



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
February 27, 2015
9:00 AM – 11:30 AM
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 January Meeting Minutes (Pages 2 - 17) – Vince Rogalski
- 9:10-9:15** New Executive Director Shailen Bhatt – Debra Perkins-Smith, CDOT Division of Transportation Development (DTD)
- Update on new CDOT Executive Director
- 9:15-9:25** Transportation Commission Report (Informational Update) (Pages 18 - 22) – Debra Perkins-Smith
- Summary report of the most recent Transportation Commission meeting.
- 9:25-9:45** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:45-10:00** 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.
- 10:00-10:10** Break
- 10:10-10:35** Statewide Plan Executive Summary STAC Comments (Informational Update/ Action Item) (Pages 23 - 55) –Michelle Scheuerman, CDOT DTD
- Discuss final STAC comments and recommend staff take SWP to the Transportation Commission for March adoption.
- 10:35-10:55** Statewide Transportation Improvement Program (STIP) (Informational Update) (Pages 56 - 64) – Jeff Sudmeier, CDOT DTD, & Jamie Collins, CDOT Office of Financial Management and Budget (OFMB)
- Update on FY 16-19 STIP and approval timeline
- 10:55-11:15** Statewide CMAQ Alternate Fuels Program Update (Informational Update) – Steve McCannon, Regional Air Quality Council (RAQC), & Wes Maurer, Colorado Energy Office (CEO)
- Update on status of Alt Fuels Colorado Program.
- 11:15-11:25** FY2015 Safe Routes to School Projects (Informational Update) (Pages 65 - 67) - Leslie Feuerborn, CDOT DTD
- Summary of FY 2015 Safe Routes to School Projects.
- 11:25-11:30** Other Business- Vince Rogalski
- 11:30** 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
January 23, 2015

Location: CDOT Headquarters Auditorium
Date/Time: January 23, 9:00 a.m.-12:00p.m.
Chairman: Vince Rogalski
Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions / December Minutes/ Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • A reminder that meetings start at 9:00, not 9:30. • Correction on page 3: South Central TPR update is mislabeled as Southeastern TPR 	<p>Minutes approved.</p>
<p>Farewell Address / Executive Director Don Hunt</p>	<ul style="list-style-type: none"> • Executive Director Hunt will be retiring in 1 month. The new Executive Director will be Shailen Bhatt. Shailen comes to CDOT from the Delaware DOT, where he was Executive Director. • Quick review of where we are after 4 years: <ul style="list-style-type: none"> ○ Improved business practices to create more effective investments ○ Reformed asset management. - \$500m per year, ½ of budget ○ Improved FASTER Safety monitoring to improve benefits ○ Able to increase discretionary RPP funding from \$10m - \$50m ○ Get more out of the existing system ○ Creation of the Transportation Systems Management & Operations Division ○ Established first unified command and control for 100-mile I-70W corridor, including ramps, tunnels, maintenance, better communication with State Patrol (who may have a permanent representative in tunnels soon) ○ Interregional “Bustang” service – just the start, hope to expand it eventually ○ Dedicate more money to construction ○ Used cash management to create a one-time boost to CDOT spending – \$300 million per year for 5 years via the RAMP program 	

	<ul style="list-style-type: none"> ○ Building \$650 million over 5 years for mobility and economic development projects, plus \$150 million per year for asset management (surface treatment, bridge rehabilitation, tunnel rehabilitation) ○ Attracted private sector investment in the transportation system ○ US 36 project extended by 8-miles via Express Toll lane, complete distance between I-25 in North Denver and Boulder- no project better demonstrates the changes that CDOT and Colorado are going through. ○ You can't build yourself out of congestion, you need to price it to ensure there is a reliable alternative. ○ Peak Period Shoulder Lanes on 13 miles of I-70 between Empire Jct. and US 40, matched up with Twin Tunnels expansion ● Challenges Ahead: <ul style="list-style-type: none"> ○ RAMP – to be complete in 2017 and creates a significant funding cliff ○ SB228 – in jeopardy due to TABOR cap trigger ○ CDOT's funding is not in a significantly better place than at the start of this administration, given that temporary improvements will expire soon. ○ Must continue to do the most that we can with limited funds to keep demonstrating to voters that we are doing all we can, and perhaps if things continue to deteriorate the public will see fit to provide additional funding. ● Shailen Bhatt <ul style="list-style-type: none"> ○ Sitting Secretary of Delaware DOT. He also has experience at the Kentucky DOT, US DOT, and an MPO. ○ Selected by Governor Hickenlooper after 3 month process, who feels that he is best able to carry on our policies in terms of accountability and performance. He is noted for his collaborative manner. ○ Will arrive February 12-14 and will do a tour of the state to meet with local officials and CDOT staff and begin as Executive Director on February 17. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> ● Sean Conway: We would be remiss if we didn't recognize your leadership during our disaster with the floods, particularly in Weld County. Thank you on behalf of my Board and the people of Weld County. 	
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	<ul style="list-style-type: none"> ○ Don Hunt: As you all know it takes a team to accomplish that. We still have a long ways to go, we've only spent about 1/3 of the federal relief funds so far. ● Elise Jones: Ditto from Boulder County. We remain grateful for the great work done. As to SB 228, as the funding picture becomes more and more dire, do you feel there is any political will in the Legislature to amend TABOR and preserve transportation funding? <ul style="list-style-type: none"> ○ Don Hunt: I am hopeful. There are discussions but it will be difficult to do anything about TABOR given the disagreement in the Senate. However, in reality SB 228 isn't enough – CDOT's yearly deficit is \$900 million, so eventually we need to tackle that and not just SB 228. ● Vince Rogalski: Thank you for everything you have done for the state. 	
<p>Transportation Commission Report / Vince Rogalski</p>	<ul style="list-style-type: none"> ● Program Management – Efforts continue to get the money out the door more efficiently. Bids are starting to level off. ● Asset Management – Discussion of additional asset management performance measures and objectives and how to incorporate into Policy Directive (PD 14). ● Bustang – Commissioners were able to tour the Bustang buses. We'll have an opportunity to look at one of the buses after the meeting. It should be a great experience for riders. ● Action Plan - Update from Executive Director Hunt on the Action Plan and 5+1 strategies. ● I-70 East Project - Discussed I-70 viaduct options, pros, and cons. <ul style="list-style-type: none"> ○ Total project scope is \$1.17 billion ○ Potentially a \$90 million shortfall in funding the project ○ When to make the decision, to go for it or not? ○ If a decision is delayed, will inflation eat up whatever cost savings may have existed? ○ TC wants to decide soon, but what to use for a backstop, if necessary? ○ Concern that this would hurt the rest of the state. ○ Options for the delivery method: <ul style="list-style-type: none"> ▪ Design-Build ▪ Design-Build-Operate-Maintain ▪ Design-Build-Finance-Operate-Maintain 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Which option will reduce the risk to CDOT as much as possible? <p>STAC COMMENTS</p> <ul style="list-style-type: none"> ● Thad Noll: As I recall the original cost was \$1.8 billion – what has changed since the original estimate? <ul style="list-style-type: none"> ○ Debra Perkins-Smith: We'll address the cost in more detail later in the agenda. 	
<p>TPR Reports/ STAC Members</p>	<ul style="list-style-type: none"> ● <u>Grand Valley MPO</u> – Ribbon cutting for bus project; bike/pedestrian project and conference featuring the Mayor of Salt Lake City; finished up the 2040 Regional Transportation Plan; creating a 2015 work plan. ● <u>Northwest</u> – Drew Nelson is alternate to the alternate STAC representative; A new TPR chair and new vice-chair were recently elected. ● <u>PACOG</u> – Bid opening for split diamond interchange - close to being awarded, over \$500,000 in local funds contributed, will start in spring/summer; The RAMP project adding a 3rd lane on US 50 eastbound is now underway; CDOT held a Region 2 Joint TPR meeting on 12/19 to discuss RPP project funding. RPP programs for 2016-2019 and 2020-2025 are close to being finalized; PACOG Board is considering a potential effort to create an RTA. ● <u>Southwest</u> – No TPR meeting since the last STAC; City of Durango RAMP project will start construction next month; SUCAP Road Runner Durango-Grand Junction bus service (operating since August) has an average of 350 riders per month, despite a few down days due to mechanical issues; Chaffee Shuttle seeing 450 trips per month; kudos to CDOT's Division of Transit and Rail and the Procurement Office for support with processing transit operating grants in Durango. ● <u>PPACG</u> – I-25/Fillmore & I-25/US 24 interchange projects ready to go out to bid, Cimarron is almost ready in terms of funding; Old Ranch Road RAMP project began construction on Monday; PPACG Board is working to vote on the TIP amendment to fully fund all RAMP projects. ● <u>DRCOG</u> – Public hearing on 2040 RTP on Wednesday, anticipating board action in March; also selected projects for TIP on Wednesday and will hold public hearing in March for board action in April. ● <u>San Luis Valley</u> – The SLV is frozen; next TPR meeting is scheduled for March. ● <u>Southern Ute Tribe</u> – On the verge of hiring a consultant to develop the Long Range Transportation Plan and Transportation Safety Plan for the 	<p>No action taken.</p>

	<p>Tribe, a checkerboard reservation with 2 counties and numerous municipalities which needs to coordinate and collaborate TTIP projects with the STIP. The process should take place over the next 8 months and T-TIP will be included in the SWP/STIP by reference; also in the middle of several collaborations with the state, counties, and municipalities related to the IACAP on SH 172.</p> <ul style="list-style-type: none"> • <u>NFR MPO</u> – Sean Conway is the new chair of NFRMPO, but Jan will remain the STAC representative; TC approved the Crossroads/I-25 RAMP project, hugely significant to the future of I-25, managed lanes from north metro area to Fort Collins; Weld County. Parkway broke ground on bridge, project is underway and on budget, to be completed 12/17, the largest construction project in Weld County history (\$25m) to relieve stress on US 85 related to oil & gas traffic; North I-25 Coalition continues to grow, looking at the corridor as a whole, representation from all municipalities, meeting monthly and working collaboratively. • <u>Eastern</u> – Approved 2040 RTP at last meeting, reviewing STIP project plans; one issue of concern is the potential closing of rest areas (one closed in Bennett last year, another on US 287 closed), Deer Trail location may close as well, concern about trucks needing to park when they need down time, Deer Trail closing is supposedly the result of septic problems that are estimated to cost \$3.5m to repair; it is a statewide issue to have rest areas to keep the public safe and allow them to stop and rest, would like the state to put this into its public improvement program rather than having TPRs pay out of RPP funds, there is a significant deficit of truck parking statewide. • <u>Intermountain</u> – Appreciation to CDOT for providing the mechanism for local agencies to update bike/pedestrian information on the CDOT statewide map; big rockslide on US 24, thanks to maintenance folks for clearing it up, detours when these happen are huge and CDOT staff handled it quickly; Alpine World Championships 2/2 – 2/14, come on up and bring everyone you know, the new Executive Director will be experiencing that traffic. • <u>South Central</u> – Also frozen like SLV, lots of black ice; delighted and pleased with our transit grant coordinator, can't say the same about reimbursement process; approached by CLEER working with CEO to provide coaching to fleet users re: tax credits and opportunities related to CNG, particularly the new station that will be opening later this year; will meet with TPR board this coming week regarding RTP adoption, the RTP 	
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	<p>needs more narrative about the TIP/STIP process and how it connects to RTP; South Central TPR is quite interested in the Bustang and interested in looking at using TIGER funding to support the Southwest Chief and add Pueblo area stop; working with Tom Mauser on project scoping.</p> <ul style="list-style-type: none"> • <u>Southeast</u> – STAC Rep. Dan Tate resigned last month, the TPR will meet next week with to determine who the new representative will be. • <u>Gunnison Valley</u> – Also frozen, lots of fog; everyone is happy with where the RTP and Regional Transit Plan are. 	
<p>I-70 East Update / Scott Richrath, CDOT Division of Accounting and Finance</p>	<ul style="list-style-type: none"> • CDOT Chief Financial Officer Scott Richrath came before the STAC to discuss project funding, while Region 1 Transportation Director Tony DeVito addressed the scoping issues. • The I-70 Viaduct is one of 128 Bridge Enterprise designated bridges and one of the 30 worst bridges in the state identified for funding under the FASTER Bridge program – the only one yet to be addressed by CDOT. • It is hoped that a delivery method will be determined at next month's TC meeting. <ul style="list-style-type: none"> ○ 90% of projects in CDOT (and nationwide) are Design-Bid-Build. ○ However, the most expensive projects tend not to be Design-Bid-Build, half are completed through innovative methods. ○ This will be the largest project CDOT has ever done. • SB228 funds are anticipated to begin flowing to CDOT in 2016. Earlier forecasts called for \$200m per year for five years. • There is disparity regarding the economic forecasts: <ul style="list-style-type: none"> ○ The Legislative Council & Governor's Office agree that CDOT should expect \$100m in Year 1. ○ The Legislative Council predicts that the economy will improve enough to prevent a transfer in Year 2, whereas the Governor's Office expects another 50% transfer of \$100m. ○ What we hoped would be a \$1 billion piece of legislation looks more like a \$200m. <ul style="list-style-type: none"> ▪ 10% of SB 228 funds are required to go towards transit. • Even if TC put the full amount of currently anticipated funds based on the Governor's Office forecast (\$180m or \$200m less the 10% transit set-aside) towards I-70 E, CDOT would still be short about \$90m for the viaduct. <ul style="list-style-type: none"> ○ Colorado Bridge Enterprise - \$850m ○ DRCOG - \$50m 	

	<ul style="list-style-type: none"> ○ SB 228 - \$180 ○ Gap - \$90m ○ Total - \$1,170m ● The gap will, of course, grow if the estimated \$180m were to instead end up as \$90m or \$0. ● In December the Commission reviewed scope options for the viaduct and reaffirmed their desire to implement the \$1.17 B scope of the project which would rebuild the viaduct and add 1 manage lane in each direction to I-225. Other scope options discussed included: <ul style="list-style-type: none"> ○ Maintain Only ○ Rebuild Viaduct Only ○ ○ Rebuild Viaduct and Extend 2 Managed Lanes to Tower Rd. ● The timeline for the project includes: <ul style="list-style-type: none"> ○ Environmental Impact Statement (EIS) timeline: <ul style="list-style-type: none"> ▪ Supplemental Draft EIS – August 2014 ▪ Final EIS – Fall 2015 ▪ Record of Decision (ROD) – Spring 2016 ○ Procurement Process: <ul style="list-style-type: none"> ▪ TC Workshop – February 2015 ▪ RFQ – Spring 2015 ▪ Draft RFP – Summer 2015 ▪ Final RFP – Spring 2016 ▪ Construction Start – 2016/2017 <p>STAC COMMENTS</p> <ul style="list-style-type: none"> ● Craig Casper: Are Years 3, 4, and 5 forecast for \$0 because the economy will do too well or too poorly? <ul style="list-style-type: none"> ○ Scott Richrath: There are a lot of scenarios that exist but none of them came in at a really high probability. The zero forecast, however, assumes that the economy is doing well and triggers TABOR refunds. ● Terri Blackmore: Have you considered the impact of low gas prices on the gas tax? <ul style="list-style-type: none"> ○ Scott Richrath: US Department of Energy and US Department of Transportation looked at this possibility and adjusted future VMT 	
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	<p>forecasts to account for the fact that people seem to be driving less, regardless of gas price.</p> <ul style="list-style-type: none"> ○ Debra Perkins-Smith: The other factor is CAFE standards improving fuel economy and driving down gas tax revenues. ● Thad Noll: Has any decrease in asphalt prices been noticed? <ul style="list-style-type: none"> ○ Craig Casper: I asked this about a month ago. There's about a 6-month lag in asphalt prices due to the refining process, so you should look for it this summer. ○ Josh Laipply: You're more likely to see short-term benefits in terms of truck fuel. The previous spike in costs was due to prices of long-haul trucking and the labor market. With gas prices going down, these are easing up. 	
<p>Federal and State Legislative Update / Adny Karsian, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> ● Andy Karsian (CDOT's new legislative liaison) came before the STAC to provide a State Legislative Update. State Update: <ul style="list-style-type: none"> ○ It is the beginning of the session, with just over 200 bills introduced, 29 of which are on the CDOT agenda. Some highlights include: ○ <u>HB1046</u> – Deals with CDOT contracts and the number of bids we can accept. <ul style="list-style-type: none"> ▪ Currently if CDOT receives <3, we have to repeat the process, which costs money. ▪ Would allow CDOT Executive Director to approve bids with <3 submissions, provided that they are within a certain percentage of the estimate. ▪ Working on a requested amendment that would require additional documentation for such cases. ○ <u>SB 90</u> – Updating temporary tags on motor vehicles. <ul style="list-style-type: none"> ▪ Make them easier to see through tinted or dirty windows and allows tolling authorities to use other technology to better read them. ○ <u>HB 1097 / SB 18</u> – Repealing FASTER late fees. <ul style="list-style-type: none"> ▪ CDOT is opposing this bill. <ul style="list-style-type: none"> ● Likely to get out of the Senate but die in the house. ○ A variety of bills related to TABOR have been introduced. 	<p>No action taken.</p>

- HB 1109 would allow SB 228 to continue annually - i.e. extend SB 228 year-to-year until all the funds originally promised to CDOT are received, albeit later than intended.
- Conversation around continued funding for Safe Routes to School.
- Conversation around wildlife corridors on designated stretches statewide:
 - The statutory timeline has passed.
 - Talking with locals, State Patrol, Colorado Parks and Wildlife about the future of the corridors.
 - Collecting a wealth of data about how and where the corridors worked or didn't work.

STAC COMMENTS

- Jan Dowker: Has the Senate supported the notion of stretching out SB 228 year-to-year?
 - Andy Karsian: It's still too early to know, but there's lots of discussion about transportation more generally.
- Pete Fraser: What's the current maximum on the FASTER late fee?
 - Andy Karsian: \$100
- Gary Beedy: Have you heard about the notion of purchasing rail right-of-way for the state?
 - Andy Karsian: Nothing yet on that topic.
- Jan Dowker: Is there talk of introducing \$100m in the general fund for transportation?
 - Andy Karsian: I have heard that. At this time of the year a lot of ideas get thrown out, but it's still too early to know what will stick.
 - Josh Laipply: We've talked about taking the \$2 billion SB 228 list, picking a few examples that are attractive, and working to get some grassroots support from locals and businesses to bubble up to the legislature. Articulate the benefits to local communities and businesses.
 - Debra Perkins-Smith: We should also mention that Executive Director Hunt spoke to Metro Mayors recently and gave them an idea of the types of projects on the SB 228 list that will disappear without its funding.
- Norm Steen: I want to welcome Andy to CDOT - you're going to like it.

