



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
August 25, 2017
9:00 AM – 12:00 PM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda**

- 9:00-9:05** Welcome and Introductions – Vince Rogalski, STAC Chair
- 9:05-9:10** Approval of July Meeting Minutes – Vince Rogalski
- 9:10-9:20** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:35** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:35-9:45** Federal and State Legislative Report (Informational Update) – Herman Stockinger and Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 9:45-10:00** INFRA and Senate Bill 267 (Discussion) – Debra Perkins-Smith, CDOT Division of Transportation Development (DTD) and Herman Stockinger, CDOT OPGR
- Discussion of new discretionary grant program (Infrastructure for Rebuilding America (INFRA), potential CDOT project submittals.
- 10:00-10:10** Break
- 10:10-10:30** Volkswagen Settlement (Informational Update) – Chris Colclasure, Colorado Department of Public Health and Environment (CDPHE)
- Update on draft Beneficiary Mitigation Plan for Colorado's \$68.7 million allocation of the Volkswagen Settlement.
- 10:30-10:45** Alt Fuels Colorado (Action Item) – Michael King, CDOT DTD
- Update on Alt Fuels Colorado program status and proposed improvements.
- 10:45-11:05** Multimodal Freight Plan and State Freight & Passenger Rail Plan (Informational Update) – Evan Enarson-Hering, Cambridge Systematics, Commissioner Barbara Kirkmeyer, Upper Front Range TPR, and Terri Blackmore, North Front Range MPO
- Overview of recent plan development activities and associated plan strategies.
- 11:05-11:15** Policy Directive 14 (Informational Update) – Debra Perkins-Smith, CDOT DTD
- Overview and update on the annual performance of PD 14 objectives.
- 11:15-11:20** Fiscal Year 18-19 Budget (Informational Update) – Louie Barela, CDOT Division of Accounting and Finance (DAF)
- Overview of Fiscal Year 18-19 budget topics and timing.
- 11:20-11:25** STIP Lessons Learned Results (Informational Update) – Jamie Collins, CDOT DAF
- Overview of results from the recently completed STIP Lessons Learned Effort.
- 11:25-11:55** 2045 Revenue Projections (Discussion/Action) – Louie Barela and Eric Richardson, CDOT DAF and Jeff Sudmeier, CDOT DTD
- Review and discuss updated baseline, low, and high revenue scenarios.
- 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
July 28, 2017**

Location: CDOT Headquarters Auditorium
Date/Time: July 28, 2017, 9:00 a.m. – 11:30 a.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Michael Yohn (SLV), Todd Hollenbeck (GVMPO), Peter Baier (GVMPO), John Adams (PACOG), Terry Hart (PACOG), Andy Pico (PPACG), Turner Smith (PPACG), Doug Rex (DRCOG), Elise Jones (DRCOG), Roger Partridge (DRCOG), Bentley Henderson (SW), Jody Rosier (SUIT), Terri Blackmore (NFRMPO), Becky Karasko (NFRMPO), Thad Noll (IM), Jim Baldwin (SE), Stephanie Gonzeles (SE).

On the Phone: Sean Conway, (NFRMPO), Walt Boulden (SC), Chuck Grobe (NW), Keith Baker (SLV).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & June Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of June STAC Minutes. No corrections or additions. 	<p>Action: <i>Minutes approved.</i></p>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ CDOT has received a number of awards recently: <ul style="list-style-type: none"> ▪ David Spector of HPTE named “Entrepreneur of the Year” ▪ I-70 Mountain Express Lanes ▪ SH 9 Wildlife Mitigation ▪ US 36 Express Lanes ○ Central 70 Updates: <ul style="list-style-type: none"> ▪ A new lawsuit has been filed by the Sierra Club based on community impacts. ▪ A workforce program funded by a federal grant and Gary Community Investments will train 350 people from the local community to work on the project and develop careers in the construction field. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ There was a discussion of fiber needs and the potential for CDOT to absorb existing EagleNet infrastructure. CDOT staff is currently assessing the liability and potential maintenance costs that would be involved in such a decision. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Peter Baier</u>: How large is this EagleNet fiber network, and where is it located? • <u>Vince Rogalski</u>: I'm not certain of the details, but we can get those and share with the group. <p>Presentation</p> <ul style="list-style-type: none"> • <u>HPTE</u> <ul style="list-style-type: none"> ○ Continuing to pay back CDOT loans from the organization's creation. ○ Discussed public request to revert from HOV 3+ back to HOV 2+, but it was dismissed. 	
TPR Reports / STAC Representatives	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Working on new Executive Director hire and will be starting interviews in September; approved the FY18-19 UPWP; identified operations and tech projects to fund over the next 4 years (including fiber expansion, bike detection systems, traffic cameras, etc.); at CDOT request we designated US 85 as a critical freight corridor; currently updating the STIP process; will have a presentation from Colorado State Patrol at the next DRCOG Board Meeting. • <u>GVMPO</u>: The MPO is working on performance measures now that CDOT's statewide targets are in place; the Palisade Plunge EA is moving along nicely and almost completed, so far they've only found 1 dinosaur bone, 2 raptor nests, and a few endangered cactus in the study area. • <u>NFRMPO</u>: The final RFP for North I-25 was released in May and today is the final day for applications, with consultant selection expected by August and a start to construction by 2018, and we appreciate all of CDOT's support on this effort; reconstruction of US 85 through Eaton is underway as well as the SH 392 intersection with US 85, lots of kudos from local 	No action taken.

government folks there, so thanks to CDOT; the North I-25 funding subcommittee is now exploring funding options for Segments 5 and 6, continuing to work on filling the gaps on that corridor.

- PACOG: Current construction on US 50 west, I-25 ILEX, and 3 bridges are all underway, with everything more or less on time at this point; the transit functionality study is proceeding to assess potential route changes; Pueblo West transit expansion analysis was completed, and findings indicate a lack of desire for service expansion at this time; also working on how to address rest area issues on I-25; the public participation plan has been completed, currently out for public review and comment.
- PPACG: Continuing work on US 24 east and west of Colorado Springs and will have more information after our meeting on August 7th; I-25 Cimarron is proceeding on schedule and is on target to open next year, the new interchange portion will open in the near future; the search for new Executive Director is still underway.
- Central Front Range: No update provided.
- Eastern: No update provided.
- Gunnison Valley: The Western side of Cottonwood Pass is closed for 2 years as it becomes a paved road, some initial problems with people entering the road but the US Forest Service has it under control now; major construction on US 50, resurfacing two bridges over Blue Mesa, redoing the road on the west side of Blue Creek Canyon, which is a major endeavor, and paving as well; the TLRC members were meeting on Monday in Montrose and were delayed 2 hours as they tried to tour the project site, so they have a good understanding of the challenges.
- Intermountain: A TPR meeting was held the other day, which included a RoadX update on the Panasonic partnership, an update on Central 70, and a refresher on Drivability Life; starting August 14th (and for the next 95 days) the Grand Avenue Bridge in Glenwood Springs will be shut down, with the locals seeking a 35% reduction in traffic to deal with this challenge; mountain counties are still working to identify and designate large bike/ped multi-use trail loops (up to 200 miles) between communities.
- Northwest: All projects moving along smoothly, including downtown Oak Creek, West Steamboat, North SH 13, stoplight upgrades in Craig, and everything else.

	<ul style="list-style-type: none"> • <u>San Luis Valley</u>: Curb and gutter work is underway on US 160 near Del Norte; fiber installation on US 160 on Wolf Creek Pass is nearing completion; Alamosa County has allowed fiber optic connection through the airport property to improve access in the Valley; US 24 enhancements in Buena Vista are wrapping up and residents are getting used to new crosswalks and bike boxes; option for putting multi-use lanes on the east side of Cottonwood Pass – doable from an engineering perspective but no funding available, so please let us know if anyone has bright ideas for finding \$1 million. • <u>South Central</u>: Held a TPR meeting yesterday, had great turnout and a good presentation on the Transportation Planning Toolkit, a lively conversation on the RUC pilot, discussion on a local TAP grant for bike lanes over SH 12; also lots of construction in the region with everything on or ahead of schedule; Raton Pass rock mitigation is a big one that’s going very smoothly. • <u>Southeast</u>: The next TPR meeting is coming up in August. • <u>Southwest</u>: Surveying work being done by the US Geological Survey group along US 160 between Durango to Alamosa to gather geospatial data on using earth’s gravitational field to accurately measure elevation. • <u>Upper Front Range</u>: No update provided. • <u>Southern Ute Indian Tribe</u>: Working on two wildlife crossings and identifying funds for a third based on radio tracker data on wildlife movements. 	
<p>Chief Engineer Report / Joshua Laipply (CDOT Chief Engineer)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • De-federalization pilots are moving forward, and the Town of Mancos is one of the first to work through this process for a professional services contract. One unforeseen result of removing all federal requirements was that they are not requiring a qualifications-based selection, but instead doing one based on price, which is allowed when only using state funds. ACEC learned about this and expressed that they didn’t think was appropriate and could lead to a “race-to-the-bottom” mentality if adopted more broadly. • CDOT’s lease on US 85 ROW owned by the Union Pacific expired in 2013 and still in negotiations on a new lease for that land. Getting close to an agreement but it would require the closure of a number of county road crossings in Weld County. There were already safety concerns about some of these crossings because of traffic backing up on or around them. The 	<p>No action taken.</p>

	<p>agreement will also include operational improvements for some of the small towns in the area that deal with crossings blocking their main streets.</p> <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Turner Smith</u>: Are you only going so far as to get a quote on this, or would you actually build it? Where lies the liability. • <u>Josh Laipply</u>: The Town of Mancos intends to build it, though at this point they're only bidding for design. The liability would be with the professional engineering license, not CDOT. I can see both sides of this argument. • <u>Turner Smith</u>: Have you identified any cost savings yet? • <u>Josh Laipply</u>: Not yet, but by the end we should have some data on that. • <u>Sallie Clark</u>: It would be helpful to know how much money that saves by not taking the federal dollars, since I think this discussion should occur at the federal level as well and the current administration has talked a lot about the cost of burdensome regulations. • <u>Terri Blackmore</u>: There was recently a comment period open on excessive regulations called the Transportation Infrastructure Notice of Review on Policy Guidance and Regulations. • <u>Sallie Clark</u>: My point is that if we can make a comparison between the cost of a project that uses federal dollars versus one that doesn't then that would be a useful piece of evidence. • <u>Josh Laipply</u>: That's one of the reasons we're doing the de-federalization pilots in the first place – to assess those differences on both sides of the argument. 	
<p>Federal and State Legislative Report / Herman Stockinger, Andy Karsian, and Ron Papsdorf (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State</u> <ul style="list-style-type: none"> ○ We participated in the TLRC trip to the Southwest part of the state and the delays involved were illustrative for the legislators. ○ One of the main themes that they came away with was the state/local collaboration and how hard we work to maximize funding and mitigate project impacts. ○ We have three more trips coming up in the near future to other parts of the state, with the next up being Northeast on August 14th and 15th. <ul style="list-style-type: none"> ▪ We are hoping to host that event at the R4 headquarters building in Greeley, but that is not yet confirmed. • <u>Federal</u> 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ The House Appropriations Committee passed a FY18 appropriations bill that included transportation and was largely in line with FAST Act guidelines, but without TIGER funding and with a \$800 million contract authority rescission that won't affect us in the short-term but could if it becomes a long-term pattern. ○ The Senate Appropriations Committee passed their own FY18 appropriations bill last night that does fund TIGER and doesn't include the new rescission, so that's preferred from our perspective. ○ We don't expect further action on this until after the summer recess given the many other priorities in Washington right now. We will probably see another large omnibus spending bill coming out of Congress in September or October and may see Continuing Resolutions rather than a new budget, as we have in years past. ○ A conversation on the new INFRA grant program is coming later in the STAC agenda. 	
<p>Colorado Transit Network / David Krutsinger (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • This is a prelude to the Statewide Transportation Plan and Statewide Transit Plans that we'll be kicking off next year. <ul style="list-style-type: none"> ○ The goals of these plans include solving congestion, growing economic vitality, maintaining safety and security, connecting people around the state, and improving air quality. • There are layers to the statewide transit system: <ul style="list-style-type: none"> ○ Locals focused on human services, flexible routes, and call and rides. ○ Regional providers seeking to maintain commuter and essential services. ○ Inter-regional systems like Bustang. ○ Intercity and interstate providers like Greyhound. • Many passengers don't need to get to Denver, they need access to regional centers like Trinidad, Grand Junction, Durango, and Pueblo. • DTR's annual budget is roughly \$32.5 million. <ul style="list-style-type: none"> ○ \$17 million for capital improvements. ○ \$13 million for operating support. ○ The remainder goes to administration, planning, and training. • The Bustang Outrider network will be funded by 5311(f) dollars, and CDOT prefers that local governments deliver this service wherever possible. CDOT is not seeking to take over these routes unless there is no other provider available. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Next Steps: <ul style="list-style-type: none"> ○ CDOT will continue to influence the development of the Colorado Transit Network in the future and will begin the next update of the Statewide Transit Plan in 2018. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: What's the timing to start the Statewide Transit Plan? • <u>David Krutsinger</u>: We're anticipating a start in spring or summer of 2018. The last plan was very data-driven but this time we want to emphasize shared challenges and funding opportunities. • <u>Terri Blackmore</u>: Are you looking at rail options as well? • <u>David Krutsinger</u>: That's a great question – we're going to be following the lead of the Southwest Chief Commission that has been charged with looking at Front Range commuter rail options. We've studied this type of question several times in the past so it would be good to move beyond that towards action. • <u>Josh Laipply</u>: If I could weigh in on that, when we talk about commuter rail we are in a whole new league in terms of funding requirements and maintenance costs. • <u>Vince Rogalski</u>: The TRAC also has a working group on this topic. • <u>Terri Blackmore</u>: Are there any MPOs in that group? • <u>David Krutsinger</u>: Yes, DRCOG and other MPOs are involved in that process. 	
<p>INFRA Grant Program / Herman Stockinger (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • INFRA is a new freight funding program that replaces FASTLANE and the notice of funding availability has been shared with the group. • In terms of pending FASTLANE applications, USDOT has decided they will not fund any of the large projects but will fund some small projects. We are still waiting to hear the results of the latter. • Applications for INFRA grants are due November 2nd and are still broken into small (under \$100 million) and large (\$100 million and above) projects. This program is open to both state and local agencies. • At least 25% of funds are required to go to rural areas. 	<p>No action taken.</p>

- There is an increased emphasis on leveraging federal funding, encouraging innovation (in the form of technology, funding, permitting, or performance measures), and project readiness.
- CDOT has started working with the RTDs and staff to identify a list of projects that are in the Development Program Tier 1 and \$100 million or above in size.
- We developed a CDOT readiness criteria that projects should be ready for construction by June 1st, 2021 – actually earlier than the INFRA criteria.
- We also have developed some economic vitality criteria based on the language in the grant solicitation.
- A list of potentially qualifying projects is distributed to the STAC members for review and any feedback. CDOT staff will review these in greater detail to further narrow the candidate project list.
 - Is this a good starting point? Are there additional criteria that should be considered?
- In terms of timing, we have a little more time to develop and vet our applications than we have in the past, and we also have an established Development Program that saves us a lot of time in identifying and refining candidate projects. We hope to go to the TC for discussion in August and work towards TC approval in October.

STAC Comments

- Turner Smith: So are we able to get multiple large projects approved and use our own funds for the smaller projects?
- Debra Perkins-Smith: In the past we've heard feedback from the feds that if you submit too many projects then they don't have a clear picture of what your true priority is, and as a result you're more likely to get passed over for everything. Also we generally like to submit one large and one small project because the small one is generally in a rural area, so there's some geographic balance there.
- Ron Papsdorf: We're also trying to get a sense of what types of projects this new administration is going to prefer, since their priorities and evaluation method are likely to be different from the last administration. I would also make the point that leveraging is very important to this administration so we

	<p>think it's highly unlikely that they would award a lot of large projects with big federal contributions.</p> <ul style="list-style-type: none"> • <u>Turner Smith</u>: If we were to receive a larger grant funded at 20% federal contribution, would we even have funds available to even accept that grant? • <u>Debra Perkins-Smith</u>: That's an important consideration. • <u>Herman Stockinger</u>: We would be identifying the potential source of matching funds before we submitted an application so that we don't get caught in that situation. In the past, SB 228 funds were used for that purpose but since we won't have those dollars anymore a new strategy will be needed. 	
<p>SB 17-267 Discussion / Herman Stockinger (CDOT Office of Policy & Government Relations) and Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • SB 267 allows the state to complete lease agreements on state buildings to help generate \$1.88 billion in COPs dedicated to transportation. • Based on discussions with the TC over the last two meetings, they have identified a few guiding principles for the use of SB 267 funds: <ul style="list-style-type: none"> ○ Need to manage expectations on what this money can do: SB 267 is basically a loan and there is still a need to identify new, additional funding for the state transportation system. ○ Prefer to evaluate projects on a statewide basis rather than dividing the funds into urban vs rural pots, which will help us to select the best projects and also prevent the 25% rural portion from becoming a cap rather than a minimum (as intended by the Legislature). ○ Prefer to identify projects in multiple cycles rather than all at once. • TC has concerns about CDOT's repayment obligation, currently set at \$50 million per year but with the potential to increase in the future. <ul style="list-style-type: none"> ○ Especially want to avoid hurting CDOT's base program by taking from it to help pay the debt. ○ Funds should come from any revenue growth first. ○ Other backup options would be to pull from RPP, operations, Safe Routes, RoadX, or other TC-controlled pots if the need arises. ○ May also consider the selection of toll projects to help raise the money for the required payback. ○ If it is necessary to cut base programs, CDOT should spread the pain across multiple areas as much as possible. 	<p>No action taken.</p>

- Suggested criteria for project selection include:
 - CDOT goal areas of safety, mobility, maintaining the system, economic vitality.
 - Leveraging other funding sources, either federal funds like INFRA or tolling elements of projects.
 - Meeting strategic statewide needs.
 - Accounting for stakeholder input.
 - Prioritizing projects with high levels of readiness.
 - No requirement for local match.
- Would like to get any input from the STAC at this time so we can continue the conversation with the TC moving forward.
- In terms of the timeline, the State Treasurer's Office has to assess which state buildings are eligible for COPs and then proceed from there. They have been focusing on other issues up to now and don't anticipate starting this in earnest until the fall of 2017.
- One other consideration is that if bond interest rates become less favorable in future years then the Legislature may determine that it's no longer in our best interest to issue COPs.

STAC Comments

- Bentley Henderson: You indicated that a local project funded by SB 267 might lead to consideration of other local funding reduction in the same region. Do I have that right?
- Jeff Sudmeier: The suggestion was made in our last STAC discussion that maybe if your area receives an SB 267 grant you would get a reduction in other planned projects in the region to help support the payment on the loans. TC did not really discuss or endorse that idea, and that type of discussion probably wouldn't need to occur unless the annual CDOT repayment increases significantly beyond \$50 million.
- Terri Blackmore: If you're going to set SB 267 aside for now, that says to me that you don't want us to consider these funds as potential INFRA match.
- Debra Perkins-Smith: I think the discussions should occur in tandem, we're just saying that the deadline for INFRA is sooner so we want to focus on making those decisions a bit earlier.

	<ul style="list-style-type: none"> • <u>Andy Pico</u>: What is our timeline for developing this? • <u>Debra Perkins-Smith</u>: I would say in the fall 2017 to spring 2018 time period based on the fact that the earliest we could receive SB 267 funds would be July 1st, 2018, so we don't need to have a final project list until later. • <u>Herman Stockinger</u>: I think we would ask the TC to place a hold on some of the SB 267 funds that we would use for match in the event of an INFRA award, as we've done with SB 228 in the past. One other point to make – we don't know what might happen at the state legislature in 2018 and whether there might be a ballot measure from one direction or the other. There may be ways in which our decisions on SB 267 help a ballot measure or hurt a ballot measure, so we should keep that in the back of our minds as we proceed. • <u>Doug Rex</u>: Herman has a great presentation on SB 267 that lays out what it is and, more importantly, what it isn't. I think that's a useful resource for people to help talk about this with their stakeholders and maybe provide a dose of reality. • <u>Herman Stockinger</u>: I'm happy to share that with anyone who's interested. 	
<p>Revenue Projections / Louie Barela (CDOT Division of Accounting & Finance)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Our long-range planning process starts with a Revenue Projection that is then coupled with our CDOT Performance Objectives to help us assign revenues to specific programs during the Program Distribution phase. Those results then feed into our Statewide Transportation Plan, Development Program, and eventually the STIP. All of that starts with the Revenue Projections so we are working within fiscal constraint. • CDOT staff have developed five revenue scenarios: <ul style="list-style-type: none"> ○ Baseline Revenue Scenario: <ul style="list-style-type: none"> ▪ FY20/21 = \$1.945 billion ▪ FY44/45 = \$1.752 billion ▪ Assumes: <ul style="list-style-type: none"> ❖ VMT to track with 1.4% average annual population growth ❖ 4% personal income growth ❖ 2.3% CPI (inflation) ❖ 1.25% MPG annual increase ❖ 1.7% vehicle registration annual increase 	<p>No action taken.</p>

- ❖ 17% alt fuel vehicle market penetration by 2045
- ❖ State and federal gas tax amount remain static through 2045
- ❖ FASTER fees remain intact at current levels through 2045
- ❖ SB 228 general fund transfers cease after FY17/18
- ❖ \$1.88 billion in proceeds from SB17-267
- ❖ No permanent federal rescissions
- Low Revenue Scenario:
 - FY20/21 = \$1.844 billion
 - FY44/45 = \$1.649 billion
 - Assumes 19.5% federal rescission starting in FY19/20 and no general fund makeup or additional revenues.
- Sales Tax High Revenue Scenario:
 - FY20/21 = \$2.245 billion
 - FY44/45 = \$2.050 billion
 - Assumes \$300 million in state sales tax revenue dedicated to CDOT beginning FY20/21 (based on HB 1242).
- Gas Tax High Revenue Scenario:
 - FY20/21 = \$2.058 billion
 - FY 44/45 = \$1.916 billion
 - Assumes \$.10 gas tax increase
- Federal Funding High Revenue Scenario:
 - FY20/21 = \$2.259 billion
 - FY44/45 = \$2.110 billion
 - Assumes \$.10 federal gas tax increase and no federal rescissions.
- These figures may seem okay based on current revenues, but remember that they are nominal – they don't account for inflation or the rising state population.

