



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
January 27, 2017
9:00 AM – 12:00 PM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda**

- 9:00-9:05** **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10** **Approval of December Meeting Minutes** – Vince Rogalski
- 9:10-9:20** **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:40** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:40-9:55** **Chief Engineer Report (Informational Update)** – Joshua Laipply, CDOT Chief Engineer
- 9:55-10:10** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:10-10:20** **Lunch with the Transportation Commission in February (Discussion)** – Vince Rogalski
- Discussion of potential topics for lunch with the Transportation Commission in February.
- 10:20-10:30** **Break**
- 10:30-10:45** **Project Prioritization / National Highway Freight Program (Discussion)** – Debra Perkins-Smith and Jeff Sudmeier, CDOT Division of Transportation Development (DTD)
- Discussion of scenarios for project prioritization for the National Freight Highway Freight Program.
- 10:45-11:00** **Colorado Road Usage Charge Pilot Program (RUCPP) (Informational Update)** – Tim Kirby, CDOT DTD
- Update on the status and next steps of the Colorado RUCPP.
- 11:00-11:10** **Transportation Commission Contingency Reserve Fund (Informational and Discussion)** - Maria Sobota, CDOT Chief Financial Officer
- Update on the use of the Transportation Commission Contingency Reserve Fund.
- 11:10-11:15** **STIP Lessons Learned (Informational Update)** – Jamie Collins, Office of Financial Management and Budget (OFMB)
- STAC and planning partner discussions on the planning process and lessons learned from 2017-2020 STIP.
- 11:15-11:25** **AID Funding (Informational Update)** – Lisa Streisfeld, CDOT Transportation System Management & Operations (TSM&O) and Tricia Sergeson, FHWA
- Overview of next steps for the federal AID grant program.
- 11:25-11:40** **5311 Funding Analysis Update (Informational Update)** – David Krutsinger, Division of Transit and Rail (DTR)
- An update on the effort to evaluate and propose a new distribution process for the FTA Section 5311 program.
- 11:40-11:55** **Transit Development Program (Informational Update)** – David Krutsinger, DTR
- An update on DTR's progress as it continues to define the Transit Development Program.
- 11:55-12:00** **Other Business**- Vince Rogalski
- 12:00** **Adjourn**

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

**Draft STAC Meeting Minutes
December 2, 2016**

Location: CDOT Headquarters Auditorium

Date/Time: December 2, 9:00 a.m. - 12:00 p.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

In Person: Vince Rogalski (GV), Norm Steen (PPACG), Kevin Hall (SW), Peter Baier (GVMPO), Andy Pico (PPACG), Turner Smith (Pueblo), Jody Rosier (SUIT), Gary Beedy (EA), John Adams (PACOG), Doug Rex (DRCOG), Buffie McFayden (PACOG), Trent Bushner (EA), Becky Karasko (NFRMPO).

On the Phone: Chuck Grobe (NW), Adam Lancaster (CFR), Walt Boulden (SC).

| Agenda Items/ Presenters/Affiliations | Presentation Highlights | Actions |
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| Introductions & October Minutes / Vince Rogalski (STAC Chair) | <ul style="list-style-type: none"> • Review and approval of October STAC Minutes. No corrections or additions. | Minutes approved. |
| Transportation Commission Report / Vince Rogalski (STAC Chair) | <p>Presentation</p> <ul style="list-style-type: none"> • Attended a road trip with the TC last month to Colorado Springs, Pueblo, La Junta, and then back to Denver; was impressed with the diverging diamond interchange in Colorado Springs at I-25 and Fillmore, counterintuitive when you first use it, but it does work well; also I-25 in Pueblo was initially built between 1949 and 1959 and we're converting this section along I-25 into a real modern freeway. • Attended the Efficiency and Accountability Committee (EAC) meeting, which included discussion of how to identify projects as primarily safety so that FASTER Safety funds can be applied; EAC scheduled to have one more meeting in 2016. • FASTLANE grant applications for freight projects are due to FHWA on December 15, 2016, so we're working to get these applications in on time. • The Governor's proposed budget reduced the amount of SB 228 transfers anticipated this year and next year. | No action taken. |

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| | <ul style="list-style-type: none"> • Another upcoming possibility is a new federal transportation program promised by the President Elect. The Development Program could serve as a good resource to respond to this if it comes to pass. | |
| <p>TPR Reports / STAC Representatives</p> | <p>Presentation</p> <ul style="list-style-type: none"> • <u>Southwest</u>: The TPR is having a meeting today and will be electing the chair and vice chair, so we will report back on the results; we have had no meetings since the presidential election took place, but a ballot initiative to increase county taxes for funding road and bridge projects failed, as did funding to improve the Durango - La Plata Airport, however school district funding did pass; overall we are back to the drawing board to seek funds for transportation. • <u>Grand Valley MPO</u>: Finished up a PEL in the Palisade area and will hopefully begin work next year; applied Hazard Elimination funds on 8 ½ Road and SH 141 that are scheduled for completion in two weeks; Go Buffs!; lost a second engineer from the MPO to CDOT, one went to Region 5 and the other to Region 3. • <u>Pueblo Area COG</u>: I-25 flyover at Dillon is working well with dual roundabouts; Mobility Study is considering expanding to include Pueblo West and consider a Bustang Park-n-Ride etc.; Pueblo County passed a ballot initiative for TABOR relief that may impact transportation; surprisingly, President Elect Trump won Pueblo County at the same time as the “De-Bruce” measure passed, and also recreational marijuana growth and sales were maintained despite an effort to eliminate them. • <u>Pikes Peak COG</u>: El Paso and Teller Counties voted to opt out of SB 152, which prohibited counties and cities from being providers of internet service, CDOT is a player in assisting the local governments and private companies in providing locations of fiber optics, show where it exists and collaborating an expansion up Ute Pass; Pikes Peak area is conducting a joint land use study to evaluate the Monument Watershed and the impact from past floods and wildfires, also looking at wind and erosion using some good data that might be useful to CDOT as well; Pikes Peak area hosted Governor Hickenlooper and conducted a very engaging dialogue with him along with some county commissioners from across the state; transportation is on the minds of Pikes Peak area as evidenced by a front page article in the Gazette on potential highway funding. • <u>Denver Regional Council of Governments</u>: Ballot initiative to provide all Louisville residents with Eco Passes paid with a mill levy increase failed | <p>No action taken.</p> |

soundly; all DRCOG Board members were re-elected, which provides continuity moving forward; a public hearing was held for the DRCOG MetroVision Plan, five commenters attended the public hearing and a total of 300 comments were received overall, so DRCOG is in the process of addressing those comments now, with the final MetroVision Plan scheduled to be submitted to the DRCOG Board in January for adoption; preparing and working with CDOT and RTD on messaging for the transition from HOV 2+ to HOV 3+ that will occur starting January 1st; DRCOG is working on FY 2017 Budget to submit to the Board.

- Southern Ute Indian Tribe: he Tribe is developing its first comprehensive transportation plan with a focus on trails and is also working with CDOT Region 5 on wildlife crossings as a future project using some of our tribal safety funds.
- Eastern: The TPR is in the process of looking for documentation of Regional Planning Commission (RPC) formation, still identifying who are the official members of the RPC, one indicator of membership are entities that have contributed money, working to put together all the necessary IGAs and MOAs so we'll be official; recently attended a CCI meeting that covered a few key topics, including how to coach new county commissioners to work with CDOT effectively and also communicating that there is not a large pool of transportation funds for counties to help maintain the 2,400 lane miles in the Eastern TPR; recent trip to Kansas City highlighted some good uses of diverging diamonds along I-70 and also a much greater frequently of rest areas at every 30 miles or so that Colorado should try to emulate.
- Central Front Range: Canon City project is wrapping up by Christmas; Canon City also passed a one percent sales tax increase for transportation with 10 year sunset.
- Northwest: The area is preparing for winter and also working on finding documentation for the RPC formation, have found some pieces and working on finding other missing pieces.
- Gunnison Valley: San Miguel County passed (by a margin of 70% to 30%) a Regional Transportation Authority (RTA) funded by increasing the sales tax and a mill levy, this shows that when the public is well-informed and understands the why and the what, transportation ballots can pass; SH 50 doing well but starting to experience shut downs due to weather, one portion remaining to work on is Blue Creek Canyon, which CDOT is helping with \$67 million needed along this portion of roadway; held a TPR meeting yesterday

and discussed the need to locate and develop IGA and MOA documentation and hold more regular elections.

- Deputy Director Mike Lewis: Attending a memorial service today for Colorado State Patrol Trooper Cody Donahue, 34, who was investigating a crash on I- 25 on Friday afternoon when he was hit by a semi-truck; recently attended an economic development meeting at the Governor's office including the Colorado Tourism Office that conducted a tourism study, which shows that tourism in Colorado is estimated to be a \$20 billion industry with the fourth most-common reason to visit Colorado being sightseeing, which is closely linked to transportation system quality, safety, shoulders, passing lanes, and scenic byways, so we should consider that in our future planning and perhaps have someone from the Colorado Tourism Office come present to the STAC in the future.

STAC Comments

- Norm Steen: While I'm glad to hear that San Miguel passed the RTA ballot, this may be a concerning to groups that can't pass one. Once we start carving up the state into pieces that are funded versus not-funded, that makes it harder to get a statewide solution.
- Vince Rogalski: That's a good point, and something else to consider is that the RTA legislation sunsets in 2019 so some legislators are looking to extend it.
- Andy Pico: This will put constraints on statewide investment when folks are paying locally and don't want to pay more for the statewide system.
- Vince Rogalski: The public needs to understand that transportation is a statewide economic engine, and without a good system the engine can stall.
- Turner Smith: I think that the Road User Charge (RUC) may be the answer for state residents because of cases like my brother who has large pickup that is 10,000 lbs. with a stock trailer can put more wear to the roads than a smaller car. But I think we should go back to increasing the gas tax, even though hybrids are still getting off easier, because it allows you to collect money from visitors. With tourism as a \$20 billion industry, we need to figure out how to get tourists to help fund transportation improvements.
- Vince Rogalski: The press release for the RUC pilot recently came out. These comments are good since we're looking at how to deal with all of these types of issues under the pilot.

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| | <ul style="list-style-type: none"> • <u>Debra Perkins-Smith</u>: The RUC pilot is an upcoming topic on today's agenda. | |
| <p>Chief Engineer Update / Joshua Laipply (CDOT Chief Engineer)</p> | <p>Presentation</p> <ul style="list-style-type: none"> • I have three topics to touch on: the new Right-of-Way (ROW) process for condemnation, design and other processes for using the 10-year Development Program, and the guardrail issue that has been in the news lately. • There was a Fox 31 investigative report that some of our guardrail end treatments were mismatched as a result of there being two manufacturers whose pieces bolt together nicely but don't function as well as they should when combined. Therefore we have completed a statewide inventory and at this point 99.5% (those not covered by snow on closed passes) have been inspected, with 0.8% installed incorrectly. So far roughly 20% of identified issues have been repaired already, and CDOT has brought in local agency representatives to learn how to fix city and county jurisdiction guardrails that may have the same issues. We are focusing on high traffic facilities first and will work to improve our training procedures to prevent this in the future. We are also sharing a one-page fact sheet that we put together for the media, thought keep in mind this is a week old at this point. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: I've also heard that the standard of height is changing. • <u>Josh Laipply</u>: A new AASHTO standard is not required to be in effect until December of 2017. It's a 2-3 inch adjustment due to the general increase in vehicle height. CDOT is phasing in repairs over time as limited resources allow • <u>Turner Smith</u>: This is off-topic, but I've observed lots of paint trucks on the highways in the Region 2 area recently. Are you putting more funds into paint to support the driver-assist vehicles we're now seeing? • <u>Josh Laipply</u>: We are, though it's not specific to those vehicles. This is in response to getting numerous complaints on the condition of road striping, but of course that comes out of other maintenance funds. CDOT also had a \$1 million road striping competition innovative striping ideas that CDOT Regions 1 and 3 won for I-70. • <u>Karen Rowe</u>: Most striping is using water-based paint, though in your area you're probably seeing epoxy striping too that is being installed by contractors. | <p>No action taken.</p> |

Presentation

- Regarding the right-of-way issue, the Colorado Supreme Court ruled in the Americo case, in which Americo owns property along the US 6 project at 10th and Wadsworth, that the Transportation Commission's decision to transfer condemnation authority to the Executive Director and the Chief Engineer is not constitutional; therefore, CDOT has revamped their condemnation process in response to this finding. The TC has permitted the Chief Engineer to begin negotiations regarding ROW acquisition at 30% design for projects but all condemnation decisions are by the TC. This will require a lot of extra work on the part of CDOT staff to implement this new process to comply with the Supreme Court ruling. This may increase the process by 30 to 60 days given the need for multiple TC consultations. Local agencies will also have a more cumbersome process when working through CDOT on condemnations.

STAC Comments

- Kevin Hall: There has been lots of talk about streamlining inefficient processes at CDOT, and this feels very counter to that.
- Josh Laipply: I agree, this puts us within the top 5 states in terms of restrictiveness condemnation. There was some discussion of potentially bringing this issue to the legislature but it might not lead anywhere good if we do. I think at this point we should work on developing the new process so that we can accurately describe what it is, what it means, and how it impacts our work.
- Peter Baier: Would you consider taking plans to the TC at 60% to 90% design and conduct the condemnation process in parallel so there's not as much delay?
- Josh Laipply: We are in a learning process now, looking at 30% design to get ahead of the process for now.
- Peter Baier: it's not just a matter the process, since condemnation is always a sensitive issue. In most cases it doesn't come to that.
- Josh Laipply: A challenge is the appraisal process that can add 30 days to the process adding the TC review, as TC only meets monthly.
- Peter Baier: Maybe also consider granting approval to negotiate up to a maximum of \$25,000 as is done in GVMPO.

Presentation

- The Executive Director, Chief Engineer, and Chief Financial Officer recently attended some budget meetings with the state legislature to discuss current financial needs statewide. We used the Development Program and 10-Year Development Program lists to show that CDOT is in the process of identifying ready projects in partnership with its stakeholders prioritize which projects should receive funding if and when it comes down from the federal government. We're looking to advance some of the design and environmental processes on those projects so that they're ready to go when we get the word, and to do that we may require some advanced design funding, particularly for those projects in the rural areas outside the metro area.

STAC Comments

- Trent Bushner: Maybe we should consider working with Utah DOT to find out how they have been so successful at investing in infrastructure investments, putting about 2 ½ times the investment into their roads. Also, what do you anticipate now that we have a President Elect who's talked a good game about infrastructure investment?
- Josh Laipply: I agree that we should bring some folks from Utah DOT in to learn from them about how they have structured their funding approach. Elaine Chao, the proposed Secretary of Transportation, has a banking background and seems likely to support more P3 arrangements. Colorado is well situated for this approach given the recent experience we have with US 36 and others.
- Mike Lewis: In terms of a Utah DOT comparison, Utah has much more state money funding than we do –Utah's funds are 40% federal, whereas CDOT's is 72%. Utah is better positioned to solve their own problems, whereas CDOT is more dependent on the federal government. There is some concern about how the proposed federal funding is structured, if it's in a way that favors urban areas over rural areas. It would benefit Colorado to be in a position where we can solve our own problems without having to rely on the federal government so much.
- Kevin Hall: How does Utah DOT structure their funding?
- Herman Stockinger: They have passed two gas tax increases plus a sales tax, which generates about \$600 million per year into construction.
- Kevin Hall: We get these rushes of funding in cycles, and it kills the contractors. In the Southwest it still hasn't recovered. We'll bid big projects

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| | <p>and the contractors won't even bid on them. Also the prices go way up because demand is so high.</p> <ul style="list-style-type: none"> • <u>Mike Lewis</u>: I agree, these peaks and valleys really kill the industry. Having this 10-year, \$2.5 billion list helps the contractors because they can hire and invest for the long-term. • <u>Josh Laipply</u>: I think that there is a recognition by the Joint Budget Committee that SB 228 and other unpredictable funding streams are inefficient, and that we need something more predictable to plan against. • <u>Gary Beedy</u>: I think it's a good idea to try to get away from reliance on federal funds because by doing so you also get away from federal requirements that create delays and increased costs. That's a selling point to the public that we can get more done with the same money and do it quicker. • <u>Josh Laipply</u>: That's true, but it's not always the panacea that it appears to be. There are other factors that play a role, such as the minimum wage, TABOR, and broader national economic issues. | |
| <p>Federal and State Legislative Report / Herman Stockinger & Ron Papsdorf (CDOT Office of Policy & Government Relations)</p> | <p>Presentation</p> <ul style="list-style-type: none"> • The election resulted in Republican majorities in both the US House and Senate, but their majorities have decreased in both. • The talk about a federal infrastructure program would not be just for highways, but also for water systems, ports, and other essential infrastructure. We are reluctant to call it ARRA-2 type program, since it may be a 10-year program rather than a big one-time investment. • The funding level discussed ranges from \$500 billion to \$1 trillion, but the funding source has not been identified and questions remain about how much Congress is willing to spend. • Unclear what form the investment might take: <ul style="list-style-type: none"> ○ Formula distribution ○ Public Private Partnerships ○ Federal tax credits for private investments • At this point we are working to be prepared to react to whatever comes down and also communicating to our federal delegation about our needs and priorities. • Operating under a continuing resolution for the current transportation authorization bill until December 9th, after which we anticipate another continuing resolution out to March. At that point we anticipate receiving our | <p>No action taken.</p> |

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| | <p>FY17 FAST Act funding, which will be retroactive for what we've missed thus far this year.</p> <ul style="list-style-type: none"> We're hopeful that this legislative session will lead to something positive. The Joint Budget Committee is engaged with CDOT and recognize the importance and needs of the transportation system. Bipartisan conversations have been occurring prior to the legislative sessions, which is a great sign. <p>STAC Comments</p> <ul style="list-style-type: none"> <u>Norm Steen</u>: How would you assess the current JBC membership? <u>Shailen Bhatt</u>: They're definitely open-minded people and we had a good discussion with them. They certainly recognize our needs and see the need to act sooner rather than later. | |
| <p>10-Year Development Program & Project Selection / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p> | <p>Presentation</p> <ul style="list-style-type: none"> We're a bit off-cycle with the TC this month due to the meeting dates, with the next TC meeting scheduled for December 8th. The STAC Packet includes overview of the evolving discussion with the TC since September through November regarding the use of the Development Program for project selection of SB 228 and the Discretionary Freight Program. SB 228 funds have been decreased substantially in the Governor's proposed budget, released since the last STAC meeting. The new amount is roughly enough to cover the \$130 million commitment to I-25 North as pledged in support of the TIGER Grant for that project. Given that need, the TC agreed that the time was not right to consider additional projects for funding at this time. Instead, they prefer to move ahead as planned with I-25 and wait until after the legislative session finishes and see what happens related to SB 228 and also the potential new federal infrastructure program. <ul style="list-style-type: none"> The TC agreed with approach to move forward to get more projects ready (30% design) in the event that more federal funds are identified. Waiting will provide more time to align and ready projects and align them with the 10-year Development Program. The STAC packet includes a list of criteria to consider for future project selection activities. Currently we're trying to identify projects as either safety, mobility, and/or by their level of readiness. Criteria evaluation is not a final determination, but will be used as a tool to inform final decisions that may also consider subjective factors. For now the | <p>No action taken.</p> |

Statewide Transportation Plan goals and Policy Directive 14 serve as a guide to monitor performance and set direction for project selection.

