in the Eastern Plains).



Poor pavement along a rural state highway.

## Relieving Traffic Congestion

SB 267 allowed us to complete the I-25 Gap project, major segments of I-25 N and a network of mobility hubs. Also will reconstruct I-270 and deliver large parts of Floyd Hill.



Traffic checkpoint at I-70 Floyd Hill.

## Ensuring Safer and Revitalized Main Streets

Downtown improvements in multiple regions including competitive program in the Denver area focused improving safety and mobility along roads routes.



Outdoor space in Littleton.



# Focusing on the plan shows the public CDOT is spending “One Dollar in One Place at One Time”

## Highway Project Status - 90 projects with Senate Bill 267 funding

- 15 projects are complete (e.g. passing lanes along US 160 Towaoc, and rural paving along US 6 Merino to Atwood and SH 64 Meeker West)
- 40 projects are approved to go to ad
- Key milestones reached on major projects (e.g. completed segment on I-25 Gap)

## Multimodal Project Status - 45 projects with Senate Bill 267 funding

- 4 projects are complete or in construction, including a Roaring Fork Transit Authority maintenance facility and Bijou bus garage in Colorado Springs
- \$59 million in “Safer Main Streets” projects awarded to communities across the Denver metropolitan area in partnership with DRCOG and leveraging federal funds as well as SB267 funds

## Federal Stimulus - Allocating \$134M quickly & equitably

- Within two weeks of the federal appropriation, the Transportation Commission and CDOT put stimulus dollars to work, with projects across the state ready-to-go because of the 10-year plan (e.g. Research and Powers in Colorado Springs, US 50 “Delta Dips”, Berthoud Mobility Hub, I-25 sound wall repair)



# There is a lot more to do

## Fixing Decaying Rural Roads

\$650M in rural pavement work remains unfunded. This sustained investment is necessarily to move Colorado from the bottom of the list nationwide.



Pavement in need of repair along I-70.

## Maintaining Existing Infrastructure

Over 60 percent of the unfunded projects include preserving and maintaining roadway assets. These projects will address road conditions, bridges, culverts, rockfall mitigation and guardrails around the state.



Bridge inspection.

## Relieving Traffic Congestion

Improvements to I-25:

- 84th to 104th north of Denver,
- Mobility improvements along I-25 in CO Springs
- Fixing the oldest portion of I-25 in Pueblo



Traffic on I-25 near Monument.