STAC Comments

- Turner Smith: If federal tax dollars are collected in Colorado, do we automatically get those? How do they flow to us?
- Louie Barela: Those tax dollars are remitted to the HUTF and then come back to the states. Traditionally some states contribute more than they receive, while and receive more than they contribute. In recent years every state has received more funding than they put in, creating a deficit in the HUTF that has been filled with general fund transfers.

- Andy Pico: I would note that even under the best revenue scenario we are still short of the VMT growth.
- Terri Blackmore: The other point is that because you don't adjust for inflation, even the rosier scenario is still rather dire.
- Louis Barela: That's a good point and additionally we don't factor in the increase in construction costs, which historically outpace inflation significantly.
- Turner Smith: One of the items not included here is the potential Road Usage Charge (RUC). Is there a possibility of throwing up a number on that?
- Vince Rogalski: The policy since ISTEA has been that you can't put too much into these revenue forecasts that aren't included in current law, so we tend to shy away from including more hypothetical concepts like that.
- Debra Perkins-Smith: We also don't need to be too specific about the mechanism by which new funds are collected.
- Thad Noll: I also think that the assumption of 17% alt fuel vehicle market share is ludicrously low, but of course those projections will change as we learn more in the years ahead.
- Sean Conway: I would be hesitant to assume too much about EV adoption, I think it will be lower than what you're describing and even the Colorado Energy Office isn't that optimistic.
- Erik Sabina: There are a number of EV forecasts out there that range from very aggressive to very conservative. Exxon Mobile is projecting 6% adoption by 2040, OPEC says 12%, while Bloomberg is predicting 30% and up, and then there are plenty of other predictions that fall in the middle.
- Andy Pico: We have to realize that currently these EVs are still largely powered by coal and that the electrical distribution system isn't ready for this level of charging load, so there are still some significant barriers to adoption.
- Elise Jones: The same transition that is occurring in the vehicle sector is also underway in terms of energy generation, so those barriers will be decreasing at the same time.
- Bentley Henderson: With greater alt fuels adoption rates you will see the delta increasing between the VMT and the amount generated by the gas tax, so your assumptions in that area will have a big impact.

	<ul style="list-style-type: none"> • <u>Louie Barela</u>: It's hard to predict how this would play out because as alt fuel vehicles grow in usage you might expect to see a new revenue source arise to account for them. It's hard to project for one without accounting for the other. 	
<p>Other Business / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • CDOT has purchased Strava bicycle and pedestrian data and may share this new resource with local planning partners. Bicycle Colorado will be hosting two training sessions in the near future and you are welcome to participate. They will be held: <ul style="list-style-type: none"> ○ Wednesday, August 2nd from 12:00 PM – 3:00 PM in Denver ○ Friday, August 4th from 9:00 AM – 12:00 PM in Carbondale • The next STAC Meeting will be held on August 25th at CDOT Headquarters. 	<p>No action taken.</p>

STAC ADJOURNS

Transportation Commission Workshops were held on Wednesday, August 16 2017. The Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on Thursday, August 17, 2017.

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, or by clicking on links provided in this document. For the full agenda of workshops and sessions see the link presented above.

Transportation Commission Committee Meetings Wednesday, August 16, 2017

[Right of Way Workshop \(Josh Laipply\)](#)

Purpose: The purpose of the workshop is to discuss and approve right-of-way acquisition (negotiations), and moving forward with one condemnation proceeding.

Action: Prepare to act on agreed upon proposed acquisition authorizations and condemnation proceeding at the regular meeting, based on discussion at today's workshop.

Four projects with property acquisition authorization requests for August 2017 include:

- Region 1:
 - Wadsworth -10th to Highland, Project Code 17858
- Region 2:
 - SH 167 overlay through Fowler, Project Code 20754
- Region 4:
 - SH 113 at Structure A-24-L, Project Code 20862
 - I-25 North: SH 402 to SH 14, Project Code 21506

No settlement documents this month.

One project being requested for approving condemnation proceedings includes:

- Region 3:
 - US Highway 24 Minturn Resurfacing, Project Code 20813

Discussion:

- Commission Chair Zink noted as long as the process being proposed is demonstrated to serve public interest there is no issue with proceeding with ROW acquisition negotiations for the four properties in question. No concerns were raised by the Commission. No members of public were in attendance at the workshop to bring forth comments.
- The one project proposed to proceed with condemnation proceedings was discussed. The owners of property are deceased and the condemnation proceeding will include a search for the current owners of this parcel.
- A discussion ensued regarding the Chief Engineer's role in providing cost estimates for ROW (weighted evaluation) in lieu of formal appraisals that are more time consuming and costly to obtain. This cost estimation process is approved by the Federal Highway Administration (FHWA).

[INFRA Grant and SB267 \(Deb Perkins-Smith and Herman Stockinger\)](#)

Purpose: To discuss approach and potential projects for submittal by CDOT under the INFRA discretionary grant program.

Action: No action. Requesting input and direction on approach.

Discussion:

- INFRA grant program is the current Trump Administration's replacement to the FASTLANE grant program. The FASTLANE program was more freight-focused than the current INFRA program.
- The past awarded FASTLANE project from Colorado was submitted by La Plata County as the applicant, with help from CDOT. La Plata County was the recipient of \$12 million for the US 550 project under the small projects program; no large projects were awarded out under the previous FASTLANE solicitation.
- Past experience has taught CDOT to carefully select the correct projects, and point to the top priority project in their application. Applications should focus on demonstrating partnerships leveraging resources, and those with tolling may have advantages.
- Desire Commission input on strategizing for the INFRA application in terms of the number and type (small or large) of project to consider for submittal. Also want to know, from the Commission, if any projects that should be considered are missing from the list provided (based on Tier 1 projects from the Development Program).
- Large projects are those >\$100 million; CDOT anticipates a maximum submittal of three projects. It may make sense to focus on large projects because of the very limited amount of funds available for small projects.
- Staff identified a project readiness date of June 2021 as a target for competitive projects- that will include some projects that are still a ways off but that may have opportunities for streamlining of environmental processes, one of the key program objectives included in the INFRA Notice of Funding (NOFO). Other key program objectives include leveraging federal funds, innovation, and performance and accountability.
- It was noted that CDOT has significant experience with Public Private Partnerships (P3) and design-build, and may be well positioned for the innovative contracting objective.
- The Commission was comfortable with identifying 2-3 projects for submittal, and considering the commitment of SB 267 funds as match.
- How SB 267 funds play into this grant submittal program of INFRA was noted; more needs to be understood regarding the influence these two funding sources have upon one another. CDOT staff noted that they understand the relationship between these two programs – SB 267 and INFRA – hence the name of the workshop is INFRA Grant and SB 267.
- The Director of the Division of Transportation Development noted the importance of running the results of these two programs in parallel to determine how they align and support or impact one another.
- Discussed the potential of DRCOG adding SB 267 funds to the fiscal constraint of their long-range transportation plan. This would allow for the amendment of I-25 Monument to Castle Rock into the long-range plan so as to not hold up a Record of Decision on the project. It was noted that this was for planning purposes only, and if agreed to, would not constitute an award of funds or a guarantee of funding. CDOT Staff is working with DRCOG on this now.
- Next month will return to Commission to present a list of proposed projects to consider as INFRA Grant candidates and discuss match proposals.

[Asset Management - FY2020-FY2021 Planning Budgets \(Josh Laipply, Debra Perkins-Smith, and William Johnson\)](#)

Purpose: Provide a summary of the FY2020-21 Planning Budget for Transportation Asset Management (TAM) recommended by CDOT staff for consideration by the Commission.

Action: Department staff seeks TC approval of the proposed FY2020-21 TAM Planning Budget of \$755 million, which includes budgets for individual assets that will be used to inform planning. The final TAM FY2020-21 budget will be adopted by the TC around September 2019, during CDOT's annual budget-setting process.

Discussion:

- The Asset Management budget proposed does not match the needs of the system, but takes into account the performance targets outlined in PD 14.
- The Commission requested to see an analysis of the gap in unmet need, especially for geohazards and tunnels, would like to understand how the situation is evolving over time so a few years in the past to be included.
- The Director of the Division of Transportation Development noted that this will be discussed as part of the September PD 14 workshop on asset management.
- The Chief Engineer noted that this information helps CDOT staff decide when to go to the Commission for contingency and when it is not needed.
- Commissioner asked if the budget factored in a \$50 million dollar loss if money is taken from Asset Management to pay for SB 267. The answer to this question, was not at this time.
- A question was raised regarding \$7 million of pass through money for ITS and MLOS and what that was. It was noted that this money is for salaries but in the budget it is highlighted under a different term – it is separate money from dollars spent on maintenance projects.
- The three largest budgets at CDOT are: MLOS, Surface Treatment, and Bridge. It was noted that Bridge Enterprise (BE) money is required to be spent by the BE and no other entity. This ties the hands of CDOT in terms of using any of these funds for any other purpose.
- It was noted that a comparison was being undertaken to review Tier 1 Development Program projects to identify alignment with identified asset management needs.
- A rough rule of thumb is that for every \$15 million reduction in surface treatment there is the loss of a year's worth of performance; like kicking the can down the road, not to mention increased costs related to inflation, etc.
- The idea of not including BE in Asset Management budget was discussed; it was noted that BE is only bridge replacement projects (those with a low enough structural deficiency rating); however, overall, bridge condition impacts expenditures for bridge maintenance and BE – so it is important to monitor both simultaneously.
- Not using bridge funds, as done previously, for BE debt service from this point on.

[Annual Budget Topics \(Michael Krochalis and Louie Barela\)](#)

Purpose: To provide a summary of information related to FY 2018-19 budget topics and timing, including: an introduction to CDOT budget process, associated timeline, revenue forecasts, and decision Items.

Action: No formal action required. Content is being presented to the Commission for informational purposes only.

Discussion:

- This month the Department of Accounting and Finance (DAF) is preparing the Commission for upcoming annual budget deliverables and the overall annual budget process.
- Today will also cover the FY 2016-2017 roll forwards.
- Upcoming budget deliverables to be presented to the Commission beyond today's workshop were explained to the Commission and include:
 - September - FY 2016-17 Budget and Transportation Commission Contingency Reserve Fund (TCCRF) Reconciliation

- September - FY 2018-19 Revenue Projections
 - October - FY 2018-19 Draft Budget for Review/Direction
 - November - FY 2018-19 Proposed Budget Approved by TC and Submitted to Office of State Planning and Budget (OSPB)
 - January 2018 - Executive Management Team (EMT) Review of FY 2018-19 Decision Items
 - February 2018 – FY 2018-2019 Decision Items and Work Plan Budgets get EMT and Commission review and approval.
 - February 2018 – FY 2018-19 Draft Budget for Review/Direction – EMT and Commission Review
 - March 2018 – Commission adopts FY 2018-19 Final Budget.
 - On or Before April 15th 2018 – Re-submit FY 2018-19 Final Budget to OSPB for Governor’s Approval.
- Revenue Forecasts and Decision Items both for FY 2018-19 were also discussed – see packet for more details.
 - Roll forwards from FY 2016-17 that require Commission approval include and are proposed for approval this month at the regular meeting include:
 - \$3.2 Million Roll Forward for the Division of Highway Maintenance from the Snow and Ice Contingency
 - \$5.2 Million Roll Forward for the Division of Highway Maintenance from MLOS
 - The Commission generally supported approving the roll forwards requiring their approval discussed at this workshop.
 - See link provided above for more details on the Annual Budget Workshop topics covered.

[Policy Directive 14 Reporting and Performance Metrics \(Deb Perkins-Smith\)](#)

Purpose: To report on progress made towards meeting the objectives in Policy Directive (PD) 14 in the areas of Safety, Infrastructure Condition, System Performance, and Maintenance, and review proposed changes.

Action: No action requested. Informational update on highway performance measures for the System Performance goal area, and transit performance measures for Infrastructure Condition and System Performance goal areas. Review of current performance and proposed changes to performance measures and objectives for Asset Management, Maintenance, and Safety goal areas will follow in September.

Background: Key measures for discussion for the month of August include:

System Performance - Highway: As the Colorado population, transportation demand, total crashes and incidents, vehicle miles traveled (VMT) increase, the travel reliability performance of both Interstate corridors and National Highway System (NHS) corridors continues to decline. However, the rate of travel time performance decline has been mitigated by operational improvements and strategic improvements to capacity. In 2016, CDOT improved travel time reliability in some corridors with the implementation of Tolle Express Lanes, expanded Safety Patrol services, enhanced winter operations coordination, and improved Traffic Incident Management with corridor First Responders. The PD 14 measure is based on the Planning Time Index (PTI), a measure of travel time reliability. In general terms, PTI identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free-flow conditions in order to arrive on time 19 out of 20 times.

System Performance – Transit: 2016 data for the transit System Performance goal area is not currently available. For 2015, ridership of small urban and rural transit grantees exceeded the target, with 23.3 million riders compared to a 2015 target of 22.1 million. The second System Performance measure, total number of revenue service miles, has not been reported on previously. Data, however, will not be available until later this fall.

Infrastructure Condition - Transit: The transit measure for condition of the rural transit fleet was exceeded in 2016, with 68.7% of vehicles in fair, good, or excellent condition compared to a target of 65%. Achievement of the target is supported by a grant selection process administered by the Division of Transit and Rail (DTR), which strategically prioritizes the replacement of older and high mileage vehicles. The 2016 performance appears to be a significant reduction in performance from 2015, in which 81% of vehicles were reported in fair, good, or excellent condition. However, 2015 was the first year of reporting by transit grantees, with incomplete data. As such, the reported performance in 2015 is not considered an accurate reflection of fleet condition. The second Infrastructure Condition measure was originally a percentage target, based on a requirement that rural transit grantees complete transit asset management plans (i.e. % of rural transit grantees with completed transit asset management plans). This requirement was subsequently changed to a requirement that DOTs develop a single transit asset management plan for all rural transit providers. Since DTR is on track to complete by early to mid 2018, this measure is recommended for removal from PD 14.

Discussion:

- PD 14 – the performance measures policy for CDOT is evaluated annually to determine if and when to modify investment of funds, or make a target/goal may change, in order for CDOT to optimize meeting goals and performance targets. This is a new process for CDOT and staff is learning as time passes regarding the feasibility of meeting targets and how investment decisions may need to change to meet established performance targets.
- PD 14 is updated every 4 or 5 years as part of the Statewide Planning Process. Between plans, it serves as the guide for making investment decisions so targets can be best met.
- Two elements of PD 14 under focus for today’s workshops are:
 - Transit performance
 - System performance (mobility/congestion)
- Revenue projection is underway as the first step to prepare for the next Statewide Transportation Plan; will share results of this process and keep Commission updated on this process.
- Transit System Performance includes two measures – ridership (increase same as population – 1.5 per year) and revenue miles – trend is that it is increasing with Bustang/Outrider service, and also with local providers too.
- For Transit Assets the goal/target is to keep 65% of buses in fair, good or excellent condition.
- CDOT now responsible, per the FAST Act, to develop a statewide TAM Plan for the state on behalf of local transit providers.
- CDOT has some influence on performance for local transit agencies in terms of capital assets, but operations is a different situation in terms of CDOT’s influence.
- Issue of not being able to spend gas tax revenues on transit was discussed.
- One Commissioner expressed concerns regarding transportation needs of the aging population; another Commissioner noted that special services transport does not necessarily decrease congestion, via multimodal choice offerings.
- A couple Commissioners aired their support for a multimodal focus for transportation solutions; and their recommendation is to work with the legislature to support this concept.
- The Executive Director noted challenges with transit funding - a zero sum game; autonomous vehicles could create longer trains now 2,000 vehicles per lane per hour – in the future it could be 3,000 to 6,000; need to look 5-10 and 15 years ahead – do not join in on the battle between cars and transit.
- Commissioner raised concern over low fare box recovery for transit – and the Regional Transportation District (RTD) is looking to reduce fares to entice more ridership.
- In terms of the system performance metric – the key measure is Planning Time Index (PTI) – that measures the reliability of time for a trip, that is not a pure measure of congestion.

- Congestion is paired with infrastructure condition, and function.
- Concept is to contain the spread of congestion – congestion increased 10% last year and 12% the previous year.
- Key drivers of congestion are traffic volume and incidents/crashes – CDOT is looking for capping measures for congestion. Future measures would be capping severity of congestion and limit the height of PTI.
- Identifying 2 PTIs in each CDOT Region and identify things CDOT can control on these corridors.
- Commissioners expressed a desire to understand the degree of evolving congestion/hot spots too. Need to also emphasize safety.
- Consider working on the worst first.
- The EMT is currently working with Regions on Region PTI measures; Governor is interested in congestion reduction monitoring and a Governor’s dashboard.
- Executive Director noted that non-recurring congestion is a huge issue related to congestion. Can’t plan for except after incident clearing site with Traffic Incident Management System (TIMS). CDOT can train TIMS to support enhancements in this area.
- Commissioner Peterson expressed his support for the TIMS program.

**Transportation Commission Regular Meeting
Thursday, August 17, 2017**

Call to Order, Roll Call

- All Commissioners were in Attendance
- Commissioner Luella D’Angelo was sworn in as the new Transportation Commissioner for District 3.

Audience Participation

- The I-25 North Coalition submitted a letter that will now be part of the public record.

E-470 presentation regarding the I-25 fire:

- Josh Martin of E-470 provided an overview of E-470’s role in responding to the I-25 Fuel Fire incident.
- During the I-25 Fuel Fire incident, E-470 team members worked with CDOT and agreed to waive fees for travelers using E-470 as an alternate route to I-25.
- The potential fees created with the additional 50,000 trips generated would have added up to over \$500,000 for E-470.
- E-470 did incur costs to manage this event and the expenses being requested of CDOT to cover total \$6,503.00; the Commission made a motion to ensure that E-470 get their expenses paid.
- The Commission thanked and recognized the E-470 team for all their help and cooperation during that difficult incident.
- Several of the E-470 Board Members were in attendance and were asked to identify themselves and E-470 board members and contributing staff were recognized: Steve Douglas, Jessica Carson, Jason Myers, Bill Holen, Heidi Williams, Roger Partridge, along with Executive Director, Tim Stewart.

Comments of Individual Commissioners

- Commissioners welcomed Commissioner D’Angelo to the Commission
- TLRC visits to Commissioner Hall’s and Gilliland’s areas were mentioned. Commissioner Gilliland also mentioned receiving a positive report on Bustang performance.
- Several Commissioners mentioned the recent Commission Retreat and mentioned they learned how much staff time is involved in packet development and expressed their appreciation for all of this work.

- Commission Connell mentioned four bicycle crashes in her area that resulted in two deaths. Noted it is important to embrace bicycles, CDOT has a role to support cycling and that she will personally work more on this.
- Commissioner D'Angelo expressed being impressed with the packet contents, how the Executive Director and team have such a great handle on things, and appreciates the warm welcome she has received from everyone.
- A Governor's lunch to honor the fuel fire heroes was attended by Commissioner Gifford.
- Commission Chair Zink noted being pleased with Senators Gardner and Bennet announcing that La Plata County FASTLANE Grant project being on final list going to Congress for approval.

Executive Director's Report (Shailen Bhatt)

- Attended Governor's lunch; 150 people were in attendance – CDOT, first responders, State Patrol, private contractors, etc.
- Comments from the public includes sentiments of the response from CDOT and the team restoring faith in government; Governor mentioned this level of restoration of faith was not observed in all his years of service as a Mayor or Governor. Recognized and thanked the E-470 team.
- CDOT is preparing for the eclipse – concerned with traffic impacts and incidents related to increase travel volumes.

Chief Engineer's Report (Josh Laipply)

- CDOT is doing all it can to prepare for the eclipse on Monday that will include:
 - Engineering/Construction: No CONSTRUCTION OR LANE CLOSURES ON MAINLINE facilities will occur from 8:00 p.m. (sundown) 8/18 through 8:00 p.m.
 - Maintenance/Operations: No oversize permitted vehicles will be permitted from 8:00 p.m. (sundown) 8/18 through 8:00 p.m. (sundown) 8/22 on all state highways north of HWY 24 to the KS line (this includes I-70), and all state highways east of HWY 9 to the WY border. This restriction does NOT apply to:
 - In addition, we will be standing up the emergency management structure for the weekend. Operations will be tracking congestion, incidents, and flow to update signs to advise traffic as appropriate.

