



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

March 18, 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 February Meeting Minutes – Vince Rogalski
- 9:10-9:20** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:30** Response to STAC Comments (Informational Update) – Debra Perkins-Smith, CDOT
- 9:30-9:40** Chief Engineer Update (Informational Update) – Joshua Laipply, CDOT Chief Engineer
- 9:40-10:00** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 10:00-10:20** 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.
- 10:20-10:35** SWP Lessons Learned (Informational Update) – Michelle Scheuerman, DTD
- STAC and planning partner discussions on lessons learned from 2040 SWP and RTP development.
- 10:35-10:45** Break
- 10:45-10:55** Statewide Transportation Improvement Program (STIP) Update (Informational Update) – Jamie Collins, CDOT Office of Financial Management & Budget (OFMB).
- Overview of the STIP annual update.
- 10:55-11:10** Central 70 (I-70 East) Update (Informational Update) – Tony DeVito, Central 70 Project Director
- Update of the status of the I-70 East project including the recent release of the final EIS.
- 11:10-11:20** Rural Regional Bus Network Plan (Informational Update) – Mike Timlin, Division of Transit and Rail (DTR)
- Update on Rural Regional Bus Network.
- 11:20-11:35** FAST Act Freight Programs (Informational Update) – Jason Wallis, DTD
- Update on freight programs included in the new federal transportation reauthorization bill.
- 11:35-11:55** TIGER/FASTLANE/FLAP (Informational Update) – Herman Stockinger, OPGR and Debra Perkins-Smith, DTD
- Update on discretionary grant programs.
- 11:55-12:00** Other Business- Vince Rogalski
- 12:00** Adjourn

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

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

**Draft STAC Meeting Minutes
February 26, 2016**

Location: CDOT Headquarters Auditorium
Date/Time: February 26, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair (GV)
Attendance:

In Person: Adam Lancaster (CFR), Trent Bushner (EA), Gary Beedy (EA), Todd Hollenbeck (GVMPO), Peter Baier (GVMPO), Elise Jones (DRCOG), Doug Rex (DRCOG), Thad Noll (IM), Sean Conway (NFRMPO), Terri Blackmore (NFRMPO), Chuck Grobe (NW), Norm Steen (PPACG), Craig Casper (PPACG), Scott Hobson (PACOG), George Wilkinson (SLV), Walt Boulden (SC), Jim Baldwin (SE), Stephanie Gonzeles (SE), Kevin Hall (SW), Barbara Kirkmeyer (UFR), Elizabeth Relford (UFR).

On the Phone: Buffie McFadyen (PACOG).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & January Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review of January STAC Minutes. 	Minutes approved.
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • Agendas for HPTE & TC are big so there's a lot to cover. • SB 16-123 would allow HOVs to use toll lanes without having a transponder – not a good idea because it makes it difficult to identify them. • HPTE had a clean audit; working on a loan process for C-470; Phase 2 of US 36 is expecting a June opening; more information is coming on Central 70 (a.k.a. the I-70 viaduct) and STAC will see a presentation on that next month; the I-70 Mountain Express Shoulder Lanes are operating well, albeit with a limited schedule for when they can be used (a total of 72 days per year) so CDOT is pinpointing maximum traffic periods, primarily weekends and holidays. • Transportation Commission: SB 228 estimate is \$200 million in FY16 and \$106 million in FY17; bill changing language on who STAC reports to has passed Senate and likely to be signed by the Governor. 	No action taken.

<p>Traffic Incident Management (TIM) Program / Ryan Rice (Director of CDOT Division of TSM&O) and Tim Keeton (Colorado State Patrol)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Introducing Major Tim Keeton of Colorado State Patrol, the field commander for Northeast Colorado and TIM throughout the state. • Traffic Incident Management (TIM) is not always the most exciting area, but a huge opportunity for CDOT – like an underappreciated stock that will pay big dividends. <ul style="list-style-type: none"> ○ Not just in urban areas – rural areas too. ○ Can reduce incident related delays by 30%-50% for virtually no extra cost. • TIM is the coordinated program to detect and remove incidents and restore traffic capacity safety and quickly. • Benefit-Cost Ratio has historically been 20:1 for CDOT and as high as 36:1 in some parts of the country. • Multiagency partnership is the thing to stress – collaboration across agencies, jurisdictions, the private sector, and the traveling public. • Every minute of lane closure = +2.8% likelihood of a secondary crash. <ul style="list-style-type: none"> ○ After 36 minutes you're likely to have one. ○ 2 CSP officers were killed in 2015 as a result of this type of situation. ○ 10 CSP officers were hit by cars since November 2015 (3 month period). ○ 38-40 CSP vehicles get totaled each year. • 1 minute of blocked lane = 4 minutes of delay to return to pre-incident conditions. <ul style="list-style-type: none"> ○ 15 minutes of blockage = 1 hour of recovery time • TIM Organizational Structure: <ul style="list-style-type: none"> ○ CDOT, CSP, & Fire on Exec Steering Committee. ○ Discipline Leadership (same as above). ○ TIM Committee Leadership Group (staff level). • Developing MOUs between various agencies and disciplines • CAD integration with CDOT systems will help to speed notification of incident locations, instead of traditional phone chains. • Policy solutions – consistent application of laws related to accident clearing. 	<p>No action taken.</p>

