



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually.

June 1, 2023

8:30 AM – 11:30 AM

Agenda

- 8:30-8:35 **Welcome and Introductions – Vince Rogalski, STAC Chair**
- 8:35-8:40 **Approval of the May Meeting Minutes - Vince Rogalski, STAC Chair**
- 8:40-8:55 **CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director**
- 8:55-9:05 **Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair**
- Summary report of the most recent Transportation Commission meeting
- 9:05-9:30 **TPR Representative and Federal Partners Reports (Informational Update)**
- Updates from STAC members and federal agencies
- 9:30-9:45 **Transit Update (Informational Update) – Jennifer Philips, Director, Division of Transit and Rail**
- A brief overview of current Bustang operations
- 9:45-10:00 **Legislative Report (Informational Update) – Emily Haddaway and Jamie Grim CDOT Office of Policy and Government Relations (OPGR)**
- 10:00-10:15 **HB1101 Boundary Review Study Update (Informational Update) – Herman Stockinger, CDOT Deputy Director**
- Update on the HB1101 Boundary Study
- 10:15-10:25 **Break**
- 10:25-10:50 **Program Distribution Logistics (Informational Update) – Marissa Gaughan, Multimodal Planning Branch Manager, Division of Transportation Development**
- An overview of the logistics for upcoming Program Distribution discussions
- 10:50-11:10 **Featured Region of the Month: Region 3 (Informational Update) – Jason Smith, Regional Transportation Director, Region 3**
- An overview of Region 3 projects
- 11:10-11:30 **Other Business - Vince Rogalski, STAC Chair**
- August and September STAC Meeting Locations

Statewide Transportation Advisory Committee (STAC)

Meeting Notes

Chair: Vince Rogalski, Gunnison Valley TPR

Date/Time: Thursday, May 4, 2023; 8:30 a.m. – 11:30 a.m.

Location: Virtual Only

Recording: May 4, 2023 STAC:

https://drive.google.com/file/d/1_HjVW0luA8Oveq_a2RfM8Gs8asCANhRF/view?usp=sharing

Attendance:

Denver Area:	Nicholas Williams, and Ron Papsdorf	Pueblo Area:	Eva Cosyleon
Central Front Range:	Dick Elsner Dwayne McFall, and Samantha Hughes	San Luis Valley:	Keith Baker, Vern Heersink
Eastern:	Chris Richardson and Scott Weaver	South Central:	Jennifer Oliver
Grand Valley:	Dana Brosig, Rachel Peterson, and Peter Baier	Southeast:	Stephanie Gonzales
Gunnison Valley:	Vince Rogalski	Southwest:	Sarah Hill
Intermountain:	Bentley Henderson	Upper Front Range:	Kevin Ross and Elizabeth Relford
North Front Range:	Scott James, Becky Karasko, Suzette Mallette, and Johnny Olson	Southern Ute Tribe:	None
Northwest:	Heather Sloop and Brian Cerkvenik	Ute Mountain Ute Tribe:	Manuel Heart
Pikes Peak Area:	Holly Williams, John Liosatos, Danelle Miller, Jessica Bechtel	FHWA:	Bill Haas, Aaron Bustow
		FTA:	None
		Transportation Commissioners:	Eula Adams, Lisa Hickey

Highlights and Action Items

1. Welcome and Introductions – meeting commenced at 8:30 am by Vince Rogalski, STAC Chair.

3. Approval of the April 2023 Meeting Minutes
 - STAC Action: STAC took action to approve the March 2023 STAC Meeting Minutes. Commissioner Williams so moved, and seconded by Commissioner Ross.

3. CDOT Current Events – Herman Stockinger, CDOT Deputy Executive Director
 - Currently visiting rural TPRs to provide an update of HB 23-1101 and provide updates on other controversial presented legislation, such as SB-23-213, Land Use.
 - TC Agenda for May will cover:
 - 11th Budget Supplement for FY 2023
 - Tolling Operations and Maintenance Interagency Agreement (IAA) between CDOT and the Colorado Transportation Investment Office (CTIO)
 - Adoption of the FY 24-27 STIP for effective date of July 1, 2023
 - Nominating Committee for New Officers - Commissioner Beedy serving as TC Chair until July 1, 2023.

4. CDOT Transportation Commission (TC) Updates – Vince Rogalski, STAC Chair ([Video Timestamp 00:00:00](#))

- Aeronautics Division Update
 - Denver International Airport is currently the 3rd busiest in the world.
 - The Aeronautics Division is focused on supporting efforts to get more pilots and more education programs underway.
 - Battery and electric powered aircraft coming. Possibility for hydrogen powered aircraft.
 - Mobile Aviation Tower is a fairly new aviation technology in Colorado.
- Budget - Ice & Snow removal: TC will consider a proposal to increase the budget by \$19 million for this season. Spring is not over yet.
- In the regular meeting, all resolutions were passed, except for fiber access fees. Getting broadband in rural communities is difficult.
- The Federal MMOF funds must be obligated by December, 2024 and fully expended by December, 2026, so there is concern these delays will make it challenging to meet those deadlines.

5. TPR Representative Reports ([Video Timestamp 00:08:05](#))

- DRCOG - The DRCOG Board met on April 19th, and allocated \$8 million to transit projects and programs for older adults, individuals with disabilities and other vulnerable populations. This money comes from the Older Americans Act to DRCOG AAA along with FTA 5310 funds administered by DRCOG as well as TIP set-aside program for Human Service transportation. Also the DRCOG Board adopted a resolution authorizing DRCOG to submit a notice of intent to participate with the EPA that designated DRCOG as the lead agency and grant recipient for the Denver-Aurora-Lakewood Metropolitan Statistical Area Climate Pollution Reduction grant.
- CFRTPR - Custer County CO 96 is resurfacing a year late because the contractor had all kinds of issues; CO 9 South of Guffey a bridge replacement project is causing a traffic slowdown; another project is North of Fairplay and North of Alma a complete shutdown will occur for a couple of weeks which will be a challenge to drive with limited detour options; US 24 from Antero to Hartsel is closed for another week. US 24 close to Fluorescent roadway straightening project is underway with rockfall removal too: US 24 & CO 9 in Fairplay interchange project is starting, anticipate delays on CO 9 and US 285; there is an issue with MMOF funds - Teller County Senior Coalition and other transit agencies have reported having trouble getting MMOF contracts executed, and impacts to operations due to their delays; they are working with CDOT buying a couple of buses, doing some route changes, getting some place to park their buses; Park County just signed an agreement with CORE Electric to install a couple of EV charging stations in Bailey.
- ETPR - ETPR hasn't met since the last STAC but has Project Priority Programming Process (4P) meetings coming up throughout the region on May 22nd & 23rd; continuing the effort of tracking the MMOF programs prepping for the planning cycle coming up and have needs that exceed resources; CDOT's focus on EVs vs. the roadway maintenance work is a concern for ETPR.
- Grand Valley TPR - Met last week with their board- approved the 2024-2027 FY TIP; working on getting the travel demand model up and running for the next long range plan update; yesterday had a successful Bike To Work Day, and innovative activities are occurring and will continue to promote biking to work.
- Gunnison Valley TPR - Struggling with Little Blue Creek Canyon on US 50- its been closed on and off with alternate traffic. Was a public meeting with construction people. The construction season for the Canyon initially anticipated for July 14th, now anticipated to be completed by mid-November; Summer construction is beginning. Increasing more passing lanes on US 50 to the east between Little Blue Creek Canyon to Monarch Pass hoping delays are not to bad; dealing with TAP 8 applications for Region 5 and

15 applications for Region 3; the next GVTPR meeting is next week on May 11th and people are interested in HB 23 1101 regarding TPR boundaries. Believe the boundaries should remain as is.

- NFRMPO - At the April 6th meeting the planning council approved the MPO's 2050 RTP Goals, Objectives, Performance Measures and Target which will be incorporated into the 2050 RTP which will be adopted later this year; At NFR Planning Council- was a Colorado state legislature update from State Representative Andrew Boesenecker; On the North I-25 corridor- reaping the benefits of 2 decades of advocacy and \$84 million contributed from the local governments, that same focus on safety and capacity are needed in other parts of the region.
- NWTPR - Grand County thanks CDOT for coming up and helping out with some conversations and for the money for Berthoud Pass; flooding is happening in Northwest Colorado on roads, and trails due to the second biggest snow season in history of Steamboat Springs with 440 inches of snow that is melting; Busiest bus season in Steamboat Springs in history- with 3.25 million ridership recorded in the first three months of the year; recognized and thanked Herman Stockinger for coming up next week to visit with NWTPR, and NWTPR is interested in what House Bill 1101 looks like. Senate Bill 213 is on a lot of local's minds, and folks want to know what the impacts to funding is for rural Colorado.
- PPACG - Had an EV workshop which was well received by attendees which included University of Colorado, Colorado Springs and school districts, along with a visit from Michael King, CDOT Assistant Director of Electrification and Energy, which was appreciated; Last month discussed Ozone levels and how we're getting close up to the limit in El Paso County- talked about mitigating factors; expansion on I-25 between Garden of the Gods and Fillmore a continuous on/off ramp, will be a project this summer. On the Military Access, Mobility & Safety Improvement Project (MAMSIP) there was a ribbon cutting ceremony at Charter Oak and South Academy; Highway User Tax Funds coming in are a little bit lower than expected for El Paso County for the first quarter of the year was a concern; a lot of capacity and safety issues on the roads exist; City council election in Colorado Springs is short meeting next week and we are looking forward to getting some new board members next Wednesday.
- PACOG - Have not had a board meeting since February; one of the county commissioners Garrison Ortiz has stepped down and he'll be the CFO at CSU Pueblo so will be getting a new County Commissioner pretty soon; Awarded three Highway Safety Improvement Program (HSIP) projects; continuing complete streets initiative and gearing up for a walk audit on May 18th; CDOT is beginning their Eden and Exit 104 split diamond on the North end of town; 3 TAP applications have been submitted.
- SLVTPR - Completed round of CDOT annual meetings with all the counties as part of 4P; conducted a round of TAP analysis meetings; Reactivating work projects that were laid up over winter and initiating some others. Construction agenda isn't very ambitious right now- but will be focused on corrective maintenance; attended a Internet and all Broadband conference in Westminster a couple of weeks ago, and the point of contact at CDOT is Jonas Durham; the issue of focusing on roadway maintenance vs. EV infrastructure was expressed; suggested to install a couple of EV charging stations at chain-up stations and rest areas, etc., noted interpersonal conflicts at charging stations because of the lack of charging stations.
- SCTPR - TPR meeting last week, 2 applications for TAP which will be reviewed further for upcoming meeting in June for approval of those applications; maintenance projects will start back up as the weather improves. Fishers Peak State Park, Colorado's newest state park road is a state road, and a maintenance request to CDOT has been requested; Bustang Outrider program has been running for about a month and ridership has surpassed expectations with over 100 riders served in under a month.
- SETPR - Had TPR meeting on April 26th- appreciate all the CDOT representatives that made the trip to attend our meeting; extended thanks to Herman for the updates he was able to provide to our TPR

members; submitted TAP applications that were received; voted and approved TIP additions for FY 23; For projects there is a lot of activity happening in the region. Main Street project in Lamar to the bridge repair, with some surface treatments that are getting ready to start; SETPR collaborated with the City of La Junta to start our transit route that previously ran from Otero County through Benton over to Prowers, and we are making great strides; this transit program will be branded as SETran and have routes to run north and south to cover the remaining 3 counties; hopefully in the next couple of months we will have that running.

- SWTPR - Wanted to thank Herman for joining the SWTPR meeting on April 13th, and appreciated the representation from CDOT Headquarters and taking the time to update our TPR on HB 23-1101; Walked through the MMOF projects in our region that have ARPA deadlines; listened to a TPR 101 presentation from Tony Cady; have a number of new TPR members so we heard about the planning process, TPR funding mechanisms and the general role of the TPR; the TPR ratified a letter of support for RAISE grant funding for the US 160 Durango East safety mobility project between Durango and Bayfield; approved a change order for an MMOF award for road runners so they can purchase some critical equipment; received a request from Dolores County for a traffic study on CO 491; Hosted a Walk, Bike and Roll event yesterday with Safe Routes to School funding; Building on the Free Fare for Better Air Ozone Program that was funded through Senate Bill 260, and Durango transit will offer free transit for three months this year, June, July, and August; Colorado Association of Transit Agencies CAST is administering the Free Fare grant program and applications are open for transit agencies interested in applying.
- UMU (Ute Mountain Ute Tribe) - US 160 from Four Corners all the way up project is still in progress; issues with bridge scour on San Juan bridge and also the Aztec bridge are a concern and probably part of this project; running into fencing issues with silt and debris from runoff and snow melt; livestock are jumping over the fences along roadways including US 160; potholes on CO 491 and other roads are an issue, and we request CDOT maintenance staff to clean that up; UMU applied for some EV stations for the casino and rest areas; have observed vehicles sit on the side of the road that need charging; not heard anything from CDOT on the cameras coming into the areas along CO 491 and US 160 regarding this technology-based solution for issues along these corridors; requested invitations to SWTPR local meetings.
- UFRTPR - Next meeting is June 1st in Fort Lupton from 1-4pm it will be a hybrid meeting- in-person and virtual; Have our Summer conference for Colorado Counties, Inc. (CCI); 4P meetings in Weld County are scheduled for May 25th and June 22nd; thanked the Region 4 staff for doing a great job helping the TPR out on many projects; having a presentation at the June TPR meeting regarding Northern Integrated Supply Project (NIST); It is a large storage project brought forth by northern water and its going to provide water to 15 communities in northern Colorado; may have to reroute US 287 from Fort Collins to Larimie for this project; If there is interest they can bring the presentation to CDOT headquarters.
- IMTPR - Had a meeting last Friday and thanked Herman for coming to the meeting where he provided some great updates and great information regarding the broader scope of things; IMTPR I-70 is in shambles from the top of the pass almost to the Utah border with work going on everywhere; Cottonwood Pass in IMTPR finished a study looking at that right of way and trying to take a look at what kind of things can be done to maybe improve it, not as an alternate route, but so that it can be used by folks if the Canyon gets closed or if locals need it; there is a RAISE grant for IMTPR Cottonwood Pass that has been pursued by CDOT for the Eagle County side; the other part of the RAISE grant is to support the improvements in Glenwood Canyon for some expansion joints and some guard rails; looking at MMOF projects, and have done an project completion extension for one of the MMOF projects in the City of Aspen.

6. Preparatory Program Distribution Discussion Transportation Funding Refresher- Marissa Gaughan and Aaron Willis ([video timestamp 47:11](#))

- CDOT is reviewing program distribution as a lead off for development of the (video timestamp 54:00)2050 Statewide Transportation Plan and will update all forecasts of revenue and revisit TC-directed and FHWA-directed distribution methodology for formula programs (i.e. RPP, MMOF, Metro Planning, STBG-Metro, Carbon Reduction, CMAQ, TAP, and FASTER Safety.)
- Per 23 CFR§ 450.104 - we have until August 2025 to adopt the 2050 Statewide and Regional Transportation Plans.
- This will require STAC to examine distribution formulas for programs and provide a recommendation to the TC.
- Staff plans to kick off the program distribution process with STAC in July; anticipating facilitated discussions on 1-2 formula programs each month. Staff will present how funding for each program is distributed currently and will seek STAC recommendations to the TC if/how distributions by program should change.
- A STAC motion recommending the RPP discussion be held in August and MMOF in October, was passed and agreed to by Staff.

7. Legislative Update (State Legislation)- Emily Haddaway ([Video Timestamp 02:09:11](#))

- The Colorado state legislative session is ending Monday May 15th.
- SB23-268: Ten-Year Transportation Plan bill has passed both chambers and is headed to the Governor's desk.
- HB23-1101: Ozone Season Transit Grant Program Flexibility - The final conference committee report was approved by the House and Senate and the bill has been signed by the Governor.
 - The final version of Section 4 tasks CDOT with a study of TPR boundaries and planning processes.
- SB23-213 Land Use bill has passed the Senate after substantial amendments. Previous upzoning requirements were removed from the bill. Several provisions were added back to the bill in the first committee of reference in the House. Unclear if changes will pass the house committee or be accepted by the Senate.
- Other bills covered included updates on:
 - HB23 [illegible] - Scope of Bridge & Tunnel Enterprise
 - SB23-200- Automated Vehicle Identification System
 - HB23-127- Double Fines Speeding Trucks Steep Grade Zones
 - HB23-1233- Electric Vehicle Charging Parking Requirements
 - HB23-1102 Alcohol & Drug Impaired Driving Enforcement
 - SB23-268- Ten Year Transportation Plan Information
 - SB23-280- Hazardous Material Mitigation
 - SB23-283- Mechanisms for Federal Infrastructure Funding

8. Legislative Report (State SB 23-1101 and Federal Legislation) Herman Stockinger and Jamie Grim CDOT Office of Policy and Government Relations (OPGR) ([Video Timestamp 02:19:40](#))

- Conference Committee Report- Jamie Grim & Herman Stockinger, Office of Policy and Government Relations
- Federal Update: Not a lot of transportation things happening; They're in the middle of the debt ceiling negotiations; House made a proposal that would affect a lot of climate-related policies in the Inflation-Reduction Act & Pandemic Stimulus Program; These wouldn't affect IIJA funding but could impact newer programs related to EV's, climate, air quality. The Senate could differ on proposal(s).
- State: Conference Committee Report for HB23-1101 to consist of a study of TPR boundaries and planning processes.
 - Updates to boundaries have not been made in 30 years.
 - Amendment protects rural Colorado's transportation interests by mandating the number of TPRs cannot be reduced - 10 rural TPRs and 5 urban MPOs will remain the same.

- Amendment outlines multiple items to be considered and additional criteria were added to the study at recommendation of stakeholders in rural Colorado such as lane miles, frequent traffic, and truck vehicle miles traveled, but removed language analyzing “equitable representation” on STAC.
- Codifies the stakeholder involvement process, specifying there will be opportunity for public comment across the state on any study recommendations.
- The authority to change TPR boundaries remains with the TC.
- On or before Nov 30, 2023 Department should complete study report of:
 - TPR Boundaries
 - STAC Membership
 - TRAC membership
 - TPR Planning Process- consistency and transparency
- The Department shall submit the Study Report to TC and Transportation Legislation Review Committee on or before November 30, 2023.
- Following completion of the study and with consideration of its findings, TC shall initiate updates to the rules or boundaries before June 1, 2024.
- CDOT staff has begun gathering data and creating a mapping tool to assist in the analysis.
- HQ staff are attending TPR meetings to explain the Bill amendments and answer any questions STAC members may have until study is completed.
- CDOT will keep TC and STAC informed during the study process.
- Tentatively considering 5 virtual/in person hybrid public meetings across the state in late summer to present data and receive input, followed by 5 additional meetings in the fall to present draft findings and recommendations.
- The legislation mandates TC open the rule by July 1, 2024. However, to coincide with kickoff of statewide and regional plans, CDOT is expecting to advise the TC to open its rules in December or January in order for any rulemaking to be completed by the statutory deadline so that the planning process is not delayed.

