



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)
July 28, 2017
9:00 AM – 11:30 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 June Meeting Minutes** – Vince Rogalski
- 9:10-9:20** **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:40** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:40-9:55** **Chief Engineer Report (Informational Update)** – Josh Laipply, CDOT Chief Engineer
- 9:55-10:10** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity, and update on new INFRA grant program.
- 10:10-10:20** **Break**
- 10:20-11:35** **Colorado Transit Network (Informational Update)** – David Krutsinger, CDOT Division of Transit and Rail (DTR)
- Update on the Colorado Transit Network, the precursor to the upcoming State Transit Plan.
- 10:35-10:50** **INFRA Grant Program** – Herman Stockinger, CDOT OPGR and Debra Perkins-Smith, CDOT Division of Transportation Development (DTD)
- Discussion of new Infrastructure for Rebuilding America (INFRA) grant program, which replaces the previous FASTLANE program.
- 10:50-11:05** **SB 17-267 Discussion Update (Informational Update/Discussion)** – Herman Stockinger (OPGR) and Debra Perkins-Smith, CDOT DTD
- Discussion on repayment strategy and approach to project selection.
- 11:05-11:25** **Revenue Projections (Informational Update/Discussion)** – Jeff Sudmeier, CDOT DTD, Louie Barela, CDOT Division of Accounting and Finance (DAF) and Vince Rogalski
- Overview and discussion on the Revenue Projections and Program Distribution Committee’s recent activities, including proposed baseline revenue scenario and high and low scenarios.
- 11:25-11:30** **Other Business**- Vince Rogalski
- 11:30** **Adjourn**

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

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

**Draft STAC Meeting Minutes
June 23, 2017**

Location: CDOT Headquarters Auditorium
Date/Time: June 23, 2017, 9:00 a.m. – 11:30 a.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), John Adams (PACOG), Norm Steen (PPACG), Turner Smith (PPACG), Bentley Henderson (SW), Jody Rosier (SUIT), Sean Conway (NFRMPO), Terri Blackmore (NFRMPO), Becky Karasko (NFRMPO), Walt Boulden (SC), Stephanie Gonzales (SC), Chuck Grobe (NW), Thad Noll (IM), Trent Bushner (EA), Heather Sloop (NW), Steve Cook (DRCOG), Jim Baldwin (SE), Peter Baier (GVMPO), Elise Jones (DRCOG), Michael Yohn (SLV), Barbara Kirkmeyer (UFR), Elizabeth Relford (UFR), Andy Pico (PPACG), Terry Hart (PPACG), Roger Partridge (DRCOG)

On the Phone: Keith Baker (SLV).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & May Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of May 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"> ○ TC members took a road trip around the Metro Area and looked at the new HQ building currently under construction, with the exterior about half done and move-in scheduled for April 2018. ○ Discussion about employing a statewide approach to SB 267 funds in order to avoid urban/rural division. ○ Talked about the results and next steps on the Road Usage Charge pilot. <ul style="list-style-type: none"> ▪ This will be covered later in the STAC agenda. ○ Talked about RoadX V2V technology and its potential benefits as well as broadband expansion issues. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ▪ RoadX will present an update later in the STAC agenda. • <u>HPTE</u> <ul style="list-style-type: none"> ○ HPTE made its first loan repayment of \$750,852 to the TC since they were formed, as per the terms of their creation, and will continue until the entire debt is repaid. ○ Issued the first HPTE-initiated bonds for \$160 million for the C-470 project, benefitting from fortuitous timing in terms of the bond market that will save CDOT an estimated \$30 million over the course of the bonds. ○ The TIFIA loan for C-470 came through despite fears about its future under the new administration. Colorado is the first state in the nation to receive one this year. ○ Staff are finding that the new AVI transponder system for tolled express lanes has been producing strong benefits for motorists and HPTE alike, while also producing great data to help in decision-making. The next step is to work on integration with other states' systems (such as EZ Pass). 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Currently working on new TIP; call for projects for regional technology and operations funding pot will open soon; new 2-year planning program to be approved next month; search for new Executive Director is ongoing; hosting CSP presentation at July Board Meeting as part of the Governor's task force on first responder safety; next Wednesday, June 28th is Bike to Work Day and we hope for similar success to past years (usually #2 MPO in the country behind the Bay Area). • <u>GVMPO</u>: Finishing up SH 340 project and very excited; open house for the Palisade Plunge Trail held and received 98% positive feedback from public attendees, thanks in part to good collaboration with federal agencies. • <u>NFRMPO</u>: Final RFP for the consultant expected in August; US 34 through the canyon is now open and Estes Park thanks you for that, will be closed again in the fall; US 34 PEL progressing ahead of schedule and R4 staff are doing a great job; US 85 PEL in its signature phase; ramp metering 	<p>No action taken.</p>

signals on N I-25 at Harmony Rd. have been installed and now being tested; 2040 RTP Amendment #2 approved at last meeting; repaving complete on Berthoud Hill; Crossroads project is on schedule; held a wonderful Transportation Forum with CCI and thankful for Commissioner Ed Peterson for his participation, great discussion overall and starting to see some consensus developing between the various presenters, which may be a sign of progress.

- PACOG: Transit Functionality Study ongoing and looking at new service to connect Pueblo West; lots of new construction projects underway, including West Pueblo Connector, US 50, and Pueblo Boulevard.
- PPACG: Cimarron/I-25 bridge is now in place, still on-budget and on-time for a November completion; 32-mile overlay of SH 67 in Teller County ongoing (\$13.3 million total value); interviewed 6 search firms and expect to select one next week; US 24 work east of Colorado Springs is ongoing and public feedback has been positive thus far, good news for El Paso and Elbert Counties; quick comment that in 2016 trucking surpassed rail for the first time in terms of freight value, potentially driven by e-commerce – an increasingly important topic for our transportation system.
- Central Front Range: No report.
- Eastern: Sterling preparing for the S-curve project; Johnny Olson has been visiting all the county meetings and we really appreciate that effort to interface with us; regional staff are doing survey and design work on old sections of I-70; TPR meeting discussion about rural transit plans (including the Outrider bus system); TPR sent some letters to CDOT regarding safety issues on the US 287 corridor and the prevalence of head-on accidents there, indicating need for passing lanes or some other solution as traffic there continues to increase.
- Gunnison Valley: The west side of Cottonwood Pass between Buena Vista and Taylor Park closed for the next several months as a paving project under the FLAP is underway; US 50 work is causing delays at multiple locations but should provide benefits once completed; Ridgway 3rd lane RAMP project on SH 62 nearing completion after 15 years of planning and project development; 6-county Region 10 area is working on broadband connectivity issues and appreciate CDOT's partnership and coordination on this issue, also collaborating with Region 9 in the Southwest corner of the

state on connecting these two regions; working to update documentation for the RPC to remain current for the next fiscal year.

- Intermountain: Held TPR meeting last week, big topic is the Grand Ave. Bridge in Glenwood Springs, which will be out of commission between mid-August and Thanksgiving, a great example of community engagement with the locals committing to a 35% reduction in trips during the period of closure that can hopefully continue in the long-term, the community is excited about this project and prepared for the inconvenience during construction; discussed the area's extensive trail system and how we can create large, multi-county loops to encourage better connectivity across the region, Governor and DNR Executive Director visited yesterday and see some of those trails; TPR group also discussed the Transportation Planning Toolkit, which is a great concept for teaching novice participants how transportation planning works.
- Northwest: SH 131 is currently torn-up; US 40 major intersection project in Steamboat Springs; SH 13 widening near the Wyoming border; a small bicycle tour is moving through Craig today on their way up to Wyoming.
- San Luis Valley: 3 different bicycle tours came through recently, challenging for traffic but no incidents; continued concerns about transit in the Valley and the issues that come with it; clarification that Cottonwood Pass is open on the east side, only closed on the west side; project on Collegiate Peaks Blvd in Buena Vista for bike/ped safety improvements nearing completion and the Town appreciates CDOT's great collaboration on that.
- South Central: US 160 passing lane project underway as well as work on I-25 near Raton Pass; still discussing design for I-25 Exit 11; ADA work ongoing in Walsenburg; transit director for SECOG took a new position with CDOT DTR and he's a great hire for you.
- Southeast: Work continuing on US 287 in downtown Lamar, slightly delayed due to rain in May; SE TPR meeting last month included discussion of Rural Regional Bus Network and the group is excited about that.
- Southwest: Currently in the heavy construction season; crib wall work occurring on Red Mountain Pass, closing one lane; Region 5 has been active on ADA improvements and local communities are working to coordinate with them on that; completed a major diamond grinding project