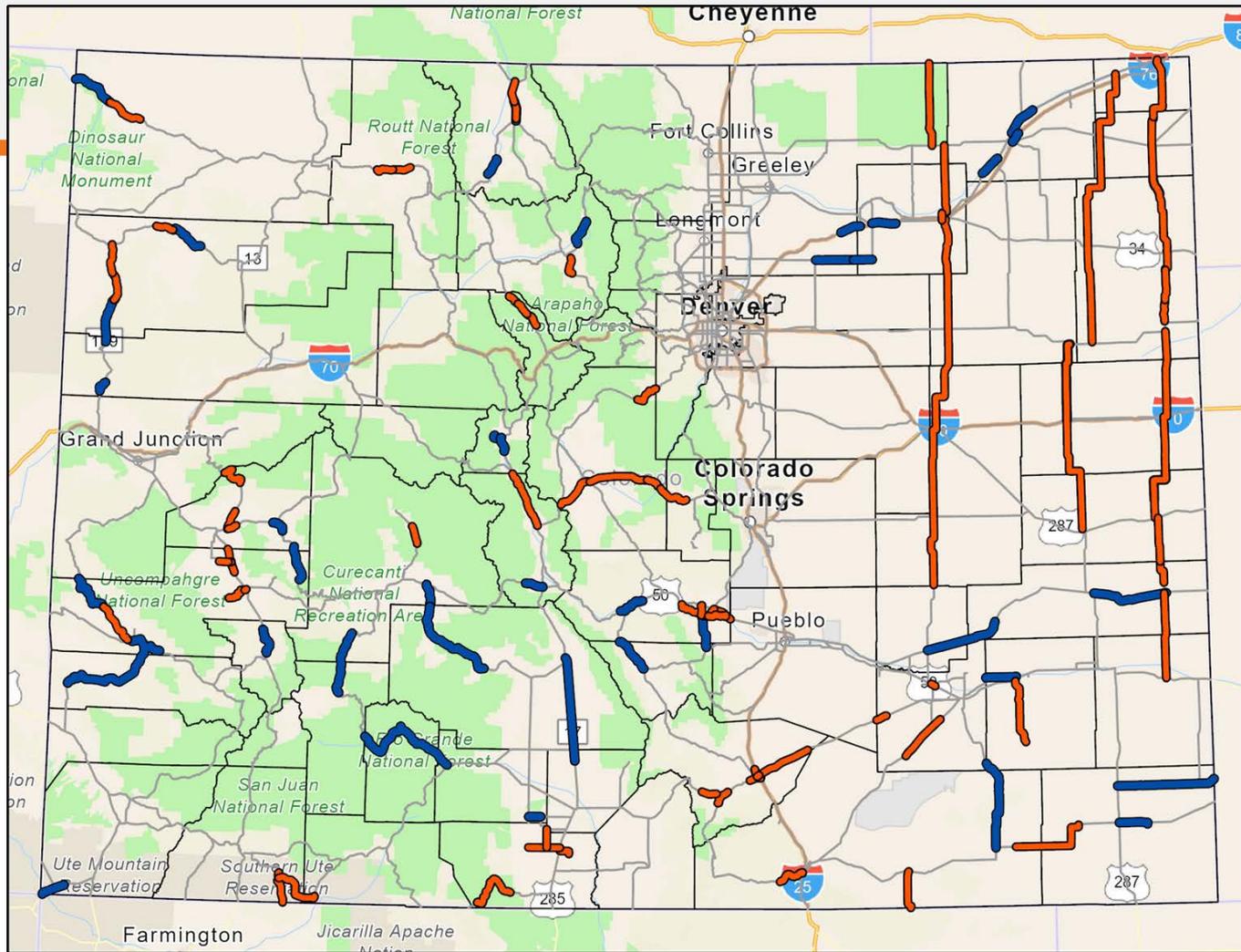
## Improving Safety Statewide

Despite decreased driving, more Coloradans were killed in traffic accidents in 2020 compared to 2019. A long list of needs remain including passing lanes, wider shoulders, and signal upgrades.



Crash on a state highway.

# Rural Paving



-  Funded projects for Years 1-4
-  Unfunded projects for Years 5-10

Note: Projects in the unfunded list include corridors where rural paving improvements are targeted pending further scoping.

# Colorado's Infrastructure in Poor Condition

## 2019 Rank



Interstate Pavement Condition  
Percent of Urban Lane Miles Rated Poor

1.	NH
2.	ND
3.	VT
4.	ME
5.	ID
6.	CT
7.	UT
8.	TN
9.	MT
10.	NC
11.	NV
12.	AK
13.	AZ
14.	SD
15.	GA
16.	VA
17.	MO
18.	MA
19.	RI
20.	OR
21.	FL
22.	KY
23.	NE
24.	NM
25.	TX
26.	MS
27.	WA
28.	SC
29.	KS
30.	IA
31.	WI
32.	OH
33.	WV
34.	WY
35.	MN
36.	CO
37.	AR
38.	AL
39.	IL
40.	IN
41.	OK
42.	MD
43.	PA
44.	CA
45.	MI
46.	DE
47.	NY
48.	NJ
49.	LA
50.	HI

2018 - 32<sup>nd</sup>  
2017 - 45<sup>th</sup>  
2016 - 43<sup>rd</sup>  
2015 - 46<sup>th</sup>  
2014 - 44<sup>th</sup>  
2013 - 36<sup>th</sup>  
2012 - 39<sup>th</sup>