- Corridor teams – where the real work gets done.
- Goal is to have at least one corridor team per region by the end of the year.
- Goal is to develop a unified culture, trust, joint understanding of success, and a habit of continuous improvement.
- To accomplish this, training together is key.
- Teams are specific to each area of the state.
- Based on attendance at national conferences, Colorado is leading the way on this effort.
 - For example, fire departments and CSP share a radio frequency – unheard of elsewhere.
 - CSP can extend authorization to move vehicles from roadways to Fire Departments when necessary.
- Had a TIM plan previously, but it sat on a shelf and no one used it.
- One event served as a catalyst for change: 3/23/13
 - 3 mile scene
 - 60+ vehicles
 - 40 individual crashes
 - 11 patients transported
 - Hazmat situation
 - 8 hour closure of I-25
- Major Keeton shared a video of a TIM response.
 - 1st thing that happens is CSP and FD coordinate.
 - Firefighters cleaning roadway with brooms – not their responsibility (usually the tow company) but everyone is working toward the same goal of quickly clearing the scene.
 - CSP pushes car out of the roadway with bumpers, rather than waiting for the tow company to arrive.
 - Encouraging officers to push cars even when they're overturned.
 - Law that removes liability to push cars was passed in 2002, making this process easier.
 - One unified culture that prioritizes what's important – safety, speed, getting the road back to operation.

STAC Comments

- Trent Bushner: Do you take a lot of photos of these crash scenes?

- Tim Keeton: In this case we wouldn't. You saw the officers mark the vehicle locations for that purpose. In a fatal crash we would take more photos but still be able to clear the scene relatively quickly. One officer in the state has a drone which can take photos or videos from above the scene and save a lot of time.
- Peter Baier: What is the policy when there's a possible felony involved?
- Tim Keeton: CSP takes the lead in those cases because the FD can't get involved in court proceedings. When there is a critical injury, the EMTs take the lead until that situation is resolved.
- Norm Steen: This looks a bit like what is happening at the federal level. Is there anything that we can learn from that?
- Tim Keeton: A lot of that is incorporated into the base-level training that occurs before we get into the more region-specific training and team building.

Presentation

- FHWA has placed a major emphasis on this topic and we've gotten a lot of support from our Division office.
- In the next few years, we're focusing on:
 - Getting a minimum of one team per CDOT region by 6/30/2016.
 - Integrating CDOT TOC systems with CAD systems to improve communication between responders.
 - Updating CDOT training practices.
 - Expanding CDOT training and practices to reflect current state of TIM.
 - Actively training on TIM with responders around the state.
- This effort is 80% culture, 20% technical.
 - CDOT and CSP will provide support, but this will have to be grass-roots to succeed.
- This is the cheapest transportation improvement that we can buy.

STAC Comments

- Terri Blackmore: Will you come and present to our TAC and other local groups?
- Ryan Rice: Yes, we are happy to go "on the campaign trail" to promote this. We will be there.

	<ul style="list-style-type: none"> • <u>Sean Conway</u>: When will the I-25 incident management plan be enacted? What can we do in the Upper Front Range TPR to coordinate with CSP? • <u>Tim Keeton</u>: The TIM Plan for North I-25 is currently in place and we're using it as a model for other locations. You can encourage your local responders to participate in the area team. You already have strong champions in your area so they are a great resource for you as well. • <u>Sean Conway</u>: When will the Courtesy Patrol expansion occur? • <u>Ryan Rice</u>: We're in the testing phase now and currently issuing an RFP to expand in FY17. With our current funding we're working to expand in a very limited way to Colorado Springs and Fort Collins (one truck each) to get the ball rolling before a larger expansion later. • <u>Vince Rogalski</u>: I want to highlight the recent closures on I-70, US 50, etc. that have the potential to cripple the western portion of the state. • <u>Tim Keeton</u>: That's a great illustration of why this has to be a statewide effort. Dozens of responders (police, fire, and towing) get killed each year in this way. 	
TPR Reports / TPR Representatives	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Grand Valley MPO</u>: One of the 16 for 16 trails is in the GVMPO area and we're excited about that – no discussion yet of how this will or won't be weighted as a criteria in future project selection. • <u>Southwest TPR</u>: The TPR met on February 5th, one action item was to provide a letter of support for the proposed tribal voting at the STAC; rock fall on US 550 was tricky but maintenance got it under control; local RAMP project will be wrapped up in early summer. • <u>Pikes Peak Area COG</u>: PPACG is looking to participate in a joint land use study for Pikes Peak Region to see how well the MPO works with military bases in the area. • <u>Central Front Range TPR</u>: The TPR met last month, sent letter of support for the STAC-TC bill; found out we'll get our RAMP project this year; talked a lot about 10 year plan and RPP list; would like to consolidate all lists together into a database that is sortable/searchable and the Development Program fits that need. • <u>Denver Regional COG</u>: The DRCOG board asked staff last year to do a review of the TIP process to make it less convoluted, they reviewed all aspects of the process and talked with other MPOs, the subsequent report was both well-done and well-received, a positive direction for future DRCOG 	No action taken.

TIPs; DRCOG took a stance in favor of tribal voting on STAC; held Board elections and Elise Jones is the new Chair.