	<p>in downtown Durango, few complaints from the community; finalized the majority of the fiber installation on Wolf Creek Pass, trenches are repaved and looking forward to the final results.</p> <ul style="list-style-type: none"> • <u>Upper Front Range</u>: Kudos to Herman Stockinger for his presentation at the CCI event; happy that the US 85 PEL has been completed; also pleased with the reopening of US 34 in the UFR TPR; discussions at last TPR meeting include completion of Kersey devolution project, which is good because this area will be included in the Pedal the Plains event coming up in September; possible RTP amendment will be considered in the coming months to account for projects needed due to growing communities; also considering the use of a portion of RPP funds to tackle smaller improvements that will help these areas in the long run. • <u>Southern Ute Indian Tribe</u>: CR 517 project with La Plata County to add sidewalks and improve connectivity and safety. 	
<p>Chief Engineer Report / Joshua Laipply (CDOT Chief Engineer)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • On the topic of the C-470 loan closure, a total of \$52 million will come back to CDOT, with \$19 million of that going towards the C-470 Wadsworth project as it moves through its environmental process and the remaining \$33 million going back into the HPTE development fund. • We are still working through US 85 railroad crossing issues based on an expired lease with Union Pacific that needs to become permanent; we have been working on this for a while and want to give credit to Barbara Kirkmeyer and Elizabeth Relford of Weld County for their great working in helping to resolve this issue with the railroad and CDOT. • The ILEX project in Pueblo was delayed by last-minute Union Pacific request for a new bridge as part of their ROW agreement, which caused quite a scramble by staff, but the motto “Pueblo First” has helped us to focus on the important elements of getting that project done as quickly and easily as possible. • Ongoing discussion about the best approach for using SB 267 funds – how to fund our portion, which projects to prioritize, how to hedge against the risk of missing future payments from the General Fund, etc. This will be an ongoing discussion that you all will be a part of moving forward. 	<p>No action taken.</p>

<p>Federal and State Legislative Report / Herman Stockinger and Andy Karsian (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"> ○ A number of TLRC outreach efforts will occur summer, including four trips planned to help show new legislators the scope of Colorado's infrastructure and issues: <ul style="list-style-type: none"> ▪ <u>July 24-26</u>: Southwest (including Ouray, Hotchkiss, Paonia) ▪ <u>August 14</u>: Northeast ▪ <u>August 26-30</u>: Northwest ▪ <u>October TBD</u>: Southeast ○ A September meeting at the Capitol will cover state responsibilities in large transportation projects as well as RoadX technological issues. ○ An October 2nd meeting of the TLRC will shape the legislative agenda for the 2018 session. ○ We would love to have local agency and STAC member participation as we visit your regions to help highlight local projects and concerns. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Mike Lewis</u>: It is so valuable for you to participate in this effort and communicate your local priorities and also explain the planning process to the members of the Legislature, since they are largely unfamiliar and will always be more willing to listen to you folks than to CDOT staff on that topic. 	<p>No action taken.</p>
<p>SB 267 Discussion / Herman Stockinger (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • There's a memo in the STAC Packet that I'll be referring to and looking for some reaction from the group. • Two points of conversation: <ul style="list-style-type: none"> ○ How should the \$50 million annual CDOT contribution be funded? <ul style="list-style-type: none"> ▪ Where would this money come from? ○ How should CDOT mitigate the risk of the \$91 million portion from the General Fund drying up and becoming part of CDOT's contribution at some future date? <ul style="list-style-type: none"> ▪ Where would this money come from? ▪ Should we even address this question? ▪ If we don't address it, are we setting ourselves up for a repeat of what occurred with SB 1? ○ The Development Program is being updated and will be posted on the CDOT website. 	<p>No action taken.</p>

- Project scopes, schedules, and costs were updated as part of HB 1242 effort. This information is available on the website now.
 - Should we identify 4 years of projects up-front, or is it better to break it into separate tranches to better adapt to changing needs over the course of future years?
- Some takeaways from the TC discussion:
 - This is statewide money and should be treated as such, selecting priority projects statewide and making sure we meet the minimum 25% rural requirement on the back end.
 - Consider looking at projects for the first 2 years of funding (roughly \$800 million) rather than the full funding pot of \$1.8 billion at once.
 - It's important to think about the funding approach prior to picking projects since decisions on one may impact decisions on the other.

STAC Comments

- Mike Lewis: This is a topic that will likely come up with the TLRC and I think it's important for us to stress with them that this is not a lot of money, and that \$1.1 billion of the \$1.8 billion referenced in this bill is coming from our own funds. This is essentially a low-interest loan, not new funding, and they need to understand that instead of thinking that the transportation funding problem has been solved.
- Norm Steen: There's also a big assumption here that there is a market for these state properties that will generate the COPs. If there isn't, we may not be getting a full \$1.8 billion that they're forecasting this will generate.
- Herman Stockinger: There's also the potential that if interest rates change significantly in the future then the State Treasurer may decide it's not responsible to keep issuing COPs, and we would stop receiving revenues.
- Barbara Kirkmeyer: I agree, we might want to wait on writing that thank you note to the Legislature. Otherwise they'll think they've solved the problem.
- Andy Pico: It's tough to think about which pot of money repayment should come out of, but I have a real concern about taking it out of any asset management or maintenance funding. If you do that you're just backing up your need for further down the road, digging yourself into a deeper hole.
- Bentley Henderson: I agree with that. In the rural areas we don't have big capacity needs apart from passing lanes. Surface treatment is our concern, not big ticket capacity projects that we don't really need.

- Barbara Kirkmeyer: What kind of dollars are in the TC Contingency pot? Is that an area to make up some of the funds?
- Joshua Laipply: Typically there are some dollars left over each year but of course that varies based on events of each year.
- Barbara Kirkmeyer: I think you have to take it out of asset management even though nobody wants to do that. One way to make it fairer could be to reduce the percentage of asset management funding in areas receiving big projects so that it balances out and you're not disproportionately hurting other areas that aren't getting larger projects.
- Gary Beedy: I understand the thought process, but in Region 4 we have major highway corridors that may see big projects while more rural secondary roads pay the price in asset management.
- Norm Steen: Are we going to throw this question back at the TLRC?
- Herman Stockinger: Well, we don't necessarily want them making this decision for us if we can do it ourselves.
- Mike Lewis: I agree that we want to make this decision ourselves, but we also want to make it very clear to the TLRC how difficult a position they are putting us in.
- Barbara Kirkmeyer: I think we need to tell them it's their responsibility to cover the full \$150 million instead of putting that responsibility on us.
- Jeff Sudmeier: We also need to think about the communication strategy – if we take funds out of asset management, what treatments are we deferring? If it comes from RPP, which planned projects aren't getting built as a result?
- Vince Rogalski: We need to find a way to share the pain on this so it's distributed and not all in one place.
- Barbara Kirkmeyer: That's why I think we need this percentage approach, otherwise an area that's not getting projects and also losing asset management and/or RPP is getting hurt twice.
- Mark Imhoff: The transit piece also has some interesting wrinkles – if we spend our money on buses with a 15-year life that we're paying for over 20-years, does that really make sense?
- Herman Stockinger: There are also some regulations around paying for transit projects using highway funds, which may include these repayments. You could potentially fund Park and Ride projects more easily using highway