<p>Statewide and Regional Transportation Plan Update / Michelle Scheuerman, CDOT Division of Transportation Development</p>	<ul style="list-style-type: none"> • Michelle Scheuerman came before the STAC to provide a high level overview of Statewide Plan comments received via the website. • 2,000 unique visits to the website, lots of exposure compared to previous years. • These comments largely validated what we heard via the Telephone Town Halls, public meetings and surveys, and other public outreach activities. • We received a lot of great comments from FHWA as well, I want to commend Bill Haas and Aaron Bustow on their effort to provide some really valuable feedback. • We also are taking up the suggestion by Terri Blackmore that we develop a 1-page summary of findings for the SWP. • Some comments received from agencies: <ul style="list-style-type: none"> ○ Strengthen language around reporting mechanisms ○ Clarify the connection between SWP and the TIP/STIP ○ Make a clearer delineation of the state highway system vs. entire statewide system • Should note that there has been a minor increase in the funding gap number contained in the SWP. • Will also work on some materials for the public related to the economic benefits of transportation system. • Overall we feel that these comments don't constitute any major change to the SWP or RTPs and we will be able to easily make the necessary revisions to the Executive Summary and online SWP. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Terri Blackmore: Do you think you got fewer comments because the comment period was during the holidays? <ul style="list-style-type: none"> ○ Michelle Scheuerman: We have a lot of hits, which means that people were looking at it, even if they didn't comment. We also feel that we did significantly more public outreach along the way compared to past plan efforts. • Craig Casper: A lot of the SWP is in Prezi, will you be putting the MPO plans into Prezi as well? <ul style="list-style-type: none"> ○ Michelle Scheuerman: Yes, we will develop a Prezi summarizing the MPO plans • Pete Fraser: I thought that there would be a tie-in between how the SWP connects to the TIP/STIP. Will this change be made? 	<p>No action taken.</p>
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	<ul style="list-style-type: none"> ○ Jeff Sudmeier: The Executive Summary does contain some discussion of this point. We can add more language if you have specific places that you'd like to see it. ● Pete Fraser: My concern is more with the contents of the South Central RTP, I want to make sure that it's in there, not just as an appendix or part of the Executive Summary. <ul style="list-style-type: none"> ○ Michelle Scheurman: We can certainly take a look at that with you. ● Norm Steen: Some of these change seem quite large, what is your timeline for making them? <ul style="list-style-type: none"> ○ Michelle Scheurman: We expect to have them ready next Tuesday. ● Norm Steen: Did you receive any comments in particular that made you say "we didn't think of that"? <ul style="list-style-type: none"> ○ Jeff Sudmeier: I would say that the majority of the comments were related to making better linkages between parts of the plan. ● Norm Steen: I would ask the agency personnel how they feel about their comments being addressed. <ul style="list-style-type: none"> ○ Doug Rex / Steve Cook: I feel that the process has been very good, but we're still waiting to see the actual changes. ○ Peter Baier: I agree, the process was very transparent, and we're waiting to see the results. I like the idea of the 1-page handout to talk with the public. ● Thad Noll: Most of the TPRs haven't officially adopted the RTPs yet, so it's hard to recommend one way or the other in terms of SWP adoption. <ul style="list-style-type: none"> ○ Kevin Hall: Normally you would complete the area plans first before completing the overall SWP adoption. Is there an urgency to adopt before the RTPs are officially concluded? <ul style="list-style-type: none"> ▪ Debra Perkins-Smith: Yes, we need to have the STIP ready by July to qualify for federal funds. To develop the STIP we need to have the SWP done. ○ Norm Steen: STAC's statutory role is to approve the SWP, so we should do that in order to fulfill our role. <ul style="list-style-type: none"> ▪ Debra Perkins-Smith: We will bring you the changes and request approval at next month's STAC meeting. 	
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<p>PD 14 / Michelle Scheuerman</p>	<ul style="list-style-type: none"> • Michelle Scheuerman came before the STAC to give an update on PD 14. • This was discussed with the Transportation Commission SWP Committee on Wednesday. • Conversation on how to include other roadway assets. <ul style="list-style-type: none"> ○ Previously included by reference, but now want to see what the best way is. • Planning Principals have now been merged and converted into objectives in PD 14, so they've been removed. • Waiting for goal areas, measures, and objectives related to bike/ped, safety, truck freight, economic vitality, and environmental sustainability. <ul style="list-style-type: none"> ○ Didn't have enough data to make changes now. • SWP Committee indicated they are ready to adopt PD 14 in February. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Thad Noll: I'm excited to see bike/ped as a goal area in PD 14. • Doug Rex: What are the Colorado Freight Corridors? <ul style="list-style-type: none"> ○ Debra Perkins-Smith: These are not finalized, still under development, but coming out of the Colorado Freight Plan currently being created. • Craig Casper: What's the difference between that and the Primary State Network? <ul style="list-style-type: none"> ○ Debra Perkins-Smith: Ours is much larger, with no limit to size. • Craig Casper: Can we see the network in our area? <ul style="list-style-type: none"> ○ Jeff Sudmeier: We can bring that back to a future STAC meeting. • Craig Casper: We recently completed our own Freight Plan and it would be interesting to compare. • Elise Jones: Happy to see Environmental Sustainability as a goal area, wondering how we'll be fleshing that out. <ul style="list-style-type: none"> ○ Debra Perkins-Smith: We have a Sustainability Program coordinator here at CDOT who is tackling this issue, mostly internally at this point. The plan is currently in draft and we'll bring that to the STAC when it's ready. We're hoping to create some principles to be integrated into PD 14. 	<p>No action taken.</p>
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<p>Local Agency Requirements / Greg Diehl, CDOT Civil Rights Business Resource Center</p>	<ul style="list-style-type: none"> • Greg Diehl came before the STAC to discuss civil rights requirements for local agencies. His presentation included: <ul style="list-style-type: none"> ○ What is civil rights from a transportation perspective? <ul style="list-style-type: none"> ▪ Small Business Programs <ul style="list-style-type: none"> • Disadvantaged Business Enterprise (DBE) & Emerging Small Business (ESB) programs ▪ Workforce Development <ul style="list-style-type: none"> • On-the-Job Training (OJT) and Supportive Services (SS) ▪ Equal Employment Opportunity (EEO)/Contract Compliance ▪ Title VI (Nondiscrimination) ▪ ADA Title II (Nondiscrimination) ○ Full compliance requires a partnership approach between FHWA, CDOT, and Local Agencies. ○ Under Title VI and ADA, we need to make sure that our programs are accessible and nondiscriminatory. ○ There are programmatic requirements that accompany any federal money. ○ We are trying to take a “Resource Approach”, not a “Police Force Approach” <ul style="list-style-type: none"> ▪ Helping local agencies get to compliance. ○ Next steps will be to use simple surveys to poll the 50-60 active IGAs and gather feedback. Want to assess where we are with programmatic requirements for sub-recipients of Title VI and ADA. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Kevin Hall: Who will those surveys be going out to specifically? When would we expect to see them? <ul style="list-style-type: none"> ○ Greg Diehl: We’re trying to make sure that we have the right contacts within each organization. • Elizabeth Relford: Will agencies with multiple IGAs receive multiple surveys? <ul style="list-style-type: none"> ○ Greg Diehl: No, we’re sending one survey per agency. • Gary Beedy: Are you looking at reducing the time burden of these requirements? Often we see processes that don’t accomplish anything but take up a lot of our time. 	<p>No action taken.</p>
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	<ul style="list-style-type: none"> ○ Greg Diehl: Yes, the intent of this is to ensure that this process is adding value and prioritizing/tailoring to your needs. Not looking to generate a lot of paperwork for no reason. 	
<p>Transit Call for Projects Update / Tom Mauser, CDOT Division of Transit and Rail (DTR)</p>	<ul style="list-style-type: none"> ● Tom Mauser came before the STAC to provide an update on last month's presentation on the Transit Consolidated Call for Capital Projects. ● Combined call for projects for both FASTER and FTA funds. ● Recommending the award of funds for the 1st year of funding and "provisional awards" for 2nd year. <ul style="list-style-type: none"> ○ Receipt of 2nd year funding is expected but not certain, depending on availability of funds and the strength of future applications. ● Will seek approval from TC for FASTER Projects in February. ● TC doesn't approve the FTA projects, which are handled internally. ● Received 110 applications from roughly 50 organizations, with \$45.6m requested but only \$27.5m available. ● Emphasis on the "fix-it-first" approach. ● Recommendations: <ul style="list-style-type: none"> ○ All the FASTER Local funds were awarded for buses ○ For FASTER and FTA combined: <ul style="list-style-type: none"> ▪ 69% for vehicle replacements ▪ 19% for facilities ▪ 7% for expansion vehicles ▪ 5% for equipment ○ Funded 88% of vehicle replacement requests ● Set Asides for Urbanized Areas <ul style="list-style-type: none"> ○ \$3 million for RTD ○ \$700,000 for Mountain Metro ○ \$200,000 for Fort Collins TransFort ○ All money went to bus and/or light rail replacements and rehabs ● Operating Funds for Regional Buses <ul style="list-style-type: none"> ○ Up to \$1 million available in this category ○ No more than 50% subsidy, maximum \$200,000 per project ○ Three year commitment ○ Requests include routes between: <ul style="list-style-type: none"> ▪ Ft. Collins – Longmont ▪ Craig – Steamboat Springs 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ▪ Rifle – Glenwood Springs ▪ Avon – Vail ▪ Gunnison – Crested Butte ○ Funding was recommended for the first three. ○ All existing routes, no new ones. ○ \$533,000 funding awarded, \$467,000 returns to the pool. ○ Another round will occur next year, and hopefully new projects in more rural areas will be submitted. • DTR chose not to fund non-passenger vehicles in this consolidated call. • Each TPR had at least one project funded. • Very few requests to use FASTER as match to federal grant, and didn't approve any of them given the emphasis on bus replacements. • It will be even more difficult to fund facilities in future years – this year there were sufficient carryover funds from FTA for this purpose, but there won't be again in the foreseeable future. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Jan Dowker: What is the rationale for denying Greeley's application for FASTER as a match, given that it is economically distressed? <ul style="list-style-type: none"> ○ Tom Mauser: We should have clarified what we defined as economically distressed. I had a discussion with the City of Greeley on this. To fund this request would have required us to cut 4 buses from elsewhere, which would go against our emphasis. • Jan Dowker: There were two other communities that scored lower than Greeley, but did get funding for FASTER as a match. <ul style="list-style-type: none"> ○ Tom Mauser: The scoring was based on the need for buses, not the need for match. If we had done the FASTER match for Greeley there are other communities that would have received no buses. ○ Mark Imhoff: We as a state have lost over \$10 million in federal funds that went into bus replacement and facilities, which has been a big hit to the program. Greeley did score high and receive three buses, which were funded at 80%. The match money was not funded so that it could be used in other communities. Greeley's buses were funded at the same level as virtually every other awardee. • Jan Dowker: The official print explanation here for why Greeley didn't get the match is because it isn't economically distressed, but that's not true. We 	
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	<p>don't want other funders looking at this and thinking it's not economically distressed when it actually is. You need to clarify why this was denied, for the right reason.</p> <ul style="list-style-type: none"> ○ Mark Imhoff: We will make that change before it goes to TC. ● Terri Blackmore: Greeley is using FASTER funds to match CMAQ funds, which just goes to show the level of need that they have up there. It seems like it would have been better for them to just apply for more buses rather than the FASTER match. <ul style="list-style-type: none"> ○ Tom Mauser: That would depend on the condition of the buses. Not every requested bus was funded. ● Jan Dowker: We just need you to better document the rationale for the funding decision, so it doesn't incorrectly represent the economic distress situation. 	
Other Business	<ul style="list-style-type: none"> ● Debra Perkins-Smith: For your information, the 5+1 strategies referred to by Director Hunt in his presentation this morning are listed in the CDOT Action Plan, available at www.ColoradoTransportationMatters.com, so please go and check that out. 	No action taken.

Wednesday, January 21, 2015

Contracting Workshop (Josh Laipply)

The purpose of this workshop was to update the Transportation Commission (TC) on current Innovative Contracting practices within CDOT and nationally.

CDOT has increased the use of innovative contracting procedures such as Design-Build and Construction Manager/General Contractor (CMGC) in recent years. CMGC allows an owner to engage a construction manager during the design process to provide constructability input, reducing risk of cost escalation. Staff has compared current CDOT project delivery procedures to industry best practices which was summarized for the TC to address their concerns related to project cost estimation practices.

Dr. Gransberg, a nationally renowned expert on innovative project delivery for transportation, summarized national trends as well as the benefits that other states have experienced with innovative contracting delivery methods. Craig Actis with the Federal Highway Administration also provided an overview on the benefits of cost estimating risk.

Risk-Based Estimating

Replaces contingency with clearly defined risks, separates estimate into “base” and “risk”, validates base costs, focuses on risks and base uncertainties, characterizes risks in terms of consequences and likelihoods (probabilities), and input and outputs reported as a range. Washington State DOT (WSDOT) has been using a form of risk-based estimating for 20 years. A Cost Estimating Relationship (CER) output curve was demonstrated for a given project that compared project cost escalation to probability and frequency that was of interest to TC members.

The Chief Engineer, concluded by answering questions about CDOT's experience with Design-Build and CMGC projects, and what plans are in place at CDOT to improve cost estimating practices in Colorado.

Discussion/Comments

- Commission members expressed interest in getting staff at CDOT trained in conducting this CER analysis.
- CDOT's experience with CER curves is very elementary now; need culture shift and build from the bottom up to make it part of practice.
- Types of applicants that respond to CMGC are more experienced out of state contractors.
- Commission would like to see local contractors be encouraged to work with other larger groups to get more opportunity with CMGC method.
- CDOT used a CER curve on I-70 West project
- In order to make risk-based cost estimating part of the process, CDOT would need to decide an acceptable range for the percentage to fall in on a CER output curve.
- TC glad CDOT is moving in this direction and requested to please accelerate getting expertise in CMGC.

Program Management Workshop (Richard Zamora)

Cash Management and Program Management

The cash balance is approximately \$1,257M, \$212M above the target. The cash plus cash equivalents balance is approximately \$1,621M, \$49.3M above the target.

Status Update of Four Main Programs Reported

A Schedule Performance Index (SPI) is being calculated monthly for Flood, RAMP, and Asset Management. The FASTER and HSIP programs do not currently have an SPI, but expenditures are monitored.

RAMP and Project Cost Estimation

Staff has identified a total of sixteen partnership projects as having considerable risk of project cost overruns. Three of the projects have been awarded and two projects are CMGC, where an Independent Cost Estimate (ICE) consultant has been contracted to do the estimating. Several of the remaining partnership projects will not be advertised until FY2016.

For RAMP Local Agency and CDOT Administered Projects as of December 31st, 2014, a total of 39 RAMP Intergovernmental Agreements (IGA's) have been executed, 5 are awaiting local review, 8 are being drafted at HQ, and 3 are pending submittal to HQ. It has been proven difficult to establish the right-of-way (ROW) limits on some older highways being devolved. Of the 16 remaining RAMP IGA's, none are on the critical path in delivering the projects.

The Flood Program is forecasted and aggressively scheduled for completing all construction by the end of 2017. Two of the 36 permanent repair projects have completed construction with an additional five projects under construction. Of the 115 emergency repair and local agency projects, over 60% have been completed with another four currently under construction.

Discussion/Comments

- Concern was expressed over progress for expenditure-based cash management program status.
- Program Management staff indicated that several items will soon take place to improve progress in meeting goals – i.e., moving some 2016 projects into FY 2015 to expedite project expenditures, several projects were impacted/delayed due to weather events, once the construction season begins in 2015, things should improve.
- TC would like to get more details on specific items that are holding up expenditures – staff agreed to get back to the TC with more information regarding obstacles to meeting program goals.

Asset Management/Statewide Plan Committee (William Johnson, Debra Perkins-Smith, and Jeff Sudmeier)

Asset Management Metrics and Targets

The Asset Management Committee agreed that the CDOT Asset Management Metrics and Performance Targets from the Risk-Based Asset Management Plan should be referred to in and attached to the final version of Policy Directive (PD) 14. The table includes the Infrastructure Condition objectives already in PD 14 for bridges and pavement, as well as additional ones for bridges, buildings, Intelligent Transportation Systems (ITS), roadway equipment fleet, culverts, geohazard sites, tunnels, traffic signals and walls. Currently, CDOT exceeds the objectives in PD 14 for bridges, which pertain only to the percentage of bridge deck area that is not structurally deficient. It is not meeting the 80% High/Moderate Drivability Life

objective for pavement condition on Interstates and National Highway System (NHS), but expects to by 2023.

Discussion/Comments

- Compliments to Asset Management - CDOT Executive Director pleased how things have progressed.
- Policy Directive 14 – The Statewide Plan Committee recommended to the full Transportation Commission that it adopt PD 14 after it is revised in response to comments from Commissioners in February. Committee agreed that the other measures and objectives should be included as an attachment to PD 14.

T&I Committee (Mark Imhoff)

Division of Transit and Rail (DTR) staff provided four informational memos on the following items: Bustang Update, Faster Projects Update, Statewide Transit Plan Update and North I-25 Update.

Bustang

DTR has not yet set an opening date for the Bustang service. There are several outstanding issues causing delay of launch related to: Office of Information Technology (OIT) gateway issues, farebox collection system, local gov't agreements, and Park-n-Ride improvements. DTR is engaging in weekly meetings with the service contractor – Horizon, and the Bustang website is under development and should launch around mid-February.

FASTER Transit

DTR is seeking approval on the draft list of projects; process developed by DTR looked at capital needs using both state and federal funding; Interregional funding available was \$1 million with \$520,000 recommended for funding; interregional funding pool is a pilot program.

State Transit Plan

30-day public review and comment period is complete; comments included: expansion of rural transit; passenger rail along Front Range; and increased coordination with local governments.

Discussion/Comments

- Staff expressed a desire to connect Colorado transit districts, and continue to explore ways for those cities without transit service to connect to Bustang.
- DTR is developing a way for local governments to buy into future service; this might be achieved by future vehicle purchases.
- DTR is considering allowing park-n-ride locations as possible contribution toward additional service in the county.
- DTR will work with RTD to avoid service conflicts/overlap with RTD.
- The Statewide Passenger Rail Plan is slated for an update in 2017.
- Staff is working on the North Front Range Commuter Rail Study –which is an outcome from the North I-25 EIS – the study is focused on ROW needs and an updated cost estimate should be available in the next few weeks.

Thursday, January 22, 2014

Informational Presentation on Action Plan (Don Hunt)

The Action Plan was well received by the TC. The Plan was recognized as being readable, sending a good message, and acknowledgement was given to DTD for their work. In addition, the new Executive Director, Shailen Bhatt, has reviewed it, a draft was provided to the Governor's Transit Committee, and it is also posted on the statewide planning website as a complementary document to the Statewide Transportation Plan. Below are some of the highlights in the Action Plan for each of the "5 + 1 strategies":

- Improve business processes for better customer service and efficiency
 - Regional boundary changes improved CDOT's alignment with local governmental partners.
- Use innovation and improved management to get more money to construction
 - Cash management makes more money available for construction, including making permanent improvements to the bridges and highways that were affected by the September 2013 floods.
- Get more out of the existing system
 - Transportation System Management and Operations Division began implementation of I-70 Mountain operational tactics to reduce travel delays in the summer, including designation of a single "commander" for the entire 100-mile mountain corridor.
- Partner with private sector to augment public funds
 - The first CDOT public-private partnership accelerated US 36 Phase II by years.
 - Pursuing innovative financing for use of shoulder lanes at peak periods on C-470 and I-70.
- Better transparency and accountability in CDOT activities
 - "Your CDOT Dollar" spells out performance of the system and where money is spent.
- Provide employees training and career development opportunities.
 - Leadership Journey has been extended to a three-tier program focused on front-line, middle, and executive management.

I-70E Project Funding and Governance Workshop (Mike Cheroutes, Peter Kozinski, Scott Richrath)

The discussion of this project (I-70E) has occurred over the course of three months as follows:

- November – Public Outreach
- December – Scoping
 - The Commission expressed overwhelming support for the "full project" scope that includes the Partial Cover Lowered (PCL) approach with Express Toll lanes from I-25 to I-225.
- January – Funding
 - SB 228 forecasts will be ready soon, and there is potential for FY 2016 funding from this source.
 - Economic triggers were not only met, but exceeded, in 2014; therefore, expected SB 228 funds have decreased to approximately \$100M for the first year.
 - In the second year, there are two conflicting forecasts. The Legislative Council predicts that there will be no transfer to CDOT, whereas the Governor's office forecasts another \$100M transfer.
 - A one-year vs. two-year transfer potentially means the difference between a \$180M funding gap, and a \$90M funding gap for the project.

Discussion/Comments

- Need to make a decision on I-70E prior to knowing full amount of SB 228 dollars.
- Approximately \$90M extra could be needed with SB 228 shortfalls.
- Now is the time to take advantage of public and national support and recognition.
- Issuing Request for Qualifications (RFQ) will mean expectations from the public, but delaying it would be problematic.
- Design-Build-Finance-Operate-Maintain (D-B-F-O-M) by a private entity is the feasible option for CDOT, as CDOT can't afford to finance this project. Risks that are identified would be covered by private company, but unknown risks could potentially be CDOT's responsibility.
- If private lenders are involved on the project, the likelihood of a company walking away if financial difficulty arises is lessened.



DATE: February 27, 2015
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Michelle Scheuerman, Statewide Planning Manager
SUBJECT: Final Statewide Transportation Plan (SWP) Executive Summary

Purpose

To provide an opportunity to review the revised SWP Executive Summary document. Please see **Attachment A - Internal Review Copy of the Revised SWP Executive Summary.**

Action

Please bring your comments on the SWP Executive Summary to the STAC meeting on February 27th, or feel free to submit your comments, or any questions you may have in advance to Michelle Scheuerman via email at michelle.scheuerman@state.co.us or call 303-757-9770. If deemed appropriate by the STAC, recommend that staff take the SWP to the Transportation Commission for adoption in March.

Background

Since the close of the public review and comment period, enhancements and minor refinements have been made to the draft SWP Executive Summary based on the comments received by the public and agencies. Proposed changes were received from the Federal Highway Administration (FHWA), and the Denver Regional Council of Governments (DRCOG). FHWA and DRCOG expressed satisfaction with the revisions incorporated into the SWP Executive Summary. Minor comments were also received from the Grand Valley Metropolitan Planning Organization (MPO), special interest groups, and other stakeholders. These comments have also been addressed.