9. Draft FY 2024-2027 STIP Overview (Action Item) Jamie Collins ([Video Timestamp 02:58:57](#))

- Jamie gave a brief overview of the STIP approval process including the STIP release for public comments and the public hearing during the April TC meeting. No major comments have been received from the public on the STIP.
- The TC is anticipated to adopt the FY 2024-2027 STIP this month for it to be approved by FHWA and FTA and become effective by July 1, 2023.
- CDOT Staff explained how transit projects and MMOF projects are STIP'd. Region Planners and or the DTD liaison to get that information.

10. Other Business - Heather Sloop, STAC Vice Chair ([Video Timestamp 03:14:32](#))

- The next STAC meeting is scheduled for Thursday, June 1, 2023 and will be in person at CDOT HQ.
- Other Business - Heather Sloop, STAC Vice Chair
- A STAC Motion recommending the August, September and October meeting be in-person was approved unanimously.
- The next STAC meeting is scheduled for June 1, 2023 and will be held virtually.

DRAFT Transportation Commission (TC) Meeting Minutes

Workshops and Regular Meeting Wednesday, May 17-18, 2023

TRANSPORTATION COMMISSION WORKSHOPS

Wednesday, May 17, 2023

<https://www.youtube.com/watch?v=gp77vNFTtX4>

Call to Order, Roll Call

Nine Commissioners were present: Gary Beedy (TC Chair), Lisa Tormoen Hickey, Karen Stuart, Kathleen Bracke, Eula Adams, Yessica Holguin, Terry Hart, and Kathy Hall, Mark Garcia, with Commissioners Eula Adams and Commissioner Barbara Vasquez excused.

Budget Workshop (Jeff Sudmeier and Bethany Nicholas) Timestamp 00:01:09

Purpose and Action: Requested the TC to adopt a resolution for these 11th Budget Supplement requests:

- Division of Transportation Development - \$850,000 from the 10-Year Plan Program funds in order to address air quality monitoring for applicable 10-Year Plan projects, as required by Senate Bill 21-260 (SB21-260) and Colorado Revised Statute (CRS) 43-1-128.
- Region 1 - \$10,515,896 – 10-Year Plan Program -A transfer of savings from the Central 70 project to I-70 PPSL is requested in order to provide funding for a claim award resulting from recent arbitration.
- Region 3 - \$4,095,000 – TC Contingency Reserve – CO133 Bear Creek Culvert Failure – Funding is requested from the TC Contingency Reserve in order to address the failure of 72” corrugated metal pipe (CMP) type culvert on Highway 133 Mile Marker 16.2 (located between the Town of Paonia to the South and the Town of Somerset to the North).
- Cost Escalation Fund - \$4,095,000 – TC Contingency Reserve – CO 133 Bear Creek Culvert Failure – Funding is requested from the TC Contingency Reserve in order to address the failure of 72” corrugated metal pipe (CMP) type culvert on Highway 133 Mile Marker 16.2 (located between the Town of Paonia to the South and the Town of Somerset to the North).

Discussion:

Air Quality Monitoring Request

- In terms of where the \$850,000 for the 10-Year Plan would come from, potentially in the future, the TC would receive a request for these funds but right now we’ve identified four projects in the 10-Year-Plan that are moving forward that will trigger the air quality monitoring requirements in Senate Bill 260. Asking to allocate \$850,000 of the existing 10-Year Plan funds to do air quality monitoring activities for those projects because those costs were not built into the budget for those projects.
- The concept is to have one project for air quality monitoring to cover the monitoring equipment and services needed for all four projects.

Transportation Commission Consent Agenda (Herman Stockinger) Timestamp 00:11:48

Purpose and Action: Herman described the process and what is typically covered in the TC consent agenda items and what to anticipate for this month’s TC Regular meeting. The TC monthly notes cover the specific resolutions passed by the TC under the consent agenda. They mostly cover actions related to intergovernmental agreements (IGA’s), which are included in the powers and duties of the Executive Director and the Chief Engineer under Section 43.1.110, it also includes the authority of the CDOT Chief Engineer or Executive Director

to represent the Department in negotiations with local governments concerning intergovernmental agreements. But those intergovernmental agreements are not effective without approval of the TC. The other resolution on the consent agenda is the Policy Directive related to fuel controls. CDOT has policy directives that are adopted by the Commission. Statute lays out the broad formulate general policy under the power of the TC, and then we have procedural directives that are under the authority of the Executive Director that directs the Department how to implement or enforce the policy directives.

Discussion:

- John Lorme, CDOT Director of Maintenance and Operations, provided an overview of the fuel control practices currently occurring at CDOT, and how vendors are used to monitor fuels, including electrical expenses for EVs.

TPR Boundary Study Update (Herman Stockinger and Jamie Grim) Timestamp 00:17:39)

Purpose and Action: To provide an overview of the TPR Boundary Analysis provision in SB23-1101. This is informational only.

CDOT is impacted by the legislation in two ways. The bill includes a provision requiring Transportation Planning Regions to add a transit agency representative as a voting member to the TPR board. It also includes the amendment requiring CDOT to analyze the TPR boundaries in a study and provide recommendations to the Transportation Commission on or before November 30, 2023. This legislation directs the Transportation Commission to review these recommendations and open the rules governing the TPR boundaries. It does not mandate that the Commission adopt the recommendations.

In anticipation of the passage of the bill, CDOT staff began traveling to the TPRs to give legislative updates in person and answer questions. So far, staff has given updates to the Central Front Range TPR, Gunnison Valley TPR, Intermountain TPR, Northwest TPR, South Central TPR, Southeast TPR, and Southwest TPR (virtually). Before the end of June, staff plan to attend the San Luis Valley TPR, Upper Front Range TPR, and Eastern TPR meetings. A description of the two conference committees associated with the HB 23-1101, and what revisions occurred with the bill over time were presented. The requirements related to TPR boundary review and the contents of a plan and the data required to review prior to suggesting any boundary revision options to present to the TC, most likely in November. Following the study the Rule Making process is anticipated to begin June 1, 2024 to align with the development of the 2050 Statewide Transportation Plan.

Discussion:

- A comment raised was to coordinate with the local communities on this work as well. It was explained that Direct Lew is considering doing a survey for local community input on the subject. Stockinger answered one of the things they're thinking about that was Director Lew's suggestion is maybe doing a survey and getting it out to those folks. In addition Herman and Jamie have met with folks outside the TPR process and some are not showing up to a TPR meeting because they feel disenfranchised. Need to know that too because that's going to be instructive on whether or not boundary changes are needed.. Given the state is now having TPRs dole out state funds and some of them do not have bylaws that dictate a voting process for how the state funds go out, is problematic. This becomes a financial and legal risk for TPRs and for CDOT. Since CDOT has the fiduciary responsibility for those funds, and to make sure they're expended in a proper way. These considerations are important to look at and to confirm that TPRs are relevant and current.
- A concern raised by a Commissioner was the involvement of the local communities in transportation decisions, as many do not participate. We need to figure out a method to involve them more.

- Another concern raised was that the composition of the STAC could change to have less rural representation. The maintenance of 10 TPRs and 5 MPOs is required from the bill and will keep 10 rural areas across the state.
- Commissioner Bracke noted the importance of this study and evaluation to ensure the proper transportation priorities consider needs appropriately across the entire state.

Glenwood Canyon Structural Update (Roland Wagner and Jason Smith) Timestamp 00:31:56)

Purpose and Action: Region 3 is providing information to the TC regarding the need for future funding for deferred maintenance of various assets in Glenwood Canyon, including tunnel assets, pavement resurfacing, modular bridge joints and structural guardrail. No action is required at this time and the presentation is informationally only.

- Glenwood Canyon asset management has been underfunded for several decades, and funding will be needed to repair various assets that require routine maintenance.
- The canyon and burn scar areas have continued to stabilize after the 2020 Grizzly Creek wildfire and 2021 massive debris flows. As the canyon stabilizes and improves over the coming years, this provides reduced risk for delivering asset management projects and opportunities for needed projects to be contracted.
- A RAISE federal grant was applied for in February 2023, this grant included requests for modular bridge joint and structural guardrail replacements in Glenwood Canyon.
- A PROTECT federal grant application process was recently announced with submission due in August. Development of the grant application has commenced and the Glenwood Canyon scope for this grant is currently modular bridge joint and structural guardrail replacements.
- Region 3 will also advise the TC on the status of current federal grant applications for deferred asset maintenance

Discussion:

- Anytime work is done in the canyon, CDOT has to work with the forest service which is not typical for the other construction we do across the state.
- A Commissioner requested an estimate of the total cost to repair the canyon and the answer was \$249 million with inflation, cost, escalation and everything.
- Jeff Sudemeier, CDOT Chief Financial Officer, noted that the short answer is no - we don't save up set aside a bit year over year. We have our ongoing asset management programs which we use. The Regions usually plan 3 or 4 years in advance sort of what those projects are going to be. The challenge with the asset management programs is that they're generally not funded at the level that allows us to do really significant amounts of asset work like this. CDOT tries to sort of chip away on this as best as we can.
- A commissioner commented we need a way so that there could be forecasting to say it's not just \$240 million needed now, but a way to anticipate its going to be X amount 5 or 20 years from now if there could be a way. Several Commissioners saw the need for this type of analysis, recognizing the age of the Canyon's infrastructure.
- It was explained that CDOT does this type of analysis on a program level compared to a corridor level. CDOT has asset management modeling where we look at asset inventory current condition, look at performance curves at level of investment. The challenge is always there's not enough funding to allocate to all those assets to meet desired performance objectives on all those assets. In terms of funding in the Canyon, the fortunate part is that the bridges and tunnels qualify for the BTE program, if the state of repair is eligible.
- A Commissioner asked for an estimate of how much it would cost to just buy only the joints for replacement in the Canyon that are needed, not including construction and replacement. It was explained that the cost of joints alone would be roughly \$10 million. Materials will be a quarter of that-

maybe \$2-\$3 million. Joints are dealt with on an emergency basis with a certain amount of funding to put a project together, and do one lane closures to get several of them at a time, with fewer overall impacts to the customers.

Winter 22-23 Season Overview Brief (John Lorme) Timestamp 01:12:42)

Purpose and Action: To provide an informational briefing on the Division of Maintenance and Operations (DMO) post winter season operations.

- The 2022/23 winter season was a tough winter by any standard, with record snowfall totals reflecting a steady procession of winter events throughout much of the season. Despite challenging conditions, reduced staffing, increased operational costs, CDOT met its overall performance target for the season, measured in terms of how often crews meet their individual targets for the time it takes to restore roads to bare-lane conditions after a winter event.
- The 2022/23 winter saw many days of high winds and gusts that caused blowing and drifting, increased avalanche hazards, and back-to-back storms that led to more plow miles than in recent years.
- In the face of rising de-icer product costs, high fuel prices and other challenges, CDOT spent \$115 million on winter maintenance in 2022/23. The department's commitment to environmental stewardship helped keep costs from rising higher; training programs and integration of innovative technologies helped operators use equipment and de-icers efficiently and incorporate alternative methods when appropriate.

Discussion:

- Commissioners commended John Lorme as his team for the good work done by this Division and recognized the great tour of the Golden Traffic Operations Center.
- Commissioner Bracke asked about the additional roadwork coming to patch potholes, etc. A list of those repairs is forthcoming. Commissioner Beedy noted that the funding is not new money, but a commitment of existing funds.

Fee Based ROW Access for Fiber Progress Update (Allie Axley and Jonas Durham) Timestamp 01:35:30)

Purpose and Action: CDOT is providing an update on the proposed, simplified fee structure and improved process to facilitate access to CDOT rights of way for the deployment of broadband as mandated by Colorado Executive Order D-2022-0023 and Senate Bill 22-083. This workshop is for informational purposes only.

- In April 2023 the program manager intended to request action on the proposed fee structure. After receiving comments on the structures days before the meeting, the program asked to remove the approval from the agenda. A small subcommittee of commissioners volunteered to help with reviewing the received comments on the proposed fee structure.
- The subcommittee met on May 2, 2023 and May 9, 2023. The subcommittee will also meet the morning of May 17 and prepare additional information to update the entire Transportation Commission in the afternoon workshop.
- In this informational presentation staff summarized the subcommittee meetings and a proposed revision to the fee structure present in March 2023's Transportation Commission workshops.
- The ITS Fiber Development Team will return with a more robust workshop in June to review and request action on a proposed fee structure for right of way access

Discussion:

- Commissioner Hickey thanked the sub-committee members, Commissioners Hart, Garcia and Adams for their work to review the proposed fiber fee structure.

- The subcommittee revised the fee structure and reduced it by 60% in response to customer concerns.
- Commissioner Holguin requested staff track the administrative costs of the program to ensure fees collected cover expenses.

Adjournment: Approximately 3:02 pm

TRANSPORTATION COMMISSION MEETING 9:00 am to 10:30 am

Thursday, May 18, 2023

<https://www.youtube.com/watch?v=WnN0iaD7f5I>

1. Call to Order, Roll Call

Nine Commissioners were present: Commissioner Gary Beedy (TC Chair), Lisa Tormoen Hickey, Karen Stuart, Kathleen Bracke, Eula Adams, Yessica Holguin, Terry Hart, Kathy Hall, Commissioner Eula Adams, and Commissioner Barbara Vasquez were excused.

2. Public Comments Timestamp 00:01:55

- Three written public comments were submitted to the committee addressing concerns about the roughness of I-70 east of Wyman to the Kansas border.

3. Comments of the Chair and Individual Commissioners Timestamp 00:02:24

- Commissioner Kathleen Bracke was able to attend the north I-25 Coalition meeting and the North Front Range (NFR) MPO meetings, and attended the Denver Regional Council of Governments (DRCOG) Regional Transportation Committee (RTC) meeting as a transportation alternate along with Commissioner Holguin. The CDOTs presentation on Bustang was exceptional. The presentation on Bustang will be delivered to the TC in June. DRCOG shared an update on the work they are doing around an equity index at the RTC meeting. The index is to help generate data to evaluate projects that are coming forward. North Front Range MPOs doing a similar type of index.
- Commissioner Terry Hart would like to thank several groups of staff that the TC has been working closely with included Bob Fifer’s team from the CDOT ITS Branch, and Frank Spinelli’s team from the CDOT Audit Office. Commissioner Hart recognized Commissioner Hall for her leadership on the TC. CDOT experienced a very difficult winter and heading into a difficult spring with flooding and other potential hazards.
- Commissioner Yessica Holguin had the honor of attending the DRCOG’s Transportation Demand Management (TDM) strategic Plan Focus Group, which focused on equity and transportation. Community members continue to highlight the request of ongoing community engagement throughout the project.
- Commissioner Kathy Hall and her group attended the Intermountain TPR meeting and were glad to see that all the towns and communities came together to hear what the TC had to say. The meeting was productive and communities came out pretty happy after.
 - The Central 70 project is now 99.9% completed. This project is very important to the health of Colorado’s economy.
- Commissioner Karen Stuart would like to thank Tammy Harriet of Smart Commute and Audrey de Barros of Commuting Solutions for setting up a bus tour with the Highway 7 Coalition to highlight this stretch of highway. Stuart would also like to thank Jamie Grimm for the wonderful presentation she put together that was used at the Adams County economic

partnership on a transportation forum. Jennifer Philips from CDOT DTR was recognized for attending the North Area Transportation Alliance (NATA) meeting in April to give a presentation on the work the DTR is doing around the state.

- Commissioner Mark Garcia would like to thank CDOT construction workers for being diligent and getting the work down in such a short construction season in District 8.
- Commissioner Lisa Hickey was able to attend the Pike Peak Area Council of Government (PPACG) Board meeting in May to talk about the fiber fee structure CDOT is developing. Hickey would like to applaud CDOT staff for their hard work in analyzing what costs CDOT incurs.
 - The Commissioner attended the Military Access Mobility and Safety Improvement Project (MAMSIP) ribbon cutting ceremony down in Fort Carson. The project includes a large roundabout with an apron and new road to get into the gate.
- Commission Chair, Gary Beedy attended a Freight Advisory Council (FAC) meeting at the start of the month. They had presentations including railroad emergency response, hazmat operations, and training available to first responders and communities that have railroads cutting through your communities. The FAC also gave an update to the Statewide Freight Plan update and the FHWA Freight funding program. 4P meetings will be held Monday and Tuesday in Commissioner Beedy's District 6.

4. Executive Director's Management Report (Shoshana Lew) Timestamp 00:31:06

- There was a visit by the TC to see the failure of CO133 helping to show what the TC Districts specifically in CDOT Regions 3 and 5, are dealing with when it comes to the extreme weather patterns. The TC was able to get an emergency contract out quickly to help deal with the failure of CO133.

5. Chief Engineer's Report (Bob Hayes) Timestamp 00:33:50

- Keith Stefanik was not present at the TC meeting as he was in Seattle representing CDOT at the American Association of State Highway Transportation Officials ((AASHTO) conference. Bob Hayes stood in for him as the New CDOT Deputy Chief Engineer.
- The Central 70 Project has provided the TC with its last quarterly update for the construction phase of the project.
 - Back in August of 2017 CDOT selected Meridian Partners as the developer and maintenance provider for the Central 70 project for a 30-year term. Construction started in 2018 and 6 years later in February of 2023 CDOT partners have reached substantial completion of Central 70.
 - The project saw 20 new bridges being constructed and on those bridges new sidewalks were built to help connect communities back together. Improved north-south connectivity for the GES community. Over 2 million cubic yards of material was removed to build the viaduct. This work has brought the highway up to current standards in construction and safety.
 - Central 70, to the traveling public, is finished, but behind closed doors there is some paperwork and some project work needed to finish up.
- The local hire program exceeded expectations providing over 720,000 hours of work being conducted by people who lived in the zip code of the project area.

6. Colorado Transportation Investment Office (CTIO) Director's Report (Nick Farber) Timestamp 00:42:24

- Nick Farber provided an update of completed and ongoing projects of the CTIO. Two topics that were raised by the TC included a discussion on the Burnham Yard Plan and the status of the use of the dynamic toll pricing technology.

7. FHWA Division Administrator Report (John Cater) [Timestamp 00:49:16](#)

- The Regional Local Transportation Assistance Program (LTAP) was held in Colorado this week. LTAP is a program that CDOT and the FHWA have funding in that is aimed at training local governments and providing them with a whole range of assistance. This can come in the form of but not limited to, how to maintain gravel roads, how to maintain guardrails, how to deal with pathment, and maintenance issues.
 - Funding for LTAP has increased over the past few years, allowing it to expand into areas as workforce development through Cell-TAP, Innovation, Safety, and grant assistance.
- The National Association of City Transportation Officials (NACTO) conference was held in Colorado this week. Several Officials from the USDOT were present at the NACTO conference including Deputy Secretary Joe Jurrin. Deputy Jurrin was excited to see what has been accomplished and going on for Colorado's DOT and was taken on a tour of Central 70. Commission Cater would like to thank David M. from CDOT for leading the tour.
- Federal Highway has a public magazine called Public Roads, which the latest edition houses a piece about Central 70.