	<p>funds, but many transit advocates don't think that's an effective use of money for encouraging transit.</p> <ul style="list-style-type: none"> • <u>Mike Lewis</u>: I would also point out that the situation referenced just now for buses in which you have a longer repayment than infrastructure life also applies to resurfacing, which may last 12 years but require 20 years of payments. • <u>Sean Conway</u>: I would encourage everyone to move slowly on this process because of the many factors to consider. I would also say that in the NFRMPO, Park and Rides are a valuable investment in encouraging transit ridership. • <u>Thad Noll</u>: I definitely think that Park and Rides should be a part of the discussion. • <u>Mark Imhoff</u>: One bummer is that we've already devoted a lot of SB 228 funds to Park and Ride projects over the past few years, so there are now fewer of them available to spend these funds on. 	
<p>RoadX Program Update / Peter Kozinkski (CDOT RoadX Program Director)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • An opportunity has presented itself through our partnership with Panasonic to develop a Connected Vehicle Ecosystem, not just in urban areas but across the state. • Our job is to save lives and make people's lives better, and we know that the statistics are not trending towards improvement in those areas. • NHTSA is mandating that all new vehicles be equipped with Dedicated Short-Range Communication (DSRC) systems in the near future so that they may share information with one another and potentially the surrounding infrastructure. • In the long-term we expect significant improvements in crash reduction, system efficiency, and environmental sustainability as a result of these connected and eventually fully-autonomous vehicles. • Data is the new asphalt, and having this information will allow us to make real-time decisions around roadway conditions, incidents, weather events, etc. • The NHTSA mandate requires that vehicles talk to one another, but not to the surrounding infrastructure. We want to build the ecosystem to allow that extra level of connection because we feel it will pay higher dividends faster. 	<p>No action taken.</p>

- There is a huge potential return on investment:
 - Prevent 8,400 additional crashes per year
 - \$78 million in financial benefit
 - Freeway travel times reduced by 42%
 - Poor weather incidents reduced by 25%
- Technology will not forego the need for traditional construction projects in the future, but will help us make sure that such projects are occurring in the right locations, at the right times, and with appropriate scopes.
- Building this ecosystem now will help to prepare the state for the ultimate situational awareness promised by fully-autonomous vehicles further down the road.
- Why Panasonic?
 - Panasonic is a Tier 1 supplier to the car manufactures, so they already understand vehicle systems and data flow. Extracting that data and turning it into useful information is well within their wheelhouse.
- How would this system work?
 - Roadside units extract data from passing vehicles (using DSRC, cellular network, or some other transmission system).
 - Data is shared to the broader state system.
 - Data is processed at a central processing location.
 - Currently this type of central processing doesn't exist anywhere in the world. We want to build it in Colorado and work to ensure interoperability across platforms, regions, states, and countries.
 - Processed information is pushed to existing traffic management platforms.
 - Integration with INRIX, traffic cameras, and other inputs across CDOT's system occurs.
 - Complete, processed information is pushed back out to users, vehicles, and agency partners.

STAC Comments

- Sean Conway: Do you really expect a VMT reduction as a result of connected and autonomous vehicles? I would think widespread adoption of this technology would have the opposite effect.

- Peter Kozinski: A lot of this is still theoretical and there are conflicting views, but some of the VMT reduction is anticipated to come from the efficiency of sharing vehicles, reduced need to search for parking, and other side benefits like that.
- Andy Pico: Why are you assuming there will be decreases in congestion from this technology? Also, what are you doing in terms of hacking or electrical system failures that may impact such a system? Some things to think about.
- Trent Bushner: Great presentation, but I'm interested to know how this can integrate with motorcycles, classic cars, and the like. I'm a farmer by trade and I haven't really driven my tractor in about 10 years. But that convenience comes with the potential for over-reliance and complacency that we need to guard against in this space.
- Peter Kozinski: I definitely understand those concerns and am happy to discuss individually in more detail. But from our perspective the potential benefits are just so great that we owe it to ourselves and our customers to investigate this technology.
- Roger Partridge: Interstate operability is a key issue to be addressed, as is the potential retrofitting of existing vehicles and how much that might cost.
- Peter Kozinski: That cost is currently in the range of \$800 - \$1000 per vehicle, and while that's not insignificant, the potential safety benefits for stopped police and emergency response vehicles could be extremely valuable. When a police vehicle can share its precise location in real time with other vehicles approaching it, the safety improvement for the officers and the public could be significant.
- Sean Conway: New technologies are often driven by the market, so when do you anticipate this will become a common feature on the state highway system?
- Peter Kozinski: The NHTSA mandate will start requiring this in new vehicles, so within 3 years we'll likely be starting to see an impact that should only grow once the system is online and able for other vehicles and systems to plug into. We're looking at this pilot occurring on I-70 because it presents every type of use and condition, so if we can make it work there it will apply anywhere.

<p>Colorado Road Usage Charge Pilot / Tim Kirby (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Why do we need a new funding source? <ul style="list-style-type: none"> ○ Increased vehicle efficiency ○ No gas tax increases ○ Increased uses of alternative fuels ○ Growing state population and VMT ○ Decreased purchasing power of existing funds • The 2008 Colorado Transportation Finance and Implementation Panel included a RUC as one of 5 potential solutions. <ul style="list-style-type: none"> ○ Focus groups at this time found the idea to be very unpopular among the public. • What is a RUC? <ul style="list-style-type: none"> ○ A utility-style system in which users are charged on a per-mile basis rather than an excise tax on fuel. • Addressing Public Concerns <ul style="list-style-type: none"> ○ RUC would replace, not add to, the existing gas tax. ○ Questions regarding the equity of charging EV, alternative fuel, and gasoline vehicle users the same amount per mile. ○ Privacy and security of the data gathered. • 4-Month Statewide RUC Pilot <ul style="list-style-type: none"> ○ Ran from December 2016 – April 2017. ○ About 100 participants including transportation leaders, officials, media, and general public from every corner of the state. ○ Geographic diversity emphasized. ○ Payments and revenues were all simulated. ○ Participants enrolled, chose a mileage reporting method, created an account, installed the mileage reporting device (if chosen) and then started driving. Surveys were completed throughout to assess user attitudes and identify any issues. ○ 3 reporting options: <ul style="list-style-type: none"> ▪ Odometer Reading ▪ Non-GPS Mileage Reporting Device ▪ GPS Mileage Reporting Device ○ Key Findings: 	<p>No action taken.</p>
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- There is a clear need for public education about transportation funding.
 - ❖ A small percentage of those surveyed believed that transportation funding in Colorado is through the Adopt-a-Mile program.
 - ❖ On average, survey respondents believed that they are currently paying between \$40 and \$400 per month in fuel taxes, when actually it's closer to \$10 - \$13 per month.
- There was a high level of satisfaction among pilot participants.
- Privacy concerns tended to decrease over time.
- Despite behavioral information, people didn't change their driving habits over time.
- RUC became more appealing to individuals over the course of the pilot.
- The more advanced mileage reporting devices showed higher levels of user satisfaction than odometer readings.
- Concerns:
 - Fairness for out-of-state drivers.
 - Data privacy.
 - Equity for fuel-efficient vehicles.
 - Rural vs urban context
- 91% of participants said that they would participate in a future pilot.
- Satisfaction levels at or above 90% for all elements of the program: communications, feedback opportunities, etc.
- Future Issues to Address:
 - Improve roadway ownership data
 - Revenue collection
 - Administration costs
 - Identify barriers to public acceptance
 - Urban/rural equity perceptions
 - Data privacy concerns
- Next Steps
 - Continue to progress research through subsequent activities and pilots, including through a pending FHWA STSFA grant application.
 - Pilot with Farm Bureau to get better data on the agricultural community
 - Coordination with other state agencies

- Department of Revenue
- Office of Information Technology
- Public and stakeholder focus groups and education
- Develop white papers on specific issues
- Leverage regional and industry partnerships via RUC West

STAC Comments

- Norm Steen: I chose the GPS enabled reporting device because I thought it was the easiest approach. I enjoyed the reports on the vehicle status that it sent me, and I think the privacy concerns are based largely on misconceptions. I went from a true skeptic to thinking that this could actually work. The break-point appears to be about 23 mpg – if you get less than that on your vehicle then you would pay less than you currently do right now, and if you get more than that you would be paying more than now.
- Thad Noll: I had a similar experience. The app is really great at showing your driver behavior, which is always good to examine. Mine came to a few dollars more per month than under the gas tax system.
- Sean Conway: I want to thank Tim for his willingness to increase the rural representation and reach out to the Farm Bureau and other partners as part of this effort.
- Tim Kirby: Thanks for that and I think it shows how much we value this group's input on questions like this.
- Thad Noll: I have questions about the rural equity issue, I'm not convinced that it would hurt rural users as much as they perceive. It may also help them in the sense that they wouldn't be getting charged for the fuel they're using to drive on private roads.
- Trent Bushner: I think that if the GPS is accurate then you're good. That will also help with interstate travel and making sure that people are paying to the specific state that they're driving in, but not to others.
- Tim Kirby: That's a big question that we have to work out, to make sure that whatever system may eventually be developed is working properly between states, whether they have a RUC system or not.
- Vince Rogalski: There are a lot of questions still to be answered and I think we all look forward for the continuing conversation.