HPTE Director's Report (David Spector)

- An Express Lanes Master Plan will be developed.
- The OMPD merger was discussed.
- Megan Castle is the recipient of a leadership coin for her work during the HOV3+ transition and the toll adjustment on US 6.
- A Reconciliation Fee for Service Scope of Work that covers January - June 30th completed every 6 months, has been released and David provided an overview of key content.
- Continuing work on I-25 Express Toll Lanes (ETLs).
- C-470 ETLs are rated BBB.
- Working on I-25 North Express Lanes from Johnstown to Fort Collins.
- HPTE works for transparency
- Many other ongoing activities are covered in the Reconciliation Fee for Service report.

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

- Colorado has many tunnels; and a National SHRP2 program on non-destructive evaluation of tunnel lining was held recently had about 60 people in attendance.
- School of Mines is a National University Transportation Center of focus for this topic of tunnels and geotech; Pam Hutton is leading this effort.
- A Tribal Summit is scheduled to occur in Durango on August 30th with the two Colorado tribes – Ute Mountain Ute and Southern Ute. CDOT Region 5 participates in this event.

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

- Welcome to Commissioner D'Angelo.
- Chief Engineer provided an updated regarding the de-federalizing of projects to evaluate costs savings and lower liabilities.
- There is STAC support for the Southwest Chief Commission to promote passenger rail along the Front Range – this will be included in the State Freight and Passenger Rail Plan too.
- Reviewed pros and cons of INFRA Grant program – have seen the large project list, but not the small project list at this point.
- Also discussed how SB 267 will work with INFRA Grant program and others as a potential match; a key issues that remains unsolved is how to pay back the Certificates of Payment (COPs). The discussion is to continue. There is no rush as we have until next summer to make more firm decisions.
- Revenue projection status for the next Statewide Plan (20-year horizon) was presented to the STAC; concern was expressed that the Alt Fuels measure (level of Alt Fuel vehicle penetration) was too low.

Flood Update (Johnny Olson) – Approved Unanimously on August 17, 2017

- CDOT Region 4 request for a Commission loan from the TCCRF of \$53 million to cover Flood Program expenses. Commission is to be reimbursed.

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on August 17, 2017.

- [Resolution to approve regular meeting minutes of July 20, 2017 \(Herman Stockinger\)](#)
- [Acknowledgement of Committee Assignments \(Herman Stockinger\)](#)
- [Adopt updated Policy Directive 89.0 “Risk and Insurance Management.” \(Herman Stockinger / Darrell Lingk\)](#)
- [NFRMPO Transportation Improvement Program Incorporation into State Transportation Improvement Program \(Deb Perkins-Smith\)](#)
- [Roll forward requests \(Michael Krochalis and Louie Barela\)](#)

Discuss and Act on the 2nd Budget Supplement of FY 2018 (Michael Krochalis) – Approved unanimously on August 17, 2017

Discuss and Act on Right of Way Acquisition Authorization Requests (Josh Laipply) – Approved unanimously on August 17, 2017

Discuss and Act on Right of Way Condemnation Process Initiation Request (Josh Laipply) – Approved unanimously on August 17, 2017

DIA/Pena Blvd. National Highway System (NHS) issue update

- DIA is working with FHWA to take section of Pena Blvd from E-470 to the terminals off the NHS. See link above for more details.

HQ/R1 and R2 Relocation Update (David Fox)

- All projects are moving along on time and on budget. See link above for more details.

Safety Update (Darrell Lingk)

- Employee safety has improved recently in terms of Workmen's Comp on the job injuries and leave required for recuperation. On the job injuries are trending down – 30% than mean average of 4 prior years. Lost time for serious injuries is down by 37%.
- Biggest exposure was snow plows in 2014; prior to winter of 2015-16 conducted a behind the wheel exercise for CDOT drivers before snow fell last year – results were 220 crashes down to 148 crashes from last year. Accounting for miles plowed being equal for 2015 (5.6 million miles) and 2016 (5.1 million miles) the number of crashes comparably would be 167 – still a substantial decrease.
- Snow plows – employee caused crashes are down 37% while civilian caused increased 10%.
- Commissioner Hall was interested to understand why the general public incidents had increased. Tow plows were evaluated – no incidents of snow plows last year. A civilian driver impacts snow plow, clip as driving by.
- Slip and trip incidents have decreased and is good news- due to new tread wear. Darrell recognized and thanked the superintendents for their contribution to this success.
- The primary reason for decrease in employee incidents is employees embracing a new process of safety and this is contributing to the downward trend.

Recognitions:**FHWA Environmental Excellence Awards (Deb Perkins-Smith)**

Every two years these are awarded - 125 applications with 16 awards given. This is for the I-70 East Bound Peak Period Shoulder Lane (I-70 Mountain Express Lane Project). Partners with CDOT were the City of Idaho Springs and Clear Creek County.

CDOT

- Angie Drumm
- Benjamin Acimovic
- David Singer
- Joe Mahoney
- Neil Ogden
- Paul Neiman
- Robert Smith
- Ron Papsdorf
- Stephen Harelson

FHWA

- Melinda Urban
- Randy Jensen
- Stephanie Gibson

HDR

- Gina McAfee
- Steve Long

THK & Associates

- Kevin Shanks

2017 AASHTO Award

- I-70 Mountain Express Lane Project – Operations Excellence, Medium Project (Paul Jesaitis) – The same I-70 Mountain Express Lane team, referenced above, was also a recipient of this AASHTO honor.

CDOT Hero Awards for I-25 Fuel Fire (Mike O'Neill, CDOT Region 1)

- Brent Reigel
- Rodney Hemphill
- Bryan Trigg



COLORADO Department of Transportation

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

DATE: August 18, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program

Background

A Notice of Funding Opportunity (NOFO) was issued on July 5, 2017 for the new INFRA discretionary grant program. The INFRA program is the latest iteration of the Nationally Significant Freight and Highway Program created under the FAST Act, and replaces the FASTLANE grant program. INFRA retains the same two primary categories of funding as FASTLANE:

- Large Projects: Projects with a total project cost of greater than \$100 million, and a minimum grant request of \$25 million
- Small Projects: Projects with a total project cost of less than \$100 million, and a minimum grant request of \$5 million

Approximately \$1.56 billion is available under the fiscal year (FY) 2017-FY 2018 INFRA program, the majority of which (roughly \$1.5 billion) is in the large projects category. Eligible applicants can submit up to three projects for consideration. In the case of FASTLANE and previous rounds of TIGER, the Transportation Commission (TC) committed matching funds in order to leverage potential federal grant funds, most recently with anticipated Senate Bill (SB) 228 funds. A significant commitment of matching funds from the TC and local governments is needed in order for a project to be competitive under these programs, and this remains the case with the current INFRA solicitation.

Two solicitations were issued under the FASTLANE program, one in the spring of 2016 for FY 2016 awards, and one in the fall of 2016 for FY 2017 awards. CDOT submitted three applications under the first solicitation - US 85 Centennial Highway Improvements, US 287 Lamar Reliever Route, and Truck Parking Information System (TPIMS). None were successful. The applications for US 85 and TPIMS were updated and resubmitted in the second solicitation. No awards were made under the second solicitation prior to the Obama administration leaving office. The Trump administration decided to only make 2017 FASTLANE awards in the small projects category, and is rolling large project funding into the current INFRA solicitation. 2017 FASTLANE awards in the small projects category were recently announced. While none of the CDOT submitted projects were selected, \$12 million was awarded for the US 550/US 160 Connection, submitted by La Plata County.

Details

Attachment A provides a summary of the INFRA NOFO. Although INFRA retains the same basic elements of the FASTLANE program, including large and small project categories, eligible activities, and cost share requirements, the focus and selection criteria are different. The most notable difference is that while FASTLANE focused on freight projects, INFRA does not have an explicit freight focus. INFRA project selection criteria are focused on four **“key program objectives”**: Supporting Economic Vitality, Leveraging of Federal Funds, Innovation, and Performance and Accountability. As noted previously, CDOT can submit up to three projects. We may want to consider different strategies in the number and type of projects that are considered.

Eligibility and Evaluation Criteria

Attachment B outlines two primary criteria used by staff to determine eligibility for INFRA: eligible project type and project readiness. Staff have also identified evaluation criteria based on the NOFO to further assess those projects that meet eligibility criteria. The evaluation criteria directly address three of the four key program objectives identified in the NOFO and described above. The fourth, performance and accountability, staff does not consider an evaluation criteria, but rather a component of an eventual application that should be developed as part of any project put forward by CDOT. These criteria also align with the Statewide Plan (SWP) goal areas of Safety, Mobility, and Economic Vitality. The fourth SWP goal area, Maintaining the System, is not directly aligned with an evaluation criteria. Although the extent to which a project extends asset life may be an additional



consideration in the evaluation of projects, it is generally less aligned with the focus of the INFRA program. Staff proposes to use this criteria and additional input from the TC to further assess projects and identify a staff recommendation for INFRA projects for Commission review in September.

Attachment B also identifies large and small projects included in the Development Program. Projects have been assessed for the two eligibility criteria, and undergone a preliminary assessment of economic vitality criteria. Projects highlighted in bold are those that meet the eligibility criteria and are considered competitive from an economic vitality perspective. Many of the large projects that have been identified could also be scaled to fit within the small projects category.

Grant Request Amount and Matching Funds

While an INFRA award can cover up to 60% of eligible project costs, the INFRA NOFO puts significant focus on the maximization of other non-federal funding. As such, it is anticipated that a competitive project is likely to include a much smaller federal funding request- **closer to 20% to 30% of total project costs, with an “ideal” large project grant request likely falling somewhere between \$25 million and \$60 million.** A large project with a total cost at the minimum of \$100 million will require approximately \$70-\$80 million in matching funds if the request is limited to 20-30% of costs. Many of the projects included in Attachment B are significantly larger than \$100 million, with correspondingly higher match amounts needed. Given current funding circumstances, most of the large projects have limited identified sources of funding. If selected to be put forth as an INFRA application, staff will work to identify all possible opportunities for matching funds, including RPP, FASTER Safety, or other sources of CDOT funding, tolling, innovative financing, and local or private contributions. Even if these other sources are maximized, it is still anticipated that a significant majority of match funding will be needed through a commitment from the TC to fund with SB 267 or other funding source (i.e. TC Reserve).

Questions to Consider

Staff requests STAC input on approach to the identification of projects for submittal under the INFRA NOFO.

Questions to consider include:

- Are there projects not identified in Attachment B that should be considered for further evaluation?
- Are there other criteria that should be considered in relation to the INFRA NOFO key program objectives?
- Which projects are most compelling, and best address evaluation criteria?
- Should significant matching funds be committed via SB 267 or other source?
- How many projects should be submitted? Do we identify the most competitive large and small projects and submit two applications? Submit only one application for our top priority? Since this is a new program, do we submit three very different projects to provide a range of options for selection?

Transportation Commission Input

INFRA was the subject of a TC workshop on August 16. The Transportation Commission provided general concurrence with the approach, criteria, and initial assessment of projects provided by staff, and indicated a willingness to consider commitment of SB 267 funds as match. Given the small amount of funds available in this solicitation for small projects, the inclination of the Commission was to focus on the large projects category. There was some discussion as to whether the submittal of multiple projects sends the message that we are unsure of what our priority is. It was suggested that consideration be given to identifying priority order, if multiple projects are submitted.

Next Steps

- August - Further assessment of candidate projects, based on project data and STAC and TC input. Identification of staff recommendation for INFRA applications.
- September - TC workshop on staff recommended INFRA applications and match requirements. Review of recommendations with STAC.
- October - TC approval of submittal of applications and commitment of matching funds.
- November 2 - Applications due.

Attachments

- Attachment A: INFRA Notice of Funding Opportunity (NOFO) Summary
- Attachment B: Potential Candidate Projects



FY 17 & 18 Infrastructure for Rebuilding America (INFRA) Notice of Funding Opportunity (NOFO) Summary

Overview

The Nationally Significant Freight and Highway Projects program was authorized in the 2015 FAST Act to provide Federal financial assistance to highway and freight projects of national or regional significance. The program was formerly known as FASTLANE and is now known as INFRA.

A FY 2016 solicitation was issued in the spring of 2016 with awards announced in July 2016. A FY 2017 solicitation was issued in the fall of 2016. FY 2017 awards were not made before the new administration took office in January 2017.

The USDOT expects to award approximately \$80 million of “small projects” funding from the FY 2017 solicitation this summer. The remainder of the FY 2017 funding availability is being rolled into this solicitation for FY 2017 and FY 2018 funding.

Applications Due: 8:00 p.m. EST, November 2, 2017. No more than 3 applications from each sponsor.

Available Funding: Up to \$1.56 billion (pending FY 2018 appropriations)

Large Projects: >\$100m total project cost and at least \$25m INFRA grant – \$1.44b-\$1.48b total

Small Projects: <\$100m total project cost and at least \$5m INFRA grant – \$81m-\$85.5m total

Rural Projects: Located outside urban areas with populations >200,000 – at least 25% of funding

Freight Intermodal Projects: Approximately \$326 million remains available for freight intermodal projects. Grade crossing and grade separation projects do not count toward the maximum available funding for freight rail, port, and intermodal projects.

Eligible Projects

- Highway freight projects carried out on the National Highway Freight Network
- Highway or bridge projects carried out on the National Highway System, including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area
- Railway-highway grade crossing or grade separation projects
- Freight projects that are
 - Intermodal or rail projects, or
 - Within the boundaries of a public or private freight rail, water, or intermodal facility (must be a surface transportation project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network)

Eligible Costs

Construction, reconstruction, rehabilitation, acquisition of property, environmental mitigation, construction contingencies, development phase activities. USDOT is seeking to fund projects that result in construction. P3 assessments are eligible. INFRA funds may also pay the subsidy and administrative costs for TIFIA.

Cost Sharing

- INFRA grants may be used for up to 60% of eligible project costs.
- Total Federal assistance may not exceed 80% of eligible project costs.
- TIFIA and RRIF credit assistance programs are considered Federal assistance.
- The USDOT seeks applications for projects that exceed the minimum non-Federal cost share requirement.
- Cost share will be evaluated according to the Leveraging of Federal Funding evaluation criterion.

FY 17 & 18 Infrastructure for Rebuilding America (INFRA) Notice of Funding Opportunity (NOFO) Summary

Selection Criteria

The USDOT intends to advance four key program objectives with FY 2017-2018 INFRA funds.

Supporting Economic Vitality: Projects that address congestion in major urban areas, particularly those that use congestion pricing or deploy advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development all support national or regional economic vitality.

Leveraging of Federal Funding: Give priority consideration to projects that use all available non-Federal resources for development, construction, operations, and maintenance. These projects include those that maximize State, local, and private-sector funding, projects that raise revenue directly, projects that benefit from local self-help, and projects that pair INFRA grants with broader-scale innovative financing, including Federal credit assistance. For the purposes of this criterion, TIFIA will be considered non-Federal funding.

Innovation: The USDOT seeks to use the INFRA program to encourage innovation in three areas: 1) environmental review and permitting; 2) use of experimental project delivery authorities; and 3) safety and technology. It is not expected that each project will address all three innovation areas.

Environmental Review and Permitting-Expand and improve upon reforms intended to reduce project timelines and costs: accelerate the environmental permitting and review process; improve outcomes for communities and the environment; facilitate concurrent and consistent environmental permitting and review, analysis and decision making; establish a shared vision of permitting success among Federal agencies. The USDOT will use a new approach designating liaisons within each resource agency to coordinate review activities and track and meet milestones. The Department seeks applications for projects that could benefit from this approach and encourages applicants to indicate whether they are interested in participating.

Special Experimental Authorities – USDOT is interested in ensuring that Federal-aid Highways program requirements do not impede project delivery. The Department encourages applicants to consider whether their project is eligible for and would benefit from an experimental authority or waiver under SEP-14 (innovative contracting practices), SEP-15 (innovative project development processes), or some other experimental authority program.

Safety and Technology – USDOT seeks opportunities to experiment with innovative approaches to transportation safety, particularly projects that incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks.

Performance and Accountability – Maximize public benefits and promote local activity that provides benefits beyond the INFRA-funded projects. USDOT seeks projects that allow the Department to condition funding on specific, measurable outcomes. The Department may use one or more of the following types of events to trigger availability of some or all INFRA funds: 1) reaching project delivery milestones in a timely manner; 2) making specific State or local policy changes that advance desirable transportation outcomes; and 3) achieving transportation performance objects that support economic vitality or improve safety. For example, the Department may condition some of the INFRA funds to be used to improve on interchange in a corridor on the project sponsor's ability to demonstrate satisfactory levels of service at other points in the corridor.

Project Readiness: Obligate funds within 3 years (9/30/20 for FY 17 funds and 9/30/21 for FY 18 funds). Must be reasonably expected to begin construction within 18 months of obligation of funds.

INFRA

Potential Candidate Projects

Eligibility Criteria:

- (1) Eligible Project Type - Highway or bridge project on the National Highway System (NHS), National Highway Freight Network (NHFN), or a grade separation, or freight intermodal/rail project.
- (2) Project Readiness -While projects that are not ready to go to construction for five to six years are technically eligible under the INFRA program, projects that are ready to go to construction within a few years of award have generally be considered more competitive in previous rounds of discretionary grant programs. Given the innovation objective relating to environmental review and permitting, staff expects that projects that may take slightly longer to proceed to construction may still be competitive if they include opportunities to streamline and accelerate environmental processes. Based on the above, staff recommend June, 2021 as the date by which projects should be ready to go to construction in order to be considered for this round of INFRA funding.

Evaluation Criteria:

- (3) Economic Vitality: Interstate Movement of People or Goods - In addition to being an eligible facility (i.e. NHS or NHFN), a project should be on a corridor that serves significant interstate movement of people or goods, or provides important interstate connectivity. Projects will be evaluated on the significance of the facility to national and regional economic vitality.
- (4) Economic Vitality: Mobility Benefits - Given the focus of the NOFO economic vitality objective on congestion, service gaps, and private economic development, projects should provide significant mobility improvements, such as new capacity, passing lanes, geometric improvements, new or improved interchanges, etc. Projects will be evaluated on anticipated benefits to mobility such as improved connections, or travel time savings.
- (5) Other Evaluation Criteria - to be used at the next level of screening/evaluation
 - a. Leveraging of Federal Funding: Other Funding - Projects should demonstrate a strong ability to leverage other funding (in addition to a commitment from the Transportation Commission via SB 267 or other source). The stronger the ability to include other non-federal funding sources, such as other state funding sources, local funding commitments, innovative financing, or toll revenue, the more competitive an application is likely be nationally. Projects will be evaluated on secured or anticipated commitments of funding from other non-federal sources, in addition to funds committed by the Transportation Commission.
 - b. Innovation: Environmental Streamlining - The opportunity to accelerate environmental review and permitting decreases the closer a project is to construction. As such, projects **will be assessed based on the degree to which acceleration is possible, given a project's** state of readiness. For example, a project ready to go now may be considered comparable in terms of competitiveness to a project not ready to go for two years but with identified opportunities to streamline environmental processes, whereas a project not ready to go for two years, without significant opportunity for streamlining, will be considered less competitive.
 - c. Innovation: Innovative Project Development or Contracting - The key program objectives include the ability to utilize innovative project development and contracting procedures outlined in FHWA Special Experimental Programs 14 and 15. Projects will be assessed in terms of their ability to utilize these procedures which include public-private partnerships, design-build, or Construction Manager at Risk.
 - d. Innovation: Technological Innovation - Projects should include, to the extent practicable, innovations in technology, particularly innovations advancing safety. Projects will be assessed based on the opportunity to integrate innovative technology, examples of which could include fiber, ITS devices, or connected vehicle infrastructure.

The following projects that are in bold meet the eligibility criteria and an initial assessment of economic vitality criteria and will be further assessed to identify the best candidate for competing nationally for INFRA funds.