STAC Comments

- Herman Stockinger: It's good to see the Development Program coming together as a resource for the Department to react to new funding opportunities. It was a very necessary effort and is appreciated.
- Norm Steen: In PPACG, we use a lot of objective data to score potential projects but we still have to review those as a Board to confirm that they make sense. I'm curious what other groups do.
- Jeff Sudmeier: I agree, that that's what we're trying to build is a system to combine those objective scoring criteria as a tool, not as the decision itself. Our criteria area built heavily around the SWP and PD 14 performance goal areas.
- Vince Rogalski: One size of criteria does not fit all areas of the state. Scoring and ranking projects is a good idea, but we should also consider subjective factors relevant to specific areas too.
- Doug Rex: I'm trying to understand the schedule and the expectations from this group related to the Development Program.
- Jeff Sudmeier: Right now we're hoping to gather input from STAC, the TC, and other stakeholders while waiting to learn more about what may happen at the federal level. At this stage the TC is not looking to actually score or prioritize projects, but rather make sure we are using the right criteria to potentially do that in the future. In the meantime we also want to maintain good information on these projects so we're ready if and when we need to prioritize.
- Josh Laipply: I'm hesitant about creating a list without an identified funding stream because it may create expectations we may not fulfill.
- Herman Stockinger: There is value in being able to sort the list based on project type, readiness, region, etc. but not in narrowing it until we have identified funds with specific criteria.
- Vince Rogalski: That said, we are a planning organization so we need to keep these projects fresh so that we are able to move them ahead when it's appropriate.
- Jeff Sudmeier: It's difficult to rank or score projects without an idea of the scale and criteria of the funding source.

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| | <ul style="list-style-type: none"> • <u>Andy Pico</u>: It may be a good idea to have a separate workshop on this topic to discuss further and take advantage of all the expertise and good ideas around the table here. • <u>Doug Rex</u>: I agree with the concept of holding a workshop to discuss further, and to make sure that this group doesn't miss its opportunity to provide input on the process. | |
| <p>FASTLANE Grants / Debra Perkins-Smith (CDOT Division of Transportation Development)</p> | <p>Presentation</p> <ul style="list-style-type: none"> • After the last STAC meeting, CDOT received the notice to submit FASTLANE grant applications by December 15th, 2016. • CDOT was not successful with its previous FASTLANE application (about 9 months ago), but it was successful with the TIGER Grant application for I-25 North that occurred around the same time. • Following that last round we have learned the following regarding the FASTLANE projects that were awarded: <ul style="list-style-type: none"> ○ CDOT project matches were lower: 40% compared to 62% for winners ○ CDOT project costs were higher: \$96 - \$113 million grant request compared to \$42 million average for winners ○ Winning projects tended to have very high benefit/cost ratios • Given the short deadline and the feedback from FHWA that many good projects went unfunded in the last round, CDOT worked to modify our previous applications to bring them more in line with those awarded – increasing match levels, reducing project budgets (and scopes), and looking at ways to make projects more competitive. • Three CDOT project applications from the last cycle were: <ul style="list-style-type: none"> ○ US 285 Lamar Reliever Route ○ US 85 Centennial Highway Improvement ○ Truck Parking Information System • TC agreed to submitting one small project (\$5 - \$25 million) and one large project (\$25 million or more). Based on competitiveness, the two projects recommended to the TC are the Truck Parking Information System in the small category and the US 85 Centennial Highway Improvement Project for the large project category. • TC will discuss more at their next meeting scheduled for December 8th. We will ask them to commit match to both the CDOT projects and the US 550 project, which will again be submitted by La Plata County, though it is unlikely that more than one would be funded. | <p>No action taken.</p> |

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| | <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Kevin Hall</u>: I'm curious about what additional work is needed to make the La Plata County project more desirable and gain official CDOT support rather than separate status? • <u>Debra Perkins-Smith</u>: That project was also improved since the last cycle, adding a truck climbing lane and other features. In this case, the project may not have the freight volume to really compete well given the FASTLANE criteria. • <u>Herman Stockinger</u>: In many instances, projects submitted by local governments have fared better with getting awarded. • <u>Kevin Hall</u>: The concern is that a lack of CDOT support may diminish the project in the eyes of FHWA. • <u>Herman Stockinger</u>: That may be, but if it's the case it doesn't seem to have hindered other local agencies in getting their projects awarded in prior rounds of TIGER and FASTLANE. | |
| FY17/18 Budget / Maria Sobota (CDOT Division of Accounting and Finance) | <p>Presentation</p> <ul style="list-style-type: none"> • The TC did pass the draft budget but the final will not be approved until the spring. • The information contained in the STAC packet identifies the changes that have occurred since the last STAC meeting: <ul style="list-style-type: none"> ○ SB 228 funds have been reduced in the Governor's proposed budget, and this change will require legislative approval. ○ The Governor has also recommended a 2.5% cost of living salary increase for state employees. ○ DAF suggested to the TC that there be an evaluation of the use of TC Contingency Funds and found that the average use of emergency funds in the past four years has been \$16 million. We separated the remainder of those funds into a new Program Reserve line. <ul style="list-style-type: none"> ▪ We are now collecting input on how we should recommend spending those funds to the TC. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: Can you talk about how the TRANS Bond funds are being reinvested in asset management and why that isn't going to a more locally-controlled RPP instead? • <u>Debra Perkins-Smith</u>: A decision was made in 2014 as part of Program Distribution to put all of the \$168 million to asset management. Each asset | No action taken. |

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| | <p>has a manager, and statewide asset needs are identified. Based on that a list of projects is developed in collaboration with the regions which are funded over the next four years.</p> <ul style="list-style-type: none"> • <u>Josh Laipply</u>: At a high level, assets are prioritized based on condition. Then they go to the regional level to decide which ones are suitable to complete in a given years. Ultimately the regions make the more granular decisions. • <u>Karen Rowe</u>: Approximately \$220 - \$240 million is budgeted annually for surface treatment statewide. Region 2 gets about \$40 million and a list of which roads are high priority and the lane miles to undergo surface treatment or other treatments. Regions use those parameters and decide which projects to fund first based on geographic equity and other local understanding. • <u>Norm Steen</u>: It's good to hear that this system still has the Regions making the final decisions. | |
| <p>Colorado Road Usage Charge Pilot Program / Tim Kirby (CDOT Multimodal Planning Branch)</p> | <p>Presentation</p> <ul style="list-style-type: none"> • The purpose of this presentation is to provide an update regarding where we are in the RUC Pilot process and highlight some of the next steps. • Why is RUC needed? The 3 factor “perfect storm” <ul style="list-style-type: none"> ○ Mandated fuel efficiency standards for future passenger vehicles will increase from average of 35.5 mpg in 2016 to 54.4 mpg in 2025. ○ Population in Colorado expected to grow by 50% in the next 25 years. ○ Declining purchasing power, with the US dollar worth roughly 57% of what it was at the last gas tax increase in 1993. • In combination, more gas tax dollars were collected in 2007 than in 2016. • A RUC treats roads like a utility. Drivers pay related to their level of use, instead of based on how much gas they buy. <ul style="list-style-type: none"> ○ It is conceived as a <i>replacement</i> to the gas tax, not an <i>addition</i> to it. • A RUC makes payments more equitable than the current system that is based on miles per gallon. • A RUC is collected by government, and depending upon the method of payment, driver privacy may be a concern. CDOT has developed three options to track miles traveled based on survey response over privacy concerns: <ul style="list-style-type: none"> ○ Non-GPS using odometer readings ○ Non-GPS using vehicle data ○ Full GPS option (includes other features and incentives) | <p>No action taken.</p> |

- The Pilot is a proof-of-concept to give users a chance to experience the system, identify issues, and solicit participant feedback.
- Pilot Elements:
 - 4 month timeframe
 - approximately 100 participants (mix of urban and rural, MPG, etc.)
 - simulated payments
 - a 1.2 cent per mile rate used for the pilot
- An Executive Steering Committee and a Technical Advisory Committee have been formed. Meetings kicked off in June 2016.
- CDOT conducted a survey of potential participants and developed a recruitment plan in August 2016.
- A fact sheet on the RUC pilot was developed along with a website.
- The goal of a RUC system would be to keep revenue levels stable (adjusted for inflation), not to increase them.
- Most states are just starting to explore the RUC concept and there is still much to learn and understand both here and in other parts of the country.
- At what frequency would the STAC prefer to be updated on this process moving forward?

STAC Comments

- Turner Smith: Were you able to get a representative sample of the fleet distribution in Colorado in terms of mpg?
- Tim Kirby: We had a slightly different goal, we wanted a good mix of vehicles to understand the impact of this system on different vehicle types, rather than replicating the overall fleet mix.
- Trent Bushner: So is the idea that an over the road truck would be paying a different rate from a normal passenger vehicle based on its weight?
- Tim Kirby: The fleet is stratified based on mpg into high, medium, low. This pilot does not consider vehicle weight or classification, but recognizes these factors as a future consideration in subsequent studies and pilots. If it were to move forward we would have to have that discussion.
- Trent Bushner: I'm glad that you're not calling this a fee, because I view it as a tax and I think the people of the state should have to vote to adopt such a system. Additionally, do you anticipate that this type of system would negatively affect hybrid and electric vehicles and may be fought by those groups since they would no longer be free riders?
- Debra Perkins-Smith: Per the Western RUC (a group of 14 states working on RUC and various RUC pilots), Tesla purchasers are known as early

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| | <p>adaptors that seem likely to opt to try the RUC. A policy advisory group has been formed to look at this and to date the RUC is not considered to be disincentive to purchasing hybrids since the savings from not purchasing gas greatly offsets the RUC payments. Part of conducting the pilot is to determine how various drivers are influenced or impacted, both positively and negatively, by the RUC.</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: Have you considered how this would work with out-of-state drivers? • <u>Tim Kirby</u>: The Western RUC also studied out-of-state visitors and are doing research on this now. But we're still at an early stage so we don't have all those answers yet. • <u>Trent Bushner</u>: Well the GPS would solve that issue, if every state adopted it. • <u>Debra Perkins-Smith</u>: So for example, I-95 along the East Coast extends from Maine to Florida – an Easy Pass system monitors travel and tolls. GPS is the solution to determine the appropriate RUC to charge within each state. Also, if you think about it today you might buy your gas in Wyoming and then drive in Colorado, and we don't do anything about that. • <u>Trent Bushner</u>: That's true, though apportioned trucks are required to buy fuel in a given state, so you'd have to factor that in. • <u>Tim Kirby</u>: Greg Fulton the president of the Colorado Motor Carriers Association and he has been invited to participate on the Steering Committee for the RUC pilot to make sure that we're accounting for their concerns moving forward. Representatives from the Agricultural Commission have also been asked to participate. I would also note that in our pilot surveys 71% of respondents were concerned with privacy issues, so we developed the three recording options to address that concern. • <u>Jody Rosier</u>: Do you also need to consider letting transit users direct their collected funds to help pay more for the transit service provided? • <u>Tim Kirby</u>: I think that's another point that would be discussed further down the line in the development of such a system, and probably by the Legislature rather than CDOT. • <u>Debra Perkins-Smith</u>: This pilot is focused on how to collect the revenue, not how to spend it. We assume that the spending would probably stay the same as it currently is. • <u>Jody Rosier</u>: Some people prefer transit and that funding is declining as well, so we should consider that. | |
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| | <ul style="list-style-type: none"> • <u>Norm Steen</u>: What would you do if someone didn't want to use any of the methods? • <u>Debra Perkins-Smith</u>: In some states there is an option for a flat yearly rate based on the average mileage, but we didn't include that in the pilot since it's pretty straightforward how that would work. • <u>Gary Beedy</u>: I would suggest that in future materials you be sure to make clear and reinforce the idea that this is to replace the gas tax, not in addition. • <u>Trent Bushner</u>: And I would add to that we need to make sure it accounts for inflation, unlike our current system. • <u>Turner Smith</u>: But this would only cover the state gas tax, not the federal. • <u>Tim Kirby</u>: That's correct. • <u>Doug Rex</u>: Is there any rate difference based on vehicle classification? • <u>Tim Kirby</u>: In this pilot we do not consider weight or classification. It also does not apply to diesel, only gasoline, so that would be a separate policy conversation down the line. • <u>Herman Stockinger</u>: One of the reason we don't consider weight is that within passenger vehicles the weight doesn't make that much difference, it only comes into play when you are talking about heavy freight trucks. • <u>Turner Smith</u>: My calculations show a 32% increase compared to the gas tax. • <u>Tim Kirby</u>: We would recommend that you use a calculator on the RUC pilot website to get a more accurate estimation, rather than using a back of the napkin calculation. But it's true that fuel efficient cars may pay more under this system. • <u>Turner Smith</u>: Are motorcycles included? • <u>Tim Kirby</u>: Not at this point, that would be a good topic for future research. • <u>Norm Steen</u>: Who would have ultimate decision-making authority on this? The Legislature? • <u>Tim Kirby</u>: Just to reemphasize, this project is purely research, using SPR funds. Future decisions would most likely be driven by the Legislature. • <u>Gary Beedy</u>: I would like to reiterate that transit should have to fund its own activities through transit user fees, rather than using highway funds to support a different system. | |
| <p>STAC Workshop Follow-Up / Vince Rogalski (STAC Chair)</p> | <p>Presentation</p> <ul style="list-style-type: none"> • Last STAC meeting included a TC workshop with Commissioners Reiff, Zink, Peterson, and Gilliland. Are there any thoughts on how it went? | <p>No action taken.</p> |

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| | <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Trent Bushner</u>: I thought that it was great. There was a good exchange of ideas and information and from discussions with Commissioner Hoffmeister it sounds like they had some great follow-up conversations as well. • <u>Vince Rogalski</u>: Minutes from the TC will now be included in the STAC packet and likewise the STAC Minutes will be included in the TC packet to enhance communication between the two entities. | |
| 2017 STAC Calendar & Agenda Topics / Vince Rogalski (STAC Chair) | <p>Presentation</p> <ul style="list-style-type: none"> • The proposed 2017 calendar in your packet as well as some suggested topics for each meeting, in coordination with the TC schedule. This is a continuation of our discussion last month about figuring out the best time for STAC to provide input to the TC discussions. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Jeff Sudmeier</u>: It should be noted that this is very much a draft, subject to change as we move through the year. We've added a few key topic areas to this agenda but we'd like to hear from you if there's anything else that you'd like us to add to this calendar in terms of topics you're not seeing here. We didn't move every topic from the TC agenda directly to the STAC agenda because they have a lot and you may not want to discuss every topic. • <u>Norm Steen</u>: Just to confirm, there are three weeks of staff time between each STAC meeting and the next TC meeting? • <u>Jeff Sudmeier</u>: That's right. • <u>Norm Steen</u>: And not every topic discussed by the TC will be coming to us? • <u>Jeff Sudmeier</u>: Well that's up to this group, but for instance the TC discusses budget amendments every month but this group may only be interested in the development of the annual budget rather than every TC action. • <u>Herman Stockinger</u>: Yes, we focused on budget, planning, the STIP, and major policy items. But that said, I think the TC agrees that if the STAC wants to discuss a topic then they want you to have that opportunity. • <u>Vince Rogalski</u>: And as the year progresses we'll get updates on this as it changes, correct? | No action taken. |

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| | <ul style="list-style-type: none"> • <u>Herman Stockinger</u>: Correct. • <u>Andy Pico</u>: I notice that there are some agenda items that occur in the same month for both STAC and TC, rather than in advance. Can you explain that? • <u>Jeff Sudmeier</u>: In general we are aiming for what you describe, with STAC review in the month prior to TC, but there are a few exceptions such as the RUC Pilot results, where it make sense to share the information with both of you as soon as it's available rather than waiting a month in between. • <u>Gary Beedy</u>: Something that I don't see on here is the Truck Parking Study and Rest Area Study. • <u>Jeff Sudmeier</u>: Yes, that's not on the calendar yet because we don't have solid dates for it at this time. We're trying to coordinate these efforts with some other projects like the truck Parking Information Management System and Phase 1 Rest Area Assessment to catch up before populating those topics on the calendar. • <u>Debra Perkins-Smith</u>: Yes, we want to really think about what our vision for rest areas in Colorado is before we move forward with that, and we're hoping this group can help us to develop that vision. • <u>Vince Rogalski</u>: Another thing we talked about is receiving our information in a more timely manner, getting things to us a week ahead of this meeting. But sometimes it will be late just because of circumstances. • <u>Jeff Sudmeier</u>: Some fair comments were raised at previous meetings about getting information you've never seen before, not being clear on the feedback being requested, etc. so we're working to do as much as we possibly can to avoid that moving forward. <p>Presentation</p> <ul style="list-style-type: none"> • The 2017 STAC Meeting calendar is also included in the packet, with one change to note – the meeting for November/December 2017 should be on December 8th, not December 1st. All the other dates are correct. • <u>Herman Stockinger</u>: We should also add the TC / STAC lunch to the TC meeting on February 16th, so please note that date. | |
| <p>Other Business</p> | <ul style="list-style-type: none"> • The next STAC meeting will be held at CDOT Headquarters on Friday, January 26th, 2017. | <p>No action taken.</p> |

STAC ADJOURNS

Transportation Commission Workshops were held on Wednesday, January 18, 2017. The January 2017 Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on January 19, 2017 to discuss preplanned agenda items. Commissioner comments and all customary reports were part of the meeting agenda.

Note: Materials for specific agenda items are available at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> by clicking on the agenda item on the schedule provided at this site. For the full agenda of workshops and sessions see the link presented above.

Transportation Commission Committee Meetings Wednesday, January 18, 2017

1:30 p.m. Right of Way Acquisition Workshop

Purpose

- Review and act on Right of Way condemnations, settlements, and acquisitions. See TC January 2017 Packet for a full list of properties in question regarding right-of-way acquisition, settlement or condemnation approval for multiple projects.

Action

- Approval of Right of Way condemnations, settlements, and acquisitions.

Discuss and Act on Right of Way Condemnation Approval

- NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest or convenience will be served by the proposed changes to several project locations – see TC Packet for the full list of properties in question. All condemnation proceedings, approvals or other negotiation actions taken by COOT with respect to the listed acquisitions prior to September 26, 2016, are hereby affirmed, ratified, and made effective as officially sanctioned actions of the Transportation Commission. The Transportation Commission authorizes COOT to initiate and conduct condemnation proceedings for the following landowners. Further, if a settlement amount, certificate of ascertainment and assessment, or verdict is reached with respect to the amount of just compensation due to the landowner, the final settlement, certificate of ascertainment and assessment, or verdict amount is subject to approval by the Transportation Commission. If acquisition of the property requires acquisition of buildings, structures, or improvements on real property as well as acquisition of tenant-owned improvements both real and personal property, or other real estate, the Transportation Commission authorizes COOT to acquire those items through eminent domain proceedings if necessary.

Discuss and Act on Right of Way Settlement Approval

- NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest or convenience will be served by the proposed changes to several project locations. All approvals or other negotiation actions taken by CDOT with respect to the above listed acquisitions after September 26, 2016, are hereby affirmed, ratified, and made effective as officially sanctioned actions of the Transportation Commission. Since the properties listed involve voluntary settlements between CDOT and the landowners, the Transportation Commission determines that tender to the landowners or condemnation of the property is unnecessary. If acquisition of the Property requires acquisition of buildings, structures, or improvements on real property as well as acquisition of tenant- owned improvements both real and personal property, or other real estate, the Transportation Commission authorizes CDOT to acquire those items for the agreed- upon amounts. The Transportation Commission hereby approves the acquisition of the parcel, approves the actual size of the acquisition, and the settlement amount listed.