<p>Other Business / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • DTR is looking for a STAC member to help evaluate applications for FTA 5310 funding, which can be done in person or remotely if desired. Please contact Jeff Sanders if you're interested in volunteering. <ul style="list-style-type: none"> ◦ Walt Boulden volunteered to participate. • The next STAC Meeting will be held on July 28th at CDOT Headquarters. 	<p>No action taken.</p>

STAC ADJOURNS

DRAFT

Transportation Commission Workshops were held on Wednesday, July 19, 2017. The Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on Thursday, July 20, 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 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, July 19, 2017

Joint TC/HPTE Workshop on the OMPD/HPTE Merge (David Spector)

Purpose: To discuss the currently proposed merger of the Office of Major Project Development (OMPD) with the High Performance Transportation Enterprise (HPTE).

Action: No formal action is being requested this month. If the Transportation Commission (Commission) and HPTE Board of Directors (HPTE Board) are in agreement, the merger would be accomplished through an amendment to the CDOT/HPTE Fee for Service Intra-Agency Agreement (IAA) and a Commission and HPTE budget supplement requesting Commission approval in August or September.

Discussion:

- Workshop to present and discuss the merging of HPTE and three staff from OMPD.
- Plan to fill position previously filled by Brett Johnson, with a staff person with engineering/traffic expertise to interface with Regions on HPTE's behalf.
- Benefits will be that some duplications will be prevented and efficiencies created by the merger.
- Commission was generally pleased with this decision, and will be presented with budget impacts (anticipate to potentially save 50% of the OMPD budget) next month.

Right of Way Acquisition Workshop (Josh Laipply)

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

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

Eight projects with property acquisition authorization requests for July 2017 include:

- Region 2:
 - Project Code 21705 – Relocation Woodmen Park & Ride
 - Project Code 20927 – Pueblo FY 17-18 Signal Capital Improvement Replacement
- Region 4:
 - Project Code 20715 – SH 52 Antelope Creek CBC
 - Project Code 20285 – SH 17 & US 287 Northwest of Fort Collins
 - Project Code 16805 – I-76 Fort Morgan to Brush (Phase V)
 - Project Code 20279 – US 34 Big Thompson Canyon Units 1 & 6
 - Project Code 21506 – I-25 North: SH 402 to SH 14
- Region 5:
 - Project Code 20737 – US 550/ 32_22_17 Durango Signal Replacement

No Settlement documents this month.

Two projects being requested for approving condemnation proceedings include:

- Region 1:
 - Project Code 19631 – I-70 Central Project
- Region 4:
 - Project Code 21506 – I-25 North: SH 402 to SH 14

Discussion:

- No comments from Commission on acquisition authorization projects.
- One Commissioner would like the number of parcels for each project – add dollar amount for each parcel if available.
- Let Commission know if any projects raise the potential for controversy.
- No public comments received on condemnation proceeding authorization requests.
- Condemnations Proceedings Requests:
 - Central 70 – property presented on a slide/ near UPRR. I -70 needs to get under railyard for the I-70 Central project. The legal description of the property in question was presented – the last home on the block still to be obtained. Owner passed away. Now 14 leans on property – going to foreclosure – CDOT would be last in line to obtain property with 14 leans ahead, if CDOT does not go to condemnation proceedings.
 - Court to make value determination under condemnation proceedings; better for homeowners as it avoids foreclosure. Two grandchildren involved, but there is no will, and no interest has been expressed in the property. The two heirs are walking away from the property.
- Johnny Olson, Region 4 Regional Transportation Director, answered questions raised by the Commission about the I-25 North project properties under consideration to move forward with condemnation proceedings.
 - Agricultural land, east side of road; acquired by investment firm; no improvements; property is farmland.
 - No input from the public has been received to date.
 - Owner asked CDOT to start the judiciary process.
- Commission Chair Zink noted to they will move forward as public interests are being served, if no comments are received at the regular meeting.

Workshop for Eagle Net Fiber Optics, TSM&O Activities, Accomplishments, and Budget Needs Update (Ryan Rice)

Purpose: To provide information to the Commission on a potential opportunity to obtain Eagle Net fiber optic network at no cost, but also help communities acquire broadband access; will investigate the situation further before making a decision about agreeing to acquire Eagle Net. Provide an update on TSM&O activities, accomplishments and an update regarding TSM&O budget needs.

Action: No action. Information Only.

Discussion:

- Ryan Rice provided the Commission with an overview of TSM&O, and its mission to increase capacity through innovation that provides substantial return on investment. In addition:
 - TSM&O was created due to challenges confronting CDOT in terms of:
 - Increased fatalities, costing over \$14 billion annually
 - Safety analysis indicates a 12% increase in fatalities and a 10% increase in serious injuries with an anticipated 800 fatalities to occur in 2018.

- Hours of delay also continues to grow as part of the Colorado transportation system underperforming.
- Part of the innovative solutions of TSM&O include expanding the fiber optic network across the state (only 17% of the state is covered today) to support future autonomous vehicle (AV)/connected vehicle (CV) and vehicle to infrastructure (V2I) technology investments.
- Eagle Net, a fiber optic company providing broadband, is shutting down. Eagle Net received a federal grant for \$100 million from the National Telecommunications and Information Administration (NTIA). NTIA has approached CDOT with the opportunity to acquire the Eagle Net fiber optic infrastructure (approximately over 3,000 miles of fiber, wireless and equipment assets) at no cost if it also continues to implement the spirit of the program (extending broadband access to communities).
- More research and investigation needs to be done to determine the benefits and obstacles of acquiring this fiber optic network. Ryan plans on coming back to the Commission to share findings of the evaluation of the situation as it unfolds. Need to assess CDOT's risk first.
- It was noted that the existing network is also in close proximity to many pieces of existing CDOT infrastructure.
- Issues raised by the Commission included:
 - Understanding CDOT's role better regarding not just improving transportation with the fiber optic network acquired, but also providing broadband access to rural areas.
 - What CDOT's role would be working with the existing partners involved in the program is something CDOT needs to better understand.
 - Need to understand the remaining available capacity and the quality of the existing Eagle Net network.
 - A Commissioner raised the issue of why other companies not taking advantage of this opportunity. Ryan responded that an Eagle Net law suit makes the future owner liable for \$5 million, but the potential value of what CDOT would get is closer to \$60 million. Other businesses may not align with Eagle Net's business plan as closely to get the financial gain that CDOT could.
 - A Commissioner noted that CDOT may place itself in a position to expose itself to risk with Eagle Net offer. Not certain why bringing this information now without further details fleshed out.
 - Other Commissioners noted their appreciation for bringing this information regarding this potential opportunity early on.
 - The Commissioners expressed their desire for more information regarding this offer from NTIA before making any final decisions.
- Another opportunity with the Douglas County Sheriff's Office was presented by Ryan:
 - An emergency vehicle operations course has been built and is open now.
 - Provides an environment for emergency responders to train on how to operate specialized emergency vehicles and equipment, and also rapidly remove incidents from the roadway, enhancing the multi-agency team efforts of the Traffic Incident Management (TIM) program.
 - Quick removals of incidents can reduce travel delays between 30% and 50%.
 - Will also research this partnership regarding this training site, and the associated costs (approximately 1.5 million) for CDOT to use the facility for their purposes.
 - Ryan also explained the TIM program provides tows faster than private tow companies as TIM teams are usually in much closer proximity to incidents allowing them to respond quicker.
- TSM&O is requesting \$15.4 million to supplement costs not covered under the existing budget.
 - Commissioner Hofmeister raised concerns regarding investment in TSM&O especially the recurring requests for additional funds to support them.
 - Ryan and Josh noted that this request for additional funds is for unanticipated events that could not be foreseen; FY 2018 will be the last year for supplemental requests, for funding TSM&O will occur as plans are in place to more fully fund this program (vs. providing seed money only), and this will be discussed at the upcoming Commission retreat.

