



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

December 2, 2016

9:00 AM – 12:00 PM

CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO

Agenda

- 9:00-9:05** Welcome and Introductions – Vince Rogalski, STAC Chair
- 9:05-9:10** Approval of October Meeting Minutes – Vince Rogalski
- 9:10-9:20** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:40** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:40-9:50** Chief Engineer Update (Informational Update) – Joshua Laipply, CDOT Chief Engineer
- 9:50-10:05** 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.
- 10:05-10:15** Break
- 10:15-10:30** 10-Year Development Program & Project Selection (Discussion / Informational Update) – Jeff Sudmeier, Division of Transportation Development (DTD)
- Update on project prioritization and selection activities, including for new formula freight program.
- 10:30-10:45** FASTLANE Grants (Discussion / Informational Update) – Debra Perkins-Smith, DTD
- Discussion on second round of FASTLANE discretionary grants.
- 10:45-10:55** FY 17-18 Budget (Informational Update) – Maria Sobota, CDOT Chief Financial Officer
- Review of line item changes to the proposed CDOT FY 17-28 Annual Budget.
- 10:55 – 11:10** Colorado Road Usage Charge Pilot Program (RUCPP) Update (Informational Update) – Tim Kirby, DTD
- Informational update on the Colorado RUCPP activities to date and upcoming milestones.
- 11:10 - 11:35** STAC Workshop Follow-up (Discussion) – Vince Rogalski
- Follow-up discussion from the October STAC Workshop.
- 11:35 - 11:55** 2017 STAC Calendar and Agenda Topics (Discussion) – Vince Rogalski
- Discussion of the 2017 STAC Calendar and significant dates.
- 11:55 - 12:00** Other Business - Vince Rogalski
- 12:00** Adjourn

Future Agenda Topics

- February lunch with the Transportation Commission

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

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

**Draft STAC Meeting Minutes
October 28, 2016**

Location: CDOT Headquarters Auditorium

Date/Time: October 28, 9:00 a.m. - 12:00 p.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

In Person: Vince Rogalski (GV), Kevin Hall (SW), Todd Hollenbeck (GVMPO), John Adams (PACOG), Doug Rex (DRCOG), Elise Jones (DRCOG), Adam Lancaster (CFR), Rob MacDonald (PPACG), Norm Steen (PPACG), Craig Casper (PPACG), George Wilkinson (SLV), Trent Bushner (EA), Thad Noll (IM), Sean Conway (NFRMPO), Walt Boulden (SC), Barbara Kirkmeyer (UFR), Chuck Grobe (NW), Gary Reiff (TC Chair), Sidny Zink (TC Vice-Chair), Ed Peterson (TC Member), Kathy Gilliland (TC Member).

On the Phone: Stephanie Gonzeles (SE), Kathleen Sickles (GV), Gary Beedy (EA).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions & September Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> • Review and approval of September STAC Minutes. No corrections or additions. 	<p>Minutes approved.</p>
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • HPTE discussed express toll lanes – everything is working very well. • There has been a lot of legislative outreach to discuss HPTE lanes with legislators, in particular the change to HOV 3+ that will occur on January 1st, 2017. • Starting to talk about I-25 south toll lanes, but nothing formal at this point. • Central 70 is moving ahead and a final RFP is expected by Spring 2017. • C-470 released its RFP and is hoping for construction by Spring 2017. • During the TC meeting, DTR provided an update on 5311 transit funding and how the distribution will be changing as new agencies seek a portion of it. There is no longer enough of this money to go around, so a solution is being sought. TC goal is to identify a plan by early 2017. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • The 10-Year Development Program was also discussed and we will provide an update to STAC later in the agenda. • There was a report on technology, specifically RoadX. <ul style="list-style-type: none"> ○ One interesting point was the question of who is responsible a crash involving a driverless car. Insurance companies are saying it would be the manufacturer, not the owner, since essentially they are the operator of the vehicle. ○ Another point is related to electric cars, which currently have a limited range. One potential solution is “inductive charging”, which could charge the electric vehicle as it moves down the road rather than storing it all in a battery. This may change the role of the DOT to operate more like a utility than it currently does. ○ Overall, new technology is changing a lot about transportation and we will need to adapt with it. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: For those of you with transit agencies in your area, pay attention to the 5311 changes. Over the years the way that this money has been distributed has continued to evolve, and this is currently happening again. Since there are always winners and losers in a process like this we need to be sure to pay attention and make sure everyone feels it’s done fairly. • <u>Mark Imhoff</u>: We have a subcommittee of the TRAC with representatives of many agencies to help ensure that’s the case. 	
FY18 Budget Workshop / Maria Sobota (CDOT Division of Accounting & Finance)	<p>Presentation</p> <ul style="list-style-type: none"> • Andy Wheeler, the CDOT staff member responsible for pulling together revenue forecasts and updates, has announced his resignation. He did a lot of great work on making this process more transparent and he will be missed. • The draft October budget is included in your packet and the TC will approve it in November. • Any additional changes made after that point will be reflected in the March final budget, which will be submitted to the Governor for his approval by April 15th. 	No action taken.

- We have an assumption of increased revenue in FY17-18 of approximately \$10.5 million, largely due to increase in vehicle registrations in the state and an adjustment of SB 228 transfer forecast.
- There is also an increase of \$4.774 million in the HPTE fee for service.
- CDOT has temporarily suspended its normal annual transfer of \$15 million in federal obligation to Bridge Enterprise and it will be used to focus on preventative bridge maintenance activities instead.
- The One Pager budget is also included in the STAC packet.
- The most substantial change is that the Transbond debt service line will be transferred to asset management after it expires on 12/16/16, thereby creating a variance on the sheet.
- Finally, at the bottom of the sheet you will notice that there is an \$11 million surplus. We are currently in conversation with the TC to determine where those funds will be directed.

STAC Comments

- Rob MacDonald: The debt service obligation is not restricted, correct? Could this funding potentially be used for RPP rather than asset management?
- Maria Sobota: That's true, but CDOT goes through an asset management work shop to discuss needs versus revenues, and in 2014 a decision was made to transfer that debt service to fill the existing gap in asset management.
- Craig Casper: In the past you said that you could illustrate the breakdown of different funding sources (NHPP, STP, etc.) in terms of how much comes in versus how much goes out?
- Maria Sobota: So on Line 78, you'd like that broken out by fund type? The "color of money" by expenditure?
- Craig Casper: Yes, I requested that last year and I'm still interested to see it.
- Maria Sobota: I'm happy to take your request back to the team and talk with you about how we can provide that information.
- Barbara Kirkmeyer: So was there any consideration of reallocating that 7th Pot debt service back to the regions via RPP? That's where the funds

originally came from, and some of us were hoping to see that come back since there's very little left in RPP.

- Herman Stockinger: I think it was the downturn in the economy, rather than the debt service, that inspired the move of those funds into asset management so we wouldn't have to cut asset management levels statewide.
- Barbara Kirkmeyer: Back in 1993 we took cuts from our regional funding to help support these projects, so even with the economic downturn I think we were anticipating some of those funds to help us to complete projects over the next 20 years.
- Kathy Gilliland: We did zero that out, as our population has grown and our needs have grown we've tried to balance that. Last year we brought RPP back up to \$50 million to help the TPRs accomplish their goals, but looking at the funding gap we face we decided to focus on asset management as a way of maintaining what we have first.
- Josh Laipply: From a staff engineering perspective, our deterioration curves are going down. We're underfunded in general and taking more money away from asset management only worsens that.
- Mike Lewis: With the level of funding that we have today, we're on downward slope in terms of asset management. We would need another \$200 million per year just to balance it.
- Sean Conway: You're saying that in addition to this fund transfer you still need another \$200 million per year?
- Mike Lewis: That's correct.
- Jeff Sudmeier: This is also consistent with the resource allocation that we used as part of our last Statewide Transportation Plan process.
- Craig Casper: Part of CDOT's obligation as the state DOT is to maintain the National Highway System (NHS), which comprises more than 1/2 of PPACG's roadways. When will CDOT determine a method of distributing its NHPP funds to locals who need it to maintain their NHS?
- Mike Lewis: We haven't determined that yet. Unfortunately when money is short everyone feels it.
- Deb Perkins-Smith: Just to be clear, you're talking about NHS local roads, not the State Highway System.

	<ul style="list-style-type: none"> • <u>Mike Lewis</u>: Having this discussion is important and it highlights the need to increase transportation funding overall. • <u>Barbara Kirkmeyer</u>: In regards to the asset management funding, it's not applied to each region but rather at a statewide level. Is there any plan to distribute that so the regions can accomplish their goals? • <u>William Johnson</u>: To answer Craig's question, we currently don't have final rules for performance measures or targets on pavement or bridges, but when we receive those from FHWA we'll work with the MPOs to determine those and then set the distribution based on that. When it comes to asset management fund distribution across regions, some of the asset classes have a formula that includes a regional planning budget. Just from a work management standpoint we don't ever intend to bulk all the projects in one region, so I think that you can expect a good geographic spread. Historically we've seen a pretty balanced distribution year-to-year. In the past that's how we programmed projects and since the asset deterioration doesn't vary that much between regions they tend to come out pretty balanced. • <u>Vince Roglaski</u>: In the past we used a regional distribution of funds rather than the statewide asset management approach, which has been in place for the past 4 years. • <u>William Johnson</u>: I just want to be clear that the asset management process is region-driven, it isn't us sitting behind a computer in HQ making decisions. The regions have the final say about which projects move forward. • <u>Josh Laipply</u>: For example, right now a lot of the asset management funding is being directed to Region 5 since they have some of the worst road conditions in the state. But we are always careful to balance the funding levels so that we don't overburden ourselves and also maintain consistent contracting with our engineering firms. 	
<p>Development Program & Project Selection / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Last month we caught you up on our progress with the 10 Year Development Program and set ourselves up to discuss some project selection approaches. 	<p>No action taken.</p>

- We talked with the TC about some potential project selection criteria in October and they've requested a follow-up in November.
- Today we want to get the STAC's feedback on the general approach and some draft criteria for project selection.
- Staff from DTD and the regions worked together to develop some draft criteria for project selection for SB 228 and the National Highway Freight Program, which are broken down into Eligibility Criteria and Evaluation Criteria. We want to know from you whether these look like the right criteria, are any missing, or are there any that should be removed?
- And to be clear, the TC has already expressed the need and desire for overall geographic equity across the state in addition to the specific criteria that we're looking at today.

STAC Comments

- Craig Casper: Will that geographic distribution be based on population, NHS mileage, or something else?
- Debra Perkins-Smith: There's no formula established at this point, it's just a general goal.
- Adam Lancaster: What if the criteria are different between regions?
- Jeff Sudmeier: At this stage we are attempting to keep the criteria consistent statewide, but we can discuss the specific local preferences.
- Josh Laipply: One way to do it is to use the same bar to compare all projects statewide first and then send that list to the regions to adjust their priorities based on local preference.
- Craig Casper: I think that you should definitely start with the statewide comparison because if you don't you'll be asked to do it later anyway. Better to save yourself a step.
- Rob MacDonald: As it says in the memo, a large portion of the first few years' SB 228 funding is already spoken for on specific projects, so these criteria would only come into play in later years.
- Jeff Sudmeier: You're correct that the first year is already dedicated to Central I-70 and potentially a large portion of the 2nd year may go to I-25 North, but I think it's still good for us to plan for those later years in terms of how we would spend it.