Tier I Development Program Projects > \$100 M

- I-25 North US 36 to 120th / TEL Expansion E-470 to Weld County Line*
- I-70 West: Floyd Hill
- I-70 West: Westbound PPSL (if combined with other I-70 phases)*
- I-270: Widening from I-76 to I-70 (*likely not ready until 2022*)
- US 85: 104th and 120th Grade Separation*
- US 85/Vasquez: I-270 to 62nd Ave. Interchange*
- I-25: Colorado Springs Denver South Connection
- I-25: Colorado Springs Congestion Relief*
- SH 21: Intersection Improvements: Constitution to North Carefree (*may not be competitive for economic vitality criteria*)
- I-25: New Pueblo Freeway*
 - I-25: City Center Drive to 13th St.
 - I-25: US 50 Interchange with I-25
 - I-25: 29th St. Section
 - I-25: Dillon Blvd. Extension
- US 287: Lamar Reliever Route*
- I-70 West: Vail Pass
- I-70: Replace Failing Pavement* (*may not be competitive for economic vitality criteria*)
- SH 119: BRT/Managed Lanes (*may not be competitive for economic vitality criteria*)
- US 34/85 Interchange Reconfiguration (*may not be competitive for economic vitality criteria*)
- US 85: Corridor Improvements*
 - US 85 and CR 44 Railroad Interchange and RR sidings
- I-25 North: SH 7 to SH 14
 - I-25 SH 402 to SH 66
- I-76 Phase IV and V* (*may not be competitive for economic vitality criteria*)
- SH 71 Super 2* (*may not be competitive for economic vitality criteria*)
- US 550/US 160 Connection (*awarded FASTLANE small project funds*)

*Could likely be scaled as large or small project

Tier I Development Program Projects < \$100 M

- I-25: Valley Highway Phase 3.0 Santa Fe to Bronco Arch (*likely not ready until 2022*)
- I-70 Kipling Interchange
- I-225: I-25 to Yosemite
- US 6: Wadsworth Interchange (*may not be competitive for economic vitality criteria*)
- US 85: Louviers to Meadows Widening (*likely not ready until 2022*)
- **US 285: Richmond Hill to Shaffer's Crossing** (*may not be competitive for economic vitality criteria*)
- US 24 East: Widening Garrett/Dodge to Stapleton Rd. (*may not be competitive for economic vitality criteria*)
- US 285: Fairplay to Richmond Hill (*may not be competitive for economic vitality criteria*)
- SH 67: Divide to Victor Shoulder Widening and Safety Improvements (*not eligible - not on NHS or NHFN*)
- SH 115: Rock Creek Bridge Replacement and Widening (*not eligible - not on NHS or NHFN*)
- SH 21 Research Pkwy Interchange (*may not be competitive for economic vitality criteria*)
- US 24 West: I-25 to Woodland Park (*may not be competitive for economic vitality criteria*)
- US 50: West of Pueblo (*may not be competitive for economic vitality criteria*)
- **US 50B: East Widening**
- I-25: SH 10/SH 160 Interchange Reconstruction at Walsenburg (*may not be competitive for economic vitality criteria*)
- US 160: Mobility Improvements (*may not be competitive for economic vitality criteria*)
- SH 12 and 69 Improvements (*not eligible - not on NHS or NHFN*)
- I-70 Business Loop (*may not be competitive for economic vitality criteria*)

- I-70 Palisade to Debeque
- US 6: Mesa County Improvements (*may not be competitive for economic vitality criteria*)
- SH 141B: Mesa County (*not eligible - not on NHS or NHFN*)
- SH 340: Safety and Capacity Improvements (*not eligible - not on NHS or NHFN*)
- US 50: Little Blue Canyon
- US 550: Safety Improvements (*may not be competitive for economic vitality criteria*)
- SH 92: Safety Improvements (*not eligible - not on NHS or NHFN*)
- I-70: Garfield County Interchange Improvements (*may not be competitive for economic vitality criteria*)
- I-70: Glenwood Canyon Bridge Rail (*may not be competitive for economic vitality criteria*)
- I-70: Edwards Spur Road. (*may not be competitive for economic vitality criteria*)
- I-70 West: Dowd Canyon Interchange *may not be competitive for economic vitality criteria*)
- I-70 West: Exit 203 Interchange Improvements
- I-70 West: Frisco to Silverthorne Auxilliary Lane
- I-70 West: Silverthorne Interchange
- SH 9: Frisco North (*may not be competitive for economic vitality criteria*)
- SH 13: Rifle North
- US 40: Fraser to Winter Park (*may not be competitive for economic vitality criteria*)
- US 40: Kremmling East and West (*may not be competitive for economic vitality criteria*)
- SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes
- SH 13: Wyoming South
- SH 139: Little Horse South (*not eligible - not on NHS or NHFN*)
- US 385: Intersection, Shoulders, and Other Safety Improvements and Problem Locations (*may not be competitive for economic vitality criteria*)
- SH 66: Corridor Improvements West (*may not be competitive for economic vitality criteria*)
- SH 52 Interchange in Hudson (*may not be competitive for economic vitality criteria*)
- US 550: Shoulder Improvements, Deer Fencing, and Animal Underpasses (*may not be competitive for economic vitality criteria*)
- SH 17: Safety and Mobility Improvements North of Mosca (*may not be competitive for economic vitality criteria*)
- US 160: Towaoc Passing Lanes
- US 160: **Elmore's East**
- US 160: Pagosa Reconstruction and Multi-Modal Improvements (*may not be competitive for economic vitality criteria*)
- US 550 South: Sunnyside
- US 550 South: Gap

Volkswagen Settlement Proposed CO Beneficiary Mitigation Plan

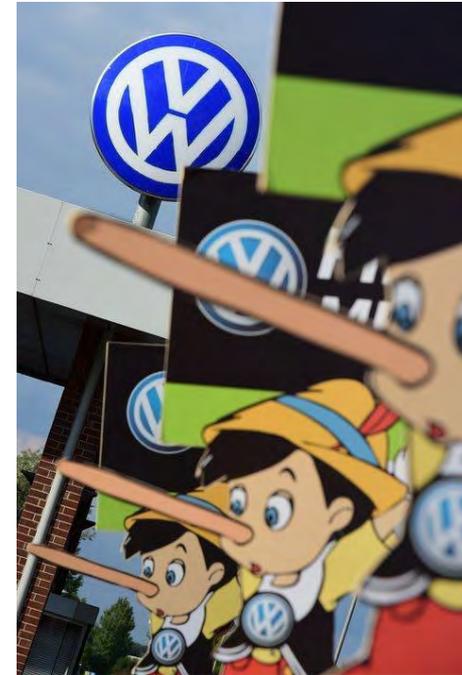


August 25, 2017



Settlement Overview

- \$2.9 billion trust fund
 - \$68.7 million for Colorado
 - Eligible projects only
- Purpose:
 - Reduce nitrogen oxides (NOx) in location of affected vehicles
 - Benefit areas of disproportionate impact
- VW also pays:
 - Over \$10.3 billion to buy back vehicles



- \$2 billion national Zero Emission Vehicle (ZEV) investment

National ZEV Investment

- \$2 billion - VW controls
- For zero emission vehicle access, infrastructure and education
 - \$800M in California, \$1.2B in rest of U.S.
 - 10-year horizon, split into four 30-month cycles
- VW announced Cycle 1 plans on April 9, 2017
 - Local and highway EV charging stations
 - VW will invest in Colorado and Denver metro

Environmental Mitigation Trust Milestones

Event	Approximate Time Frame
Trust Effective Date (TED) *Wilmington Trust selected as Trustee - March 2017	Summer-Fall 2017 (Not yet occurred)
Colorado files beneficiary certifications	Summer-Fall 2017 (Due 60 days after TED)
Colorado proposes Beneficiary Mitigation Plan for public comment	August 28, 2017
Beneficiary designation	Late 2017 - Early 2018 (Due 120 days after TED)
Colorado files a Beneficiary Mitigation Plan	Late 2017 - Early 2018 (Due 90 days after beneficiary designation)
Colorado requests/receives funds	2018

Terms of the Trust

- \$68.7M for eligible actions (could rise)
 - Distribute to public or private entities
 - Sets incentive caps
- 3-10 years to draw funds, 15 years to spend
- Forfeit unused funds
- Accounting and reporting required
- State decides how to spend
- Trustee must approve funding requests



Mitigation Projects Eligible for Trust Funding

- Class 8 (large) local freight and port drayage trucks
- Class 4-7 (medium) local freight trucks
- Class 4-8 school, shuttle, or transit buses
- Up to 15% for light duty ZEV supply equipment
- Airport ground support equipment
- Railroad freight switchers
- Heavy forklifts
- Certain boats & port equipment
- Diesel emission reduction act (DERA) option
- Admin costs up to 15%

Draft Beneficiary Mitigation Plan

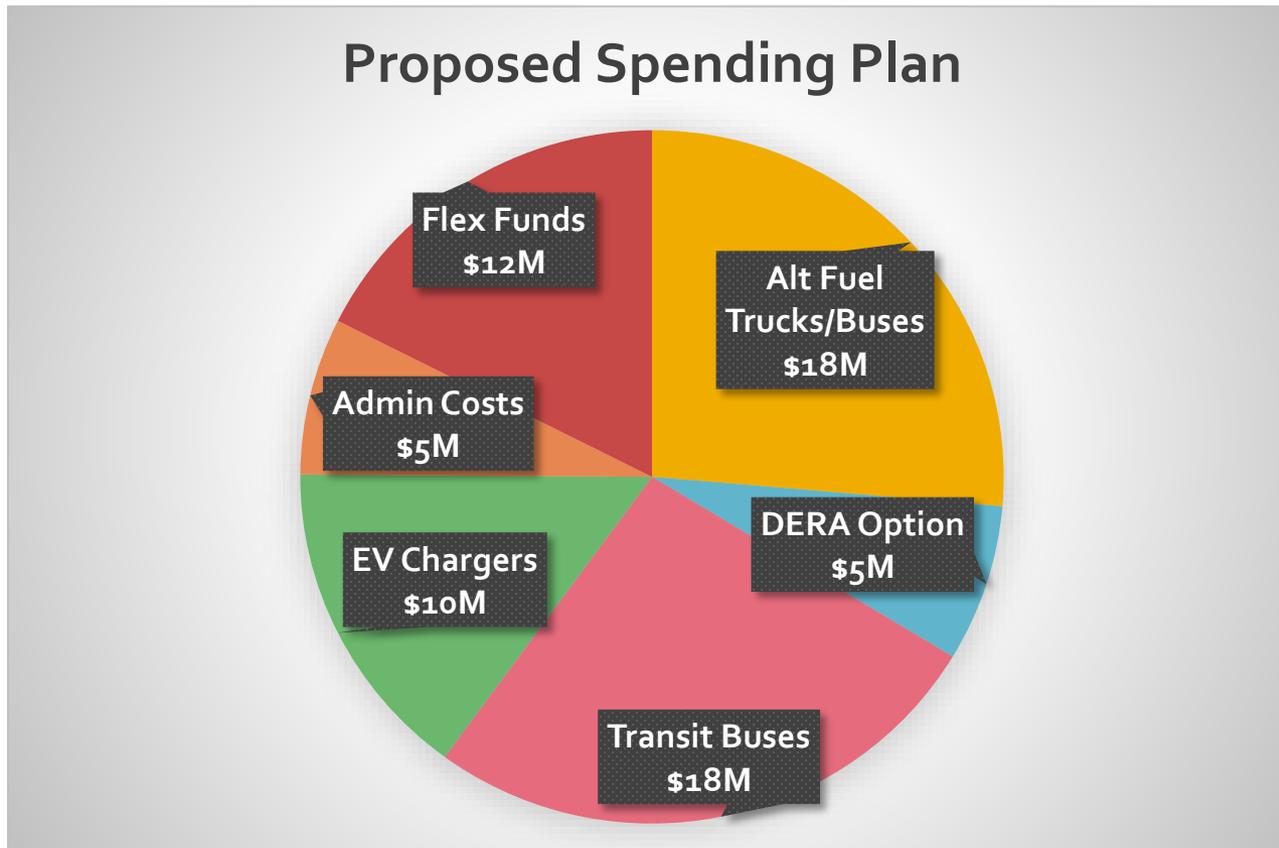
- Due 90 days after CO is designated a beneficiary
 - Late 2017 - early 2018
- Summarizes our plan for using trust funds
- **A “high level vision”**
- Not binding, may be revised
- Must solicit public input on the BMP

Overall Goal for Trust Funds

- Maximize air quality benefits
- Encourage ZEVs
 - 15% for ZEV equipment
- Distribute funds quickly
- Benefit areas of disproportionate impact and environmental justice
- Be efficient
 - Cost effective projects
 - Utilize existing processes
 - Minimize admin costs
- Transparency and accountability

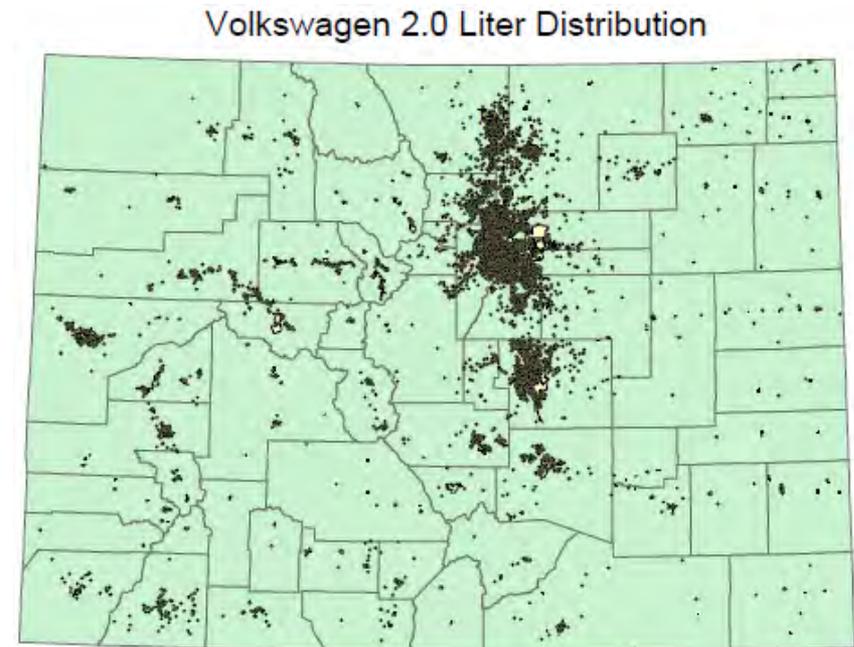


Allocation of Funds

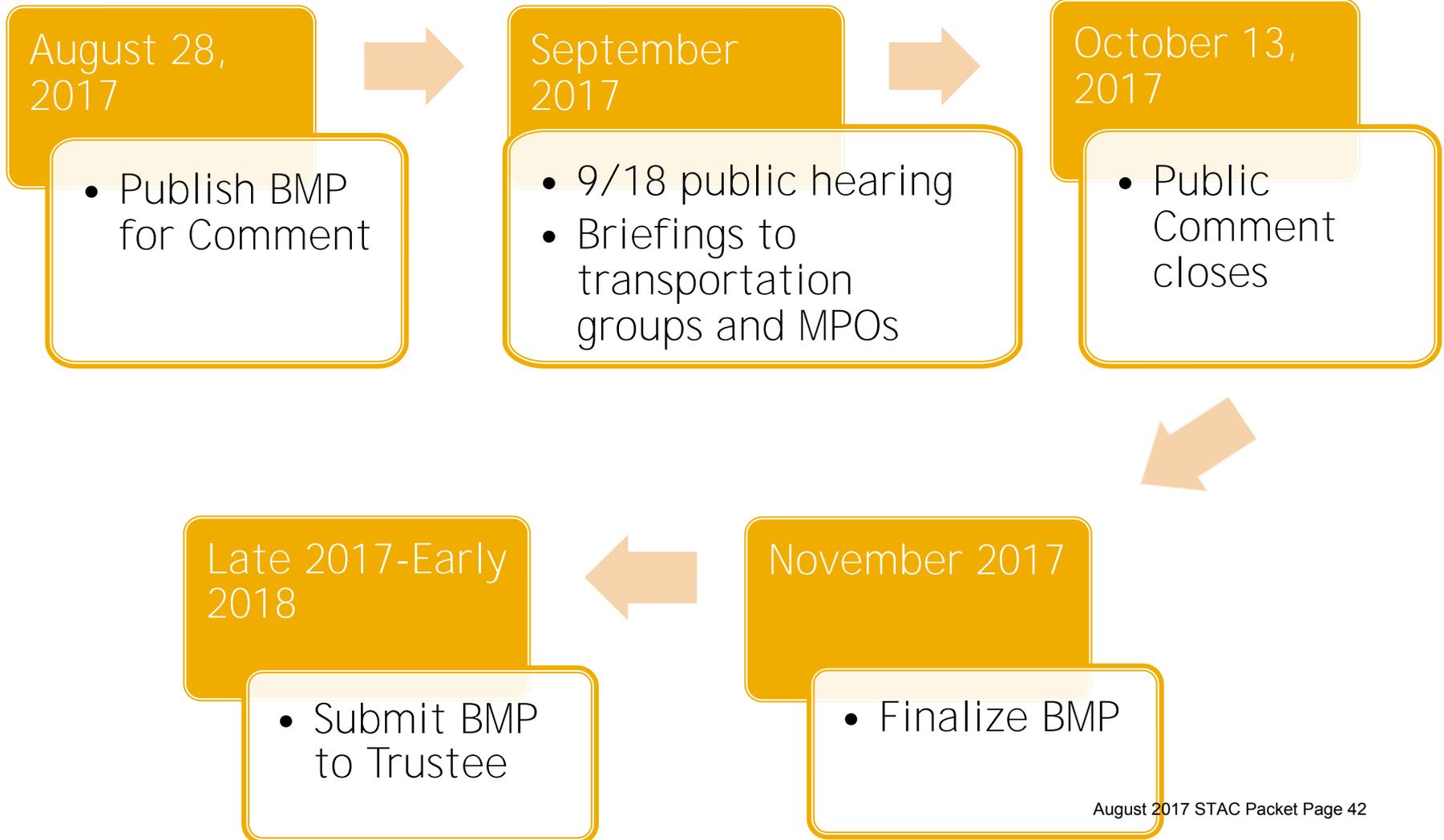


Areas of Disproportionate Impact

- Ozone nonattainment area
- Location of VWs
- Environmental justice areas
- Funds will likely flow to these areas
 - Not setting criteria at this time
 - EV chargers should be statewide



Next Steps



More Information

- Public meeting September 18
 - 2:00-5:00 p.m.
 - CDOT offices, 4201 E. Arkansas Ave., Denver, CO 80222
- Public comments due October 13
 - cdphe.commentsapcd@state.co.us
- <https://www.colorado.gov/cdphe/vw>

Discussion

Chris Colclasure
Deputy Director
Colorado Department of Public Health and Environment,
Air Pollution Control Division



ALT Fuels Colorado STAC Update

Christian Williss, Director of Programs and Initiatives

August 25, 2017



COLORADO
Energy Office

Program Goals

1. Foster the establishment of a sustainable, statewide alternate fuels market in Colorado, with an emphasis on Compressed Natural Gas (CNG)
2. Remove barriers to the adoption of alternate fuel vehicles (AFVs)
 - Address the lack of fueling infrastructure currently available for AFVs in the state
 - Reduce the initial costs of AFVs and alternate fuel infrastructure by providing incentives to offset incremental costs



AFC Awards to Date



696 Vehicles Funded



35 Unique Fleets



65 Different Projects



\$9.3 Million Awarded

AFC Application Round

Project Timeline	Date
Application period opens	October 1, 2017
Applications due	October 31, 2017
*A total of three application rounds will occur in 2017	

- Questions?
 - Application and guide are available at www.cleanairfleets.org
 - Please feel free to email or call Kaylyn Bopp at kbopp@raqc.org or 303-629-5450 ext. 290

Progress to Date: CNG Infrastructure

Fourteen CNG stations awarded over five funding rounds

Seven stations currently open to the public with another opening in August

Three awarded stations not yet built

Rolling bid period remains in place; station renovations eligible for funding



Progress to Date: EV and Propane

Four co-located DCFC and propane fueling stations awarded over five funding rounds

Three sets of co-located stations **terminated at developer's request**

One set of awarded stations not yet built

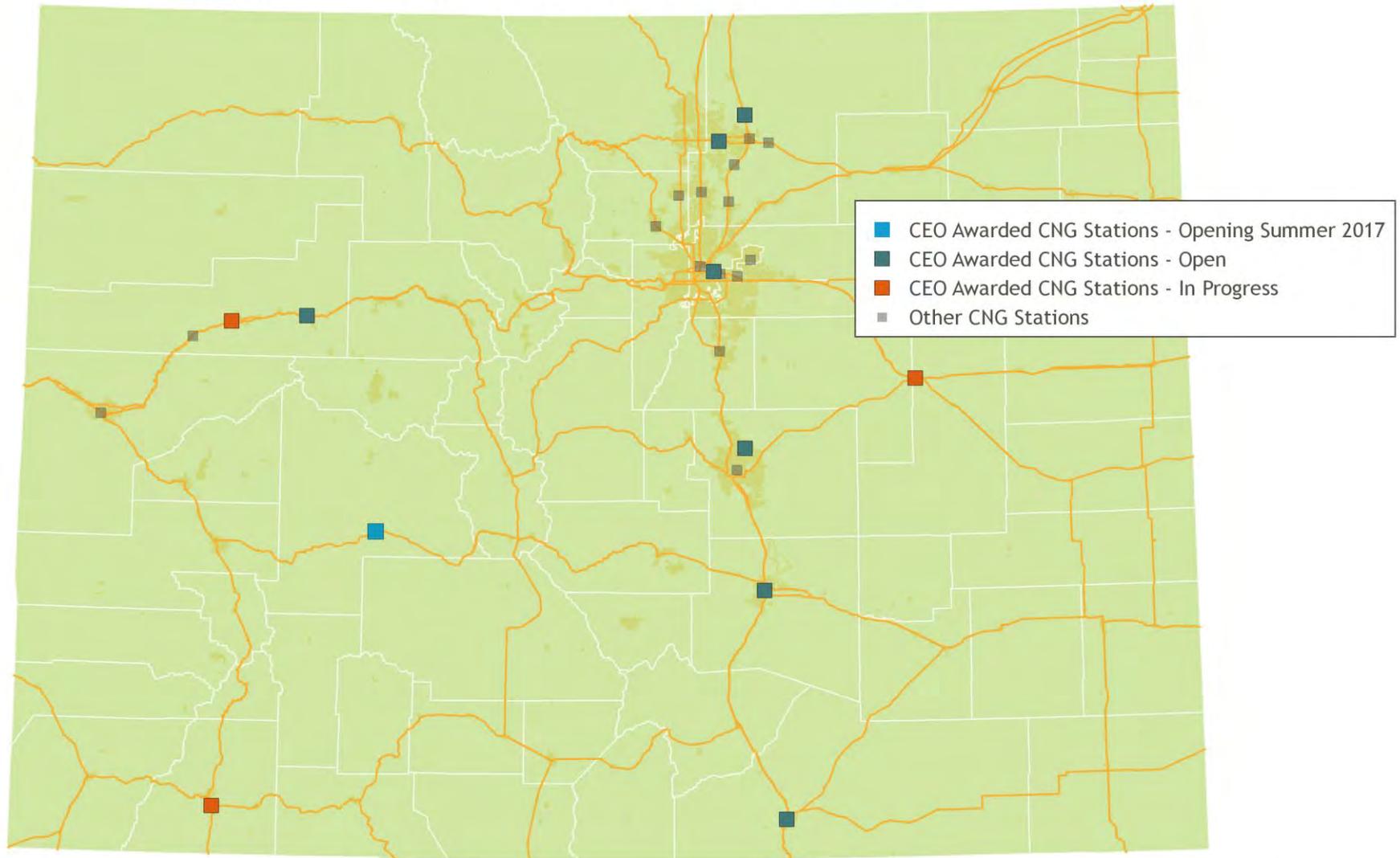
Co-location requirement remains in place



Statewide CNG Fueling Network



Publicly Accessible Fast-fill CNG Stations



Program Improvements

- Challenging market dynamics for CNG
- Co-location requirement is not working
- Changes to the alternative fuels landscape in Colorado/nationally
- Limited timeline

Compressed Natural Gas Infrastructure

- Rolling bid period
- Inclusion of station renovations
- Prioritized investments
- Enhanced community engagement
- CEO/RAQC
- Refuel Colorado



Electric Vehicle Charging Infrastructure

- Eliminate requirement for co-location and use a portion of remaining grant funds for EV fast-charging corridor stations.
- Target Tier 1 and 2 alternative fuel corridors identified in **CO's Statewide Network Plan under the FAST ACT.**
- Coordinate with Charge Ahead Colorado and other planned investments for interstate corridors.
- **Base incentive levels on results of Denver's EV study, locations on NREL's recent BLAST-V analysis.**
- Goal: ensure that every Coloradan has access to quick, convenient electric vehicle charging.