Intro Funding Gap Analysis for EPA Audit Items for the Water Quality Program Workshop (Debra Perkins-Smith)

Purpose: To discuss issues and considerations related to the EPA-requested Municipal Separate Storm Sewer System (MS4) Program Resource Assessment. The assessment identified resource gaps and strategies in order to improve compliance and address the EPA audit findings.

Action: No action this month. Providing information on future budget request.

Discussion:

- Main issue is for CDOT to better maintain permanent water quality (PWQ) infrastructure (approximately 817 permanent water quality facilities) installed on projects.
- The initial proposed response is to retain a contractor to address maintenance issues and assess existing conditions and future needs for approximately \$6.7 million.
- This work will avoid steep fines from EPA that would be substantially higher than the investment in the contractor.
- In terms of emergency water quality maintenance needs, the Regions feel confident that they can still cover and respond to these events.
- Moving forward, CDOT will assess annually how frequently each piece of infrastructure needs to be maintained.
- Another issue is drainage at 27 CDOT maintenance facilities; If CDOT contracts out work to address this could cost \$12 million; CDOT planning on handling this in-house but will need to pay for equipment in any event, costing approximately \$4.2 million.
- Total costs for both issues – water quality infrastructure maintenance and maintenance facility drainage is estimated to be \$10.9 million and could be paid over a two-year timeframe.
- We will come back next month to the Commission for this budget request.
- Commissioner comments raised included:
 - How did it get to this point? - Josh responded that in many instances the water quality facilities expanded substantially over the years, but staff to support maintenance of these facilities wasn't expanded.
 - CDOT is developing a GIS map of all of the facilities and their status; this will also be a good resource to share with EPA auditors to show them what steps CDOT is taking to comply with requirements.
 - This database will then trigger a notification in work orders when maintenance is required.
 - The Commission noted that the GIS mapping tool is good and the automated notification system for maintenance is also good.
 - It was also noted that along US 6 CDOT has consolidated 29 PWQ ponds into 10; which will help with minimizing maintenance needs.
 - Commissioner Peterson also recommended finding agency partners to help with this effort when appropriate.
 - A new MS4 permit as a pilot for CDOT is to use facilities from other existing projects to address water quality on newer projects. Also the concept of Intergovernmental Agreements (IGAs) to maintain facilities is another option, or other agencies can help to maintain them too.

Discuss US 85 within Union Pacific Right-of-Way (Josh Laipply)

Purpose: The purpose of this memo and workshop is to provide history of the US 85 corridor within the Union Pacific Railroad (UPRR) property under an expired lease and recommendations to reach final resolution.

Action: Understand the importance of UPRR corridor and operations, the concerns and needs of Weld County and Municipalities bifurcated by the UPRR, CDOT's goals and financial liabilities. Review the proposed settlement negotiation and comment on the agreement in order to proceed next month with a financial commitment and resolution to finalize an agreement with the UPRR, Weld County, and CDOT.

Discussion:

- Josh Laipply recognized the efforts of the Union Pacific Railroad (Tony Love and Jeff Chapman, who attended the workshop), Weld County Commissioner, Barbara Kirkmeyer, and CDOT to come to an agreement on how to gain a permanent easement along UPRR right-of-way along US 85, which is not typically granted.
- A 50-year easement granted to CDOT by the UPRR along US 85 expired. CDOT needed a permanent solution with the UPRR to avoid having to move US 85 out of UPRR right-of-way.
- Weld County also desired US 85 to remain in place and participated in the negotiations between CDOT and UPRR.
- The proposed settlement would include CDOT getting a permanent easement, with payment to UPRR of approximately \$34.9 million to be utilized for siding extensions/improvements in order to offset the mobility impacts due to the close proximity of US 85 within the UPRR right-of-way. It also includes 13 crossing eliminations. Crossing eliminations provide a major benefit to safety, due to the amount of traffic and proximity to the UPRR tracks. These benefits of safety through the crossing closures, mobility improvements and decreased emergency response time within local communities are real benefits to the communities and CDOT. Included within the crossing eliminations is an interchange at CR44 (Peckham) at a cost of \$27 million. This interchange has already been a region priority and is currently in the State Transportation Improvement Program (STIP) and in design without construction funding.
- The Commission thanked all parties involved in this collaborative effort and applauded the coming to a proposed solution that would be permanent.
- Josh Laipply stressed the importance of continuing the relationship between the three parties – UPRR, Weld County and CDOT.

SB 267 Approach Workshop (Debra Perkins-Smith and Herman Stockinger)

Purpose: To discuss approach to repayment and project selection for implementation of Senate Bill (SB) 17-267.

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

Background: SB 267 "Concerning the Sustainability of Rural Colorado" authorizes the execution of lease-purchase agreements on state facilities totaling \$2 billion, to be issued in equal amounts over four years, beginning in Fiscal Year (FY) 2018-19. CDOT will be the recipient of \$1.88 billion of those proceeds, with the remainder dedicated to controlled maintenance and capital projects on state buildings. Proceeds to CDOT may be used for projects that are identified as Tier 1 in the 10-Year Development Program Plan, and at least 10% of proceeds must be used for transit projects. The bill further requires at least 25% of CDOT's proceeds be applied to projects in counties with a population of 50,000 or less, as of July, 2015.

After the state covers payments for the capital construction proceeds, CDOT is responsible for the first \$50 million in lease payments related to state highway projects, with the remainder being paid by the General Fund or "any other legally available source." After four years of lease-purchase agreements are executed, the repayment is expected to reach approximately \$150 million per year. Each lease-purchase agreement would have a term of twenty years. While CDOT's minimum commitment is \$50 million per year, the potential exists for a

maximum repayment amount of closer to \$150 million, if the legislature were to subsequently choose to transfer additional repayment liability to CDOT.

Key points of discussion from the June Workshop for which there was consensus on this topic included:

- Need to manage expectations and convey to the legislature and the public that there is still a significant transportation funding need that is not met by SB 267.
- Need to identify impacts of repayment to projects or programs, especially additional repayment above \$50 million, and communicate those impacts.
- Should be a statewide project selection process (STAC also concurred with this point), not subdivided by urban and rural, and focused on identifying the best projects that support the overall system.
- Projects should be identified initially for just the first one to two years of funding, rather than the full four years, to allow for uncertainty and retain flexibility.
- CDOT goal areas of safety, mobility, maintaining the system, and economic vitality provide a good framework for considering projects for funding.
- Should consider how SB 267 proceeds can position us to be ready for the possibility of other new funding sources.
- Should consider how SB 267 can be used to leverage other funding (i.e. discretionary grant programs).