Key Highlights of Revisions and Enhancements to the SWP Executive Summary

- Added text to clarify the relationship between the transportation facilities of the State Highway System, the National Highway System (NHS), and those owned and maintained by local jurisdictions.
- Provided more detail on performance measures, and their correlation to investment decisions by introducing Policy Directive (PD) 14 and a link to a PD 14 technical memorandum.
- Described the MPO planning process in more detail, and defined urban and rural areas of the state.
- A new Planning Process graphic was inserted to emphasize link between the SWP, Statewide Transportation Improvement Program (STIP) and performance measures.
- Added more information regarding the 10-year Development Program, which identifies Department 10-year priorities for funding, and bridges the gap between the 2040 SWP and the four-year STIP.
- Labeled graphics to clarify ownership of facilities being highlighted.
- Added language to Corridors section, emphasizing distinctions between corridor types.
- Refined Needs and Gap information.
- Added brief section on Economic Benefits.
- Provided more detail on the SWP monitoring and reporting process.

Next Steps

- Address STAC comments and revise the SWP Executive Summary, if necessary
- Transportation Commission Adoption of SWP in March, in preparation for STIP adoption

Attachments

Attachment A - Internal Review Copy of the Revised SWP Executive Summary.

TRANSPORTATION MATTERS



STATEWIDE TRANSPORTATION PLAN

2040

DRAFT -
FOR REVIEW ONLY

2/18/15

EXECUTIVE SUMMARY

FEBRUARY 18, 2015

STAC February 2015 Page 24



COLORADO
Department of
Transportation

On behalf of the Colorado Transportation Commission, I would like to thank you for your interest in the future of transportation in Colorado and invite you to read this Statewide Transportation Plan.

The Statewide Transportation Plan is a vision document that outlines what our transportation options will look like over the next 10 and 25 years.

These are exciting but challenging times for transportation in our state. Increasing population and employment are putting greater demand on the existing statewide transportation system. Changing demographics and travel behavior are increasing demand for greater modal choice.

Our transportation system is a key element of a vibrant and globalized state economy. Transportation investments will create and enhance access to jobs, enhance freight movement, support increased trade, and improve economic competitiveness.

Annual funding for transportation can no longer keep pace with the costs of operating, maintaining, and improving the statewide transportation system. Like many other states, Colorado needs to explore funding options and finance mechanisms to stretch dollars further, replace declining gas tax revenues, and reduce dependency on uncertain federal funding.

With limited funding available, the Colorado Department of Transportation (CDOT) has developed a vision for the Statewide Transportation Plan that guides investment for Colorado's multi-modal transportation system that balances:

- Preservation and maintenance, and incorporation of risk-based asset management,
- Efficient system operations and management practices,
- Capacity improvements, and
- Incorporation of safety in all areas.

CDOT has developed this Statewide Transportation Plan in a web-based format as a better way to communicate with the public. I am excited about the different media we are using to communicate with the public, as our population has diverse interests and learning styles.

Thank you for your interest in our Statewide Transportation Plan and for helping CDOT to develop the kind of transportation system that Coloradans expect and deserve!

Sincerely,



Commissioner Ed Peterson,
Chair of the Colorado Transportation Commission

Welcome to Colorado’s Statewide Transportation Plan, located at: www.coloradotransportationmatters.com. The state of Colorado has one of the most diverse and challenging transportation systems in the country. With over 23,000 lane miles, 3,400 bridges, and 35 mountain passes that are kept open year round, we at the Colorado Department of Transportation (CDOT) are proud of the work we do to connect the people of Colorado to one another, and connect our state to the rest of the nation and the world.

In order to provide, operate, and maintain a multi-modal transportation system that is best for Colorado and supports economic vitality, we need a Statewide Transportation Plan that maps out how we can safely move people, goods and information in the most effective way, given limited funding.

With the participation of over 60,000 Coloradans, our 10 rural Transportation Planning Regions, and five Metropolitan Planning Organizations, and in coordination with individual modal plans for transit, rail, aviation, freight, bicycles and pedestrians, we have created an integrated Statewide Transportation Plan that outlines four goals for our multi-modal transportation system – Safety, Mobility, Economic Vitality, and Maintaining the System. We have identified strategic steps to achieve our goals and priority corridors to focus on within the next decade.

- **To improve SAFETY**, we have data-driven processes to reduce crashes and education strategies to modify driver behavior, helping move Colorado towards zero deaths.
- **To enhance MOBILITY**, we are going to improve operational efficiencies regionally and at a corridor level; future projects will look at opportunities to provide more mobility choice and connections. We will launch a new inter-regional express bus service between Denver, Ft. Collins, Glenwood Springs, and Colorado Springs. We are going to enhance travel reliability and reduce congestion by employing more cost-effective operational strategies. When appropriate, managed lanes that include HOV lanes and tolled express lanes will be implemented.
- **To promote ECONOMIC VITALITY**, CDOT will consider economic benefits when selecting projects, including job creation, job access, and economic savings. We are also exploring alternative funding sources to ensure the transportation system helps maintain our state’s economic competitiveness.
- **To preserve and MAINTAIN THE SYSTEM**, CDOT will implement its Risk-Based Asset Management Plan, which focuses more on preventative maintenance and using risk factors to determine which roads, bridges, tunnels, culverts, and other assets need to be addressed first - doing the right repairs at the right time.

Over time, CDOT will continue to explore options for more sustainable funding, continue to improve business practices, enhance our system resiliency to address extreme weather events, implement sustainability and environmental initiatives, and prepare our organization and our workforce for the future.

Throughout the implementation of our Statewide Transportation Plan we will continue to engage you on our progress. Working together we can deliver the transportation system that Colorado deserves.

Sincerely,



ADD SHAILEN BHATT SIGNATURE

Don Hunt
Executive Director, Colorado Department of Transportation



OUR STATEWIDE TRANSPORTATION PLAN

"Our state's safety and economy are dependent on infrastructure and the Statewide Transportation Plan details our commitment to finding solutions to critical transportation needs such as I-25 and I-70. We also need to think creatively about how we fund those solutions. We cannot wait for the federal government to solve the transportation funding problems in Colorado. It is up to us to build our roads to the future."

-Governor John Hickenlooper

TOGETHER WE'RE MOVING COLORADO FORWARD

The Colorado Department of Transportation's (CDOT) mission is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

WHAT IS THE STATEWIDE TRANSPORTATION PLAN?

CDOT's roadmap for 10 and 25 years ahead is called the Statewide Transportation Plan and we couldn't have created it without your vision. This Statewide Transportation Plan identifies future needs for your transportation system and provides strategic direction to achieve these goals. It also discusses ways to balance maintaining the system and capacity improvements, new travel choices, and increasing efficiency. The Statewide Transportation Plan combines perspectives from: regional stakeholders, multi-modal transportation interests, and the public.

Coloradans know that transportation matters - for our state, our economy, and our future. The transportation system connects people to the places that they live, work, and play. When it breaks down - in terms of capacity, reliability, or choice - time is wasted, opportunities are missed, and connections are gone.

This is why the Statewide Transportation Plan is performance-based. CDOT has developed a series of performance measures to better indicate how well we are meeting our goals for Safety, Mobility, Economic Vitality, and

Maintaining the System. Strategic actions and investment strategies proposed in this Statewide Transportation Plan are focused on helping CDOT meet the goals and performance measures set for our transportation system.

MODERNIZING CDOT

As stewards of transportation dollars, CDOT is looking for better ways to get things done, more economically and quicker. That is why CDOT has been modernizing its structure to be more efficient, effective, and smart. CDOT's Action Plan articulates the progress made in the past four years and outlines next steps. The Action Plan is located on CDOT's Statewide Transportation Plan website, www.ColoradoTransportationMatters.com. The new Program Management Office has been created to help keep money moving to projects and help track, monitor, and evaluate project delivery. The new Division of Transportation Systems Management and Operations is using cost effective solutions and technology to keep the system moving and help you make informed decisions about travel times and options. CDOT is also getting more out of the system by making wise decisions on the best way to maintain and preserve our transportation system using a risk based approach. The new Office of Emergency Management will enhance our ability to communicate during extreme weather events and introduce proactive strategies in vulnerable areas to prevent transportation system degradation.

COLORADO'S HIGHWAYS

The **State Highway System**, as defined in this plan, includes all of the highways that CDOT owns, operates, and maintains.

RELATIONSHIP BETWEEN THE NATIONAL HIGHWAY SYSTEM AND COLORADO'S STATE HIGHWAY SYSTEM

A subset of the State Highway System includes a portion of the National Highway System (NHS) routes. All NHS facilities are routes designated as important to the nation's economy, defense, and mobility. NHS facilities can be either on-system (CDOT owned, operated, and maintained), or off-system (locally owned and maintained by cities and counties). The off-system NHS routes are not part of the state highway system.

The State Highway System includes:

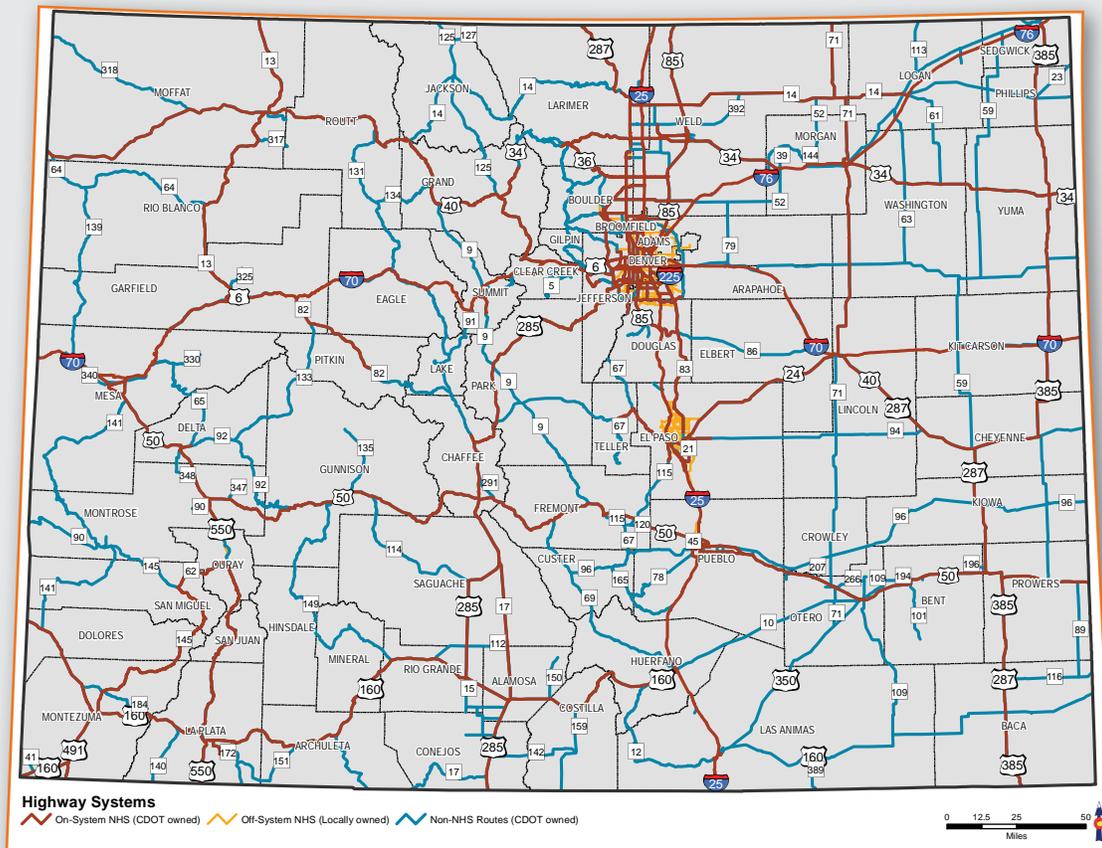
NHS On-System routes, which include all of the Interstates (i.e., I-70, I-25), various US Highways (i.e., US 40, US 50) and certain State Routes (i.e., SH 13, SH 71). Colorado NHS on-system routes total approximately 4,423 highway miles.

Non-NHS routes, which are US Highways and State Routes that are not designated on the NHS but are owned, operated, and maintained by CDOT. A few US Highways

are not on the NHS; for example, US 350 and a portion of US 160. State Routes, for example, sections of SH 318, and SH 149 are additional highways not on the NHS that are owned, operated, and maintained by CDOT, and provide important state connections between cities, towns, and other highways. Colorado Non-NHS routes total approximately 4,680 highway miles.

The State Highway System includes roadways in both rural and urban areas, many of which serve as main streets or key arterial roads in local communities. Colorado's State Highway System has approximately 9,103 highway miles of which: 952 miles are interstates, 3,497 miles are US Highways, and 4,654 miles are State Routes.

Local Roads: The remaining roads throughout the state are local roads that CDOT does not own, operate, or maintain. Local roads are generally the responsibility of the local cities and counties. However, certain local roads are part of the NHS, and receive federal transportation funding for improvements. Some of these local roads are labeled off-system NHS because they are not part of the State Highway System as defined above. Local roads in Colorado total approximately 12,068 highway miles, including 485 miles of Off-System NHS routes. Many local roads are neighborhood streets with low traffic volumes.



COLORADO'S WEB-BASED TRANSPORTATION PLAN

CDOT developed this Statewide Transportation Plan with a focus on communicating better with the public using technology and on providing information that the public and stakeholder groups can use to discuss transportation issues. The web-based format allows CDOT to actively implement and report on this Statewide Transportation Plan in a manner that responds to the changing needs of the state in the years ahead. A combination of text, video, audio, and interactive presentations demonstrate where Colorado stands today, the challenges we face, and how we will continue to make progress in the future. Data, comment features, and interactive maps give you the tools to learn, explore, and continue the transportation conversation with CDOT.

The Statewide Transportation Plan discusses the current state of our transportation system and presents a plan

for Colorado's transportation future in four parts: The Colorado Transportation Story; The Planning Process; Key Data Findings, Needs and Revenue; and Moving Forward. The Statewide Transportation Plan can be found at www.ColoradoTransportationMatters.com.



TRANSPORTATION NEEDS – WHAT WE HAVE FOUND

CDOT conducted a data driven analysis to determine our multi-modal transportation needs to 2025 and 2040. In the next 25-years, there will be 7.8 million Coloradans. That's a population increase of 47 percent. There will be 5.0 million jobs, an increase of 51 percent (Source: DOLA, 2012). Although the number of miles per capita traveled in Colorado is expected to remain flat, the increase in population and employment means the demand for travel will increase by about 47 percent. Growth of this size will put unique demands on our transportation system. At the same time, CDOT has to maintain its existing transportation assets for the long-term, including more than 23,000 lane miles of roads, over 3,400 bridges, 35 year-round mountain passes, and help support interregional transit as well as more than 55 urban and rural general public transit providers, and over 100 human services agencies providing transportation services. Based on this and other data, this Statewide Transportation Plan identifies needed levels of investments to: maintain the existing system, invest in multi-modal expansion, and improve system operations, interregional and rural transit, and safety.

Annual funding for transportation can no longer keep pace with the costs of operating, maintaining, and improving the statewide transportation system. The gas tax, CDOT's main source of funding, has a flat rate that hasn't increased in the past 20 years. The future growth in population and driving will put more pressure on our transportation system, while increased fuel efficiency of vehicles will translate to less revenue collected at the pump. At the same time, Coloradans are asking for more travel options, improved mobility, better connectivity, reliable travel times, less congestion, and above all, improved safety.

Colorado will need to find new long-term funding solutions to support a transportation system that balances safety, mobility, and expansion needs with the need to maintain the existing system. In the meantime we're maximizing the existing system through improved operations, greater modal choice, and innovative financing partnerships to stretch our resources further.

Based on what we heard across the state and the needs identified, CDOT has developed goals, performance measures, and strategic action items as part of this Statewide Transportation Plan to build on our work to-date and address the challenges that lie ahead.

In this executive summary document you will find discussion of:

- *Statewide Transportation Plan goals and objectives*
- *How this Statewide Transportation Plan was developed*
- *Identification of our multi-modal transportation system*
- *Our multi-modal transportation needs, revenue sources, and the funding gap between needs and revenue*
- *Economic benefits of transportation*
- *CDOT's overall investment strategy*
- *Top strategic actions to meet the Statewide Transportation Plan goals*
- *Where we go from here to implement the Statewide Transportation Plan and tracking our progress*

MULTI-MODAL GOALS AND OBJECTIVES

CDOT and the Transportation Commission spoke with the public, stakeholders, and elected officials to develop four basic goals for the transportation system based on the Statewide Transportation Plan vision. For each of these goals, a series of basic objectives and anticipated performance measures were identified. Policy Directive 14 (PD 14), available at www.ColoradoTransportationMatters.com, guides the development of this Statewide Transportation Plan, its implementation and future investment decisions that balance: preservation and maintenance, efficient system management and operation strategies, and capacity improvements. PD 14 identifies specific performance measures associated with the Statewide Transportation Plan goals and objectives. PD 14 will be revised, as needed, to update performance objectives and incorporate additional objectives and measures for goal areas such as Freight Rail, Economic Vitality, and Environmental Sustainability. The five MPO Plans, 10 rural RTPs, and various CDOT Plans, including but not limited to the: Transit, Strategic Highway Safety, and Transportation Systems Management and Operations Plans were used to develop the goals, objectives, and performance measures identified in the Statewide Transportation Plan and PD 14. For more detailed information on PD 14, please see the PD 14 Technical Memorandum on the www.ColoradoTransportationMatters.com website.

GOAL	OBJECTIVES	PERFORMANCE MEASURES
SAFETY: Move Colorado toward zero deaths by reducing traffic-related deaths and serious injuries.	FATALITIES AND SERIOUS INJURIES: Reduce the number and rate of all transportation fatalities and serious injuries, economic impact of crashes, and the number of bicyclist and pedestrian fatalities and serious injuries.	<ul style="list-style-type: none"> ■ Number of fatalities ■ Fatalities per vehicle miles traveled (VMT) ■ Number of serious injuries ■ Serious injuries per VMT ■ Economic impact of crashes ■ Number of bicyclist and pedestrian fatalities involving motorized vehicles ■ Number of bicyclist and pedestrian serious injuries involving motorized vehicles
MOBILITY: Improve mobility and connectivity with a focus on operations and transportation choice.	<p>HIGHWAYS: Prevent the spread of congestion to uncongested highway segments and the growth of congested highway segments.</p> <p>TRANSIT: Increase ridership of small urban and rural transit agencies; maintain or increase the total number of miles of regional, inter-regional, and inter-city passenger services operated for the general public.</p> <p>BICYCLE AND PEDESTRIAN: Develop data and resources to identify measures of the level of service provided by bicycle and pedestrian facilities.</p>	<p>HIGHWAYS:</p> <ul style="list-style-type: none"> ■ Planning Time Index - Additional time required above the time needed at free-flow speed to ensure on-time arrival <ul style="list-style-type: none"> ■ Interstates ■ National Highway System ■ Colorado Freight Corridors <p>TRANSIT:</p> <ul style="list-style-type: none"> ■ Transit Utilization - Ridership statewide and by subcategory: small urban and rural ■ Transit Connectivity - Miles transit vehicles are available to the general public <p>BICYCLE AND PEDESTRIAN:</p> <ul style="list-style-type: none"> ■ Under development -- obtaining data
ECONOMIC VITALITY: Improve the competitiveness of the state economy through strategic transportation investments.	<p>FREIGHT AND ECONOMIC GROWTH: Support strategies and operational improvements that facilitate multi-modal freight movement and promote state, regional, and local economic goals.</p> <p>JOB ACCESS: Ensure transportation system provides access to jobs within reasonable commute times.</p>	<ul style="list-style-type: none"> ■ Under development -- obtaining economic, road/rail, and freight data
MAINTAINING THE SYSTEM: Preserve and maintain the existing transportation system.	<p>ASSETS: Maintain the condition of bridges; highway pavement; other assets (buildings, ITS, roadway equipment, culverts, geohazards, tunnels, traffic signals, and walls) and rural transit fleet vehicles.</p> <p>ANNUAL MAINTENANCE: Maintain snow and ice removal performance and overall maintenance of the highway system.</p> <p>TRANSIT: Maintain the percentage of rural Colorado transit fleet vehicles operating in at least fair condition. Require all CDOT transit grantees to have Asset Management Plans by 2017.</p>	<p>ASSETS:</p> <ul style="list-style-type: none"> ■ Condition of National Highway System bridges and pavement condition, including Interstates ■ Condition of bridges and pavement on state highway system ■ Condition of other assets <p>ANNUAL MAINTENANCE:</p> <ul style="list-style-type: none"> ■ Level of service for snow and ice removal ■ Overall maintenance level of service achieved for the highway system <p>TRANSIT:</p> <ul style="list-style-type: none"> ■ Transit asset condition

PLAN DEVELOPMENT – THE PLANNING PROCESS

Planning is a continual process. Once a plan is done, work begins on implementation and measuring progress. To date the steps in developing the Statewide Transportation Plan included:

- **Transportation Commission Policy Setting:** The Transportation Commission develops a policy directive (PD 14) that provides an overall framework for the transportation planning process through which the multi-modal, comprehensive Statewide Transportation Plan is developed.
- **Revenue Projections and Program Distribution:** The Transportation Commission approves long-term transportation revenue forecasts and a plan for the anticipated distribution of those revenues among programs.
- **Plan Integration:** In addition to the 10 rural Regional Transportation Plans (RTPs) and five Metropolitan Planning Organization (MPO) Plans that have been developed, CDOT has developed several other plans whose important findings are integrated into the Statewide Transportation Plan. The 10 rural RTPs were developed in conjunction with the Statewide Transportation Plan and have been integrated into the Plan as they were developed. Information from the five MPO plans has been incorporated into the Statewide Transportation Plan as data from these Plans has become available. Vision, goals, and performance measures from various CDOT Plans, the 10 rural RTPs, and the five MPO plans were reviewed and incorporated into the Statewide Transportation Plan Strategic Actions (see pages 22-23). For more information about the integration of the various CDOT Plans, the 10 RTPs, and the five MPO Plans into the Statewide Transportation Plan, please see the Plan Integration Technical Memorandum on the www.ColoradoTransportationMatters.com website.
- **Identify Needs and Gap:** Based on data, analyses, and information from the other plans, CDOT identifies needed investments in the transportation system at a program level. This is

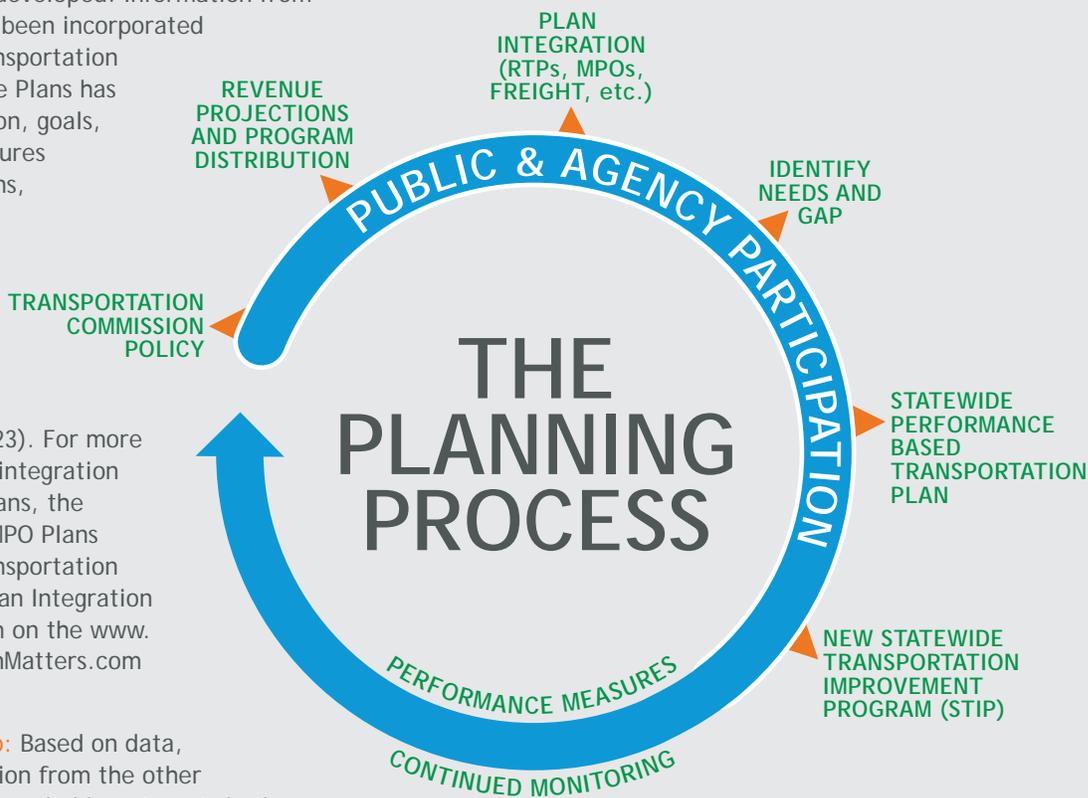
compared to the forecast for revenue and a funding gap (or shortage) is calculated for the time frame of the plan.

- **Statewide Transportation Plan:** This performance based Statewide Transportation Plan addresses Federal and State mandated planning factors. Both Federal and State

transportation legislation require the plan to address specific planning factors. Plan goals and objectives, and performance measures were developed in PD 14 and incorporated into the Statewide Transportation Plan. Strategic actions were identified to address the goals and objectives. Success will be measured through performance measures consistent with federally legislated goals for performance measurement.

OTHER CDOT PLANS

- Transit
- Strategic Highway Safety
- Transportation System Management and Operations
- Freight
- Freight and Passenger Rail
- Bicycle and Pedestrian
- Aviation
- Risk-Based Asset Management
- CDOT Action Plan



- **Public and Stakeholder Participation:** Those involved in planning the future transportation system include:
 - Planning partners - 10 rural TPRs and five MPOs.
 - Statewide Transportation Advisory Committee (STAC) - A group of elected or appointed officials representing the planning partners on key transportation planning issues.
 - Other stakeholders and advocacy groups including:
 - Rocky Mountain Wild
 - Southwest Energy Efficiency Project (SWEEP)
 - Colorado Natural Heritage Program
 - The Nature Conservancy
 - State and Federal agencies including:
 - Federal Highway Administration (FHWA)
 - US Bureau of Land Management (BLM)
 - Colorado Department of Public Health & Environment (CDPHE)
 - US Fish & Wildlife Service (FWS)
 - State Historic Preservation Office (SHPO)
 - US Department of Housing & Urban Development (HUD)
 - Federal Transit Authority (FTA)
 - Tribal governments including: The Southern Ute Tribe and Ute Mountain Ute Tribe.
 - Public - The public took part in plan development by participating in various plan activities described on the following page.

For more information about State and Federal agency involvement, please see the Public and Agency Outreach Technical Report on the www.ColoradoTransportationMatters.com website.

After this Statewide Transportation Plan is developed, CDOT then links the Plan goals to the project programming process through the development of the four-year **Statewide Transportation Improvement Program (STIP)**. Working with its planning partners, CDOT in the future will develop a 10-Year Development Program of specific projects and initiatives. The 10-Year Development Program will identify potential projects for design and will feed the STIP, which CDOT uses to directly program dollars to projects.

- **10-Year Development Program:** The development of a 10-Year Development Program will bridge the gap between the 2040 Statewide Transportation Plan and the four-year term STIP. Some benefits of a 10-Year Development Program include:
 - Communicate to the public and stakeholders the major project needs that can feasibly be achieved within the 10-year program window and the major project needs that could be achieved if additional funds were available.
 - Assist decision-makers in prioritizing major projects within the 10-year window and provide a foundation for the identification of projects if additional funds become available.
 - Provide a vision of the next 10-years to assist staff in anticipating upcoming projects and planning priorities for staffing and design needs.



PLAN DEVELOPMENT - WHAT WE HAVE HEARD

In developing the Statewide Transportation Plan, CDOT sought input from the public in defining the long-term vision for the multi-modal transportation system. CDOT partnered with the TPRs and MPOs to gather public input that was used in the development of their plans. This public input helped to shape the Statewide Transportation Plan

goals, objectives, and recommended Strategic Actions. There were several key results from the public outreach that were important for the development of the Statewide Transportation Plan. These are linked to the Statewide Transportation Plan goals below.

GOAL	PUBLIC OUTREACH RESULTS
SAFETY	<ul style="list-style-type: none"> ■ Many telephone town hall participants cited safety as their top priority for CDOT to pursue. ■ A majority of public survey respondents statewide named 'the safe movement of people and goods' as the most important goal of the transportation system.
MOBILITY	<ul style="list-style-type: none"> ■ Surveys showed that most Coloradans believe transportation is important because it "moves people and goods safely." ■ Reducing congestion and increasing travel choice were also important concerns highlighted by the public surveys. ■ Two reoccurring topics during the majority of the Telephone Town Halls statewide were the need for improved transit and better bicycle infrastructure.
ECONOMIC VITALITY	<ul style="list-style-type: none"> ■ Public Surveys indicated that Coloradans see a clear connection between their transportation system and the economic vitality of their area and the state. ■ Job creation, commuting, freight movement, tourism, agriculture, and energy development were common topics of conversation statewide during the telephone town halls.
MAINTAINING THE SYSTEM	<ul style="list-style-type: none"> ■ Public surveys indicated that Coloradans' top priorities in light of limited funding showed that maintaining the existing system and improving highway pavement were central concerns. ■ The great majority of questions and comments received during the telephone town halls related to specific local highway maintenance issues, indicating the importance which Coloradans place on their travel experience.

Over 60,000 people participated in the public outreach activities. Both traditional and innovative approaches were used to reach out to the public for comment including:

- Press releases, newspaper, radio, public access TV announcements, and letters to the editor
- Statewide Transportation Plan Transportation Matters Website - www.ColoradoTransportationMatters.com



- Public surveys
- Environmental webinars with transportation planning regions, State and Federal agencies, and environmental advocacy groups
- 16 Telephone Town Halls - an interactive public meeting conducted over the telephone and hosted by local officials and Colorado Transportation Commissioners
- Public meetings with the Transportation Planning Regions

REGIONAL TRANSPORTATION PLANS

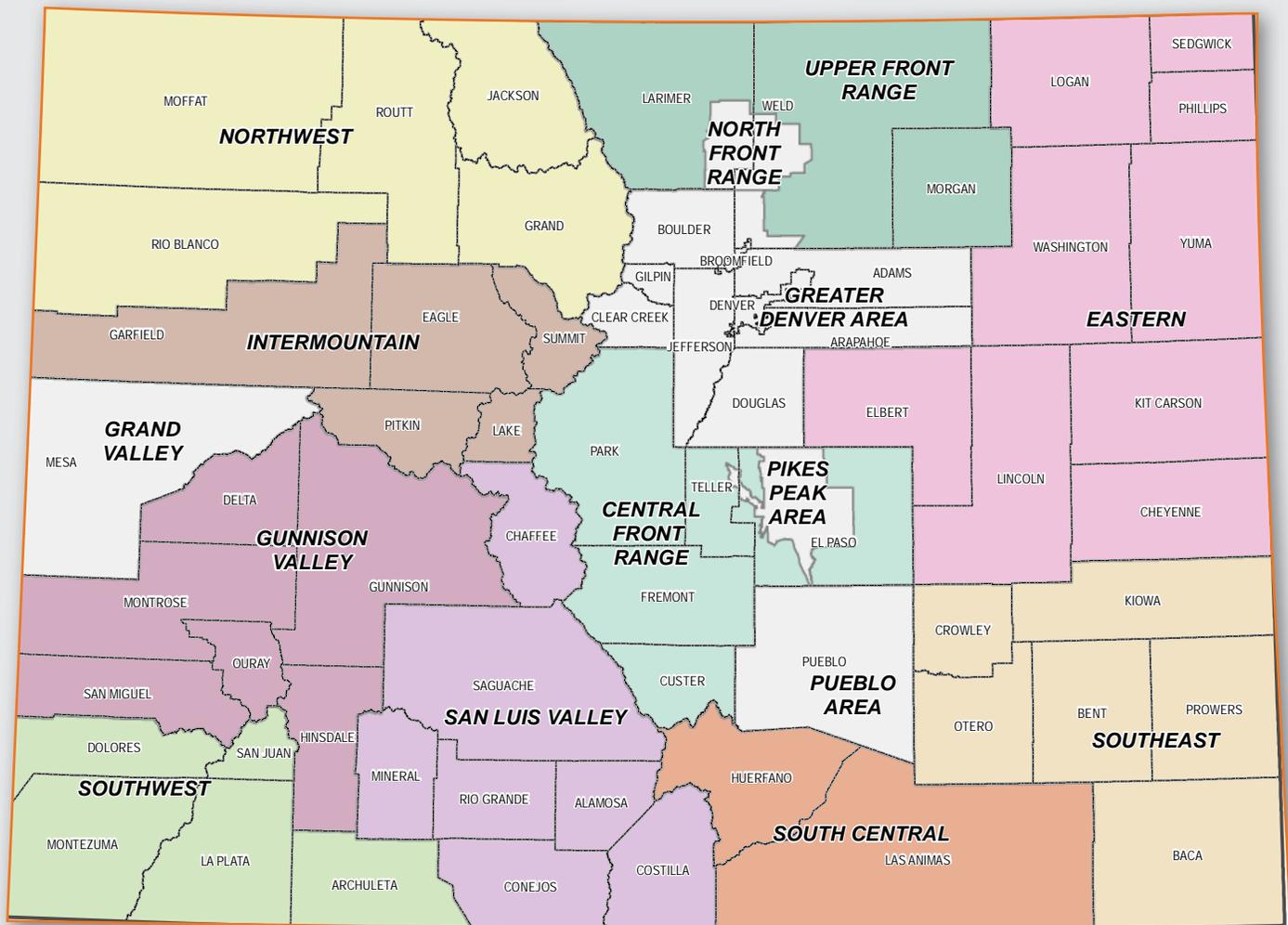
The 10 rural Transportation Planning Regions (TPRs) and the five metropolitan planning organizations (MPOs) each have developed their own regional plans that are reflected in the Statewide Transportation Plan. State law requires the 10 rural TPRs to each produce a 20-year Regional Transportation Plan (RTP).

MPOs are federally required organizations designated to carry out the metropolitan transportation planning process in areas with populations of at least 50,000. MPOs in Colorado include the Denver Regional Council of Governments (DRCOG), Grand Valley MPO (GVMP) in Grand Junction, North Front Range MPO (NFRMPO) in the Fort Collins-Loveland-Greeley area, the Pikes Peak Area Council of Governments (PPACG) in the Colorado Springs area, and the Pueblo Area Council of

Governments (PACOG). MPOs are required to update their transportation plans every four to five years. The 10 rural TPRs and the five MPOs are shown on the map below.

Important features of the rural RTPs are reflected in the Statewide Transportation Plan, such as identification of regional priority corridors and multi-modal needs. Each RTP also includes a Regional Transportation Story that describes the unique characteristics of the Region and the transportation system, and informs the overall Colorado Transportation Story in the Statewide Transportation Plan.

Once the plans for the RTPs in the 10 rural TPRs and five MPOs are adopted, they can be viewed online at: www.ColoradoTransportationMatters.com.



MODAL PLANS

The following two pages briefly discuss CDOT's plans for specific modes of transportation.

TRANSIT

CDOT has developed a Statewide Transit Plan that provides a framework in which to achieve the long-range transit vision that: **Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.**



Using the Statewide Transit Plan as a foundation, CDOT will implement policies and strategies for funding enhanced transit services throughout the state. These transit services will implement the vision above and relieve congestion, promote environmental stewardship, and improve coordination of services with other providers in an efficient, effective, and safe manner.

Working with a Statewide Steering Committee, implementation actions and performance measures were created for each of the following six transit goals in support of the vision:

- **System Preservation and Expansion** - establish public transit as an important element within an integrated multi-modal transportation system.
- **Mobility/Accessibility** - improve travel opportunities within and between communities.
- **Transit System Development and Partnerships** - increase communication, collaboration, and coordination within the statewide transportation network.
- **Environmental Stewardship** - develop the framework of a transit system that is environmentally beneficial over time.
- **Economic Vitality** - create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors.
- **Safety and Security** - create a transit system in which travelers feel safe and secure and in which transit facilities are protected.

The implementation actions range from coordination to operations to capital improvements and the processes to support these initiatives through partnerships; all of which are subject to the availability of State and Federal funds. With over 55 general public transit providers, over 100 human services agencies providing transportation services, and many private providers, there is tremendous need around the state to maintain and enhance existing services, provide new services, and better coordinate services to make the most of the statewide transit system in meeting the needs of all Coloradans.

In spring 2015, CDOT will implement Interregional Express bus service on I-25 between Fort Collins, Denver, and Colorado Springs and on I-70 between Glenwood Springs and Denver. CDOT has studied the possibility of high speed transit along these two corridors and concluded while the vision for high speed transit is viable, the capital costs are prohibitive at this time. To view the Statewide Transit Plan, please visit the www.ColoradoTransportationMatters.com website.

RAIL

CDOT developed the State Freight and Passenger Rail Plan which outlined the following vision for the rail system: **The Colorado rail system will improve the movement of freight and passengers in a safe, efficient, coordinated, and reliable manner. In addition, the system will contribute to a balanced transportation network, cooperative land use planning, economic growth, a better environment, and energy efficiency. Rail infrastructure and service will expand to provide increased transportation capacity, cost effectiveness, accessibility, and intermodal connectivity to meet freight and passenger market demands through investments which include public-private partnerships.** As most of the rail system is privately owned, needs will be addressed primarily through private funding.



The interregional passenger rail system is currently very limited. Amtrak, with only two routes in the state, is the only provider of long-distance passenger rail service. CDOT will continue to support the retention of Amtrak services, although funds are not available to do so financially.

To view CDOT's State Freight and Passenger Rail Plan, visit the www.ColoradoTransportationMatters.com website. This plan will be updated in 2016.

AVIATION

CDOT has prepared the Colorado Aviation System Plan which is used as a tool to help the Division of Aeronautics improve overall system performance. The mission of the plan is: *in support of CDOT's development of a forward-looking multi-modal transportation system in the 21st century, the Colorado Division of Aeronautics shall promote partnering with its public and private constituents to enhance aviation safety, aviation education, and the development of an effective air transportation system through the efficient administration of the Colorado Aviation Fund.*



Objectives of the plan are that the state airport system:

- Has sufficient capacity to meet current and future needs.
- Has the ability to respond to unforeseen changes in the aviation industry or in the local market area.
- Provides support to the economy.
- Leverages historic investment and makes the most out of future investment.
- Operates in such a way as to address security and safety considerations, relative to perceived risks.

To view the Colorado Aviation System Plan, please visit the www.ColoradoTransportationMatters.com website.

FREIGHT

Highway freight movement plays a significant role in Colorado and is vital to both residents and the economy. Almost everything we see in our homes and communities has been transported as freight. CDOT has developed a Statewide Freight Plan, which has determined a vision that: *the Colorado transportation system will support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight. In addition, the system will contribute to a balanced transportation network, cooperative land use planning, economic growth, a better environment, and energy efficiency. Freight infrastructure and service will expand depending on available funds to provide increased transportation capacity, cost effectiveness, accessibility, and intermodal connectivity to meet freight market demands through investments which include public-private partnerships.*



CDOT has identified freight corridors, approximately 4,156 highway miles, which are critical to regional, state,

and national freight movement. The Freight Plan can be reviewed on the www.ColoradoTransportationMatters.com website. To view CDOT's State Freight and Passenger Rail Plan, visit the www.ColoradoTransportationMatters.com website.

IN 2011 **TRANSPORTATION OF GOODS & SERVICES CONTRIBUTED \$4 BILLION** IN VALUE ADDED TO COLORADO'S ECONOMY



BICYCLES & PEDESTRIANS



Colorado ranks 3rd highest for commuter bicycling and 20th for commuter walking in the country. Colorado ranked 6th in the 2014 Bicycle Friendly State Ranking published by The League of American Bicyclists.

In 2012, CDOT adopted its first Bicycle and Pedestrian Plan. Through the plan: *the department intends to increase bicycling and walking activity levels, for both transportation and recreational purposes, through both infrastructure projects and promotional programs, to help achieve the broadly established and supported economic, public health, environmental, and quality of life benefits.*



The Plan's focus was the development of investment criteria for selecting biking and pedestrian projects and programs. An important action for the Bicycle and Pedestrian System is for CDOT to complete a comprehensive inventory of bicycle and pedestrian facilities. To view the Bicycle and Pedestrian Plan, please visit the www.ColoradoTransportationMatters.com website.

COMMUTER MODE SHARE IN COLORADO

	COLORADO	NATIONAL
AUTOMOBILE 	84.8%	86%
TRANSIT 	3.3%	5%
WALKING 	3%	2.8%
BICYCLING 	1.3%	0.6%
OTHER	0.8%	0.9%
WORK AT HOME 	6.5%	4.3%

COLORADO'S MULTI-MODAL TRANSPORTATION SYSTEM

The Statewide Transportation Plan includes all elements of the transportation system including transit, highways, freight, rail, bicycle/pedestrian, and aviation. In order

to plan for the future, it's important to examine and understand the current state of the transportation system.

POPULATION, EMPLOYMENT AND VMT

Population and employment are growing in Colorado, resulting in more people driving more miles on the state highway system. These trends are expected to continue for the next 25 years.