- San Luis Valley TPR: The TPR held a meeting in February and reviewed projects for the summer.
- Pueblo Area COG: The TPR met yesterday; working to add funds to the US 50 Pueblo to Pueblo West project; PACOG has approved an RFP for a reorganization study to be funded by DOLA (6 months, hoping to start in April); have hired one new employee and are interviewing for a program manager position; construction projects are continuing due to good weather.
- Upper Front Range TPR: Would like to start with a shout-out to CDOT staff, the North I-25 Coalition working on a TIFIA application and was helped by David Spector, also formed an I-25 steering committee supported by Keri Grant, and also got a great presentation from Ron Papsdorf on the FAST bill; working with CDOT to address challenges on I-25 N; partnering with NFR, DRCOG, Weld Co., Adams Co., and various communities on US 85 PEL; working with newly-formed US 34 coalition in the hopes of doing a PEL (kick-off on March 3rd) – that highway is expecting to grow enormously in the next 20 years; Debra Perkins-Smith attended the December meeting to talk about the Development Program, hoping to get local interchange included in that; submitted letters of support to Representative Carver for her two bills related to the STAC and TC.
- Eastern TPR: Nothing new to report.
- Intermountain TPR: Glenwood Canyon is looking like it will require a long-term fix at this point – a big issue, currently a 4-hour detour that’s untenable for many; Simba Run in Vail will be a big help for bikes, pedestrians, etc.; SH 9 Frisco-Breckenridge will have a bid opening next Thursday for Iron Springs – 14 prime contractors attended the pre-bid meeting, so we’re hoping for some good prices based on the competition.
- South Central TPR: Starting to work with Region 2 on how to survey collect the SWP Lessons Learned data?
- Southeast TPR: Nothing new to report.
- Northwest TPR: There’s been a lot of confusion around Craig related to the Glenwood Canyon detour; it’s also been a big economic driver for Meeker (police pulled over someone going 87mph).
- Mike Lewis: There’s nothing like an emergency to focus attention on the transportation needs and the fragility of the system; several boulders fell 10

	<p>days ago, one hit a truck but there were no injuries, fairly significant damage to the Glenwood Canyon viaduct, have worked with CSP to extend hours of operation, first step was to use pilot cars to move alternating traffic (4 PM – 9 AM), as of last night we have head-to-head traffic both directions (with speed managed by pace cars); next step is to operate 24/7 head to head traffic on EB I-70 and work on WB I-70 – could take several months to return to normal traffic in both directions; also recognize that detour route has been damaged by increased truck traffic; working with the Governor, FHWA, and others to get emergency repair funding for both I-70 and the detour routes; has illustrated the need for increased resiliency of the system and increased funding needed to do so.</p> <ul style="list-style-type: none"> • <u>Debra Perkins-Smith</u>: Because we have good partners in the FAC, we will try to get some lessons learned from that group to improve for the next event – using this as a learning experience. • <u>Mike Lewis</u>: One unexpected failure was that Google Maps instructed motorists to use Independence Pass as a detour, with predictable results. At least 4 semis had to turn around on the pass. Amy Ford informed Google of the issue and is working to correct it. • <u>Adam Lancaster</u>: Has there been any thought about using new tools like Snap Chat to inform younger motorists about traffic incidents, rather than COTRIP? • <u>Mike Lewis</u>: Good idea, we're open to using all tools. A lot of this is about building new partnerships and improving communication. 	
<p>Freight Advisory Council (FAC) Update / Gary Beedy</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Met on February 11th at University of Denver. Topics included: • Trying to develop a freight project list to help alleviate issues. • Presentation on STIP process so folks understand how to get projects funded. • FAST Act update • Prioritization discussion exercise to highlight topics/issues to address in order: <ul style="list-style-type: none"> ○ Truck Parking / Rest Areas ○ Railroad Crossings ○ Communication / Education / Partnerships ○ Low Bridge Clearances ○ Safety 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Shoulders & Pullouts <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Vince Rogalski</u>: Will there be STAC representation at the freight roundtable next month? ● <u>Gary Beedy</u>: Yes, the entire FAC is invited. ● <u>Sean Conway</u>: Question about delay in tolling on I-25 N – the lanes have been ready since January but E-470 claims that it’s on hold because of CDOT failing to be ready. Not sure what the issue is but just want to bring it to your attention. I want people to talk to one another. ● <u>Mike Lewis</u>: We will respond to you with the exact schedule – sounds like a communication issue rather than a technical issue. ● <u>Sean Conway</u>: Seems like a real lack of communication up north that’s driving frustration among elected officials and the public. 	
<p>Federal and State Legislative Report / Herman Stockinger (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> ● New “FASTLANE” grants announced this morning, with application deadline of April 14. ● New TIGER Grants were released earlier this week: <ul style="list-style-type: none"> ○ 20% must be used in rural areas. ○ No set-aside for reconstruction. ○ No TIGER funds for design or planning this year. ○ Minimum project cost is \$5 million. <ul style="list-style-type: none"> ▪ The average award last year was \$14 million and the largest was \$25 million. ▪ The range of \$10 million - \$15 million seems most likely for awards. ○ The deadline submission is April 29th, 2016. ○ USDOT will be hosting a number of seminars and webinars explain the process in more detail. ○ Office of Policy and Government Relations is happy to support any applications. ● Hospital Provider Fee legislation has not yet been introduced, probably won’t without be more Senate support. ● TransBond 2 not been introduced yet either. 	<p>No action taken.</p>

- The Joint Budget Committee (JBC) may be looking at decreasing SB 228 funds to help balance their \$300 million general fund gap – something to keep an eye on.
 - Won't have solid information until March forecasts.
- Colorado Contractors working on potential sales tax initiative – doing additional polling to test viability.
 - Feel that they have enough support from last two polls to keep moving forward.
 - Looking at a range of .6 ¢ to .75 ¢ for the potential tax.
- Bus-on-Shoulder bill has passed through to the Governor – important for US 36 operations.
- CDOT ability to charge for Park-and-Rides was introduced and is waiting for a hearing.
- Haven't introduced bridge height bill yet because of new FAST Act requirements – working to incorporate new elements into it.
- Bill to allow STAC advising TC has passed through to the Governor.
- Bill to allow Tribes as voting members of STAC is also moving along, with no issues expected.
- Senator Baumgartner has introduced an oversight bill that would require annual CDOT reports to the TLRC on policy and STIP amendments (would have to work with MPOs on that).
 - About 1300 admin amendments per year – seems too detailed for the Legislature.
 - Waiting for a 2nd reading in the Senate, is on Consent Calendar, will move to House next.
- I-70 Traction Control bill through the House and waiting for hearing in Senate – will likely be killed in Senate as it was last year.
- HB 1138 would have extended SB 228 transfers for another 5-10 years for eventual full funding, but was defeated.
- Bill that would have taken FASTER Transit money and given it to FASTER Safety (would have killed all CDOT Transit, including Bustang) was defeated.