Interstate Pavement Condition  
Percent of Rural Lane Miles Rated Poor

1.	RI
2.	NH
3.	UT
4.	ND
5.	VA
6.	VT
7.	FL
8.	SD
9.	OR
10.	NV
11.	MO
12.	TX
13.	TN
14.	KS
15.	ID
16.	NJ
17.	IA
18.	WY
19.	MT
20.	KY
21.	NC
22.	MD
23.	GA
24.	AL
25.	CT
26.	MS
27.	IL
28.	OH
29.	NE
30.	NM
31.	WI
32.	WV
33.	WI
34.	AR
35.	MN
36.	MA
37.	PA
38.	ME
39.	OK
40.	WA
41.	AZ
42.	MI
43.	LA
44.	IN
45.	SC
46.	WA
47.	CO
48.	AK
49.	LA
50.	HI

2018 - 45<sup>th</sup>  
2017 - 46<sup>th</sup>  
2016 - 47<sup>th</sup>  
2015 - 47<sup>th</sup>  
2014 - 44<sup>th</sup>  
2013 - 36<sup>th</sup>  
2012 - 43<sup>rd</sup>

Non-Interstate NHS Pavement Condition  
Percent of Urban Lane Miles Rated Poor

1.	GA
2.	FL
3.	AL
4.	UT
5.	MN
6.	AK
7.	TN
8.	NV
9.	VT
10.	KY
11.	NC
12.	NH
13.	KS
14.	DE
15.	MO
16.	SC
17.	AZ
18.	ID
19.	VA
20.	AR
21.	OR
22.	WV
23.	IN
24.	WY
25.	OK
26.	MS
27.	CT
28.	ND
29.	CO
30.	IA
31.	MD
32.	TX
33.	SD
34.	PA
35.	IL
36.	ME
37.	OH
38.	MT
39.	NM
40.	WA
41.	MI
42.	LA
43.	WI
44.	NJ
45.	HI
46.	NY
47.	MA
48.	NE
49.	CA
50.	RI

2018 - 28<sup>th</sup>  
2017 - 32<sup>nd</sup>  
2016 - 35<sup>th</sup>  
2015 - 35<sup>th</sup>  
2014 - 37<sup>th</sup>  
2013 - 37<sup>th</sup>  
2012 - 37<sup>th</sup>

Non-Interstate NHS Pavement Condition  
Percent of Rural Lane Miles Rated Poor

1.	WV
2.	DE
3.	FL
4.	MA
5.	AL
6.	GA
7.	MD
8.	WY
9.	VA
10.	KY
11.	OH
12.	KS
13.	ND
14.	OR
15.	ID
16.	TX
17.	KY
18.	MI
19.	IN
20.	MT
21.	SC
22.	OK
23.	MO
24.	SD
25.	AR
26.	IA
27.	VT
28.	NY
29.	NE
30.	CA
31.	PA
32.	NC
33.	IL
34.	AZ
35.	NH
36.	UT
37.	WA
38.	MS
39.	WV
40.	NH
41.	LA
42.	NJ
43.	CT
44.	CO
45.	WI
46.	ME
47.	NM
48.	HI
49.	AK
50.	RI

2018 - 40<sup>th</sup>  
2017 - 26<sup>th</sup>  
2016 - 31<sup>st</sup>  
2015 - 27<sup>th</sup>  
2014 - 35<sup>th</sup>  
2013 - 30<sup>th</sup>  
2012 - 28<sup>th</sup>

Bridge Deck Area Condition  
Percent of Urban Bridge Deck Area Rated Poor

1.	TX
2.	AZ
3.	NV
4.	UT
5.	FL
6.	GA
7.	ND
8.	KS
9.	AR
10.	AL
11.	NE
12.	NM
13.	MS
14.	OR
15.	MN
16.	DE
17.	WA
18.	ID
19.	MD
20.	CO
21.	VA
22.	TN
23.	OH
24.	VT
25.	OR
26.	WI
27.	HI
28.	IN
29.	SD
30.	CA
31.	KY
32.	OK
33.	MO
34.	CT
35.	NC
36.	IA
37.	NJ
38.	NY
39.	SC
40.	NH
41.	WY
42.	AK
43.	LA
44.	MA
45.	LA
46.	ME
47.	IL
48.	PA
49.	WV
50.	RI