CHANGING DEMOGRAPHICS

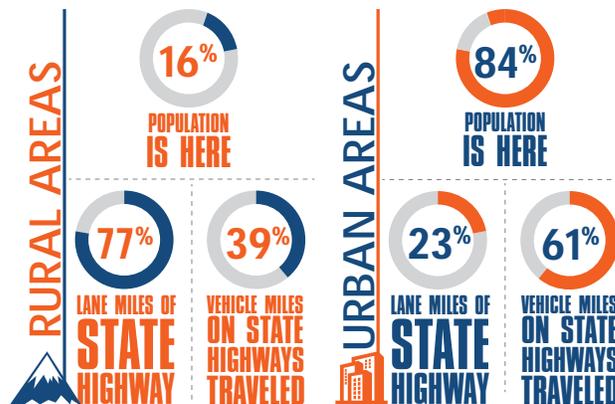


MOST GROWTH IS OCCURRING ALONG THE FRONT RANGE & SELECT MOUNTAIN CORRIDORS
Source: Colorado Department of Transportation and Colorado State Demographers Office, 2013

TOTAL ANNUAL VEHICLE MILES TRAVELED ON COLORADO STATE HIGHWAYS AND LOCAL ROADS 2014-2040



Source: Colorado Department of Transportation, 2014



Source: Colorado Department of Transportation, 2013 and US Census, 2010

Urban areas are defined by the five MPO boundaries. Rural areas are the areas that fall within the 10 rural TPR boundaries.

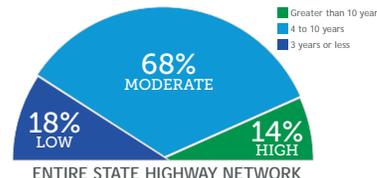
HIGHWAYS AND BRIDGES

CDOT builds, maintains, and operates the state highway system, which encompasses:

- Interstates, US Highways, and State Routes.
- 23,000 total lane miles, 3,454 bridges, and 35 mountain passes open year-round.
- Eighty-two percent of Colorado highways have moderate to high drivability life and 98 percent of Colorado bridges are in fair or good condition.



DRIVABILITY LIFE RATINGS



82% of Colorado Highways have Moderate to High Drivability Life
 Source: Colorado Department of Transportation, 2014



CDOT IS NOT RESPONSIBLE FOR:

- Local roads are owned, operated, and maintained by cities and counties.

FREIGHT

- CDOT has identified approximately 4,156 highway miles, that are critical to regional, state, and national freight movement.
- Colorado has 15 intermodal connectors on the national highway system (five truck/rail facilities, six airports, and four truck/pipeline facilities) which allow freight to be transferred from one travel mode to another.
- Currently, 14 freight railroads operate in Colorado; these railroads operate more than 2,800 miles of track in the state and currently operate on approximately 2,700 miles of those tracks. This freight rail network directly serves 48 of Colorado's 64 counties.

COLORADO IS HOME TO THREE FEDERALLY-RECOGNIZED KEY FREIGHT CORRIDORS: THE HEARTLAND EXPRESS (DENVER COLORADO TO RAPID CITY SOUTH DAKOTA), THE PORTS-TO-PLAINS (LAREDO TEXAS TO DENVER COLORADO), and THE CAMINO REAL (EL PASO TEXAS TO CANADA VIA DENVER).

OTHER ASSETS

- CDOT manages a fleet of 3,299 vehicles, which are used for road construction, maintenance, and general purposes.
- CDOT owns 1,174 buildings.
- CDOT currently manages 1,217 geohazard sites.
- CDOT owns 21 tunnels with a total length of 6.9 miles.
- CDOT maintains 6,064 culverts on the state highway system.

2,024
CONGESTION
AHEAD
INTELLIGENT
TRANSPORTATION
SYSTEM
(ITS) DEVICES

1,217
GEOHAZARD
SITES

3,299
VEHICLES

6,064
CULVERTS

1,174
BUILDINGS

CDOT IS NOT RESPONSIBLE FOR:

- The Division of Motor Vehicles is responsible for issuing drivers license and ID cards, registration and titling, and driving records.

TRANSIT AND RAIL

CDOT helps support approximately 55 urban and rural public transit providers, interregional transit, and over 100 human services transit providers that cover approximately 25,000 square miles.

- Elderly/ Disabled Providers - 10,000 square miles
- Rural Transit Providers - 13,000 square miles
- Urban Transit Providers - 2,300 square miles
- In Spring 2015, CDOT will implement interregional express bus service on I-25 between Fort Collins, Denver, and Colorado Springs and on I-70 between Glenwood Springs and Denver.



CDOT IS NOT RESPONSIBLE FOR:

- Local transit agencies, such as RTD, are responsible for transit services in rural and urbanized areas.
- Amtrak has only two routes, the California Zephyr and the Southwest Chief, in the state and is the only provider of long-distance passenger rail service.

AVIATION

- The Colorado Airport System includes a total of 74 public-use airports, of which 14 are categorized as commercial service airports and 60 categorized as non-commercial service general aviation airports.
- The projected average annual increase in airport aircraft landings and takeoffs is 2.4 percent from 2010-2030.
- A greater concentration of Colorado aviation activity is occurring at Denver International Airport, accounting for 94 percent of all passenger activity in 2013 compared to 92 percent in 2005.
- Almost all 74 airports are accessed via the state highway system, thereby making those highways priority corridors for purposes of aviation.
- According to a 2013 study, Colorado airports create the following annual economic benefits: 265,700 jobs statewide and total economic output of \$36.7 Billion.

CDOT IS NOT RESPONSIBLE FOR:

- Airport operations and maintenance are the responsibility of the individual airport.

BICYCLE AND PEDESTRIAN

CDOT operates a number of bicycle and pedestrian facilities which include shoulders and dedicated bike lanes. CDOT also maintains four trails across the state consisting of approximately 57 miles. CDOT is currently inventorying bicycle and pedestrian facilities on and along the state highway system. CDOT also plans to designate a route system that serves recreational and commuter markets and that provides connectivity.

- CDOT operates a well-established system of designated Scenic and Historic Byways.
 - These 25 routes frequently include bicycle and pedestrian facilities.
- In Colorado there are 76 trails identified by the Rails-to-Trails Conservancy consisting of approximately 664 miles of trails.

COMMUTER BICYCLING
3RD HIGHEST
IN THE COUNTRY

COMMUTER WALKING
20TH
IN THE COUNTRY

CORRIDORS

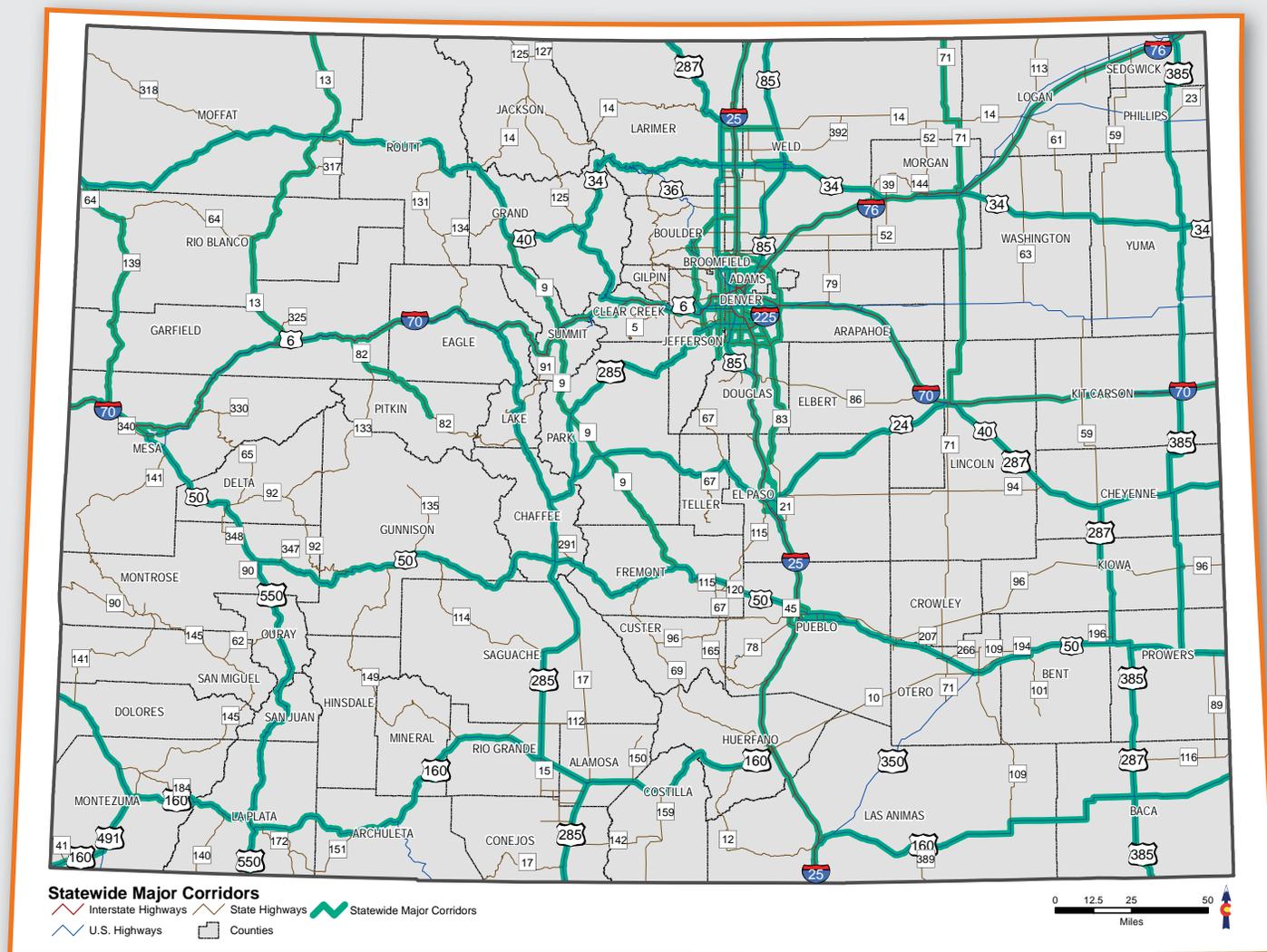
Transportation corridors are a key part of the overall framework for the multi-modal transportation system and this plan. CDOT has established a framework of 308 corridors across the state covering all interstate, US, and state highways. CDOT defines a corridor as a transportation system that includes all modes and facilities within a described geographic area. For this plan the corridor framework has been used as part of the identification of transportation needs, development of priorities, and as a focus for public and agency input. The Statewide Transportation Plan includes two specific corridor designations - statewide major corridors and regional priority investment corridors.

STATEWIDE MAJOR CORRIDORS

Statewide major corridors were determined by considering the National Highway System (NHS) designated routes along with freight and energy corridors and other

factors including, but not limited to congestion and safety. These are corridors that serve important statewide travel needs, support freight movement, and energy development. There are a total of 54 statewide major corridors covering 4,593 miles.

The freight corridors represent the highways most critical for freight movement in the state. The corridors were developed in coordination with MPOs, other planning partners, and motor carriers by examining the classification of roadways, for example all interstate highways were included, the number of trucks using the roadway on an average day, and the percent of trucks on the roadway as a percent of total traffic. The state highways that have been identified as key energy development corridors for the oil and gas industry experienced an approximate 35 percent increase in truck traffic over the ten year period between 1997 and 2007 when the oil and gas boom occurred in Colorado. This information is currently being updated with a new oil and gas study.

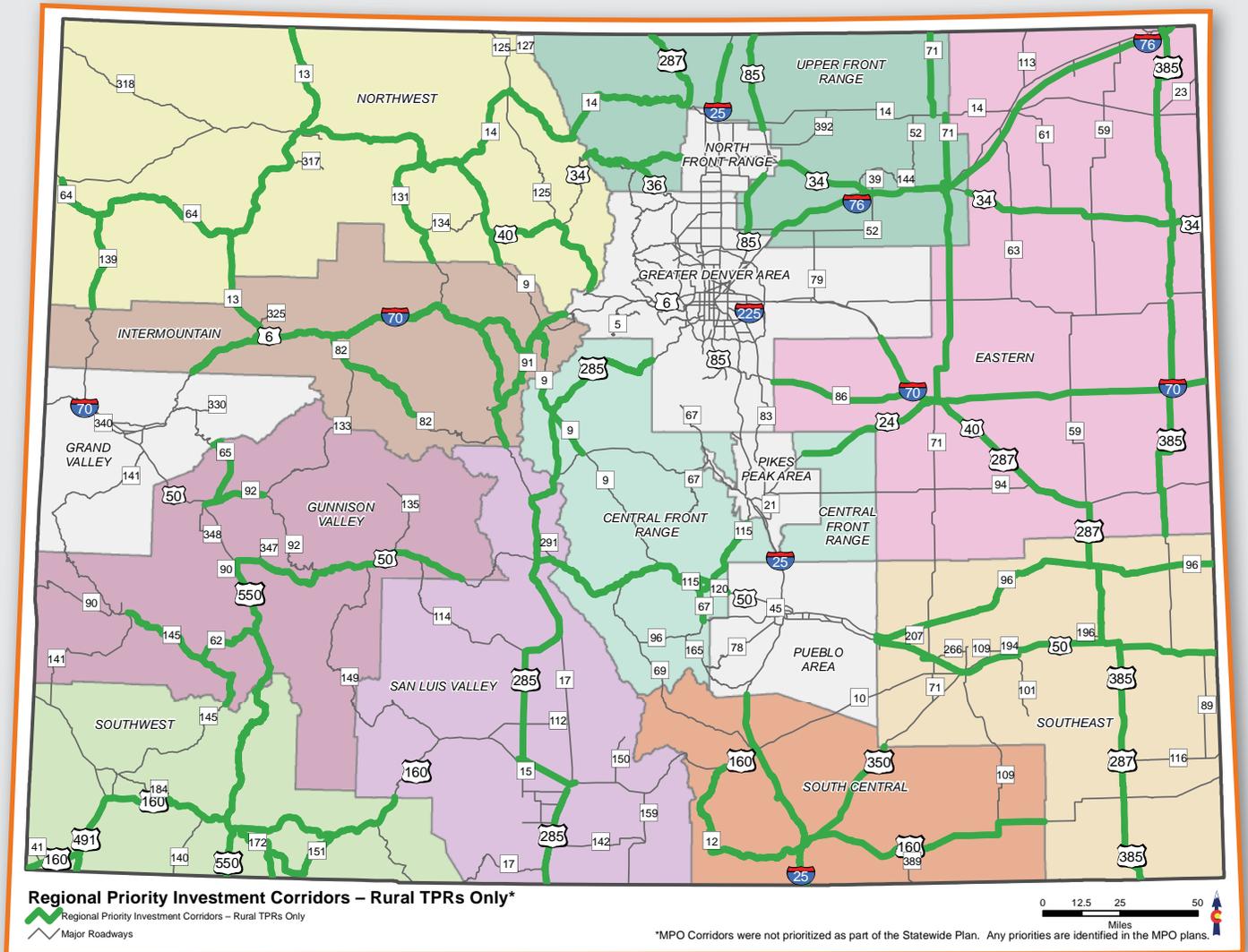


RURAL TRANSPORTATION PLANNING REGIONS (TPR) - REGIONAL PRIORITY INVESTMENT CORRIDORS

Rural TPR regional priority investment corridors were determined by each of the individual 10 rural TPRs. A regional priority investment corridor is a corridor that has been selected by the stakeholders of the 10 rural TPRs as having high importance to the region's transportation system or it is important because of a need for near-term improvements. These are the corridors designated by the 10 rural TPRs as higher priorities for investment should funding be available. More information on priorities for individual corridors can be found in the TPR plans, located on the www.ColoradoTransportationMatters.com website.

The 10 rural TPRs identified 65 regional priority corridors, covering approximately 3,507 miles.

- Eastern - 8 corridors, 656 miles
- Southeast - 4 corridors, 353 miles
- San Luis Valley - 5 corridors, 209 miles
- Gunnison Valley - 6 corridors, 268 miles
- Southwest - 5 corridors, 293 miles
- Intermountain - 7 corridors, 332 miles
- Northwest - 7 corridors, 490 miles
- Upper Front Range - 10 corridors, 397 miles
- Central Front Range - 6 corridors, 238 miles
- South Central - 7 corridors, 271 miles



COLORADO'S TRANSPORTATION NEEDS

How is Colorado preparing for change in transportation needs and demand from the present day outward to 2025 and 2040? In response to this question, CDOT has looked at various forms of data that may affect future transportation needs including: population growth, an aging population, changes in travel patterns and behavior, traffic congestion, preferred transportation modes, and the locations of key industry job growth.

The following sections identify key trends driving Colorado's long-term transportation needs for each of the four goal areas of the Statewide Transportation Plan. Using these trends, along with statewide and corridor specific data and information on the condition of the existing transportation system, CDOT was able to estimate the needed levels of investment in the transportation system for the next 10-years (to 2025) and to 2040.

SAFETY

Colorado has made substantial progress in reducing deaths and injuries on the statewide transportation system over the past decades. **New technology, ongoing educational campaigns, and targeted safety investments are critical to supporting CDOT's goal of Moving Towards Zero Deaths.**

Over the past decade, Colorado has seen a steady decrease in traffic fatalities (from 742 in 2002 to 472 in 2012) and serious injuries (from 5,014 in 2002 to 3,242 in 2012) (Source: CDOT, 2014). This is despite the fact that both population and total vehicle miles traveled have increased during the same period of time. Bicyclist and pedestrian

fatalities and serious injuries remained fairly constant between 2006 and 2011, with a slight increase in 2012, decreasing again in 2013 (Source: CDOT, 2014). CDOT does not have sufficient data to determine a trend in regard to transit, but in 2012 there were 77 transit collision incidents, 2 transit collision fatalities, and 105 transit collision injuries in Colorado (Source: Bureau of Transportation Statistics, State Transportation Statistics 2014).

CDOT has partnered with stakeholders to develop the Strategic Highway Safety Plan, which includes many actions and initiatives to reach the Safety goal.

MOBILITY

Increasing population and employment are putting greater demand on the existing statewide transportation system, leading to congestion and impairing mobility. At the same time, changing demographics and travel behavior are increasing the demand for greater modal choice in the transportation system. **CDOT is working to improve mobility by enhancing system operations, providing greater travel options and travel reliability, increased connectivity, and investing in focused capacity expansion as limited funding allows.**

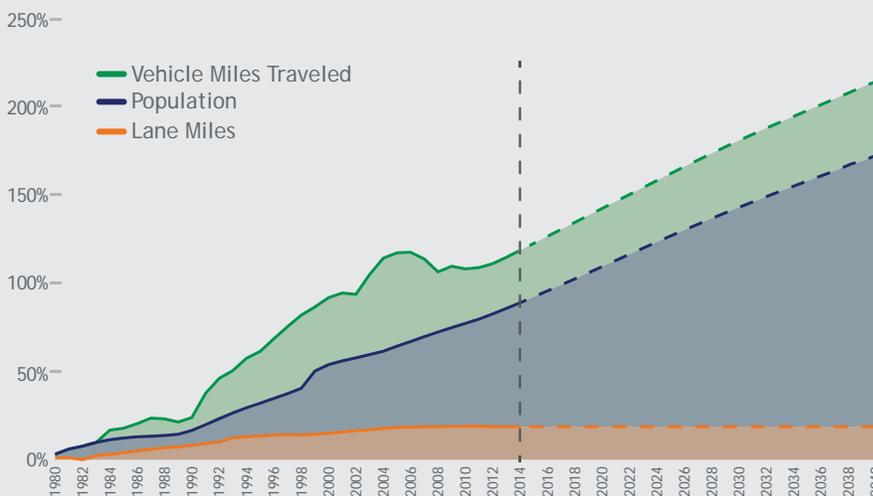
Colorado's population is projected to increase 47 percent between 2012 and 2040 (Source: State Demographers Office, 2013).

Vehicle Miles Traveled (VMT) per capita decreased between 2006 and 2013. It is now projected to stay constant. Due to population and employment growth, however, total VMT is projected to increase 47 percent between 2012 and 2040 (Source: CDOT and State Demographers Office, 2013).

One method CDOT will use to enhance the overall mobility of the transportation system in a cost effective manner is

implementing the Transportation Systems Management and Operations Plan. Operational strategies, such as ramp metering, managed lanes, and/or traveler information can provide immediate relief to some congestion issues and delay the need for many costly long-term solutions.

Percentage Increase in Population, Annual VMT, and Lane Miles From 1980 Projected to 2040



Note: Lane Miles and Annual VMT are for state highways and local roads.

ECONOMIC VITALITY

The transportation system is a key element of a vibrant and globalized state economy, and transportation investments will create and enhance access to jobs, enhance freight movement, support increased trade, and improve economic competitiveness. CDOT is emphasizing economic benefits such as job creation, job access, and economic savings in making investment decisions. Additional investments will be needed just to ensure the transportation system continues to function at the level necessary to maintain the state's economic competitiveness.

Employment is forecasted to grow by 51 percent between 2012 and 2040 (Source: DOLA, 2012). Most of those jobs will require some form of commute. In 2013, estimated traffic delays on congested corridors during peak hours cost the state \$133 million (Source: CDOT, 2013).