	<ul style="list-style-type: none"> • <u>Rob MacDonald</u>: This money is free in terms of how it can be applied to CDOT's budget, so there may be the potential for distributing to the regions to apply to their top priorities. • <u>Jeff Sudmeier</u>: A slight correction there – the SB 228 bill says that this funding must be dedicated to “strategic projects”, which are not explicitly defined. • <u>Elise Jones</u>: I would also would advise that we should define mobility in terms of the number of people moved rather than the number of vehicles moved. Even though there is a transit carve-out from this funding it's still important to factor the multimodal aspect into our project selection. • <u>Craig Casper</u>: I would suggest that we remove property damage from the “safety” criteria since it is often underreported. • <u>Barbara Kirkmeyer</u>: I think that there needs to be a consistent weighting across the state. There also needs to be some definition of “regionally significant” so that there is a level of consistency statewide. Under safety, is there a better measure that we can use instead of fatalities, injuries, and property damage? Those often change from year-to-year or even from month-to-month. There also needs to be a better mechanism for incorporating local economic impact since we have a better understanding of that in our regions. • <u>Gary Beedy</u>: I'm wondering if we can consider resurfacing or reconstruction, such as on I-70, as “regionally significant” given its importance to the state. I also think that safety criteria and weighting have to be things that can be addressed via system design as opposed to driver behavior. • <u>Rob MacDonald</u>: I would also suggest a higher weighting for projects that are ready to go, i.e. those that have all of their environmental clearances. We want to be sure that if the money shows up you're ready to spend it. • <u>Jeff Sudmeier</u>: That's definitely something we looked at and currently we're treating it as an eligibility criteria. We're working with the regions to determine an appropriate time window for that. • <u>Herman Stockinger</u>: I think we didn't answer Gary's question about the eligibility of I-70 resurfacing activities. The bill doesn't specify how we define strategic, so if the TC decided that I-70 resurfacing is a strategic usage then it would be eligible. 	
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	<ul style="list-style-type: none"> • <u>Doug Rex</u>: I'm curious about the timeline going forward – when do you hope to have something prepared? • <u>Jeff Sudmeier</u>: The NHFP is a separate discussion that can occur over the next several months, and we're expecting another round of discretionary grants within the next month so we want to be prepared for that. SB 228 is probably the unknown at this point – we hope to get direction from the TC in November. • <u>Thad Noll</u>: Is there a similar process established for the SB 228 transit project selection? • <u>Mark Imhoff</u>: That is also moving along, and we've used a combination of TPR plans and MPO plans to put that together. 	
<p>Multimodal Freight Plan and State Freight & Passenger Rail Plan / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Multimodal Freight Plan will build on the State Highway Freight Plan to become our new federally-compliant document. • The State Freight and Passenger Rail Plan is a federally required update to the 2012 State Freight and Passenger Rail Plan. • A Joint Project Advisory Committee (JPAC) has been established with public and private stakeholders, including members of TRAC, STAC, and FAC and private industry. This group also includes representatives from North Front Range MPO and DRCOG since they are developing their own local freight plans and want to align these with the state approach. We also have a representative of the Office of Economic Development and International Trade (OEDIT) involved given the importance of freight in the state's economy. • Working groups for each individual plan will also be established and will meet monthly. If you're interested in participating in one of these group then let us know and we can add you. • There will also be other ways to provide input, including surveys, telephone town halls, webinars, and workshops. • The timeline for the development of both plans is approximately 1 year. A detailed schedule is included in your packet. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> Project managers are Sharon Terranova (DTR) for the State Freight & Passenger Rail Plan and Michelle Scheuerman (DTD) for the Multimodal Freight Plan. 	
STAC & TC Workshop		
Workshop Welcome & Purpose / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> With the passage of HB 16-1018 the relationship between STAC and TC has changed a bit, so we're here to talk about that a bit today. Representative Terri Carver was supposed to be here to discuss the intent of the bill, but she has a family emergency and wasn't able to make it. 	No action taken.
TC & STAC Partnership: Areas of Advice & Communication Protocols / Gary Reiff (Transportation Commission Chair)	<p>Presentation</p> <ul style="list-style-type: none"> This is an important conversation that we want to have and need to have. I'm very happy that we're here today to begin it. As you may know, we have 11 commission districts across the state that vary a lot in terms of politics, needs, etc. and we need to be sure we're balancing those needs. With or without this legislation, the TC and STAC need to integrate better. Vince and other STAC members are always welcome to attend our TC meetings and share their viewpoints. We also suggested having a yearly lunch established, but I think we should do that twice per year. The formal aspect of our relationship is necessary, but in some ways it's also the least productive. What's more important in my mind is integrating the individual commissioners with their TPR representatives and CDOT staff members in terms of communication and collaboration. That's great and we need to encourage it as much as possible. Overall I think that Vince and Deb have done a great job of representing the STAC's perspective at the TC, and in my memory we've only had one instance of disagreement over the past 7 ½ years of my service on the TC. That was related to RPP and the disagreement was not for lack of communication – the TC simply took a different view than that of the STAC. We have not always had the best communication to the STAC in the past, and I would ask you to put that aside and help us to focus on the future. We have a lot of big issues that we need your input and support on moving forward. One great example is the SB 228 list, which as I saw at the 	No action taken.

previous session you have a lot of different TPR priorities for – and that’s alright. We need to understand those priorities as we work to make statewide investment decisions.

- You are a very valuable resource for representing your communities on these points. We have developed a year-long agenda showing the major topics coming up month to month at the TC, and I encourage you to work with your STAC chair and with CDOT staff so that you can discuss those items in advance of our meetings and provide your input as part of our decision-making process. If you ever feel that you’re not being heard, come to those TC-STAC lunches, come to the TC meetings, and I will make sure that you have time to express your thoughts to the group.

STAC Comments

- Sean Conway: How can we help you in terms of communication? Obviously Vince and Deb do a great job, but what’s most helpful to you? Should we go through our local commissioner?
- Gary Reiff: I think working through Vince and Deb is great, prioritizing the group input is helpful, but really you can also just pick up the phone, send us a memo, whatever you want. Relationships solve a lot of problems so we should maintain those.
- Mike Lewis: And in doing so, please also keep your RTD in the loop so we maintain that triangular communication between STAC, TC, and CDOT staff.
- Ed Peterson: I use the STAC input I receive through Vince and through CDOT staff to get both the local and the statewide perspectives. I have honestly never made a decision at the TC without consulting with both STAC and staff, and I can say that we at the TC are not parochial – we always keep geographic equity at the forefront of our discussions. We rely on the information that we get from this group to help us do that.
- Kathy Gilliland: We greatly value your input, specifically through the Regional Transportation Plans that help guide our decision-making.
- Sidny Zink: I try to attend TPR meetings in my region as often as possible, but this is the first time that I’ve attended STAC. I was especially impressed by the minutes – they’re very detailed, not scrubbed.

- Gary Reiff: I will be back at the January STAC meeting and if you like we can use that time to jointly set an agenda for our February lunch if there are any further issues that need to be addressed at that point.
- Kevin Hall: I think that we all appreciate that the STAC is valued by the TC, and I know that for staff it must be a bit of a scramble to coordinate the two bodies, but I think it's really important to schedule the input in a way that STAC can deliberate and provide input to TC before their decisions are made.
- Vince Rogalski: One thing that I've noticed over my years at STAC is the increase in the number of people who speak up and share their perspectives with the group. So please speak up because if you don't tell me your concerns, I can't tell the TC.
- Debra Perkins-Smith: Something helpful is that the TC now has a yearly agenda established, so now CDOT staff can try to build our own STAC yearly agenda on top of that so we can time our meeting topics to feed into those of the TC.
- Adam Lancaster: Not to imply that everything has to go through the STAC before getting to the TC, but I think often times the STAC and TC discussions are moving parallel to one another so the TC only gets our input at the end. Maybe we should consider taking the local government approach of feeding from this body into the TC.
- Thad Noll: I sort of agree with that, though sometimes the deadlines are such that it's not possible to progress from one to the other. Has moving the dates of STAC meeting helped at all with this?
- Debra Perkins-Smith: It has helped, but as you mention we sometimes get a quick turn-around and it's not possible to schedule it as we'd hope. We've recently had a few 1-month deadlines over the last year that makes that type of approach impossible.
- Mike Lewis: That's true, but there are certain yearly items, like the budget, that are predictable, so we can improve our flow on those so that STAC is able to provide meaningful input to the TC before they discuss it.
- Barbara Kirkmeyer: I agree, and that agenda will help. There are certain items that we can predict and will be able to coordinate. There are also policy issues. I compare this to a comprehensive plan process where we have to get input from our planning commission and have to consider it before making any changes to the plan. I'm wondering there needs to be

	<p>some sort of more formalized procedural process put in place that includes a step for the TC to consider STAC input.</p> <ul style="list-style-type: none">• <u>Gary Reiff</u>: I think there is some validity to what you've said, but you may be extending the planning commission analogy a bit too far. The statute says that STAC should "provide advice" the TC, and we get advice from a number of sources. But this body is not state-representative, it's a more rural-dominated group than the state as a whole so I would be careful about formalizing the advisory process too much. It's important for us to listen to your input but our charge is broader than getting our advice only from the STAC.• <u>Barbara Kirkmeyer</u>: Our position as local elected officials is that we also have to take advice from other groups apart from the planning commission, so I don't think it's all that different. I recognize that the membership of this group leans more on the rural TPRs than the urban MPOs, but I think we do a good job of representing a statewide need in our conversations and recommendations.• <u>Herman Stockinger</u>: One of the proposals included here is to add the STAC recommendation onto TC memos and include the STAC Minutes in your TC packets so that you don't have to search for that input. Staff would prepare a memo, get the STAC's input (whether it is the same or different from staff), and then present both to the TC so they can make the final decision with all the pertinent information.• <u>Ed Peterson</u>: That's exactly the vision that we had a few years ago when I was TC Chair. I think that was the direction given to STAC. In the instances where the timing has allowed that's the perfect way to do it and a good means of giving us the input that we need.• <u>Norm Steen</u>: One way I think that the STAC may be underused is that the majority of our presentations here at STAC are informational, rather than action-oriented. Probably 95% of our topics are information only. We are not serving you as well as we could because in addition to providing you with input on local perspectives, we also engage regularly with elected officials, business, and members of the public that we could leverage to advocate on your behalf to that extensive network of interests throughout the state.	
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- Thad Noll: I have attended a number of TC meetings and have never felt that the STAC perspective was being ignored. Can you give an example of a topic on which that's happened?
- Norm Steen: Well receiving the invite to participate in a TC meeting is great, I've been on STAC for 4 years and that was never extended before.
- Gary Reiff: Not formally but we're always happy to host elected officials and other stakeholders. The workshops are a great venue for that, we always open it up to the entire group and we don't impose the time limits on speakers like we need to do at the formal TC meetings.
- Kathy Gilliland: And also remember that you have the letter option, to provide us with information in advance so we are aware of the issues before you arrive and can think about them prior to your comments.
- Gary Reiff: Another instance when I would like to hear your opinions is when there's a disagreement within the STAC. Vince and Deb do a good job of communicating this group's perspectives but hearing those dissenting opinions directly from you helps us to better understand an issue.
- Trent Bushner: I want to echo the group's thanks for your attendance here today, and I appreciate that my commissioner is always at our local TPR meetings because he wants to know what's happening on the ground. Another valuable thing that we did was the Telephone Town Halls, where the Commissioner, TPR Chair, and CDOT staff all sat in the same room and heard directly from the public on their thoughts and concerns.
- Gary Reiff: That's a great suggestion. I know that we did these back as part of the formal statewide planning process but we really need to continue them outside of it as well on a regular basis.
- Vince Rogalski: How can I provide a better update to the TC on the STAC activities at the monthly meeting?
- Gary Reiff: I think it's great that we hear a summary of your conversations each month, but it might be more productive to hone it down to 2-3 key points rather than giving the entire broad summary.
- Adam Lancaster: It's interesting that you perceive this a more rural body. I personally feel the opposite, like a small fish in a big pond.
- Gary Reiff: The time that I felt that way was around the RPP conversation, where we perceived the STAC recommendation largely as an indication of the 10-12 rural representatives on this body. That was the only case that I felt a rural-urban divide that I've been very conscious of trying to avoid.