2018 - 13<sup>th</sup>  
2017 - 14<sup>th</sup>

Bridge Deck Area Condition  
Percent of Rural Bridge Deck Area Rated Poor

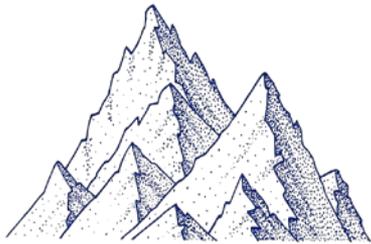
1.	TX
2.	WV
3.	AZ
4.	VT
5.	UT
6.	DE
7.	GA
8.	AL
9.	TN
10.	VA
11.	MN
12.	FL
13.	WA
14.	AR
15.	OR
16.	KS
17.	OH
18.	CT
19.	IN
20.	CO
21.	NH
22.	MD
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24.	ID
25.	MT
26.	KY
27.	WI
28.	IL
29.	MA
30.	NJ
31.	CA
32.	SC
33.	NH
34.	HI
35.	NE
36.	AK
37.	MO
38.	MS
39.	NC
40.	OK
41.	ND
42.	MI
43.	NY
44.	ME
45.	LA
46.	PA
47.	SD
48.	IA
49.	WV
50.	RI

2018 - 19<sup>th</sup>  
2017 - 15<sup>th</sup>



# Interconnected Needs

Colorado has:



58 peaks over 14,000'  
(Mount Elbert is the  
highest in the entire  
Rocky Mountains,  
including Canada, at  
14,440')



12 national parks &  
monuments (Rocky Mountain  
National Park received record  
visitation in 2019!)



5 national historic sites &  
national heritage areas



4 major river basins (including  
the Arkansas River, which is  
the most commercially rafted  
river in the U.S.)



13 national forests &  
grasslands



42 state parks & about 350  
state wildlife areas



28 renowned ski areas &  
resorts



# Interconnected Needs

CDOT helps residents and visitors alike experience every corner of Colorful Colorado in part through Colorado's 26 state and national byways. With the most American Byways of any state, Colorado boasts:

- 13 America's Byways
- 2 All-American Roads
- 10 National Forest Scenic Byways
- 2 Bureau of Land Management Backcountry Byways





# Interconnected Needs



July 21, 2019 - Sunday



July 24, 2020 - Wednesday



# Colorado Economics: Tourism

- Colorado tourism is a \$22.3 billion industry that supports more than 174,000 jobs, contributes \$1.4 billion in local and state tax revenues. (Visit Denver)
- In 2019, Colorado welcomed a combined total of 86.9 million overnight and day visitors, up 2 percent from 2018
- In 2019, Colorado's discretionary leisure traveler spent an average of \$516 per person per trip, compared with \$372 nationally.
- Colorado attracted 1.053 million international visitors in 2019, slightly more than the 1.048 million who came in 2018

Source: Colorado Tourism Office,  
<https://www.industry.colorado.com/key-findings-2019-colorado-tourism-office-research>