	<ul style="list-style-type: none"> • Bill on off-highway vehicles (allowed to cross highways in municipal areas, at discretion of municipalities) looks likely to pass • Transponder Bill would prohibit the requirement of switchable transponders, forcing a switch to license plate tolling that would cost approximately \$1 million per year and require people to call in for the removal of incorrect bills – not a good way to encourage HOV use. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: Why are people opposed to extending SB 228? • <u>Herman Stockinger</u>: Part of it is a concern for the other needs in the General Fund, and part of it is just partisanship – Democrats kill Republican bills and Republicans kill Democratic bills. • <u>Elise Jones</u>: Would it be helpful for STAC to take a stance on SB 123? • <u>Herman Stockinger</u>: If you would like. • <u>Barbara Kirkmeyer</u>: Would this be a recommendation to CDOT? Should STAC take a position on legislation? • <u>Elise Jones</u>: This body has taken positions on legislation in the past. • <u>Sean Conway</u>: Am I correct that CDOT has already taken a position on this? • <u>Herman Stockinger</u>: Yes, that’s right. We’re opposed to it. • <u>Elise Jones</u>: As long as we’re consistent in our policy of taking or not taking positions on legislation. 	
<p>Budget Update / Louie Barela (CDOT Division of Accounting and Finance)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The STAC members have the one-sheet budget and memo in their packets. • A quick refresher on nomenclature: <ul style="list-style-type: none"> ○ The State Fiscal Year starts on July 1 and ends on June 30. ○ The State Fiscal Year is officially FY15/16 – working to be consistent in naming this correctly. • The first memo / one sheet is an update to the FY15/16 budget. • Some changes since adoption (based on the FAST Act): <ul style="list-style-type: none"> ○ Added Line 56 for National Freight Program. ○ Governor’s Office of State Planning and Budget (OSPB) & Legislative Council Services (LCS) released economic forecasts in 12/2015 that 	<p>No action taken.</p>

	<p>updated SB 228 budgets to be \$200 million, up from previous figure of about \$100 million.</p> <ul style="list-style-type: none"> ▪ Reflected in Lines 55 and 86 (transit portion). ○ Aeronautics revenue has decreased due to low oil prices. <ul style="list-style-type: none"> ▪ Applies to both FY15/16 and FY16/17. • The second memo / one sheet is for the FY16/17 budget. <ul style="list-style-type: none"> ○ Have updated same lines as above to account for FAST Act and adjusted SB 228 transfers. <ul style="list-style-type: none"> ▪ Now expecting a half-transfer of \$100 million in FY16/17 – up from the previous projection of \$0. ○ Decreased budget for Aeronautics from \$25 million to \$17 million due to decreases in fuel prices. ○ Decrease in the TC Contingency Fund due to increased match from FAST Act. ○ CDOT Budget (including the two enterprises) for FY16/17 totals \$1.514 billion. • Pending TC approval in March, the FY16/17 budget will be sent to the Governor for his approval in April and signed by July 1st, 2016. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Aaron Bustow</u>: A clarification on the National Highway Freight Program. It's listed here as "grant and formula" – have you combined the two portions? • <u>Louie Barela</u>: That's a typo, it's just the formula portion. 	
<p>Senate Bill 228 Update / Jeff Sudmeier (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • In light of Louie's comments on the budget as relates to SB 228, I'm going to provide some context on how we are prioritizing projects to use this funding. • We went through a process in fall of 2014 to identify candidate projects for SB 228 funds. <ul style="list-style-type: none"> ○ The focus was on mobility and economic vitality benefits – the TC confirmed that these remain appropriate criteria for this round. • Now anticipating a full transfer of \$200 million in FY16/17 and about \$100 million in FY17/18. 	<p>No action taken.</p>

- Previously identified FY16/17 funds to go to Central 70 (\$180 million) and transit (\$20 million).
- FY17/18 fund direction is TBD.
- Projects from original SB 228 list were updated to reflect changes in scope, cost, etc.
 - 2 projects were reset to a “lower priority”.
- The TC also pointed out the need to include resiliency and redundancy as factors when considering which projects to elevate this time around.
- Over \$500 million in potential additional candidate highway projects were identified by the CDOT Regions.
 - Not looking to add a lot given that there’s already \$2.5 billion identified, but wanted to make sure there wasn’t something excluded that should be there.
 - If there are more that STAC members would like to add, please let us know.
- Next Steps for March/April:
 - Consider additional candidate projects.
 - Identify priorities for FY17/18 (and potentially future years as well).