	<ul style="list-style-type: none"> • <u>Adam Lancaster</u>: I think the reason that the RPP was a challenge is that those funds sometimes feel like the crumbs that come down to the TPRs, so they're very important to us. • <u>Gary Reiff</u>: That point is well-taken. • <u>Thad Noll</u>: I think that the reason you've never felt this is a rural-dominated group is because we've kept the discussion very balanced here and Vince is able to represent both sides of the equation when he goes to the TC. • <u>Vince Roglaski</u>: Over my time at STAC we've gone through a growing process, learning who each of us is and who we represent. I think that's why we don't have an "us-vs.-them" mentality and can recognize our statewide priorities. • <u>Gary Reiff</u>: I think another important step that we've taken is the de-federalization pilot that we're undertaking to swap out federal money for state funds on smaller local projects, trying to get the local communities out of the federal world as much as we can. • <u>Debra Perkins-Smith</u>: We heard loud and clear from the locals that federal funding was an issue for them and we're trying to be responsive to that need. • <u>Craig Casper</u>: The de-federalization is another example of an issue that went to the TC without STAC input in advance, and I think it clearly should have done so. We discussed it here but didn't offer a specific recommendation on the topic in the form of an action item. • <u>Debra Perkins-Smith</u>: I think what Craig's talking about is a formal action item rather than simply conversation and input. • <u>Josh Laipply</u>: To respond to Craig's point, what was approved at the TC last month was a switching out of federal money for state money, it wasn't specific to the projects. It was just a dollar switch. We've made a great effort to bring you the de-federalization information throughout the process. • <u>George Wilkinson</u>: Our secondary roads are crumbling and we lack the maintenance funds to work on those, it's all going to the primary roads. We're losing that battle. We also thank you for being here today and always appreciate Commissioner Zink's attendance at our TPR meetings. • <u>Jeff Sudmeier</u>: In the past we've been rather informal with the STAC agendas, and while staff incorporates STAC input into the materials shared with TC, we're not always clear and specific in terms of what we want that 	
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	<p>input on. We're going to try to much more clearly articulate the type of input that we're requesting for a given agenda item.</p> <ul style="list-style-type: none"> • <u>Doug Rex</u>: I agree and I'm glad that Norm brought this up. The MPOs are familiar with the process whereby you have one meeting where there's a topic of discussion and then it comes back the next month as an action item. Having a more formal recommendation to the TC would provide value, and often times we have a good discussion here but it doesn't seem to get distilled into a clear, formal recommendation. • <u>Kathy Gilliland</u>: I would say it shouldn't even have to wait until the next month, if you have a discussion and are able to make a recommendation at the end of that item it would keep things moving along nicely. • <u>Barbara Kirkmeyer</u>: Thanks for being here today and to Commissioner Gilliland for her attendance at our TPR meetings. I agree that it's really all about communication and I look forward to sitting down with you all for lunch and working through our issues. • <u>Gary Reiff</u>: And we don't always have to agree either – that's fine. • <u>Adam Lancaster</u>: To Norm's point, we can also help work out some of TC's issues at the STAC level before they ever make it up to you. During the RPP controversy we worked out some CMAQ compromises between the rural areas and DRCOG that contributed to the final recommendation. • <u>Ed Peterson</u>: In closing I want to reiterate that you are valued, your input is important, and especially with staff so that your perspective is built into the issue before the decision-point. This experience has been very helpful to me and I plan to be in attendance at the STAC more often in the future. • <u>Kathy Gilliland</u>: I am a firm believer in clear and open communication and building relationships. I'm looking forward to more frequent meetings as well as more informal communications with this group. Thank you very much for sharing your time with us this morning. • <u>Sidny Zink</u>: I have been on the TC for 3 ½ years now and I've seen our own Commission approach evolve, with less time listening and more time discussing. I hope that continues to evolve and we can mirror that process here. • <u>Gary Reiff</u>: We're having important conversations about prioritizing our time and resources throughout the state, and while we may sometimes disagree we keep moving forward together. That's the Colorado way. 	
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	<ul style="list-style-type: none"> • <u>Norm Steen</u>: There is another House bill pending to study the existing TC district boundaries – I'd be interested to hear your perspectives on that. • <u>Gary Reiff</u>: I would encourage you to talk to Herman about that since I think he's tracking it more closely. • <u>Vince Rogalski</u>: In my discussions with Representative Terri Carver she was talking about holding a series of meetings around the state to get some public input on that. • <u>Herman Stockinger</u>: It's true that TC districts have not been looked at in a while, and CDOT staff worked with the TLRC to develop a really comprehensive report on all the potential options for how you could divide up the districts. Representative Carver is now looking at that public input element and then we'll see where the TLRC wants to take it in the coming session and how much of a priority it is for them. 	
<p>TPR IGAs, Bylaws, & Elections / Michael Snow (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • I'm going to provide an update on this topic today but all of the planning liaisons will be having specific conversations with each TPR to follow up. • Regional Planning Commissions (aka TPRs) are formed via IGAs between the member bodies, mostly counties and municipalities. The purpose of the RPC is to develop a Regional Transportation Plan (RTP) and assume the responsibilities of the transportation planning process for that region. If no IGA exists then this responsibility falls on CDOT. • Statutory requirements of the RPC include: <ul style="list-style-type: none"> ○ Annual elections ○ Establishes eligibility to receive and spend state / federal funds ○ Assume responsibilities for planning & public involvement processes • IGA issues include: <ul style="list-style-type: none"> ○ Expired IGAs ○ Membership not update or maintained ○ Missing IGAs ○ Subsequently enacted Bylaws that conflict with IGAs and/or statutes • MOAs are formed with supporting agencies so they may do the work of RPC and contract with CDOT for the Rural Planning Assistance (RPA) grants. Without an MOU, CDOT cannot contract RPA grants to the TPR. • Next Steps: <ul style="list-style-type: none"> ○ Locate missing IGAs and/or MOAs 	<p>No action taken.</p>

- Discuss and finalize desired modifications to the IGA and/or MOA template
- Contact member entities
- Distribute IGA for member adoption
- Execute MOA
- Renew, update, and submit IGA/MOA to CDOT by June – in time for next RPA grant contracting
- Timeline:
 - Finalize / adopt IGA & MOA forms (January - March)
 - Member entities execute IGA (April - June)
 - MOA executed by RPC & Vendor (May - June)
 - IGA & MOA executed and submitted to CDOT by June 30, 2017
 - Other members may still join after this date

STAC Comments

- Barbara Kirkmeyer: If the IGA has not been updated, what happens? In rural areas the IGAs are done between counties, not municipalities.
- Michael Snow: In the case of UFR, the counties signed the original IGA and then the municipalities were added in a few months later.
- Barbara Kirkmeyer: So what happens if there's no IGA?
- Michael Snow: Some IGAs have been completely lost but all are out of date. If an entity chooses not to join the RPC that is their prerogative, but then they would not receive the benefits of participation.
- Barbara Kirkmeyer: But what I'm saying is that an entity could choose to join a different RPC.
- Jeff Sudmeier: The boundaries of the TPR are established by state planning rules, which we revisit as part of the rulemaking process with each long-range plan.
- Thad Noll: But if only 2 entities within that boundary wanted to participate, then they would be responsible for the entire area?
- Michael Snow: Yes, in terms of planning and public outreach activities.
- Adam Lancaster: What is the status of the IGA and MOA templates that you were developing?
- Michael Snow: We have those available for you to use and adapt (within statute) to update your IGAs and MOAs. We can provide those to you through your planning liaisons.

<p>STAC Elections / Vince Rogalski (STAC Chairman)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Vince Rogalski and Thad Noll are willing to continue in their current positions as STAC Chair and STAC Vice-Chair, respectively. However, both are open to nominations of other STAC members. <ul style="list-style-type: none"> ○ Nomination of Vince and Thad to continue in their current positions. ○ Nomination seconded. No further discussion. Unanimous vote in favor. • Vince Rogalski and Thad Noll are confirmed as the STAC Chair and Vice-Chair. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: I would like to thank Vince for all of the time and effort that he puts into this position. 	<p>Vince Rogalski and Thad Noll re-elected.</p>
<p>Other Business</p>	<ul style="list-style-type: none"> • The next STAC meeting will be held on Friday, December 2nd and will cover the months of November and December. • By the time of the next STAC meeting the Road Usage Charge (RUC) will be underway. You may learn more at the RUC website: ruc.codot.gov/ 	<p>No action taken.</p>

STAC ADJOURNS

Transportation Commission November 16-17, 2016, Workshops held at: CDOT Headquarters Auditorium, 4201 E. Arkansas Ave, Denver, CO 80222; Transportation Commission Regular Meeting and Bridge Enterprise Meeting held at: Pueblo Marriott Courtyard, 110 W. 1st Street/ W City Center Drive, Pueblo, CO 81003

Transportation Commission (TC) Workshops

Wednesday, November 16, 2016

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

The Efficiency and Accountability Committee – for further details on this meeting contact Zach Alexander at zachary.alexander@state.co.us.

The Disadvantaged Business Enterprise (DBE) Committee: See materials posted related to this meeting at: <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> for more details.

Resiliency Committee (Lizzie Kemp)

Purpose

To provide an update on the status and next steps of the I-70 Risk and Resiliency Pilot project. The goal of the pilot is to quantify and improve system resilience in advance of future events to better prepare CDOT and reduce future system losses. An update regarding what has occurred with the project since the TC last met included a brief project overview, and description of the Risk Analysis and Management for Critical Asset Protection (RAMCAP) model and the work completed at a statewide level to build this model to eventually use to assess I-70 in more detail.

- Project is a year-long effort and anticipated to finish in the fall of 2017.
- RAMCAP analysis is a 7-step process building on the RAMCAP framework utilized in the flood recovery effort.
- Risk is assessed by identifying the potential costs associated asset/infrastructure loss/disruption.
- Resilience is the ability for an asset to remain functional.
- Since the last Resiliency Committee Meeting:
 - Conducted an all day workshop with the Project Working Group and Data Advisory Team (Sept. 27th and Sept. 29th respectively).
 - Conducted a webinar with Working Group on November 4th.
 - Met with the Executive Oversight Committee (EOC) on November 16th.
 - Identified assets and agreed to asset valuation.
 - Identified physical threats - the natural threats included in the model framework included: avalanche, fire, flood, landslide/rock fall, tornado, high winds, and winter storms. Civil threats included bridge strikes and chains/mag chloride spills, along with utility failure and dam failure.
 - Determined measures to identify critical assets assessing social, economic and environmental factors – including AADT and Roadway Classification, Freight Value (commodity flows from Transearch, and Tourism Value (analysis from Colorado Tourism Office), SoVI (social vulnerability index - a model to assess community impacts), and system redundancy (Division of Transportation Development analysis). Statewide maps of this data were displayed.
- Presented a table highlighting method for criticality scoring.
- Initial model runs indicate Colorado has 24% critical assets.
- Next steps include refining the critical roadways model.

- Next all-day Working Group Workshop is planned for December 6th.
- Next EOC scheduled for January 18, 2017 with a Resiliency Committee briefing that same day.

Discussion and Comments

- The Commissioners (and it was noted the EOC too) requested that other civil threats of hazmat, bombs and cyber be included in the model. The cyber and bomb event data was difficult to obtain due to some it being considered classified, but the consultant has found data sources to incorporate these threats to some degree.
- Overall the Committee was very happy to see the work and mapping accomplished to date, and expressed that this project is on the right track.

Flood Presentation (Johnny Olson)

Purpose

Provide the TC with an update regarding CDOT working with a congressional delegation as well as other states that have been victims of natural disasters to request Congress to clear the backlog (estimated in the billions of dollars) of the FHWA Emergency Relief (ER) program. This would allow CDOT to receive an additional congressional appropriation on top of the \$450 million Colorado received for the 2013 event. This is necessary because the annual program is currently only budgeted at \$100 million nationwide, therefore it would take years, possibly decades for state DOTs to fully receive ER program dollars.

Discussion and Comments

- Outstanding request of CDOT to congress is \$85 million.
- CDOT resiliency investments have been \$181 million.
- Congressional allocation for resiliency to Colorado is \$208 million.
- ER program as it stands today anticipates delaying many projects up to 20 years.
- Status of flood recovery projects was provided to the TC. (See presentation for more details at: <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> under "Flood Presentation".
- TC members expressed concern regarding the continuing natural hazards and emergency events that are occurring in Colorado and across the nation; would like to know and understand the ability for DOTs to get money for these events when they occur.
- The Deputy Executive Director explained that the issue for CDOT is – should the Department front money to continue rebuilding the system – it is a difficult decision at this point as there is no way to tell where or when the next event will occur.
- Smaller and smaller shares of ER funds will be the result when events keep occurring.
- However as more events occur, more pressure is placed on Congress to clear the ER backlog.
- TC members thanked Johnny for the informative update.

Project Prioritization List Development (Deb Perkins-Smith)

Purpose:

- Provide staff input on next steps in project selection for Senate Bill (SB) 09-228, potential additional federal funds (ARRA 2 type funds), the National Highway Freight Program (NHFP), including specific input on project selection criteria, and the FASTLANE grant applications. (Prior to this TC workshop, the next TC meeting was anticipated to occur in January 2017, after the submittal dates for NFHP and the FASTLANE grant program).

Discussion and Comments

- Development Program, SB 228 Funds , and Potential ARRA 2-type Funds:

- Staff is in the process of scoping pools of funds to get projects ready in the event that additional SB 228 funds, and federal funds for infrastructure projects become available – especially noting support for major infrastructure funding was expressed after the recent presidential election. The main starting point will be the 10-year Development Program.
- Successful applications from the initial FASTLANE cycle generally had a higher match (average 60%) and lower grant request (average \$42 million).
- TC agreed to submitting two applications – one large project and one small.
- TC agreed that a \$40-50 million match from the TC was a reasonable range to consider for the applications. Both the Chief Engineer and Chief Financial Officer expressed comfort with this level of match.
- Staff will review updates to proposals from last year, include any new proposals, and recommend the most competitive small and large project. The TC will consider the approval of application submittal and match at a December meeting.
- It was noted that La Plata County wanted to submit US 550 again. The TC discussed its willingness to consider continuing its match commitment to the project.
- Next TC Meeting
 - TC agreed to meet in December, one week earlier in the month than usual, to discuss the criteria and project list for the NHFP submittal, and the FASTLANE grant applications.

Transportation Commission Regular Meeting Thursday, November 17, 2016

Roll Call

- 10 Commissioners were in attendance with Commissioner Barry absent.
- Commissioner Rocky Scott, replacing District 9 Commissioner Nolan Schriener, was sworn in.