8. Statewide Transportation Advisory Committee (STAC) Report (Vincent Rogalski) [Timestamp 00:56:25](#)

- One of the issues TPRs keep on running into is when money is given out, the TPRs do not get the projects done in time as the deadlines get overlooked. There have been about 5 projects from the original MMOF of 2020 that needed extensions.
 - MMOF funding must be obligated by December of 2024 and fully expended by December of 2026.
- Herman and Jamie went out to visit some of the TRP meetings around the state of Colorado, and STAC Chair Rogalski thanked them for taking the time to reach out to TPRs and help guide them regarding HB 23-1101 and SB 213.
- CDOT is reviewing a program distribution as a lead-off for development of the 2050 plan. STAC will update all forecasts of revenue and revisit TC and FHWA directed distribution methodologies for formula programs, including, RPP, MMOF, Metro Planning, STBG Metro, Carbon Reduction, CMAQ, TAP, FASTER safety. Colorado has a deadline of August 2025 to get the 2050 Statewide Plan done and compliant with the federal regulations.
- STAC made a motion recommending the RPP discussion be held in August and MMOF to be held in October and was passed by the STAC.
- STAC passed a motion recommending August, September, and October be in person meetings due to the subjects that are going to be discussed at these meetings.

9. Legislative Report (Emily Haddaway) [Timestamp 01:03:00](#)

- Legislative session wrapped up this past Monday starting the Governors 30-day clock to sign all the bills that were passed in the past few weeks.
 - HB23-1233: Electric Vehicle Charging and Parking Requirements - is a bill setting various requirements for EV. This bill was passed and awaiting the Governor's signature.
 - HB23-1276: Scope of Bridge and Tunnel Enterprise (BTE) - this bill specifies that the BTE may repair, reconstruct, replace, and maintain a bridge that the department has rated as fair if the fair-rated bridge is included as part of a project to repair, reconstruct, replace, or maintain a poor designated bridge. This is one of CDOT's agency bills and has been signed by the Governor.

- HB23-1102: Alcohol and Drug Impaired Driving Enforcement - this bill expands programs to include both alcohol and drug-impaired driving and requires an appropriation of \$1.5 million from the State Highway Fund for allocation to local governments. This bill has passed the Legislature and is awaiting the Governor's signature.
- HB23-1267: Double Fines for Speeding Trucks On Steep Grades - this bill has passed both chambers and is headed to the Governor's desk.
- SB23-200: Automated Vehicle Identification Systems - is a bill concerning the utilization of automated vehicle identification systems for increased traffic law enforcement by certain jurisdictions. This bill has passed both chambers. The last step is to return the bill to the Senate for concurrence on House Amendments.
- SB23-268: Ten-year Transportation Plan Information - this bill creates new reporting requirements for each transportation project identified in the 10-year transportation plan. This bill passed the Senate, and is awaiting House Appropriations review.
- SB23-283: Mechanisms For Federal Infrastructure Funding - this bill requires that on July 1, 2023, the state treasurer is to transfer \$84 million from the general fund to the "Infrastructure Investment and Jobs Act" cash fund. The bill also requires that on July 1, 2023, the state treasurer is to transfer \$5 million from the general fund to the state highway fund for use by DOT to develop comprehensive operational capacity (alternative transportation) projects. This bill has passed both chambers and is headed to the Governor's Desk.
- HB23-1101: Ozone Season Transit Grant Program Flexibility This bill expands SB22-180 and increases the flexibility of the ozone season transit grant program. It also creates a new statute for transit agency participation in regional transportation planning. An amendment was added in the Senate that includes a review of Regional Transportation Planning District boundaries based on population, as well as many other criteria, including highway corridors, safety and asset management considerations, commuting and other travel patterns, and transit-oriented-development. Both the House and Senate approved the final conference committee report and the bill has been signed by the Governor. The final version of Section 4 tasks CDOT with a study of the TPR boundaries.
- SB23-213: Land Use The bill is a package of various housing and land use related provisions, aimed at driving down the cost of housing by allowing more housing to be built in strategic locations. It is unclear at this time if these changes will pass.

10. Act on Consent Agenda [Timestamp 01:12:52](#)

A Motion by Commissioner Hall to approve, and seconded by Commissioner Hart, passed unanimously.

- Proposed Resolution #1: Approve the Regular Meeting Minutes of April 20, 2023
- Proposed Resolution #2: IGA Approval >\$750,000
 - Correction: For the Breckenridge project in Region 3 it has been discovered that \$675,000 was in the state section when it should have been in the Federal Section.
- Proposed Resolution #3: Disposal: Parcel 1-EX High Street (Grand Jct.)
- Proposed Resolution #4: Disposal: Parcel 78 Rev-EX (Clear Creek)
- Proposed Resolution #5: Adoption of Policy Directive 6.0 "Fuel Controls for CDOT Fleet"

11. Discuss and Act on Proposed Resolution #6: 11th Budget Supplement of FY 2023 (Jeff Sudmeier and Bethany Nicholas) [Timestamp 01:14:24](#)

A Motion by Commissioner Bracke to approve, and seconded by Commissioner Hickey passed unanimously.

12. Discuss and Act on Proposed Discuss and Act on Resolution #7: Tolling Operations and Maintenance IAA between CDOT and CTIO (Piper Darlington) [Timestamp 01:16:42](#)

A Motion by Commissioner Stuart to approve, and seconded by Commissioner Holguin passed unanimously.

13. Discuss and Act on Proposed Resolution #8: Adoption of the FY2024 - 2027 STIP (Jamie Collins and Darius Pakbaz) [Timestamp 01:21:39](#)

A Motion by Commissioner Hall to approve, and seconded by Commissioner Hickey passed unanimously.

14. Recognitions [Timestamp 01:23:19](#)

- No Recognitions at this time.

15. Other Matters (Chair Appointments Nominating Committee for New Officers) [Timestamp 01:23:24](#)

- People that were asked to serve on the Nominating Committee for New TC Officers
 - Commissioner Hall
 - Commissioner Stuart
 - Commissioner Hart
- Commissioner Bracke recognized CDOT staff for including the transportation trends report in the packet and thanked CDOT DTD staff for their work on this.

16. Adjournment - Approximately 10:25 am.



DATE: May 17, 2023
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jennifer Phillips, Interim Director, Division of Transit & Rail
SUBJECT: DTR Programs Report - Q3 January 1, 2023 thru March 31, 2023

Purpose

This memo provides the Transportation Commission with a Q3 SFY23 update on the Division of Transit and Rail (DTR) Program Activities, with data reflective of the SFY quarter ending March 31, 2023.

Action

For information only. No action needed.

Background

This Memo provides an overview of the programs conducted within DTR, and includes financial, ridership and programmatic data.

DTR strives to ensure that this informational report provides transparency and accountability of all program activities, demonstrating that we are good stewards of public funding and are providing essential transit support to the communities in Colorado. While public transportation comes in many forms, it can be defined as a system that moves people from one location to another in an efficient, affordable manner; it includes buses, trains (including high-speed and light rail), and is designed as an alternative to automobile travel and to reduce unnecessary walking time. Transit systems may operate within a city or connect one (or more) city to another. The benefits of public transportation are amplified when the systems are planned, engineered, and operated with interconnectivity, high-quality user experience and efficiency as a priority.

DTR ensures compliance with the various transit related Procedural/Policy Directives (PDs) 704, 1608.1 and 1605. *Note: DTR is currently reviewing each of the PDs to update them to represent the current state as they have not been updated in some time and things have changed from a transit program standpoint with funding, program activities and federal/state oversight.*

DTR is required to adhere to FTA Circular 5010.1E, which requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is a joining activity assembled by members of the Division of Transit & Rail (DTR), the HQ Business Office (HQBO) and the Office of Financial Management & Budget (OFMB).

Details

DTR administers various state and federal funding sources and grant opportunities to support the needs of the communities throughout Colorado, and support CDOT's Mission "To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices."

Transit Administration

State Funds Update

The table below represents the available State funds in DTR’s portfolio. The table provides current year allocation, prior year roll forward, current available balance, planned and current budgeted to project amounts.

FASTER Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Planned	Budgeted
Annual Budget (FY23-FY26)	FASTER	\$15M total				
		\$5M Regional Transit	\$311,286	\$5,311,286	\$5,311,286	\$3,954,324
		\$2.5M Statewide Transit	\$8,146,397	\$10,612,366	\$5,671,914	\$2,731,913
		\$2.3M Regional Bus Operations	\$220,001	\$0	\$0	\$0
		Bustang Operations	N/A	\$918,719	-	\$5,138
		Bustang Personal Services	N/A	\$2,430,712	-	\$9,603,456
		DTR Administration	N/A	\$1,298,198	-	\$549,376
Senate Bill Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Planned	Budgeted
4 years (FY19-FY22) Project List	Senate Bill 267	\$0	\$86,333,749	\$136,333,749	\$5,380,000	\$1,380,000
(FY16) Project List	Senate Bill 228	\$0	\$4,816,387	\$4,816,387	\$844,312	\$922,872
(FY23) Three Pilot Program \$10M for three years with \$30M upfront	* Senate Bill 180	\$30,000,000	\$0	\$22,258,024	\$0	\$7,741,976
Multi Modal Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Commitments	Budgeted
1 year (FY23)	*MMOF State Funds	\$805,066	\$0	\$805,066	\$0	\$0
1 Year (FY23)	*MMOF ARPA	\$35,121,000	\$0	\$35,121,000	\$0	\$0
Fare Box Revenue						
Allocation Timeline	Funding	Current Year Amount	Prior Year Roll Forward	Balance	Commitments	Budgeted
N/A	Regional Commuters Fares	N/A	\$0	\$14,820,410	\$7,566,189	\$7,566,189
N/A	Bustang Bus Replace	N/A	\$0	\$2,699,289	\$0	\$0
N/A	Bustang Reserve Fund	N/A	\$0	\$1,125,000	\$0	\$0

Notice of Funding Availability (NOFA) 2023 Federal and State Transit Funding Super Call for Planning, Administration/ Operating, Mobility Management, and Capital Projects

The Colorado Department of Transportation’s (CDOT) Division of Transit and Rail (DTR) issued the 2023 Call for Projects on July 5, 2022. The 2023 NOFA closed on September 30th, 2022, a total of 117 total applications requesting \$56.7M in state/federal funding were received. The table below illustrates the applications and funds requested.

2023 Application Type	No.	Total Federal/State Requested
Expand existing fleet/service	6	\$1,213,654.00
FASTER/FTA Facility/Capital Equipment	11	\$25,466,478.00
Vehicle Application	25	\$11,036,029.00
FASTER Large UZA_Set Aside	2	\$2,247,268.00
5310 MM	9	\$1,543,782.00
5310 Operating (Rural)	9	\$1,391,441.00
5311 (Expanding/New Service)	8	\$2,396,883.00
5311 (Baseline funding)	35	\$9,892,140.00
5304 Planning	7	\$489,124.00
ZEV	3	\$86,400.00
Settlement Program	2	\$971,026.00
Total	117	\$56,734,225.00

Additional Transit Funding/Contracting (As of May 3, 2023)

- DTR in conjunction with CDOT Regions and TPRs will be responsible for administering approximately \$20M in MMOF Transit Funding during FY23, resulting in 36 grant agreements. Significant process has been made in recent weeks on finalizing these grant agreements.
- DTR in conjunction with our Local Agency partners will be responsible for administering \$4.8M in CDS - FTA Funding during FY23, resulting in 4 grant agreements.

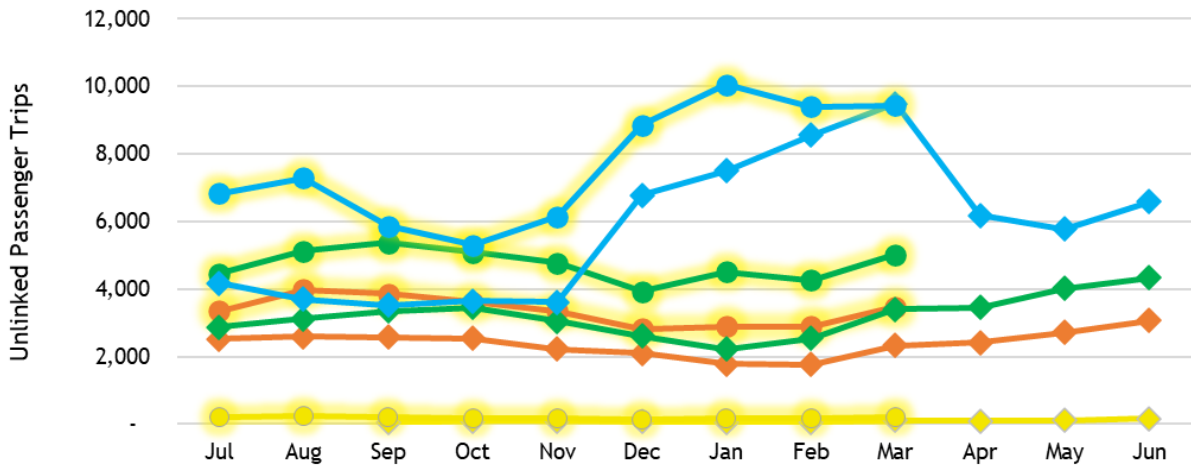
Bus Operations

The Bustang family of services is composed of Bustang, Outrider, Pegasus, and Bustang Seasonal services. Bustang serves the I-25 and I-70 corridors and links major transit systems together thereby offering the traveling public reliable transit service along the highest traveled corridors in the state. Bustang Outrider connects rural Colorado to larger cities and is operated through partnerships with local transit providers. Pegasus is CDOT’s newest service, utilizing small vans to provide frequent, affordable, and reliable transit service.

Bustang: Ridership

Bustang core system ridership continued to improve year-over-year in the third quarter thanks to the Fall 2022 service expansion and continued improvements in the COVID-19 pandemic. Core system ridership increased by 32% over Q3 FY2022, and core system load factor increased from 29% to 34%. The West Line recorded its highest quarterly ridership figure in the nearly eight years of the Bustang program. At times, this led to overflow situations where passengers were unfortunately left behind at stop locations. To address this problem, Bus Operations staff worked with the contractor to reinstate the “paused” expansion round trip between Denver and Glenwood Springs beginning mid-April.

Monthly Bustang System Ridership by Line & Fiscal Year



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
South FY22	2,522	2,590	2,577	2,539	2,228	2,099	1,789	1,765	2,322	2,422	2,714	3,060
South FY23	3,353	3,987	3,864	3,615	3,354	2,823	2,891	2,888	3,462			
North FY22	2,879	3,114	3,339	3,452	3,051	2,616	2,221	2,542	3,392	3,445	4,018	4,325
North FY23	4,446	5,117	5,366	5,082	4,764	3,934	4,506	4,253	5,010			
West FY22	4,173	3,696	3,528	3,638	3,612	6,770	7,503	8,554	9,484	6,175	5,778	6,587
West FY23	6,833	7,280	5,854	5,307	6,139	8,858	10,040	9,401	9,432			
DTC FY22			32	90	90	81	65	50	112	86	115	169
DTC FY23	191	236	200	164	163	125	180	158	202			

Bustang: On-Time Performance

During the quarter, the Bustang system departed on-time on 95% of all operated trips. An on-time departure is defined as no earlier than scheduled departure and no more than 10 minutes later than scheduled. Heavy passenger loads and connecting route delays due to winter weather during the quarter was the primary cause of lower on-time performance for the West Line. On-time performance for individual lines was as follows:

- West Line: 87%
- North Line: 98%
- South Line: 97%
- DTC Line: 94%

Bustang: Farebox Revenue and Farebox Ratio

The Q3 FY2023 farebox recovery ratio (FBRR) for the Bustang core system was 38%, including a 54% FBRR for the West Line. For a complete breakdown of the financials, please see the table below. Financial data for Q3 2022 are not currently available, and thus year-over-year comparisons are not provided for revenue or FBRR.

Q3 FY22*	Q3 FY23	Difference Q3 FY23 vs. Q2 FY22*	% Difference*	Jan-23	Feb-23	Mar-23
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Bustang System

Revenue Riders	39,799	52,423	12,624	32%	17,617	16,700	18,106
Load Factor	29%	34%	+5 pts	17%	33%	35%	33%
Revenue		\$ 687,675			\$ 220,238	\$ 220,971	\$ 246,466
Cumulative Avg. Fare		\$ 13.12			\$ 12.50	\$ 13.23	\$ 13.61
Farebox Recovery Ratio		38%			35%	39%	39%

South Line

Revenue Riders	5,876	9,241	3,365	57%	2,891	2,888	3,462
Load Factor	13%	16%	+3 pts	21%	15%	16%	17%
Revenue		\$ 82,600			\$ 25,451	\$ 26,609	\$ 30,540
Cumulative Avg. Fare		\$ 8.94			\$ 8.80	\$ 9.21	\$ 8.82
Farebox Recovery Ratio		17%			15%	18%	18%

North Line

Revenue Riders	8,155	13,769	5,614	69%	4,506	4,253	5,010
Load Factor	18%	24%	+6 pts	30%	23%	24%	25%
Revenue		\$ 116,899			\$ 35,157	\$ 37,413	\$ 44,329
Cumulative Avg. Fare		\$ 8.49			\$ 7.80	\$ 8.80	\$ 8.85
Farebox Recovery Ratio		30%			26%	31%	33%

West Line

Revenue Riders	25,541	28,873	3,332	13%	10,040	9,401	9,432
Load Factor	69%	79%	+10 pts	15%	80%	83%	75%
Revenue		\$ 483,784			\$ 158,463	\$ 155,573	\$ 169,748
Cumulative Avg. Fare		\$ 16.76			\$ 15.78	\$ 16.55	\$ 18.00
Farebox Recovery Ratio		54%			50%	55%	55%

DTC

Revenue Riders	227	540	313	138%	180	158	202
Load Factor	2%	8%	+6 pts	379%	8%	8%	9%
Revenue		\$ 4,391			\$ 1,166	\$ 1,376	\$ 1,850
Cumulative Avg. Fare		\$ 8.13			\$ 6.48	\$ 8.71	\$ 9.16
Farebox Recovery Ratio		9%			7%	10%	12%

*Financial information for Q3 FY2022 is unavailable at this time. As a result, YOY financial comparisons could not be completed.

Bustang: Quarterly Safety/Collisions

During the quarter, Bustang was involved in two preventable and two non-preventable collisions. None of the preventable or non-preventable collisions resulted in reported injuries to operators, passengers, or members of the traveling public. This puts the Bustang system at a preventable collision rate of 0.57 per 100,000 operating miles for the second quarter, which is within the target goal of 1 per 100,000 operating miles. Staff were impressed by service operators' ability to completely avoid preventable collisions on the West Line despite the quarter's challenging weather conditions.