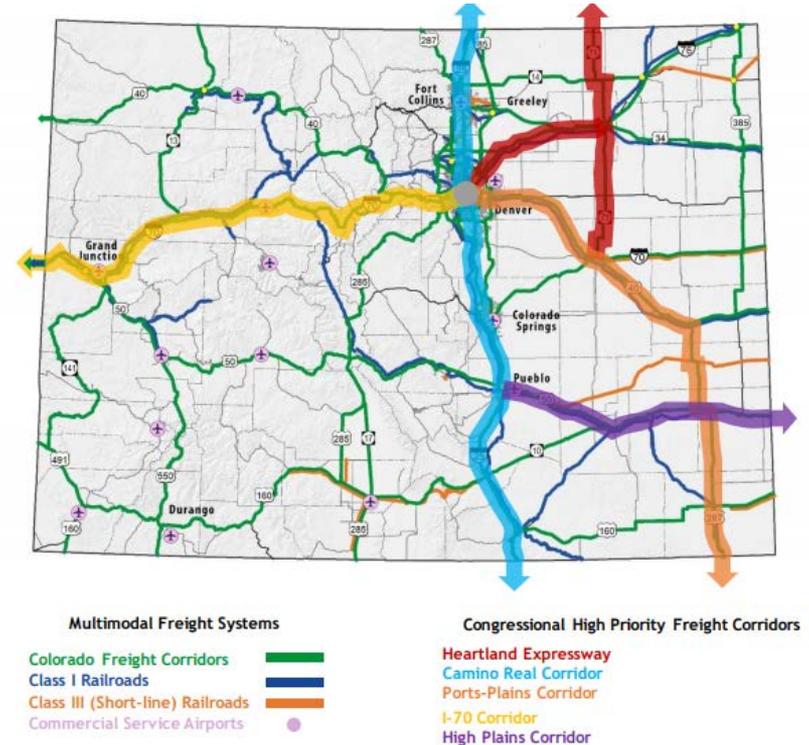




# Interconnected Freight Needs

## Goods Movement

- Roughly 79% of local communities in Colorado rely exclusively on trucks to move goods in and out of their area.
- Colorado's priority freight corridors serve as a multimodal lifeline to Colorado's economy.
- Key highway priority corridors include:
  - Heartland Expressway
  - Camino Real Corridor
  - Ports to Plains
  - I-70 Corridor
  - High Plains Corridor



Colorado Freight Plan, CDOT, March 2019.