Comments of Individual Commissioners

- Commissioners welcomed and congratulated Rocky Smith on becoming a Commissioner and thanked him for organizing the meeting and meal from the night before.
- The meeting was also a great opportunity to speak with stakeholders one-on-one.
- Commissioner Scott expressed being impressed with the collaborative spirit of the Commissioners and the confidence in staff. Noted the good collaboration and partnerships related to the Ilex, and Cimarron projects.
- Herman Stockinger and Zach Alexander were also recognized for their part in organizing this month's trip by the TC Chair.
- Commissioners supported the concept of continuing the practice of traveling across the state so Commissioners can see for themselves and hear from local stakeholders the transportation challenges faced by other areas of the state; Commissioners are getting positive comments from constituents.
- TC recognized there are immense challenges for transportation across the state, but they are optimistic that with the support of staff, they can meet the challenges.
- The TC Chair will be in Denver for the December 2nd STAC meeting to plan for the scheduled lunch to occur in February with the TC and the STAC.

Executive Director's Report (Shailen Bhatt)

- Welcomed Commissioner Rocky Scott to the TC.
- Pleased to see CDOT is treating constituents like customers; good to hear lots of positive comments.
- Attended American Association of State Highway Transportation Officials (AASHTO) conference in Boston, where CDOT was recognized for two out of 12 projects nationally.
 - CDOT was recognized for: Best Use of Innovation category, medium project group: I-70 Mountain Express Lane project. Under Budget category, medium project group: US 6 Project that replaced six obsolete bridges along US 6 in Denver.

Chief Engineer's Report (Joshua Laipply)

- We have two great projects underway in the area: I-25 Ilex and I-25 Cimarron - these are the two biggest design-build projects occurring in the state right now.
- When CDOT let these projects, the market was improving and bids were going up; CDOT had to make some difficult decisions regarding the scope; there were some difficult discussions that took place.
- Both of these projects are going well due to the partnerships formed; as a result of these partnerships, CDOT will continue to have good projects.

High Performance Transportation Enterprise (HPTE) (David Spector)

- Met with the HPTE Board to discuss the HOV transition from 2+ to 3+ in January 2017.
- Communications regarding this transition will be airing soon.
- HPTE is conducting a market assessment to determine where HPTE falls in the market place.

- Drafted a FY 2018 budget with a scope of services outlined. HPTE projects are moving along.
- Working with Division of Transit and Rail's Mark Imhoff to address parking lot issues for Bustang (riders need to park in CDOT-designated areas).
- Won a grant to obtain new hardware for the I-70 Mountain Express Lane project as a sustainability project.

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

- Optimism was expressed regarding the Office of the Inspector General's (OIG) audit of the Emergency Relief (ER) Program, with the focus on resilience. The OIG was evaluating states for their resiliency practices, such as Vermont, New Jersey, New York and California; OIG is anticipated to close their audit activities Friday of this week.
- CDOT highway work force pilot program with the Department of Labor is selecting more researchers and training people for on-the-job training (OJT) which will help the construction industry and help FHWA and CDOT.
- Was pleased and impressed with how the Innovisors meeting and the Transportation Summit went. Came out of these events energized. Colorado is on the forefront of some exciting collaborations and partnerships, is being proactive, and is making things happen.

STAC Report (Vince Rogaliski)

- Discussed CDOT's debt payment service and concerns with getting funds to go to Regional Priority Programming (RPP) funds. STAC would like to see more RPP funds.
- Development Program was discussed and the carving down from \$9 billion to \$2.5 billion. Also discussed potential prioritization criteria and weighting of criteria for the Development Program.
- The Multimodal Freight Plan is underway, along with the State Freight and Passenger Rail Plan (SFPRP). The Working Group for the SFPRP is meeting today.
- Workshop with the TC during the last STAC meeting went very well and the STAC appreciated Commissioners Reiff, Zink, Gililand and Peterson being present, and the discussion and conversation that took place.
- Transportation Planning Region Intergovernmental Agreements are in a process of being evaluated and updated (some as far back as the 1990's) – they require signed resolutions of their TPR; it is anticipated that updates will be completed sometime in June 2017.
- STAC conducted their election of officers – Vince Rogalski will continue to serve as the STAC Chair and Thad Knoll as the STAC Vice-chair.
- The STAC was excited to learn that the TC will be developing an annual schedule for their agenda for customary items they approve annually. This will help the STAC prepare for delivery of their comments to the TC in plenty of time prior to final TC approvals.

Act on Consent Agenda – Approved unanimously on November 17, 2016. Passed Unanimously on November 17, 2016.

- a) Resolution to Approve the Regular Meeting Minutes of Oct. 20, 2016 (Herman Stockinger)
- b) US6 Devolution Between Gypsum and Eagle (David Eller)
- c) Approval of ITS PPIP (Ryan Rice)
- d) DTR Title VI Funding (Greg Diehl)

Discuss and Act on the 5th Budget Supplement of FY 2017 (Maria Sobota) - Approved unanimously on November 17, 2016.

- Central 70 - \$14,144,564- *I-70 ML over US 6, Rail Road, City Street (Viaduct)* - Senate Bill 228 - Utilize FY2015-2016 SB228 funds.

- Region 4 - \$3,900,000 - *I-25 North*-HPTE Responsible Acceleration of Maintenance and Partnerships (RAMP) Development Fund.
- High Performance Transportation Enterprise \$1,500,000 - HPTE Responsible RAMP Development Fund.
- MLOS - \$1,000,000 – *Striping Initiative* – TC Contingency Reserve Fund (CRF).
- Environmental - \$500,000 – *Water Quality* – TCCRF.
- Region 5 - \$129,318 Return- *US 160 / WILSON GULCH ROAD EXTENSION*– TCCRF.
- Building – Region 2 – Colorado State Patrol Building - \$5.6 million return Surplus funding to TCCRF.
- Maintenance - \$12, 000 – Temporary Traffic Signal in Region 4 at US 34 and 83rd Avenue – Maintenance Level of Service (MLOS).
- RoadX – Total of \$22.1 million to complete all efforts already undertaken.

Discuss and Act on Adoption of FY 2017-18 draft budget (Maria Sobota) – Approved unanimously on November 17, 2016.

HQ Certificate of Participation (COP) Update and Resolution (Maria Sobota) — Approved unanimously on November 17, 2016.

Region 2 and Region 4 COP Update and Resolution (Maria Sobota) – Approved unanimously on November 17, 2016.

Discuss and Act on SIB Rate (Maria Sobota) – Approved unanimously on November 17, 2016.

Discuss and Act on ROW Acquisitions (Josh Laipply) - Approved unanimously on November 17, 2016 (bifurcated resolutions striking all language referring to condemnation).

- Bifurcated the resolution to strike all reference to the condemnation process – only allows CDOT to initiate negotiations with property owners for right-of-way acquisition. Two projects with letters of comment on file from property owners included:
 - Americo (Vail underpass project)
 - Big Thompson River (Flood repair along US 34)
- All condemnation discussions pertaining to CDOT’s general procedures, and for these two projects are scheduled to take place, via a TC conference call on Tuesday, November 22, 2016.

Bridge Enterprise Committee: See materials posted related to this meeting at: <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> for more details.



COLORADO Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222

DATE: November 23, 2016
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sudmeier, Manager, Multimodal Planning Branch
SUBJECT: Development Program and Project Selection

Purpose

The purpose of this memorandum is to provide an update on the Development Program and related project selection activities including project selection for the initial years of the new National Highway Freight Program (new formula freight program).

Background

At the September and October STAC meetings, staff provided an update on the Development Program and the subset 10-Year Development Program (See <https://www.codot.gov/programs/planning/documents/plans-projects-reports/projects/draft-2016-development-program-oct-2016.pdf>) and discussed possible next steps, including the selection of projects for additional SB 09-228 transfers, and for the National Highway Freight Program (see Attachment A). The approach discussed included the use of proposed eligibility and evaluation criteria to select projects for future SB 09-228 transfers, and for the first two years (FY 15-16 and FY 16-17) of the National Highway Freight Program. The Transportation Commission discussed at an October workshop and requested a second workshop in November to discuss the proposed criteria further, as well as if and when to proceed with the selection of additional SB 09-228 projects. A key variable in the selection of SB 09-228 projects has been uncertainty surrounding the FY 16-17 and FY 17-18 transfers, given a projected shortfall in the FY 17-18 budget. With the November 1 release of the Governor's proposal to balance the budget, we now have a clearer picture.

Details

Staff developed draft eligibility and evaluation criteria (see Attachment B) that could be used now or in the future to further prioritize projects for funding, using the 10-Year Development Program as the foundation. Criteria has been developed for SB 09-228, and the National Highway Freight Program. The criteria for each is similar, but adapted to the unique requirements and characteristics of each program. Although not expressed as criteria, geographic equity is assumed to be a key principle in project selection. The importance of geographic equity in project selection has been expressed on numerous occasions in recent months by the Transportation Commission, STAC, and other planning partners.

Senate Bill 09-228

Background

In October and November, staff discussed the availability of SB 09-228 funds and sought Transportation Commission input on if and how to proceed with project selection, including input on draft eligibility and evaluation criteria. The first SB 09-228 transfer, totaling \$199.2 million (previously committed to the Central 70 project, less 10% for transit) was received by CDOT on June 30, 2016. This year the legislature allocated \$158 million through legislation, circumventing the statutory SB 09-228 transfer process. These first two years of SB 09-228 funds are direct allocations and, barring any future legislative changes, future year transfers will rely on the statutory formula involving economic forecasts and TABOR triggers. The September 2016 revenue forecast called for an additional \$225 to \$333 million in years three and four. A fifth and final year of transfers (FY 19-20) is not included in the forecast, but a full transfer in year five would result in approximately an additional \$200 million. On November 1, the Governor released a proposed budget for FY 17-18 which would help to close a budget shortfall by reducing the FY 16-17 SB 09-228 transfer from \$158 million to \$79 million, and the FY 17-18 transfer to \$79 million.

SB 09-228 Transfers (in millions)					
	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Direct Allocation (Received June 30, 2016)	\$ 199.2				
Direct Allocation (Planned for June 30, 2017)		\$ 158.0			
Revenue Forecast- OSPB (September 2016)			\$ 109.3	\$ 115.2	
Revenue Forecast- Legislative Council (September 2016)			\$ 217.7	\$ 114.9	
Governor's Proposed FY 17-18 Budget (Nov. 1, 2016)		\$ 79.0	\$ 79.0		
Estimated maximum possible - 5th year					\$ 200.0

Project Selection

The Transportation Commission previously committed \$130 million in state or federal funding to the construction phase of I-25 North as part of the I-25 North TIGER application (see March and April Transportation Commission packets). Since the original funding package assumed a \$25 million TIGER grant and the actual award was for \$15 million, an additional \$10 million is needed on top of the \$130 million commitment. Although the commitment did not specify a source, there are limited options beyond SB 09-228 for fulfilling such a large commitment. The Transportation Commission previously discussed the possibility of selecting projects for multiple years of SB 09-228 funding. At the November meeting, the Transportation Commission affirmed its commitment to I-25 North and, in light of the reduction in anticipated transfers, directed staff to wait to conduct any further project selection. While the Commission felt the current time was not right to conduct further SB 09-228 project selection, they noted the importance of being ready for a potential federal infrastructure package and suggested that staff consider further prioritization of the 10-Year Development Program in order to be ready should a federal infrastructure package come to fruition. The Commission discussed revisiting the possibility of additional SB 09-228 project selection after the legislative session and/or when there is greater certainty regarding the availability of the next several years of SB 09-228 transfers.

The focus of recent Transportation Commission discussion has been on highway projects. Transit priorities for SB 09-228 were identified through a separate process led by the Division of Transit & Rail (DTR) over the summer months (see July and August Transportation Commission packets). Transit projects have been identified in priority order and projects will be funded in order of priority, as funds become available.

National Highway Freight Program

Background

The National Highway Freight Program is a new formula freight program created under the FAST Act. The National Highway Freight Program provides approximately \$15 million annually to Colorado, beginning in FY 15-16.

Project Selection

Beginning in December 2017, projects must be identified in a State Freight Plan in order to be eligible for funding. The Multimodal Freight Plan and State Freight and Passenger Rail Plan, both currently in development, will identify a long-term freight investment strategy and project priorities. However, given that these plans will not be complete until the end of 2017, staff is recommending that a project selection process be conducted for the first two to three years of funding based on the proposed criteria. Using the 10-Year Development Program as the foundation, staff will evaluate projects and develop funding recommendations for review by the Transportation Commission, STAC, and the Freight Advisory Council (FAC) in January.

Input Requested

Staff requests STAC input on how to proceed with next steps on the above programs. Questions to consider include:

- Should the next transfers of SB 09-228 funds be targeted for fulfilling the commitment to I-25 North?
- Should additional SB 09-228 project selection wait until there is greater certainty about the availability of funds?
- Should we consider further prioritization of the 10-Year Development Program to better prepare for a potential federal infrastructure package, for future rounds of discretionary grants, or other sources of additional funds?