Discussion:

- Concerns for repayment, whether \$50 million or \$150 million, will hurt rural areas the most (especially if asset management is cut).
- Consider not hurting base programs and look for funding elsewhere; FY 2019 Bridges to start toll revenue use that as a possibility (TIFIA funds).
- Federal redistribution funds Colorado typically receives could be another source of repayment funding.
- The Commission requested staff to show options of various percentage cuts across programs.
- For STAC staff is calculating what happens if we take funds across all programs or take all of one program and pay it back.
- Division of Transit and Rail in a conundrum – a big question is: Is the Division of Transit and Rail (DTR) responsible for paying back 10% of repayment? Staff is checking with legal on this. SB 267 may cause funding buses with 10-year life cycle with a 20-year note. Would need to potentially flex highway money (Park-n-Rides, CMAQ or other sources) to transit.
- Concept of requiring a local match for locals to buy buses was discussed.
- CDOT is not able to use HUTF funds on transit; however, certificates of payment (COPs) could potentially be written in a way to provide CDOT more flexibility with repayments.
- A Commissioner noted that SB 267 is a disservice to CDOT; another Commissioner expressed the need clarification from the legislation on their commitment to fund all years as they are stated in the bill, and which repayment funding sources are permitted.
- No matter how SB 267 turns out, CDOT will still need more money for funding projects.
- Potential criteria was presented to the Commission and Commissioners commented on the list: first key goal area categories were presented.
 - Safety
 - Mobility
 - Maintaining the System
 - Economic Vitality
- Other potential criteria included:
 - Stakeholder Support
 - Project Readiness

- Ability to leverage funds
- Strategic/Regional Significance
- Resiliency/Redundancy
- Local Match – required or solicited
- Commissioners generally did not want the local match required.
- Resiliency/Redundancy was appreciated by one Commissioner, but noted to be delicately used by another Commissioner.
- A Commissioner noted to consider the criteria for Responsible Acceleration of Maintenance and Partnerships (RAMP) and lessons learned from RAMP.
- Project Readiness was generally supported.
- Ability to leverage funds was generally supported.
- Debra will return next month to the Commission with more details on options related to SB 267 project selection criteria and repayment.

Transportation Commission Regular Meeting Thursday, July 20, 2017

Call to Order, Roll Call

- Commissioners Zink, Gifford, Hall, Hofmeister, Gilliland, Connell, Peterson, and Scott were in attendance; Commissioners Thiebaut and Stuart were excused.

Commissioner Updates and CDOT Executive Management, Federal Highway Administration (FHWA) Director, and Statewide Transportation Advisory Committee (STAC) Reports

Customary updates were provided from the Commissioners in attendance, and the following reports were provided:

- Executive Director's Report (Mike Lewis for Shailen Bhatt)
- Chief Engineer's Report (Josh Laipply)
- HPTE Director's Report (David Spector)
- Federal Highway Administration (FHWA) Director Report (John Cater)
- Statewide Transportation Advisory Committee (STAC) Report (Vincent Rogalski)

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on July 20, 2017.

- a. [Resolution to approve regular meeting minutes of June 15, 2017 \(Herman Stockinger\)](#)
- b. [US 34 Frontage Road devolution to Town of Kersey -Time Extension \(Johnny Olson\)](#)
- c. [Troy Hill Devolution Exchange \(Johnny Olson\)](#)
- d. [Capital Development Requests \(Andy Karsian\)](#)

Discuss and Act on the 1st Budget Supplement of FY 2018 – Approved unanimously on July 20, 2017

Discuss and Act on Right of Way Acquisition Authorization Requests (Josh Laipply) – Approved unanimously on July 20, 2017

Discuss and Act on Right of Way Condemnation Process Initiation Request (Josh Laipply) – Approved unanimously on July 20, 2017

- I-70 Central
- North I-25

Discuss and Act on State Infrastructure Bank rates (Herman Stockinger) – Approved unanimously on July 20, 2017

- The Division of Accounting and Finance (DAF) recommends that the Transportation Commission (TC) increase the interest rate from 2.25% to 2.50% for loans originating in FY 2017 -18 Q1/Q2 and assess the recommended origination fee schedule

Discuss and Act on Policy Directive Establishing Transportation Commission Guidelines for Acquisition of Property for CDOT Highway Project (Kathy Young) – Approved unanimously on July 20, 2017

Recognitions

- 2017 AASHTO Awards:
 - I-70 Mountain Express Lane Project – Operations Excellence, Medium Project (David Spector and/or Paul Jesaitis)
 - SH 9 CO River South Wildlife and Safety – Best Use of Technology and Innovation, Medium Project (Dave Eller)
 - US 36 Express Lanes – Best Use of Technology and Innovation, Large Project (David Spector and/or Paul Jesaitis)
- 2017 P3 Entrepreneur of the Year Award - David Spector - HPTE from the American Road & Transportation Builders Association (ARTBA) (Shailen Bhatt)



COLORADO

Department of Transportation

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

DATE: July 28, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Colorado Transit Network

Purpose

In 2018, CDOT will begin the next update to the Statewide Transit Plan. The Colorado Transit Network sets the stage to begin the Plan efforts. The purpose of this memo is to start the dialogue with the STAC and Transportation Commission about policies which affect future distributions of funding, and how much of which transit services are delivered around Colorado.

Action Requested

No Action. Concept for discussion.

Background

Transit services exist throughout Colorado. How transit services function together to form a complete system is what the concept of a Colorado Transit Network is all about. CDOT has an active interest in the form and function of Colorado's overall transit network. While CDOT does not have the ability or desire to control the state transit network, it does have the ability to influence it through investments, policy, and communication. Policies are set by the Transportation Commission and by state and federal law. The Colorado Transit Network concept is the intent, and with the participation of transit agencies around the state, to strengthen all the pieces together, to make the whole greater than the sum of its parts. The reason to strengthen all the pieces is so that the network fulfills CDOT's mission to provide a transportation system which "most effectively and safely moves people, goods, and information".

Details

Transit services are operated by various entities: local (city/county), regional (RTA/RTD/5311f), inter-regional (mixture of providers) and state (CDOT and some human service programs). The services are sometimes operated directly by a public agency, other times contracted through a public agency to a private company ("privatization"), and still other times by non-profit organizations.

Colorado is a state where local government control, called home-rule authority, is a very important part of the political landscape. Home-rule authority are those decisions that the state government specifically delegates to cities or counties ("divisions of the state") to make for themselves. Cities and counties, through local sales and property taxes, provide the majority of the funding for transit services. Simultaneously, other transit money managed by, administered by, and passed through CDOT has state and federal "strings" attached to ensure coordination, accountability, and efficient use of funds.

During the 1990's the Colorado Transit logo was developed. The intent at the time was to provide a recognizable logo to visually connect all services together and be displayed on every bus regardless of who delivered the service. The idea was that people around the state would come to associate the linkages among local, regional, inter-regional, and state services. The logo is shown at right.



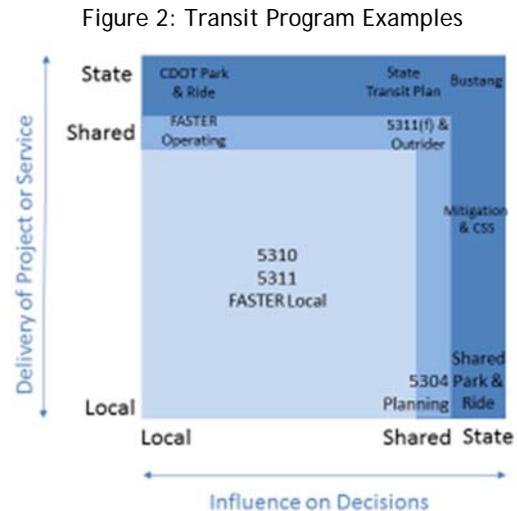
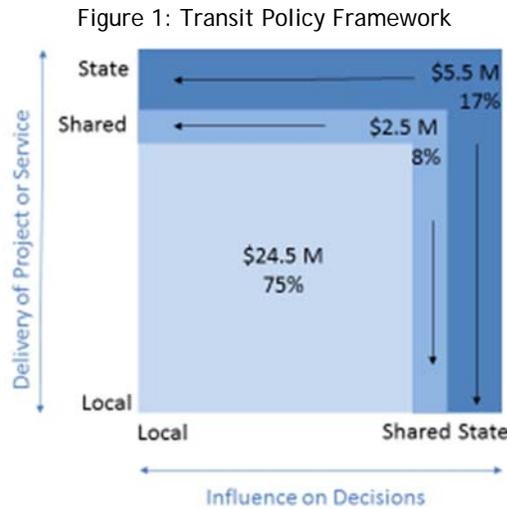
The Colorado Transit Network concept is primarily concerned with fixed schedule (published schedule) services, with the acknowledgment that demand-responsive (aka call-and-ride) are essential for seniors and persons with disabilities who cannot use fixed-schedule services. The CDOT Transportation Commission has established planning performance measures in the form of Policy Directive 14 (PD 14), including for transit. The transit measures are:

- Fleet condition which should be maintained at fair or better condition for the safety of all passengers.
- Growth in statewide annual transit ridership should be consistent with 1.5%/year growth of Colorado's population, and



- Connectivity of Colorado’s transit services which should maintain a 2012 base of “revenue miles” of service, or preferably expand service.