STAC Comments

- Craig Casper: Speaking as a transportation planner, I think that helping the Governor keep his commitment to improve I-25 from Wyoming to New Mexico should take precedence – and I don’t care where specifically. We spent the first transfer on I-70, so it seems appropriate that the second should be spent on I-25.
- Peter Baier: Is there an opportunity to do some sort of long-term fix on Glenwood Canyon with this money? Events like these seem to happen consistently each year despite being referred to as a “500 year event”.
- Debra Perkins-Smith: We’ve also talked about doing a more intensive statewide resiliency study to look at issues like that. Another requirement would be having a project that’s ready to go within 5 years so the money isn’t sitting around but gets spent quickly.
- Jeff Sudmeier: We’ve talked in previous months about the new Development Program and how it can help us to sort and prioritize projects. Of late the emphasis has shifted because of the SB 228 funds and new FAST Act

programs, but we're still keeping this in mind. We should also bear in mind the new FASTLANE program and how SB 228 can be leveraged for that. Another question is how to consider geographic equity in this equation.

- Craig Casper: To follow up on my previous statement, I-25 is on the national freight network so that would be an opportunity to leverage funds.
- Sean Conway: Do the criteria in FASTLANE address high population growth areas? About 85% of the state's population lives along I-25 between Fort Collins and Pueblo – we need to start looking at this on a corridor level, not in segments as we currently do.
- Barbara Kirkmeyer: I don't think we should add more projects when we already have more than we can fund. You also need to talk with the TPRs before confirming this list. Completion of projects should also be emphasized – the "Missing Miles" on I-25 need to be finished. First we applied for a TIGER grant, then a RAMP project, etc. We want to be able to tell people that we have something done.
- Kevin Hall: I agree with that sentiment – in the Southwest we have an interchange that CDOT spent \$100 million on and is sitting unused. We have the opportunity to get that done and spur some major economic vitality in the area rather than letting it sit idle.
- Barbara Kirkmeyer: What would happen if I brought you a new project to add to the list?
- Jeff Sudmeier: We would add that to the list and bring it to the TC for their review and eventual decision.
- Debra Perkins-Smith: Neither the TPRs nor the TC ever formally approved the SB 228 list – it was just informational rather than official.
- Jeff Sudmeier: The reason that we're asking for your input at this time is that we recognize the original SB 228 process was very rushed and we want to make sure that that we're representing the true needs throughout the state.
- Herman Stockinger: When the original list was developed the TC instructed us to focus on quantifiable mobility and economic vitality projects, so we want to make sure that we keep in that general thematic area – otherwise this process will get blown wide open and we're talking a lot more than \$2.5 billion.

	<ul style="list-style-type: none"> • <u>Thad Noll</u>: Let's clarify – it sounds like the group wants to add projects to this list, is that right? • <u>Jeff Sudmeier</u>: That's what I've heard here. <p>Presentation</p> <ul style="list-style-type: none"> • A few related items: <ul style="list-style-type: none"> ○ Call for TAP projects on 3/1 and extending until August – will share updated application guidelines on Monday. ○ Call for FLAP projects with applications due on 5/21 – currently identifying some CDOT projects and locals working on their own applications as well. • For SB 228 transit funds, candidate projects total nearly \$500 million and were updated to reflect cost changes. <ul style="list-style-type: none"> ○ One project was identified for potential addition. • If anything is missing or the priorities are wrong, please let us know and we'll work on it. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Todd Hollenbeck</u>: Your item on Bustang Expansion lists Greeley and Pueblo but not Grand Junction. Why? • <u>David Krutsinger</u>: That is included on the "Rural Regional Bus Program" that we've discussed here previously. You'll see the Grand Junction expansion under the new bus purchases that would allow us to extend service there. • <u>Terri Blackmore</u>: I see a Park-and-Ride expansion on here that doesn't make sense with the existing highway interchange – it's already overcapacity so adding parking won't help without coordination with the highway side. You guys need to work together on this. 	
<p>FAST Act Freight Program / Debra Perkins-Smith (Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The National Highway Freight Network (NHFN) includes the primary network, urban and rural critical corridors, and all other interstates. <ul style="list-style-type: none"> ○ The primary network includes I-70, I-25, and small portions of other highways (US 85, US 6, etc.) in the metro area. ○ Beyond that we can only add 80 miles of critical urban highways and 160 miles of critical rural highways throughout the state. • Nationally Significant Freight & Highway Program 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ \$4.5 billion discretionary grant program for projects of national or regional significance. ○ Must be on the NHFN, able to start construction within 18 months of fund obligation. ○ States, MPOs > 200,000, local governments, tribes, and federal land management agencies are eligible. ○ At least 25% of funds each year are dedicated to rural projects. ○ Two types: <ul style="list-style-type: none"> ▪ Large Projects: grants of at least \$25 million, projects of at least \$100 million. ▪ Small Projects: grants of at least \$5 million, projects under \$100 million. ● National Highway Freight Program <ul style="list-style-type: none"> ○ Formula program of \$15 million per year to Colorado (\$85 million over 5 years). ○ Project requirements: <ul style="list-style-type: none"> ▪ Contributes to efficient movement of freight on the NHFN. ▪ Identified in freight plan. ▪ Up to 10% on intermodal or freight rail. ○ RTDs recommended handling this as a statewide program, rather than distributing to regions (too small). <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Terri Blackmore</u>: Can we combine the formula and discretionary funding sources together so long as we don't exceed the 80-20 thresholds? ● <u>Aaron Bustow</u>: That's a good question – we'll look into that. ● <u>Terri Blackmore</u>: We can stretch this money further by combining them. ● <u>Gary Beedy</u>: I think we should take a broader look at what corridors we should be focusing on so that as we finish one project we know where the next step is. 	
SWP Lessons Learned / Michelle Scheuerman (CDOT Division of Transportation Development)	<p>Presentation</p> <ul style="list-style-type: none"> ● Liaisons are sending out the TPR Chair Lessons Learned Kits to assist in preparing for the SWP Lessons Learned activities. ● Timetable: <ul style="list-style-type: none"> ○ February – in the process of conducting interviews. 	No action taken.