Next Steps

- Identification of freight project priorities based on 10-Year Development Program, Region, and FAC input, evaluation of projects based on criteria, and development of recommendations for the first two to three years of funding.
- Review funding recommendation with Transportation Commission, STAC, and FAC in January, with formal approval of projects to follow in February or March.
- Consideration of further prioritization of 10-Year Development Program

Attachment

- Attachment A: Summary of National Highway Freight Program
- Attachment B: Draft Eligibility and Evaluation Criteria

National Highway Freight Program

Program Description

- Provide Federal financial assistance to improve the efficient movement of freight on the National Highway Freight Network (NHFN)

Program Goals

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

Eligible Projects

- A project is eligible for funding if it:
 - Contributes to the efficient movement of freight on the National Highway Freight Network (NHFN), and
 - Is identified in a freight investment plan included in a freight plan
 - Is an intermodal or freight rail project (except that a State can only obligate up to 10% of its total freight apportionment to these projects).
- A project must be on the National Highway Freight Network (NHFN)
- Eligible projects include:
 - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
 - Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
 - Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
 - Efforts to reduce the environmental impacts of freight movement.
 - Environmental and community mitigation for freight movement.
 - Railway-highway grade separation.
 - Geometric improvements to interchanges and ramps.
 - Truck-only lanes.
 - Climbing and runaway truck lanes.
 - Adding or widening of shoulders.
 - Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.
 - Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
 - Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
 - Traffic signal optimization, including synchronized and adaptive signals.
 - Work zone management and information systems.
 - Highway ramp metering.
 - Electronic cargo and border security technologies that improve truck freight movement.
 - Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
 - Additional road capacity to address highway freight bottlenecks.

- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility. [23 U.S.C. 167(i)(5)(C)]
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23. [23 U.S.C. 167(i)(6)]

Funding Requirements

- Federal Funding by Year (\$85.2 M total):
 - FY 16: \$15.5 M
 - FY 17: \$14.9 M
 - FY 18: \$16.2 M
 - FY 19: \$18.3 M
 - FY 20: \$20.3 M
- Standard federal match requirements apply.

**Senate Bill 228
Draft Eligibility and Evaluation Criteria
November 2016**

Eligibility Criteria			
E1. Is a "strategic" project (a project of regional or statewide significance serving regional or statewide travel needs, recognized as a high priority at the regional or statewide level, and representing a significant cost or long-term investment.)			
E2. Is identified in the 10-Year Development Program (i.e. is Tier I)			
E3. Is identified as a high priority at the project or corridor level in a Regional Transportation Plan or other Plan (i.e. State Highway Freight Plan, Transit Plan)			
E4. Is "ready to go" by XX (Ready to go is defined as: Ad Date (Design/Bid/Build), 30% Plans and NTP to Team (Design Build), or 90% design complete (CMGC))			
Evaluation Criteria			
Criteria and Measures	Low Score	Medium Score	High Score
1. Safety			
1.1 Fatalities reduced	Number of fatalities reduced per year		
1.2 Serious injuries reduced	Number of serious injuries reduced per year		
1.3 Property damage only reduced	Number of property damage only reduced per year		
2. Maintaining the System			
2.1 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved		
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.		
2.3 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line
3. Mobility			
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit
3.2 Modal choice	No modal choices provided by project	Project provides some modal choice for two of pedestrian, cycling, or transit modes	Project provides excellent modal choice for pedestrian, cycling, AND transit
3.3 Connectivity and Accessibility	No improved accessibility or connectivity provided by project	Project provides some improved accessibility or connectivity to regionally-important centers	Project provides substantially improved accessibility or connectivity to regionally-important centers
4. Economic Vitality			
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)		
5. Other Considerations			
5.1 Resiliency	Project does not improve the resilience of transportation infrastructure.	Project will somewhat improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.
6. Estimated Project Cost			

**National Highway Freight Program
Draft Eligibility and Evaluation Criteria
November 2016**

Eligibility Criteria			
E1. Is on the National Highway Freight Network (NHFN) or is a freight intermodal or freight rail project (federal requirement)			
E2. Is identified in a State Highway Freight Plan (federal requirement, begin Dec 2017)			
E3. Is an eligible activity under the National Highway Freight Program (federal requirement)			
E4. Is on a Colorado Freight Corridor or other facility with evidence of significance to freight			
E5. Is identified in the 10-Year Development Program (i.e. is Tier I), if a scale of project typically included.			
E4. Is "ready to go" by XX (Ready to go is defined as: Ad Date (Design/Bid/Build), 30% Plans and NTP to Team (Design Build), or 90% design complete (CMGC))			
Evaluation Criteria			
Criteria and Measures	Low Score	Medium Score	High Score
1. Safety			
1.1 Fatalities reduced	Number of fatalities reduced per year for commercial motor vehicle crashes		
1.2 Serious injuries reduced	Number of serious injuries reduced per year for commercial motor vehicle crashes		
1.3 Property damage only reduced	Number of property damage only reduced per year for commercial motor vehicle crashes		
2. Maintaining the System			
2.1 Freight Focus	General asset life improvements with no freight specific design features or freight specific benefits.	General asset life improvements with some freight specific design features or freight specific benefits.	Freight focused asset life improvements designed to address a specific freight need.
2.2 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved		
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.		
2.4 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line
3. Mobility			
3.1 Reliability or Travel Time	Project provides little to no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit
3.2 Truck AADT	Truck AADT		
3.3 % Truck	% Truck Off-Peak		
4. Economic Vitality			
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)		
4.2. Intermodal connections	Project does not support connections between freight modes, nor the promotion of multiple transportation choices, and does not directly impact access to an intermodal facility	Project generally supports connections between freight modes, and promotes some transportation choices and, indirectly impacts access to an intermodal facility	Project enhances and creates workable connections between freight modes, promotes multiple transportation choices, and directly impacts access to an intermodal facility
5. Other Considerations			
5.1 Resiliency	Project does not improve the resilience of transportation infrastructure.	Project will somewhat improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.
6. Estimated Project Cost			



COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222

DATE: November 23, 2016
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: FASTLANE Discretionary Grants

Purpose

The purpose of this memorandum is to update STAC on the recent solicitation for a second round of FASTLANE discretionary grants, due December 15, 2016.

Background

The second round of the FASTLANE program (see Attachment A) was announced the afternoon following the October STAC meeting. FASTLANE is a discretionary grant program intended to provide Federal financial assistance to freight and highway projects of national or regional significance. It was the original intent of staff to work through priorities for FASTLANE grants for this and future cycles over the next few months, in tandem with other project selection discussions. However, USDOT announced the second cycle early, on October 28, with an application deadline of December 15. This accelerated timeline will require a quick decision on which projects to submit (or resubmit from last year).

Details

The previous (and first) FASTLANE round was announced on February 26, 2016. Staff was hoping for a little more time before the second round in order to work through current project selection discussions first, but USDOT has significantly accelerated the timeline. We anticipate, however, that our current 10-Year Development Program and project selection efforts will put us in a very good position for future rounds of FASTLANE and other discretionary grant programs.

The FASTLANE program is essentially unchanged from the first round. Eligible projects include:

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Freight intermodal or freight rail projects
- Railway-highway grade crossing or grade separation projects

FASTLANE grants can cover up to 60% of total project costs, and up to half of the required 40% match can come from other federal funding sources. Approximately \$850 million is available for the current round. FASTLANE grants can be used for small and large projects. Large projects are eligible for a minimum award of \$25 million, and small grants for a minimum award of \$5 million. Each applicant may submit no more than three applications each round.

<h2 style="margin: 0;">Large Projects</h2>	<ul style="list-style-type: none"> • Grant amount of at least \$25 M. • Total project cost of at least \$100 M. • Federal share under grant program may not exceed 60% • Total federal share may not exceed 80% 	<h2 style="margin: 0;">Small Projects</h2>	<ul style="list-style-type: none"> • Grant amount of at least \$5 M. • Federal share under grant program may not exceed 60% • Total federal share may not exceed 80%
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The following three applications were submitted by CDOT in the first round:

- US 287 Lamar Bypass (Region 2)
 - Total Project Cost: \$160 million
 - FASTLANE Request: \$96 million
 - Matching Funds: \$64 million (including Transportation Commission commitment of \$59 million)
- US 85 Centennial Highway Improvements (Region 4)

- Total Project Cost: \$160 million
- FASTLANE Request: \$96 million
- Matching Funds: \$64 million (including Transportation Commission commitment of \$45 million)
- Truck Parking Information Management System (TPIMS) (DTD/RoadX)
 - Total Project Cost: \$9 million
 - FASTLANE Request: \$5 million
 - Matching Funds: \$4 million (Transportation Commission commitment of \$4 million)

An additional application was developed by CDOT Region 5 and submitted by La Plata County:

- US 550 (Region 5)
 - Total Project Cost: \$197.5 million
 - FASTLANE Request: \$113 million
 - Matching Funds: \$84.5 million (including Transportation Commission commitment of \$45 million)

Since this was the first year of the FASTLANE program, staff had limited information to identify projects beyond the basic program requirements. Staff has reached out to USDOT for feedback on the first round, but thus far we have not been successful in getting a response. However, a review of first round awards provides some insight on what it may take to be competitive. Key findings include:

- CDOT applications in the first round had the minimum required amount of match, 40%, while the average match of successful applications was 62%.
- Grant requests for large CDOT project applications ranged from \$96 million to \$113 million, significantly larger than the average FASTLANE grant award of \$42 million.
- High benefit-cost ratio is important, with cost-effectiveness being a key factor in USDOT's preliminary review process.

Potential new projects need to be sufficiently developed and/or sufficient information readily available that an application can be developed by December 15. USDOT has indicated that they anticipate many of the projects submitted in the second cycle will be resubmittals from the first cycle. The Regions have considered opportunities for additional projects, but given the short turnaround we aren't anticipating any new project submittals this cycle. Staff are looking at each of the projects previously submitted for opportunities to revise scope and make more competitive in terms of match, grant request amount, and benefit-cost. Although each of the projects include some amount of previously identified match (from RPP, HSIP, or FASTER Safety, for example), in most cases a significant additional commitment of funding from the Transportation Commission is needed for match.

Each eligible entity may submit up to three applications. At their November meeting, the Transportation Commission recommended that we focus on the most competitive projects for each category (small and large) and submit only two applications. The Transportation Commission indicated a general willingness to commit up to \$40-\$50 million in additional match for projects. The Commission directed staff to review projects and make a recommendation to the Commission on the two most competitive projects to submit. The attached FASTLANE criteria (see Attachment B) was developed based on draft criteria for the National Highway Freight Program and Senate Bill (SB) 09-228, and refined based on the findings above. Staff proposes using this criteria as a framework for considering which two projects we submit for the current cycle. Due to the limited number of potential project applications for this round of FASTLANE, staff will likely be able to identify the most competitive projects based on screening criteria. It was also noted at the meeting that La Plata County is again willing to submit an updated application for US 550, provided the Commission is willing to commit to providing a significant portion of the match if the project is successful. The Commission indicated a willingness to make an additional commitment of match to support the US 550 project.

While we will consider each of the projects submitted in the first round for possible resubmittal, we feel the Truck Parking Information Management System (TPIMs) application, in particular, may be competitive this year. Florida was awarded funds for a TPIMs project in the first round. Since we submitted our TPIMs application in the first round, we have made progress and are currently working on a partial implementation on I-70. We are also coordinating with neighboring states as possible co-applicants. The TPIMs project is a statewide project, and can be scaled based on available match.

Input Requested

Staff is requesting STAC input on the proposed approach to the current cycle of FASTLANE grants.

Next Steps

- Review of revised project scope, match, grant request, and benefit-cost and identification of top two projects for submittal.

- Development of updated applications.
- Transportation Commission approval of application submittals and match on December 8.
- Submittal to USDOT by December 15.
- Further consideration of 10-Year Development Program projects and identification of priorities for future rounds of FASTLANE.

Attachment

- Attachment A: Summary of FASTLANE Program
- Attachment B: Draft Eligibility and Evaluation Criteria

Nationally Significant Freight and Highway Projects (FASTLANE)

Program Description

- Provide Federal financial assistance to freight and highway projects of national or regional significance

Program Goals

- The goals of the program are to:
 - (A) improve the safety, efficiency, and reliability of the movement of freight and people
 - (B) generate national or regional economic benefits and an increase in the global economic competitiveness of the United States
 - (C) reduce highway congestion and bottlenecks
 - (D) improve connectivity between modes of freight transportation
 - (E) enhance the resiliency of critical highway infrastructure and help protect the environment
 - (F) improve roadways vital to national energy security;
 - (G) address the impact of population growth on the movement of people and freight.

Eligible Projects

- A highway freight project on the National Highway Freight Network (NHFN)
- A highway or bridge project on the National Highway System (NHS), including:
 - A project to add capacity to the Interstate system to improve mobility; or
 - A project in a national scenic area;
- A freight project that is:
 - A freight intermodal or freight rail project; or
 - A project within the boundaries of a public or private freight rail, or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
 - provided that the project will make a significant improvement to freight movements on the NHFN and that the Federal share of the project funds only elements of the project that provide public benefits, and that the total assistance for these projects does not exceed \$500 million over the period 2016-2020; or
- A railway-highway grade crossing or grade separation project.