<u>Date</u>	<u>Bus #</u>	<u>Line</u>	<u>Location</u>	<u>Comment</u>	<u>Preventable?</u>
1/5/2023	38015	North Line	Loveland	MCO misjudged a turn through a roundabout and made contact with the center curb, damaging the rear tag axle. No injuries reported.	Yes
1/17/2023	38010	South Line	Denver Union Station bus concourse	MCO sideswiped RTD bus while turning in the underground bus loop, resulting in minor damage to Bustang coach. No injuries reported.	Yes

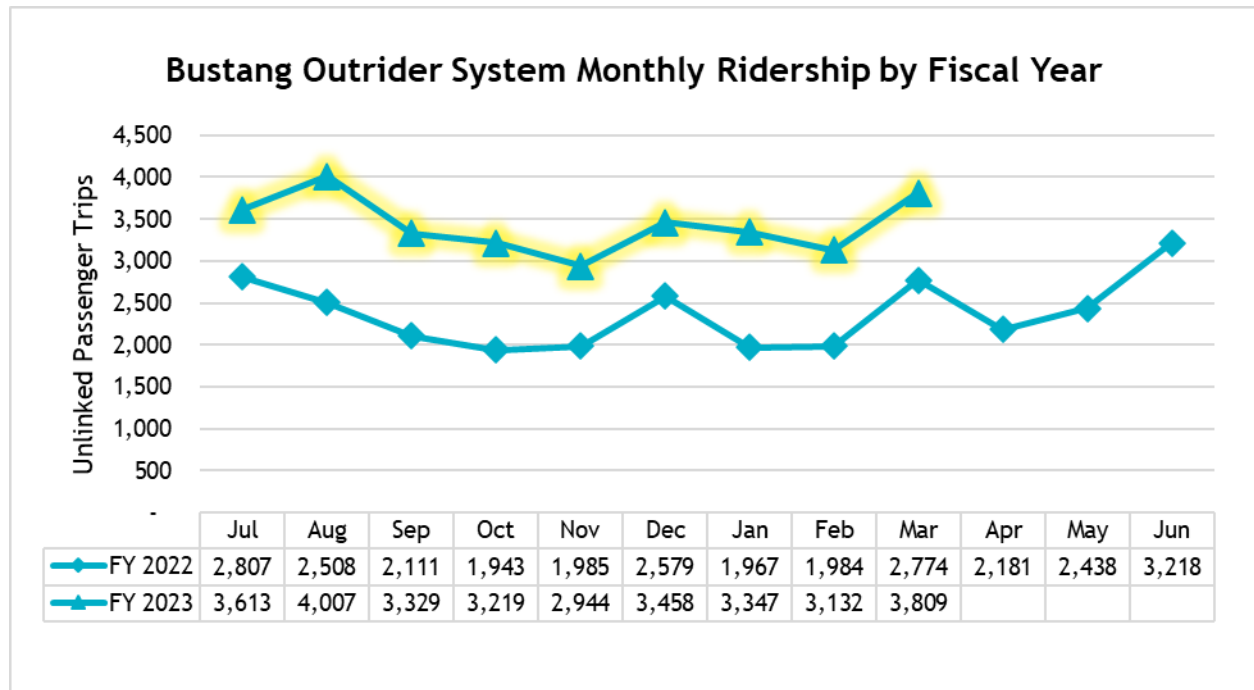
1/22/2023	38021	Snowstang	Breckenridge	MCO rear ended by OV while deadheading to layover location, resulting in damage to rear bumper. No injuries reported.	No
3/29/2023	38003	South Line	Lincoln St & 10th Ave, Denver	OV misjudged clearance and merged into MCO's vehicle while attempting to turn across bus-only lane. OV cited by DPD. No injuries reported.	No

Bustang: Seasonal Services

The bulk of the 2022-23 Snowstang operating season fell within Q3 FY2023, offering reserved-seat, round trip service from Metro Denver to some of Colorado's best ski resorts. Snowstang saw 6,234 unlinked passenger trips during the quarter, a 75 percent increase from Q3 FY2022's total of 3,579 passenger boardings. The service has received positive feedback from both customers and partner resorts since this season's launch. Snowstang's 2022-23 season concluded on May 7.

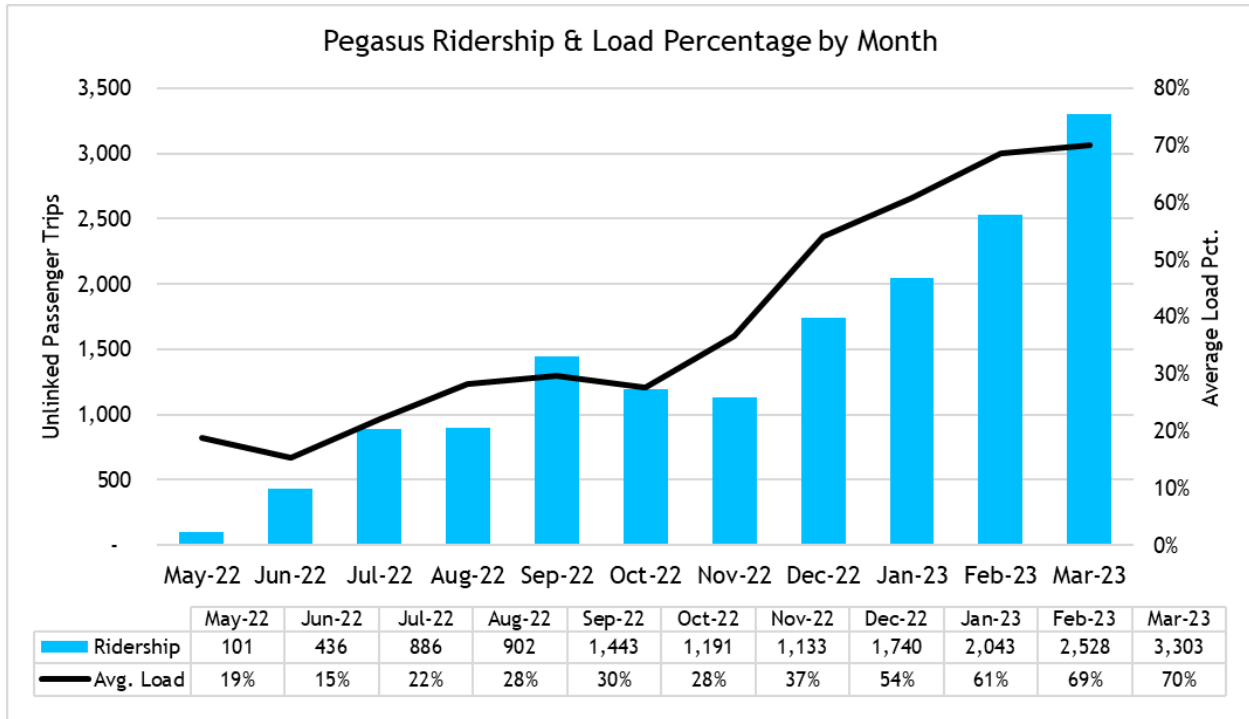
Outrider

Outrider continues to experience year-over-year ridership growth as well, recording 10,288 unlinked passenger trips over the course of Q3 FY2023. This growth represents a 53% year-over-year increase. Notably, Q3 FY2023 saw the launch of the Trinidad-Pueblo route, offering Southern Colorado residents two round trips Monday through Friday between the cities. Additionally, Bus Operations staff continue to meet regularly with SRDA staff to support and improve their operations and vehicle maintenance program.



Pegasus

Pegasus ridership grew strongly in Q3 FY2023, most likely due to seasonal mountain tourism. Overall customer feedback remains positive, although passengers have noted disappointment in not being able to travel with “carry-on” or full size luggage. To address these concerns, Bus Operations staff are in negotiations with the vehicle vendor to add internal luggage racks for airline carry-on sized bags, which will require the removal of two passenger seats. .





COLORADO

Department of Transportation

Bustang Family of Services Update

Jennifer Phillips, Interim Director Transit & Rail

June 1, 2023 STAC Meeting

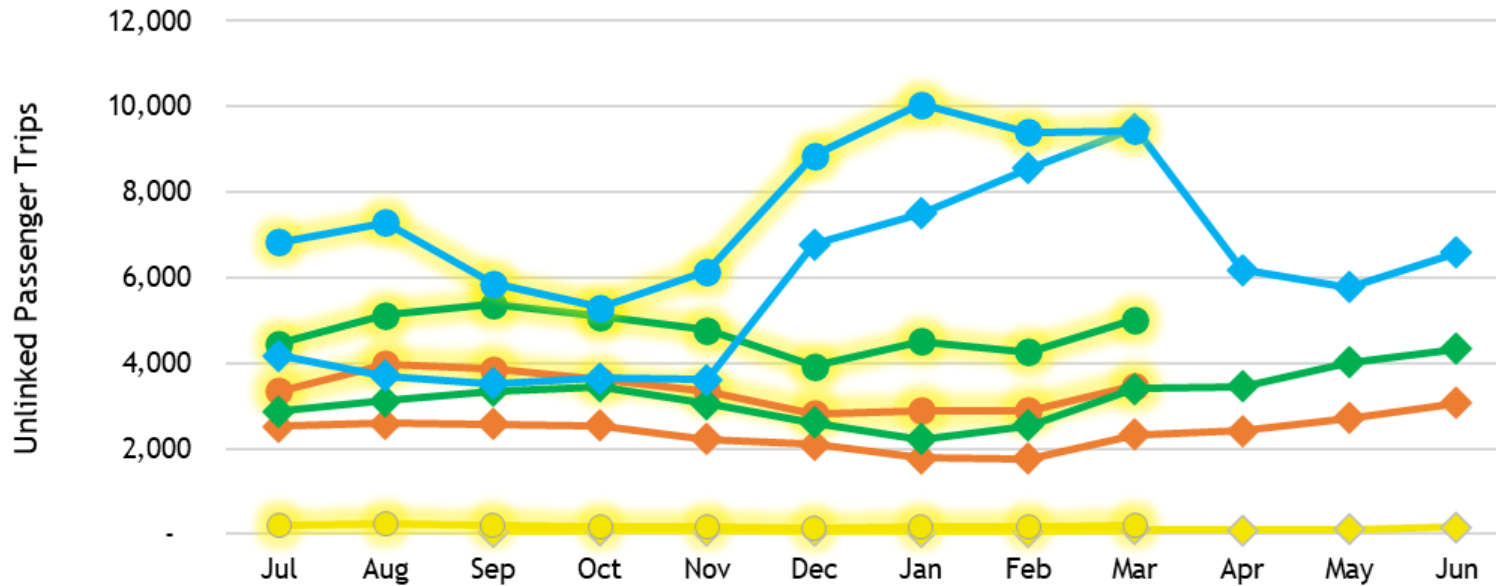
- Bustang Family of Services
 - Bustang
 - Bustang Outrider
 - Pegasus
 - Bustang to Broncos
 - Snowstang
 - Bustang to Estes





Bustang Ridership Update

Monthly Bustang System Ridership by Line & Fiscal Year



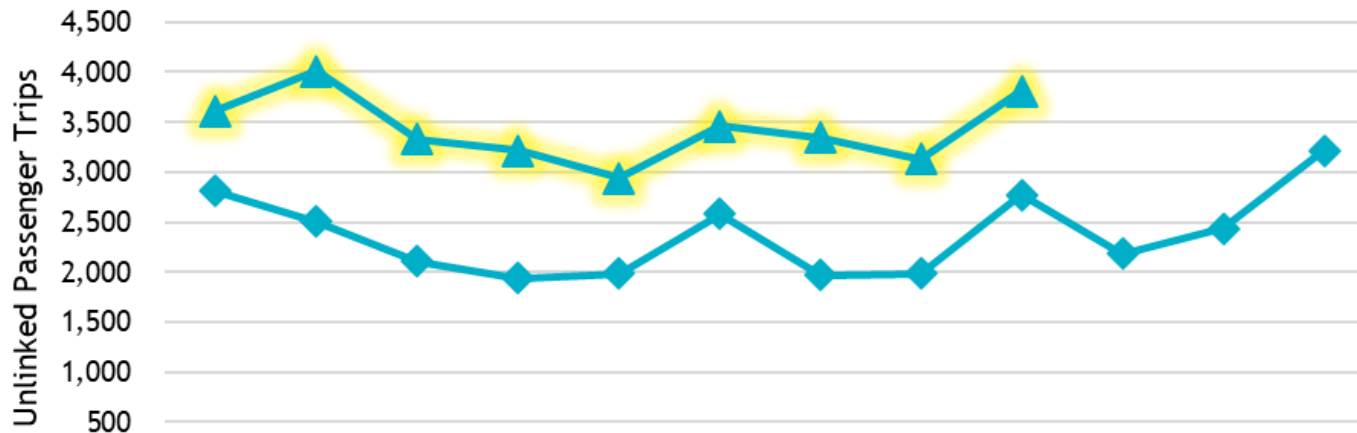
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
South FY22	2,522	2,590	2,577	2,539	2,228	2,099	1,789	1,765	2,322	2,422	2,714	3,060
South FY23	3,353	3,987	3,864	3,615	3,354	2,823	2,891	2,888	3,462			
North FY22	2,879	3,114	3,339	3,452	3,051	2,616	2,221	2,542	3,392	3,445	4,018	4,325
North FY23	4,446	5,117	5,366	5,082	4,764	3,934	4,506	4,253	5,010			
West FY22	4,173	3,696	3,528	3,638	3,612	6,770	7,503	8,554	9,484	6,175	5,778	6,587
West FY23	6,833	7,280	5,854	5,307	6,139	8,858	10,040	9,401	9,432			
DTC FY22			32	90	90	81	65	50	112	86	115	169
DTC FY23	191	236	200	164	163	125	180	158	202			

- 170,000 total boardings in calendar year 2022
- Year-over-year growth on all lines
- West Line ridership ~20% above pre-pandemic levels
- North and South Line ridership ~50% below pre-pandemic levels



Outrider Ridership Update

Bustang Outrider System Monthly Ridership by Fiscal Year



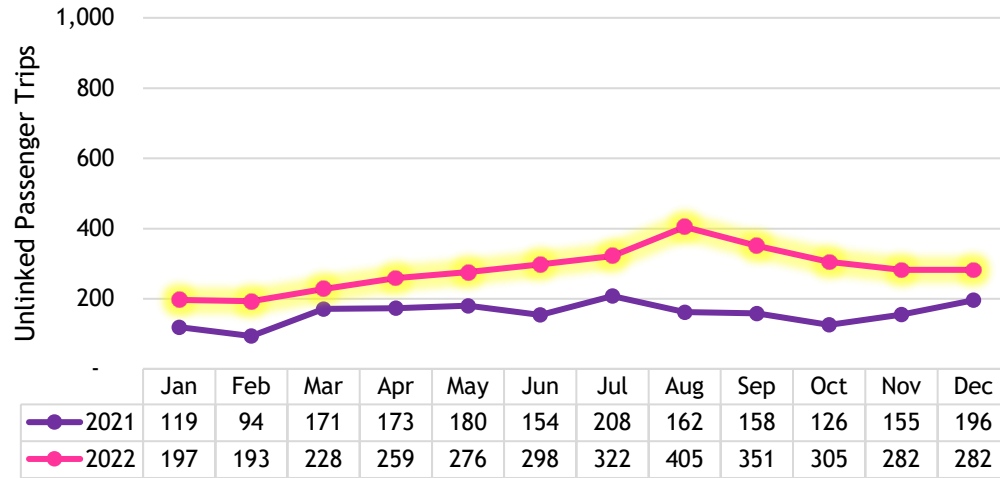
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2022	2,807	2,508	2,111	1,943	1,985	2,579	1,967	1,984	2,774	2,181	2,438	3,218
FY 2023	3,613	4,007	3,329	3,219	2,944	3,458	3,347	3,132	3,809			

- Steady year-over-year growth
- Sterling–Greeley and Sterling–Denver routes launched Nov. 2022
 - looking at extending to DIA
- Trinidad–Pueblo launched March 2023

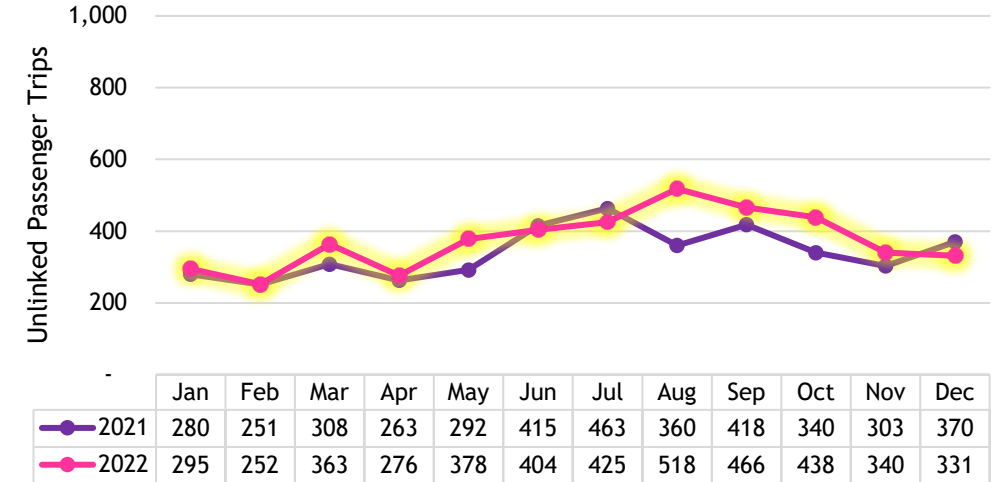


Outrider Ridership Update

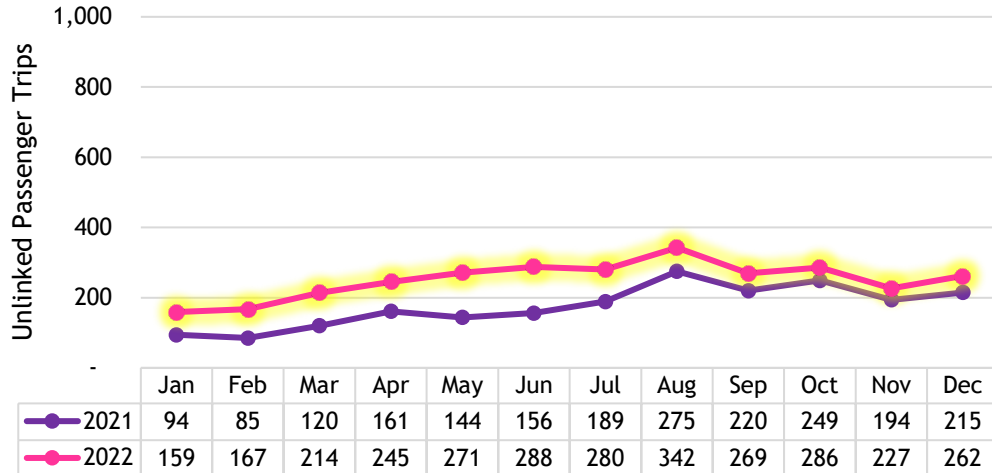
Lamar - Colorado Springs Ridership by Month