Colorado has a number of significant industries that are particularly reliant on the transportation system, such as agriculture, energy development, tourism, and freight. For example, the agriculture industry, which generates more than \$5 billion in economic output annually (Source: OEDIT, 2014), depends on the transportation system to



get goods to market. The energy industry relies on the transportation system to move equipment and product. As of July 2014, there are over 52,000 active oil and gas wells in Colorado (Source: Colorado Oil and Gas Conservation Commission, 2014). Visitors rely on the transportation system to access tourist destinations and provide an enjoyable experience. A record 57.9 million visitors spent \$14.6 billion in Colorado in 2011 (Source: OEDIT, 2014).

MAINTAINING THE SYSTEM

With limited funding available, CDOT is focused on maintaining the existing state highway system in the most cost-effective manner possible. CDOT maintains over 23,000 lane miles of highways, over 3,400 bridges, and keeps 35 mountain passes open year-round. Every \$1 spent now to keep a road in good condition avoids \$6-14 needed later to rebuild the same road once it has deteriorated beyond repair (Source: AASHTO, 2009).

CDOT is implementing its Risk-Based Asset Management Plan to drive its performance on maintaining the system. A key part of this is Drivability Life, which is a new method used to assess pavement condition that promotes more frequent surface treatment and optimization of pavement investment. This new method is anticipated to increase treatment miles by 64 percent between FY 2012 and FY 2017 (Source: CDOT, 2014).

The Risk-Based Asset Management Plan also focuses on more preventative maintenance and using risk factors to determine which roads, bridges, and other assets need to be addressed first.

DRIVABILITY LIFE

PRIORITY BASED ON DRIVER'S EXPERIENCE

PRIORITIZED ROADS WILL RECEIVE MORE MINOR TREATMENTS

ENTIRE SYSTEM WILL RECEIVE MORE FREQUENT TREATMENTS

MORE LANE MILES TREATED PER YEAR

NEW METHOD

TRANSPORTATION INVESTMENT NEEDS

Transportation investment needs are generally defined as the dollars required to accomplish the Statewide Transportation Plan goals for Safety, Mobility, Economic Vitality, and Maintaining the System. CDOT used a range of data to identify multi-modal investment needs. The needs are divided into categories and into two time periods: a short-term planning horizon (2016 to 2025) and a long-term planning horizon (2026 to 2040). For more information about how the transportation investment needs were determined, please see the Transportation Needs Estimate and Gap Technical Memorandum on the www.ColoradoTransportationMatters.com website.

- **ASSET MANAGEMENT:** Replacing and rehabilitating existing and future transportation facilities on a long-term basis, including preventative maintenance. Also referred to as capital maintenance.
- **MAINTENANCE:** Everyday maintenance of the transportation system, for example: snow plowing, equipment maintenance, and minor road and bridge repairs. Also referred to as annual maintenance.
- **EXPANSION:** Investments that add capacity to the multi-modal transportation system by enhancing existing facilities or creating/building new infrastructure and services.
- **ITS/OPERATIONS:** Activities to improve traffic flow without adding capacity. This includes intelligent transportation systems (ITS) which provide traveler information and use technology to better manage traffic flow. The needs identified for ITS/Operations represent a significant increase above prior levels of funding in these areas. Operational elements are also embedded in other categories such as Expansion, as projects involving expanding the system often include operational fixes as well such as managed or toll lanes.

- **SAFETY:** Safety is generally enhanced with every project. The safety category includes education and targeted safety focused projects such as rail crossings and safety hot spots.

- **RURAL AND INTERREGIONAL PUBLIC TRANSPORTATION:** CDOT investments and grants in rural and small urban local and regional transit, and interregional transit services, including the new Bustang interregional service.

BICYCLE/PEDESTRIAN NEEDS: CDOT currently has insufficient data to fully determine bicycle and pedestrian needs and is conducting an inventory of bicycle and pedestrian facilities on and along the state highway system. As this is under development, only example bicycle/pedestrian needs were considered as part of the analysis.

LOCAL NEEDS: The needs discussed above only represent needs on the state transportation system. The state transportation system does not include local road systems, transit in major cities or aviation. For urban areas, MPOs address local system needs and revenues in their plans.

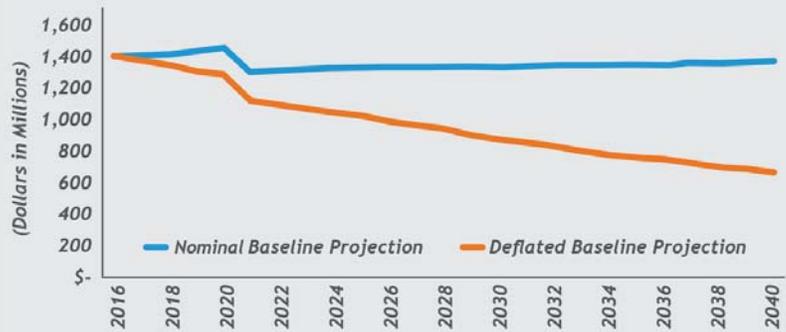
TOTAL NEEDS: CDOT, in its role as owner-operator of the state’s multi-modal transportation system, requires approximately \$45.8 billion (in 2016 dollars) in funding over the next 25-years. \$19.1 billion in needs have been identified in the next 10-years. The total needs are an estimate of funding required to reach the goals and objectives identified on page 4. They represent total dollars of needed improvements and were calculated independently from estimates of the funding available. The funding gap, which is the difference between the estimated needs and the funds available, and an investment strategy to use available funds to best address the needs, given the limited funding available, are identified on subsequent pages. The charts below provide a summary of the needs identified by category.



AVAILABLE REVENUE AND FUNDING GAP

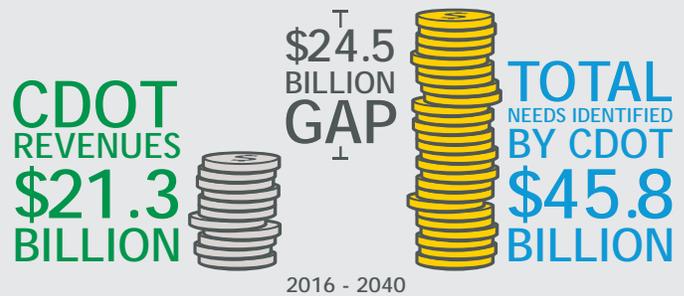
Projected revenues for the Statewide Plan include nearly \$800 million in years 2016-2020 in funds provided by legislation called Senate Bill 228. These funds would provide for important strategic highway and transit projects. More recent forecasts of revenue, however, suggest that these funds may be substantially reduced or eliminated with the latest forecast calling for only a little over a total of \$200 million.

2040 Statewide Transportation Plan Baseline Revenue Projection



CDOT, through legislative authority, uses transportation revenues from various taxes and fees to fund the entirety of its transportation program. CDOT forecasts future revenues based on projected federal funding, population growth, vehicle use and turnover, and future fuel efficiency. This baseline revenue forecast shows higher revenue levels between 2016 and 2020 as it includes nearly \$160 million per year from Senate Bill 228. From 2020 on, revenue is forecast to grow at less than 0.5% per year, lower than the anticipated rate of inflation. Two baseline revenue projection lines are shown above. The top line is the baseline revenue projection in future year inflated dollars. The bottom line shows the effects of inflation on the baseline revenue forecast in terms of reduced future purchasing power.

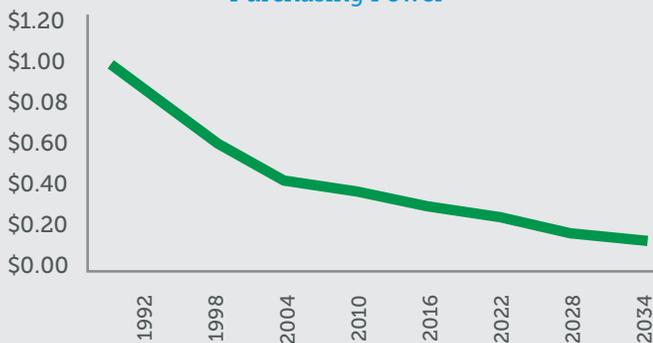
CDOT compared the 25-year needs estimate to an estimate of transportation revenue available over the same time period. This resulted in a funding gap. Projected revenues are less than the needs estimated, and will only cover approximately 46 percent of the projected needs. The projected needs exceed revenues by \$24.5 billion. For the next 10-years alone the funding gap is \$8.77 billion.



Source: Colorado Department of Transportation, 2014

CDOT faces a significant funding challenge for the present and the future in part due to a decline in purchasing power. When adjusting for inflation and rising construction costs, CDOT's annual revenues have declined to pre-1991 levels. In addition to inflation and rising construction costs, CDOT revenues have been hurt by decreases in state and federal gas tax revenue, which were 61 percent of all revenues in fiscal year 2013. Colorado's combined state and federal gas tax is 40.4 cents per gallon and does not rise with the price of gas. Colorado last increased its gas tax in 1992

Purchasing Power



In 1992 one tax dollar collected would purchase one dollar of construction work. Accounting for inflation, that same dollar will likely purchase less than 20 cents of goods and labor by 2034.

and it ranks below 34 other states (Source: American Petroleum Institute, 2014). Revenue is also decreasing due to more fuel efficient vehicles and the elimination of state general fund transfers that CDOT received between 1998 and 2009. Fuel efficient vehicles are great for the environment and allow their owners to fill up gas tanks less frequently. But these fuel efficient vehicles put just as much wear and tear on the highway system. Due to these funding challenges, CDOT only has enough money to maintain the infrastructure in its current condition for the next 10-years. During the next 10-years, the system will be maintained, but expansion projects will be very limited. With growing population and travel demand, this means CDOT will not be able to achieve all of its goals and objectives for Mobility and addressing congestion.

Between 2025 and 2040, CDOT will no longer have the money to maintain the system in its current condition, resulting in lower ability to address needed maintenance, increasing travel times, and decreasing traveler convenience with ripple effects on the economic vitality of the state.

INVESTMENT STRATEGY

The current revenue picture and funding gap require difficult choices. CDOT's current investment strategy reflects today's funding reality, and charts a balanced approach that seeks to maintain the system and optimize our limited funding.

CDOT's investment strategy is reflected in the Program Distribution process. Program Distribution is a part of the planning process statewide Transportation Plan and outlines the assignment of projected revenues to various program areas for the time period of the Plan (2016-2040).

Revenues are updated and programs are funded annually through the annual budget process. However, Program Distribution provides a long-term view of what revenues are likely to look like, and how they will likely be allocated among programs in the future. Program Distribution reflects an investment strategy based on Policy Directive 14 (PD 14).

CDOT's investment strategy includes:

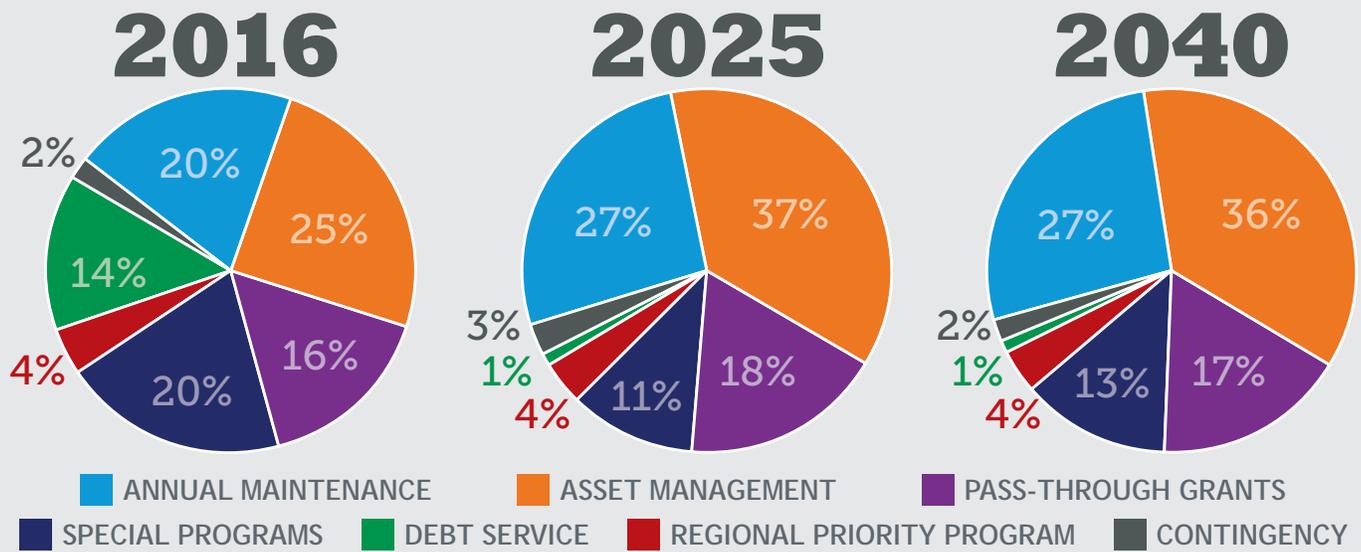
1. Safety is considered in every project type and will be addressed not only through targeted safety investment programs (such as HSIP and FASTER Safety), but through all programs and projects.
2. Optimizing limited funding, CDOT has placed an emphasis on maintaining our existing system rather than expanding capacity or focusing on other discretionary programs. CDOT maintains the transportation system through annual maintenance and the asset management program (capital maintenance). For each asset category (i.e. pavement, bridge, etc.), goals have been set to achieve a performance level which considers the limited funding and other factors such as the current overall condition of the assets in that category. This investment strategy will be driven by CDOT's Risk-Based Asset Management Plan.
3. Operational strategies will be considered before more costly capacity expansion. CDOT will use operational strategies such as active traffic management, managing travel demand, traveler information, incident management, and lane configuration changes as cost-effective ways to improve the mobility and travel time reliability of the existing transportation system where feasible. Operational strategies can provide immediate relief to some congestion issues and delay the need for many costly long-term solutions.
4. CDOT will invest in focused capacity expansion as limited funding allows, primarily through the use of managed lanes including high occupancy vehicle lanes and tolled express lanes. CDOT's Managed Lanes Policy requires that the use of managed lanes be strongly

considered during the planning and development of capacity improvements on state highways.

5. CDOT will continue to invest in a multi-modal transportation system through a balanced investment approach that considers highway, transit, aviation, and bicycle and pedestrian needs. As an example, CDOT's Bicycle and Pedestrian Policy requires that the needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine.
6. CDOT will use performance measures and objectives identified through PD 14 as a guide to making investment decisions in the different areas identified above. PD 14 is directly linked to the goals and objectives of the statewide plan and can be viewed on the www.ColoradoTransportationMatters.com website.

Reflecting the investment strategy outlined above, Program Distribution prioritizes investment in asset management and maintenance. In the first year of Program Distribution, a substantial allocation of funds go to debt service - paying down debt used to fund some major improvements in the past. In 2018, CDOT will have paid this debt off. As the debt is retired, Program Distribution anticipates those funds will be available to help meet asset management (capital maintenance) and annual maintenance goals. Between 2016 and 2025 the proportion of CDOT's program going to asset management and annual maintenance increases from 45 percent to 64 percent as debt service funds are redirected to maintaining the system. While this helps to achieve the goal of Maintaining the System through asset management and maintenance for the next 10 years, it is insufficient to achieve those goals beyond 2025. Revenues remain relatively flat between 2025 and 2040, as does the proportion of revenues going to asset management and maintenance. However, as construction costs increase and purchasing power declines the funds allocated to asset management and maintenance must also increase to achieve plan goals beyond 2025, and that means new sources of revenue.

Your CDOT Dollar tracks CDOT performance and transportation expenditures, for more information please visit: www.yourCDOTdollar.com.



Asset Management and Maintenance funds are temporarily supplemented in the early years of Program Distribution through a program called RAMP. RAMP is not new money - just better cash management of existing CDOT funds. RAMP will fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins. Although not reflected in these charts, RAMP helps to support a level of Asset Management and Maintenance funding in 2016 similar to what is anticipated in subsequent years when the retirement of debt allows for additional funding. Asset Management, Maintenance, and the Regional Priority Program (RPP) - a flexible program for important regional projects- represent the bulk of CDOT's discretionary funds. Pass-through grants are funds that CDOT passes on to local and other agencies. Examples of pass-through grant programs include Congestion Mitigation and Air Quality (CMAQ) funding, Surface Transportation Program (STP)-Metro funding, and certain transit grants. Special programs are funds dedicated to alternate modes, targeted safety projects, and transportation systems management and operations.

TRANSIT INVESTMENT STRATEGY

With limited funds for transit available, maintenance of the existing transit system is a top priority for all areas of the state. The aging population poses new challenges for transit agencies in providing the needed transit services to elderly and disabled persons to access education, medical services, shopping, and employment centers. Many transit providers are faced with diminishing operating funds due to rising costs, often resulting in a reduction in service at a time when transit services need to be increased to meet growing

demand. Based on surveys and stakeholder input, there is an increasing desire for additional operating funds to enhance mobility options throughout the state, as well as continuing to maintain the fleet and facilities in a state of good repair. Implementation of CDOT's first ever Statewide Transit Plan will be instrumental in allocating limited resources to make the statewide transit system as efficient as possible through strong partnerships and coordination through data-driven decision-making.



ECONOMIC BENEFITS OF TRANSPORTATION INVESTMENTS

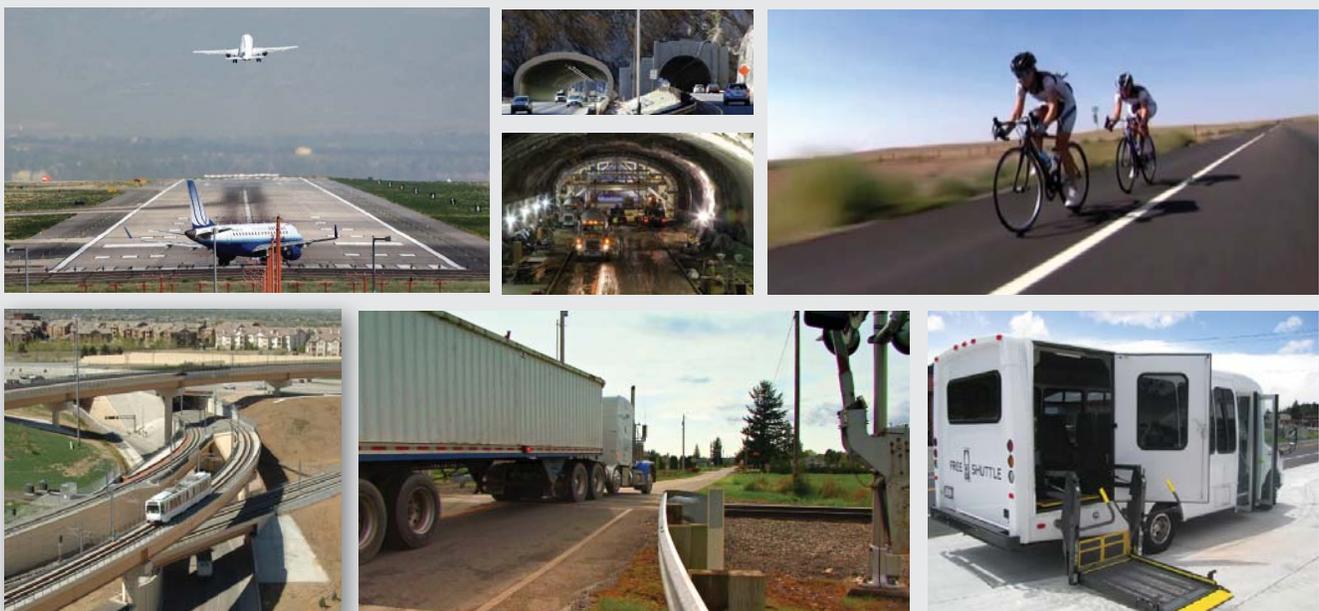
Investments in our transportation system are directly linked to achieving the Statewide Transportation Plan's goal for improving Economic Vitality. To demonstrate this, CDOT has analyzed the economic benefits of several different types of improvements that are similar to those that would be developed under this plan. CDOT's economic analysis identified the following types of benefits of transportation improvements on the economy:

- Total transportation performance benefits - these are the benefits to users of the transportation system including improved travel times, reduced costs of operating vehicles, and fewer crashes.
- Total business output - this is how much businesses will grow or expand as money moves through the economy as a result of the investment in transportation.
- Permanent and temporary construction related jobs created.