Project Requirements

- Generate national or regional economic, mobility, or safety benefits;
- Be cost-effective;
- Contribute to accomplishment of one or more of the national goals described in section 150
- Based on results of preliminary engineering;
- With respect to non-federal financial commitments:
 - One or more stable and dependable sources are available to construct, maintain, and operate the project; and
 - Contingency amounts are available to cover unanticipated cost increases.
- Cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor;
- For a large project, the Department cannot award a project that is not reasonably expected to begin construction within 18 months of obligation of funds.
- Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects.

Eligible Project Costs

- Financial assistance received for a project may be used for:
 - development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and

- construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.

Funding Requirements

- Large Projects - Grant amount of at least \$25 million and a total project cost of at least \$100 million. Federal share under grant program may not exceed 60% and total federal share may not exceed 80%.
- Small Projects - Grant amount of at least \$5 million. Federal share under grant program may not exceed 60% and total federal share may not exceed 80%

FASTLANE
Draft Eligibility and Evaluation Criteria
November 2016

Eligibility Criteria			
E1. Is an eligible activity under the FASTLANE Program (federal requirement)			
E2. Meets project size, grant size, and match requirements (federal requirement)			
E3. Can be reasonably expected to begin construction within 18 months of obligation, with obligation occurring no later than September 30, 2020. (federal requirement)			
E4. Is on a Colorado Freight Corridor or other facility with evidence of significance to freight			
E5. Is identified in the 10-Year Development Program (i.e. is Tier I), if a scale of project typically included.			
E6. Is identified as a high priority at the project or corridor level in a Regional Transportation Plan or other Plan (i.e. State Highway Freight Plan, Transit Plan)			
Screening Criteria			
S1. Project has a competitive level of match (target of 60%).			
S2. Grant request amount is competitive (average grant award of \$42 million).			
S3. Project has a strong benefit-cost ratio.			
Evaluation Criteria			
Criteria and Measures	Low Score	Medium Score	High Score
1. Safety			
1.1 Fatalities reduced	Number of fatalities reduced per year for commercial motor vehicle crashes		
1.2 Serious injuries reduced	Number of serious injuries reduced per year for commercial motor vehicle crashes		
1.3 Property damage only reduced	Number of property damage only reduced per year for commercial motor vehicle crashes		
2. Maintaining the System			
2.1 Freight Focus	General asset life improvements with no freight specific design features or freight specific benefits.	General asset life improvements with some freight specific design features or freight specific benefits.	Freight focused asset life improvements designed to address a specific freight need.
2.2 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved		
2.3 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.		
2.4 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line
3. Mobility			
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit
3.2 Truck AADT	Truck AADT		
3.3 % Truck	% Truck Off-Peak		
4. Economic Vitality			
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)		
4.2. Intermodal connections	Project does not support connections between freight modes, nor the promotion of multiple transportation choices, and does not directly impact access to an intermodal facility	Project generally supports connections between freight modes, and promotes some transportation choices and, indirectly impacts access to an intermodal facility	Project enhances and creates workable connections between freight modes, promotes multiple transportation choices, and directly impacts access to an intermodal facility
5. Other Considerations			
5.1 Resiliency	Project does not improve the resiliency of transportation infrastructure.	Project will somewhat improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.
6. Estimated Project Cost			



MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: DECEMBER 2, 2016
SUBJECT: FY 2017-18 PROPOSED ANNUAL BUDGET

Purpose

This memorandum summarizes line item changes to the fiscal year (FY) 2017-18 Proposed Annual Budget that was adopted by the Transportation Commission (TC) in November, including:

- Administrative (Appropriated)
- Strategic Projects
- Transportation Commission Program Reserve
- Suspension of the \$15.0 million federal transfer to Bridge Enterprise

Background & Details

The TC annually adopts the CDOT and Enterprises' proposed budgets in the fall before adoption of the final budgets each spring. In October, the both the TC and STAC reviewed FY 2017-18 final revenue estimates, the preliminary FY 2017-18 Draft Budget, and the FY 2017-18 Budget Narrative. The TC was informed that a final version of the FY 2017-18 Draft Budget, with minimal adjustments, would be brought back for adoption in November. The FY 2017-18 Proposed Annual Budget (see Attachment A) was adopted at the November TC meeting.

The STAC reviewed a version of the FY 2017-18 Annual Budget in October that included comparisons to the FY 2016-17 budget allocations. This month, the Proposed Annual Budget is shown in the format required by the Governor's Office of State Planning & Budgeting (OSPB) and the Joint Budget Committee (JBC) for approval. The two primary columns are titled FY 2017-18 Allocations and FY 2017-18 Budget. The shading for flexible (TC-directed) and inflexible funds has been updated. In addition, two footnotes have been added regarding FASTER Safety Funds and CE/Indirects.

The FY 2017-18 Proposed Annual Budget is balanced. Changes have been made to the Administrative (Appropriated) and the TC Program Reserve line items within the budget.

Strategic Projects (Lines 56 and 86)

On November 1, 2016 OSPB informed the JBC in its annual budget message that Senate Bill (SB) 09-228 funding for FY 2017-18 allocated to CDOT would be finalized at \$79.0 million, pending legislative approval. DAF originally budgeted \$109.3 million in SB 09-228 funding based on the September 2016 OSBP economic forecast. This \$30.3 million reduction affects both the highway line of the FY 2017-18 Annual Budget and the transit line, which by statute must receive at least 10% of SB 09-228 funding.



Administrative (Appropriated) Budget (Line 66)

The Administrative (Appropriated) Budget has been increased to \$30,969,087 (see Line 66 of FY 2017-18 Proposed Budget). As an executive department, CDOT builds its Administration line of the budget in conjunction with OSPB. This process involves making incremental adjustments through common policies and decision items to the current year base budget. The Governor is proposing a 2.5% pay increase for all full-time employees in FY 2017-18. Since October, the Division of Accounting and Finance (DAF) has increased the Administration Line by \$1,047,327 due to a proposed compensation/benefits increase, two Office of Information Technology (OIT) decision items, and an increase in the legal services budget for FY 2017-18. The updated Administration line is reflected in the final version of the Proposed Annual Budget.

Since CDOT funds its Administration line with State Highway Fund dollars, any money not appropriated to the Administration line is reverted to the Construction, Maintenance & Operations line of the budget. The balance is included in the TC Contingency and Program Reserve lines.

Transportation Commission Program Reserve (Line 104)

In October, staff recommended creation of a new line item for the TC, separating the Program Reserve Fund from the Transportation Commission Contingency Reserve Fund (TCCRF) for emergencies, such as disaster relief. DAF has allocated \$10.3 million to this new Program Reserve line item.

Suspension of the \$15.0 Million Federal Billing by Bridge Enterprise

In order to allocate extra budget to CDOT's Bridge-On System program for FY 2017-18, CDOT, with the approval of the Transportation Commission, has suspended the annual \$15.0 million federal billing allowance by Bridge Enterprise (BE) for three fiscal years beginning in FY 2017-18. BE will continue to pay its scheduled debt service obligations during the three years of suspension. A Memorandum of Understanding (MOU) has been drafted to formalize the arrangement.

FY 2017-18 Proposed Budget Allocation Plan Narrative

The Proposed Budget Allocation Plan Narrative was updated from October to reflect a new program addition for Americans with Disabilities Act compliance. There were also updates in TC Program Reserve revenue and the Administrative (Appropriated) line. The Narrative will be submitted on or before December 15, 2016 in accordance with statute.

Next Steps

On or before December 15, 2016, DAF will submit the FY 2017-18 Proposed Annual Budget to OSPB and the JBC for approval.

In January 2017, DAF will provide the TC with Division Decision Item requests for FY 2017-18. If approved, Decision Item requests will be added to the annual budget for TC adoption in March 2017.



In March 2017, DAF will:

- Update the FY 2017-18 Final Annual Budget to include new revenue estimates and Common Policy and Legislative decisions, including Capital Development Committee (CDC) funding, if any.
- Provide the FY 2017-18 Final Annual Budget to the TC for adoption.
- Provide the STAC with the adopted FY 2017-18 Final Annual Budget.

In April 2016, upon adoption of the FY 2017-18 Final Annual Budget by the TC, the Department will resubmit the budget to the Governor for approval on or before the 15th of the month.

Attachments

Attachment A - FY 2017-18 Proposed Annual Budget



**Attachment A: Colorado Department of Transportation
FY 2017- 18 Proposed Annual Budget**

	Budget Category	Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Roadway Surface	TC	36,527,517	36,527,517	SH
4		Roadside Facilities	TC	24,541,847	24,541,847	SH
5		Roadside Appearance	TC	10,703,416	10,703,416	SH
6		Structure Maintenance	TC	6,149,783	6,149,783	SH
7		Tunnel Activities	TC	5,984,466	5,984,466	SH
8		Snow and Ice Control	TC	79,083,737	79,083,737	SH
9		Traffic Services	TC	65,457,519	65,457,519	SH
10		Planning and Scheduling	TC	17,306,562	17,306,562	SH
11		Material, Equipment and Buildings	TC	17,745,153	17,745,153	SH
12				263,500,000	263,500,000	
13		Contracted Out Work				
14		Surface Treatment /2	TC	226,525,000	186,312,407	FHWA/ SH/ 09-108: \$0.98M
15		Structures On-System Construction /1 /2	TC	60,980,000	50,154,864	FHWA/ SH/ 09-108: \$16.12M
16		Structures Inspection and Management /2	TC	9,080,000	7,468,123	SH
17		Geohazards Mitigation /1	TC	10,300,000	8,471,550	09-108: \$10.3M
18		Highway Safety Improvement Program	FR	42,518,853	34,970,930	FHWA / SH
19		Railway-Highway Crossings Program	FR	3,347,359	2,753,138	FHWA / SH
20		Hot Spots	TC	2,167,154	1,782,442	FHWA / SH
21		Traffic Signals /1 /2	TC	15,545,646	12,785,992	FHWA/ SH/ 09-108: \$12.6M
22		FASTER - Safety Projects	TC	62,517,819	51,419,690	09-108
23		Permanent Water Quality Mitigation	TC	6,500,000	5,346,124	FHWA / SH
24		Maintain-Related Indirects/Overhead /2			47,760,150	
25		Maintain-Related CDOT Construction Engineering /2			30,256,421	
26				439,481,831	439,481,831	
27		Capital Expenditure				
28		Road Equipment /2	TC	23,000,000	23,000,000	SH
29		Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
30		Property /2	TC	17,500,000	17,500,000	SH
31				44,260,247	44,260,247	
32			Total:	747,242,078	747,242,078	
33	Maximize - Safely Making the Most of What We Have					
34		CDOT Performed Work				
35		TSM&O: Performance Programs and Services	TC	607,619	607,619	SH
36		TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	SH
37		TSM&O: ITS Maintenance	TC	25,600,000	25,600,000	SH
38				28,196,775	28,196,775	
39		Contracted Out Work				
40		Safety Education	Comb	14,861,809	12,999,382	NHTSA / SSE
41		TSM&O: Congestion Relief	TC	4,750,000	3,906,783	FHWA / SH
42		Regional Priority Program	TC	48,375,000	39,787,497	FHWA / SH
43		Road X	TC	12,096,525	9,949,157	FHWA / SH
44		ADA Compliance		10,500,000	8,636,046	FHWA / SH
45		Maximize-Related Indirect/Overhead /2			9,369,084	
46		Maximize-Related CDOT Construction Engineering /2			5,935,387	
47				90,583,334	90,583,334	
48		Capital Expenditure				
49		TSM&O: ITS Investments	TC	10,000,000	10,000,000	FHWA / SH
50				10,000,000	10,000,000	
51			Total:	128,780,109	128,780,109	
52	Expand - Increasing Capacity					
53		CDOT Performed Work				
54						
55		Contracted Out Work				
56		Strategic Projects (including I-25 North)	SL	71,100,000	58,478,367	09-228
57		National Freight Program	FR	18,481,674	15,200,817	FHWA / SH
58		Expand-Related Indirect /2			9,735,179	
59		Expand-Related CDOT Construction Engineering /2			6,167,310	
60				89,581,674	89,581,674	
61			Total:	89,581,674	89,581,674	
62	Deliver - Program Delivery/Administration					
63		Operations [including maintenance support]	TC	31,738,361	31,738,361	SH
64		Projects Initiatives	TC	2,455,000	2,455,000	FHWA / SH
65		DTD Planning and Research - SPR	FR	13,917,775	13,917,775	FHWA / SH
66		Administration (Appropriated)	SL	31,139,928	31,139,928	SH
67		HPTE Fee for Service	TC	4,774,500	4,774,500	SH
68			Total:	84,025,564	84,025,564	
69	Pass-Through Funds/Multi-modal Grants					
70		Aeronautics				
71		Division of Aeronautics to Airports	AB	18,615,000	18,615,000	SA
72		Division of Aeronautics Administration	AB	885,000	885,000	SA
73				19,500,000	19,500,000	
74		Highway				
75		Recreational Trails	FR	1,591,652	1,591,652	FHWA
76		Safe Routes to School	TC	2,500,000	2,500,000	FHWA
77		Transportation Alternatives Program	FR	12,375,268	12,375,268	FHWA / LOC
78		STP-Metro	FR	52,965,458	52,965,458	FHWA / LOC
79		Congestion Mitigation/Air Quality	FR	48,312,652	48,312,652	FHWA / LOC
80		Metropolitan Planning	FR	8,437,375	8,437,375	FHWA / FTA / LOC
81		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
82		Bridge Off-System - Federal Program	FR	6,287,340	6,287,340	FHWA / SH / LOC
83				135,633,884	135,633,884	
84		Transit				
85		Federal Transit	FR	27,463,231	27,463,231	FTA / LOC
86		Strategic Projects -Transit	SL	7,900,000	7,900,000	09-228
87		Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
88		Transit and Rail Statewide Grants	TC	6,000,000	6,000,000	09-108
89		Bustang	TC	3,000,000	3,000,000	09-108
90		Transit Administration and Operations	TC	1,000,000	1,000,000	FTA / 09-108
91				50,363,231	50,363,231	
92		Infrastructure Bank				
93		Infrastructure Bank	TC	400,000	400,000	SIB
94			Total:	205,897,115	205,897,115	
95	Transportation Commission Contingency / Debt Service					
96		Permanent Recovery				
97		Permanent Recovery		129,500,000	106,511,232	FHWA
98		Recovery-Related Indirect/Overhead /2			14,073,254	
99		Recovery-Related CDOT Construction Engineering /2			8,915,514	
100				129,500,000	129,500,000	
101						
102		Contingency				
103		TC Contingency	TC	16,500,000	16,500,000	FHWA / SH
104		TC Program Reserve	TC	10,289,307	10,289,307	FHWA / SH
105		Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
106				36,789,307	36,789,307	
107		Debt Service				
108		Strategic Projects - Debt Service	DS	-	-	FHWA / SH
109		Certificates of Participation-Property	DS	2,366,192	2,366,192	SH
110		Certificates of Participation-Energy	DS	1,056,400	1,056,400	SH
111				3,422,592	3,422,592	
112			Total:	169,711,899	169,711,899	
				1,425,238,439	1,425,238,439	