Discuss and Act on Right of Way Acquisition Approval

- NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest or convenience will be served by the proposed changes to several project locations. All condemnation proceedings, approvals or other negotiation actions taken by COOT with respect to the listed acquisitions prior to September 26, 2016, are hereby affirmed, ratified, and made effective as officially sanctioned actions of the Transportation Commission. The Transportation Commission authorizes COOT to initiate and conduct condemnation proceedings for the following landowners. Further, if a settlement amount, certificate of ascertainment and assessment, or verdict is reached with respect to the amount of just compensation due to the landowner, the final settlement, certificate of ascertainment and assessment, or verdict amount is subject to approval by the Transportation Commission. If acquisition of the property requires acquisition of buildings, structures, or improvements on real property as well as acquisition of tenant-owned improvements both real and personal property, or other real estate, the Transportation Commission authorizes COOT to acquire those items through eminent domain proceedings if necessary.

2:15 p.m. Transit and intermodal Committee Meeting (Mark Imhoff)

Purpose

- A TC memo gives a recap of the September and October Transit Overview Workshops, and is organized to give additional context to the Transit & Intermodal Committee.

Action

- Information only. No action needed.

CDOT Transit Program Recap

- The following questions were answered in the TC packet materials and cover memo from the Division of Transit and Rail (DTR) that explain DTR activities and responsibilities:
 - What defines CDOT's Division of Transit Program Responsibilities?
 - SB09-094 – plan, develop, operate, integrate transit into the Statewide System. Annual FASTER Transit funds, and other non-permanent state funds (like SB 228) fund this responsibility.
 - FTA Circular 5010 – receive FTA formula funds for small urban and rural areas; distribute and insure compliance with federal regulations.
 - What modes constitute transit and are covered with CDOT funding?
 - Long Distance Intercity Passenger Rail (Amtrak) – diesel or electric passenger railway system operated between urban areas usually over corridors of 750 or more miles in length.
 - Public Transportation:
 - Local fixed route bus and local demand response transit
 - Regional bus and Interregional bus (Bustang)
 - Light rail – metropolitan electric passenger railway system operated with single cars or short trains,
 - High speed rail – diesel or electric passenger railway system operated between urban areas,
 - Automated guideway system (AGS) – a driverless group passenger system operated within urban areas or between urban areas. May travel on steel rails, concrete tire tracks (i.e. airport trams), concrete beam (i.e. monorail), or on magnetically-levitated tracks (aka maglev).
 - What is the annual transit budget?
 - CDOT FY 16-17 Final Budget (One Pager)
 - Pass-Through/Multi-Modal Grants

- Transit; lines 84 - 91
 - FTA formula funds - \$15.2M (FY2016/17)
 - FASTER Transit funds - \$15M/year
 - \$10M/year – Statewide capital & operating
 - \$5M/year – Local capital
 - -permanent state funds
 - SB 228; 10% for transit - \$10M (FY 2016/17)
- What guides transit investment and annual project selection?
 - PD 14 – guides Statewide Transportation Plan development and investment
 - Transit Utilization – annual small urban and rural ridership
 - Transit Connectivity – revenue miles of interregional and regional routes
 - Transit Asset Management; priority given to bus replacements
 - FTA Circular 5010 – compliance with federal regulations
 - PD 1605 – Bustang roles and responsibilities
 - PD 1607 – Rail Corridor Preservation
- What is the cycle used for transit fund usage/distribution?
 - FTA and FASTER funds consolidated to maximize efficiency and minimize Grant Partner submittals.
 - Capital projects – fall & winter; contracts follow
 - Operating projects – spring & summer; contracts follow
 - Other non-permanent funds (e.g. SB 228) – no set schedule
- What plans capture the CDOT Transit Program?
 - Statewide Transit Plan
 - Statewide Management Plan
 - Grant Partner Manual – A guide (processes and procedures) for Grant Partners to insure compliance with the State Management Plan and all FTA requirements.
 - Title VI Plan
 - Disadvantaged Business Enterprise (DBE) Goal/Plan
 - State Freight and Passenger Rail Plan
- What is COTRAMS? -The Colorado Transit & Rail Awards Management System (COTRAMS) is the transit grant management module and data base. Each Grant Partner has a license and can access the system to view their respective grants status; and to submit grant applications, reimbursement requests, and annual reporting requirements.
- What CDOT divisions are responsible for freight?
 - Division of Transit & Rail (DTR) – general railroad coordination through the Transit & Rail Advisory
 - Committee (TRAC). Passenger rail planning; State Freight & Passenger Rail Plan.
 - Division of Transportation Development (DTD) – railroad inventory, freight planning, State Freight Plan,
 - FASTLANE Grant program.
 - Division of Project Support (DPS) – FHWA Section 130 railroad grade crossing program, railroad coordination for highway construction projects, railroad contracts.

Other Topics

- Quarterly Reports
- Bustang – CDOT’s first transit (interregional bus) service
- CDOT’s Transit Grant Program
- Senate Bill 228 Funding for DTR and Project Delivery

- Multimodal Freight Plan / State Freight & Passenger Rail Plan update

3:00 p.m. C-470 Workshop (Josh Laipply, David Spector)

Purpose

- The purpose of this meeting is to summarize why the RAMP allocation is able to be reallocated on the C-470 Express Lanes Project, and what opportunities and options that the reduction may present for this and/or other projects.

Action

- Action by the Transportation Commission and High Performance Transportation Enterprise (HPTE) Board could be expected in March or April, after the C-470 TIFIA loan closes. Four options reallocated funds available were proposed and discussed.

Options for Consideration - What should happen with the reallocated \$52.3 million?

- Option 1: Reduce the Bonds by 52.3 million and increase RAMP funds by the same amount. If HPTE alters the amount of Senior Bonds, the financial model submitted to TIFIA would have to be re-done and HPTE would have go back to the ratings agencies for additional review since the financial structure of the project would have changed (a three to five month delay).
- Option 2: Reallocate the \$52.3 million to the HPTE Development Fund with no commitments. Having this “reserve” to be ready to respond to potential tolled options on any number of corridors would be beneficial. This would include but not be limited to consideration of additional funds going back to the C-470 corridor for further improvements.
- Option 3: Allocate a portion of the \$52.3 million towards building all or a portion of the additional C-470 improvements cleared in the 2015 Revised Environmental Assessment (EA). Beyond the improvements currently positioned for construction, additional scope is cleared in the 2015 Revised EA.
- Option 4: Enable HOV3+ on C-470. On October 15, 2015 the TC approved Resolution 15-10-6, which found that an HOV3+ exemption on the C-470 Project was not financially feasible. It also required HPTE to reassess whether HOV3+ was feasible on the Project if financing conditions permit. Unfortunately, the investment grade traffic and revenue study, which fed into the financial model used by the rating agencies and TIFIA, only models a no HOV exemption. Additionally, a large part of the reason for the strong credit rating on this project is that there are no free vehicle exemptions (similar to the Mountain Express Lane). Changing the corridor to a HOV3+ exemption would require new traffic and revenue forecasts, a new report, and would require a reset on all financing activities. This would result in a project delay of at least 12 to 14 months (as discussed above, the project can only sustain a financing delay of 5 to 8 months). Along with increased consultant fees (T&R consultants, financial advisors, and technical advisors), the project would incur significant change order costs resulting from revised design requirements to accommodate HOV.

Discussion and Comments:

- The TC will take action on this matter in March or April after the C-470 TIFIA loan closes.
- Due to very favorable rates, HPTE and CDOT decided to increase the borrowing capacity on the project by about \$80 million, with little or no negative effect on the project debt service coverage, or the ability to extend Express Lanes in the future. Because the borrowing capacity increased, the RAMP placeholder funds were reduced to \$40.3 million, leaving \$52.3 million in RAMP funds available to be reallocated.
- Both Joshua Laipply, Chief Engineer, and David Spector, Director of High Performance Transportation Enterprise (HPTE), apologized to planning partners Douglas, Arapahoe, and Jefferson counties (represented by the county commissioners who attended) for not more clearly communicating this change with the Corridor stakeholders

- Douglas County said the partners would prefer the RAMP funds remain in the corridor and the C-470 project be extended from I-25 up to Kipling, and not stop at Wadsworth.
- Jefferson County wants C-470 expanded from I-25 to I-70, but is happy to see the first segment (I-25 to Wadsworth) moving forward due to the many Jefferson County residents who commute to the Denver Tech Center.
- Arapahoe County Commissioners were unanimous that any money intended for C-470 stay with C-470.
- Shailen Bhatt, CDOT CEO, reiterated that CDOT is not taking money from C-470 to put it into another corridor, and that CDOT employees did not take action with bad intent.
- Gary Reiff, Transportation Commission Chair, suggested a possible solution might be Option 3, to allocate a portion of the \$52.3 million toward building additional C-470 improvements cleared in the 2015 Revised Environmental Assessment. This seemed to meet with general agreement.
- There was general agreement that the proposed TIP amendment pending with DRCOG should be approved as is so that the TIFIA close in March is not affected, with the understanding that there will be further discussion among the Transportation Commission and the C-470 Corridor Coalition prior to a decision on the use of the \$52.3 million in RAMP funds.
- Transportation Commissioners requested that staff provide additional information that can be used to assess the highest and best use of the RAMP funds, whether that is on C-470 or another corridor.

3:30 p.m. Project Prioritization and National Highway Freight Program (Debra Perkins-Smith)

Purpose

- To provide an update on project selection for the initial years of the National Highway Freight Program, and discuss different program scenarios.

Action

- None. Transportation Commission input on program scenarios.

Next Steps

- Development of funding scenarios and FAC and STAC review
- Refinement of scenarios based on FAC and STAC
- Transportation Commission approval of funding for preconstruction pool in February or March.

Discussion and Comments:

- Debra Perkins-Smith, Director of the Division of Transportation Development, reviewed the four scenarios being discussed for freight:
 - Quick to construction
 - Advance projects to prepare for other funding opportunities. Advance projects can be considered in tandem with the Preconstruction Pool so that CDOT can be better prepared for discretionary grant programs.
 - Statewide Programs
 - Hybrid
- Commissioners had no additional scenarios to suggest, but seemed to agree that a hybrid of the other three might be the best approach.
- Concerning the advance projects, one example given, SH 71 Super 2, is proposed to divert some truck freight off I-25 using SH 71 to connect to the Heartland Express in Nebraska. Super 2 construction involves 12-foot lanes and 10-foot shoulders.
- Commissioners also liked the idea of having \$20-\$40 million set aside in a Preconstruction Pool to design projects that could then be ready for construction should additional funding become available or be more competitive for discretionary grant programs.

- On other matters, commissioners seemed to agree it's time to take another look at a previous decision to not plow low-volume roads at night. Plowing is important for safety, one Commissioner said. This may be an issue that's discussed next month.

4:00 p.m. Program Management Office (PMO) Workshop (Jane Fisher, Josh Laipply, and Maria Sobota)

Purpose

- The Program Management Workshop provides the Transportation Commission with an update on the integration of cash management and program management and RAMP. This update includes Calendar Year 2016 construction expenditure results and the proposed Calendar Year 2017 construction expenditure target range. It also includes discussion of lessons learned based on Fiscal Year 2016 and Calendar Year 2016 performance and risks associated with construction market conditions moving forward.

Action

- Review the proposed CY2017 construction expenditure target range and confirm.

Details

- PMO tracks program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. As indicated in Figure1, the Calendar Year End 2016 XPI is 0.97. December's actual expenditures were \$17M above the expenditure target (Monthly XPI = 1.3) and we have ended the year about \$20M (3%) below the Calendar Year 2016 Target (\$716M in actual expenditures versus the \$737M target). It is important to note this is an improvement from Fiscal Year End 2016 results as reported to the TC in July (XPI = 0.95 with actual expenditures of \$753M as compared to the target of \$790M).

Discussion and Comments:

- Due to time taken up with the C-470 discussion, the PMO Workshop was deferred. Commissioners were directed to take any questions to Maria Sobota, Chief Financial Officer, and Jane Fisher, Office of Program Management Director.

4:30 p.m. Resiliency Committee (Lizzie Kemp)

Action:

- CDOT is requesting Subcommittee review, comment and approval on project progress to date and next steps; specifically, the proposed factors in creating a criticality map. Staff also is requesting Subcommittee concurrence to proceed with threat/asset/vulnerability and consequence modeling currently underway.

Background

- Recently, CDOT's system has suffered significant damage from floods, fire, rockfall and other physical events. The Pilot is a demonstration project to more fully understand and better manage the threats posed by physical events.
- Since project kickoff, the Working Group and Data Advisory Team have met and completed or made significant progress on four of the seven steps in the project scope. In September and November, CDOT briefed the Subcommittee on the pilot project. In September the Subcommittee approved of the proposed scope, schedule and process for engaging the Commission, and In November approved the types of assets and threats to be considered, with a couple of suggested adjustments. This month we are seeking concurrence to proceed with threat/asset/vulnerability/consequence modeling.

Details

- I-70 from Kansas to Utah has been selected as the test corridor for this Pilot due to the diversity after rain, environmental constraints, statewide significance and wide range of rural, recreational and urban character.
- The Pilot builds on CDOT's 2013 Transportation Asset Management Plan (TAMP), and methods utilized through the Flood Recovery Program. Specifically, the method builds upon a framework referred to as RAMCAP+ (Risk Analysis and Management for Critical Asset Protection).
- Using RAMCAP+ the project team will:
 - inventory and value system assets,
 - identify which assets are most critical to system operations,
 - identify which threats are appropriate to consider,
 - calculate the probability of events occurring that could compromise those assets,
 - estimate asset vulnerability the resulting damage, and suggest alternative approaches for maintenance or improvement of those assets to increase resiliency and redundancy of our system in a way that is more cost-effective over the long term.
- The project team has completed the first two of seven steps in the RAMCAP+ process and made good progress on the third and fourth steps.
 - Determined which assets to address, how to value them and collected data.
 - Determined which threats to evaluate and collected data.
 - Suggested criteria to identify which portions of our system are most critical from a usage, social, economic and environmental perspective. Refinement of the criticality map is ongoing, with plans to propose a final map in April. (detail on the criteria proposed by the Working Group and a sample map of critical assets statewide provided in the attached slides)
 - Begun work on modeling the impact that selected threats could have on our system assets, including vulnerability of specific assets, and the potential consequences of future events.

Next Steps

- The second of four all-day workshops with the Project Working Group was completed December 6, 2016. At that workshop, the team confirmed the decisions made in Workshop 1, and approved the next two steps in the process, consequence and vulnerability modeling of the selected threat types on our system.
- The team proposes to return to the Resiliency Subcommittee two additional times over the next seven months to report on progress and request guidance and feedback. A final report will provide CDOT the results of the full R&R analysis, and propose steps for implementing and institutionalizing the process across the State for consideration by the Commission.

Key Benefits

- The results of this pilot will permit CDOT to evaluate the utility of such R&R analysis for internal use in pro-actively managing Colorado's road transportation network and its applicable physical threats in the future. The results will help to improve CDOT's current asset management, project prioritization, design and maintenance practices.

Discussion and Comments:

- Due to the time taken with the C-470 discussion, the Resiliency Committee meeting was deferred.

**Transportation Commission Regular Meeting
Thursday, January, 19, 2017**

Call to Order, Roll Call

- All in attendance except Commissioner Connell who is excused.
- Commissioner Barry resigned from the Transportation Commission in December, and District 4 is currently vacant.

Audience Participation (10 minutes – Three minutes per person)

- Tom Hoby, Director of Jefferson County Opens Space and two colleagues – Matt Robbins and Scott Grossman, spoke to thank CDOT and Clear Creek County for working with them on bicycle and pedestrian improvements along US 6 between Mayhem Gulch to Tunnel 5 in Clear Creek County on the Peaks to Plains Trail. The following CDOT staff was recognized and thanked: Tanisha Alford, Alvin Stamp, Richard Solomon, Kevin Brown, Julia Spiker, Steve Loeffler, Irv Mallow, Dan Burrows and especially Marilyn Cross. The Governor also visited the trail project along with Mike Lewis, CDOT's Deputy Executive Director. Their visit to the trail was also noted and appreciated.
- Mr. and Mrs. Kammerzell who own property along SH 60 near Johnstown both testified of their concerns with CDOT taking their property to realign the west side of the highway. There are several safety concerns and drainage issues with the proposed realignment of US 60. The Transportation Commission listened to the property owners' concerns and plan to meet with the property owners again in February to discuss the alignment issues of the property owners, and removed any right-of-way related resolutions from action related to this project for this month.

Comments of Individual Commissioners

- Commissioner Barry was thanked for her service as a Commissioner.
- Zach Alexander was congratulated for the birth of his twins.
- Herman Stockinger was also recognized for his assistance to the Transportation Commission.
- Commissioner Thiebaut's son will be a participant on President Elect Trump's security detail.
- Congrats to Region 4 for all the flood recovery work being completed.
- Efficiency and Accountability Committee is back on track and working well at monitoring new requirements of the FASTER funding and documenting decision making better. Some state legislators raised that there were issues with animosity and that issue is important to address and is being addressed.
- Commissioner Reiff thanked the county commissioners who participated at the C-470 Workshop yesterday.

Executive Directors' Report (Shailen Bhatt)

- Echoed congrats to Zach.
- Busy month last month
- Broke ground on the new office buildings.
- Our Governor has mentioned "transportation" at least 20 times, look forward to discussing this more.

Chief Engineer's Report (Josh Laipply)

- Project Management Office goals in 2016 was within 3% of reaching our goal.
- December was a strong month due to hard work and good weather.
- Recognized Jane Fisher and RTDs for their contribution to the success.

- Next year target of expenditures will be \$690 million
- Challenges will be construction inflation and low unemployment, along with increasing fuel prices.
- Due to CDOT having an economist on board, CDOT is now being more strategic with how projects are timed and sent out for bid.

HPTE Director's Report (David Spector)

- HOV 2+ now raised to HOV 3+ on I-25 and US 36.
- Smooth transition so far with lots of media.
- Project Closeout of US 36 happening now.

HPTE Scope of Work and Fee for Service (David Spector)

- This is an agreement between HPTE and CDOT on services HPTE can assist with over the next 18 months.
- HPTE aggressively pursues innovative financing options.
- HPTE is completing the US 36 managed lanes project
- HPTE is assisting with the Central I-70 project public partnership and advice with bidding and procurement
- Working on C-470 have a BBB and BBB+ manage lanes rating.
- Toll areas 1 and 2 operating along I-25 with 3 in progress. Segment 8 in Johnstown to Ft. Collins – HPTE is working on the financing.
- I-25 South from Castle Rock to Monument – HPTE is working on this and I-70 Mountain Express with the Division of Transportation Systems Management and Operations (TSMO).
- HPTE is on track – other categories include Program Delivery and a document management system for HOV3+ transition.
- A new project is the Big Horn project with lots of work going on.

Federal Highway Administration (FHWA) Director Report (John Cater)

- False claims problems have surfaced in the New Year.
- There is a safety challenge in Colorado that FHWA and CDOT need to take on.
- Fatalities increased to 600 last year – an increase of more than the number of people in this room now.
- Initial goal is a target of 5% fewer fatalities; conducted a multi-agency meeting with Metropolitan Planning Organizations, NHTSA, FHWA, and CDOT to discuss safety and how to enhance it in Colorado.