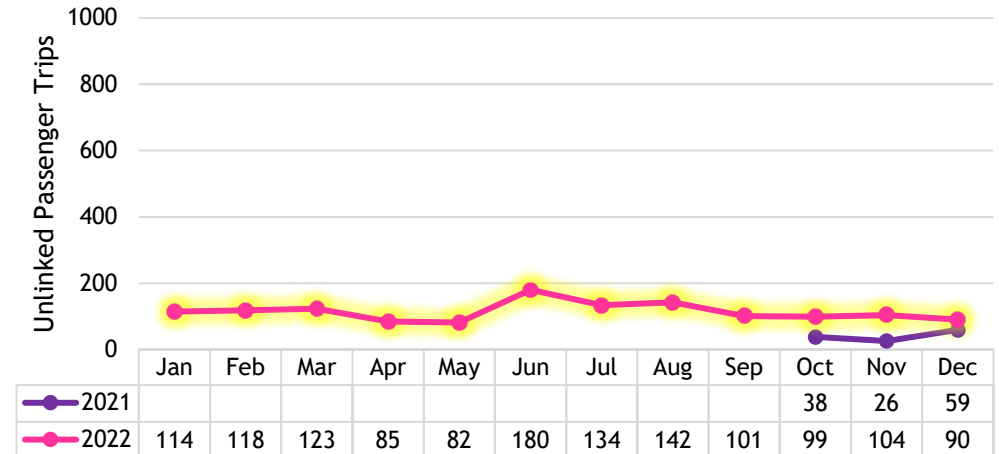
Durango - Grand Junction Ridership by Month



Alamosa - Pueblo Ridership by Month



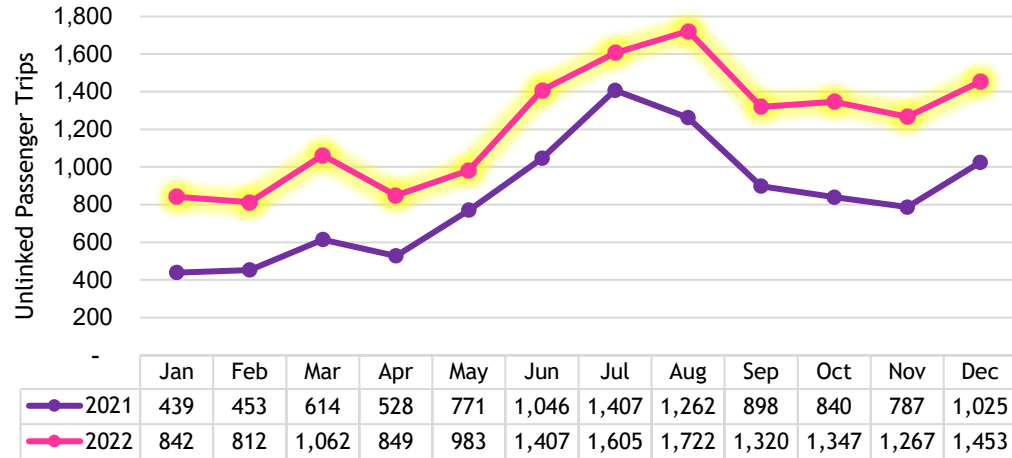
Telluride - Grand Junction Ridership by Month



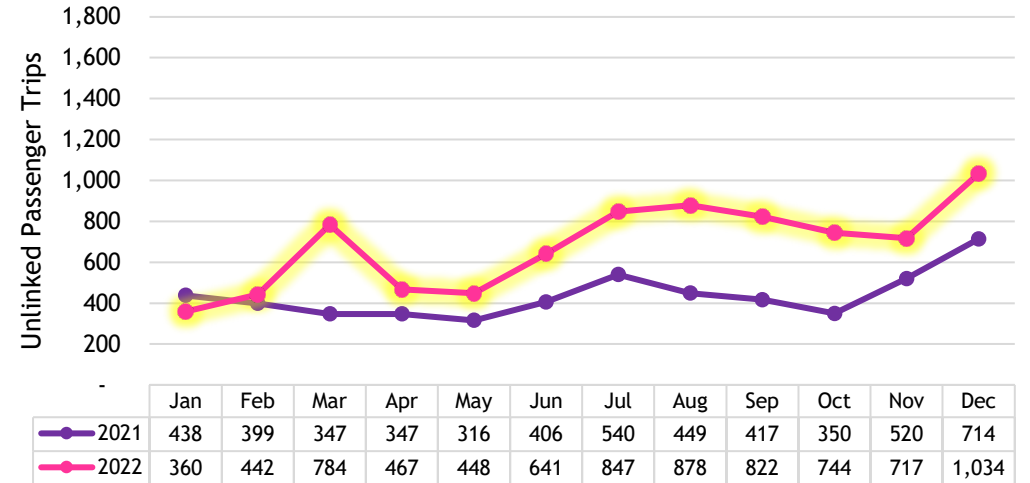


Outrider Ridership Update

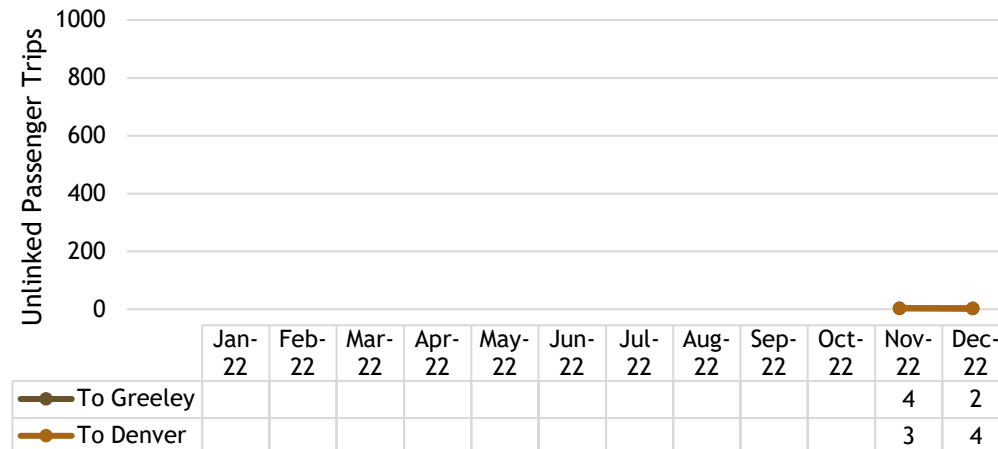
Crested Butte - Denver Ridership by Month



Craig - Denver Ridership by Month

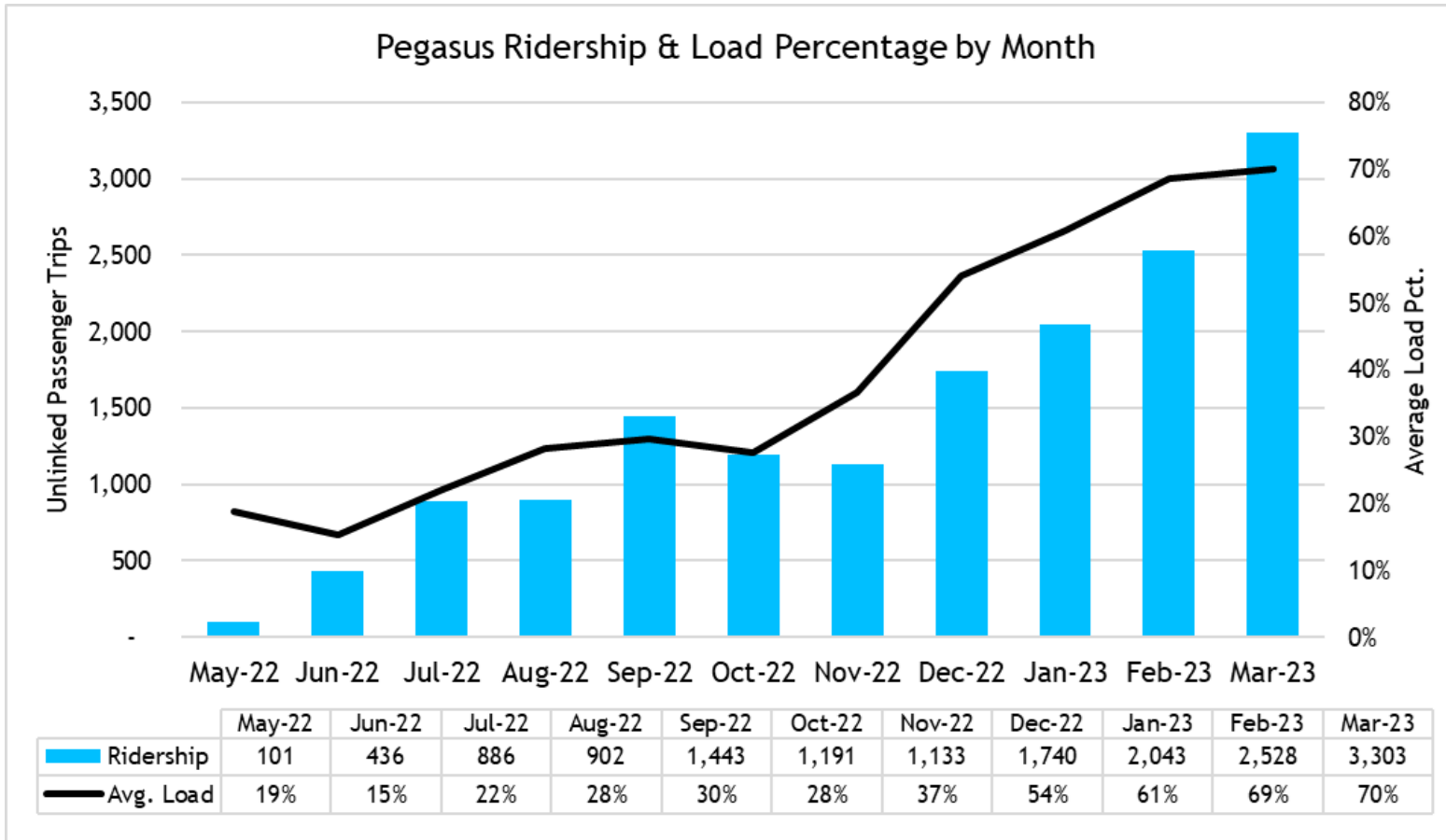


Sterling - Greeley/Denver Ridership by Month





Pegasus Ridership Update



- Steady growth since service launched Memorial Day weekend
- Expanded to daily service in September
- Schedule modifications implemented on Feb. 21, 2023



Bustang to Broncos 2022-23 Season

- Strong ridership on North and South Lines
 - 1,965 total passengers
- Weak Ridership on Pilot West Line
 - 5 total passengers (some trips cancelled due to no reservations)
- Enhanced marketing
 - Reached just over 385,000 people total and drove 5,941 total link clicks





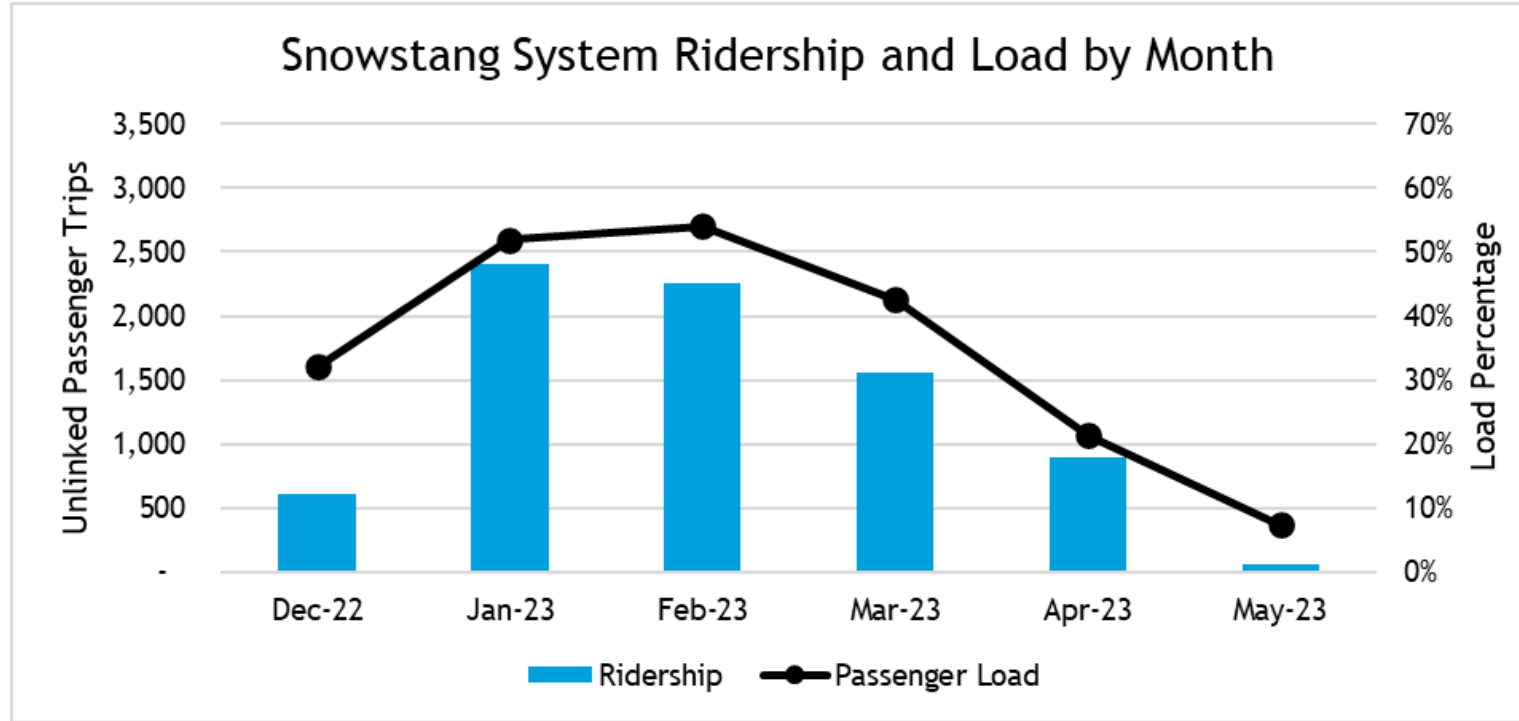
Snowstang 2022-23 Update



- Snowstang launched on December 17
 - Season ended May 7
- 5 resorts
 - All four 2021-22 season participants returned
 - Added Breckenridge
- Over 7,700 total boardings
 - 84% YOY growth
 - Ridership strongest in January and February
- Enhanced marketing efforts



Snowstang 2022-23 Update



Snowstang Unlinked Passenger Trips by Line

Route	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Full Season
Arapahoe Basin	95	429	355	244	249	6	1,378
Breckenridge	156	662	644	373	163	4	2,002
Copper Mountain	161	722	617	452	252	24	2,228
Loveland Ski Area	164	459	562	411	203	27	1,826
Steamboat*	31	139	81	84	28	—	363
Total	607	2,411	2,259	1,564	895	61	7,797

Snowstang Round Trip Load Factor by Line

Route	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Full Season
Arapahoe Basin	23%	42%	39%	30%	25%	3%	31%
Breckenridge	38%	65%	70%	46%	16%	2%	46%
Copper Mountain	39%	71%	67%	55%	28%	12%	51%
Loveland Ski Area	40%	45%	61%	50%	23%	13%	42%
Steamboat*	12%	25%	16%	21%	27%	—	19%
Snowstang Average	32%	52%	54%	43%	21%	7%	40%

*Steamboat service ended 4/2



Slide Through Saturdays

- Bringing diversity to the mountains
- Partnership with Ski Noir 5280, I-70 Things, Red Bull USA
- CDOT sponsored five bus trips
 - Always full with a waiting list
- Resort of the month provided free ski/snowboard lessons and lift tickets





Bustang to Estes

- Bustang to Estes 2023 season began 5/27
 - Saturday, Sunday, and holiday Monday service through 10/1
- Strong partnerships
 - NPS allowing service to RMNP Park & Ride for a second year
- Enhanced marketing
- Added stop in Broomfield
- Fare discounts available
 - \$5 for children 2-12
 - 25% student discount



Source: NPS



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Looking Ahead

- Bustang Expansion Study
- Exploring enhanced performance measures and reporting
- Connected Colorado project
- Electric Bus Study
- Intercity Regional Bus Study
- Vehicle purchases



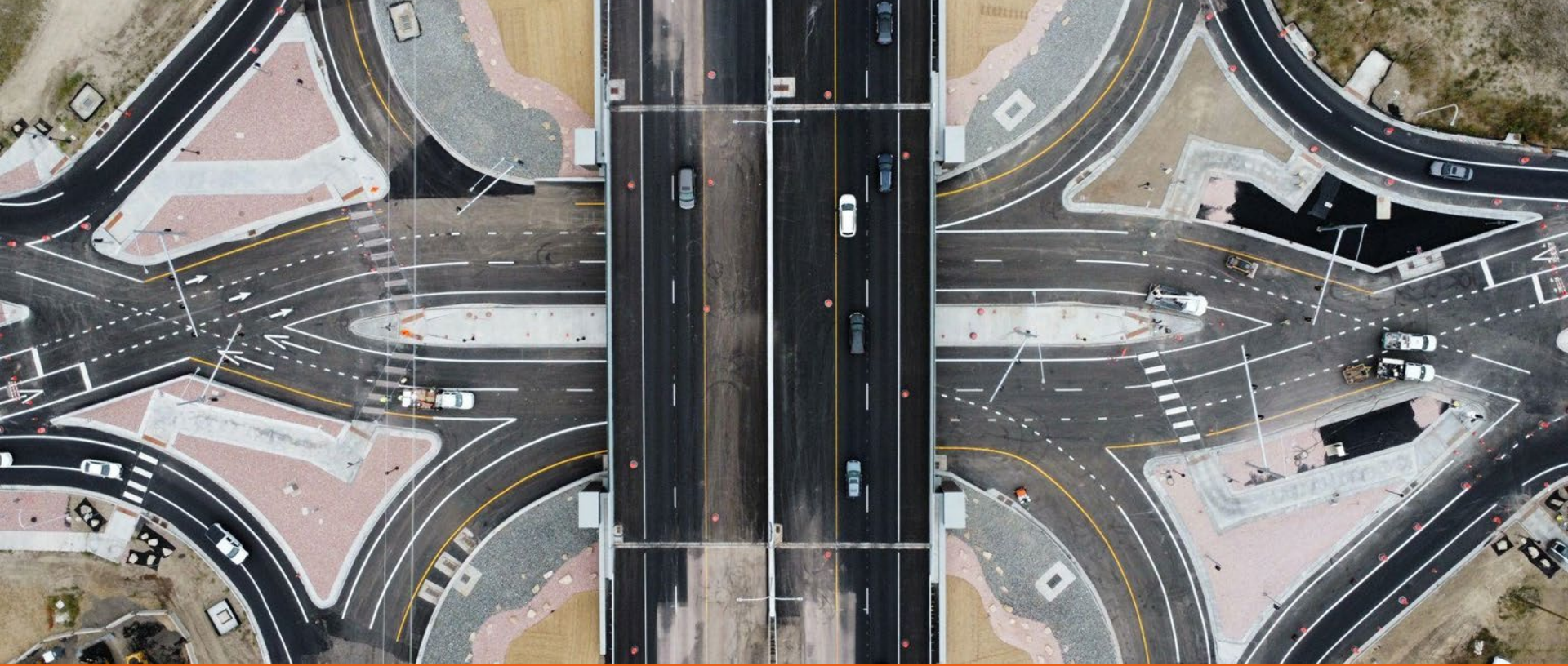
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Thank You!

Questions?