	<ul style="list-style-type: none"> ○ March – will bring workshop format to STAC for review. ○ April – will hold workshop with STAC and continue soliciting input. 	
Statewide Transportation Improvement Program (STIP) Update / Jamie Collins (CDOT Office of Financial Management and Budget)	<p>Presentation</p> <ul style="list-style-type: none"> ● STIP update schedule distributed to the group. ● Will return next month with a draft for STAC review and subsequently open the public comment period (3/22 – 4/29). ● Will return to STAC and TC in April for approval. ● Side Note: a STIP blog is now available and we can add you to the mailing list if you like. 	No action taken.
Bicycle and Pedestrian Update / Betsy Jacobsen (CDOT Division of Transportation Development)	<p>Presentation</p> <ul style="list-style-type: none"> ● The Colorado the Beautiful Initiative aims to make sure all Coloradans are within 10 minutes of open space within a generation. ● One element of this initiative is the “16 in 2016” trails highlighted by the Department of Natural Resources last month. ● CDOT is participating in an interagency commission along with DNR, DOLA, and others. ● Trails were selected by DNR based on economic development, environment, and other criteria. ● There is <u>no money</u> attached to this list – it’s a means of bringing attention to the importance of trails rather than a way of funding them. <p>STAC Comments:</p> <ul style="list-style-type: none"> ● <u>Todd Hollenbeck</u>: Will there be a weighted criteria for TAP applications based on this list? ● <u>Jeff Sudmeier</u>: The TAP application includes a criteria relating to whether a project supports a statewide or regional initiative. 	No action taken.
Other Business / Vince Rogalski (STAC Chairman)		No action taken.

STAC ADJOURNS



COLORADO

Department of
Transportation



Overview of the STIP Development Process and the Annual STIP Update

March 2016



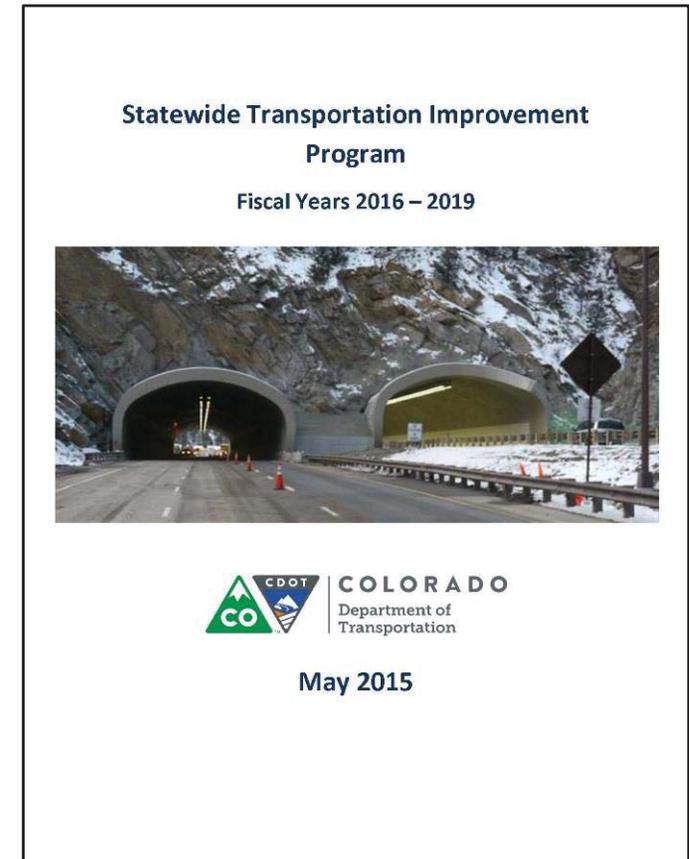
Workshop Objectives

- **Provide and overview of the Statewide Transportation Improvement Program (STIP) and the planning process.**
- **Provide detail on the purpose and content of the Annual STIP Update.**
- **Identify upcoming tasks for STIP review and adoption.**



Background on STIP

- **The Statewide Transportation Improvement Program (STIP):**
 1. Is a Federally Required document (23 U.S.C. 134, 135 and 450, and 23 CFR, Part 450);
 2. Is fiscally constrained;
 3. Contains a statewide listing/program of transportation projects;
 4. Is developed every four years in concurrence with the Long-Range Statewide Plan, and is updated annually to maintain four federally recognized years of programming; and
 5. Maintains consistency with the Long-Range Statewide Plan, regional transportation plans, and Transportation Improvement Programs (TIPs).





STIP Development Process / 4P

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



What is the Annual STIP

- **What is the Annual STIP:**
 - STIP updated once per year to maintain official four years of programming recognized by FHWA and FTA;
 - Full update (4P process) every four years;
 - STIP amendment schedule semi-annually;
 - Administrative modifications will be conducted more often and as needed.
 - Expenditure-based as opposed to the budget-based.