Statewide Transportation Advisory Committee (STAC) Report (Vincent Rogalski)

- Commissioner Reiff mentioned looking forward to the STAC lunch next month.
- Vince mentioned that other STAC members and he are excited about working with the Transportation Commission.
- There are big issues to discuss.
- Consider talking with UDOT about how to get more state money as part of CDOT's budget.
- President-Elect Trump has made remarks about financing infrastructure, need a better understanding of what is meant by this.
- CDOT has the 10-year Development Program that places it well in terms of having projects identified in case additional funds become available.
- We need both subjective and objective criteria to select projects as not one set fits all areas of the state.
- With FASTLANE grants we learned in some instances community application fare better than DOT applications.
- Need to understand how Road User Charges could work in Colorado. Consider rates indexed to inflation to avoid the current misunderstanding regarding gas taxes and their non-relation to gas price.
- Freight issues – urban vs. rural are important to understand and address.

Act on Consent Agenda (Herman Stockinger) - Approved unanimously on January 19, 2017.

- Resolution to Approve the Regular Meeting Minutes of Nov. 17, 2016 (Herman Stockinger)
- Resolution to Approve the Regular Meeting Minutes of Dec. 8, 2016 (Herman Stockinger)
- Disposal of Johnstown Maintenance Facility (Johnny Olson)
- Property Disposal SH 33 (Paul Jesaitis)
- US 34 Frontage Road Devolution (Johnny Olson)
- Updated Bicycle/Pedestrian PD 1602.0 (Debra Perkins Smith)

Discuss and Act on the 7th Budget Supplement of FY 2016-17 (Maria Sobota) - Approved unanimously on January 19, 2017.

- Region 2 - \$250,000 – Fence Replacement in Custer County—Transportation Commission Contingency Reserve Fund (TCCRF) Additional funds needed for project award. 10 miles of fence along SH 165 was damaged due to the Junkins Fire in Custer County. Risk Management is covering an additional \$250,000.

Discuss and Act on Postponement of SH 60 project bridge over the Platte River and discuss alignment further with staff and impacted land owners - Approved unanimously on January 19, 2017.

Discuss and Act on the Right-of-way Condemnation Approval – Approved unanimously on January 19, 2017.

Discuss and Act on ROW Settlement Approvals - Approved unanimously on January 19, 2017.

Discuss and Act on ROW Acquisition Approvals - Approved unanimously on January 19, 2017.

HQ/R1/R2 Update (Maria Sobota, David Fox) 1

- For Region 1/HQ -1.4 million of contingency funds have been identified due to extra funds not needed for environmental remediation at this point. CDPHE did borings of soil to assist with this new approach to remediation. Site is 100% purchased.
- Rate of loan decreased from 5% anticipated down to 4% - will be able to pay off \$22 million earlier with no penalty on COP.
- Vertical walls will not go up until April 2017 – when things get exciting.
- June and September will be when roofing is installed.
- Sept. through February will be internal building work.
- Anticipate Region 1/HQ completed by April 2018.
- For Region 2 building in Pueblo – Started building with caissons going in next week. Still on schedule for May 2018 completion. Site is only 54% purchased at this time.
- Disposition of current property at HQ and on Holly Street – Out for first right of refusal in January 2017. Receiving interest from agencies. Will go public in February if no interest is obtained in January.

Flood Update (Johnny Olson)

- Received additional \$252 million as part of \$290 million for flood emergency funds.
- Overall program received \$743 million.
- There is an Office of Emergency Management match of \$17 million.
- Colorado Federal Lands took some of the funds for their projects.
- CDOT has done well so far with the partners in this process.
- Would like to have a portion of the \$290 million obligated and out the door by 2018.
- Projects include work on US 34 and SH 7.

Status Report on Winter Operations (Kyle Lester)

- Colorado experienced significant winter storms with avalanche treats in all regions.
- GasEx Treatments of avalanche risk sites have been very successful.
- Were in place of 11.5% contingency, but now that is down to only about 1% contingency now.
- Hired a winter operations manager who is a meteorologist – David Johnson – who has accelerated weather forecast communications throughout the state.
- First meetings are weather forecast meetings, second meetings translate to team the needed operational response, and then Public Relations are informed regarding what to communicate to the general public regarding storms.
- A patrol plan is developed with RTDs to determine equipment and staffing needs for route optimization.
- This is all key to public safety.

Acknowledgements:

- Executive Director's Cup – went to Region 1 with Paul Jesaitis accepting the award.
- Division Cup – went to the Division of Transportation Development – with Debra Perkins-Smith accepting the award.
- Bustang Recognition – John Arbogast the Bustang operator was recognized for his heroic work with dealing with a passenger experiencing a heart attack on the bus. John's actions of a trained emergency responder (pulmonary resuscitation) saved the life of the Bustang passenger.



DATE: January 20, 2017
TO: Statewide Transportation Advisory Committee and Freight Advisory Committee
FROM: Jeff Sudmeier and Jason Wallis, Multimodal Planning Branch
SUBJECT: National Highway Freight Program Project Selection

The National Highway Freight Program is a new formula freight program created under the FAST Act. The National Highway Freight Program provides approximately \$15 million annually to Colorado, beginning in FY 15-16. Staff provided an overview of the National Highway Freight Program and discussed project selection approach and criteria with the Freight Advisory Council in the fall.

Staff is currently conducting a project selection process to identify recommended projects for, at a minimum, the first two years of funding (FY 15-16 and FY 16-17). Beginning in December 2017, projects must be identified in a State Freight Plan in order to be eligible for funding. The Multimodal Freight Plan and State Freight and Passenger Rail Plan, both currently in development, will identify a long-term freight investment strategy and project priorities for subsequent years of funding.

Details

The Freight Advisory Council (FAC), Statewide Transportation Advisory Committee (STAC), and Transportation Commission provided input on the project selection approach and criteria in the fall. This included the following eligibility criteria:

- Is on the National Highway Freight Network or is a freight intermodal or freight rail project (federal requirement)
- Is identified in a State Highway Freight Plan (federal requirement, beginning December 2017)
- Is an eligible activity under the National Highway Freight Program (federal requirement)
- Is on a Colorado Freight Corridor or other facility with evidence of significance to freight
- Is identified in the 10-Year Development Program (if a scale of project typically included, i.e. “major” investment need within respective Region)
- Is “ready-to-go” by September 30, 2018

Evaluation criteria were also identified and discussed, and include the following criteria based on the Statewide Plan and Policy Directive (PD 14.0) goal areas:

- Safety
- Maintaining the System
- Mobility
- Economic Vitality
- Other Considerations (i.e. resiliency, redundancy, builds on other funding or phases)

In November and December staff used the eligibility and evaluation criteria to identify and evaluate candidate projects. Approximately 39 projects totaling more than \$275 million were identified for consideration, with roughly \$35 million available (for FY 15-16 and FY 16-17). Staff developed several different program scenarios based on the results of evaluation. In developing program scenarios, staff also considered a range of input on project selection provided in recent months through discussions with the FAC, STAC, Transportation Commission, and the Regions. Highlights from these discussions include:

- Freight focus. The FAC has advocated strongly that projects should have a clear freight focus or benefit and that funds not be used simply to top off existing projects. The FAC has expressed strong support for truck parking projects and freight safety projects. The FAC has also expressed support for smaller, more programmatic investments that target specific freight issues.
- Need for visible wins for freight. The FAC has discussed the need to identify some visible, quick to move forward projects to demonstrate what can be done with dedicated freight funding.
- Need to prepare for other funding opportunities. The RAMP program cleared out many of the “shelf” projects ready for construction in each Region. This limits our ability to respond to new funding opportunities, including discretionary grant programs such as TIGER or FASTLANE. The Regions have expressed a strong need for investment in preconstruction activities to advance projects, and the Transportation Commission in recent meetings has indicated the importance of being “ready” with high priority projects, should additional funding become available (see Preconstruction Pool memo).

- Geographic equity. Recent discussions of the Transportation Commission and the STAC have included recognition of the need to strongly consider geographic equity in project selection processes.

Four program scenarios were developed, and further reviewed and refined with input from the Regional Transportation Directors. Scenarios include:

- Construction Projects - A focus on ready-to-go or soon to be ready-to-go construction projects with a strong freight focus and/or direct freight benefit. Provides visible freight “wins.”
 - Example projects include:
 - I-25 North 88th Ave. Bridge Reconstruction: Reconstruction of low vertical clearance bridge that is frequently hit by trucks.
 - US 85: Safety, intersection, and interchange improvements on important freight corridor recently submitted as a FASTLANE grant.
 - Region 5 Mountain Pass Critical Safety Improvements: Safety improvements to chain up stations including lengthening and widening chain up stations, buffer separating, and installation of LED lighting.
- Advance Projects to Prepare for Other Funding Opportunities - A focus on construction and pre-construction activities for projects with a strong freight focus and/or direct freight benefit, with the intention of advancing projects or making projects more competitive for discretionary grant funding such as FASTLANE, or other additional funding opportunities.
 - Example projects include:
 - I-25 Valley Highway Bridges: Completion of design for two frequently hit, low vertical clearance bridges on I-25 in central Denver.
 - I-70 West Vail Pass Auxiliary Lanes: Completion of preconstruction for auxiliary/climbing lanes with significant mobility and safety benefit to freight.
 - SH 71 Super 2: Completion of design for construction of “Super 2” configuration on important freight alternative to I-25, including wider travel lanes and shoulders, and safety improvements.
- Statewide Programs - A focus on statewide, programmatic projects including smaller, more targeted freight projects or programs such as truck parking, truck signal prioritization, or safety projects such as commercial vehicle hot spots, and truck ramp restoration. Provides for very targeted investment in projects that directly benefit freight.
 - Example projects include:
 - Truck Parking: Truck parking improvements including development of new truck parking facilities, improvements to existing facilities, and deployment of technology such as Truck Parking Information Management Systems (TPIMs)
 - Truck Ramps: Improvements, restoration to truck ramps, including deployment of new truck ramp technologies such as truck arrestors and speed warning systems.
 - Signal Prioritization: Signal prioritization systems on key freight corridors. Signal prioritization systems can detect the movement of commercial vehicles and extend green lights to prevent a rapid deceleration or the vehicle moving through a red light.
- Hybrid - A mix of pre-construction, construction, and statewide programs with a strong freight focus and/or direct freight benefits.

Fact sheets with additional information on each of the projects are available at https://www.codot.gov/programs/planning/documents/resources/freight/nhfp012017/at_download/file. Scenarios are currently being finalized and will be provided to STAC and FAC early the week of January 23. Staff requests input from STAC and FAC members on projects and scenarios. Questions to consider include:

- Should any additional scenarios be considered?
- Which of the scenarios, if any, are preferred?
- Should modifications be made to any of the scenarios?
- Are there any comments or questions on specific projects?

A discussion with STAC is planned for the January 27 meeting. Comments can also be provided to Jason Wallis at Jason.wallis@state.co.us or 303-757-9425. Please provide comments no later than January 31. STAC and FAC input will be considered and used to refine scenarios and inform discussion with the Transportation Commission at a planned February workshop.

Next Steps

- Review of scenarios by STAC and FAC and refinement based on input provided
- Discussion of scenarios with Transportation Commission in February



COLORADO

Department of
Transportation

Colorado Road Usage Charge Pilot Statewide Transportation Advisory Committee

January 27, 2017



Agenda

- Why is an alternative funding mechanism needed?
- What is a Road Usage Charge (RUC)?
- The Colorado Road Usage Charge Pilot
- Feedback and Next Steps

Why is an alternative funding mechanism needed?



Why is an alternative funding mechanism needed?

- Increased Vehicle Fuel Efficiency
 - Café Standards mandate average fuel economy of 54.4 mpg by 2025.
- Declining Purchasing Power
 - Since the last time the gas tax was raised (1991) the US dollar is worth approximately 57% less.
- Increase in Population
 - Roughly 50% population in the next 25 years.

What is a Road Usage Charge?



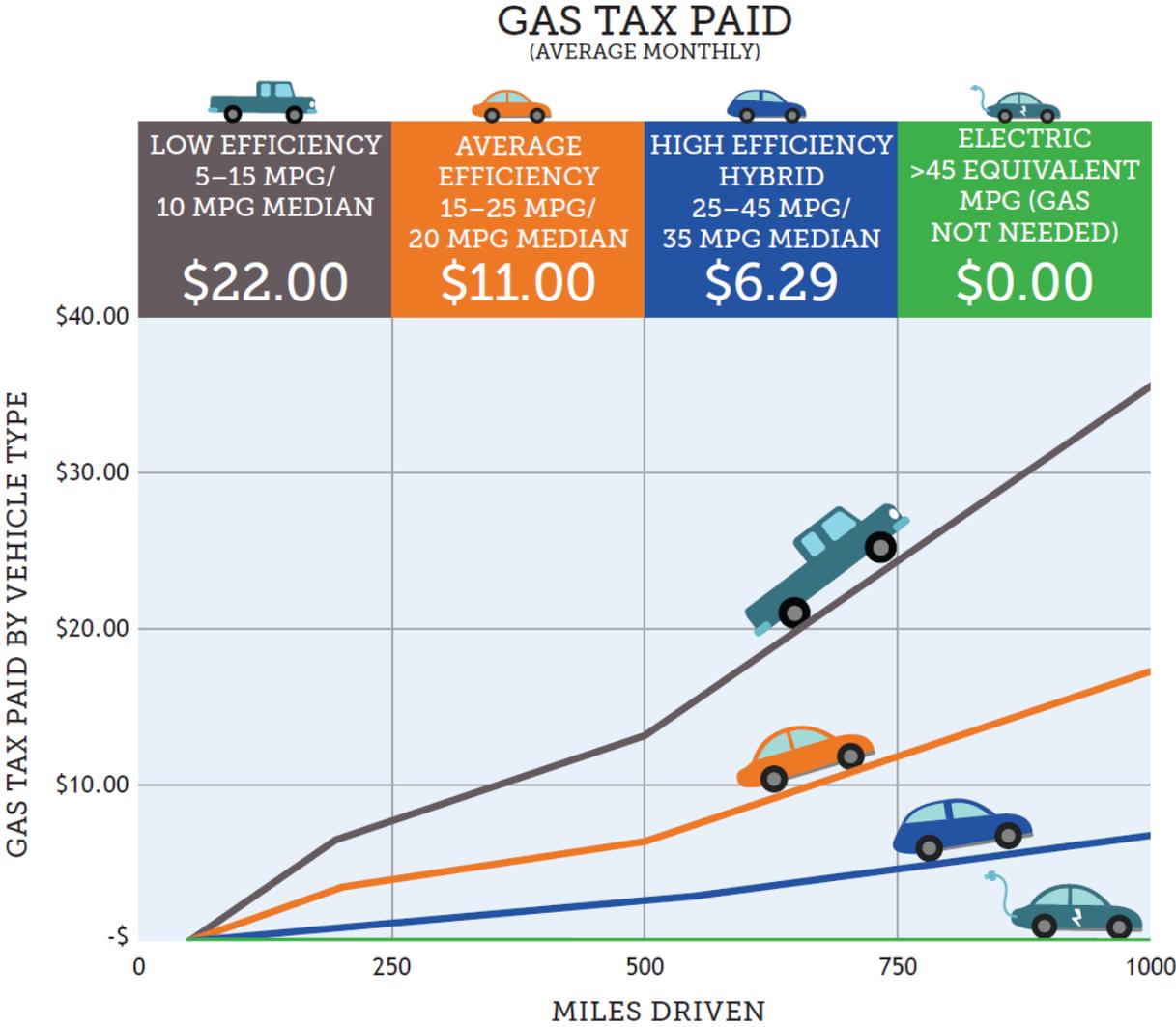
What is a Road Usage Charge (RUC)?

- A user charge based on miles traveled
 - Cents per mile driven as opposed to the current excise tax on fuel consumed (cents per gallon)
 - Treats roads like utilities (pay for what you use)
 - Replaces the fuel tax
- Also called:
 - Road Usage Fee (RUF)
 - Mileage Based User Fee (MBUF)
 - Vehicle Miles Traveled (VMT Fee)





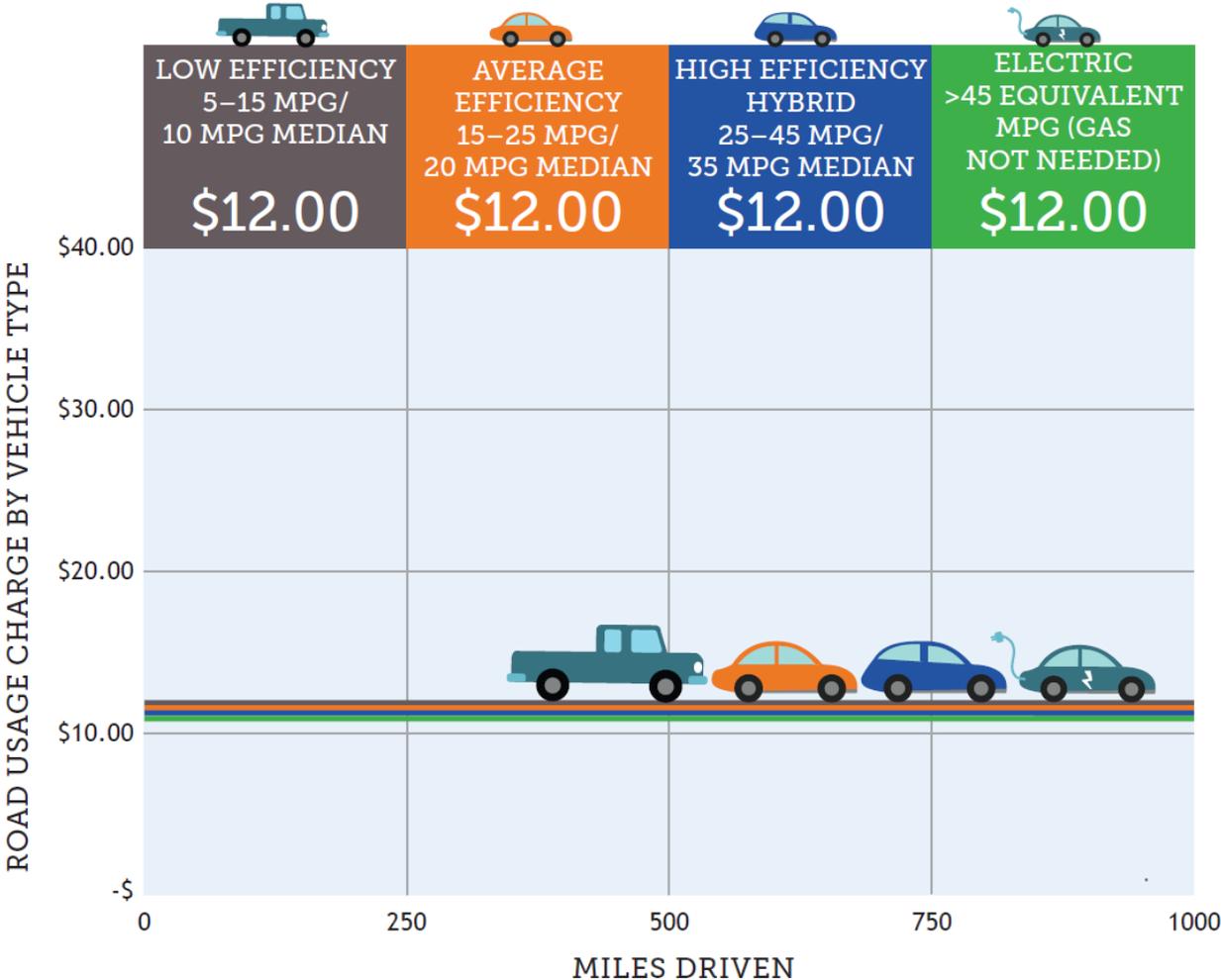
Common Misconceptions about RUC





Common Misconceptions about RUC

ROAD USAGE CHARGE PAID (AVERAGE MONTHLY)