Jennifer.f.Phillips@state.co.us



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TPR Boundary Study

STAC



Statutory Requirements

On or before November 30, 2023, The Department Shall Complete a Study and Study Report of:

1. The boundaries of the Transportation Planning Regions (TPRs)
2. Membership of the STAC
3. Membership of the Special Interim Transit And Rail Advisory Committee (TRAC)
4. The Consistency and Transparency of the Transportation Planning Process Across the TPRs

In conducting the study, **The Department shall provide opportunity for public comment throughout the State** and consider input from stakeholders throughout the State.

The Department shall submit the Study Report to the Transportation Commission and to the Transportation Legislation Review Committee on or before November 30, 2023.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before **June 1, 2024**.



Statutory Requirements (cont)

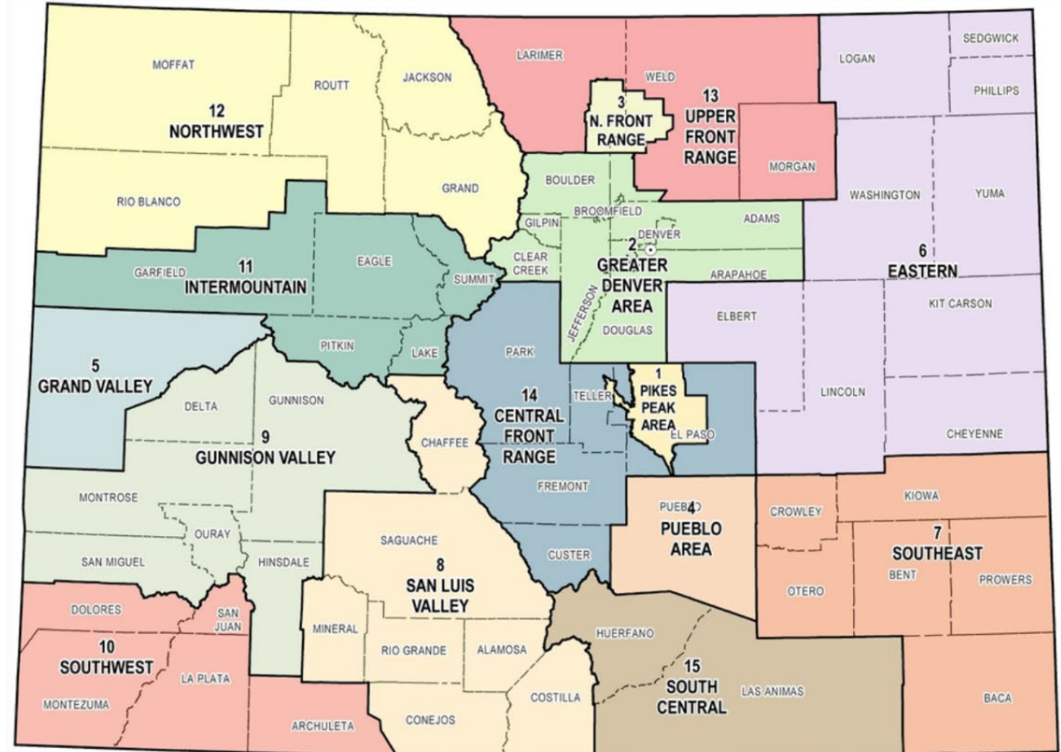
Factors for consideration identified in legislation:

1. Highway and Transit Corridors and Transit District Boundaries;
2. Disproportionately Impacted Communities;
3. Vehicle Miles Traveled, Truck Vehicle Miles Traveled, Transit Vehicle Revenue Miles, and Lane Miles;
4. Population Trends;
5. Safety and Management Considerations;
6. Commuting, Commercial Traffic, Freight Movement, Tourism Impacts, and Other Travel Patterns;
7. Transit-Oriented Development and Access to Affordable Housing;
8. Levels of Air Pollutants, Criteria Pollutants, and Greenhouse Gas Pollutants;
9. Communities of Interest;



Status Update

- CDOT staff continues to meet with TPRs and others regarding the study.
- Developing a mapping tool with maps for each criteria and the ability to “layer” various requirements onto one map.
- Assessing TPR IGAs and Bylaws.
- Forming an Advisory Committee.
- Considering a survey to receive input.





Advisory Committee

Name	Area Represented	Position
Anna Stout	Grand Junction	Mayor
Jonathan Godes	Glenwood Springs	Councilor
TBD	RFTA	TBD
Tamera Pogue	Summit County	Commissioner
Dick Elsner	Park County	Commissioner
Keith Baker	Chaffee County	Commissioner
Suzette Mallette	North Front Range MPO	Executive Director
Ron Papsdorf	DRCOG	Transportation Planning & Operations Director
Andy Gunning	PPACG	Executive Director
Kristin Stephens	Larimer County	Commissioner
Terry Hoffmeister	Phillips County	County Commissioner

- Monthly update meetings with Director Lew and boundary study staff.
- Assist in determining content of “public meetings.”
- Assist in development of questions if a survey is conducted.



Questions



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Department of Transportation

Division of Transportation Development

2829 W. Howard Place
Denver, CO 80204-2305

TO: Statewide Transportation Advisory Committee (STAC)
FROM: Marissa Gaughan, Manager, Multimodal Planning Branch
DATE: June 1, 2023
SUBJECT: Program Distribution Process Overview

Purpose

This memo describes the Program Distribution facilitation process and provides an overview of the Transportation Alternatives Program to prepare STAC to make a recommendation at the July meeting.

Action

No action is required. This agenda topic is for informational and discussion purposes only.

Background

The Program Distribution process serves as one of the first steps in the development of the 2050 Statewide Transportation Plan. This process includes the updating of all forecasts of revenue and revisiting the TC-directed and FHWA-directed distribution methodology for the following formula programs: Regional Priority Program (RPP), Multimodal Options Fund (MMOF), Metro Planning, Surface Transportation Block Grant program (STBG), Carbon Reduction, Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP) and Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Safety funding.

Details

Staff recognizes that discussions on how limited resources should be allocated can often be difficult. To this end, CDOT is employing a professional facilitator to help guide the process. For this process to run as smoothly as possible, STAC will need to review and agree on the facilitator's ground rules and process.

Additionally, CDOT staff will review the TAP distribution formula with the STAC to determine if there are concerns. This will allow staff to prepare materials and bring updated estimated statewide allocations by MPO and CDOT Region to the STAC meeting in July.

Next Steps

In July, STAC will make a recommendation on the TAP funding formula for program distribution. Additionally, STAC will have an initial discussion on the Regional Priority Program distribution formula.

Once STAC has worked through and made recommendations for all the formula programs, STAC will be presented with the results of all the programs together and make a final recommendation that will be



presented to the Transportation Commission for their consideration and final decision. This is anticipated to occur in early 2024.

Attachments

June Program Distribution Presentation





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Program Distribution Process Overview

Statewide Transportation Advisory Committee
June 2023



Why are we Reviewing Program Distribution?

- As a lead off for the development of the 2050 Statewide Transportation Plan, CDOT will update all forecasts of revenue and revisit the TC-directed and FHWA-directed distribution methodology for formula programs (i.e. RPP, MMOF, Metro Planning, STBG-Metro, Carbon Reduction, CMAQ, TAP and FASTER Safety). This will require STAC to examine the distribution of the formula programs and provide a recommendation to the Transportation Commission. STAC may recommend changes to the distribution formulas, or recommend no change.
- This month, we will go over the facilitation approach for the program distribution discussions. We'll also start the conversation about our first formula program on the schedule, the Transportation Alternatives Program, which will allow for STAC to make a recommendation at the next STAC meeting in July.
- Once STAC has worked through and made recommendations for all the formula programs, STAC will be presented with the results of all the programs together and make a final recommendation that will be presented to the Transportation Commission for their consideration and final decision.



Facilitation Process and Facilitator's Role

Sheryl Trent will be our facilitator for the funding discussions. Her role will be to:

- 1) Make sure you accomplish what you want to accomplish
- 2) Keep the conversations focused
- 3) Keep the conversations respectful and professional
- 4) Make sure everyone listens and everyone is heard
- 5) Help resolve conflicts and disputes through
 - a) Consensus: “I can LIVE with it AND I can SUPPORT it.”
 - b) Voting



Facilitation Ground Rules

Ground Rules (Proposed, STAC to adopt at meeting)

- 1) Work with respect: if you disagree, disagree with the concept, do not attack the speaker
- 2) Listen to understand
- 3) S3: Start on time, Stay on time, Stop on time
- 4) No “squirrels” - stick to the agenda. (We will use a Parking Lot for adjacent or related ideas and items so we capture them)
- 5) This is your (STAC’s) meeting - we will make decisions as a group
 - a) By Consensus
 - b) By Vote
- 6) Once a decision has been made, no back door discussions to change that decision.

Note: If you are on Zoom, please end your thought with “Thank You” so that we know that you are done.



Formula Programs and Tentative Discussion Schedule

** Per state statute, MMOF funding distribution formula is required to also be reviewed by a MMOF Advisory Committee.*

*** These funding sources are only available to the MPOs and will be discussed at Statewide MPO meetings prior to STAC discussion.*

Formula Program	Recipients	Tentative STAC Schedule
Transportation Alternatives Program (TAP)	CDOT Region Distribution	July 2023 (virtual)
Regional Priority Program (RPP)	CDOT Region Distribution	August 2023 (in person at DRCOG)
Metro Planning (Metro-PL), Carbon Reduction Program, Surface Transportation Block Grant (STBG) Urban**	MPO Distribution	September 2023 (in person at DRCOG)
Multimodal Options Fund (MMOF)*	TPR Distribution	October 2023 (in person at CDOT HQ)
Congestion Mitigation and Air Quality (CMAQ)	MPOs/TPRs in air quality nonattainment areas	November 2023 (virtual)
FASTER Safety	CDOT Region Distribution	Dec 2023 (virtual)

In early 2024, after working through each of these programs, staff will present the updated long range revenue projections.

This draft schedule is subject to change based on the time required for STAC to have these discussions.



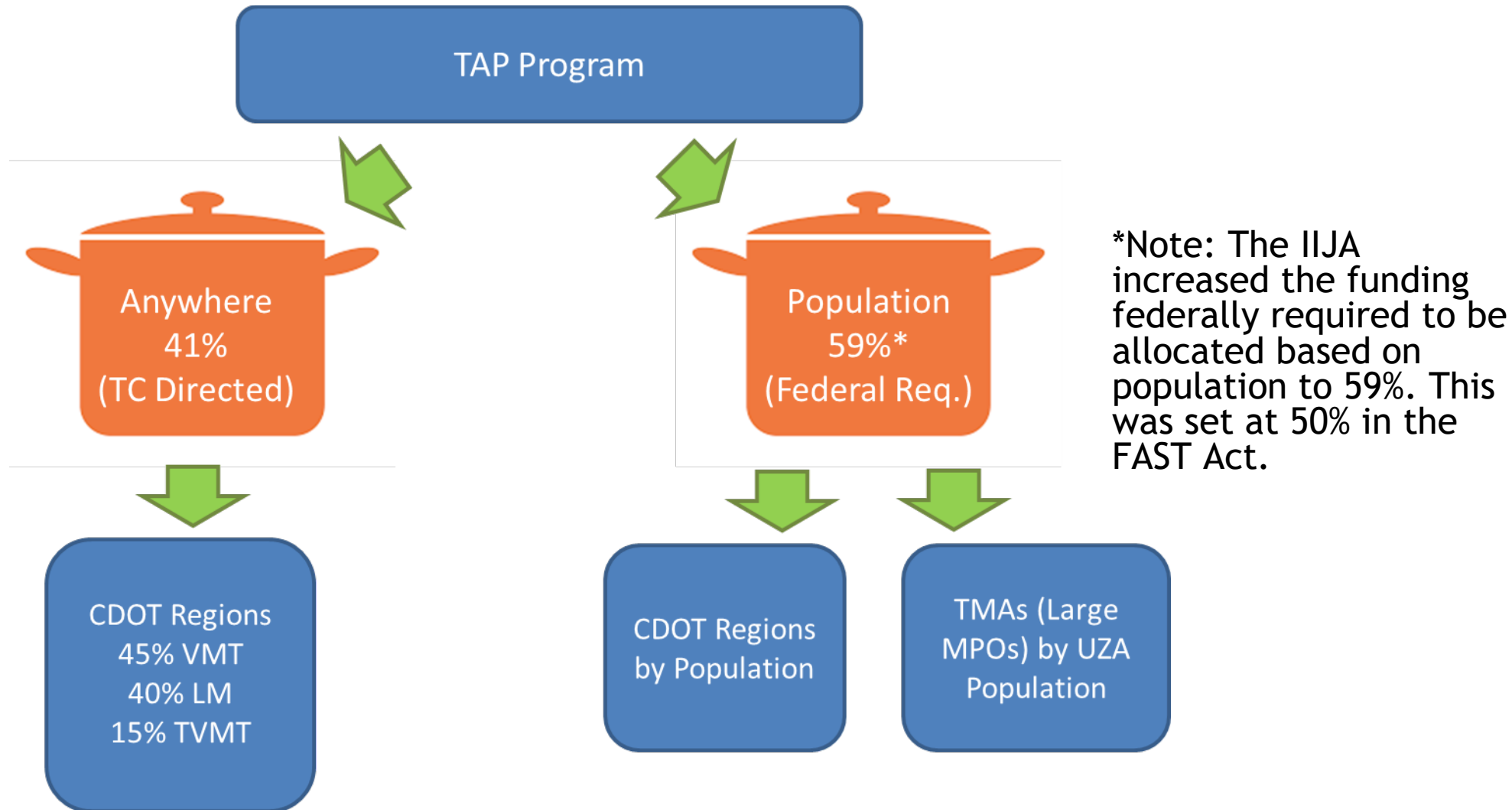
Transportation Alternatives Program Overview

- **Program Purpose:** Per federal legislation, the purpose of the program is to implement non-motorized transportation projects and environmental mitigation.
- **Program Funding:** ~\$21.6 M forecasted for FY24 (federal dollars)*
- **Current Program Distribution Overview:**
 - 59% of funding distributed based on population (increase from 50% under the FAST Act)
 - This funding is distributed between the CDOT Regions by population, and the Transportation Management Areas (i.e. the large MPOs) by urban area population.
 - Remaining funding can be spent anywhere in the state and is currently distributed to the CDOT Regions based on 45% VMT, 40% lane miles, and 15% truck VMT.

*Based on FY 24 Transportation Commission Budget



Transportation Alternatives Program Distribution





Discussion Questions

- What questions do you have about the program distribution for the Transportation Alternatives Program?
- Are you comfortable with the current program distribution for the Transportation Alternatives Program?
- Tell us about any concerns you have with the program distribution for the Transportation Alternatives Program.

Based on this discussion, staff will bring updated estimated statewide allocations by MPO and CDOT Region to the STAC meeting in July.



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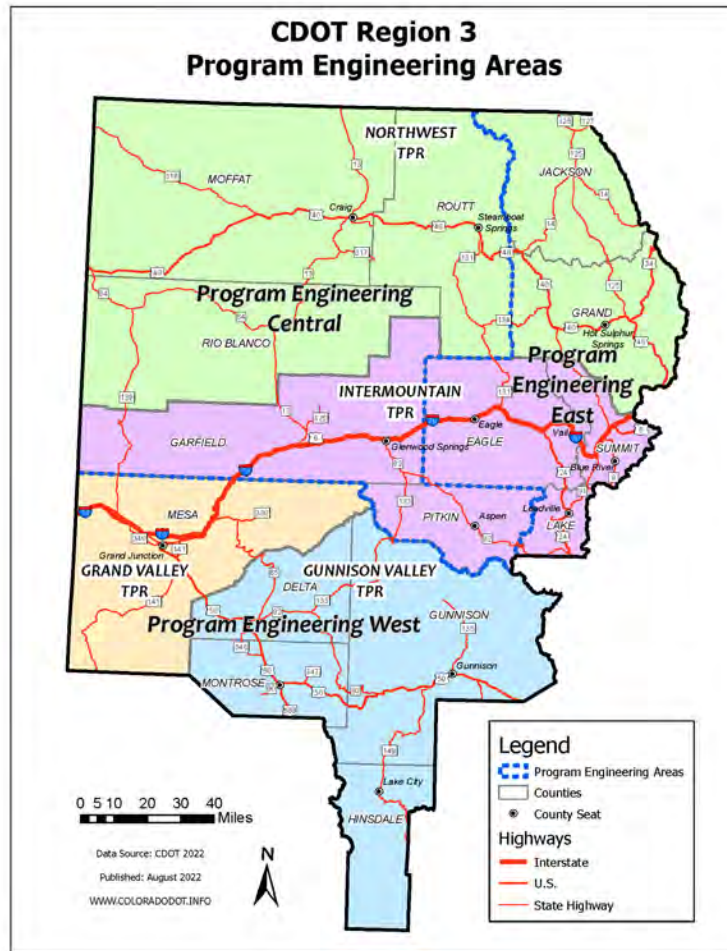
Department of Transportation

Northwest Colorado - Region 3

2023



Region 3



- Largest region in square miles
- 4 TPRs, 1 MPO
- 15 counties
- 50+ municipalities
- 580+ employees
- 5,161 lane miles of highway
- 706 bridges
- 20k+ culverts
- 13 mountain passes
- 7 tunnels
- 13 rest areas