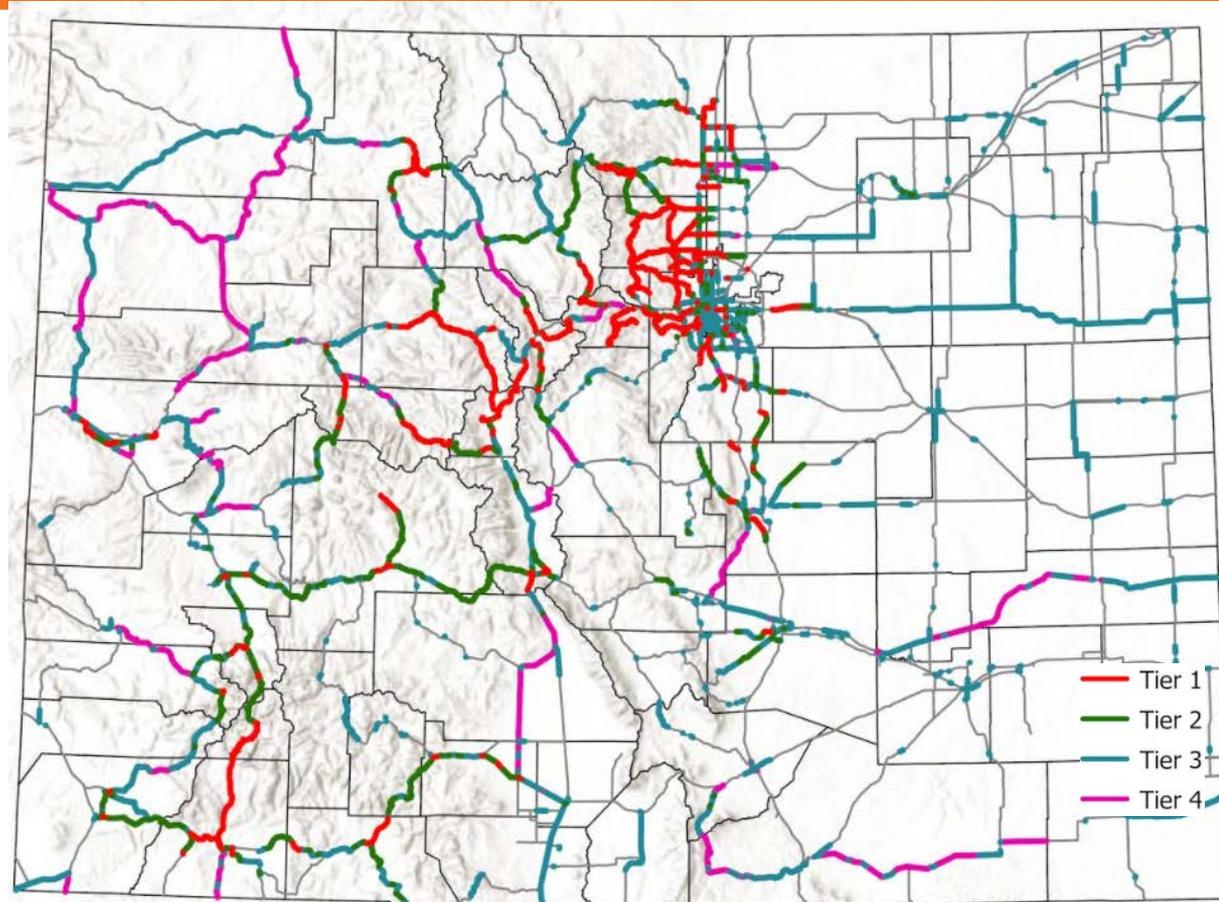


## High Demand Bicycle Corridors

The High Demand Bicycle Corridor identifies the most used and safest routes for bicyclists on state highways.

Data resources include roadway width, traffic speed, presence of bicycle facilities, existing bicycle use, and connectivity to existing infrastructure and consistency with local plans.

Tier 1 sections (in red) show areas with the highest use, most stress, and >1 bicycle crash or fatality; as the tier increases, the use decreases.





# Conclusion

## Discussion Questions and Next Steps:

- In light of recent discussions, would STAC like to take an official position that emphasizes support for funding Colorado's transportation needs from a statewide perspective?

**Statewide Transportation Advisory Committee Resolution on a 2021 Statewide Funding Approach.**

The Colorado Statewide Transportation Advisory Committee (STAC) is composed of representatives from each of Colorado's 15 Transportation Planning Regions, five of which are Metropolitan Planning Organizations.

**Approved by the Statewide Transportation Advisory Committee on (Insert Date).**

**WHEREAS**, the Statewide Transportation Advisory Committee (STAC) was created by state statute in 1991, and their role and responsibility has since been expanded to provide advice to both the Department and the Transportation Commission on the needs of the transportation systems in Colorado; and

**WHEREAS**, the STAC represents both urban and rural Colorado and is charged with advising the Transportation Commission and the Colorado Department of Transportation; and

**WHEREAS**, STAC members represent ten transportation planning regions and five metropolitan planning organizations that work in cooperation through the STAC to make funding distribution recommendations recognizing the importance of regional equity; and

**WHEREAS**, current state and federal transportation funding is insufficient to fully meet statewide capital and state of good repair needs; and

**WHEREAS**, Colorado is ranked 47th in the nation for rural pavement condition and requires additional funding to maintain or improve the overall condition of our transportation assets; and

**WHEREAS**, Colorado's statewide economy depends on a transportation system that connects our urban areas with agricultural areas, tourist destinations, and abundant outdoor recreation opportunities; and

**WHEREAS**; approximately 79% of local communities in Colorado rely exclusively on trucks to move goods; and

**WHEREAS**; from 2018-2019 Colorado Front Range Counties had a 16% increase in population and 94% of Colorado's growth took place in Front Range Counties from 2010-2019; and

**WHEREAS**, congested roads, highways and bottlenecks personally cost Colorado drivers in the form of lost time and wasted fuel; and

**WHEREAS**, the COVID-19 pandemic has increased recreational vehicle travel statewide; and

**WHEREAS**, the STAC voted unanimously in August 2020 to support Colorado's 10-Year Vision adopted, which was developed through an inclusive and comprehensive planning process; and

**WHEREAS**, only the first four years of the plan is considered funded via Senate Bill 267.

**NOW THEREFORE BE IT RESOLVED**, the STAC supports recent discussions at the Colorado State Legislature to provide increased, stable, and long-term revenue for transportation; and

**NOW THEREFORE BE IT FURTHER RESOLVED**, that any funding increases should support needs across the state to the benefit of all Colorado residents and our economy.

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Vince Rogalski, STAC Chair

Date

Statewide Transportation Advisory Committee