Common Misconceptions about RUC

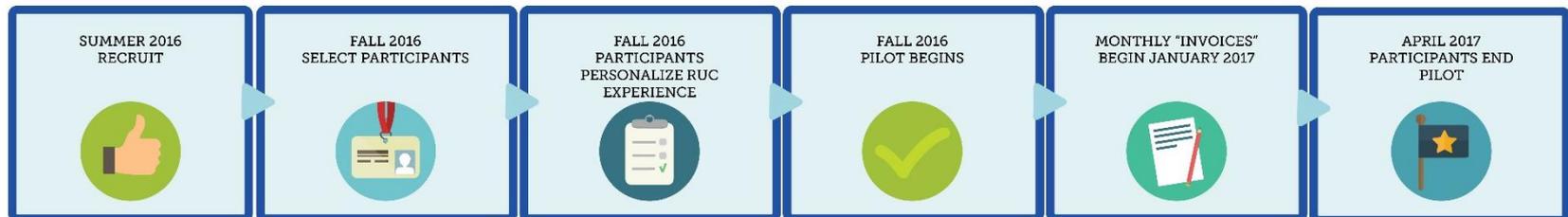
- RUC is another tax charged by the government
 - Changes the mechanism
 - Restores equity that all users pay, instead of only gasoline or diesel vehicles
- Driver privacy is sacrificed
 - User has a choice of multiple methods for mileage measurement
 - From basic mileage counting to advanced GPS devices to no technology
 - Regardless of the option selected, privacy can be protected

The Colorado Road Usage Charge Pilot Program (RUCPP)



Colorado Road Usage Charge Pilot

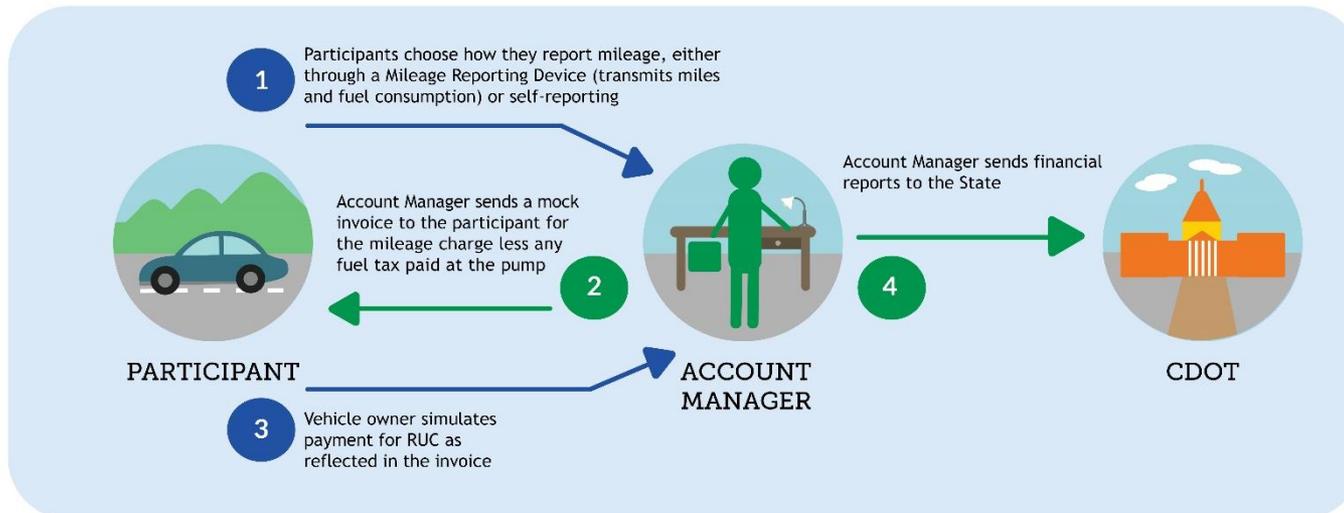
- 4-Month Statewide Pilot (December 2016 – April 2017)
- 100-participants consisting of transportation leaders, officials, media, and general public
- Geographic (Urban/Rural) and Vehicular (MPG) stratification
- Payments and associated revenues will be simulated





Participant Activities during Pilot

- Enroll in the Pilot
 - Choose Mileage Reporting Option
 - Create account/register vehicle with Account Manager
- Install Mileage Reporting Device (if applicable)
- Drive/Report Mileage
- Receive/Review invoices
- Submit “mock” payments (simulated for pilot)
- Complete surveys
- Closeout account/return device





Mileage Reporting Options

- Odometer Reading

- Participants who select this option will report their vehicle's odometer reading via the account management website or mobile app.



- Non-GPS-Enabled Mileage Reporting Device

- Participants who select this option will receive a device to plug into their vehicle's OBD-II port. This method uses a non-GPS device which counts distance traveled and gasoline consumed, but does not assess location.



- GPS-Enabled Mileage Reporting Device

- Participants who select this option will receive a device to plug into their vehicle's OBD-II port. This method uses location-based data to calculate total miles driven with differentiation between in-state and out-of-state roads.





Advisory Committees

| Executive Steering Committee | Technical Advisory Committee |
|--|---|
| Department of Revenue | Department of Revenue |
| American Civil Liberties Union (ACLU) | Data Privacy Expert |
| Legislative Representation | Public Engagement Expert |
| Colorado Contractors Association (CCA) | Toll Operations Expert |
| Colorado Municipal League (CML) | Intelligent Transportation Systems Expert |
| Statewide Transportation Advisory Committee (STAC) | CDOT Staff |
| Environmental Organizations | |
| Denver Metro Chamber of Commerce | |



Schedule

| Key Milestone | Proposed Date |
|--------------------------------------|--------------------|
| Kickoff Meeting | 6/3/16 |
| Planning Workshop | 6/30/16 |
| Recruiting Plan Complete | 8/31/16 |
| Public Opinion Research for Baseline | 8/8/16 - /8/14/16 |
| Recruitment | 8/8/16 – 10/15/16 |
| Soft Launch | 11/1/16 – 11/19/16 |
| Pilot | 12/5/16 – 4/21/17 |
| Final Report & Briefing | 7/14/17 |

Feedback and Next Steps



Next Steps

- Final Report and Briefing
 - Technical Advisory and Executive Steering Committees
 - Objectives:
 - Build awareness
 - Facilitate improvement
 - Demonstrate results
 - Accountably
 - Identify future policy considerations



Questions/Open Discussion





Memorandum

To: Statewide Transportation Advisory Committee (STAC)
 From: Lisa Streisfeld, Transportation Systems Management and Operations
 Date: January 19, 2017
 Subject: Federal Fiscal Years 2017, 2018 and 2019: Availability of FHWA AID Grant
 Attachments: FHWA Fact Sheet, Notice of Funding Opportunity, and Directions for Completing an AID Application

Purpose:

The purpose of this memorandum is to provide information about an available funding source from Federal Highway Administration (FHWA) and to solicit project applications for this grant. The FHWA Technology and Innovation Deployment Program (TID) administers the Accelerated Innovation Deployment Demonstration program. This is known as the AID Demonstration grant. The AID award serves as an incentive to demonstrate and implement innovative technology. The goal of the grant is to fund projects that maximize the benefits of infrastructure investments by addressing congestion and improving highway facilities operations. Two applications may be submitted (one for a state project and one for a local agency sponsored project each federal fiscal year.) CDOT is requesting applications be submitted by February 28th for FY 2017 for local agencies. Applications for FY 2018 and FY 2019 may be submitted at a later time for local agency projects. Early application submittals are encouraged. See Table 1.

Background & Details:

A Notice of Funding Opportunity (attached) was published in the Federal Register on September 1, 2016. The grant funding is available on a competitive basis federal fiscal year. FHWA has a rolling application process which continues each fiscal year until the available funds become allocated. Therefore, applicants are encourage to apply early. The table below provides the status of what fiscal years have available funds.

Table 1: Status of Fiscal Year and Availability to Make Grant Application:

| Federal Fiscal Year | FY 16 | FY 17 | FY 18 | FY 19 |
|----------------------|---|--|--|--|
| State Project | CDOT Awarded \$1 million for I-25 Managed Motorways Project | In process of submitting application for <i>E-Construction</i> | In process of submitting <i>I-25 Risk and Resiliency Project</i> | Open for application Due June 30, 2018 |
| Local Project | Closed for application | Open for application Due Feb. 28, 2017 | Open for application This is a rolling solicitation and early applicants are encouraged. | Open for application Due June 30, 2018 |

Eligible Applicants:

State DOTs, Federal Land Management Agencies, Tribal Nations, MPOs, and local governments.

Funds Available:

The AID grant is currently funded through the FAST¹ Authorization. Over \$44 million of demonstration grant funds have been awarded spanning over 62 projects. Past awards have ranged from approximately

¹ [Fixing America’s Surface Transportation \(FAST\) Act](#)

\$140,000 up to \$1,000,000. For Fiscal Years 2016 through Fiscal Year 2020 \$10 million is available national and competitive basis. Applicants must provide a minimum of 20% match for the federal funding. And projects must be ready to implement within 6 months of receiving the award.

The Fine Print:

(1) Local agencies and MPOs shall apply through the state DOT as a sub-recipient. (2) Agencies must obligate the funds to the project within 6 months of award. (3) Agencies will work with FHWA to develop and implement a plan to collect information and report on the project's performance with respect to use of the innovation on the project. (4) And agencies shall submit a final report within 6 months of project completion which documents the process, benefits, and lessons learned including development/refinement of guidance, specifications or other tools/methods to support rapid adoption of the innovations as standard practice.

Process:

Each year, CDOT will submit 2 applications to FHWA to compete on a national basis for the AID grant. One application should be a state lead project by CDOT and the second application should be from an MPO or local agency, as a sub-recipient under CDOT. Federal Land Management Agencies and Tribal Governments would independently apply for AID funding. Application instructions have been attached.

Prior to submitting a final application, the local FHWA contact, Tricia Sergeson, has offered to provide review and comment. Please allow her 2 weeks for the review. Her contact information is listed below.

A process for review, submittal and approval is detailed. CDOT is requesting the next round of local applications to be submitted by February 28, 2017. The CDOT AID Grant Review Team will review, rank and select the final applications. CDOT and applicant work together to make final edits and then CDOT enters grant applications into "Grants.gov". CDOT will notify the FHWA Colorado Division Office of the submittal. The FHWA Technology and Innovation Deployment Program makes final decision on applications and notifies Colorado Division Office on recommendation. Approved applications go through a signature process and then the FHWA Colorado Division Office Notifies CDOT and local government of the award. The process takes about 4-6 months.

Types of Projects:

The eligible projects for AID funding may involve any phase of a highway transportation project: planning, financing, operation, structures, materials, pavements, environment and construction. Projects have to be eligible for federal assistance under Title 23 USC and projects must demonstrate innovation. Colorado received its first award with the I-25 Managed Motorways intelligent systems technology for \$1 million in the Federal Fiscal Year 2016. Table 2 lists the types of projects that have received awards and is sorted from low to high by "award amount."

Table 2: Past AID Grant Projects

| Award Recipient | Project | Innovation | Award Amount |
|--|---|---|--------------|
| Confederated Salish and Kootenai Tribes | North Valley Creek Bridge | Accelerated Bridge Construction | \$ 115,520 |
| USDA Forest Service | Layout Creek Bridge | Geosynthetic Reinforced Soil-Integrated Bridge System | \$ 137,336 |
| Ohkay Owingeh Tribe | White Swan Bridge | Geosynthetic Reinforced Soil-Integrated Bridge System | \$ 200,000 |
| Virginia Department of Transportation & Town of Vienna | Park and Locust Streets SE Intersection Project | Mini-roundabout | \$ 211,200 |
| Tennessee Department of Transportation | Accelerated Steel Bridge Girder Fabrication | 3D modeling | \$ 221,984 |

| Award Recipient | Project | Innovation | Award Amount |
|--|---|---|--------------|
| US Fish & Wildlife Service | Improving Road Safety for Bicyclists and Drivers | Dynamic Warning System | \$ 253,889 |
| Oregon Department of Transportation | Expediting on-scene investigation/reconstruction mapping activities along Interstate 5 (I-5) corridor | Robotic Total Measuring Stations for Traffic Incident Management (TIM) | \$ 277,152 |
| National Park Service | Safety Analysis Project | Safety Management System | \$ 296,800 |
| Arkansas State Highway & Transportation Department and City of Jonesboro, Arkansas | West College Avenue Bridge Replacement | Geosynthetic Reinforced Soil-Integrated Bridge System | \$ 303,600 |
| Assiniboine Sioux Tribes | Rocky Mountain Tribal CORS Project | GeospatialData Collaboration | \$ 325,000 |
| New Hampshire Department of Transportation | Bridge Monitoring Technology at Portsmouth's Memorial Bridge | Structural Health Monitoring | \$ 355,000 |
| Indiana Department of Transportation | Accelerated Bridge Construction Alternate Design Project | Slide-in Bridge Construction and Self-Propelled Mobile Transport | \$ 371,604 |
| North Carolina Department of Transportation | Anson County Bridge Replacement Project | Geosynthetic Reinforced Soil-Integrated Bridge System | \$ 400,000 |
| Oklahoma Department of Transportation Report available | Safety Project Utilizing High Friction Surface Treatment at Spot Locations | High Friction Surface Treatments | \$ 417,696 |
| Gwichyaa Zhee Gwich'in Tribe | Ivar's Bridge Replacement Project | Geosynthetic Reinforced Soil-Integrated Bridge System | \$ 430,250 |
| Alabama Department of Transportation & City of Auburn, Alabama | Moore's Mill Road Bridge | Prefabricated Bridge Elements and Systems | \$ 479,670 |
| Rhode Island Department of Transportation | Innovative Arch Construction Project | Innovative Arch Construction | \$ 480,000 |
| Ohio Department of Transportation | e-Construction on Two ODOT Projects | e-Construction | \$ 511,762 |
| Wisconsin Department of Transportation | Traffic queue warning systems (QWS) in work zones on two bridge construction projects | Smarter Work Zones | \$ 512,449 |
| California Department of Transportation | Geo-reference and visualization of right-of-way (ROW) maps | GeospatialData Collaboration | \$ 550,000 |
| Ohio Department of Transportation & Muskingum County | Fabricated Steel Bridge Replacement System Project | Fabricated steel bridge system | \$ 557,600 |
| Pueblo of Acoma | Construction Manager / General Contractor (CM/GC) Project | Construction Manager/General Contractor | \$ 563,000 |
| Ohio Department of Transportation & Northeast Ohio Areawide Coordinating Agency | Development of comprehensive Transportation Asset Management Program | Transportation Asset Management Program | \$ 600,000 |
| New York State Department of Transportation | Kew Garden Interchange Reconstruction Project | 3D Engineered Models incorporating civil integrated management (CIM) modeling | \$ 600,000 |

| Award Recipient | Project | Innovation | Award Amount |
|--|---|--|--------------|
| Utah Department of Transportation | e-Construction to improve business practices | e-Construction | \$ 626,229 |
| Wisconsin Department of Transportation & Dodge County | Replacing two county bridges using Accelerated Bridge Construction (ABC) | Geosynthetic Reinforced Soil-Integrated Bridge System | \$ 676,000 |
| Michigan Department of Transportation & the Dickinson County Road Commission Report available | Pine Mountain Road/Westwood Avenue Pavement Rehabilitation | Hot In-place Recycling and Warm Mix Asphalt | \$ 697,008 |
| Pennsylvania Department of Transportation | Adaptive Traffic Signal Control for McKnight Road Corridor Project | Adaptive Signal Control | \$ 720,000 |
| Washington State Department of Transportation | Practical Solutions Project | Practical Solutions with Lean Techniques and Knowledge Management | \$ 750,000 |
| South Dakota Department of Transportation Report available | Safety Project Utilizing High Friction Surface Treatment at Spot Locations | High Friction Surface Treatments | \$ 759,927 |
| Missouri Department of Transportation | Paving projects | Intelligent Compaction & Infrared (IR) Scanning | \$ 764,032 |
| Arizona Department of Transportation | Virgin River Bridges | Structural Health Monitoring | \$ 768,000 |
| Utah Department of Transportation | Variable Speed Reduction in Active Work Zones | Work Zone Safety | \$ 775,110 |
| South Carolina Department of Transportation | Structural Health Monitoring (SHM) Technology Project | Structural Health Monitoring | \$ 787,104 |
| Montana Department of Transportation | Systems Engineering Analysis for a Statewide Traffic Signal System Evaluation | Traffic Signal System Evaluation | \$ 816,000 |
| Minnesota Department of Transportation & the City of St. James | Interconnected Mini-roundabouts on Minnesota State Highway 4 | Mini-roundabout | \$ 864,000 |
| New Hampshire Department of Transportation | I-93 Pavement Preservation Project | Asphalt Rubber Bonded Wearing Course | \$ 895,892 |
| Missouri Department of Transportation | High Friction Surface Treatments in Missouri | High Friction Surface Treatments | \$ 964,000 |
| Vermont Agency of Transportation & Chittenden County Regional Planning Commission | Advanced Traffic Monitoring Project | Corridor Level Advanced Traffic Monitoring | \$ 981,780 |
| Rhode Island Department of Transportation & Rhode Island Airport Corporation | Airport Road in the City of Warwick, RI | Adaptive Signal Control | \$ 996,000 |
| Alabama Department of Transportation | Ross Clark Circle Bridge over Beaver Creek | Slide-in Bridge Construction | \$ 1,000,000 |
| Iowa Department of Transportation | Iowa 92 Bridge over Little Silver Creek | Prefabricated Bridge Elements and Systems and high performance materials | \$ 1,000,000 |

| Award Recipient | Project | Innovation | Award Amount |
|---|---|---|--------------|
| Kentucky Transportation Cabinet Report available | Roundabout Installation in London, KY | Roundabout | \$ 1,000,000 |
| Kentucky Transportation Cabinet | Intelligent Compaction Project | Intelligent Compaction | \$ 1,000,000 |
| Vermont Agency of Transportation | Tri-State Advanced Transportation Management System and Traveler Information System | Advanced Transportation Management System and Traveler Information System | \$ 1,000,000 |
| Arizona Department of Transportation | Light-Emitting Diode lighting system in the Queen Creek Tunnel | Light-Emitting Diode lighting system | \$ 1,000,000 |
| Michigan Department of Transportation Report available | US-131 over 3 Mile Road Bridge Replacement | Slide-in Bridge Construction | \$ 1,000,000 |
| Maine Department of Transportation | Sarah Mildred Long Bridge Replacement Project | Construction Manager/General Contractor | \$ 1,000,000 |
| Kansas Department of Transportation | Innovative approach to Road Centerline Geospatial Data Collaboration | Geospatial Data Collaboration | \$ 1,000,000 |
| Minnesota Department of Transportation | Paving projects using Intelligent Compaction (IC) and Infrared (IR) | Intelligent Compaction and Infrared | \$ 1,000,000 |
| Florida Department of Transportation | Commercial Vehicle Parking System on Interstate 95 and Interstate 4 corridors | Commercial Vehicle Parking System | \$ 1,000,000 |
| Kansas Department of Transportation | Construction Management System | e-Construction | \$ 1,000,000 |
| Rhode Island Department of Transportation Report available | Highway Improvement on RI Route 102 within the Towns of Coventry and Foster | WMA Additive and IC | \$ 1,000,000 |
| Washington State Department of Transportation | Light-Emitting Diode (LED) Adaptive Roadway Lighting on Interstate 5 | LED Adaptive Roadway Lighting System | \$ 1,000,000 |
| Florida Department of Transportation & Manatee County | Adaptive Signal Control Technology on SR 70 | Adaptive Signal Control | \$ 1,000,000 |
| Arizona Department of Transportation & Mohave County | Oatman Highway (Historic Route 66) Crossing at Sacramento Wash in Topock, AZ | Prefabricated Bridge Elements and Systems | \$ 1,000,000 |
| Delaware Department of Transportation | Diverging Diamond Interchange (DDI) at SR 1 and SR 72 | Diverging Diamond Interchange | \$ 1,000,000 |
| Michigan Department of Transportation | Diverging Diamond Interchange (DDI) at Interstate 96 (I-96) and Cascade Road | Diverging Diamond Interchange | \$ 1,000,000 |
| Rhode Island Department of Transportation | Design and Replacement of the Park Avenue Bridge in Cranston | Construction Manager/General Contractor (CMGC) and Early Contractor Involvement (ECI) | \$ 1,000,000 |
| Vermont Agency of Transportation | Right-of-way (ROW) acquisition process on roadway project in the towns of Pittsford and Brandon | Business Process Management (BPM) systems | \$ 1,000,000 |
| Michigan Department of Transportation | M-86 over the Prairie River Bridge in St. Joseph County | Carbon Fiber Reinforced Polymer (CFRP) | \$ 1,000,000 |

| Award Recipient | Project | Innovation | Award Amount |
|---------------------------------------|--------------------------|--------------------------------|--------------|
| Colorado Department of Transportation | Managed Motorway on I-25 | Intelligent Systems Technology | \$ 1,000,000 |

For more information please contact either CDOT or FHWA representatives.