Region 3 Values



We are resourceful, **respectful** and resilient



We embrace diversity in ideas and perspectives to further **excellence**



We keep our roadways **safe**



We are diligent in service to our communities



We use **teamwork** to design, deliver and maintain our transportation systems



We are dedicated to **integrity** and satisfactory results

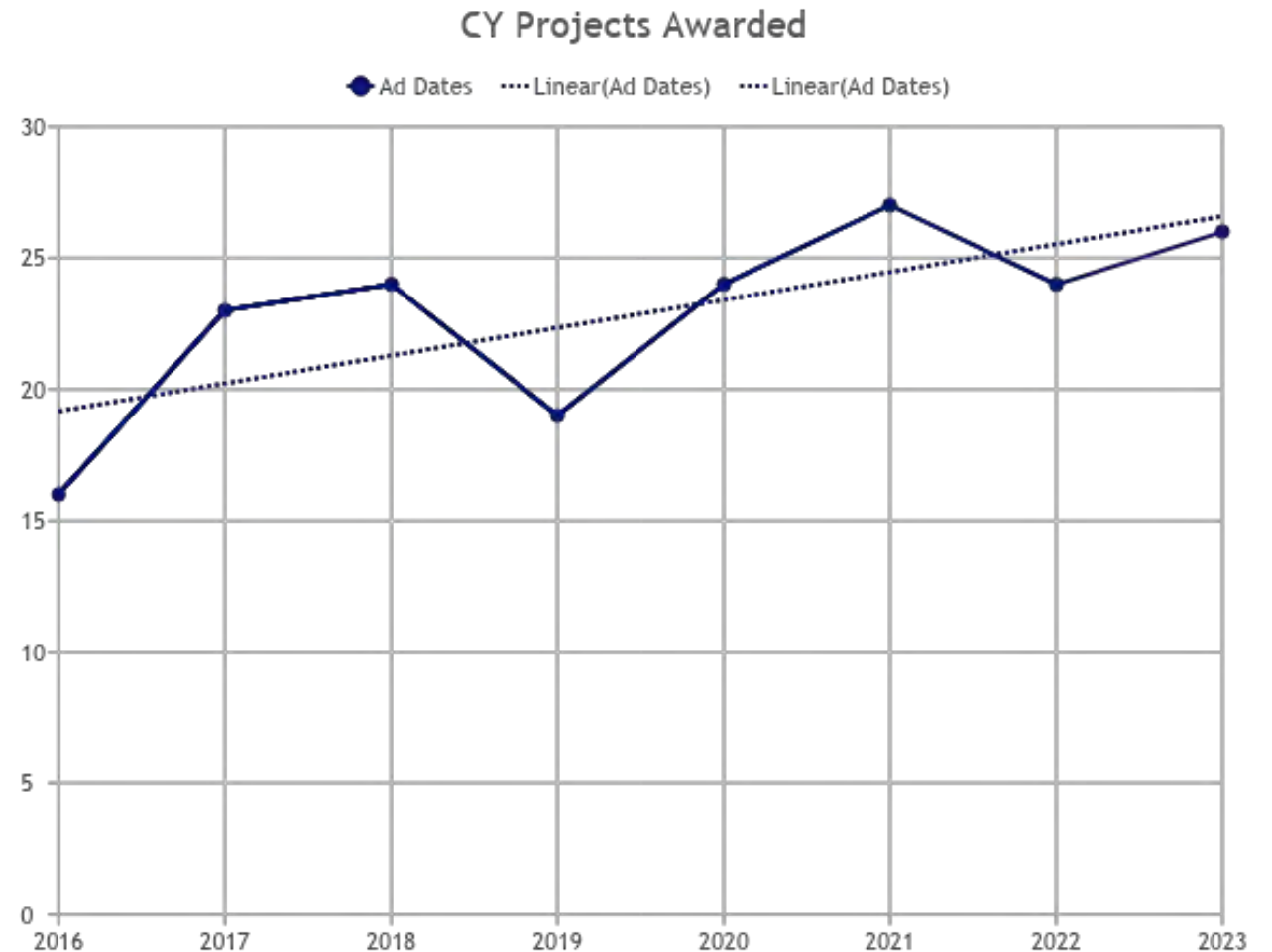


2022 Accomplishments

- Advertised State Delivered Projects - 24
- Active Local Agency Projects - 56
- \$251M spent delivering projects (\$171M to construction contractors)
- Form 128 Clearances - 58

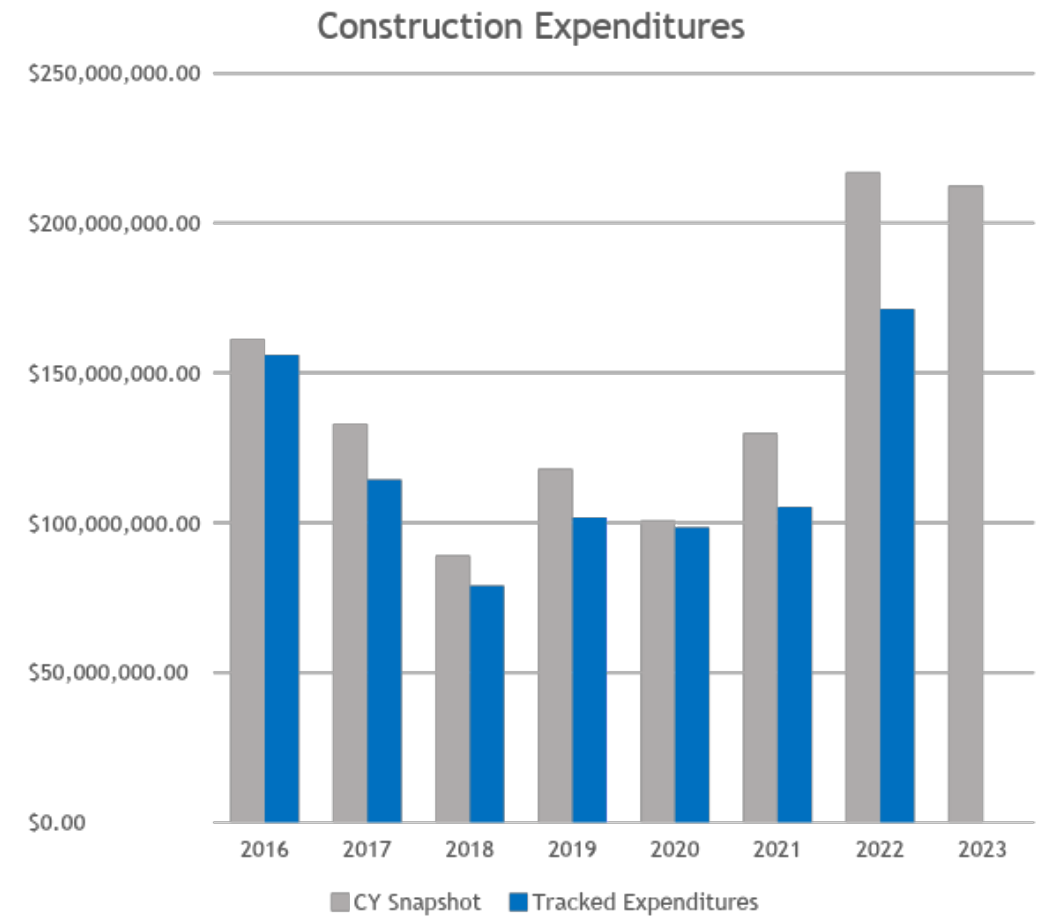
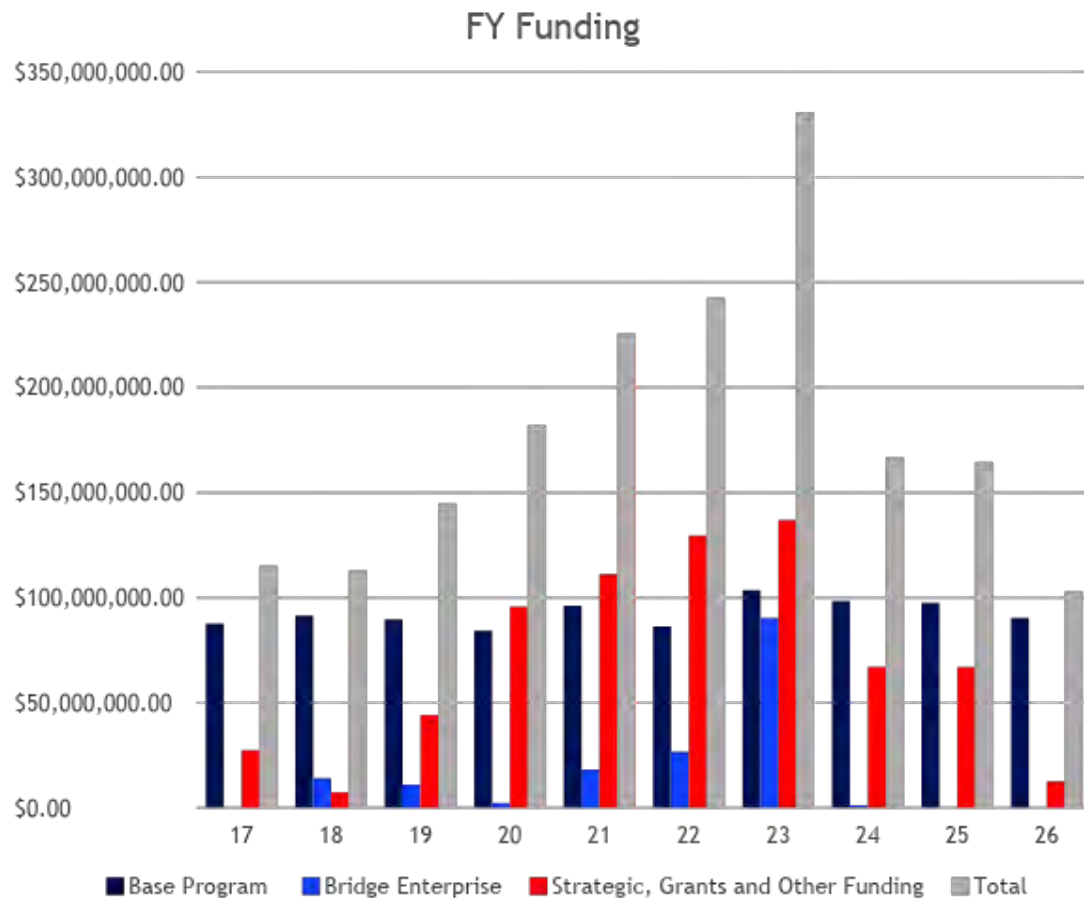
2023 Estimated

- Advertised State Delivered Projects - 26
- \$212M for construction contracts





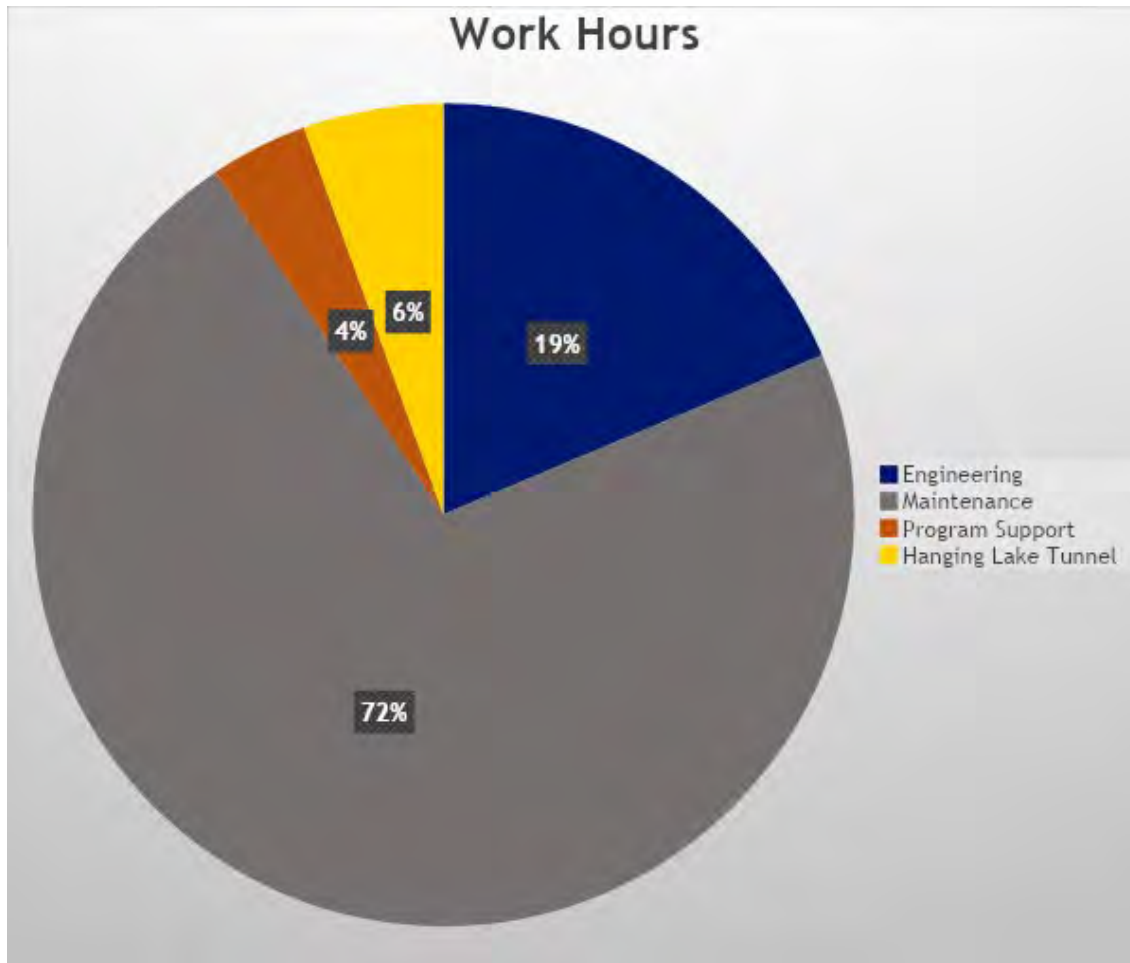
Funding and Expenditures



*Base Program - ADA, CBP, CCP, CWP, CTP, FSA, HAZ, RFM, RPP, SGA, SGN, SUR



Employee Time



2022 Summary

Department	Hours
Engineering	228,579
Maintenance	880,995
Program Support	47,005
Hanging Lake Tunnel	67,565
Total	1,224,144

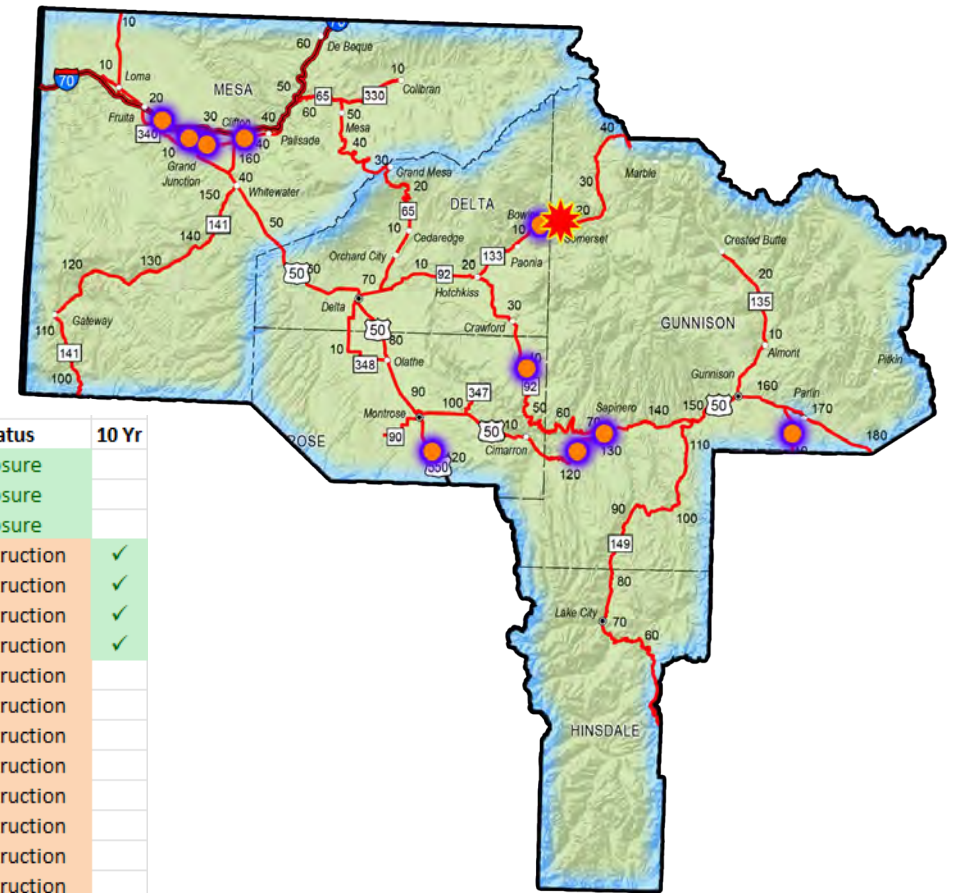


Program West Engineering

	Status	10 Yr
22976-US50 Delta Resurface MP 72 West	Pre-Construction	
22992-SH92 Rogers Mesa Reconstruct Phase 1	Pre-Construction	✓
23583-I-70B Grand Junction South of Rood	Pre-Construction	✓
23611-SH139 Douglas Pass CFL Stabilization	Pre-Construction	
23616-Palisade US 6 TAP Sidewalk Improvements	Pre-Construction	
23955-US6 Town of Palisade ADA Ramps	Pre-Construction	
23964-Fremont Multimodal Design-Fruita (MMOF)	Pre-Construction	
24509-GJ Residency Chip Seals	Pre-Construction	
24557-SH 133 MP 15.3 Embankment & River Repair	Pre-Construction	
24598-SH133 Rockfall Mitigation MP21 to MP31.5	Pre-Construction	
24599-SH133 Slope Stabilization MP21 to MP31.5	Pre-Construction	
24648-US 6 Palisade Improvements MP 38 - 43	Pre-Construction	✓
24682-US 50 MP 77-86 Olathe North Resurfacing	Pre-Construction	✓
24828-Montrose West Main Street (RMS)	Pre-Construction	
24829-Delta Hillside Street Project (RMS)	Pre-Construction	
24889-I-70 Exit 37 East Resurface MP37-42.5	Pre-Construction	
25020-US6 Widening 22RD West MP21.8-MP25.87	Pre-Construction	✓
25236-SH65 Orchard City S MP 0-6.5 Rural Rd	Pre-Construction	
25237-CO348 Delta Olathe MP .3-17.059 Rural Rd	Pre-Construction	
25357-Fruita South Mesa Safety RMS	Pre-Construction	
25359-Grand Junction Crosby Ave Impv RMS	Pre-Construction	
25361-Mesa County Orchard Ave Safety ARPA	Pre-Construction	
25363-Palisade 5th Street Connector RMS	Pre-Construction	
25364-Paonia Safe Pathway RMS	Pre-Construction	
25370-Delta County - North Fork Miners Trail	Pre-Construction	
25371-Hinsdale County CR30 Chip Seal MMOF	Pre-Construction	
25454-SH139 Douglass Pass CFL Stblz (Internal)	Pre-Construction	
25460-RAISE Grand Junction Mobility Hub	Pre-Construction	✓
25631-CO 340 Grand Ave to Redlands Parkway	Pre-Construction	
25637-I-70B Grand Junction East of 3rd St	Pre-Construction	✓
25710-US 6 North Avenue Transit Improvements	Pre-Construction	
25711-CO 340 Riverfront Trail Design	Pre-Construction	
25735-Mesa County - 32 1/2 Rd Phase 2 Design	Pre-Construction	
25789-SH133 ER Temp Bridge-Culvert Failure	Pre-Construction	

Key	
✓	On the 10 Yr Plan
Local Agency	
Closure	Construction Completed

	Status	10 Yr
20923-I-70 Salt Wash Bridges Scour	Closure	
23103-US 50 / US 550 Montrose Resurfacing	Closure	
24139-SH 92 West of Austin Resurfacing MP 4-7	Closure	
19771-US6 / 20 Road Intersection Improvements	Construction	✓
21415-US 6 Clifton	Construction	✓
22020-US 550 Otter Road to R3/R5 Line	Construction	✓
23110-US 6 North Avenue	Construction	✓
23475-I-70B and SH141B Mesa County Resurfacing	Construction	
23557-US 50 MP 134.6-136 Passing Lanes	Construction	
23560-SH114 Sillsville South to MP30 Rural Sur	Construction	
23577-SH92 Hotchkiss to Crawford RR Resurface	Construction	
23961-US 6 Palisade Multimodal (MMOF)	Construction	
23963-Lake City 3rd St Ped/Drainage (MMOF)	Construction	
24077-GJ - 24 Road Multi-Modal Path (MMOF)	Construction	
24266-Ohio Ave Multimodal - Gunnison (MMOF)	Construction	
24470-Ohio Ave Multimodal - Gunnison (SRTS)	Construction	
25081-SH 92 Chip Seal MP 31.7-48.5	Construction	