Figures 1 and 2 furthers these themes by graphically displaying the “space” or policy framework within which transit operates in Colorado. The two dimensions on the graphic are “influence on decisions” and “delivery of project or service”. Depending on what funding is used, the service could be completely controlled by local home-rule decisions, or could be influenced to a greater degree by State or Federal regulations. Depending on those decisions, the project or service might be provided or delivered by someone other than the decision-maker. CDOT operates the Bustang bus service (state-influenced, state-delivered) and, as an example, it serves the Frisco park-and-ride (state influence/funding, locally-delivered). Summit Stage (locally influenced, locally delivered) also makes stops there.



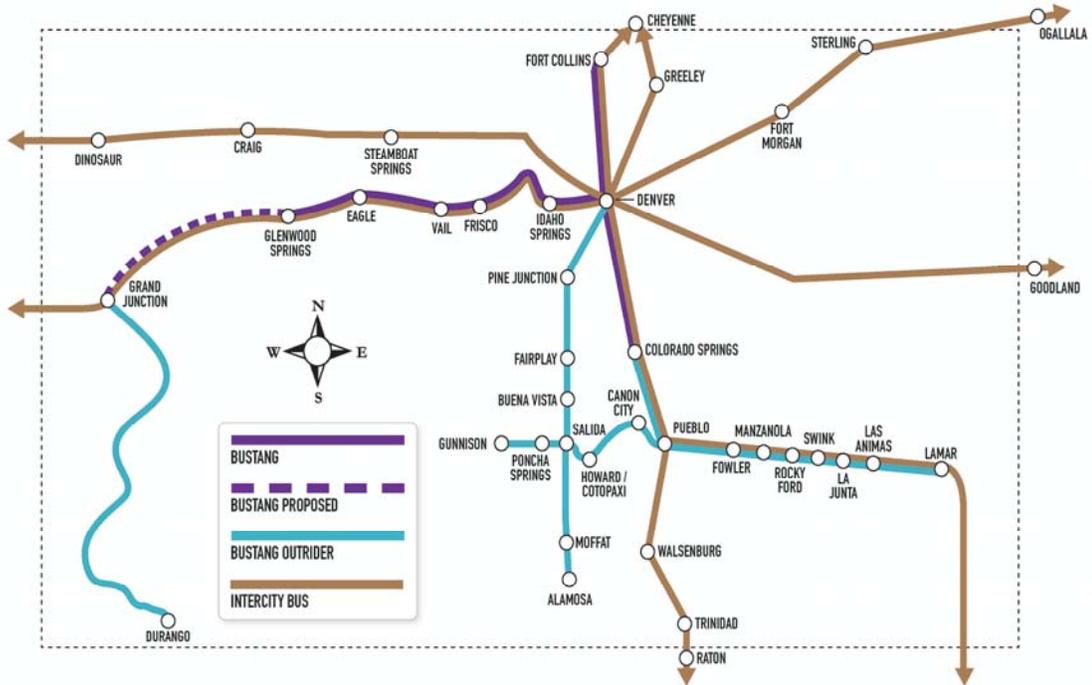
CDOT passes through approximately \$24.5 M of its \$32.5 M revenue stream into the local-local “space”, or 75%. Just follow some basic eligibility criteria of the funds, and the local government can use the funds to run local service or buy a bus. Another \$2.5 M of the \$32.5 M is in the “shared” space, or 8%, comprised of \$1.7 M in 5311(f) intercity funding, \$0.5 M in FASTER Operating, and \$0.3 M in 5304 planning funds. The final \$5.5 Million or 17% is in the “space” most heavily influenced by State & Federal requirements. Of the final \$5.5 Million, \$2.5 Million (8%) is for administration, compliance, technical assistance, and planning; and \$3.0 Million (9%) is for Bustang.

The stylized Bustang Outrider map on the next page shows a practical application to this policy framework. The first three 5311(f)-funded routes to be re-branded as Bustang Outrider are (1) Gunnison-Salida-Denver, (2) Alamosa-Salida-Pueblo, and (3) Lamar-Pueblo-Colorado Springs. These three are interesting because a number of influence-delivery combinations are possible. The funding is 5311(f) which comes with a certain set of Federal requirements for the use of the funds. The *outcomes* from the use of those funds are also important to the PD 14 goal of increasing statewide ridership and maintaining or improving the connectivity of Colorado’s transit services statewide. On the “influence” dimension, the choices are either shared influence or state/federal influence. On the “delivery” dimension, the service could be operated by a local agency, it could be wholly contracted out by the State, or it could be a shared combination of the two.

This policy framework helps to answer questions such as, “Why can’t CDOT just give me [my agency] the money?” or “Does spending on Bustang Outrider mean there is less money for me [my agency]?” The answer to those questions are as follows:

- (1) CDOT can grant Bustang Outrider (FTA 5311(f)) and FASTER Rural-Regional Operating funds to local transit agencies if the local agency is willing and able to operate service outside their local jurisdiction to make regional, inter-regional, or inter-city connections.
- (2) By State and Federal policy the money must be used for the intended regional, inter-regional, or inter-city purpose, so it cannot be converted to purely local uses. There is no “loss” to any agency in that sense. Whether there is more or less money for an individual agency depends on the willingness and ability to operate the service outside the local jurisdiction.





Another example of this is policy framework relates to construction projects. For construction funded only using local dollars, generally only local permitting is required. When state or federal dollars are used, construction projects undergo an extensive coordination, review, environmental clearance, and approval process required by state and/or national environmental policy. Construction projects can easily move from the local-local “space” to the state influenced - locally delivered “space.”

Next Steps:

CDOT will continue to exert some influence on some parts of the Colorado Transit Network for the benefit of all, and to fulfill the mission to provide a transportation system which “most effectively and safely moves people, goods, and information.”

In 2018, CDOT will begin the next update to the Statewide Transit Plan. That is the venue for all transit agencies and interested parties to dialogue about policies which affect future distributions of funding, and affect which or how much of which services are delivered around Colorado.

Attachment:

Colorado Transit Network Power Point Presentation





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Colorado Transit Network

July 2017



Statewide Transit Plan Vision



Enhance mobility for residents & visitors in an effective, safe, efficient, and sustainable manner

Offer meaningful transportation choices to all segments of the state's population; and

Improve access to and connectivity among transportation modes.