CDOT Contact:

Lisa Streisfeld,
 Transportation Systems Management and Operations
 Colorado Department of Transportation
 4201 East Arkansas Avenue, 3rd Floor
 Denver, CO 80222
 303-757-9876
Lisa.Streisfeld@state.co.us

FHWA Colorado Division Contact:

Tricia Sergeson
 Transportation Specialist
 Federal Highway Administration - Colorado Division
 12300 West Dakota Avenue, Suite 180
 Lakewood, CO 80228
 720-963-3073
Patricia.sergeson@dot.gov

Other reference website links are provided below:

Link to Application Information:

<http://www.fhwa.dot.gov/innovation/grants>

Link to NOFO:

<https://www.federalregister.gov/documents/2016/09/01/2016-21063/notice-of-funding-opportunity-for-accelerated-innovation-deployment-demonstration>

Link to previous demonstration projects:

<https://www.fhwa.dot.gov/innovation/grants/projects/>

Innovation Implementation Assistance: The AID Demonstration Program

Will your agency be demonstrating an Every Day Counts or other proven innovation on a highway transportation project soon? Funding assistance may be available through FHWA's Accelerated Innovation Deployment (AID) Demonstration program to accelerate implementation and adoption of the proven innovation.

AID DEMONSTRATION BASICS

The [AID Demonstration program](#) provides funding as an incentive to accelerate the use of innovation in highway transportation projects. The Federal Highway Administration (FHWA) expects approximately \$10 million to be made available for AID Demonstration grants in each of Fiscal Years 2016 through 2020 from amounts authorized within the Technology and Innovation Deployment Program (TIDP) under the [Fixing America's Surface Transportation \(FAST\) Act](#). The grants are administered through the FHWA Center for Accelerating Innovation.

WHAT TYPES OF PROJECTS ARE ELIGIBLE?

Projects submitted for an AID Demonstration grant must

- be eligible for assistance under title 23, United States Code;
- be ready to initiate within six months of applying for AID Demonstration funding;
- involve any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction;
- include an innovation proven in real-world highway transportation application,* though not routinely used by the applicant or the subrecipient; and
- address TIDP goals.

WHAT AMOUNT OF ASSISTANCE IS AVAILABLE?

The AID Demonstration award is based on the cost of the innovation in a project (rather than the total project cost). The award amount may be up to the full cost of the innovation in the project, to a maximum of \$1 million. AID Demonstration funds are available at an 80 percent federal share, which require a minimum 20 percent cost share.

WHICH AGENCIES CAN APPLY?

Eligible entities are state departments of transportation (DOTs), federal land management agencies, and tribal governments. Metropolitan planning organizations and local governments may apply through the state DOT as subrecipients.

The [Notice of Funding Opportunity \(NOFO\)](#) published on September 1, 2016 provides additional eligibility and application information.

WHEN IS THE DEADLINE?

Completed applications are evaluated and award determinations are made on an open, rolling basis until the program ends or funding is no longer available. Go to [Grants.gov](#) to apply (search for Opportunity Number FHWA-2016-21063).

**The FHWA encourages use of the innovations included in the Every Day Counts (EDC) initiative. Examples and benefits of EDC innovations can be found at <http://www.fhwa.dot.gov/everydaycounts/>*

For additional
information,
please contact:

Ewa Flom
Program Coordinator
FHWA Center for Accelerating Innovation
202-366-2169
Ewa.Flom@dot.gov



U.S. Department of Transportation
Federal Highway Administration

Issued in Washington, DC, on August 26, 2016.

Mohannad Dawoud,

Management & Program Analyst, Partnership Contracts Branch, ANG-A17 NextGen, Procurement Services Division, Federal Aviation Administration.

[FR Doc. 2016-21013 Filed 8-31-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2013-0048]

Notice of Funding Opportunity for Accelerated Innovation Deployment Demonstration

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of funding opportunity.

SUMMARY: This notice announces a funding opportunity and requests grant applications from eligible entities as FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for activities eligible for assistance in any phase of a highway transportation project between project planning and project delivery including: Planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The FHWA expects approximately \$10 million to be made available for AID Demonstration in each of Fiscal Years (FY) 2016 through 2020 from amounts authorized under section 6002 of the FAST Act.

DATES: The FHWA will use an open, rolling solicitation. The project must be authorized within 6 months of applying for AID Demonstration funding. Completed applications will be evaluated and award determinations made on a rolling basis until the program ends or funding is no longer available. Applications must be submitted through <http://www.grants.gov>. The *Grants.gov* "Apply" function will open on September 1, 2016.

ADDRESSES: Only applicants who comply with all submission requirements described in this notice and submit applications through www.grants.gov will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For questions about the AID Demonstration program discussed herein, contact Mr. Thomas Harman, Director, Center for Accelerating Innovation, Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-6377. For legal questions, contact Ms. Seetha Srinivasan, Office of the Chief Counsel, Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-4099. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays. A TDD is available for individuals who are deaf or hard of hearing at (202) 366-3993.

Additionally, the notice, answers to questions, requests for clarification, and information about Webinars for further guidance will be posted at: <http://www.fhwa.dot.gov/accelerating/grants>. Applicants are encouraged to contact FHWA directly to receive information about AID Demonstration.

SUPPLEMENTARY INFORMATION: This notice solicits applications for AID Demonstration. Each section of this notice contains information and instructions relevant to the application process for AID Demonstration grants. The applicant should read this notice in its entirety to submit eligible applications.

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register** Web site at <http://www.archives.gov> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

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- G. Federal Awarding Agency Contacts

A. Program Description

On December 4, 2015, President Obama signed into law the FAST Act (Pub. L. 114-94), which continues the TIDP under 23 U.S.C. 503 to implement accelerated innovation deployment. The TIDP relates to all aspects of highway transportation including planning, financing, operation, structures, materials, pavements, environment, and construction.

Section 503(c)(1) specifies the following TIDP goals: (A) Significantly accelerate the adoption of innovative

technologies by the surface transportation community; (B) provide leadership and incentives to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in highway construction processes that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction; (C) construct longer-lasting highways through the use of innovative technologies and practices that lead to faster construction of efficient and safe highways and bridges; (D) improve highway efficiency, safety, mobility, reliability, service life, environmental protection, and sustainability; and (E) develop and deploy new tools, techniques, and practices to accelerate the adoption of innovation in all aspects of highway transportation. The AID Demonstration is one aspect of the multifaceted TIDP approach and provides funding as an incentive for eligible entities to accelerate the implementation and adoption of proven innovation in highway transportation.

B. Federal Award Information

Section 6002 of the FAST Act authorized \$67,000,000 for TIDP for FY 2016 and \$67,500,000 for FY 2017 through 2020. The Funds are subject to the overall Federal-aid obligation limitation and the obligation limitation associated with these funds is available for 4 fiscal years. The amount of TIDP budget authority available in a given year may be less than the amount authorized for that fiscal year. The TIDP funds are available at an 80 percent Federal share, which require a minimum mandatory 20 percent cost share. The Federal share of a project or activity carried out with funds authorized under section 6002 of the FAST Act shall be 80 percent unless expressly specified otherwise by the Act or otherwise determined by the Secretary. [FAST Act § 6002(c)(1)]

The FHWA expects approximately \$10 million to be made available for AID Demonstration in each FY 2016 through 2020 from amounts authorized under section 6002 of the FAST Act. The planned award type is a grant that is allocated to a State department of transportation (State DOT) through project authorization, or for Federal Land Management Agencies and tribes through existing agreements with FHWA Federal Lands Highways Division. The FHWA has funding award goals of up to \$9 million available to State DOTs per FY and up to \$1 million available to Federal Land Management Agencies and tribal governments per

FY. These funding goals will be reviewed annually and may be adjusted to reflect current priorities and needs.

The amount of each award may be up to the full cost of the innovation, but only to a maximum of \$1 million. Awards are limited per FY of up to two per State DOT applicant, with up to one award for a State DOT and up to one award for a subrecipient applying through the State DOT, and limited to one award per applicant for Federal Land Management Agencies and tribal governments, subject to the number of eligible applications and the availability of funds.

Award recipients shall submit a final report to FHWA within 6 months of project completion based on the plan described in Section F (*Federal Award Administration Information*), which documents the process, benefits, and lessons learned including development and/or refinement of guidance, specifications or other tools and methods to support rapid adoption of the innovation(s) as standard practice, as well as level of commitment by recipient to deploy the innovation as standard practice.

C. Eligibility Information

Entities Eligible To Apply for Funding

The AID Demonstration provides incentive funding for eligible entities to accelerate the implementation and adoption by the applicant of proven innovation in highway transportation. Section 502(b)(3) of title 23, U.S.C., authorizes the Secretary to award grants to a wide range of entities. The FHWA will provide AID Demonstration grants to eligible State DOTs, Federal Land Management Agencies, and tribal governments. These entities are the most likely to fulfill the deployment goals of the AID Demonstration program, since they are actively engaged in the deployment of new technologies. Consistent with other FHWA funding provided to tribes, any federally recognized tribe identified on the list of "Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs" (published at 77 FR 47868) is eligible to apply for AID Demonstration. Metropolitan planning organizations and local governments may apply through the State DOT as a subrecipient.

Eligible Uses of Funds

The AID Demonstration funds are available for any project activities eligible for assistance under title 23, U.S.C. Eligible activities may involve any phase of a highway transportation project between project planning and

project delivery, including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals mentioned in Section A (*Program Description*). Projects eligible for funding must pilot and demonstrate for the applicant proven innovative practices or technologies, which the applicant or subrecipient intends to implement and adopt as a significant improvement from the applicant's or the subrecipient's conventional practice.

D. Application and Submission Information

Applications must be submitted through <http://www.grants.gov>. The FHWA will award TIDP AID Demonstration funds to projects based on eligibility outlined in Section C (*Eligibility Information*) and the selection criteria outlined in Section E (*Application Review Information*).

The FHWA will use an open, rolling solicitation, until the program ends or funding is no longer available. Project readiness will be treated as primary selection criteria in FHWA's evaluation process. The project must be authorized within 6 months of applying for AID Demonstration funding. An eligible project must be a pilot deployment for the applicant of a proven innovation previously deployed by others and align with the previously described TIDP goals. The innovation must be proven in real-world highway transportation application with documented benefits (in a form that is publicly available or verifiable), not routinely used by the applicant or the subrecipient, and represent a significant improvement from the applicant's or the subrecipient's conventional practice. The FHWA encourages the use of innovations included in the Every Day Counts (EDC) initiative. Please go to the following link to see examples and benefits of EDC innovations: <https://www.fhwa.dot.gov/innovation/everydaycounts/>.

Initially, to ensure a wide variety of innovations and project types, FHWA will limit awards to three projects per innovation. The FHWA intends to give priority funding consideration to projects using innovations that have not previously received TIDP funding.

In the application, the applicant or the subrecipient must indicate willingness to: (1) Participate in monitoring and assessment activities regarding the effectiveness of the innovation(s) and subsequent technology transfer and information dissemination activities associated with the project; (2) accept FHWA oversight of the project; and (3) conduct a before

and after customer satisfaction determination.

Application Process (I. thru IV.)

I. Contents of Applications

The applicant shall include all of the information requested below in their applications. The FHWA may request applicants to supplement the data in the application, but encourages applicants to submit the most relevant and complete information they can provide. The applicant should, to the extent practicable, provide data and evidence of project merits in a form that is publicly available or verifiable.

A complete application will consist of: (1) the Standard Form 424 (SF 424) available from *Grants.gov*, and (2) the narrative attachment to the SF 424 as described below.

II. Standard Form 424, Application for Federal Assistance

Applicants should refer to http://apply07.grants.gov/apply/forms/sample/SF424_2_1-V2.1.pdf, for instructions on completing the SF 424, which is part of the standard *Grants.gov* submission.

III. Narrative (Attachment to SF 424)

The applicant or subrecipient shall include the supplemental narrative in the attachments section of the SF 424 mandatory form in *Grants.gov* to successfully complete the application process.

The applicant or subrecipient shall respond to the application requirements described below. The supplemental narrative shall be prepared with standard formatting (*e.g.* a single-spaced document, using a standard 12-point font, such as Times New Roman, with 1-inch margins) and should not exceed 5 pages.

An application shall include information needed to verify that the project meets the statutory eligibility criteria as described in Section C (*Eligibility Information*) as well as other information required for FHWA to assess each of the selection criteria specified in Section E (*Application Review Information*). The applicant or subrecipient is required to demonstrate the responsiveness of the proposal to any pertinent selection criteria with the most relevant information that applicants can provide, regardless of whether such information is specifically requested or identified. The applicant or subrecipient shall provide concrete evidence of project milestones, financial capacity, and commitment in order to support project readiness.

For ease of review, the narrative should generally adhere to the following

basic outline, and include relevant maps and graphics:

1. *Project Abstract*: Describe work that would be completed under the project, whether the project is a complete project or part of a larger project with prior investment, and the aspect of highway transportation and the TIDP goals that the innovation would address (maximum five sentences). The project abstract should succinctly describe how this specific request for AID Demonstration funding would be included in the project.

2. *Project Description*: Brief description of the project and project objective(s), the innovation and related documented benefits, the performance goals and measures for the innovation, current organizational/institutional experience with the innovation, and the significant improvement to conventional practice expected.

3. *Innovation Performance*: Brief description of how the innovation will be monitored, assessed, and documented to determine if the performance goals and measures are achieved, including a timeline of demonstration, deployment, implementation, and/or adoption activities.

4. *Applicant information and coordination with other entities*: Identification of applicant, and subrecipient if applicable; description of cooperation with other entities; and information regarding any other entities involved in the project.

5. *Funding Request*: Summary of the funding request including the basis for determining the cost of the innovation in the project (note: a project cost estimate may be the best source for providing this data and may be provided as an additional attachment). The applicant should also include the total project cost, identifying Federal and non-Federal shares of project costs.

6. *Eligibility and Selection Criteria*: Brief description of how the project meets the statutory eligibility criteria as described in Section C (*Eligibility Information*) and the selection criteria identified in Section E (*Application Review Information*).

IV. Contact Information

The applicant or subrecipient should include contact information requested as part of the SF-424. The FHWA will use this information to contact applicants and to inform parties of FHWA's decision regarding award determination. Contact information should be provided for a direct employee of the applicant. Contact information for a contractor, agent, or

consultant of the lead applicant is insufficient for FHWA's purposes.

Additional Information on Applying Through Grants.gov

Applications for AID Demonstration shall be submitted through *Grants.gov*. To apply for funding through *Grants.gov*, applicants must be properly registered. Complete instructions on how to register and apply can be found at www.grants.gov. If interested parties experience difficulties at any point during the registration or application process, they should call the *Grants.gov* Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m., e.t.

Registering with *Grants.gov* is a one-time process, however, processing delays may occur and it can take up to several weeks for first-time registrants to receive confirmation and a user password. Accordingly, FHWA highly recommends that potential applicants start the registration process as early as possible. In order to apply for AID Demonstration under this notice and to apply for funding through *Grants.gov*, all applicants are required to complete the following:

1. *Acquire a Data Universal Numbering System (DUNS) Number*. A DUNS number is required for *Grants.gov* registration. The Office of Management and Budget requires that all applicants for Federal funds include a DUNS number in their applications for a new award or renewal of an existing award. A DUNS number is a unique nine-digit sequence recognized as the universal standard for identifying and keeping track of entities receiving Federal funds. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and subrecipients. The DUNS number will be used throughout the grant life cycle. Obtaining a DUNS number is a free, one-time activity that can be completed by calling 1-866-705-5711 or by applying online at <http://fedgov.dnb.com/webform>.

2. *Acquire or Renew Registration with the System for Award Management (SAM) Database*. All applicants for Federal financial assistance maintain current registrations in the SAM database. An applicant must be registered in the SAM to successfully register in *Grants.gov*. The SAM database is the repository for standard information about Federal financial assistance applicants, recipients, and subrecipients. Entities that have previously submitted applications via *Grants.gov* are already registered with SAM, as it is a requirement for

Grants.gov registration. Please note, however, that applicants must update or renew their SAM registration at least once per year to maintain an active status, so it is critical to check registration status well in advance of relevant application deadlines.

Information about SAM registration procedures can be accessed at: <https://www.sam.gov/portal/public/SAM/>.

3. *Acquire an Authorized Organization Representative (AOR) and a Grants.gov Username and Password*. Applicants will need to complete an AOR profile on *Grants.gov* and create a username and password. The assigned DUNS Number is required to complete this step. For more information about the registration process, go to: www.grants.gov/applicants/get_registered.jsp.

4. *Acquire Authorization for the AOR from the E-Business Point of Contact (E-Biz POC)*. The E-Biz POC for the applicant must log in to *Grants.gov* to confirm the applicant as an AOR. Please note that there can be more than one AOR for each applicant.

5. *Search for the Funding Opportunity on Grants.gov*. Applicants can use the Catalog of Federal Domestic Assistance number for this solicitation, which is 20.200, titled Technology and Innovation Development Program, when searching for the AID Demonstration opportunity on *Grants.gov*.

6. *Submit an Application Addressing All of the Requirements Outlined in this Notice of Funding Opportunity*. Within 24 to 48 hours after submitting an electronic application, applicants should receive an email validation message from *Grants.gov*. The validation message will specify whether the application was received and validated or rejected, with an explanation.

Note: When uploading attachments, applicants should use generally accepted formats such as .pdf, .doc, and .xls. While applicants may embed picture files such as .jpg, .gif, .bmp, in your files, they should not save and submit the attachment in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

E. Application Review Information

The FHWA will evaluate AID Demonstration applications in accordance with the evaluation process described below.