Propane Fueling Infrastructure

- Eliminate requirement for co-location and use a portion the remaining grant funds for standalone propane fueling infrastructure incentives.
- Engage industry and transportation partners to develop grant framework.
- If needed, modify existing grant structure to ensure appropriate level of incentive.

Project Timeline

- Extend ALT Fuels end date to June 2020 to allow program improvements to take effect

Summary



- Remain responsive to alt fuels market



- Greater coordination and outreach on CNG



- Develop EV Fast-Charging Corridor offering



- Develop Propane Fueling Station offering



- Extend ALT Fuels end date to June 2020





COLORADO Department of Transportation

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

DATE: August 25, 2017
TO: Statewide Transportation Advisory Committee
FROM: Michelle Scheuerman, Project Manager, Sharon Terranova, Project Manager
SUBJECT: Multimodal Freight Plan and State Freight and Passenger Rail Plan

Purpose

The purpose of this memo is to provide an update on development of **DTD's** Multimodal Freight Plan and **DTR's** State Freight and Passenger Rail Plan.

Action Requested

This memo is informational only; no action is required.

Background

This memo provides a progress update and summary of priority recommendations developed in the Multimodal Freight Plan (MFP) and State Freight and Passenger Rail Plan (SFPRP).

These plans are being developed concurrently in order to leverage data sharing and analyses, to develop consistent messaging and combine stakeholder outreach efforts, and to better integrate plans that address shared issues and needs. The development of both plans have focused on active stakeholder engagement and outreach with an emphasis on coordination with private industry and public agency partners. Both plans are primarily policy-based with an emphasis on establishing actionable recommendations, identifying priority strategies, fostering relationships and partnerships to aid implementation, and providing a foundation for communications and educational efforts in the future.

Details

Significant stakeholder engagement and outreach has occurred through interviews and online surveys. Most recently, CDOT developed a survey that was distributed to the travelling public to gauge perceptions of trucks and trains and to test public priorities around freight movement and passenger rail mobility. A summary of these survey results are provided in this update.

The development of the MFP and SFPRP are substantially guided by the public-private Joint Project Advisory Committee (JPAC) and through the efforts of Working Group members. Commissioner Barbara Kirkmeyer and Director Terri Blackmore have been active champions of these efforts and contributed to these plans through the Freight Advisory Council and the Rail Plan Working Group.

To streamline plan development and focus on implementation, recent efforts have focused on developing priority strategies and recommendations for both plans. MFP and SFPRP priority strategies were identified from several sources including, prior freight and rail plans, issues identified through rigorous stakeholder engagement activities, as well as a review of best practices from other states. Strategies were then evaluated based on criteria established for implementation timing, resource needs, roles and responsibilities, and potential barriers and constraints. Working groups' members then identified top priorities for action over the next five years. This consensus building exercise established a short list of priority strategies and recommendations for each plan.

The strategic direction of these plans positions CDOT to more actively respond to issues voiced by key industry stakeholders, regional and local organizations, and agency partners. Priority strategies address areas critical to **Colorado's freight and rail industry, including** issues such as land use, private sector partnerships, local coordination, and economic development. To address stakeholder needs, CDOT is committed to partnering with public agencies (e.g. OEDIT, EDCC, local governments, etc) and private stakeholders (e.g. rail operators, shippers, carriers, etc) to implement these critical recommendations.



Next Steps

Future activities are focused on plan development, production, and internal and external review.

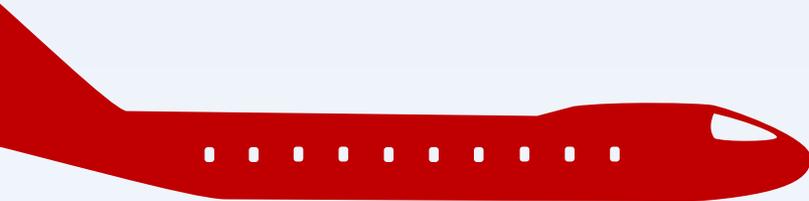
- Draft plans developed - Fall of 2017
- Plan review, both internal and external - Winter of 2018
- Multimodal Freight Plan and State Freight & Passenger Plans completed - Winter 2018
- Transportation Commission Approval - Winter 2018
- Development of Implementation Plans - Spring 2018





Multimodal Freight Plan and State Freight and Passenger Rail Plan

Update



Statewide Transportation Advisory Committee

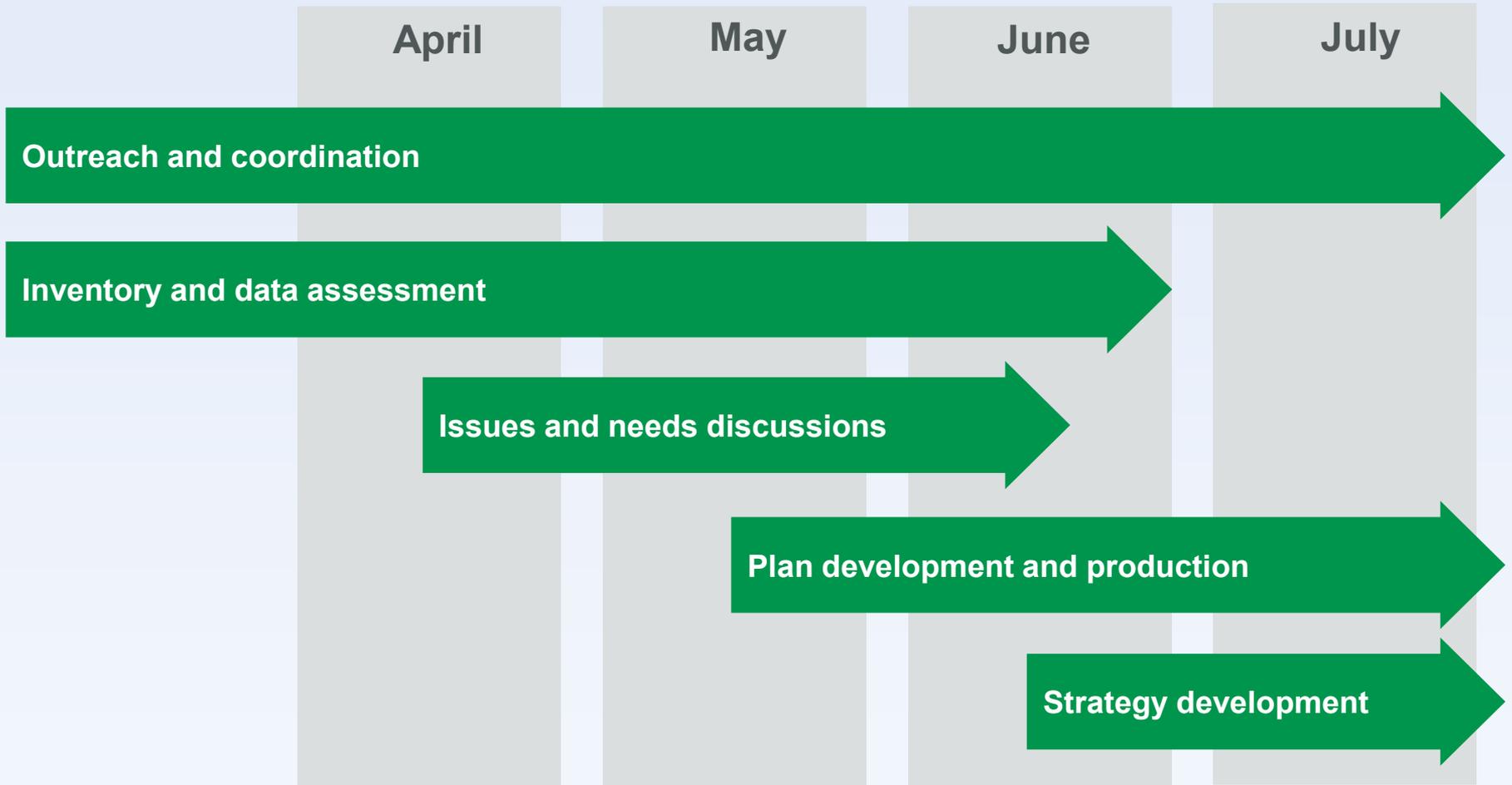
August 25, 2017



Agenda

- ▶ **Plan Progress**
- ▶ **Stakeholder Engagement Update**
- ▶ **Priority Strategies and Recommendations**
- ▶ **Next Steps**

Plan Development Progress



Stakeholder Surveys

Purpose - engage key stakeholders, business, and travelling public in plan development and issues identification

Audience – regional and local economic development organizations, chambers of commerce, private businesses, elected officials, and regional and local governments

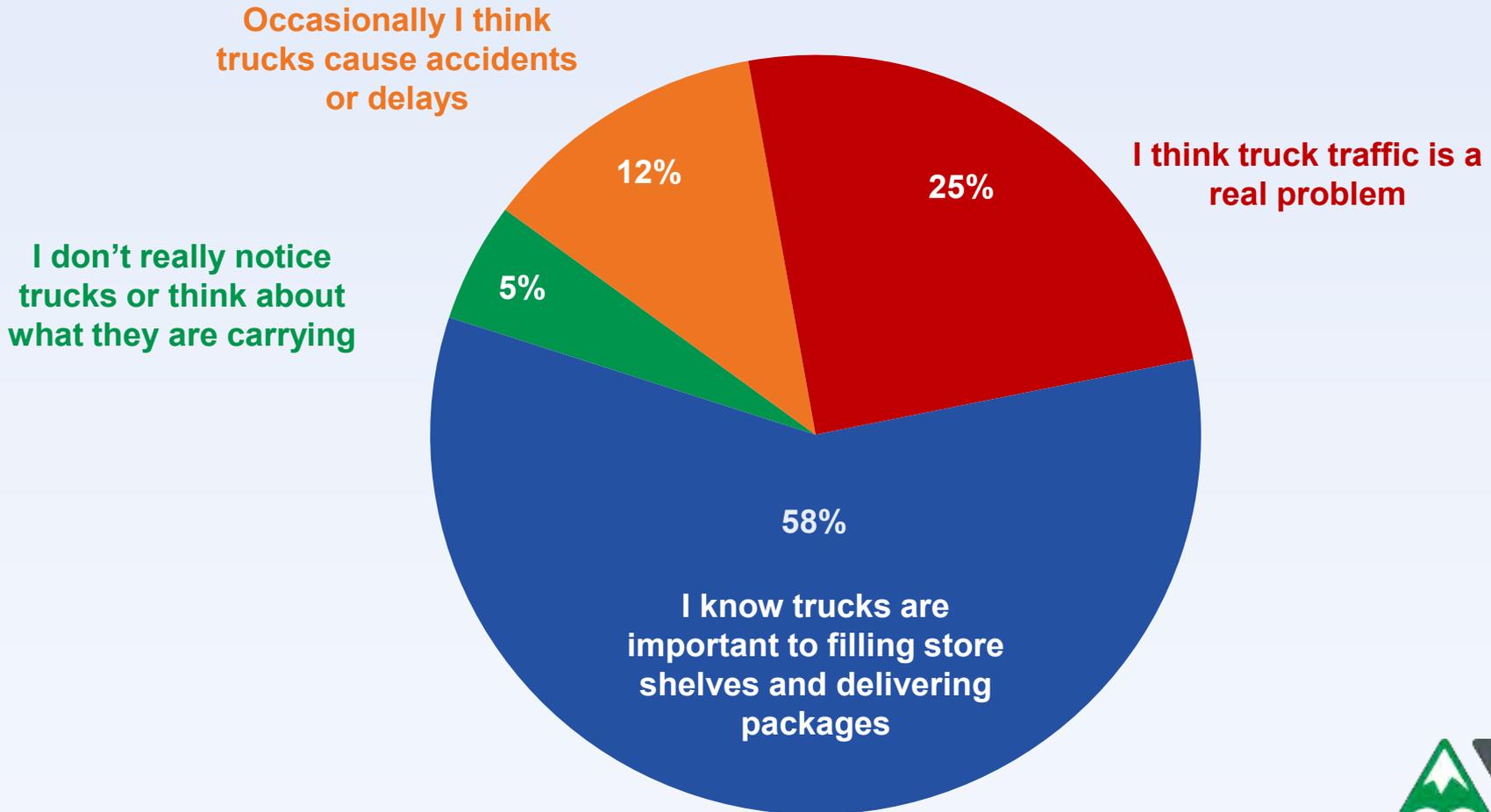
Response – over 400 survey responses in spring of 2017 from all regions of the state and a wide variety of stakeholders

Results – survey and interview responses will be integrated into each plan and directly inform priorities and recommendations



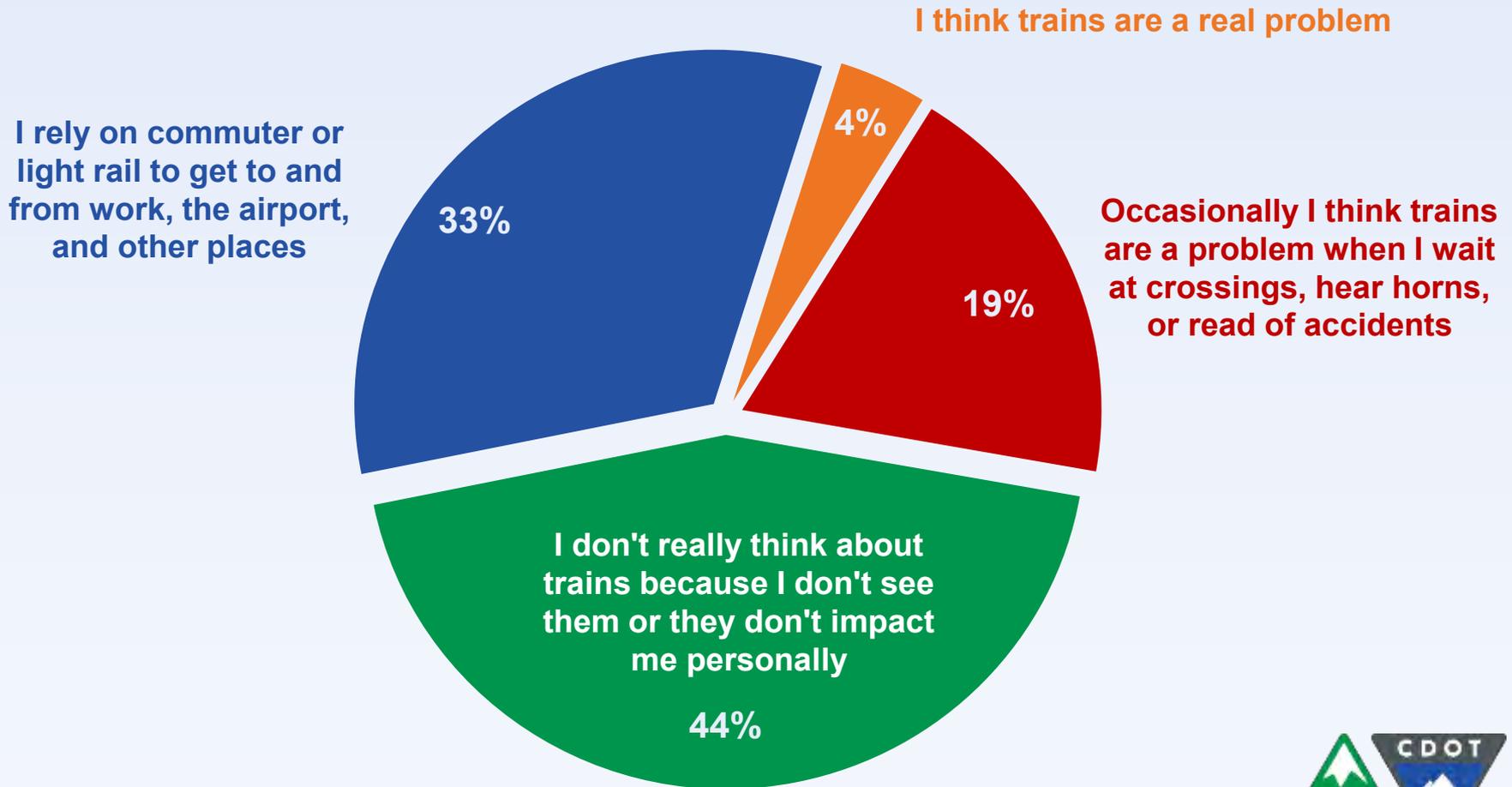
Public Survey – Truck Perceptions

What do you think about trucks in Colorado?



Public Survey – Rail Perceptions

What do you think about trains in Colorado?



Public Survey – Freight Priorities

How should Colorado prioritize limited transportation dollars to make it easier *to deliver products and packages?*

Maintenance

Safety

Sustainability

Mobility

Economic Vitality



Public Survey – Passenger Rail Priorities

How should Colorado prioritize limited transportation dollars to make it *easier for commuter or light rail trains to help people get around?*

Expand & Improve

Mobility & Connectivity

Maintain & Preserve

Economic & Environmental

Safety & Security



Strategies and Recommendations



Strategy Prioritization Process

Comprehensive Strategy Listing

Evaluation of strategies from prior plans + new ideas from stakeholder outreach + best practices from other state plans. Initial consultant recommendations for prioritization and evaluation.

Strategy Evaluation and Tiering

Internal working session to evaluate strategies. Criteria established (CDOT role, lead time, stakeholder support, barriers) to sort strategies into – Tier 1, 2, or 3 for further refinement.

MFP Working Group

Vetting of process and tiered strategies.
Discussion and identification of top priorities.

SFPRP Working Group

Vetting of process and tiered strategies.
Discussion and identification of top priorities.

JPAC

Cross-cutting,
high-level strategies
to support
both plans.