Year	1	2	3	4	5	6	7
2016	FY2016 – FY2019						
2017		FY2017 – FY2020					
2018			FY2018 – FY2021				
2019				FY2019 – FY2022			

 Official STIP Years



The Draft FY2017 – FY2020 STIP

- **What is included in the Draft FY2017 – FY2020 STIP:**
 - Regionally Significant Projects that may continue into, or are scheduled to begin in, FY2020;
 - RPP projects that may continue into, or are scheduled to begin in, FY2020;
 - Funding allocations for various Asset Management programs, such as Surface Treatment, Bridge, and FASTER Safety, will be reflected in Regional STIP Program Pools;
 - Asset Management project lists for FY2020 will be approved in August and amended into the STIP at that time



The Draft FY2017 – FY2020 STIP

- **What is requested of the Transportation Commission regarding the Draft FY2017 – FY2020 STIP:**
 - Release the Draft FY2017 – FY2020 STIP for public review and comment.
 - This item is included on the Consent Agenda for March.



STIP Approval Timeline and Next Steps

Timeline:

- March - Review Draft STIP and approve release for public comment period
- March / April – Minimum 30-day public comment period
- April - STIP Public Hearing
- May - Transportation Commission approval of STIP
- June - FHWA / FTA Approval of STIP
- July 1 - FY2017 – FY2020 STIP effective





DATE: March 16, 2016
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
 Herman Stockinger, Director, Office of Policy and Government Relations
SUBJECT: Discretionary Grants Programs

Three federal discretionary grant programs are currently accepting applications for projects. These programs include an eighth round of the Transportation Investments Generating Economic Recovery (TIGER) program, the new Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program, and the Federal Lands Access Program (FLAP). CDOT plans to submit applications under each of these programs and will provide an overview of the programs and the proposed projects at the STAC meeting on March 18.

TIGER

On February 23, 2016 USDOT announced the application process for the TIGER VIII discretionary grant program. Under TIGER VIII \$500 million is available for project awards. No less than \$100 million may be awarded to projects in rural areas. Grants may be used for up to 80 percent of the costs of a project located in an urban area and up to 100 percent of the costs of a project located in a rural area. The most competitive applications, however, have matching funds of greater than 50%. Funds must be obligated by September 30, 2019.

Staff is recommending that CDOT sponsor only one application for TIGER VIII. The North I-25 project will build one TOLLED Express Lane in each direction on I-25 for 14 miles, from SH 14 in Fort Collins to SH 402 in Loveland, providing much needed capacity and travel time reliability on this congested corridor. These improvements will include replacement of both the Cache La Poudre River Bridge and the Union Pacific Grade Separation Bridge. The Poudre River Bridge will also be designed to accommodate the 100-year flood flow rate, improving resiliency of the corridor, and the corresponding trail is an important segment of the Colorado Front Range Trail, recently identified as one of Governor Hickenlooper’s “16 in 2016” priority trails. The widening of the Great Western Railroad Bridge and the Big Thompson Bridge are also necessary to accommodate the increased capacity.

The total cost for this series of improvements is \$210-\$230 million. Staff recommends that financing of \$100 million be considered based on the prospect that various segments of the I-25 corridor can generate revenue through the collection of user fees. In addition to this \$100 million construction loan, state dollars totaling up to \$80 million, along with pledged local and private funds totaling \$21 million and an anticipated TIGER VIII award of \$25 million will bridge the current funding gap.

Table 1: Recommended TIGER VIII Project Application

Project	Region	County	Funding Request (\$M)	Total Cost (\$M)	Match (\$M)	Partners
North I-25 Segments 7 & 8 Managed Lanes	4	Larimer, Weld	-\$25.0	\$210.0-\$230.0	-\$201.0	Larimer County, Fort Collins, private developer, others



Additionally, the Southwest Chief (SWC) Commission is working with Kansas and New Mexico and looking for a project sponsor for a TIGER VIII application for Phase III of the track replacement/repair. CDOT will not sponsor an application. However, the Southwest Chief Commission is requesting that CDOT support an application with a \$1 million match commitment if an award is made. Staff recommends the Transportation Commission allocate \$1 million of residual transit funds from SB1 (total residual is approximately \$12 million). These funds would be expended only if a SWC TIGER VIII grant is awarded.

The Transportation Commission will be asked in March to approve the submittal of North I-25, and to approve the match request for the SWC. Applications are due on April 29, 2016.

Counties, tribes, local governments, transit agencies, Metropolitan Planning Organizations (MPOs), and other political subdivisions of State or local government may also apply for the TIGER program. Additional information on TIGER is available at: <https://www.transportation.gov/tiger>.

FASTLANE

Different from TIGER, the FAST Act established a new discretionary grant program for nationally significant freight projects. On February 26, 2016, USDOT announced the 2016 application process for the program. Congress authorized \$800 million for this program in 2016. Of the \$800 million available for grants in 2016, \$76 million is reserved for small projects (less than \$100 million) and \$190 million is reserved for projects located in rural areas (defined as outside of an Urbanized Area with a population over 200,000). Other than the set aside for small projects, the total project cost must be over \$100 million with a minimum grant amount of \$25 million (\$5 million for small projects). The share of project costs funded from this program may not exceed 60% and the total Federal share from all sources may not exceed 80%. Projects must be able to demonstrate an ability to go to construction prior to September 30, 2019.

The very short application period necessitated an expedited process to identify projects that met the requirements of the program and that were likely to compete well nationally. (NOFO issued on February 26, with applications due on April 14). Based on a review of competitive freight improvements, CDOT staff identified four priority projects for potential submission to USDOT for FASTLANE grant funding. Staff recommends submitting the Multi-State Truck Parking Information and Management System (Small Category) and is working to further refine the three Large Category projects to identify the most competitive two projects for submission.