Different types of transportation improvements will return benefits to Colorado's economy in diverse ways. Based on CDOT's economic analysis:

- Reconstruction, resurfacing, and overlays or routine maintenance of an existing highway may return \$1.50 to \$2.00 to Colorado's economy for every dollar invested. The investment in preserving our existing system ensures that people and businesses maintain access to key destinations in an efficient manner without interruptions or safety concerns due to poor road and bridge conditions.
- Enhancing the operations of an existing, heavily traveled highway through improving interchanges and bridges and making needed minor capacity improvements may return \$3.00 to \$4.00 to Colorado's economy for every dollar invested. The investment in enhancing the operations along the highway improves travel times and access to key destinations.
- A major multi-modal capacity expansion, including highway improvements, additional transit, and bicycle pedestrian facilities in a heavily congested location, may return \$10.00 to \$15.00 to Colorado's economy for every dollar invested. This type of investment significantly improves travel times and access typically at a much higher initial cost.

The return on investment of transportation funds will vary greatly between projects depending on the location, level of congestion, access maintained or enhanced, and the safety and maintenance concerns addressed. CDOT is committed to enhancing its evaluation of its programs and projects on the economic vitality of the state as part of the implementation of this plan.



STRATEGIC ACTIONS FOR THE STATEWIDE PLAN

To assist in addressing the goals and objectives for the transportation system, CDOT has identified the Strategic Actions to focus on, as limited funding allows. The Strategic Actions are the emphasis of specifically the next 10-years of plan implementation. Some of the actions are quickly implementable and build on existing CDOT activities. Others will take longer to implement. To ensure the list of actions

was multi-modal and covered all of the goal areas, CDOT incorporated actions from various Plans for different modes of transportation and different topics (safety, operations, maintaining the system) as well as recent CDOT policies and stakeholder and public input. The Strategic Actions are organized by goal area and an icon in the right hand column shows which modes are the focus of each Strategic Action.

SAFETY GOAL: Move Colorado toward zero deaths by reducing traffic-related deaths and serious injuries.

SAFETY FOCUS AREAS: Focus targeted safety investments and strategies on eight emphasis areas: aging road users, bicyclists and pedestrians, data, impaired driving, infrastructure, motorcyclists, occupant protection, and young drivers.



REDUCE CRASHES: Improve crash data collection and accessibility, while implementing safety programs and initiatives, using proven behavioral countermeasures, technology or design to reduce crashes on all roads.



MOBILITY GOAL: Improve mobility and connectivity with a focus on operations and transportation choice.

OPERATIONS: Develop Region Operations Implementation Plans and Corridor Operations Plans and tools to better focus cost-effective transportation systems management and operations solutions at the regional and corridor level.



INTERREGIONAL TRANSIT: Implement Bustang (CDOT's new interregional express bus service) on I-25 between Fort Collins, Denver, and Colorado Springs and on the I-70 mountain corridor between Glenwood Springs and Denver.



MANAGED LANES: Enhance travel reliability and reduce congestion through the use of managed lanes, which includes high occupancy vehicle lanes and express toll lanes. CDOT's policy is to strongly consider managed lanes during the planning and development of capacity projects.



MULTI-MODAL SOLUTIONS: Consider multi-modal transportation opportunities and choices in all project development. Cooperate with local entities to coordinate and support efforts to implement multi-modal transportation infrastructure improvements (i.e., transit stations, bus bike racks, park-and-rides, transit slip ramps) that meaningfully integrate bicycle, pedestrian, and transit connectivity in the state's transportation network.



BICYCLE/PEDESTRIAN: Complete an inventory of bicycle/pedestrian assets on the state transportation system to assess needs and gaps for future prioritization.



ECONOMIC VITALITY GOAL: Improve competitiveness of the state economy through strategic transportation investments.

PROJECT SELECTION: In selecting projects, consider economic benefits such as job creation, job access, and economic savings.



FREIGHT: Implement freight project criteria from the State Freight Plan in project decision making and selection.



FUNDING TO MAINTAIN COMPETITIVENESS: Investigate alternative funding sources to meet the needs of the transportation system and ensure the transportation system continues to function at the level needed to maintain the state's economic competitiveness.



ICON LEGEND



PEDESTRIAN



HIGHWAY



AVIATION



BICYCLE



TRANSIT



RAIL



FREIGHT

MAINTAINING THE SYSTEM GOAL: Preserve and maintain the existing transportation system.

PAVEMENT MANAGEMENT: Continue to implement a Drivability Life approach to pavement management, where Drivability Life is a measure in years of how long a highway will have acceptable driving conditions as perceived by the user, being a function of smoothness, pavement distress, and safety.



PREVENTATIVE MAINTENANCE: Conduct more preventative maintenance on pavements and bridges. Address preventative maintenance on all assets.



ASSET MANAGEMENT: Implement and expand a program for prioritizing assets in different categories (e.g., pavement, bridges, buildings, culverts, etc.) by analyzing budget trade-offs across asset programs.



MAXIMIZE FUNDING: Create opportunities to maximize existing maintenance funding through increased efficiencies, innovation, and shared resources.



STRATEGIC POLICY ACTIONS: Address multiple goal areas through key policies and initiatives. These five actions are expanded upon in the sections that follow.

SUSTAINABLE FUNDING: Work with transportation partners and elected officials to pursue sustainable transportation funding by investigating funding alternatives. Expand the use of partnerships with the public and private sector to help fund and deliver projects.



CDOT ACTION PLAN: Continue to implement improved business practices as outlined in the CDOT Action Plan, which covers the first few years of plan implementation.



PROJECT SELECTION AND PROGRAMMING: Continue to make more effective and efficient use of limited funding through the enhanced application of data-driven decision making processes, particularly for project selection.



RESILIENCY AND REDUNDANCY: Improve the resiliency and redundancy of the transportation system to address the potential effects of extreme weather and economic adversity, emergency management, and security. CDOT will develop further planning efforts in this area including identification of key corridors and coordination with other agencies.



SUSTAINABILITY AND THE ENVIRONMENT: Continue to implement CDOT's Sustainability Plan and other environmental initiatives. Ensure all projects undergo timely and proper environmental review and compliance under the National Environmental Policy Act and other State and Federal statutes.



The strategic policy actions are discussed in greater detail on subsequent pages because they each include multiple action items that will help address all of the goals areas.

Implementation of the Strategic Actions will be a collaborative effort including:

- The Colorado Transportation Commission.
- CDOT staff from various parts of the organization including all regions of the state.
- Federal Highway Administration.
- Statewide Transportation Advisory Committee.
- Our partners in local governments, rural Transportation Planning Regions, and Metropolitan Planning Organizations.
- Other state and federal agencies including resource agencies.
- Members of the public.

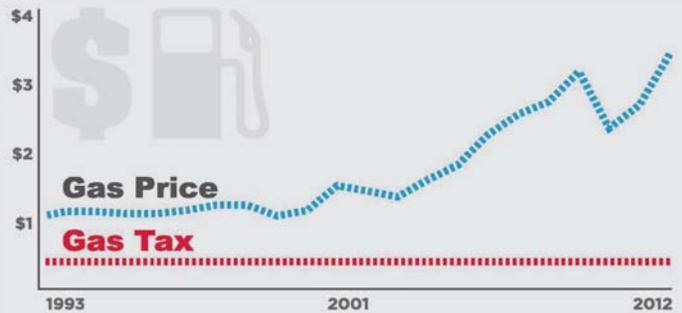
STRATEGIC POLICY ACTION - SUSTAINABLE FUNDING

Annual funding for transportation can no longer keep pace with the costs of operating, maintaining, and improving the state transportation system. Like many other states, Colorado needs to explore funding options and finance mechanisms to stretch dollars further, replace declining gas tax revenues, and reduce dependency on uncertain federal funding. CDOT needs a long-term, sustainable source of revenue. Options that could be considered include:

- Establishing a dedicated state sales tax for transportation.
- Increasing the state gas tax and indexing it to inflation.
- Exploring road user charges, which are fees on a per-mile basis for driving.
- Other user charges, like tolling new roadway capacity.
- Using more public-private partnership financing mechanisms.

While no single approach is likely to resolve all of CDOT's revenue challenges, a solution is necessary to prevent the

decline of the state's transportation system after the next 10 years. CDOT will employ innovative business practices, operational strategies, and data driven decision making to stretch existing funds while exploring new partnerships and revenue sources for the future. CDOT has developed "Your CDOT Dollar" as a tool to help citizens track CDOT spending, performance, and construction projects. You can access it via the www.YourCDOTDollar.com website.



Gas taxes are the main source of funding for Colorado Highways. The price of gas has risen, but the tax per gallon—18.4¢ federal + 22¢ state—has remained the same since 1992.

STRATEGIC POLICY ACTION – CDOT ACTION PLAN

CDOT is enacting several key program and policy changes to modernize business practices and provide an organizational structure that is responsive to today's demands. CDOT has been working on multiple initiatives that are captured in the CDOT Action Plan. The Action Plan describes key program and policy changes and can be accessed via the www.ColoradoTransportationMatters.com website.

EXPENDITURE BASED CASH MANAGEMENT APPROACH	To get as much money as quickly as possible to construction, CDOT will continue to implement a program which looks at the schedule of projects that can go to construction and matches available cash to those construction schedules.
PROGRAM MANAGEMENT	Tracking project schedules and budgets is critical to expenditure-based cash management. The program management office has been established to track all project and program schedules and budgets at CDOT.
ASSET MANAGEMENT	CDOT has developed the Risk-Based Asset Management Plan to define a framework for implementing new asset management strategies. This Plan outlines the current and forecasted condition of assets, performance goals, and specific investment strategies that CDOT will implement to maintain the transportation system at the lowest cost, and a framework for how risk will be included in asset management decisions.
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS	CDOT will focus on implementing low cost, high value improvements to get more out of the existing system through the recently formed Division of Transportation Systems Management and Operations. Traffic operations strategies include traffic signal timing, ramp meters, traveler information, dynamic re-routing, and the limited use of shoulders as travel lanes during peak periods to reduce congestion.
EMERGENCY MANAGEMENT	Based on what we learned during the flood of 2013, a new Office of Emergency Management was created to respond quickly and efficiently when emergencies and disasters strike.
PREPARE OUR WORKFORCE	As CDOT employee's responsibilities change and grow, so must their skill sets. Training programs are being put into place to develop the skills needed to deliver Colorado's next generation transportation system.
FUTURES FORWARD INITIATIVE	CDOT is working proactively on short- and long-term planning efforts to anticipate a variety of future trends and scenarios. Five work groups are focusing on areas of big data (new data sources), technology, extreme weather events, workforce adaptation, and funding/finance.

STRATEGIC POLICY ACTION – PROJECT SELECTION AND PROGRAMMING

CDOT is continuing to make more efficient and effective use of limited resources. A key element of this involves the continued application of more data-driven decision making. One of the best examples of this is Asset Management. CDOT uses a defined data-driven process for core asset management categories including pavement, bridges, maintenance, ITS, road equipment, culverts, geohazards, signals, walls, tunnels, and buildings.

The Asset Investment Management System (AIMS) is a budget and performance tool that assesses trade-offs between various asset funding scenarios, which incorporates data from individual asset management systems. AIMS uses data to assist decision-makers in identifying the most appropriate funding levels for assets (bridges, pavement, tunnels, etc.), based on the forecasted condition over many years. It also generates candidate project lists and recommended treatments for achieving the optimal life-cycle at the least cost. While AIMS represents a significant shift towards data-driven investment decision making, it is not inclusive of all asset categories. Tunnels and walls are asset categories that are currently being developed in AIMS. The expansion of AIMS to include these asset categories represents an opportunity to further strengthen the Asset Management program. This will also better position AIMS to perform cross-asset optimization; allowing decision makers to better

understand how the performance metrics identified in the Risk-Based Asset Management Plan inform project selection and development. CDOT is also developing a transit capital asset inventory of vehicles, facilities, and park-and-rides for use in Asset Management analysis per FTA and MAP-21 requirements.

Many other CDOT programs are also data-driven, including FASTER Safety and the Highway Safety Improvement Program (HSIP). Others may be less data-driven but have established project selection processes (such as competitive grant programs). There are, however, other programs that could benefit from more defined criteria and data-driven processes to support decision-making. Examples include the selection of major capacity or mobility projects which typically require multiple funding sources, and special programs such as the federal TIGER program. Recent efforts to develop and implement more defined, data-driven process include the processes used to select projects for the RAMP program. The continued development and refinement of these processes going forward provides an opportunity to better inform decision-making, ultimately resulting in the more efficient and effective use of limited resources.

STRATEGIC POLICY ACTION – RESILIENCY AND REDUNDANCY

Building on lessons learned from the 2013 flooding and recent wildfires, CDOT will develop a resiliency and redundancy initiative for the Colorado's transportation system. Resiliency and redundancy are needed to be better prepared for natural and man-made disasters, including structural and economic impacts, and security issues. CDOT plans to:

- Obtain and consider all relevant information obtained from the Futures Forward Initiative, particularly from the Extreme Weather Work Group. This Work Group is responsible for developing the framework to the CDOT Risk and Resiliency Plan.
- Continue participation in the Governor's Colorado Resiliency Work Group.
- CDOT's Emergency Management Office will develop an emergency preparedness and response program focusing on community and agency coordination/communication

protocols, and identification of key alternate routes to use in the event of an emergency.

- Refine preliminary asset risk and vulnerability assessment.
- Adopt CDOT policies that consider risk, resiliency and redundancy in planning, project selection, programming, design, and construction.

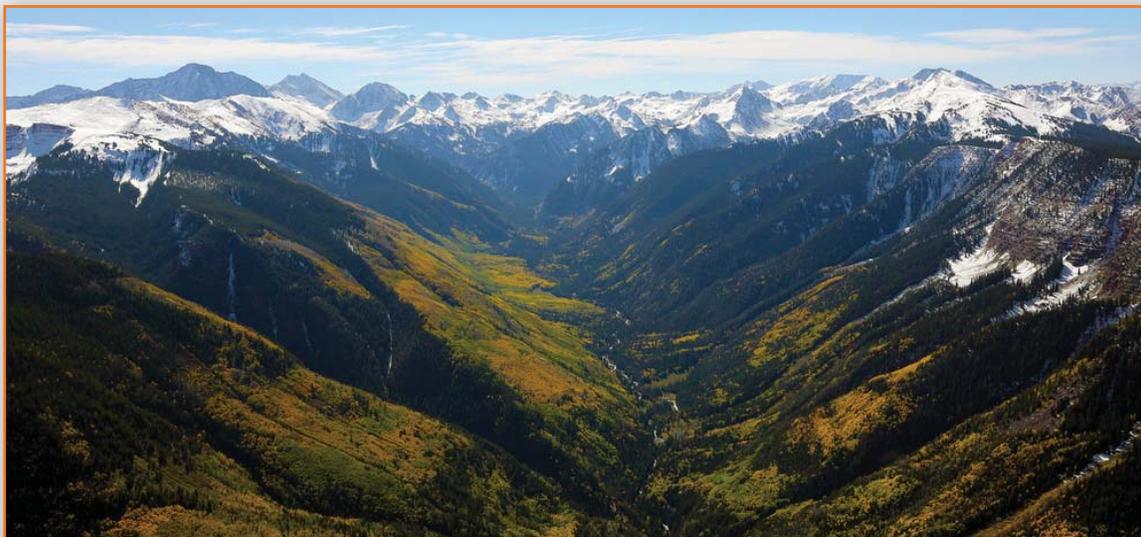


Before and after 2013 flood at Highway 24 and MP 116 East.

STRATEGIC POLICY ACTION - SUSTAINABILITY AND THE ENVIRONMENT

As part of implementing the Statewide Transportation Plan, CDOT will continue several key initiatives related to sustainability and the environment.

- **CDOT's Sustainability Program and Plan:** CDOT is committed to developing and supporting a sustainable organization and transportation system. Sustainability is defined by CDOT as meeting present and future transportation needs while preserving and restoring environmental and ecological systems, fostering community health and vitality, promoting economic development and prosperity, and ensuring equity between and among population groups and over generations. CDOT is concurrently developing a Sustainability Program as part of mitigating the effects of the transportation system on environmental resources.
- **Alternative Fuels Program:** CDOT has partnered with the Colorado Energy Office (CEO), Regional Air Quality Council (RAQC), and Colorado Department of Local Affairs (DOLA) to foster the development of a sustainable, statewide market for compressed natural gas (CNG) and other alternate fuel vehicles. The ALT Fuels Colorado program is funded with Congestion Mitigation and Air Quality (CMAQ) funds as well as Energy and Mineral Impact Assistance funds administered by DOLA.
- **Environmental Compliance:** CDOT will continue to comply with State and Federal requirements and continue to improve its environmental performance, mitigation measures, and endeavor to be a leader in sustainability efforts.
- **Innovation:** As new and innovative sustainability tools and environmental mitigation techniques are developed those techniques will be tested on CDOT projects and, after feedback and recommendations, will become a fixture in CDOT design and construction.
- **Storm Water Management:** CDOT has developed a strategic initiative to address permanent water quality storm water management, which makes more efficient use of resources. The initiative will achieve a holistic (regional) approach to permanent water quality treatment, rather than storm water management on a project-by-project basis, through the creation of a special water quality fund. The initiative includes a local partnership element that should result in larger mitigation projects with greater water quality impact and the incentive for local governments to take on the responsibility of on-going maintenance. In support of this effort, CDOT is working to inventory storm water management infrastructure statewide and develop a Statewide Permanent Water Quality Plan, linked to the STIP, which will help guide locals in identifying early partnership opportunities for mitigation projects related to planned transportation improvements on the part of CDOT.
- **C-PLAN:** As part of the development of the Statewide Transportation Plan, CDOT developed C-PLAN, an on-line mapping system that allows for better coordination with resources agencies on environmental data as well as public access to data. CDOT has used the C-PLAN to conduct multiple webinars in coordination with environmental agencies. C-PLAN can be accessed via the www.ColoradoTransportationMatters.com website.



SUMMARY AND IMPLEMENTING THE STATEWIDE TRANSPORTATION PLAN

This Statewide Transportation Plan provides CDOT's roadmap for the next 10 and 25 years and identifies:

- Goals and objectives for the statewide transportation system related to Safety, Mobility, Economic Vitality, and Maintaining the System.
- Investment needs, revenue sources, and a funding gap.
- Strategic Actions to meet the Statewide Transportation Plan goals.
- An overall Investment Strategy.
- Performance measures to evaluate progress towards the Statewide Transportation Plan goals and objectives.

The implementation of the Statewide Transportation Plan will include several important initial steps to best position

CDOT to achieve the Statewide Transportation Plan goals and objectives and move forward with the Strategic Actions and Investment Strategy. The following provides a summary of these initial and ongoing steps to ensure the implementation plan. The steps have been divided into three categories:

- CDOT's Role in Plan Implementation, which are implementation steps primarily being taken by CDOT staff.
- CDOT, Planning Partners, and Stakeholders Roles in Plan Implementation, which are implementation steps that CDOT will partner with others on.
- Public Engagement and Plan Implementation, which are implementation steps that involve the general public

CDOT'S ROLE IN PLAN IMPLEMENTATION

- **Implement the next steps of CDOT Action Plan:** Move forward with the steps outlined in the CDOT Action Plan, which includes key activities and initiatives for the next four years. The Action Plan can be accessed via the www.ColoradoTransportationMatters.com website.
- **Develop work plans to implement the Strategic Actions:** Begin with implementing the plans developed for the various modes of transportation (transit, bicycle/pedestrian, rail, aviation, and freight) and the Transportation Systems Management and Operations, Risked-Based Asset Management, and Strategic Highway Safety plans. CDOT will also develop work plans for implementation of the Strategic Actions not covered by the above mentioned plans.
- **Futures Forward Initiative:** Implement the Futures Forward Initiative, which will allow CDOT to be proactive in adapting the transportation system to future trends. It will also help CDOT to prepare for the next update of the Statewide Transportation Plan. It includes taking proactive steps to ensure that short-term (5-years or less) and long-term (5-20 years) planning anticipates a variety of potential future trends and scenarios. Through the Futures Forward Initiative, CDOT will identify, predict, and develop strategies to ensure that we will be poised and prepared to address short- and long-term needs and requirements. Five work groups are focusing on areas of big data (new data sources), technology, extreme weather events, workforce adaptation and funding/finance.

CDOT, PLANNING PARTNERS, AND STAKEHOLDERS ROLES IN PLAN IMPLEMENTATION

- **Addressing the Funding Gap:** The Transportation Commission and CDOT will work closely with planning partners as well as elected officials to develop proposals to address the funding gap identified in the Statewide Transportation Plan.
- **MPO Plan Integration and Implementation:** Coordinate with Metropolitan Planning Organization (MPO) partners on the continued integration of MPO plans into the Statewide Transportation Plan. CDOT sits on the board and other committees of each of the MPOs and was involved in the development of each of the MPO plans. MPO plan implementation will be part of and coordinated with the ongoing implementation of the Statewide Transportation Plan. Specific coordination will occur on the development of the Statewide Transportation Improvement Program (STIP).
- **Rural Regional Transportation Plan (RTP) Implementation:** Coordinate with the rural Transportation Planning Regions on the implementation of their RTPs including their individual implementation actions and priorities. Specific coordination will occur on the development of the Statewide Transportation Improvement Program (STIP).
- **Measuring our Performance:** Performance measurement is how an organization measures its progress toward attaining its goals. Organizations like CDOT undertake performance measurement to

understand and communicate how well they are doing. CDOT has been measuring its performance in a variety of areas for some time.