MFP

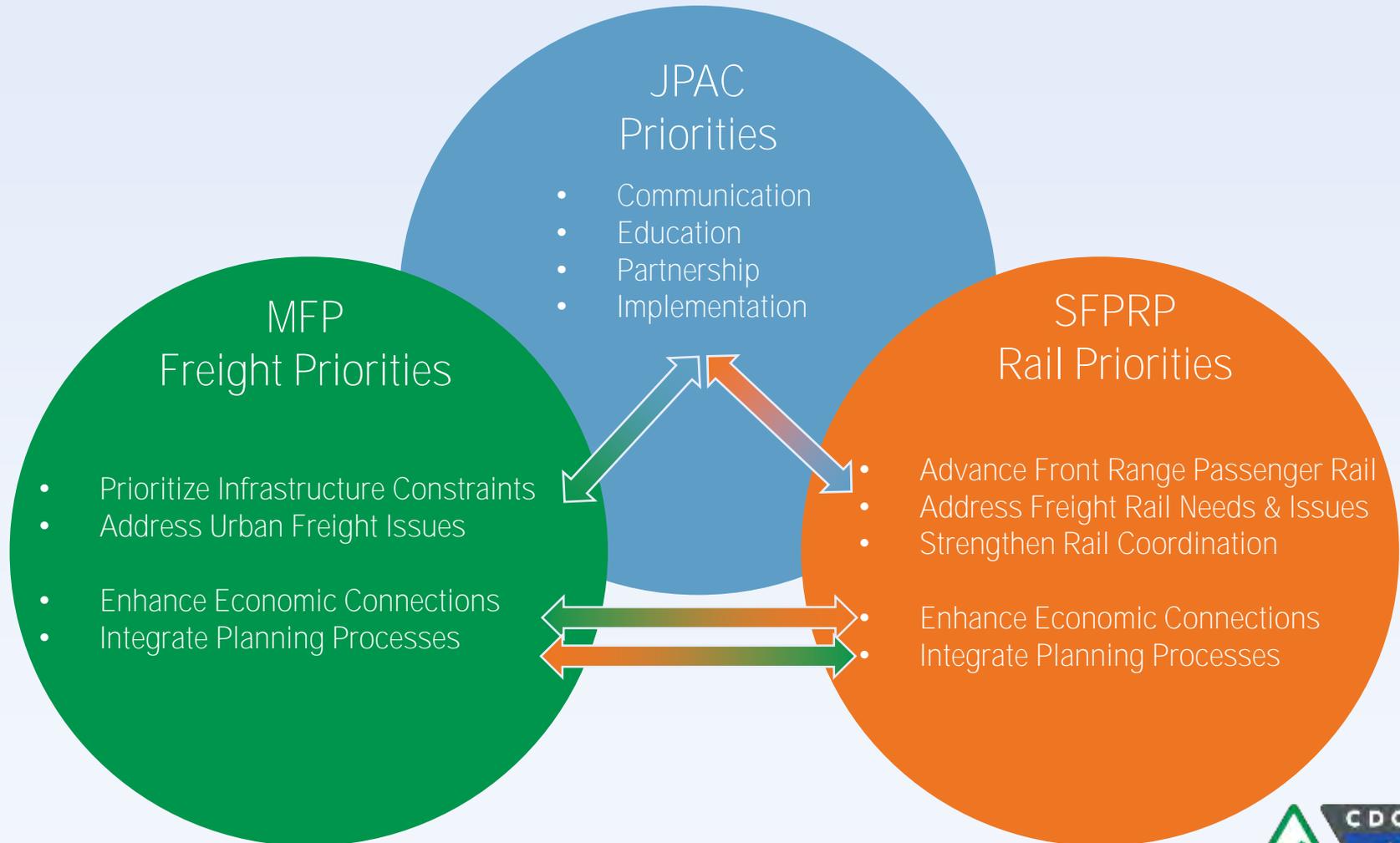
Short-list of priority
strategies for
implementation.

SFPRP

Short-list of priority
strategies for
implementation.



Priority Strategies



Shared Priority Strategies

Enhance Economic Connections

Lead / Support Role



Partners



Barriers/Constraints



Resources/Funding



Key Actions

- Develop ongoing coordination processes and communication channels with state, regional, and local economic development agencies
- Identify and assess freight projects of regional and statewide significance for economic competitiveness
- Quantify regional trade and commodity flows and apply findings to customize transportation plans and strategic projects
- Develop a statewide export and manufacturing transportation strategy



Multimodal Freight Priority Strategies

Prioritize Infrastructure Constraints

Lead / Support Role



Partners



Barriers/Constraints



Resources/Funding



Key Actions

- Develop processes, data, and methods to comprehensively assess existing infrastructure constraints on freight movement
- Identify potential projects and solutions that specifically address constraints and develop methods to prioritize projects
- Consider freight projects in CDOT project development, selection, and funding processes
- Establish a regular and recurring consultation process between CDOT Engineering Regions and freight industry partners



Multimodal Freight Priority Strategies

Address Urban Freight Issues

Lead / Support Role



Partners



Barriers/Constraints



Resources/Funding



Key Actions

- Develop guidance and information on national freight and urban planning issues and solutions
- Identify current and track future freight oriented zones, areas, and land uses and communicate to local partners
- Work with local governments and state organizations to integrate freight considerations into master planning practices
- Develop policies or guidelines on best practices for urban freight planning and mobility



Shared Priority Strategies

Integrate Planning Processes

Lead / Support Role



Partners



Barriers/Constraints



Resources/Funding



Key Actions

- Consider guidelines or policies that effectively integrate multimodal freight and passenger rail issues into CDOT planning and project development processes
- Develop information, guidelines, or policies to better integrate local decision-making with statewide freight and passenger rail mobility priorities
- Develop program or process to educate and inform regional planning partners on regional freight needs and passenger rail issues



Rail Priority Strategies

Advance Front Range Passenger Rail

Lead / Support Role



Partners



Barriers/Constraints



Resources/Funding



Key Actions

- The Southwest Chief and Front Range Passenger Rail Commission to determine strategy for advancing:
 - Front Range Passenger Rail
 - SWC Track Rehabilitation
 - SWC Reroute to Pueblo
- Integrate findings of prior rail studies to identify future rail corridors
- Evaluate future capacity considerations and constraints on corridors
- Develop and update priority list of study, mobility, connectivity, and accessibility projects



Rail Priority Strategies

Address Freight Rail Needs & Issues

Lead / Support Role



Partners



Barriers/Constraints



Resources/Funding



Key Actions

- Develop inventory of short-line rail service and capacity constraints
- Design and develop a Short Line Assistance Program (e.g. loan fund, grants, incentives, etc.)
- Expand SB37 Abandonment process to track additional infrastructure and assets



Rail Priority Strategies

Strengthen Rail Coordination

Lead / Support Role



Partners



Barriers/Constraints



Resources/Funding

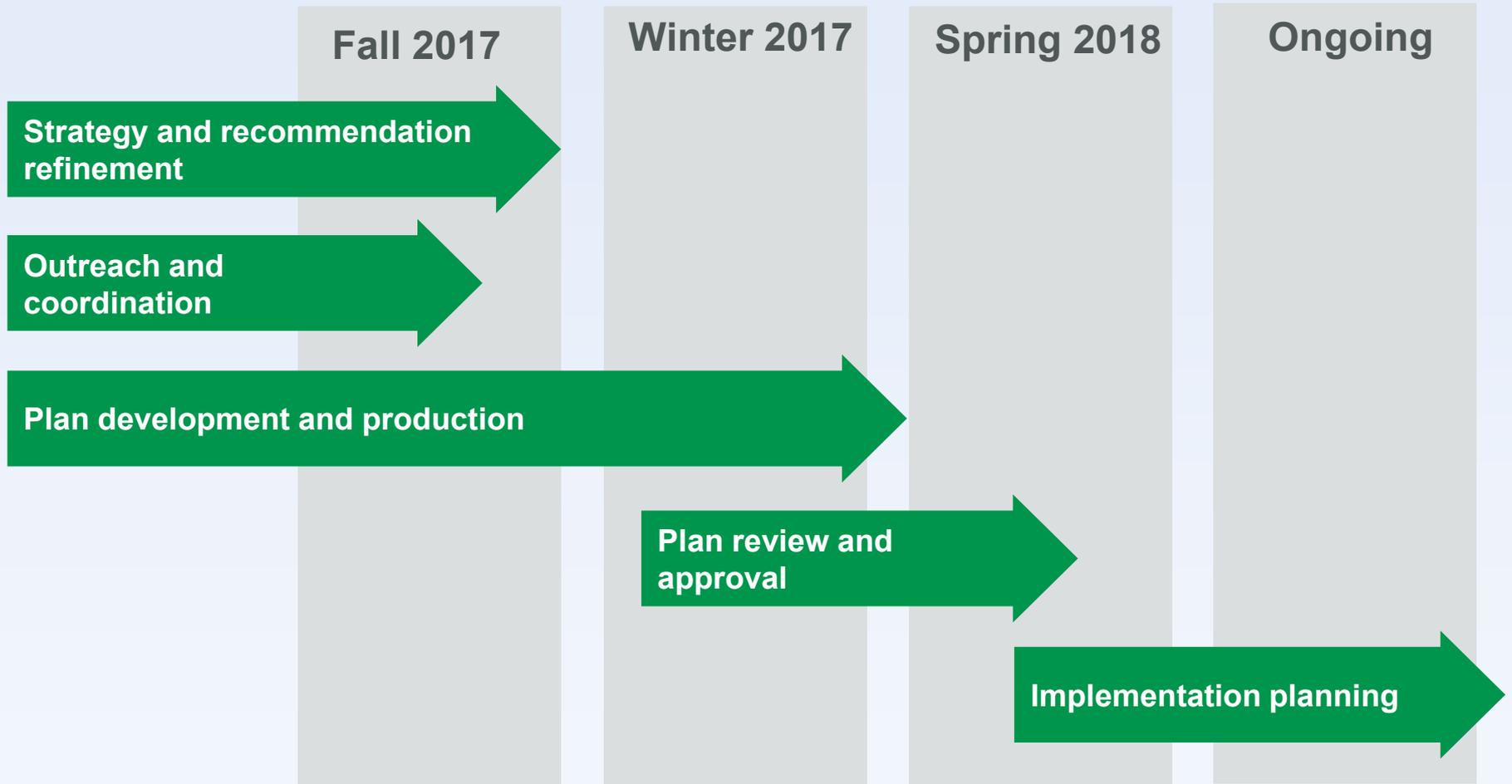


Key Actions

- Establish a regular and recurring consultation process between CDOT and rail partners
- Identify annual coordination opportunities
- Identify potential projects that address infrastructure capacity and mobility constraints
- Coordinate with PUC, railroads, and local planning partners to fund rail crossing improvements
- Monitor Quiet Zones and local concerns
- Provide technical assistance in a support role to ensure appropriate implementation of PTC



Next Steps



Multimodal Freight Plan

Project Manager

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State Freight and Passenger Rail Plan

Project Manager

Sharon Terranova

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COLORADO

Department of Transportation

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

DATE: August 18, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Policy Directive 14 Current Performance and Proposed Changes

Background

PD 14 provides a framework for development of the Statewide Transportation Plan (SWP) and guides the distribution of resources in the SWP, the Statewide Transportation Improvement Program (STIP), and the annual budget. To better align budget setting with PD 14, the Commission annually reviews the performance of PD 14 objectives to determine if there is a need to modify objectives or realign resources in an effort to meet an objective(s).

Details

Attachment A: PD 14 Scoreboard graphically summarizes performance of PD 14 objectives for the current and prior year. Since most performance measures generally lag by roughly a year, the current performance year is 2016. Attachment A also includes information on the dedicated funding sources and funding levels associated with each objective. The notes column provides additional background, technical details, and recommended next steps, where applicable.

The August Transportation Commission workshop included an overview of PD 14, a review of highway performance measures for the System Performance goal area, and transit performance measures for Infrastructure Condition and System Performance. Current performance in these areas are described below. No changes to performance measures and objectives for the System Performance goal area are proposed at this time. One transit infrastructure condition performance measure is recommended for elimination. Changes are anticipated for Infrastructure Condition and Safety, and will be the subject of a September Transportation Commission workshop.

System Performance - Highway: As the Colorado population, transportation demand, total crashes and incidents, and vehicle miles traveled (VMT) increase, the travel reliability performance of both Interstate corridors and National Highway System (NHS) corridors continues to decline. However, the rate of travel time performance decline has been mitigated by operational improvements and strategic improvements to capacity. In 2016, CDOT improved travel time reliability in some corridors with the implementation of Tolloed Express Lanes, expanded Safety Patrol services, enhanced winter operations coordination, and improved Traffic Incident Management with corridor First Responders. The PD 14 measure is based on the Planning Time Index (PTI), a measure of travel time reliability. In general terms, PTI identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free-flow conditions in order to arrive on time 19 out of 20 times.

System Performance - Transit: 2016 data for the transit System Performance goal area is not currently available. For 2015, ridership of small urban and rural transit grantees exceeded the target, with 23.3 million riders compared to a 2015 target of 22.1 million. The second System Performance measure, total number of revenue service miles, has not been reported on previously. Data, however, will not be available until later this fall.

Infrastructure Condition - Transit: The transit measure for condition of the rural transit fleet was exceeded in 2016, with 68.7% of vehicles in fair, good, or excellent condition compared to a target of 65%. Achievement of the target is supported by a grant selection process administered by the Division of Transit and Rail (DTR) which strategically prioritizes the replacement of older and high mileage vehicles. The 2016 performance appears to be a significant reduction in performance from 2015, in which 81% of vehicles were reported in fair, good, or excellent condition. However, 2015 was the first year of reporting by transit grantees, with incomplete data. As such, the reported performance in 2015 is not considered an accurate reflection of fleet condition. The second Infrastructure Condition measure was originally a percentage target, based on a requirement that rural transit grantees complete transit asset management plans (i.e. % of rural transit grantees with completed transit asset management plans). This requirement was subsequently changed to a requirement that DOTs develop a single transit asset management plan for all rural transit providers. Since DTR is on track to complete by early to mid 2018, this measure is recommended for removal from PD 14.

Transportation Commission Input

The current system performance measures and objectives focus on limiting the spread of congestion, rather than the severity of congestion. The Transportation Commission expressed interest in more granular information addressing the severity of congestion, and congestion and reliability on the most affected corridors. It was noted that the current

measures and objectives were developed as data allowing for this type of analysis was in its infancy. As the data and our ability to measure continue to mature, new measures and objectives will be brought before the Transportation Commission for consideration.

There was significant discussion on transit performance measures and objectives, including the limits of the DOT's ability to drive performance in some areas, given current funding and restrictions on the use of funding sources for transit. Some Commissioners suggested the development of more aspirational targets for transit, noting the growing importance of transit as part of a multimodal transportation system and the increasing transit needs of the mobility impaired.

Next Steps

- Review of current performance and proposed changes for highway performance measures and objectives for Safety Infrastructure Condition, and Maintenance
- Transportation Commission approval of proposed changes to PD 14
- Consideration of PD 14 in development of FY 2019 CDOT Budget

Attachments

- Attachment A: 2016 PD 14 Scorecard
- Attachment B: PD 14 as updated, October 2016
- Attachment C: PD 14 Presentation



2016 Policy Directive 14 Scorecard

Revised August 2017

System Performance											
Highways											
PD 14.0 Objectives	2016				2015				Dedicated Funding Sources ¹	Notes	2017 Proposed Metric Changes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?			
Prevent the spread of congestion by maintaining a Planning Time Index (PTI) of 1.05 or less on 90% or greater of Interstate centerline miles		90%	88.1%			90%	90.7%		ITS Maintenance ITS Investments TSMO Performance Program Congestion Relief	As the Colorado population, transportation demand, total crashes and incidents, and vehicle miles traveled (VMT) increase, the travel reliability performance of both Interstate corridors and National Highway System (NHS) corridors continues to decline. However, the rate of travel time performance decline has been mitigated by operational improvements and strategic improvements to capacity. In 2016, CDOT improved travel time reliability in some corridors with the implementation of TOLLED Express Lanes, expanded Safety Patrol services, enhanced winter operations coordination, and improved Traffic Incident Management with corridor First Responders. Recommended next steps-Continue deployment of operational solutions, new technology, targeted capacity improvements, improved signal phase and timing, corridor specific traffic incident management, improved public information, and other strategies to incrementally mitigate the speed at which congestion growths on the interstate and NHS.	N/A
Prevent the spread of congestion by maintaining a PTI of 1.16 or less on 90% or greater of National Highway System (NHS) centerline miles, excluding Interstates	\$34.5 million	90%	82.4%		\$36.0 million	90%	86.0%				N/A
Prevent the spread of congestion by maintaining a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles		90%	85.6%			90%	91.6%				N/A
Transit											
Increase ridership of small urban and rural transit grantees by at least an average of 1.5%, per year, statewide over a five-year period beginning in 2012	\$41.9 million	22,459,084	N/A	N/A	\$42.1 million	22,127,177	23,333,274		FTA Programs FASTER Transit	Ridership targets are generated from a compounding 1.5% increase from the base ridership in 2012 of 21,160,595. The target at the end of the five year period, in 2017, is a ridership of 22,795,970, a 7.7% increase from 2012 ridership. Ridership and revenue service mile results come from the National Transit Database. FY16 ridership data and revenue service miles data is anticipated in late 2017 to early 2018. Recommend next steps - Divison of Transit and Rail (DTR) worked with the small urban and rural transit grantees to develop a new funding allocation methodology, which will accommodate new transit providers and maximize the ridership achieved with available funding. Additional next steps include the retention of consultant support to assist with revenue service miles data collection, among other tasks.	N/A
Maintain or increase the total number of revenue service miles of CDOT-funded regional, inter-regional, and inter-city passenger service over that recorded for 2012		N/A	N/A	N/A		N/A	N/A	N/A			N/A
Infrastructure Condition											
Transit											
PD 14.0 Objectives	2016				2015				Dedicated Funding Sources ¹	Notes	2017 Proposed Metric Changes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?			
Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration Guidelines	\$41.9 million	65%	68.7%		\$42.1 million	65%	81%		FTA Programs FASTER Transit	The 2016 results for percentage of fleet operating in fair, good, or excellent condition reflects data as of August 2017. 2015 results are not considered accurate due to incomplete data, 2015 being the first year grant partners were asked to provide vehicle condition data. Positive performance in 2016 can be attributed to a grant selection process that strategically prioritizes replacing older and higher-mileage vehicles. Recommended next steps - DTR to continue to encourage rural Colorado transit agencies to update inventory and condition of their fleet annually, according to the Federal Transit Administration (FTA) guidelines on age and mileage of vehicles. Whereas, FTA previously required rural grantees develop their own asset management systems, DOTs are now tasked with developing a single Group Asset Management Plan for all rural providers. All Colorado grantees will be in compliance as CDOT completes the plan in early to mid 2018.	N/A
CDOT completion of a group transit asset management plan, with the involvement and participation of CDOT transit grantees, by December 2017		N/A	On Track	N/A		N/A	On Track	N/A			PROPOSED: ELIMINATION OF METRIC
Highways											
Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories	\$235.9 million	80%	94%		\$235.2 million	80%	91%		Surface Treatment Program RAMP Funding	Although targets were met in 2016, given the current planning budgets, it is anticipated that targets for pavement condition will not be met beginning next year, and will continue to remain below the target through 2026. In 2026 it is anticipated that only 69% of the state highway system will have high or moderate Drivability Life. A total estimated annual budget of \$350 million is needed each year to achieve the target by 2026. Recommended next steps - Staff will work to improve/tighten the link between pavement maintenance and pavement model recommendations, and evaluate the effect of pavement preventive maintenance on DL to identify strategies.	N/A
Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories		80%	85%			80%	84%				N/A
Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories		80%	80%			80%	79%				N/A
Bridges											
Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%	\$164.1 million	90.0%	95.5%		\$168.2 million	90.0%	94.9%		Colorado Bridge Enterprise On-System Bridge RAMP Funding	A structurally deficient bridge is typically one where corrosion or deterioration has resulted in a portion of the bridge being in poor condition; for example, where water leaking through an expansion joint has caused the end of a steel girder to rust. Currently exceeding target and will continue to exceed target through 2026; however, the bridge program has 7 metrics geared towards mitigation of risks (below), and five of those are not achieving their target. (% of CDOT-owned bridges over waterways that are scour critical, % of CDOT-owned bridges posted for load, % of CDOT-owned bridges expansion joint by length on CDOT-owned bridges, and % of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.) Recommended next steps - for the five risk mitigation metrics not achieving their target, staff are working to identify additional strategies that can be implemented with no additional funding. Current strategies include identifying bridges that can easily be repaired or remedied with the most cost-effective treatment.	N/A
Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%		90.0%	95.1%			90.0%	94.5%				N/A