Revenue **1,425,238,439** **1,425,238,439**

/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.

/2 CE and indirects are calculated based on total programs as shown.

Flexible Funds

Key to acronyms:

LOC=Loc DS= Debt Service Covenants
SIB=St. AB=Aeronautics Board
TC=Trans FR=Federal Requirements

SH=State Highway funding
FHWA=Federal Highway
FTA=Federal Transit

SL=State Legislation
Comb=Combination
SSE=State Safety Education

09-228=Funds from HB 09-228
09-108=Funds from HB 09-108 (FASTER)
NHTSA=Nat. Hwy. Traffic Safety Administration

SA=State Aeronautics

**State Bridge Enterprise
FY 2017- 18 Proposed Annual Budget**

	Budget Category	Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3						
4		Maintenance	BEB	250,000	250,000	09-108
5		Scoping Pools	BEB	750,000	750,000	09-108
6				1,000,000	1,000,000	
7	Contracted Out Work					
8		Bridge Enterprise Projects	BEB	91,095,761	74,924,492	09-108
9		Maintain-Related Indirects/Overhead /1			9,899,720	
10		Maintain-Related CDOT Construction Engineering /1			6,271,549	
11				91,095,761	91,095,761	
			Total	92,095,761	92,095,761	
12	Maximize - Safely Making the Most of What We Have					
13		CDOT Performed Work				
14		Contracted Out Work				
15				Total	-	-
16	Expand - Increasing Capacity					
17		CDOT Performed Work				
18		Contracted Out Work				
19				Total	-	-
20	Deliver - Program Delivery/Administration					
21		Administration and Legal Fees		1,911,904	1,911,904	09-108
22			Total:	1,911,904	1,911,904	
23	Pass-Through Funds/Multi-modal Grants					
24		Highway				
25				Total:	-	-
26	Transportation Commission Contingency / Debt Service					
27		Contingency				
28		Bridge Enterprise - Contingency	BEB	-	-	09-108
29						
30		Debt Service				
31		Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
32				18,234,000	18,234,000	
33			Total:	18,234,000	18,234,000	
				112,241,665	112,241,665	

/1 CE and indirects are calculated based on total programs as shown.

Revenue **112,241,665** **112,241,665**

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants

**High Performance Transportation Enterprise
FY 2017- 18 Proposed Annual Budget**

	Budget Category	Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Contracted Out Work				
4				Total	-	-
5	Maximize - Safely Making the Most of What We Have					
6		CDOT Performed Work				
7		Contracted Out Work				
8				Total	-	-
9	Expand - Increasing Capacity					
10		CDOT Performed Work				
11		High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	Tolls/Managed Lanes Revenue
12						Tolls/Managed Lanes Revenue
13		Contracted Out Work				
14		High Performance Transportation Enterprise--Projects	HPTEB	6,388,000	6,388,000	Tolls/Managed Lanes Revenue
15		Expand-Related Indirect				
16		Expand-Related CDOT Construction Engineering				
17				6,388,000	6,388,000	Tolls/Managed Lanes Revenue
18			Total	6,388,000	6,388,000	
19	Deliver - Program Delivery/Administration					
20		High Performance Transportation Enterprise--Administration and Legal Fees		4,774,500	4,774,500	Fee for Service
21			Total:	4,774,500	4,774,500	
22	Pass-Through Funds/Multi-modal Grants					
23		Highway				
24				Total:	-	-
25	Transportation Commission Contingency / Debt Service					
26		Contingency				
27		Debt Service				- Fee for Service
28						
			Total:	-	-	
				11,162,500	11,162,500	

Revenue **11,162,500** **11,162,500**

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment **(4,774,500)** **(4,774,500)**

Total Consolidated Allocations **1,543,868,103** **1,543,868,104**

Total Consolidated Revenue **1,543,868,103** **1,543,868,103**



COLORADO Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave, Shumate Bldg.
Denver, CO 80222

DATE: November 23, 2016
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Tim Kirby, Manager, MPO and Regional Planning Section
SUBJECT: Colorado Road Usage Charge Pilot Program

Purpose

This memo is intended to update STAC on recent activities related to CDOT's Road Usage Charge (RUC) Pilot Program.

Background

The Colorado RUC Pilot Program (RUCPP) will take 100 participants recruited from around the state through the full arc of RUC activities during a four-month operational pilot. Participants will create an account and register vehicle(s) with an account manager, select a mileage reporting option (GPS-enabled, Non-GPS-enabled, and Odometer Reading), install a mileage reporting device (if applicable to the reporting option chosen), report mileage on a periodic basis, receive/review invoices, and submit mock payments. At the conclusion of the pilot, the research team will prepare a final report that provides a summary of the pilot, lessons learned, and recommendations for future pilots and implementation.

The primary project goals include: 1) Demonstrate an operational pilot; 2) Identify and evaluate issues; 3) Test the feasibility of various mileage reporting options; and 4) Solicit feedback and ideas.

The pilot program has been covered extensively in local press and was recently the subject of an editorial by the Denver Post Editorial Board. The article can be viewed at: <http://www.denverpost.com/2016/11/21/cdot-smart-to-study-taxing-drivers-by-the-mile-not-the-gallon/>

Details

Staff provided an overview of the Colorado RUCPP at the August STAC meeting. Since August, staff has been working with the project team, as well as the Technical Advisory Committee and Executive Steering Committee, on a number of key activities. These include: the baseline survey, recruitment strategy, RUC website, and the per-mile rate. A detailed summary of each of these activities is provided below.

Baseline Survey Results: In August of 2016, the project team conducted a statewide, demographically representative, online baseline survey. For a representative sample of Colorado, quotas were established for each of the five CDOT Regions. The survey included 500 residents. Key findings from the baseline survey include:

- Almost two-thirds of the respondents (61%) did not know they were paying 41 cents per gallon in gas tax (combined state and federal).
- Many do not understand how current state and federal gas taxes are used to fund transportation. In fact, over half of respondents (62%) were unaware of Colorado's \$800 million annual funding gap for transportation.
- Many do not know what is involved to fund transportation, but they DO know they want better roads. The top-ranked transportation priority for respondents was maintaining existing roads, highways, and bridges.
- Over half of respondents (54%) believed that one of the biggest drawbacks RUC is that it would penalize people in rural areas. The next largest concern was that it would not properly track those who cross state lines frequently (32%).
- Nearly three quarters of respondents (71%) reported feeling very concerned or moderately concerned over the privacy and security of their data in a potential road usage charge program.

The findings and information from this survey were used to develop the content and educational focus for the RUC website. It is also useful in identifying the issues or questions that the public would have regarding this type of funding mechanism.

Recruitment Strategy: The project team, with input from the Steering and Advisory Committees, developed a strategy for the recruitment of volunteers for the pilot program. The recruitment strategy seeks to achieve the following diversity in participation:

- Geographic: diversity across multiple regions to establish some balance between urban and rural participants, show RUC feasibility regardless of where participants live, and examine the effects of Colorado's unique mountainous geography on factors such as data communications connectivity.
- Vehicle: diversity across multiple vehicle types, with emphasis on fuel economy, to demonstrate the equity of RUC relative to fuel taxes.

Volunteers were recruited for both the soft launch and the operational pilot.

- The soft Launch will include 15 participants from CDOT staff (five participants for each of the three mileage reporting options) who participated in the soft launch for two weeks. CDOT participants provided geographic and vehicle diversity similar to what will be experienced in the operational pilot. For geographic diversification, the pilot team will recruit at least one participant from CDOT headquarters and from each regional office.
- The operational pilot will include 100 participants from around the state, with a maximum of 115 registered vehicles. Recruitment will focus on targeted stakeholder participants and participants from the general public. These participants will be selected to meet the geographic and vehicle type/fuel economy targets. The proposed mix between stakeholder participants and the general public is currently 70 targeted stakeholders and 30 participants from the general public.

RUC Website: The Colorado RUCPP project website was released in early October. The website includes information on transportation funding, RUC or pay per mile concepts, an overview of the Colorado RUCPP, information on how to get involved, and frequently asked questions. In addition to the website, the project team developed a Colorado RUCPP Fact Sheet (Attachment A) with input from the Steering and Advisory Committees. The Fact Sheet is also available on the Colorado RUCPP website. The Colorado RUCPP project website can be viewed at: ruc.codot.gov.

Per-Mile Rate: CDOT, working with the Technical Advisory and Executive Steering Committee, developed a per-mile rate of 1.2 cents. The rate was arrived through independent analysis by the project team and CDOT staff. The per-mile rate reflects the original intention of maintaining revenue neutrality. It is important to note that if a RUC program is implemented in the future, the actual rate would be set by the State Legislature.

Input Requested

Staff is requesting STAC input on how it would like to be kept informed of project status, and on the frequency of future project updates.

Next Steps

- December 2016 - April 2017 - Operational Pilot
- July 2017 - Final Report and Briefing

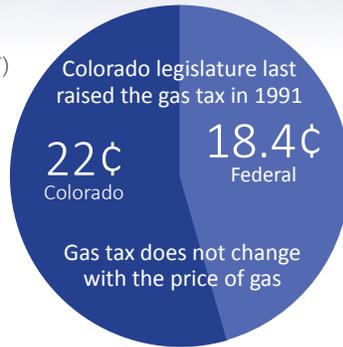
Attachments

- Attachment A: Colorado Road Usage Charge Fact Sheet

Colorado Road Usage Charge

What is a Road Usage Charge (RUC)?

- Assesses charges based on vehicle miles traveled
- Treats roads like utilities (pay for what you use)
- RUC is also known as Mileage-based User Fee (MBUF) and Vehicle Miles Traveled (VMT) Fee
- Replaces the gas tax which is the main source of funding for our roads



What is the problem with the current funding model?

Increased Vehicle Fuel Efficiency

New fuel economy standards mandate that new vehicles in 2016 have an average fuel economy of 35.5 mpg and by 2025 that standard increases to 54.4 mpg. In addition to these new standards, alternative fuel vehicles are becoming more prevalent. Alternative fuel vehicles include full electric, hybrid, compressed natural gas, liquid natural gas, and propane. All of which pay little or no gas tax. Since the current funding model relies on fuel consumed, these new standards and alternative fuel vehicles result in less money to fix the roads.

Declining Purchasing Power

Currently, Colorado transportation revenues come from a 22¢ per gallon tax on gasoline. This is a fixed amount that does not fluctuate with the price of gas (indexing). The gas tax rate was last raised in 1991. \$1.00 in 2016 is worth approximately 57% less than in 1991.