The FHWA will establish an evaluation team of technical and professional staff with relevant experience and/or expertise to review each application received by FHWA through *Grants.gov*. The evaluation team will be responsible for reviewing,

evaluating, and rating the applications as well as making funding recommendations to FHWA senior leadership.

After reviewing the application, the evaluation team may contact the applicant to discuss the application and confirm understanding of the requirements for participation in AID Demonstration. Based on the information collected, the evaluation team will prepare a summary assessment rating the application along with the team's recommendation. The summary assessment and recommendation will be presented to FHWA senior leadership to make a final determination on the approval of the award.

I. Selection Criteria

All applications will be evaluated on a rolling basis and be assigned a rating of "Qualified" or "Not Qualified."

The ratings are as follows:

1. *Qualified*—a project must meet all 8 of the following criteria:

i. Project ready to authorize within 6 months of applying for AID Demonstration funding, including such information as: Evidence of project milestones, financial capacity, and commitment in order to support project readiness.

ii. project pilots and demonstrates an innovation with a technology readiness level of 7 or higher as defined in Table 1;

iii. project aligns with TIDP goals to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.;

iv. innovation is proven in real-world application with documented benefits, and not routinely used by the applicant or the subrecipient;

v. application describes the innovation's magnitude and scope of

impact on the applicant's or the subrecipient's conventional practice;

vi. cost estimate is included that directly supports the requested funding amount;

vii. information provided on performance goals and measures for respective innovation demonstration and deployment activities;

viii. application indicates the applicant's or subrecipient's willingness to:

(1) Participate in monitoring and assessment activities regarding the effectiveness of the innovation(s) and subsequent technology transfer and information dissemination activities associated with the project;

(2) accept FHWA oversight of the project;

(3) conduct before and after customer satisfaction determinations; and

(4) commit to deployment of the innovation as standard practice in the future, if the deployment is successful.

TABLE 1—TECHNOLOGY READINESS LEVELS (TRL)

| Phase | TRL | Description | Examples |
|------------------------|-----|---|---|
| Basic Research | 1 | Basic principles and research | Piezo electric energy harvesting in the roadway. Agent-based modeling and simulations. |
| | 2 | Application formulated. | |
| Applied Research | 3 | Proof of concept. | |
| | 4 | Components validated in laboratory environment. | Cooperative adaptive cruise control. Fiber-reinforced concrete columns. |
| | 5 | Integrated components demonstrated in a laboratory environment. | |
| Development | 6 | Prototype demonstrated in relevant environment. | Nondestructive testing for concrete bridge decks, Strategic Highway Research Program (SHRP) R06A. Software tools for sharing and integrating Geographic Information System (GIS) data. |
| | 7 | Prototype demonstrated in operational environment. | |
| | 8 | Technology proven in operational environment. | |
| Implementation | 9 | Technology refined and market ready. | FHWA Every Day Counts (EDC) technologies— <i>e.g.</i> Warm Mix Asphalt, Safety Edge, Design-Build, Programmatic Agreements, Accelerated Bridge Construction, Prefabricated Bridge Elements & Systems: https://www.fhwa.dot.gov/innovation/everydaycounts/ . |

2. *Not Qualified*—If a project meets any one of the following criteria, then it is not qualified for funding:

i. Project does not meet the eligibility requirements;

ii. application fails to address one or more of the application requirements;

iii. applicant received AID Demonstration funding within the current fiscal year; or

iv. three AID Demonstration funding awards were already made for the innovation.

F. Federal Award Administration Information

Each applicant selected for AID Demonstration funding shall work with

FHWA on the development and implementation of a plan to collect information and report on the project's performance with respect to the relevant outcomes that are expected to be achieved through the innovation in the project. Each recipient or subrecipient of AID Demonstration funding shall report on specified performance indicators for its project. Performance indicators will be identified for each project, and will consider the individual project's stated goals as well as resource constraints of the recipient or subrecipient. Performance indicators may include formal goals or targets, will include baseline measures as well as

post-project outputs, and will inform the AID Demonstration in working toward best practices, programmatic performance measures, and future decisionmaking guidelines. The recipient or subrecipient shall submit a final report to FHWA within 6 months of project completion which documents the process, benefits, and lessons learned including development and/or refinement of guidance, specifications, or other tools and methods to support rapid adoption of the innovation(s) as standard practice.

G. Federal Awarding Agency Contacts

For further information concerning this final notice please contact: Mr. Thomas Harman, Director, Federal Highway Administration, Office of Innovative Program Delivery, Center for Accelerating Innovation, 1200 New Jersey Avenue SE., E84-547, Washington, DC 20590, Telephone: (202) 366-6377, or email: tom.harman@dot.gov.

For legal questions, please contact: Ms. Seetha Srinivasan, Attorney-Advisor, Federal Highway Administration, Office of the Chief Counsel, 1200 New Jersey Avenue SE., E82-328, Washington, DC 20590, Telephone: (202) 366-4099, or email: seetha.srinivasan@dot.gov.

Office hours are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays. A TDD is available for individuals who are deaf or hard of hearing at (202) 366-3993.

In addition, FHWA may post answers to questions and requests for clarifications on FHWA's Web site at: <http://www.fhwa.dot.gov/accelerating/grants>. Applicants and subrecipients are encouraged to contact FHWA directly to receive information about AID Demonstration.

Authority: Section 52003 of Pub. L. 112-141; Section 6003 of Pub. L. 114-94; 23 U.S.C. 503.

Issued on: August 24, 2016.

Gregory G. Nadeau,
Administrator, Federal Highway Administration.

[FR Doc. 2016-21063 Filed 8-31-16; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Buy America Waiver Notification

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the use of non-domestic iron and steel components in thruster brakes and bearings assemblies for restoration of electrical and mechanical control systems for 12 moveable bridges in the State of New York.

DATES: The effective date of the waiver is September 2, 2016.

FOR FURTHER INFORMATION CONTACT: For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, (202)

366-1562, or via email at gerald.yakowenko@dot.gov. For legal questions, please contact Mr. William Winne, FHWA Office of the Chief Counsel, 202-366-1397, or via email at William.Winne@dot.gov. Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at: <http://www.archives.gov> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when the application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for use of non-domestic iron and steel components in thruster brakes and bearings assemblies for restoration of electrical and mechanical controls systems for 12 moveable bridges in the State of New York.

In accordance with Division K, section 122 of the "Consolidated and Further Continuing Appropriations Act, 2015" (Pub. L. 113-235), FHWA published a notice of intent to issue a waiver on its Web site; <http://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=130> on July 12th. The FHWA received no comments in response to the publication. Based on all the information available to the agency, FHWA concludes that there are no domestic manufacturers of iron and steel components compatible with thruster brakes and bearings assemblies for restoration of electrical and mechanical controls systems for 12 moveable bridges in the State of New York.

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244, 122 Stat. 1572), FHWA is providing this notice as its finding that a waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an

additional 15 days following the effective date of the finding. Comments may be submitted to FHWA's Web site via the link provided to the waiver page noted above.

Authority: 23 U.S.C. 313; Public Law 110-161, 23 CFR 635.410

Issued on: August 25, 2016.

Gregory G. Nadeau,
Administrator, Federal Highway Administration.

[FR Doc. 2016-21073 Filed 8-31-16; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Information Collection; Comment Request

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)).

DATES: Written comments should be received on or before October 31, 2016 to be assured of consideration.

ADDRESSES: Direct all written comments to Tuawana Pinkston, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW., Washington, DC 20224, or at Elaine.H.Christophe@irs.gov.

Please send separate comments for each specific information collection listed below. You must reference the information collection's title, form number, reporting or record-keeping requirement number, and OMB number (if any) in your comment.

FOR FURTHER INFORMATION CONTACT: To obtain additional information, or copies of the information collection and instructions, or copies of any comments received, contact Elaine Christophe, at Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW., Washington, DC 20224, or through the internet, at Elaine.H.Christophe@irs.gov.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Department of the Treasury and the Internal Revenue Service, as part of their continuing effort to reduce

Technology and Innovation Deployment Program (TIDP)
Accelerated Innovation Deployment (AID) Demonstration
Application Information
October 2016

The AID Demonstration provides incentive funding for eligible entities to accelerate the implementation and adoption of innovation in highway transportation. Entities eligible to apply (“Applicants”) are State DOTs, Federal Land Management Agencies, and tribal governments. Consistent with other Federal Highway Administration (FHWA) funding provided to tribes, federally recognized tribes identified on the list of “Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs” (published at 77 FR 47868) are eligible to apply. Metropolitan planning organizations and local governments may apply through State DOTs as subrecipients. An eligible project must pilot and demonstrate for the applicant a proven innovation previously deployed by others.

The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications for the AID Demonstration and provides selection criteria, application requirements, and technical assistance with Grants.gov during the grant solicitation period.

FHWA is accepting applications on a rolling solicitation basis. Information on the program details is available at <http://www.fhwa.dot.gov/accelerating/grants>. **This “Application Information” document is intended to serve as a reference for Applicants and includes a [template](#) for the project narrative on the last page.**

Applicants must submit applications electronically through Grants.gov (search: **FHWA-2016-21063** for this grant opportunity). Applicants are encouraged to apply as soon as the eligible project is ready to authorize within *12 months**. Contact information is requested as part of the Standard Form 424 (SF 424).

*This information was published in a [Notice of Correction](#) on 10/14/2016.

Application

The complete application, consisting of **both** the *Standard Form 424* and *Project Narrative*, must be submitted through Grants.gov.

1. Standard Form 424 (SF 424): Application for Federal Assistance

The SF 424 must be submitted through Grants.gov. An example of the SF-424 is provided as reference on the FHWA website at <http://www.fhwa.dot.gov/accelerating/grants>.

2. Project Narrative (as an attachment to SF 424)

The project narrative must respond to the application requirements outlined in the NOFO. The Applicant should include the project narrative as an attachment to the SF 424 mandatory form in Grants.gov to successfully complete the application process.

FHWA recommends the project narrative to be prepared with standard formatting preferences (e.g., a single-spaced document, using a standard 12-point font, such as Times New Roman, with 1-inch margins) and **should not exceed five (5) pages**. *Maps, pictures, and other items may also be submitted as attachments to the application to supplement the project narrative.* These additional items should not be relied upon to meet the application submission requirements, but serve only to illustrate the information provided in the narrative.

FHWA recommends use of appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” etc.) for all attachments. Attachments must be submitted electronically in PDF format along with the project narrative attachment to SF 424. All additional information should be identified by the Applicant and Project Title that matches the SF 424.

Recommended Project Narrative Outline

The project narrative must include information needed to verify that the project meets the statutory eligibility criteria as described in Section C (Eligibility Information) of the NOFO, as well as other information required for FHWA to assess each of the criteria specified in Section E (Application Review Information) of the NOFO. The Applicant is required to demonstrate the responsiveness of the proposal to any pertinent selection criteria with the most relevant information that applicants can provide, regardless of whether such information is specifically requested or identified. The Applicant should provide concrete evidence of project milestones, financial capacity, and commitment in order to support project readiness.

The project narrative must address the items described below and should not exceed five (5) pages. **The prompt lists are provided to ensure the application addresses key items; please provide relevant supporting information.** A blank [project narrative template](#) is included on the last page of this document.

- I. **Project Abstract:** Brief description of the work that will be completed under the project, whether the project is a complete project or part of a larger project with prior investment, and the aspect of highway transportation and the TIDP goals that the innovation would address (maximum five sentences). The project abstract should succinctly describe how this specific request for AID Demonstration funding would be included in the project.

- What is the work to be completed under the project?
 - Is this a complete project or part of a larger project with prior investment?
 - Which phase of a highway transportation project between project planning and project delivery, including planning, financing, operation, structures, materials, pavements, environment, and construction does the innovation address?
 - Which TIDP goals does the innovation address?
 - How will this request for AID Demonstration funding be included in the project?
- II. **Project Description:** Brief description of the project and project objective(s), the innovation and related documented benefits*, the performance goals and measures for the innovation, current organizational/institutional experience with the innovation, and the significant improvement to conventional practice expected.
- What is the project and its objective(s)?
 - What is the innovation and related documented benefits*?
 - What are the performance goals and measures for the innovation?
 - What is the current organizational/institutional experience with the innovation?
 - What is the significant improvement (magnitude and scope of impact) to applicant's (or subrecipient's) conventional practice expected by implementing and adopting the innovation?
- III. **Innovation Performance:** Brief description of how the innovation will be monitored, assessed, and documented to determine if the performance goals and measures are achieved, including a timeline of demonstration, deployment, implementation, and/or adoption activities.
- How will innovation be monitored, assessed, and documented to determine if the performance goals and measures are achieved?
 - Please include a timeline of demonstration, deployment, implementation, and/or adoption activities.
- IV. **Applicant Information and Coordination with Other Entities:** Identification of Applicant including point of contact (and subrecipient, if applicable); description of cooperation with other entities; and information regarding any other entities involved in the project.
- Who is the project point of contact?
 - Is there cooperation with other entities on the project?
 - Are there any other entities involved in the project? If so, please provide information about them.

- V. **Funding Request:** Summary of the funding request including the basis for determining the cost of the innovation in the project (note: a project cost estimate may be the best source for providing this data and may be provided as an additional attachment). The applicant should also include the total project cost, identifying Federal and non-Federal shares of project costs.
- How much AID Demonstration funding is being requested?
 - How was this amount determined as the cost of the innovation in the project?
 [NOTE: Provide data that directly supports the requested funding amount. If funding for staff, materials, or other items is part of the innovation cost for an eligible project, the applicant will need to include it in the application for consideration.]
 - What is the estimated total project cost?
- VI. **Eligibility and Selection Criteria:** Brief description of how the project meets the statutory eligibility criteria as described in Section C (Eligibility Information) and the selection criteria identified in Section E (Application Review Information) of the NOFO.
- Is the entity eligible to apply for funding?
 - Has the applicant (or subrecipient) received AID funding?
 - Is project eligible under title 23 USC?
 - Is project ready to authorize within 12 months of applying for AID Demonstration funding? (please include such information as evidence of project milestones, financial capacity, and commitment in order to support project readiness.)
 - Does the project pilot and demonstrate an innovation with a technology readiness level of 7 or higher as defined in Table 1 of NOFO?
 - Does innovation align with TIDP goals to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit an aspect of highway transportation?
 - Is innovation proven in real-world application and has documented benefits?*
 - Is innovation not routinely used by the applicant or the subrecipient?
 - Is innovation of significant improvement from applicant's or subrecipient's conventional practice?
 - Does the applicant (or subrecipient) indicate willingness to: (1) Participate in monitoring and assessment activities regarding the effectiveness of the innovation(s) and subsequent technology transfer and information dissemination activities associated with the project; (2) accept FHWA oversight of the project; (3) conduct a before and after customer satisfaction determination for construction projects; and (4) commit to deployment of the innovation as standard practice in the future, if the deployment is successful?

***Documented benefits should be in a form that is publicly available or verifiable. Innovations included in the Every Day Counts (EDC) initiative need only to be cited. Examples and benefits of EDC innovations are included on the EDC website at <http://www.fhwa.dot.gov/everydaycounts/>.**

Additional Attachments: Additional information (e.g., maps, pictures, etc.) can also be submitted. Items must be submitted in a PDF format as an attachment to the application. This additional information should be identified by the Applicant and Project Title so that it is easily identified as part of the application. These additional items should not be relied upon to meet the application submission requirements above, but serve only to illustrate the information provided in the narrative.

**Accelerated Innovation Deployment (AID) Demonstration
Project Narrative Template**

[NOTE: Project narrative should not exceed five (5) pages.]

- I. Project Abstract** (5 sentences maximum)

- II. Project Description**

- III. Innovation Performance**

- IV. Applicant Information and Coordination with Other Entities**

- V. Funding Request**

- VI. Eligibility and Selection Criteria**

Additional Attachments No Yes **[NOTE: PDF files should be identified by Applicant and Project Title]**



COLORADO

Department of Transportation

Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: January 27, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sanders, Manager, Transit Planning and Infrastructure Unit
SUBJECT: FTA 5311 Distribution Policy

Purpose

This memo is an update on the actions and decisions CDOT has taken over the past few months to modify the current process for distributing FTA Section 5311 funds to public transportation providers around the state.

Background

The goal of this endeavor is to evaluate the current funding distribution methodology for the 5311 program and develop a revised methodology that reflects values identified by the Statewide Transit Plan and the Transportation Commission. The 5311 operating assistance distribution methodology has not been evaluated or updated in over 10 years. With total funds steady and slightly rising every year, the recent practice has been to use the previous year's distribution as a base, review new or special circumstances and apply some of the increase appropriately, and apply the remainder of the increase proportionally to all recipients. This practice has worked satisfactorily, however there are limitations:

- It does not specifically provide for new qualified entities to enter the system. The annual growth in the total pool used to be larger, so in the past a few new entrants could be accommodated without having negative impact on others. Recent years have had minimal increases, and accommodating new entrants would negatively affect others. This year two new applicants were denied for a 2017 award, citing mid-term of the two year cycle; they were encouraged to apply next year at the beginning of the 2018/19 cycle.
- The transit entities with the longest tenure have had the most compounded interest.
- The current methodology for funding distribution is based heavily on CDOT discretion making it difficult to provide transparent rationales for current or past funding decisions.

Focus groups were convened over the past summer, shedding light on the local reliance on scarce federal operating funds, and the need for a more comprehensive evaluation of the distribution methodologies. In October DTR requested a subcommittee of the Transit & Rail Advisory Committee (TRAC) to provide guidance and feedback for the project, and assistance from CASTA in soliciting input and communicating the progress. The STAC chair, Vince Rogalski, was requested to participate on the Subcommittee as a representative of STAC. The Subcommittee meets every three or four weeks and has thus far met on October 26th, November 16th, December 13th, and January 11th.

Details

CDOT and the Subcommittee have discussed a variety of issues related to the 5311 funding distribution and the major themes are summarized below.

Guiding Policies

Subcommittee members have established policies to guide the development of a funding distribution methodology. These policies include:

1. Fair and Equitable: The funding methodology should be fair and equitable.
2. Transparent: The methodology should be documented, clear, and understandable.
3. Stable: The methodology should allow transit operators to plan for future revenues.
4. Available to All Eligible Providers: The methodology should account for current and new agencies.
5. Reward Performance: The methodology should promote good performance.

Categorizing Agencies

Colorado's public transportation agencies are a diverse set of agencies in terms of size, clientele, and modes of transportation. CDOT and the Subcommittee have discussed a categorization framework as a way to determine

appropriate levels of funding for each type of agency. Each category would have a base funding level that reflects the size and level of service the agency provides. In theory, as an agency increases in size and sophistication, the more the agency should rely on local investment and less on 5311 operating funds. Subcommittee members generally agree that small, mostly rural, transit systems should be eligible for higher levels of federal funding.

Methodologies

CDOT and the Subcommittee desire a funding methodology that is fair, simple, and one that will provide CDOT with defensible grant award decisions. The Subcommittee recently began discussing 5311 methodologies and reviewed three different approaches that are based on factors such as level of service (miles and hours), the size of the agency (operating budget), and to what extent an agency meets certain criteria such as providing regional service, serves multiple jurisdictions, etc. Each of the approaches discussed is built on a categorization framework, described above, that assumes larger agencies should rely less on federal funding than smaller agencies. The Subcommittee will continue working and refining these methodologies over the next few meetings until we arrive at an approach that is best suited for Colorado agencies.