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP

Infrastructure Condition											
Bridges											
PD 14.0 Objectives	2016				2015				Dedicated Funding Sources ¹	Notes	2017 Proposed Metric Changes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?			
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	\$164.1 million	4.8%	19.8%	●	\$168.2 million	4.8%	4.8%	●	Colorado Bridge Enterprise On-System Bridge RAMP Funding	16'-6" is the minimum clearance used when designing new bridges over a roadway. A bridge with a vertical clearance less than 16'-6" but greater than or equal to 14'-6" has a medium to high risk of being hit by a tall load. A total estimated annual budget of \$44.2 million is needed each year to achieve target by 2025.	N/A
Percentage of CDOT-owned bridges posted for load		0.0%	0.2%	●		0.0%	0.1%	●		Vehicles meeting the legal load limits (as defined in C.R.S. 42-4-502 - 42-4-504) can travel on Colorado Interstates, US and State Highways without an approved permit. Older bridges may need to be posted since some of these bridges were not designed for legal loads. Load posted structures impact mobility by restricting both legal and permitted loads. A total estimated annual budget of \$3.2 million is needed each year to achieve target by 2025.	N/A
Percentage of CDOT-owned bridges with a load restriction		3.0%	1.6%	●		3.0%	2.5%	●		Permit loads (as defined in the Colorado Bridge Weight Limit Map/CDOT Bridge Rating Manual) are typically heavier and longer than the legal loads and require an approved permit in order to travel on Colorado highways. Older bridges may need to be restricted for passage since some of these bridges were not designed for permit loads. Permitted loads have a certain combination of axle weight and spacing that distributes the load in an acceptable combination for crossing over structures. A total estimated annual budget of \$11.8 million is needed each year to achieve target by 2025.	N/A
Percentage expansion joints in poor condition by length on CDOT-owned bridges		15.0% or less	25.3%	●		15.0% or less	18.9%	●		Leaking expansion joints allow water and deicing chemicals onto superstructure and substructure elements which can accelerate corrosion and lead to early onset of a structural deficiency. Keeping expansion joints sealed slows the rate of bridges dropping into structurally deficient. A total estimated annual budget of \$37.3 million is needed each year to achieve target by 2025.	N/A
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected		30.0% or less	44.5%	●		30.0% or less	35.1%	●		Unsealed bridge decks deteriorate faster than sealed bridge decks. A total estimated annual budget of \$14.7 million is needed each year to achieve target by 2025.	N/A
Buildings											
Statewide letter grade (Percent C or better) of CDOT Buildings	\$12.9 million	90%	74%	●	\$20.8 million	90%	80%	●	Property Allocation Program RAMP Funding	Given the current planning budgets, buildings will not achieve its target between now and 2026. In 2026 the expected performance is 69%. A total estimated annual budget of \$76 million is needed each year to achieve target by 2026. Recommended next steps - Staff will improve awareness of preventive maintenance as a priority, and determine level of funding needed for building preventive maintenance.	N/A
ITS											
Average Percent Useful Life of ITS Equipment	\$21.4 million	90% or less	N/A	N/A	\$27.6 million	90% or less	114%	●	ITS Maintenance RAMP Funding	Given the current planning budgets, ITS will not achieve its target between now and 2026. In 2026 the expected performance is 209%. A total estimated annual budget of \$57 million is needed each year to achieve the target by 2026. Recommended next steps - Staff to refine inventory by breaking down devices into manageable maintenance pieces that can be tracked individually for cost savings advantages. Staff will also investigate the benefits of preventive maintenance for select devices, and further refine device useful life parameters by tracking asset service life to compare to manufacturer estimates.	N/A
Infrastructure Condition											
Fleet											
PD 14.0 Objectives	2016				2015				Dedicated Funding Sources ¹	Notes	2017 Proposed Metric Changes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?			
Average Percent Useful Life of Fleet Equipment	\$18.4 million	70% or less	85%	●	\$14.0 million	70% or less	90%	●	Road Equipment Program RAMP Funding	Given the current planning budgets, road equipment will not achieve its target between now and 2026. In 2026 the expected performance is 77%. A total estimated annual budget of \$29 million is needed each year to achieve the target by 2026. Recommended next steps - Staff will communicate the importance of fleet planning and develop regional fleet optimization recommendations, develop a fleet performance measure that reflects cost effectiveness rather than asset life, and monitor implementation of fleet preventive maintenance work orders.	N/A
Culverts											
Percent of culverts that are in poor condition (have a rating of 4 or less)	\$8.2 million	5%	4.87%	●	\$9.6 million	5%	4%	●	Structures On-System RAMP Funding	Given the current planning budgets, culverts will not achieve its target between now and 2026. In 2026 the expected performance is 7.3%. A total estimated annual budget of \$14 million is needed each year to achieve the target by 2026. Recommended next steps - Staff are undertaking analysis to identify strategies.	N/A
Geohazards											
Percent of segments at or above risk grade C	\$9.2 million	80%	92%	●	\$9.1 million	80%	78%	●	Rockfall Mitigation RAMP Funding	Increased data collection efforts have provided a better picture of actual performance. Current performance results in a \$40.5M annual risk from Geohazard events. Recommended next steps - Continued improvement in data collection.	PROPOSED: Percent of segments at or above risk grade B
Tunnels											
Percentage of network tunnel length with all elements in equal or better condition than 2.5 Weighted Condition Index	\$5.2 million	80%	91%	●	\$12.4 million	80%	91%	●	Structures On-System RAMP Funding	Given the current planning budgets, tunnels is not expected to meet its target between now and 2026. In 2026, the expected performance is 52%. A total estimated annual budget of \$15 million is needed each year to achieve the target by 2026. Recommended next steps - Staff are undertaking analysis to identify strategies.	N/A
Traffic Signals											
Percent of intersections with at least one signal assembly beyond 100% useful life.	\$5.7 million	15%	N/A	N/A	\$1.5 million	15% or less	27%	●	Traffic Signals Program	Given the current planning budgets, signals is expected to achieve the target by 2026. Recommended next steps - Staff are undertaking analysis to identify strategies.	PROPOSED: Percent of Signal Infrastructure in Severe Condition (Dollar Weighted)
Walls											
Percentage of CDOT-owned walls, by square foot, that are in poor condition (have a rating of 4 or less)	\$2.4 million	1%	4.15%	●	\$0.0 million	1%	5%	●	Structures On-System RAMP Funding	Given the current planning budgets, walls is not expected to meet its target between now and 2026. In 2026 the expected performance is 92%. A total estimated annual budget of \$39 million is needed each year to achieve the target by 2026. Recommended next steps - Staff are undertaking analysis to identify strategies.	N/A
Maintenance											
PD 14.0 Objectives	2016				2015				Dedicated Funding Sources ¹	Notes	2017 Proposed Metric Changes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?			
Maintain a LOS B grade for snow and ice removal	\$83.4 million	B	B-	●	\$74.3 million	B	B	●	Snow and Ice Control Snow and Ice Reserve	The MLOS system is undergoing a review by a consultant and will be modified over the next couple of years. The scales and scoring methodology changed for MPA's 200, 250, and 300. MPA's 100, 450 and 500 are no longer rated. The guardrail scales are more strict and the methodology to rate them changed which resulted in much lower LOS's for those activities. In the 150 MPA, the shoulder drop off activities also received low ratings.	N/A
Maintain an overall MLOS B minus grade for the state highway system	\$254.4 million	B-	C+	●	\$251.3 million	B-	B-	●	Maintenance	Recommended next steps - Staff will evaluate maintenance design options based on life-cycle cost considerations and update standards, develop a preventive maintenance tool kit, and establish a funding program for preventive maintenance activities.	N/A

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Policy Guiding Statewide Plan Development		14.0
Effective 10/20/2016	Supersedes 02/18/2015	Originating Office Division of Transportation Development

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed and implemented. With limited funding available, the Colorado Department of Transportation (CDOT) has developed a vision for the Statewide Transportation Plan that guides investment for Colorado's multimodal transportation system and that balances:

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

Policy Directive 14.0 performance objectives will guide the distribution of resources in the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive will be revised, as needed, to update performance objectives or incorporate additional goal areas.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 ("Moving Ahead for Progress in the 21st Century" or "MAP-21), and its implementing regulations.

§ 43-1-106(8)(a), C.R.S. Transportation Commission

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT's planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

IV. DEFINITIONS

"Aspirational Objectives" are those objectives, or targets, toward which CDOT may strive if CDOT receives revenues beyond those projected.

Policy Guiding Statewide Plan Development

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Geohazards” are geologic hazards that affect the transportation system and include debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets for a performance measure that an organization intends to meet to make progress toward a goal.

“Planning Time Index” (PTI) is a measure of travel time reliability. For this performance measure, it is defined as the 95th percentile travel time divided by travel time at free-flow speed. In general terms, it identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI₉₅ of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free-flow conditions (30 minutes x 1.5 = 45 minutes) to be on-time 19 out of 20 times (which would mean the worker would be late only one of the 20 work days in a month).

“Revenue Service Miles” are the miles of service operated by transit vehicles and available to the general public.

“Serious Injuries” are evident incapacitating injuries which prevent injured persons from walking, driving, or normally continuing the activities they were capable of performing before being injured in traffic crashes.

“Vehicle Miles Traveled” (VMT) is a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make

Policy Guiding Statewide Plan Development

14.0

progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources should be directed toward achieving the objectives within the first 10 years of the planning horizon (2016-2025). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT's Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives guide the use of funds received that are above baseline revenue projections.

2. Goals. PD 14.0 goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational strategies and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT's roadways and facilities to minimize the need for replacement or rehabilitation.

PD 14.0 and Statewide Plan Goals are in alignment with the MAP-21 National Goals. For the Statewide Plan, goals are expressed in more public-friendly terms and include: Safety, Mobility (System Performance in 14.0), Economic Vitality (not yet identified in PD 14.0), and Maintaining the System (Infrastructure Condition and Maintenance in PD 14.0).

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on a 10-year planning horizon (2016-2025). Explanations of how the objectives will be measured and budget categories that fund the four goal areas - Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants - are listed below with the appropriate goals.

a) HIGHWAY SAFETY:

The highway safety objectives (with the exception of the economic impact of crashes objectives) were set after studying trends from 2008 through 2013. Safety measures and objectives apply to *all* roads in the state. The other safety measures and objectives in this section are subsets of the highway measures and objectives. The budget categories that fund Safety are Maintain, Maximize, and Expand.

(1) All Highways

Subject Policy Guiding Statewide Plan Development	Number 14.0
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MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMTH
- Economic impact of crashes

OBJECTIVES:

- Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.
- Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.
- Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.
- Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Reduce the fatality rate per 100 million VMT to 0.75 in 2025.

(2) Bike and Pedestrian**MEASURES:**

- Number of bicyclist and pedestrian fatalities involving motorized vehicles
- Number of bicyclist and pedestrian serious injuries involving motorized vehicles

OBJECTIVES:

- Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.
- Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.

b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years of the planning horizon (2016-2025). The budget category that funds Infrastructure Condition is Maintain, except for Transit which is funded with Pass-Through Funds/Multi-Modal Grants.

(1) Bridges**MEASURES:**

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges

Policy Guiding Statewide Plan Development

- Risk-Based Asset Management Plan measures for bridges (See Appendix A for additional bridge measures.)

OBJECTIVES:

- Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge objectives in the Risk-Based Asset Management Plan. (See Appendix A for additional bridge objectives.)

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS total bridge deck area that is not structurally deficient at or above 95%.

(2) Highways

MEASURES:

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

ASPIRATIONAL OBJECTIVES:

- Achieve 90% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 90% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Assets

MEASURE:

- Risk-Based Asset Management Plan measures for other assets (See Appendix A for measures for buildings, Intelligent Transportation Systems (ITS) equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls.)

OBJECTIVE:

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- Meet objectives in the Risk-Based Asset Management Plan (See Appendix A for objectives for buildings, ITS equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls.)

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.
- CDOT completion of a group transit asset management plan, with the involvement and participation of CDOT transit grantees, by December 2017.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

c) SYSTEM PERFORMANCE:

The system performance objectives for Interstates, NHS, and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year rolling average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

MEASURES:

- Interstate Performance – Planning Time Index (PTI)
- NHS Performance excluding Interstates – PTI
- Colorado Freight Corridors Performance – PTI

OBJECTIVES:

- Prevent the spread of congestion by maintaining a PTI of 1.05 or less on 90% or greater of Interstates centerline miles.
- Prevent the spread of congestion by maintaining a PTI of 1.16 or less on 90% or greater of NHS centerline miles, excluding Interstates.
- Prevent the spread of congestion by maintaining a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles.

(2) Transit

Subject Policy Guiding Statewide Plan Development	Number 14.0
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MEASURES:

- Transit Utilization – Ridership statewide for small urban and rural “transit grantees”
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.
- Maintain or increase the total number of revenue service miles of CDOT-funded regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.
- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

d) MAINTENANCE:

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

MEASURES:

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

OBJECTIVES:

- Maintain a LOS B grade for snow and ice removal.
- Maintain an overall MLOS B minus grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

Appendix “A” Table 4.1 “CDOT RB-AMP Asset Management Metrics and Performance Targets”

VII. IMPLEMENTATION PLAN

Additional measures and objectives are planned or currently under development. As additional measures and objectives are finalized they will be brought forward for consideration of

Policy Guiding Statewide Plan Development

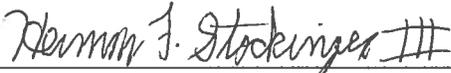
14.0

incorporation into PD 14.0. This includes measures and objectives in the following areas: Bike and Pedestrian, Truck Freight, Freight Rail, Economic Vitality, and Environmental Sustainability.

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, the Division of Transportation Systems Management & Operations, and the Division of Transit & Rail, and in collaboration with other CDOT Divisions and CDOT Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Division of Transportation Development will report annually on performance of the transportation system to track progress toward objectives. At a minimum, the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations, Office of Financial Management and Budget, Division of Transportation Systems Management & Operations, Division of Transit & Rail, and other CDOT Divisions and CDOT Regions.

VIII. REVIEW DATE

This directive shall be reviewed on or before February 2018.



Secretary, Transportation Commission



Date of Approval

Appendix A - Table 4.1 CDOT RB-AMP Asset Management Metrics and Performance Targets

Asset	PM#	Measure	Year Type	Fiscally Constrained Target	Aspirational Target
Bridges	443	Percentage of deck area on structurally deficient CDOT - owned bridges	SY	10% ^a	5%
	442	Percentage of deck area on structurally deficient bridges on the NHS	SY	10% ^a	5%
	600	Percentage of CDOT - owned bridges over waterways that are scour critical	SY	5%	1%
	601	Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet - 6 inches	SY	0.40%	0%
	602	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet - 6 inches	SY	4.80%	2%
	603	Percentage of CDOT - owned bridges posted for load	SY	0%	0%
	604	Percentage of CDOT - owned bridges with a load restriction	SY	3%	1%
	605	Percentage of leaking expansion joint by length on CDOT - owned bridges	SY	15%	5%
	606	Percentage of CDOT - owned bridge deck area that is unsealed or otherwise unprotected	SY	30%	5%
Pavement	438	Percentage high - moderate drivability life for Interstates based on condition standards and treatments set for traffic volume categories	SY	80% ^a	90%
	439	Percentage high - moderate drivability life for CDOT - owned NHS, excluding Interstates based on condition standards and treatments set for traffic volume categories	SY	80% ^a	90%
	17	Percentage high - moderate drivability life for the State highway system based on condition standards and treatments set for traffic volume categories	SY	80% ^a	90%
Maintenance	271	Statewide Letter Grade	SY	B- ^a	B-
Buildings	562	Statewide Letter Grade	SY	90% C or Better	100% C or Better
ITS	489	Average Percent Useful Life	CY	90%	85%
Fleet	545	Average Percent Useful Life	SY	70%	50%
Culverts ^e	491	Percent Culverts which are structurally deficient (have a culvert rating of 4 or less)	SY	5%	3%
Geohazards	N/A	Percent of segments at or above risk grade C	SY	80%	90% ^b
Tunnels	N/A	Percent of network tunnel length with all elements in equal or better condition than 2.5 Weighted Condition Index	SY	80%	100%
Traffic Signals ^c	657	Percent intersections with at least one signal assembly beyond 100% Useful Life	CY	15%	0%
Walls ^d	561	Percentage of CDOT-owned walls, by square foot, that are structurally deficient (have a rating of 4 or less).	SY	1%	0.50%

^a These objectives and targets are from PD 14, adopted by the Transportation Commission. Others are staff recommended, and subject to available funding.
^b Some sites will always remain in the D category due to traffic volume. And at some sites, to effectively eliminate or significantly reduce the likelihood is beyond the scope of the Geohazards Program.
^c Overall signal infrastructure includes signal assemblies, cabinets and controllers.
^d The walls inventory and condition are being collected under a multi-year project, so the information in this table is based on the initial data collection.
^e Culverts are minor structures between 4" and 20".

Resolution #TC-16-10-2

Adoption of updated Policy Directive 14.0 "Policy Guiding Statewide Plan Development"

Approved by the Transportation Commission on Oct. 20, 2016.

WHEREAS, the Colorado Transportation Commission ("the Commission") has statutory authority pursuant to § 43-1-106(8)(a) C.R.S. to formulate policy concerning transportation systems in compliance with 23 U.S.C. 134, 135, and 450; PL 114-94 ("Fixing America's Surface Transportation Act" or "FAST Act") and PL 112-141 ("Moving Ahead for Progress in the 21st Century" or "MAP-21), and their regulations; and to undertake transportation planning under § 43-1-1103, C.R.S.; and

WHEREAS, a statewide plan is considered part of the state and federally required statewide transportation planning process; and

WHEREAS, Policy Directive 14.0 is the framework for development and implementation of a multimodal comprehensive Statewide Transportation Plan and for distribution of resources to meet or make progress toward objectives;

WHEREAS, the Commission approved the updated Policy Directive 14.0 in February 2015 in Resolution #TC-15-2-7;

WHEREAS, Policy Directive 14 as adopted in February 2015 states that the policy will be brought forward for consideration by the TC as additional measures and objectives are developed;

WHEREAS, changes are needed to Policy Directive 14.0 due to passage of the FAST Act in July 2015; a change in a dataset used for system performance; and new transportation industry standards; and

WHEREAS, over the past several months, the Commission has reviewed and discussed proposed refinements of objectives for the goal areas of system performance and infrastructure condition in Policy Directive 14.0; and

WHEREAS, the Commission approved all the proposed changes on October 20, 2016; and

NOW THEREFORE LET IT BE RESOLVED, that the Commission adopts the updated Policy Directive 14.0 "Policy Guiding Statewide Plan Development" as reflected in Attachment A to this resolution.

Herman Stockinger, Secretary

Herman Stockinger, Secretary
Transportation Commission

10-20-16

Date



COLORADO

Department of
Transportation

Policy Directive (PD) 14.0

August 2017

1



PD 14.0

-
- Identifies performance measures and objectives (targets) for:
 - Safety
 - System Performance
 - Infrastructure Condition
 - Maintenance
 - Provides framework for development of the Statewide Transportation Plan (SWP)
 - Guides distribution of resources in the SWP, Statewide Transportation Improvement Program (STIP), and annual budget.