The most recent federal transportation reauthorization law, Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012 is the first federal transportation reauthorization law to set national goals for transportation. The national goals are for safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delays. MAP-21 also describes what should be measured or leaves establishment of measures to later rulemaking.

The Transportation Commission has updated the Statewide Transportation Planning policy, Policy Directive 14 (PD 14), to refine performance measures and objectives and to bring them into alignment with MAP-21. PD 14 provides an overall framework for the transportation planning process, including the Statewide Transportation Plan, which optimizes the transportation system by balancing preservation and maintenance, efficient transportation congestion management and operations practices, and capacity improvements.

CDOT will use performance measures and objectives identified in PD 14 as a guide to making investment decisions. The performance measurement framework in PD 14 supports for annual tracking of CDOT's performance in addressing the goals set forth in the Statewide Transportation Plan.

- **Moving from Planning to Projects:** Working with its planning partners, CDOT will develop a 10-Year

Development Program of specific projects and initiatives. The 10-Year Development Program will identify potential projects for design and feed the four-year Statewide Transportation Improvement Program (STIP), which CDOT uses to directly program dollars to projects. The goals, objectives, investment strategy, and performance measures set through the Statewide Transportation Plan will inform and provide a basis for the programming of projects.

- **Plan Monitoring:** Monitoring of the Statewide Transportation Plan will be an ongoing and continuous process to ensure the state moves efficiently and effectively towards meeting its goals and objectives and implementing the Strategic Actions. Close monitoring will reveal the potential need for any adjustments in Strategic Actions and other priorities that may be necessary to address changing conditions or unforeseen circumstances. As with plan development, monitoring of the Statewide Transportation Plan will involve various parts of CDOT, multiple regional and local planning partners, FHWA and other state and federal agencies and the public. Monitoring will also include receiving feedback from planning partners and the public on progress in implementing the Strategic Actions. The Statewide Transportation Advisory Committee (STAC) will advise CDOT staff on the mechanisms and issues for additional public discussion as the Statewide Transportation Plan is implemented.
- **Plan Implementation Roadshow:** CDOT will conduct a series of events with planning partners and stakeholders in various parts of the state to update them on the key results of the Statewide Transportation Plan and the plan implementation process.

PUBLIC ENGAGEMENT AND PLAN IMPLEMENTATION

- **Ongoing Outreach:** Statewide transportation planning shouldn't end with the development of the Statewide Transportation Plan. It is an ongoing process. CDOT will use the web-based Statewide Transportation Plan and Executive Summary as a framework for continued engagement of the public and planning partners on important transportation issues, key data, and findings. This continuous plan implementation process will guide the path for monitoring our progress and implementing the Strategic Actions and investment strategy. CDOT will track progress made on Regional Priority Investment Corridors. This ongoing outreach will ultimately lead to the development of the next Statewide Transportation Plan.
- **Continued Engagement Ideas:** Public Engagement will occur using a host of outreach methods including telephone town halls, web site content, mini-surveys, and social media throughout the next four-years, leading to the next Statewide Transportation Plan update. The focus of this outreach will be key current transportation issues and will be a collaborative effort with MPO and rural TPR planning partners.
- **Plan Progress Report:** CDOT will prepare an annual report card for stakeholders and the public on plan implementation, which will be updated and available on the www.ColoradoTransportationMatters.com website. CDOT will work with the STAC in developing the format and content of this web-based report.



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Overview of the FY 16-19 STIP

February 2015



Background on STIP

- **The Statewide Transportation Improvement Program (STIP) is:**
 - Federally Required (23 U.S.C. 134, 135 and 450, and 23 CFR, Part 450);
 - Fiscally Constrained;
 - Contains statewide prioritized listing/program of transportation projects;
 - Updated at least every four years;
 - Consistent with long-range statewide transportation plan, metropolitan transportation plans, and Transportation Improvement Programs (TIPs).

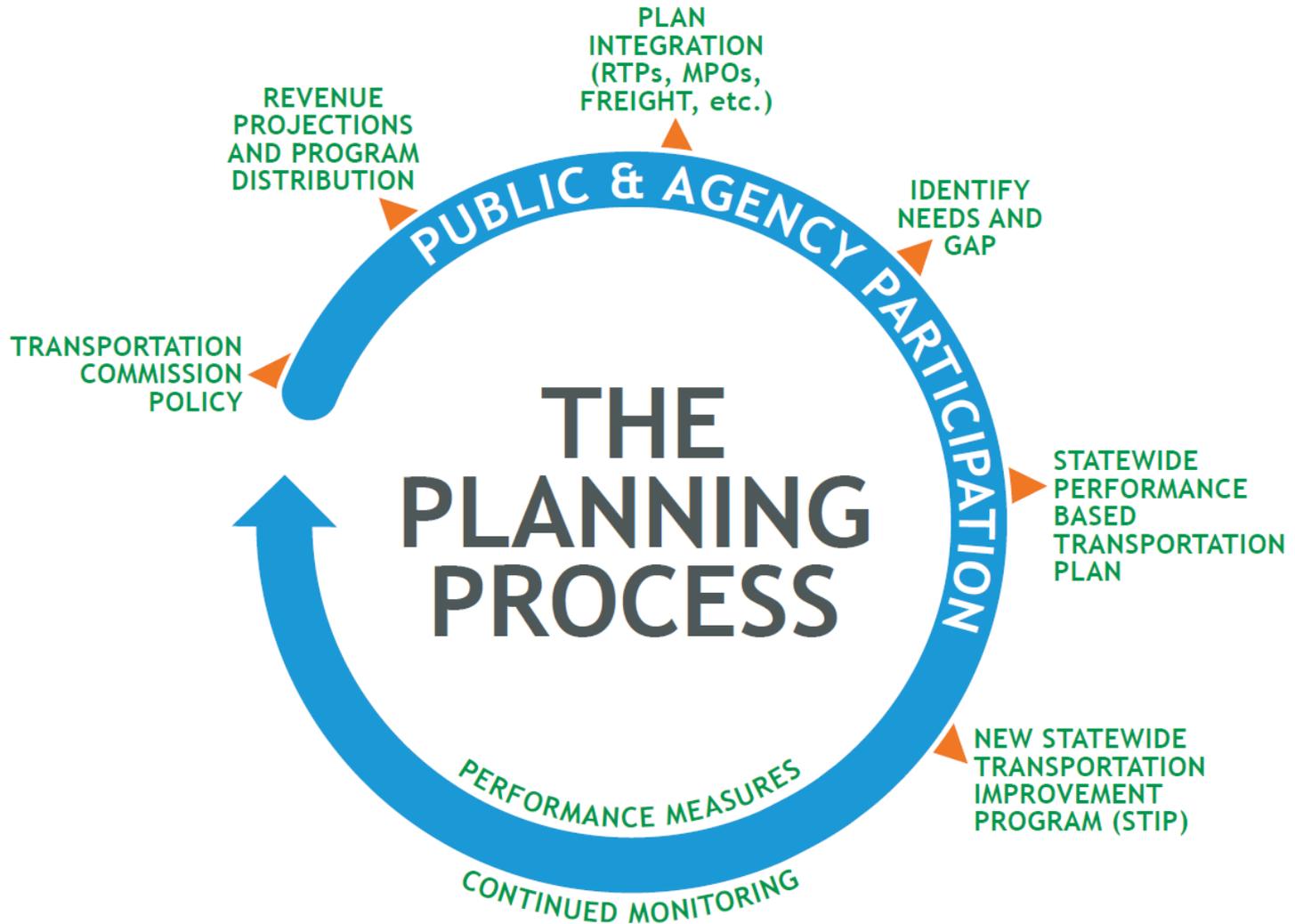


STIP Development Process / 4P

- **The STIP is developed through the continuing, cooperative, and comprehensive statewide multimodal transportation planning process CDOT carries out with the 15 TPRs.**
- **The process includes:**
 - Identification of transportation conditions and needs, forecasted revenues, performance objectives, and policies;
 - The development of long-range multimodal Regional Transportation Plans (RTPs);
 - The development of the long-range multimodal Statewide Transportation Plan (SWP);
 - The Project Priority Programming Process (4P).
- **This process provides the foundation for the creation of the STIP.**



STIP Development Process / 4P





Changes in FY 16-19 STIP

- Coordinated changes and improvements with Regions and MPOs
- Rolling four year STIP as opposed to “static” six year STIP



- Streamlined to better align with federal requirements, increase flexibility, and reduce need for frequent amendment
- More public-friendly document- future improvements planned for web-based STIP
- Aligned with program and cash management
 - Expenditure-based
 - SAP/PBF integration with PMO



STIP Approval Timeline

- **Timeline**

- March: TC and STAC review of Draft STIP.
- March – April: 30-day public comment period
- April: STIP Public Hearing at April TC meeting. STAC review of Draft STIP and overview of public comments.
- May: TC approval of STIP
- June: FHWA / FTA Approval of STIP
- July 1st : FY 16-FY 19 STIP effective



Next Steps

- Incorporate MPO TIPs into the STIP
- Finalize STIP program of projects and draft STIP document
- TC Workshop in March



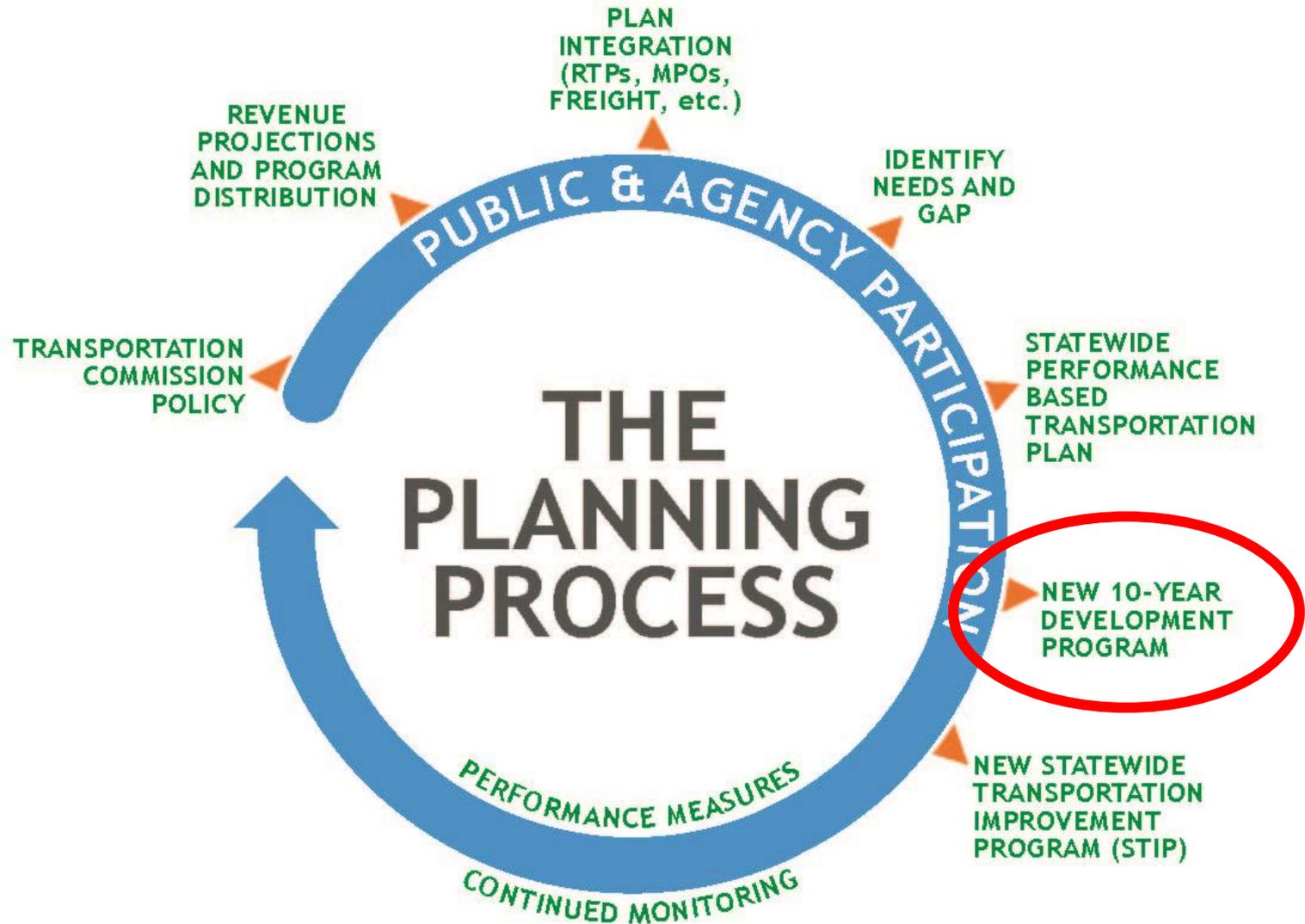
10 Year Development Program

- A 10 Year Development Program is in the early stages of development and will bridge the gap between the long-range SW Plan and Regional Transportation Plans and the STIP.

10 Year Development Program - A 10 year listing of priority projects and programs that support performance goals and are within a reasonable financial limit. A listing of potential projects to be considered when selecting those for the fiscally constrained STIP. It is developed through the planning process and consistent with the Statewide Transportation Plan (including MPO and TPR plans).



10 Year Development Program





COLORADO

Department of Transportation

Division of Transportation Development

4201 E. Arkansas Ave
Denver, CO 80222

DATE: February 27, 2015
TO: Statewide Transportation Committee (STAC)
FROM: Leslie Feuerborn, Safe Routes to School Program Manager
SUBJECT: Safe Routes to School (SRTS) FY15 Projects

Purpose

To highlight the Safe Routes to School (SRTS) program and to provide information about the approved FY15 SRTS projects

Action Requested

No action requested

Background

The SRTS program was established in 2005 by the federal transportation bill, SAFETEA-LU, to enable and encourage children from Kindergarten through 8th grade, including those with disabilities, to walk and bicycle to and from school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Since its inception in 2005, CDOT's SRTS program has distributed \$17.4 million FHWA funds through 191 grants to schools, school districts, cities, towns, and counties for both infrastructure (capital) and non-infrastructure (education and encouragement) projects. On average, 100 schools per year benefit from this program, this equates to more than 375,000 total Colorado students to date. Additionally, parents, teachers, drivers, and other community members also benefit from SRTS programs.

Under MAP-21, SRTS was no longer a dedicated program, but infrastructure projects became eligible within the Transportation Alternatives Program (TAP). CDOT has been able to continue the SRTS program through a one-time allocation from CDOT (FY13) and by using "old" SAFETEA-LU funding from prior years (project savings from project closeouts) (FY14).

For the FY15 SRTS program, the Colorado State legislature passed HB14-1301 which Governor Hickenlooper signed into law on June 3, 2014. The legislation provided \$700,000 as a one-year allocation from state general funds for non-infrastructure projects, and removed language requiring funds to be distributed based in proportion to the geographic distribution of K-8 student population.

Details

A total of 18 qualified applications were received with representation from all five CDOT regions. Seventy-eight percent of projects are from MPO areas and 22 percent from TPRs. Total requests equaled \$1,017,668 - exceeding the amount available by \$247,668.

The applications were reviewed and scored by the Safe Routes to School Advisory Committee, which, by rule, consists of representatives of MPOs, TPRs, educators, pedestrians, bicyclists, law enforcement, and parents. The Committee reads and scores every project, and then comes together for a full day to discuss, evaluate and determine the very best projects for funding. The Committee also ensures all budget items are eligible and appropriate to the project. In a few cases where items are ineligible, they are removed from the application and the award amount is reduced.



Thirteen projects were approved by the Transportation Commission on February 19, 2015 for funding totaling the full \$700,000. Attached is the FY15 project list.

Examples of projects being funded include:

- a) One grantee will be working with six elementary schools to encourage and incentivize students to bike and walk to school. The more students bike and walk, the more reward points they earn to redeem at participating businesses. This same program also includes specific outreach designed to target low-income and Spanish-speaking families. It will also include specific events that teach and promote safety. Pre and post evaluations will be a part of the program.
- b) Another grantee plans to work with two schools to implement specific safety trainings and events to encourage their students to bike and walk. They plan to develop after school walking and biking clubs, Walk to School Day events, Bike to School Day events, Walk n' Wheel days (special days that provide incentives for participating), and parent/teacher traffic safety skills training. Pre and post evaluations will be part of the program.
- c) A mountain community is partnering with two schools to launch Hike and Bike to School Days. They will provide safety education through bike rodeos, and work with students and parents to identify routes for biking and walking. They'll additionally create a newspaper and radio campaign promoting walking and biking to school that will run prior to each school year. Social media and a special website will also be incorporated into the program. Pre and post evaluations will be part of the program.
- d) Another project involves a rural town which has recently completed infrastructure improvements at their elementary school. The local parks and recreation department will work with the elementary school to implement programs to encourage all students living within two miles of the school to either bike or walk to school. The program includes a bicycle and pedestrian safety education train-the-trainer program, annual education and encouragement activities for students and parents, and communication and social media messaging around biking and walking safety. Pre and post evaluations will be part of the program.

Key Benefits

Colorado is seeing a positive impact from SRTS. In a student classroom survey conducted in 42 elementary and middle schools in Colorado who implemented an education and encouragement SRTS program, the number of students reporting that they walked or biked to school on the days of the tally increased by 17.4%, with more than 25% of the children at these schools walking and biking. Additionally, the number of children arriving at school in a family vehicle or bus decreased at these schools. These results indicate a trend in enabling and encouraging more children to walk and bike to school and to reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

In schools with SRTS programs, more students are walking and biking; more parents report that their child's school is encouraging students to walk and bike; more school district wellness policies contain policies that encourage walking and biking to school; and more parents report that their students are asking permission to walk and bike to school. The 13 approved projects will allow for the great work that has already occurred in Colorado through education and encouragement projects to continue.

Next Steps

- Implementation of projects

Attachments

- FY15 SRTS Projects List



FY15 Safe Routes to School Project List
Approved by the Transportation Commission 2/19/15
Non-Infrastructure Only - State Funds¹ - No Match Required

Rank	Applicant	Project Name	Region	MPO or TPR?	Final Score	Requested Amount	Recommended Funding	Accumulative Cost of Projects	Comments
1	Town of Buena Vista	Buena Vista SRTS Program	5	TPR	72.375	\$ 69,900.00	\$ 56,600.00	\$ 56,600.00	Adjusted for unallowed expenses
2	Boulder Valley Schools	BLAST-Bikeology Bike Education	4	MPO	68.750	\$ 32,833.00	\$ 32,673.00	\$ 89,273.00	Adjusted for unallowed expenses
3	Boulder County Transportation	Boulder County SRTS - Trip Tracker	4	MPO	68.143	\$ 145,408.00	\$ 144,608.00	\$ 233,881.00	Adjusted for unallowed expenses
4	Jeffco Schools	Jeffco SRTS	1	MPO	68.125	\$ 75,525.00	\$ 75,525.00	\$ 309,406.00	
5	Aurora Public Schools	SRTS - The Walking School Bus	1	MPO	68.063	\$ 11,067.50	\$ 11,068.00	\$ 320,474.00	
6	Thompson School District	SRTS Coordination	4	MPO	65.500	\$ 15,324.00	\$ 15,324.00	\$ 335,798.00	
7	Adams 50 SD	SRTS in Adams 50	1	MPO	65.313	\$ 91,650.00	\$ 85,650.00	\$ 421,448.00	Adjusted for unallowed expenses
8	Weld Co DPHE	Building SRTS Capacity in Weld County	4	MPO	64.438	\$ 84,060.33	\$ 84,060.00	\$ 505,508.00	
9	Colorado Springs SD 11	CSSD 11 SRTS	2	MPO	64.063	\$ 58,800.00	\$ 58,000.00	\$ 563,508.00	
10	Adams SD 14	Adams 14 SRTS	1	MPO	63.813	\$ 37,380.00	\$ 37,380.00	\$ 600,888.00	
11	Steamboat Springs SD	Steamboat SRTS	3	TPR	63.625	\$ 24,314.00	\$ 24,314.00	\$ 625,202.00	
12	Idalia School District RJ-3	Bicycling Education & Expansion	4	TPR	63.250	\$ 25,890.00	\$ 19,760.00	\$ 644,962.00	Adjusted for unallowed expenses
13	City of Fort Collins	SRTS Rotation Schedule & Satellite Bike Fleet	4	MPO	62.125	\$ 67,700.00	\$ 55,038.00	\$ 700,000.00	Partially funded with balance of remaining funds

¹ \$700,000 was appropriated from general funds - HB14-1301