Increase in Population

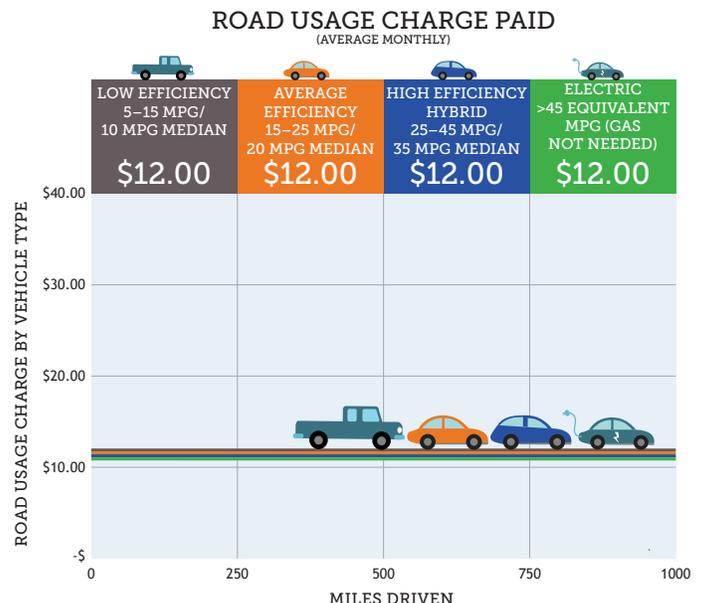
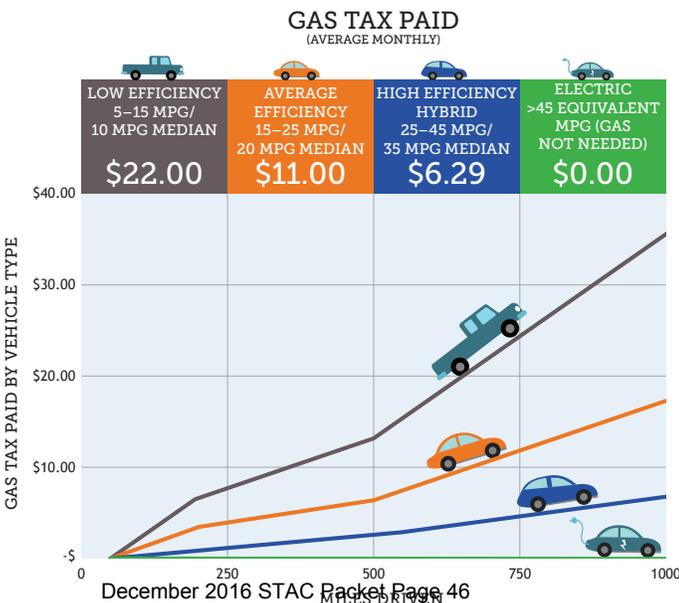
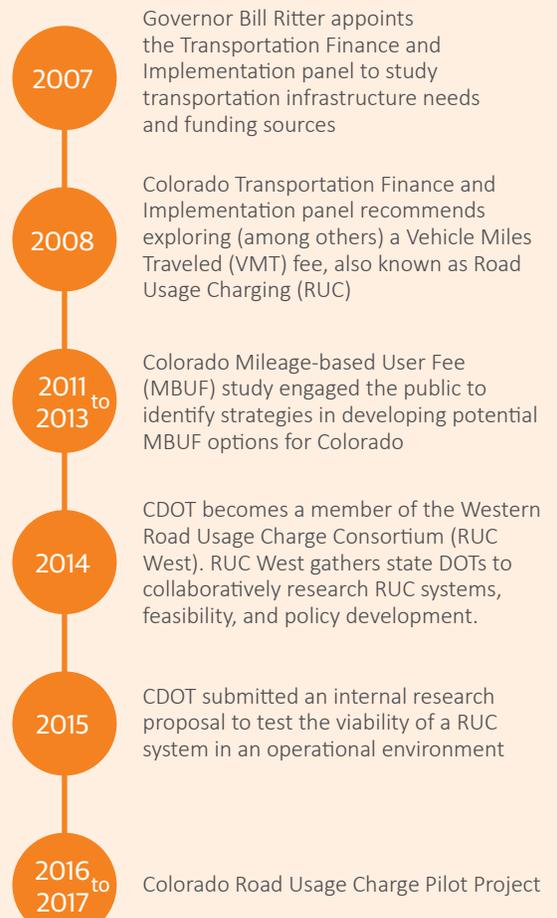
Vehicle miles traveled is the metric used to gauge the number of vehicles on the road and how many miles they are traveling. As the number of people in the state increases, so does the number of vehicle miles traveled as well as wear and tear on our roads. However, with increased vehicle fuel efficiency, less gas is being purchased therefore, the revenue is going down.

How will RUC address the funding problem?

RUC charges drivers for what they use versus the gas tax which currently charges more for less fuel efficient vehicles and charges nothing for alternative fuel vehicles. Under a road usage charge, all types of vehicles pay an equal amount for the same miles traveled, which captures revenue not currently being collected under the gas tax.

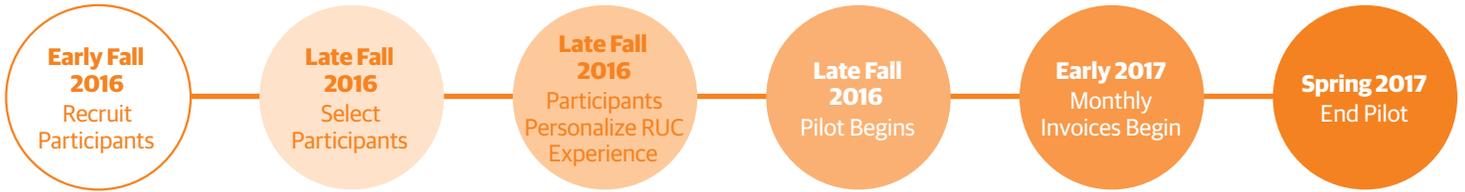
History of RUC in Colorado

Colorado is exploring a number of ways to have sustainable funding for roads. The timeline below shows how the concept of RUC in Colorado has progressed over time.





How the Colorado RUC Pilot Program will work:



CDOT RUC Pilot Program Goals

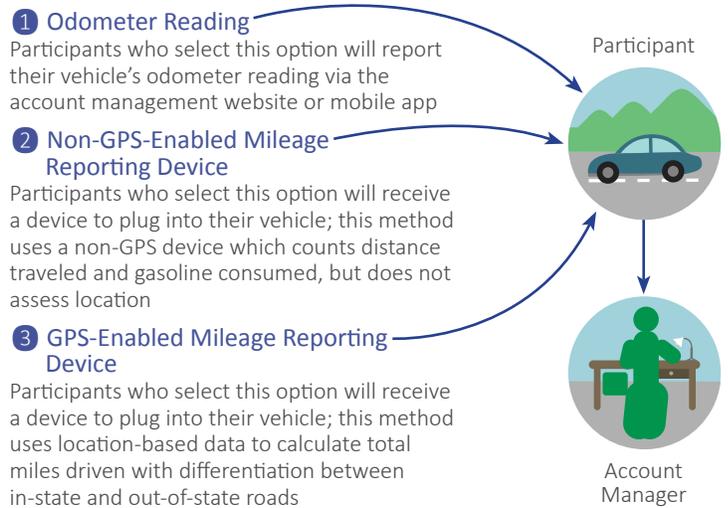
1. Demonstrate an operational RUC;
2. Identify and evaluate issues;
3. Test the feasibility of various mileage reporting options; and
4. Solicit feedback and ideas.

Colorado RUC Pilot Program (RUCPP)

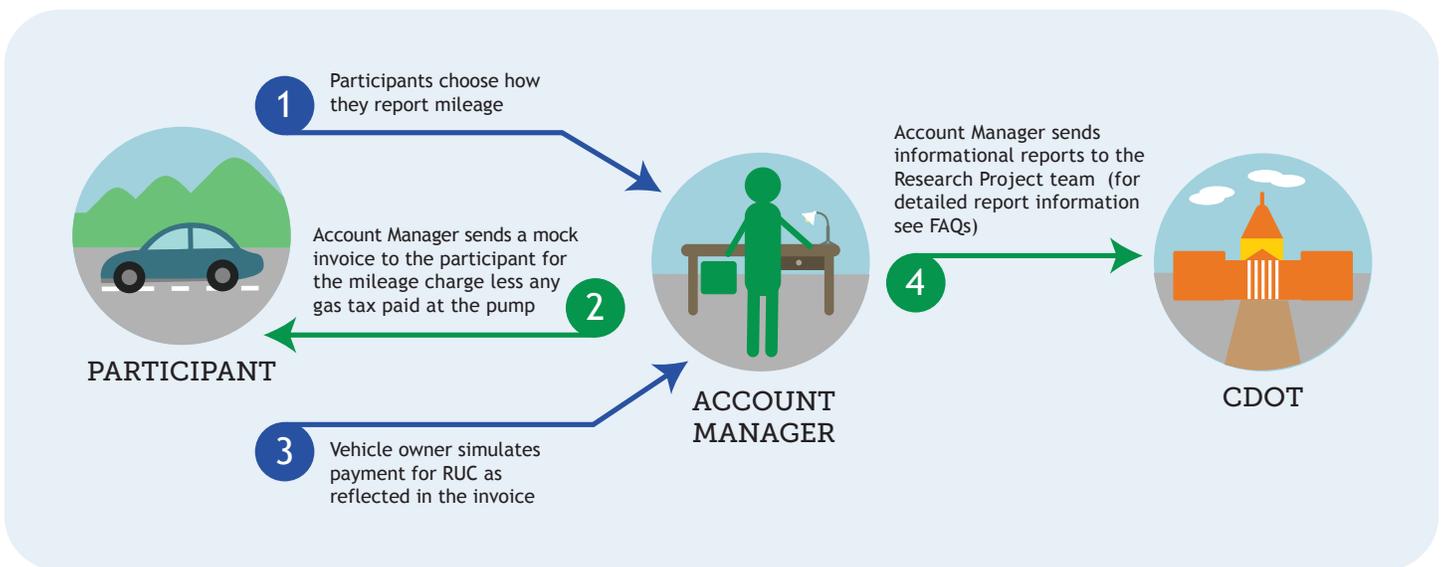
- 4-month statewide pilot (December 2016 - April 2017) evaluating RUC for passenger vehicles
- 100 participants consisting of legislators, transportation leaders/officials, media, and general public
- Participant mix will include geographic (urban/rural) and vehicle (MPG) stratification
- A final report will summarize the findings of the pilot, lessons learned, and identify future recommendations

Mileage Reporting Options

Participants will be provided their choice of mileage reporting options. Some of these options include a mileage reporting device to be installed in the vehicle and one option provides the no technology choice involving self-reporting.



How does RUC work?



For more information please visit ruc.codot.gov



COLORADO Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave, Shumate Bldg.
Denver, CO 80222

DATE: November 23, 2016
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sudmeier, Manager, Multimodal Planning Branch
SUBJECT: STAC Workshop Follow Up and 2017 STAC Calendar

Purpose

To provide a brief overview of follow up discussion from the October STAC workshop, and prepare for discussion of 2017 STAC calendar and agenda topics.

Background

The December STAC meeting includes time for follow up discussion from the October STAC workshop. Potential topics of discussion could include further discussion on how to improve communications, better facilitate STAC meetings, or additional discussion of STAC's role, areas of input, and interest.

The agenda also includes time to review 2017 meeting dates and discuss agenda items. Tentative 2017 STAC meeting dates are:

- January 27
- February 24
- March 24
- April 28
- May 19 (moved up a week for Memorial Day weekend)
- June 23
- July 28
- August 25
- September 22
- October 27
- December 5 (in lieu of normal November and December dates)

As discussed in October, staff will work with STAC to develop a calendar of anticipated agenda topics, based on STAC input and the Transportation Commission agenda calendar. Potential topics in upcoming months include:

- FY 2017-2018 Budget (January-March, August-October)
- 10-Year Development Program and Project Selection (January-March)
- National Highway Freight Program (January-February)
- Multimodal Freight Plan / State Freight and Passenger Rail Plan (periodic, throughout 2017)
- Road User Charge (RUC) Update (periodic, through spring)
- Bike/Pedestrian Programs (February)
- Safe Routes to School Projects (March)
- Statewide Transportation Improvement Program (STIP) (March-April)
- 2045 Statewide Transportation Plan / Regional Transportation Plans (TBD)
- Central 70 Updates (TBD)
- RoadX/Technology (TBD)
- I-70 Risk and Resiliency Pilot (TBD)

Input Requested

Staff requests input from STAC on additional opportunities to better support STAC and improve the effectiveness of meetings. Staff also requests input on 2017 meeting dates, and potential agenda topics.

Next Steps

- Finalize 2017 STAC calendar and develop calendar of upcoming STAC agenda topics