I-70B FIRST AND GRAND INTERSECTION PROJECT



I-70B First and Grand original alignment



Temporary traffic circle



Completed alignment

5 Phases of construction complete along the corridor



Program Central Engineering

	Status	10 Yr
20169-I-70 Exit 105 Intch and US 6 - Garfield	Pre-Construction	✓
21901-SH 13 / SH 317 Hamilton South	Pre-Construction	✓
23039-SH 13 GarCo S of Rio Blanco Hill	Pre-Construction	
23845-Hayden US 40 Sidewalk Project (MMOF)	Pre-Construction	
23869-US40 West Trail Connect-Steamboat (MMOF)	Pre-Construction	
24375-US 40 and Downhill Drive Signal	Pre-Construction	✓
24493-US 6D STR F-06-A Elk Creek-New Castle	Pre-Construction	✓
24678-SH 82 Snowmass Canyon Resurfacing	Pre-Construction	✓
24679-SH 133 and US 6 Chip Seals	Pre-Construction	✓
24680-US 40 Steamboat PCCP Rehab	Pre-Construction	✓
25341-SH82/27TH Underpass TAP RAISE C	Pre-Construction	
25358-Glenwood 6th Street Safety Impv RMS	Pre-Construction	
25365-Rifle Gateway Ped/Traffic Safety	Pre-Construction	
25366-Walden 5th Street Sidewalks	Pre-Construction	
25367-Craig-North Yampa Ave Sidewalks MMOF	Pre-Construction	
25368-Steamboat Springs West Trail Connection	Pre-Construction	
25376-Glenwood Spgs Hwy 6 & 24 Shared Use Path	Pre-Construction	
25581-US 40 and SH 394 Culvert Repairs	Pre-Construction	
25603-I-70 Glenwood Canyon Bridge/Rail Improve	Pre-Construction	
25644-SH 82 Red Hill Rockfall Mitigation	Pre-Construction	✓
25682-US 40 Milner East and West	Pre-Construction	✓
25783-I-70 HLT Creek Debris Flow MP 125.57	Pre-Construction	

Key	
✓	On the 10 Yr Plan
	Local Agency
Closure	Construction Completed

	Status	10 Yr
22933-Glenwood Springs S. Midland BUILD	Closure	
23500-SH139 Douglas Pass N & S Rural Resurface	Closure	✓
23831-Craig Yampa Ave Sidewalk Project (MMOF)	Closure	
23854-Silt I-70 Ped Overpass (MMOF)	Closure	
24688-ER I-70 GWC Material Flows 2021	Closure	
24767-PR I-70 GWC Material Flows 2021	Closure	
17881-SH13 GarCo RioBlanco Hill	Construction	✓
22776-SH13 Fortification Creek North	Construction	✓
22889-Steamboat CMAQ Park Lot Paving	Construction	
23126-US40 Sand Springs Gulch to Craig	Construction	✓
23134-SH82 Aspen Airport Biz. Center to Aspen	Construction	✓
23216-Riverview School SRTS Garfield County	Construction	
23499-SH 318 Browns Park East Rural Resurface	Construction	✓
23965-Aspen - Paepcke Mobility Hub (MMOF)	Construction	
23975-GWS 27th St/SH82 Crossing (MMOF)	Construction	
24229-I-70 Rifle to Silt Slab Replacement PH 3	Construction	✓
24233-SH 64 and SH 13 at Meeker	Construction	✓
24237-I-70 East of DeBeque	Construction	✓
24238-SH 82 Aspen/Independence Pass Chip Seal	Construction	✓
24247-SH 13B Chip Seals	Construction	✓
24279-SH 133 Rockfall N of McClure PH 2	Construction	✓
24471-Hayden US 40 Sidewalk Project (SRTS)	Construction	
24734-Craig - Yampa Ave Sidewalk Project (RMS)	Construction	

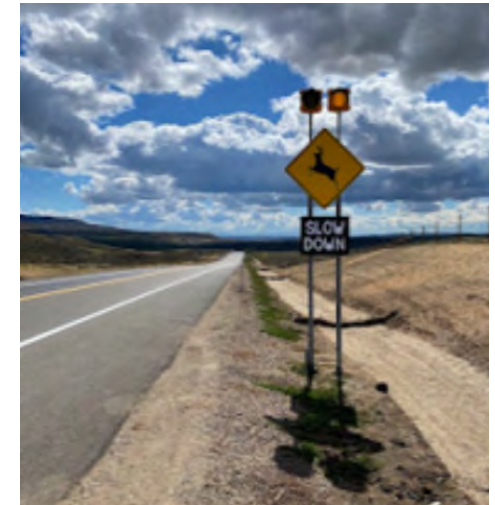




CO 13 FORTIFICATION CREEK WILDLIFE MITIGATION



- Safety improvements include: roadway reconstruction and widening; 8-foot-high wildlife exclusion fence to direct deer and elk to a 24' x 10' arch underpass structure (MM 111.6) and two at-grade crossings with 4 foot high- low-fence segments (MM 112.3-113.1 and MM 114.25-114.75)
- These low fence segments allow animals to cross the highway where driver sight distance is more favorable creating a large animal crosswalk between segments of high-fence
- At the northern low-fence segment, MM 114.25-114.75, a **Radar Wildlife Detection System** was installed to alert motorists of wildlife approaching or crossing the highway
- The project also includes cattle guards with adjacent **electric wildlife deterrent mats (ZapCrete™)**, and newly designed **dual-sided escape ramps**
- Construction was completed last Fall.





Program East Engineering

	Status	10 Yr
23982-I-70 Vail Pass Safety and Operations	Pre-Construction	✓
23465-US 6 Post Blvd Roundabout	Pre-Construction	
23523-Routt County CR179 Trout Creek Bridge	Pre-Construction	
24185-I-70 Vail Wildlife Fence Phase 2	Pre-Construction	
24311-US 24 South of Minturn Resurfacing	Pre-Construction	✓
24321-I-70 MP 170.5 Essential Wall Repair	Pre-Construction	
24438-I-70 Vail Pass Avalanche MIT MP 186.2	Pre-Construction	
24544-I-70 Silverthorne to EJMT Phase 2	Pre-Construction	
24560-US 40 Red Dirt Hill Study	Pre-Construction	✓
24567-Vail Pass Aux Phase 1 CP 4	Pre-Construction	✓
24776-Avon-US6 Mobility Improvement Project	Pre-Construction	
24873-I-70 Exit 203 Interchange Improvements	Pre-Construction	✓
24895-Vail Pass Aux Phase 1 CP 5	Pre-Construction	
24896-Vail Pass Aux BE F-12-AS Phase 1 CP 5	Pre-Construction	✓
24959-Rio Blanco County CR4 White River Brdg	Pre-Construction	
24960-Hayden Poplar Street Bridge	Pre-Construction	
24976-US 24 & US 40 Culvert Repair	Pre-Construction	
25141-SH 82 Twin Lakes	Pre-Construction	
25142-SH 34 Chip Seal	Pre-Construction	
25362-Minturn Main St Ped Impr	Pre-Construction	
25369-Winter Park - Ped. Improvements	Pre-Construction	
25372-Breckenridge Blue River Bike Path Design	Pre-Construction	
25375-Eagle Valley Eco Trails	Pre-Construction	
25378-Summit County Beaver Trail Design	Pre-Construction	
25414-East Vail Pass Wildlife Crossings	Pre-Construction	
25485-I-70 Gypsum to Eagle Resurfacing	Pre-Construction	
25560-Glenwood Devereux Road Bridge Rehab	Pre-Construction	
25628-I-70 EB Drive Lanes MM 180-185, 190-203	Pre-Construction	
25629-US 24 North Leadville Rural Rd Resurface	Pre-Construction	✓
25661-R3 High Mountain Water Quality	Pre-Construction	
25667 - Town of Granby US 40 Trail Connection	Pre-Construction	
25714-US 40 Berthoud Pass West Resurfacing	Pre-Construction	

Key	
✓	On the 10 Yr Plan
	Local Agency
Closure	Construction Completed

	Status	10 Yr
23510-Rio Blanco CR73 White River Bridge	Closure	
23542-SH14 Walden S & SH125 Walden N Rural Rd	Closure	
24403-Vail Pass Aux Phase 1 CAP 2	Closure	✓
22047-Blossom Road Bridge - Montrose County	Construction	
22372-SH 91 Culvert Repair	Construction	
22381-I-70 EB Aux Frisco to Silverthorne	Construction	✓
23064-R3 Eagle Residency ADA Ramp Improvements	Construction	
24166-SH 9 North of Silverthorne	Construction	
24167-Mountain RE FY23 Crack Seals	Construction	
24184-I-70 Vail Wildlife Fence Phase 1	Construction	
24404-Vail Pass Aux Phase 1 CAP 3	Construction	✓
24453-Steamboat Springs Soda Creek Bridges	Construction	
24894-Vail Pass Aux BE F-12-AT Phase 1 CP 3	Construction	✓





Program East Engineering

I-70 VAIL AUXILIARY LANES

CDOT R3 is midway through delivery of this critical safety and traffic operations project which was awarded a \$60.7M INFRA grant including:

- MM 185 - 190 EB I-70 auxiliary lane
- MM 186 and 188 curve reconstruction
- MM 185.3 EB and WB bridge replacement (WB added in Sept. 2021)
- MM 182 Truck ramp reconstruction
- Six wildlife underpasses and fencing
- MM 185-187 Two miles of Vail Pass recreational trail relocation



**#1 Highest on I-70
in Colorado**
Crashes/Million vehicle
miles travelled in the
State (based on data
from 2010-2014)


306
TOTAL HOURS OF FULL
CLOSURE DUE TO
INCIDENTS 2014-2017

**40% Reduction in crashes
where completing improvements**



I-70 R3 Mountain Passes: Focus on Freight Improvements



Original truck ramp was curved leading to most trucks tipping and many drivers injured or killed.



Completed truck ramp in Fall 2021, which was designed and constructed in 9 months.



New truck ramp in use. This truck had been traveling 90 mph. Experts believed the new truck ramp saved this driver's life.

Highlights of freight improvements on Straight Creek (Eisenhower Tunnel to Silverthorne) and Vail Pass:

- Truck signage optimized on Straight Creek
- Truck parking expansion underway near the Dillon Reservoir Scenic Overlook (MM 204.5), Vail Pass Rest Area (MM 190) and Vail Pass EB Truck Parking (MM 189).
- Truck ramp reconstruction at Vail Pass WB MM 182.5
- 3rd lane EB for Vail Pass MM 185-190 will be constructed



Region 3 Materials Unit



Surface Treatment Asset Management administered nearly \$60 million in quality control testing.

Region 3 Lab:

- 7 projects tested for voids acceptance
- Performed many tests typically taken to Central Lab to avoid delays to projects

Region 3 Mobile Lab:

- 3 projects for voids acceptance
- 9 projects for verification testing
- Soils, aggregate and concrete testing for multiple projects





Region 3 Materials Unit

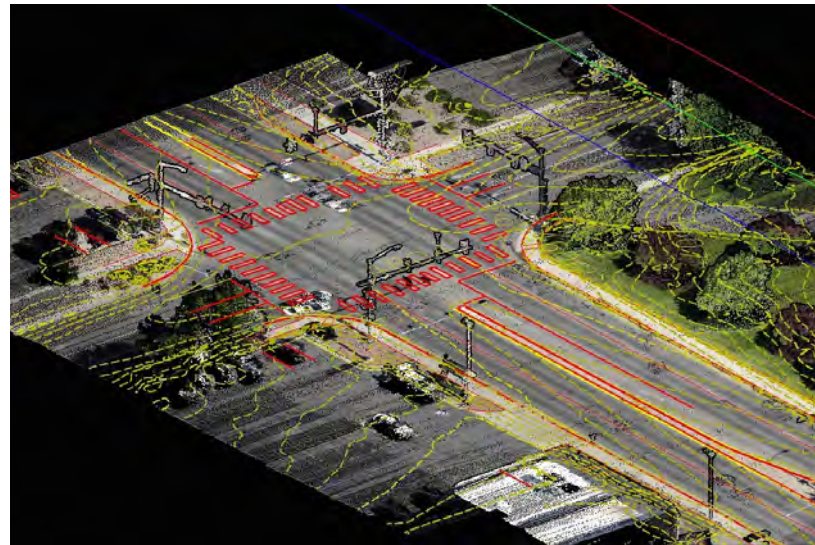
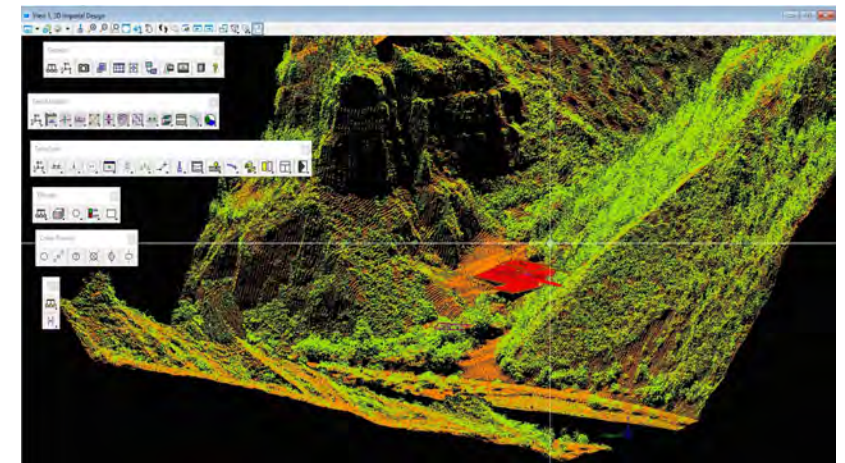
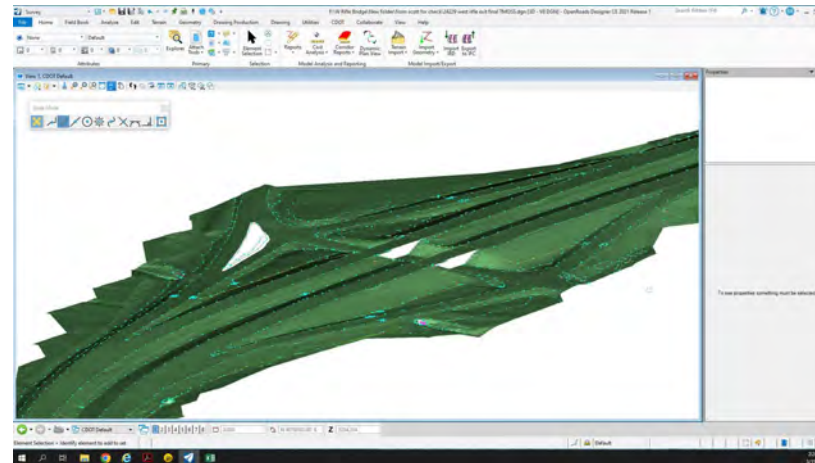


- Independent Assurance (IA) testing was performed on 24 projects, including 2 Local Agency projects
- The IA unit also performed drilling for pavement design
- The Finals Coordinator reviewed and closed 16 projects in 2022 and was praised for excellent performance based on the FHWA audit



Right of Way

Region 3 uses Unmanned Aerial Systems (UAS) for collecting survey data and is the only Region to use LiDAR as part of their UAS survey program. Survey provides the foundation for design on all projects. The use of this technology improves accuracy and worker safety. It ensures CDOT remains on the cutting edge of technology and enables CDOT to review and standardize deliverables from survey consultants using similar tools. The Region continues to find additional UAS opportunities such as documenting progress on construction projects, obtaining densified existing conditions on asphalt surfaces to improve resurfacing, and capturing real time data for emergency situations.





MAJOR SPRINGTIME FLOODING PROJECTS

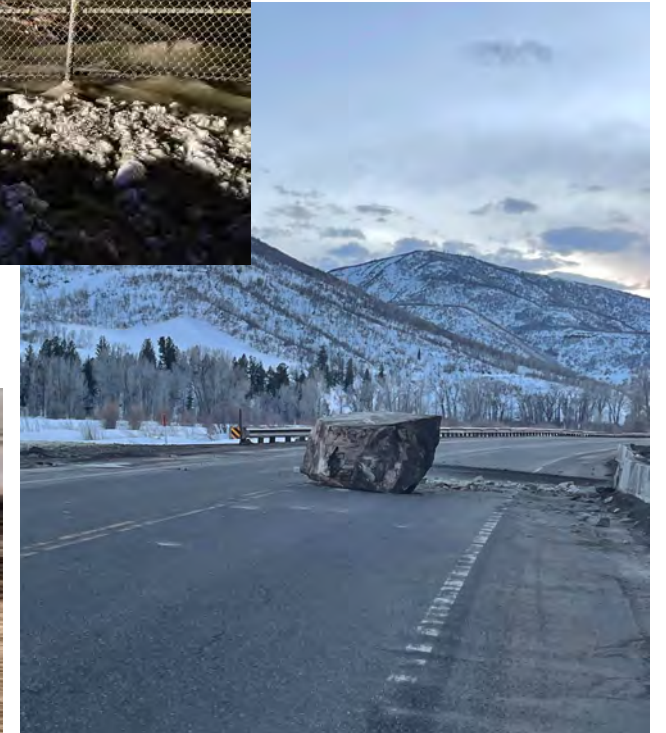
- Adding riprap
 - I-70 MM 58.1 Colorado River
 - CO 141 MM 96.8 Dolores River
- I-70 MM 125.0 Hanging Lake rest area ramps debris flow clean-up
- CO 133 MM 16.2 Bear Creek culvert washout (current safety closure)
- Bridge watch
 - I-70 MM 16.8 Skippers Island
 - CO 141 MM 110.9 Dolores River
 - CO 141 MM 152.8 Gunnison River
- Numerous smaller structures watch and emergency cleaning
- Numerous rockslide and debris flow clean ups





MAJOR SPRINGTIME FLOODING PROJECTS

- US 40 Dry Creek flooding in Hayden
- US 40 at Routt CR 44 West Elk River flood watch
- Bridge watch
 - CO 13 White River Meeker
 - US 40 Fortification Creek Craig
 - CO 394 Yampa River Bridge
- CO 125 MM 3-9 mudslide debris flows
- US 40 MM 119.5 rock fall
- Numerous rockslide and debris flow clean ups
- US 40 pothole repairs





Maintenance Special Crews Project

CO 92 TIMBER STRUCTURE BRIDGE PROJECT

- Novel project to CDOT due to the specialized equipment needed to reach the 25 ft bridge deck for beam installation
- 19 sister beams of 24'x12"x6" galvanized steel were installed to reinforce the structure
- Example of strong inter-agency and inter-departmental collaboration to plan, organize and complete this complicated task successfully and without incident





Behind-the-Scenes Work We Do Every Day

Along with our regular program of signing, striping, signal replacement and safety projects, we interact with *hundreds* of permit applicants and project personnel each year through our Specialty Units

- **Utility Program**

- Issued 1050 Utility and Special Use Permits in 2022
- Provided 1000+ hrs of field construction support
- Supported 87 different projects in 2022

- **Access Program**

- Issued 158 Access Permits
- Managed construction of about *\$9.1 million* in improvements on State Highways in 2022



Thank you