Table 2: Recommended FASTLANE Project Applications

Project	Region	County	Funding Request (\$ M)	Total Project Cost (\$ M)	Example "up to" Match* (\$ M)	Partners
Multi-State Truck Parking Information and Management System	All		\$6.0	-\$10.0	-\$4 (TBD)	CMCA, Nebraska, Utah, Wyoming
US 287 Lamar Truck Reliever Route	2	Prowers	\$96.0	\$160.0	\$32 (freight formula) \$27 (SB 228/Other State) \$5 (RPP)	Lamar County, Prowers County
US 85 Highway/Rail Corridor	1, 4	Adams, Weld	\$52.5	\$100.0	\$25 (freight formula) \$20 (SB 228/Other State) \$2.5 (RPP)	UPRR
US 550/US 160 Connection	8	La Plata	\$52.0	\$140.0	\$25 (freight formula) \$20 (SB 228/Other State) \$13 (RPP) \$8 (Surface Treatment)	

*Example only. Details TBD.



The Transportation Commission will be asked in March to approve the submittal of up to three projects under the FASTLANE program. Applications are due on April 14, 2016.

Counties, tribes, local governments, transit agencies, Metropolitan Planning Organizations (MPOs), and other political subdivisions of State or local government may also apply for the TIGER program. Additional information on TIGER is available at: <https://www.transportation.gov/FASTLANEgrants>.

TIGER and FASTLANE Match

When applying for federal discretionary grants, there is usually a required state match of at least 20% to be eligible, and an overmatch of non-federal funds makes a project more competitive. While most of the recommended projects have already identified some state and local funds to be included in the applications, additional funds are required for each project to meet minimum match requirements and/or make the projects more competitive nationally.

Staff believes that CDOT should not “pass” on the opportunity to leverage state funds in order to receive additional federal and local funds to fully fund a project and allow us to stretch available state dollars as far as possible. Additionally, committing state funds only if a grant is awarded by the USDOT provides the flexibility to choose any project if a federal award is not made, and allows the flexibility to identify the appropriate state funding source after an award is made. It would be highly unusual for Colorado to receive more than one of these grants, so the expected actual funding commitment would be for only one of these projects.

FLAP

The FLAP is a competitive, discretionary program for states, counties, tribes and local governments. The program provides funds for transportation facilities that provide access to, or are located on or adjacent to Federal lands, with emphasis placed on facilities that improve access to high use Federal recreation sites or economic generators. Eligible projects include engineering, rehabilitation, restoration, construction, reconstruction, transportation planning, and research of Federal lands access transportation facilities. Each State is required to create a committee composed of a representative of the FHWA, a representative of the State DOT, and a representative of the appropriate political subdivisions of the State. This committee, known as the Colorado Programming Decisions Committee, makes programming decisions for FLAP funds.

Applications are now being accepted for FY 19 - FY 22, with approximately \$60 million available for projects in Colorado. The CDOT Regions were asked to propose projects for consideration. A FLAP project evaluation team, composed of staff from DTD, the Regions, and the Office of Policy and Government Relations, met to review and score candidate projects based on the criteria used by the Colorado Programming Decisions Committee. This includes: Access, mobility, and connectivity; Economic development; Facility condition; Safety; Resource protection; Funding, coordination, and cost.

Table 1 summarizes the staff recommended priority list. The Transportation Commission will be asked in April to approve the submittal by CDOT of up to four of the recommended projects. Table 1 summarizes the staff recommended priority list. Applications are due on May 21, 2016.



Table 3: Recommended FLAP Project Applications

Priority	Project	Region	County	Funding Request (\$ M)	Total Project Cost (\$ M)	Federal Lands Accessed
1	US 160 Passing Lanes North of Towaoc	5	Montezuma	\$7.9	\$9.5	Mesa Verde National Park; Ute Mountain Ute Tribal Lands; Yucca House National Monument; Canyons of the Ancients National Monument; Hovenweep National Monument
2	US 50 Blue Creek Canyon	3	Gunnison	\$18.0	\$26.0	Gunnison National Forest; Curecanti National Recreation Area; Black Canyon of the Gunnison National Park; BLM lands
3	US 550 Corridor - CR 218 to CR 302	5	La Plata	\$17.4	\$21.0	San Juan National Forest; Southern Ute Tribal Lands; BLM lands
4	SH 139 Little Horse South	3	Rio Blanco	\$9.2	\$12.0	Canyon Pintado National Historic District; Dinosaur National Monument; BLM lands

As noted previously, counties, tribes, and local governments may also apply for the FLAP. Additional information on the Colorado FLAP is available at: <http://flh.fhwa.dot.gov/programs/flap/co>.

Next Steps

Staff will move forward with preparing applications for each of the projects identified for submittal under TIGER, FASTLANE, and FLAP. A final decision on which two to three projects will be submitted under FASTLANE will be made by the end of March, based on a review of the draft applications at that time and a determination of which projects appear most competitive nationally.

The very-fast turnaround with respect to FASTLANE (roughly six weeks) did not provide sufficient time for an involved process with planning partners. However, the FASTLANE program is anticipated to continue for four additional years, the TIGER program has now gone through eight cycles of funding, and another round of FLAP can be anticipated in a few years. Recent discussions relating to the Development Program have been focused on “getting ahead” with these processes by identifying projects with funding needs, soliciting planning partner input, and identifying priorities in advance in order to be ready for funding opportunities as they arise. Staff plans discussions with STAC and the Transportation Planning Regions (TPRs) in the months ahead to better prepare for future rounds of funding through these programs and to prepare for other unanticipated funding opportunities. In addition to these discretionary programs, the FAST Act also created a new formula freight program. Staff will be working with STAC, the TPRs, and the Freight Advisory Council (FAC) to identify priorities for implementing this new program.