Next Year's Operating Awards

It is CDOT's goal to have a methodology in place by April 2017 that can be used to make awards for the 2018 distribution of funds. However, if that doesn't occur, CDOT will implement a short term interim approach to allow new entrants into the funding distribution. As discussed with the Subcommittee, this interim solution may consist of one, or a combination, of the following options:

- **Equal Reduction to allow New Agencies:** Under this option, CDOT would reduce all current 5311 recipients' grants by an equal percentage in order to provide funding for new entrants. CDOT calculated that every new 5311 recipient of average size would result in a 2 percent to 3 percent reduction in existing grants.
- **Temporarily Reduce Capital Awards:** Hold existing agencies at 2017 funding levels and make room for new agencies by reducing the 5311 capital funds. This would allow up to four average sized new entrants, but would have consequences as there would be fewer funds available for vehicle replacements.
- **Eliminate Eligibility of Administrative Costs:** Currently CDOT reimburses 80 percent of administrative costs and 50 percent of operating costs. By eliminating the 80 percent administrative option, CDOT calculates it would result in an additional \$1 million in funding. However, there are a few agencies, particularly small agencies that rely heavily on the higher reimbursement rate.

Input Requested

Staff requests general input from STAC that will be conveyed to the TRAC Subcommittee as it continues addressing the issues and challenges of the project.

Next Steps

The Subcommittee will continue crafting a 5310/5311 funding distribution methodology with two meetings planned for February. DTR staff will update the STAC on the status of the project in March.



COLORADO

Department of Transportation

Division of Transit & Rail
4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: January 27, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sanders, Manager, Transit Planning and Infrastructure Unit
SUBJECT: Transit Development Program and Project Selection

Purpose

The purpose of this memorandum is to provide an update on the Transit Development Program and related project selection activities.

Background

Historically, CDOT has developed project lists for long-term (20-25 year) horizons through the Long Range Transportation Planning process. CDOT has also developed project lists as specific revenue or fund sources have become available, such as the federal American Recovery and Reinvestment Act of 2009 (ARRA), the Responsible Acceleration of Maintenance and Partnerships (RAMP)(2015-2019), and SB 228 (2016+). CDOT is creating the Development Program as a way to maintain a single source of major projects for future funding sources, rather than creating a new project list for each new funding opportunity. The 10-Year Development Program is a shorter list which identifies the highest priorities for funding. While the information on highway projects in the Development Program is largely complete, the same is not true of transit or bicycle and pedestrian.

The creation of the Transit Development Program will be influenced by DTR's role as a "pass-through" agency, an arrangement where DTR passes on funds to other transit agencies. Pass-through funds are not meant for CDOT-sponsored projects but rather for projects identified and sponsored by local transit agencies. DTR passes through nearly all of its federal funds which are now about \$17 million. DTR also passes through a portion of state FASTER Transit funds - \$5 million out of \$15 million - while the remainder are used for Bustang and other projects of statewide significance.

This memo provides an update on DTR's progress as it continues to define the Transit Development Program and turn it into a 10-Year Development Program, including the type of projects that are included in the list and the criteria for how those projects are prioritized.

Details

Staff in the Division of Transit and Rail (DTR) have developed an initial Transit Development Program inventory based primarily on projects identified in the Statewide Transit Plan, a document which compiles transit plans from Colorado's ten rural Transportation Planning Regions. This inventory contains projects that serve statewide transit purposes (e.g., park and rides for intercity transit services, Bustang capital needs) as well as a number of rural transit projects where CDOT would likely be a funding partner with its pass-through grants. Projects in metropolitan areas were generally not included on the list since transit agencies in these areas receive federal funds directly from the federal government and would be expected to sponsor most projects with these or other local funds.

DTR intends to further refine the Transit Development Program by creating two separate project inventories: a CDOT Transit Development Program and a Pass-Through Development Program. Both of these programs are described below.

CDOT Transit Development Program

The CDOT Development Program was never intended to capture every potential project identified in the state. For example, staff in DTD have identified the following characteristics of projects in the Highway Development Program:

- Limited to projects wholly or substantially funded and directed by CDOT if sufficient revenue were available.

- Not inclusive of projects that are anticipated to be primarily funded by MPO's, TPR's, or local governments even if they are on state highway facilities (i.e. major arterial).
- Limited to projects that are "major", where major is a CDOT region-defined range based on what projects would be unlikely or difficult to fund to completion through traditional funding sources.
- Because the focus is on major projects, a large number of smaller projects are not included.

As DTR continues to refine the Transit Development Program, it will follow the principles described above which are used by other CDOT Divisions. Examples of the types of projects included on the Transit Development Program include capital needs for a robust intercity bus network (park and rides, buses), regional maintenance facilities, and commuter rail. DTR will develop and maintain this list with input from CDOT regions and other planning partners.

Pass-Through Development Program

Because the Division of Transit & Rail (DTR) administers pass-through funds, and like FASTER, future sources of revenue may also include pass-through provisions, DTR will need to maintain a Pass-Through Development Program. Similar to the CDOT Transit Development Program, the Pass-Through Development Program will not be an exhaustive list of projects. Instead, the Program will be for major projects, sponsored and planned by local agencies, which cannot be realistically paid for with current grant programs. Smaller projects can either be handled by local funding or through an annual grant process through which CDOT awards pass-through funding.

Examples of projects that will be included on the Pass-Through Development Program are new and upgraded local maintenance facilities, bus stop improvements, and streetscape improvements. DTR will host the Program list and define the process to establish and to update and/or amend as needed. Maintenance of the Program will require joint responsibility with local transit agencies and with MPO and TPR review.

Input Requested

This memo is meant as an informational update to the STAC. DTR will continue to update the STAC as it makes progress in the Development Programs and will present updated lists of projects.

Next Steps

DTR will continue working with its planning partners to develop the CDOT Development Program and its Pass-Through Development Program.



COLORADO
Department of Transportation
Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: January 27, 2017

TO: Statewide Transportation Advisory Committee

FROM: Michelle Scheuerman, Statewide Planning Manager, & Sharon Terranova, Senior Transit & Rail Planner

SUBJECT: Multimodal Freight Plan and State Freight and Passenger Rail Plan Development Update

Purpose

The purpose of this memo is to provide the STAC with an update on development of the Multimodal Freight Plan and the State Freight and Passenger Rail Plan.

Action

This memo is informational only; no action is required.

Background

The Divisions of Transportation Development (DTD) and Transit and Rail (DTR) have joined efforts to develop the Multimodal Freight Plan and the State Freight and Passenger Rail Plan concurrently. By doing so, greater efficiencies can be achieved including, but not limited to, data compilation and analyses, identification of network issues, needs and opportunities, and maximization of stakeholder participation. DTD and DTR have retained one consultant team to help in development of both plans.

The two plans are necessary to be in compliance with the FAST Act and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the federal laws established by the Federal Highway Administration and the Federal Railroad Administration, respectively.

DTD developed a State Highway Freight Plan in 2015 compliant with MAP-21 and is building on that effort to develop a FAST Act compliant Multimodal Freight Plan (MFP). The Multimodal Freight Plan will integrate the additional modes of freight rail and aviation, and address facilities where freight changes modes, i.e. truck-rail and truck-air. A wide range of stakeholders will be engaged in identifying needs and priorities of the system, and priority freight projects. The Multimodal Freight Plan will elevate freight transport issues within CDOT and among planning partners, and is required under the FAST Act in order for CDOT to obligate federal formula freight funding.

DTR is updating its State Freight and Passenger Rail Plan (SFPRP), as required by the Federal Railroad Administration (FRA). State DOTs must update their rail plans every five years in order to remain eligible for FRA funding for rail investments. CDOT's Transportation Commission approved the first rail plan in 2012 and this update will be submitted to the FRA by calendar year-end in 2017. PRIIA largely dictates the format and content of the Rail Plan.

Details

The Multimodal Freight Plan, managed by DTD, will address freight movement by highway, air, and rail, while the State Freight and Passenger Rail Plan, managed by DTR, will address passenger and freight rail. With freight rail being common to both plans, a joint approach was adopted. This approach provides a coordinated, comprehensive, and consolidated approach to analyze freight and rail issues and needs, and to develop recommendations. Additionally, by entering into a joint procurement with one consulting team, we gain efficiencies in time and budget, as well as provide consistent messaging to our stakeholders and the public.

Both plans will rely on cooperation between public and private planning partners and key industry stakeholders in order to achieve optimal success. To that end, a robust stakeholder engagement process has been developed; a multi-tiered committee structure was created to assist with development of the plans. Key industry stakeholders and planning partners (federal, state and regional) make up the membership of the Joint Project Advisory Committee (JPAC), which is tasked with providing strategic direction for development of both plans, providing input on policy guidance and recommendations, establishing key messaging, and acting as liaisons and visible champions of the plans. Each plan also has a Working Group that will be more detail-focused and work on specific plan elements, such as modal strategies, intermodal connections, and methodologies for priority-setting. CDOT project staff will regularly brief the Senior Management Oversight Committee, comprising members of the Executive Management Team.

This project utilizes a phased approach toward plan development. The stage will be set by emphasizing the role of freight and rail in Colorado, examining the institutional governance structure of rail programs, and identifying potential funding opportunities. Data collection and analyses will establish existing conditions as well as predict future trends and conditions. The data, as well as stakeholder input, will identify network issues, needs, challenges and opportunities.

A critical phase of our approach is the economic analyses task. This plan element will provide the link between freight and rail to Colorado's economic vitality. The analyses will be used to illustrate the economic impacts and benefits to the public, elected officials, industry stakeholders, and planning partners.

Upon completion of the aforementioned tasks, CDOT will identify objectives and assemble a list of projects to address/resolve the issues. CDOT staff will work with stakeholders to develop a framework for project selection, (selection criteria and performance measures) which will be used for project prioritization. For the MFP, a prioritized 5-year investment set will be prepared as part of the plan development. And per PRIIA, a four-year, constrained, prioritized capital investment program and a 20-year long-term list of strategic rail projects will be included in the SFPRP.

Draft plans will be completed by the end of September 2017. Both plans will then undergo a review process by key stakeholders and submitted for TC adoption in November.

Key Benefits

One of the key benefits of developing regulatory-compliant plans is that it strategically positions CDOT to receive funding via discretionary federal grant programs, providing CDOT with a competitive edge. Both plans will clearly articulate needs and priorities, elevate freight transportation issues within CDOT and with planning partners, and establish vision, goals, and strategies for the transportation system. Project selection criteria will be developed and a process to evaluate investment decisions will be established. Newly formed relationships with key stakeholders and industry leaders will be forged and lead to future partnering and collaboration. It is our intent that this joint planning effort will provide a path for implementation, making the two plans meaningful and living documents.

Options and Recommendations

None at this time.

Next Steps

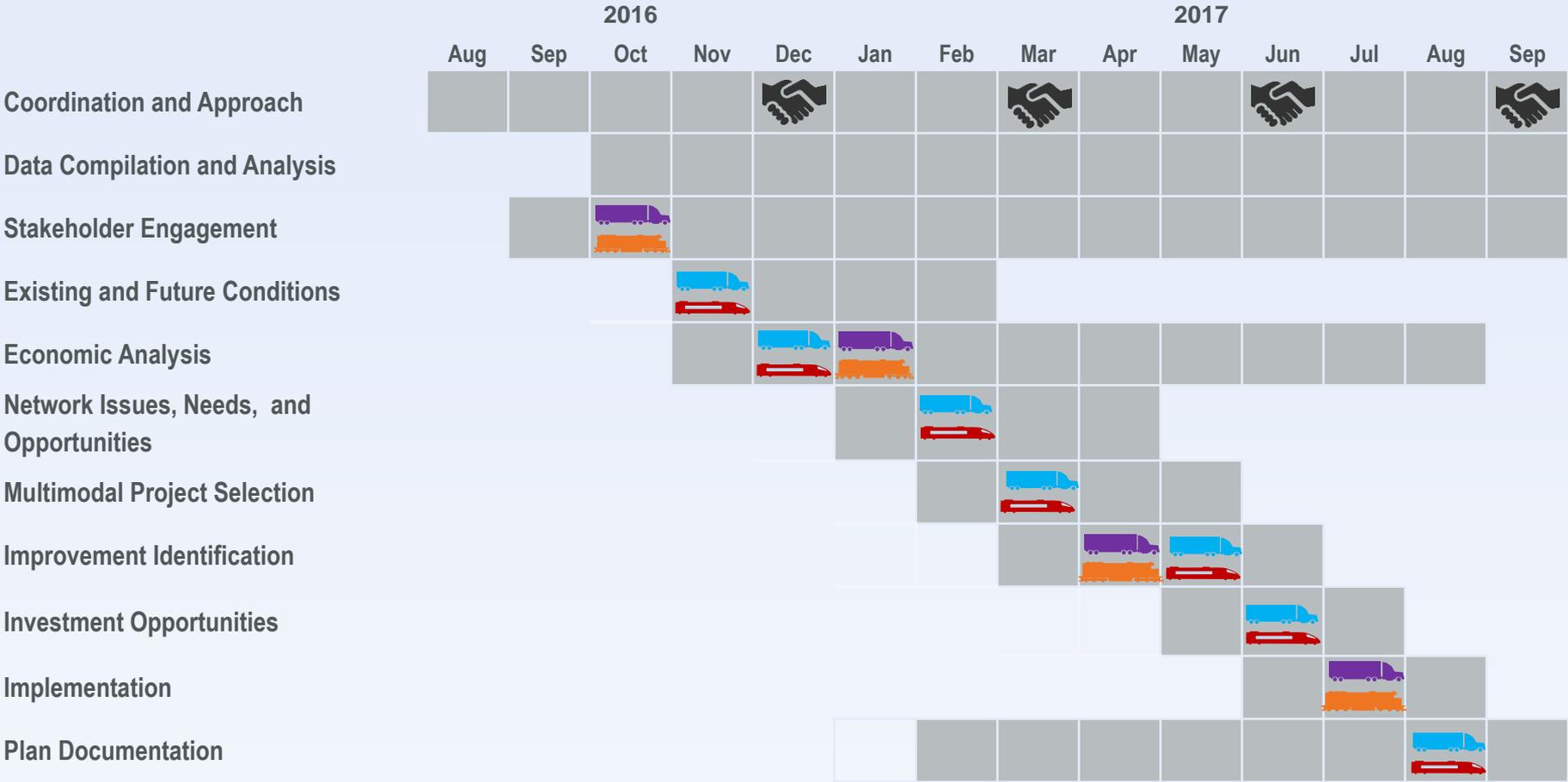
- Data Gathering and Analyses: We anticipate delivery of the TRANSEARCH data and STB Waybill data by early 2017. Upon receipt, we will analyze this data, along with information received via key stakeholder interviews. Results will be presented to our plan working groups for confirmation and validation.
- Issues, Needs and Opportunities: Plan working groups will begin to identify issues, needs and opportunities.

- Public Engagement: The JPAC will begin to formulate key messages and educational themes. Information will be disseminated via the coloradotransportationmatters.com website and other forms of media. A focus group is being developed to ensure we are obtaining insight from a wide variety of demographics such as millennials.
- STAC: More information on development of the two freight plans will be provided in April.

Attachments

Plan Schedule and Key Milestones

Multimodal Freight Plan & State Freight & Passenger Rail Plan Schedule and Milestones



Freight Advisory Council
Multimodal Freight Plan Working Group



Transit and Rail Advisory Committee
State Freight & Passenger Rail Plan Working Group



Tentative 2017 STAC Calendar

| 2017 | DRAFT TC Agenda Items (subject to change) | DRAFT STAC Agenda Items (subject to change) |
|--|---|---|
| <p>FEBRUARY</p> <p>TC: 2/15-16 STAC: 2/24</p> | <p><u>LUNCH WITH STAC</u></p> <ul style="list-style-type: none"> TC and STAC Lunch on February 16 <p><u>WORKSHOPS</u></p> <ul style="list-style-type: none"> Central 70 Open House Project Prioritization / National Highway Freight Program Workshop Operational Update DBE Committee RUC Workshop ROW Acquisition Workshop Audit Review Committee Technology Committee <p><u>TC MEETING ITEMS:</u></p> <ul style="list-style-type: none"> Budget Supplement FY 2017-2018 Budget HPTE Draft Annual Budget Safety Update <p><u>BE MEETING ITEMS:</u></p> <ul style="list-style-type: none"> Quarterly BE Update | <ul style="list-style-type: none"> Bike/Ped Workshop FY 2017-FY 2018 Budget National Highway Freight Program Projects Long-Range Revenue Projections Rest Area Policy |
| <p>MARCH</p> <p>TC: 3/15-16 STAC: 3/24</p> | <p><u>WORKSHOPS</u></p> <ul style="list-style-type: none"> Railroad Negotiation Update Central 70 Update FY 2017 Safe Routes to School Projects Bike/Ped Workshop FY 2017-2018 Budget ROW Acquisition Workshop <p><u>TC MEETING ITEMS:</u></p> <ul style="list-style-type: none"> Budget Supplement FY 2017-2018 Budget National Highway Freight Program Project Approval Approval of HPTE Fee for Service Agreement HPTE Final Budget | <ul style="list-style-type: none"> FY 2017 Safe Routes to School Projects Asset Management Multimodal Freight Plan / State Freight & Passenger Rail Plan Budget Workshop – Cash Balance Policy Update Annual STIP Long-Range Revenue Projections 2045 Statewide and Regional Transportation Plans Rest Area Policy |

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|---|--|---|
| | <ul style="list-style-type: none"> HQ/R1/R2 Building Update <p><u>BE MEETING ITEMS:</u></p> <ul style="list-style-type: none"> FY 2017-2018 Budget Approval | |
| <p>APRIL</p> <p>TC: 4/19-20 STAC: 4/28</p> | <p><u>WORKSHOPS</u></p> <ul style="list-style-type: none"> Asset Management RUC Workshop Resiliency Committee Transit & Intermodal Committee <ul style="list-style-type: none"> Multimodal Freight Plan / State Freight & Passenger Rail Plan Budget Workshop – Cash Balance Policy Update Annual STIP ROW Acquisition Workshop <p><u>TC MEETING ITEMS:</u></p> <ul style="list-style-type: none"> Budget Supplement FY 2017 Safe Routes to School Projects | <ul style="list-style-type: none"> RUC Workshop Annual STIP Long-Range Revenue Projections 2045 Statewide and Regional Transportation Plans |
| <p>MAY</p> <p>TC: 5/17-18 STAC: 5/19</p> | <p><u>WORKSHOPS</u></p> <ul style="list-style-type: none"> Technology Committee DBE Committee Audit Review Committee <p><u>TC MEETING ITEMS:</u></p> <ul style="list-style-type: none"> Budget Supplement Appointing of Nominating Committee Annual STIP Safety Update HQ/R1/R2 Building Update | <ul style="list-style-type: none"> Long-Range Revenue Projections 2045 Statewide and Regional Transportation Plans |
| <p>JUNE</p> <p>TC: 6/14-15 STAC: 6/23</p> | <p><u>WORKSHOPS</u></p> <ul style="list-style-type: none"> Central 70 Update DBE Committee Resiliency Committee Transit and Intermodal Committee <p><u>TC MEETING ITEMS:</u></p> <ul style="list-style-type: none"> Program Delivery Budget Supplement SIB Update Cash Balance Annual Review | <ul style="list-style-type: none"> Long-Range Revenue Projections 2045 Statewide and Regional Transportation Plans |

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| | <p><u>BE MEETING ITEMS:</u></p> <ul style="list-style-type: none">• Acceptance of new BE Structures• Central 70 Update | |
|--|---|--|

Date TBD

- Truck Parking Study
- Resiliency Committee
- Technology Committee
- Transit & Intermodal