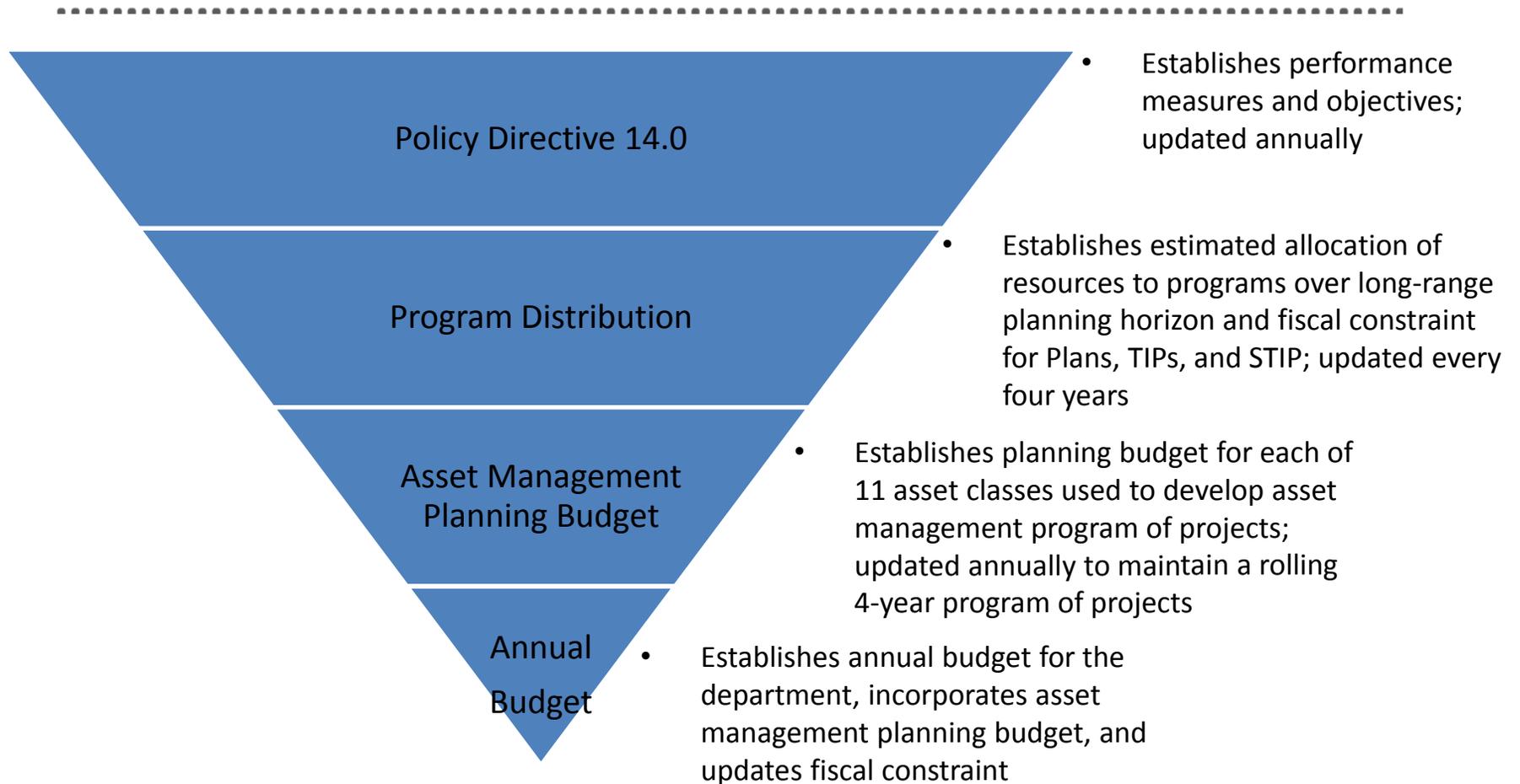


PD 14.0





PD 14.0

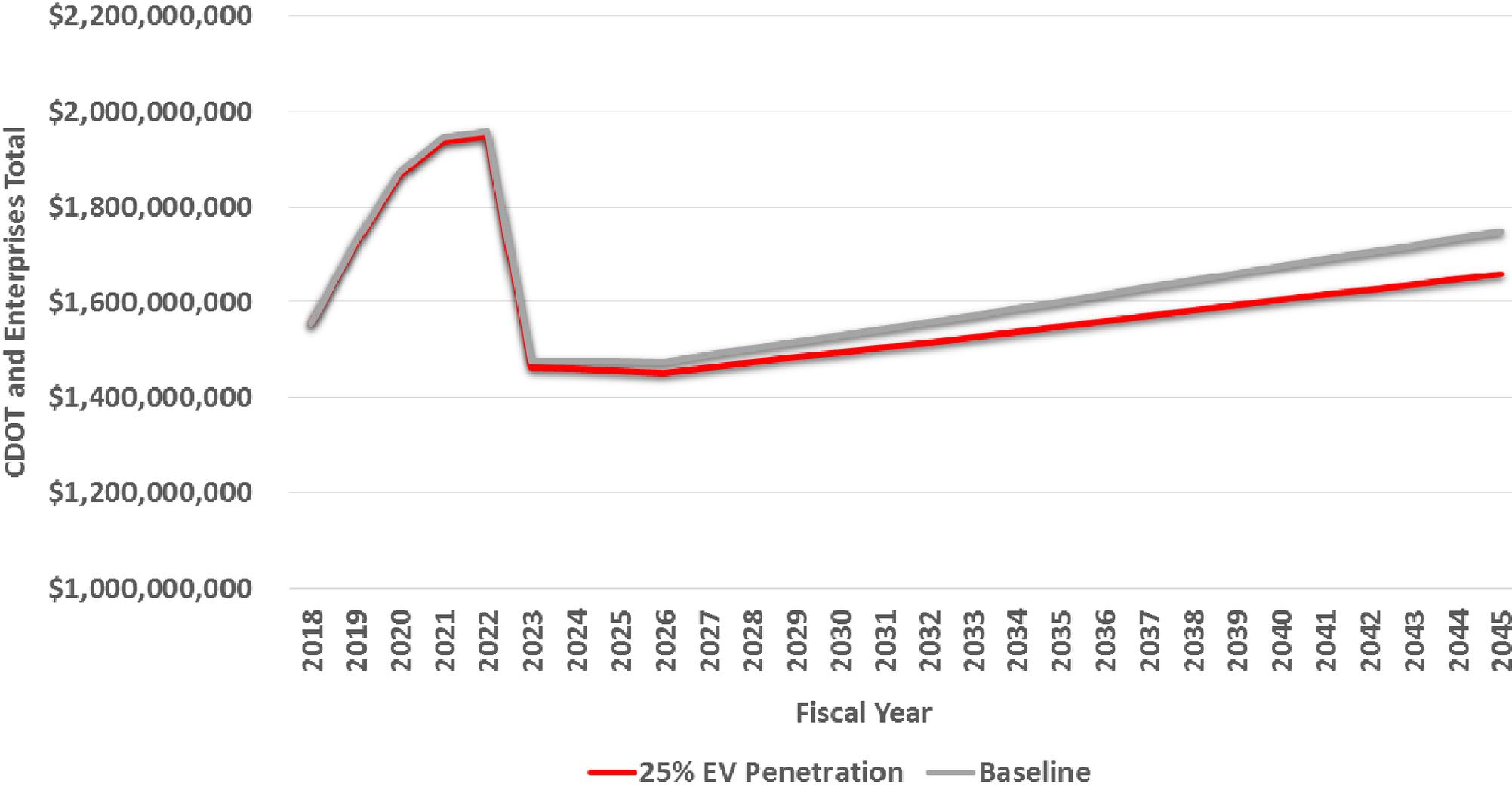




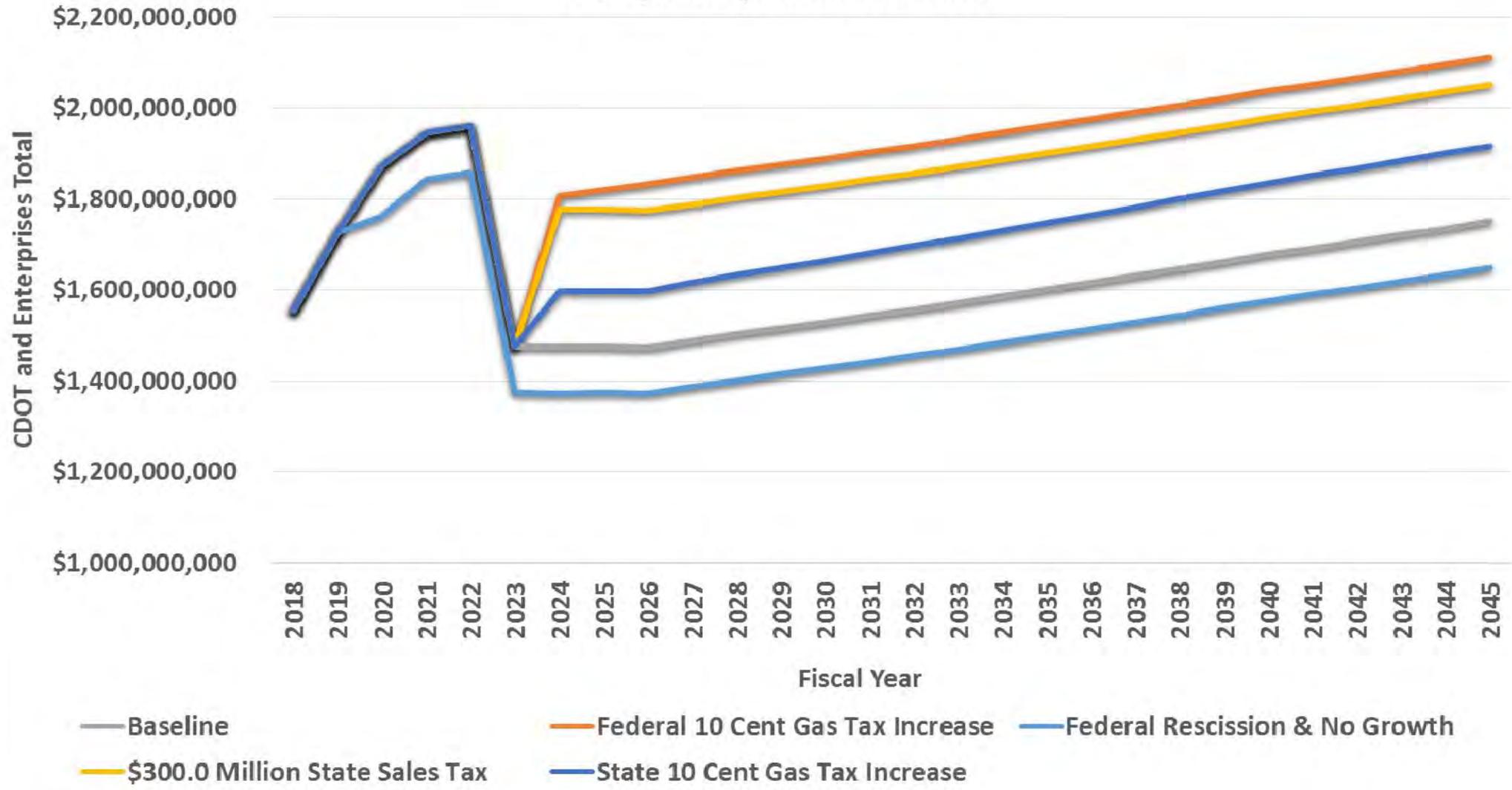
PD 14.0

-
- Performance reviewed annually, ahead of annual budget setting to:
 - Review actual performance against objectives
 - Consider changes to performance measures, or addition of new measures
 - Consider changes to objectives
 - Consider changes to the allocation of funds in the annual budget

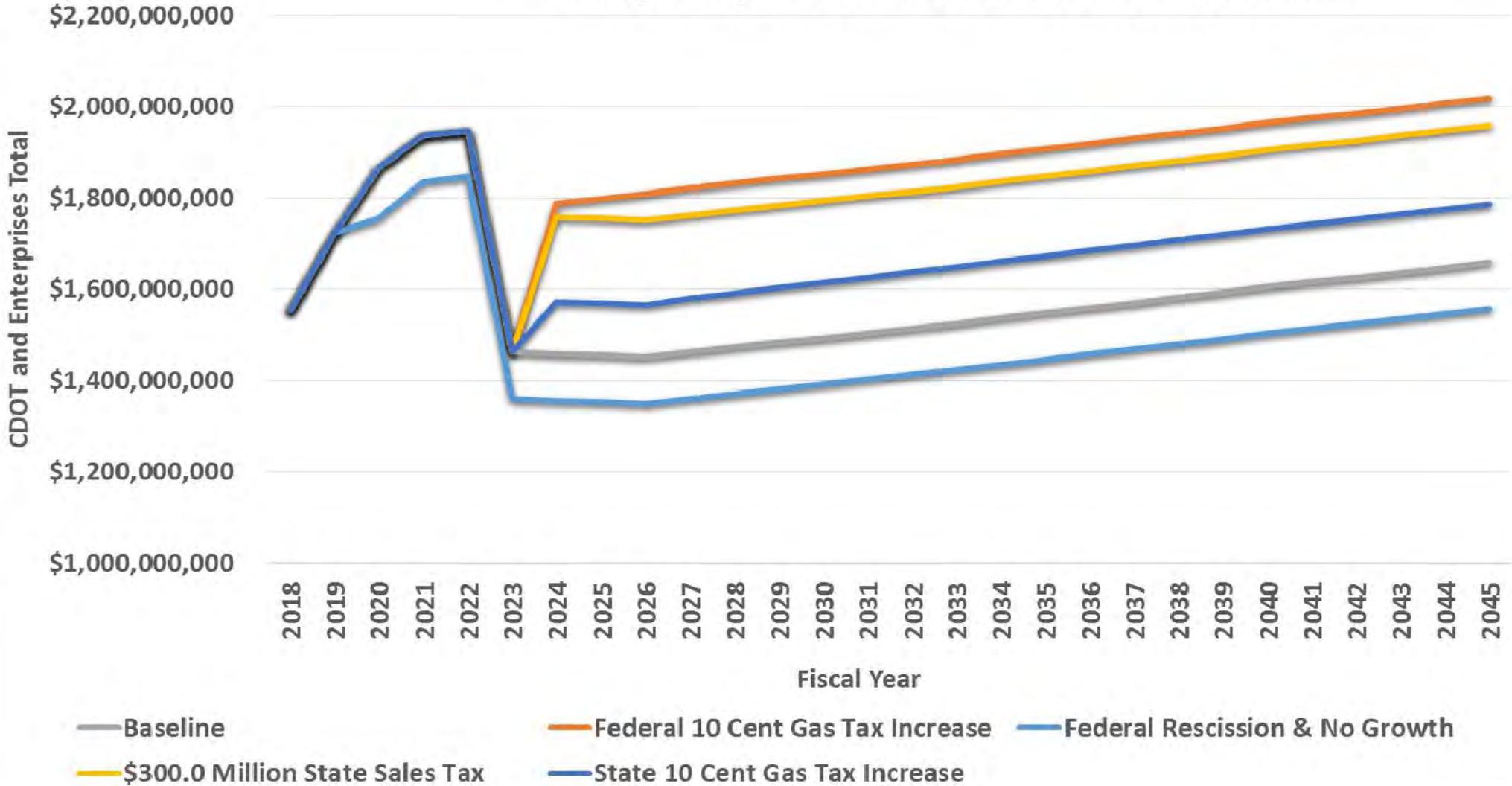
Baseline Adjusted for 25% EV Penetration: 2018-2045



Multiple Projection Overview



Multiple Projection Overview with 25% EV Penetration



Initial Baseline and Projection Overview

	Baseline	Federal 10 Cent Gas Tax Increase	Federal Rescission & No Growth	\$300.0 Million State Sales Tax	State 10 Cent Gas Tax Increase
2018	\$ 1,554,434,453	\$ 1,554,434,453	\$ 1,554,434,453	\$ 1,554,434,453	\$ 1,554,434,453
2019	\$ 1,725,579,809	\$ 1,725,579,809	\$ 1,725,579,809	\$ 1,725,579,809	\$ 1,725,579,809
2020	\$ 1,872,786,729	\$ 1,872,786,729	\$ 1,761,152,849	\$ 1,872,786,729	\$ 1,872,786,729
2021	\$ 1,944,956,811	\$ 1,944,956,811	\$ 1,843,609,938	\$ 1,944,956,811	\$ 1,944,956,811
2022	\$ 1,960,021,313	\$ 1,960,021,313	\$ 1,858,571,940	\$ 1,960,021,313	\$ 1,960,021,313
2023	\$ 1,475,726,011	\$ 1,475,726,011	\$ 1,374,407,138	\$ 1,475,726,011	\$ 1,475,726,011
2024	\$ 1,475,746,454	\$ 1,805,552,715	\$ 1,372,340,084	\$ 1,775,746,454	\$ 1,596,393,854
2025	\$ 1,475,641,597	\$ 1,819,495,150	\$ 1,374,211,720	\$ 1,775,641,597	\$ 1,597,084,997
2026	\$ 1,473,807,900	\$ 1,832,757,995	\$ 1,372,188,501	\$ 1,773,807,900	\$ 1,597,047,300
2027	\$ 1,488,314,143	\$ 1,847,691,738	\$ 1,386,692,044	\$ 1,788,314,143	\$ 1,616,418,884
2028	\$ 1,501,979,489	\$ 1,861,497,085	\$ 1,400,472,390	\$ 1,801,979,489	\$ 1,632,532,492
2029	\$ 1,515,718,839	\$ 1,875,223,935	\$ 1,414,218,740	\$ 1,815,718,839	\$ 1,648,556,279
2030	\$ 1,528,709,701	\$ 1,888,246,796	\$ 1,427,317,102	\$ 1,828,709,701	\$ 1,664,031,187
2031	\$ 1,542,559,233	\$ 1,902,118,828	\$ 1,441,168,634	\$ 1,842,559,233	\$ 1,680,246,870
2032	\$ 1,556,404,843	\$ 1,915,925,438	\$ 1,455,016,244	\$ 1,856,404,843	\$ 1,696,576,579
2033	\$ 1,570,429,391	\$ 1,929,941,986	\$ 1,468,950,292	\$ 1,870,429,391	\$ 1,713,552,694
2034	\$ 1,585,546,638	\$ 1,945,030,233	\$ 1,484,158,039	\$ 1,885,546,638	\$ 1,730,546,307
2035	\$ 1,600,652,592	\$ 1,960,200,187	\$ 1,499,263,993	\$ 1,900,652,592	\$ 1,747,625,241
2036	\$ 1,615,741,014	\$ 1,975,267,610	\$ 1,514,352,415	\$ 1,915,741,014	\$ 1,764,588,789
2037	\$ 1,630,887,466	\$ 1,990,380,061	\$ 1,529,418,867	\$ 1,930,887,466	\$ 1,781,512,292
2038	\$ 1,645,947,658	\$ 2,005,481,253	\$ 1,544,562,059	\$ 1,945,947,658	\$ 1,799,144,963
2039	\$ 1,661,052,601	\$ 2,020,555,196	\$ 1,559,668,002	\$ 1,961,052,601	\$ 1,816,749,911
2040	\$ 1,677,320,808	\$ 2,036,710,404	\$ 1,575,859,209	\$ 1,977,320,808	\$ 1,834,878,658
2041	\$ 1,691,751,143	\$ 2,051,308,238	\$ 1,590,532,459	\$ 1,991,751,143	\$ 1,850,790,520
2042	\$ 1,705,433,943	\$ 2,065,024,038	\$ 1,604,298,759	\$ 2,005,433,943	\$ 1,866,904,025
2043	\$ 1,720,104,643	\$ 2,079,699,738	\$ 1,618,969,459	\$ 2,020,104,643	\$ 1,883,111,494
2044	\$ 1,734,867,393	\$ 2,094,459,988	\$ 1,633,645,709	\$ 2,034,867,393	\$ 1,899,899,543
2045	\$ 1,750,188,193	\$ 2,109,871,288	\$ 1,648,965,509	\$ 2,050,188,193	\$ 1,916,728,394

25% EV Fleet Penetration Baseline and Projection Overview

	Baseline	Federal 10 Cent Gas Tax Increase	Federal Rescission & No Growth	\$300.0 Million State Sales Tax	State 10 Cent Gas Tax Increase
2018	\$ 1,554,434,453	\$ 1,554,434,453	\$ 1,554,434,453	\$ 1,554,434,453	\$ 1,554,434,453
2019	\$ 1,722,830,112	\$ 1,722,830,112	\$ 1,722,745,612	\$ 1,722,830,112	\$ 1,722,830,112
2020	\$ 1,867,335,451	\$ 1,867,335,451	\$ 1,755,623,571	\$ 1,867,335,451	\$ 1,867,335,451
2021	\$ 1,936,761,698	\$ 1,936,761,698	\$ 1,835,336,826	\$ 1,936,761,698	\$ 1,936,761,698
2022	\$ 1,948,963,300	\$ 1,948,963,300	\$ 1,847,448,927	\$ 1,948,963,300	\$ 1,948,963,300
2023	\$ 1,461,738,610	\$ 1,461,738,610	\$ 1,360,361,237	\$ 1,461,738,610	\$ 1,461,738,610
2024	\$ 1,458,860,845	\$ 1,788,654,105	\$ 1,355,402,474	\$ 1,758,860,845	\$ 1,572,898,405
2025	\$ 1,455,818,584	\$ 1,799,659,137	\$ 1,354,336,707	\$ 1,755,818,584	\$ 1,569,476,473
2026	\$ 1,451,012,345	\$ 1,809,942,941	\$ 1,349,334,446	\$ 1,751,012,345	\$ 1,565,223,696
2027	\$ 1,462,489,737	\$ 1,821,854,332	\$ 1,360,815,638	\$ 1,762,489,737	\$ 1,580,297,139
2028	\$ 1,473,028,917	\$ 1,832,533,513	\$ 1,371,469,818	\$ 1,773,028,917	\$ 1,591,969,036
2029	\$ 1,483,598,122	\$ 1,843,083,717	\$ 1,382,039,523	\$ 1,783,598,122	\$ 1,603,480,379
2030	\$ 1,493,435,815	\$ 1,852,953,410	\$ 1,391,984,716	\$ 1,793,435,815	\$ 1,614,426,567
2031	\$ 1,504,005,521	\$ 1,863,552,117	\$ 1,402,562,922	\$ 1,804,005,521	\$ 1,625,953,621
2032	\$ 1,514,525,591	\$ 1,874,033,186	\$ 1,413,084,992	\$ 1,814,525,591	\$ 1,637,515,732
2033	\$ 1,525,173,775	\$ 1,884,673,371	\$ 1,423,642,676	\$ 1,825,173,775	\$ 1,649,046,672
2034	\$ 1,536,689,033	\$ 1,896,159,629	\$ 1,435,248,434	\$ 1,836,689,033	\$ 1,661,018,118
2035	\$ 1,548,116,669	\$ 1,907,651,265	\$ 1,446,676,071	\$ 1,848,116,669	\$ 1,672,970,535
2036	\$ 1,559,448,256	\$ 1,918,961,852	\$ 1,458,007,657	\$ 1,859,448,256	\$ 1,684,713,381
2037	\$ 1,570,756,524	\$ 1,930,236,120	\$ 1,469,235,925	\$ 1,870,756,524	\$ 1,696,312,665
2038	\$ 1,581,905,571	\$ 1,941,426,166	\$ 1,480,467,972	\$ 1,881,905,571	\$ 1,708,414,781
2039	\$ 1,593,028,763	\$ 1,952,518,359	\$ 1,491,592,164	\$ 1,893,028,763	\$ 1,720,384,666
2040	\$ 1,605,246,406	\$ 1,964,623,001	\$ 1,503,732,807	\$ 1,905,246,406	\$ 1,732,776,932
2041	\$ 1,615,957,815	\$ 1,975,495,410	\$ 1,514,687,132	\$ 1,915,957,815	\$ 1,743,250,701
2042	\$ 1,625,846,966	\$ 1,985,417,562	\$ 1,524,659,783	\$ 1,925,846,966	\$ 1,753,811,636
2043	\$ 1,636,698,134	\$ 1,996,273,729	\$ 1,535,510,951	\$ 1,936,698,134	\$ 1,764,413,246
2044	\$ 1,647,603,808	\$ 2,007,183,403	\$ 1,546,330,125	\$ 1,947,603,808	\$ 1,774,881,791
2045	\$ 1,658,859,422	\$ 2,018,523,017	\$ 1,557,584,739	\$ 1,958,859,422	\$ 1,785,786,774