Statewide Transit Plan Goals



-  Establish public transit as an important element within an integrated multimodal transportation system
-  Improve travel opportunities within and between communities
-  Increase communication, collaboration, and coordination within the statewide transportation network
-  Develop a framework of a transit system that is environmentally beneficial (includes reducing VMT and emissions)
-  Create a transit system that will contribute to the economic vitality of the state
-  Create a transit system in which travelers feel safe and secure



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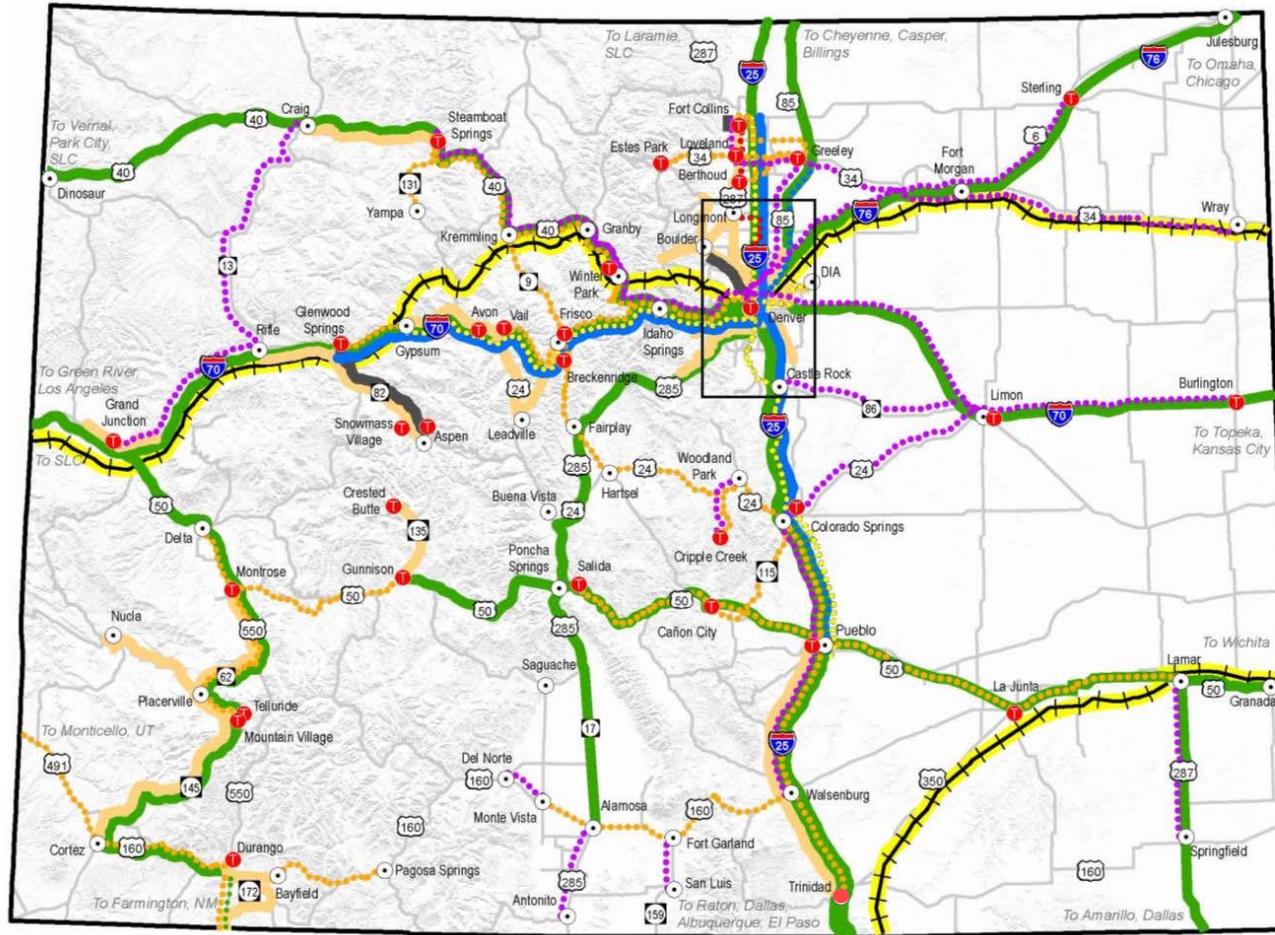


Colorado Transit Network

- **Local:**
 - *Fixed route, flex route, call-n-ride*
 - *City, county, human service*
- **Regional:**
 - *Longer distance versions of "local"*
 - *Commuter & essential service*
 - *Some of the Bustang Outrider system*
- **Inter-regional**
 - *Bustang & some Bustang Outrider*
 - *Commuter & essential service*
- **Intercity/Interstate:**
 - *Greyhound, Burlington Trailways, Arrow/Black Hills Stage Lines*



Statewide Transit System



Legend

- Existing Bus Routes**
 - Regional Bus Routes
 - Intercity Bus Routes
 - Interregional Express Bus Routes (Bustang)
 - Bus Rapid Transit
- Proposed Bus Routes**
 - Proposed Regional Routes
 - Proposed Intercity Routes
 - Proposed Interregional Express Routes
 - Proposed Essential Service Routes
- Existing Rail**
 - Amtrak
 - FasTracks
- Proposed Rail**
 - Interregional Connectivity Study / Advanced Guideway System Feasibility Study
 - North I-25 Commuter Rail
- Other**
 - Cities
 - Local Transit Systems





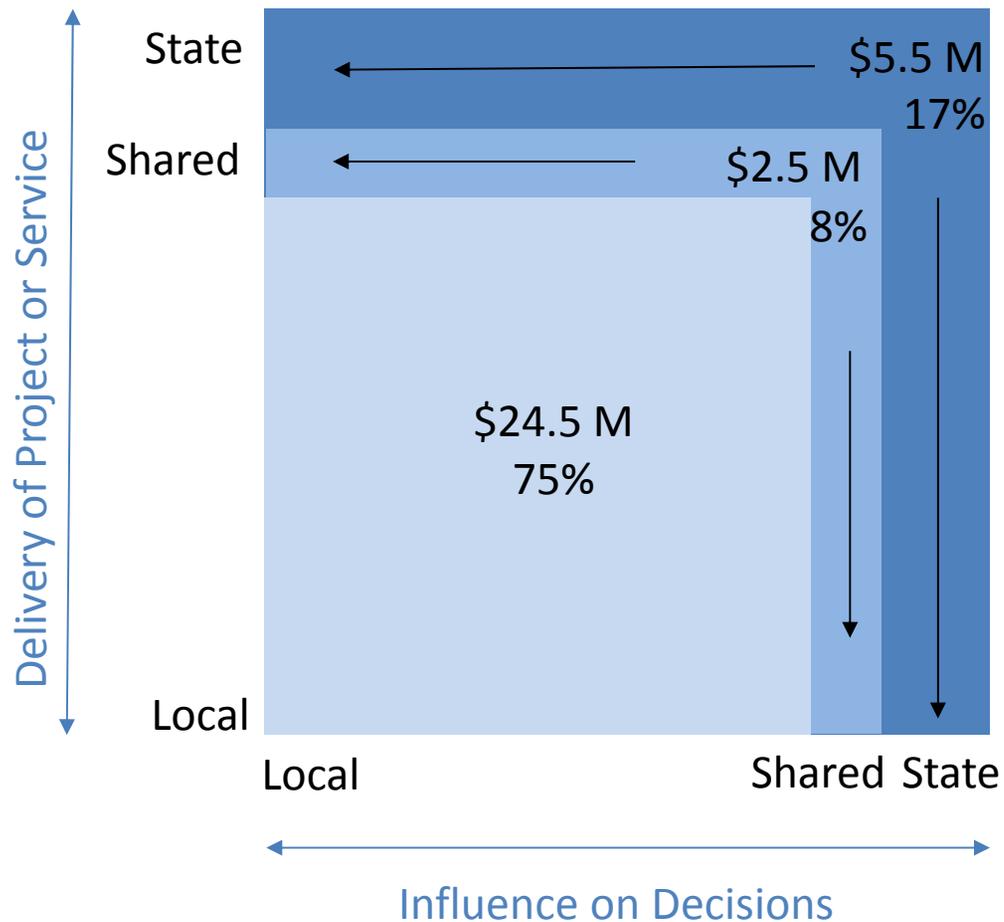
DTR Annual Budget*

Transit Expenditure Area, Regardless of Funding Source	Budget (Millions)
Local Capital: Vehicles, Equipment, Buildings, Facilities	\$17.0
Local Operating, Coordinating Councils, Mobility Management	\$7.5
Intercity 5311(f), Bustang, & FASTER Regional Operating	\$5.5
Administration, Compliance, RTAP, 5304 Planning, Tech Assistance	\$2.5
Total	\$32.5

*Includes only regular, on-going funding. Excludes one-time or special funding such as SB 228, SB 267
Sliced another way, the budget is 52% capital, 40% operating, and 8% administration/tech assistance.

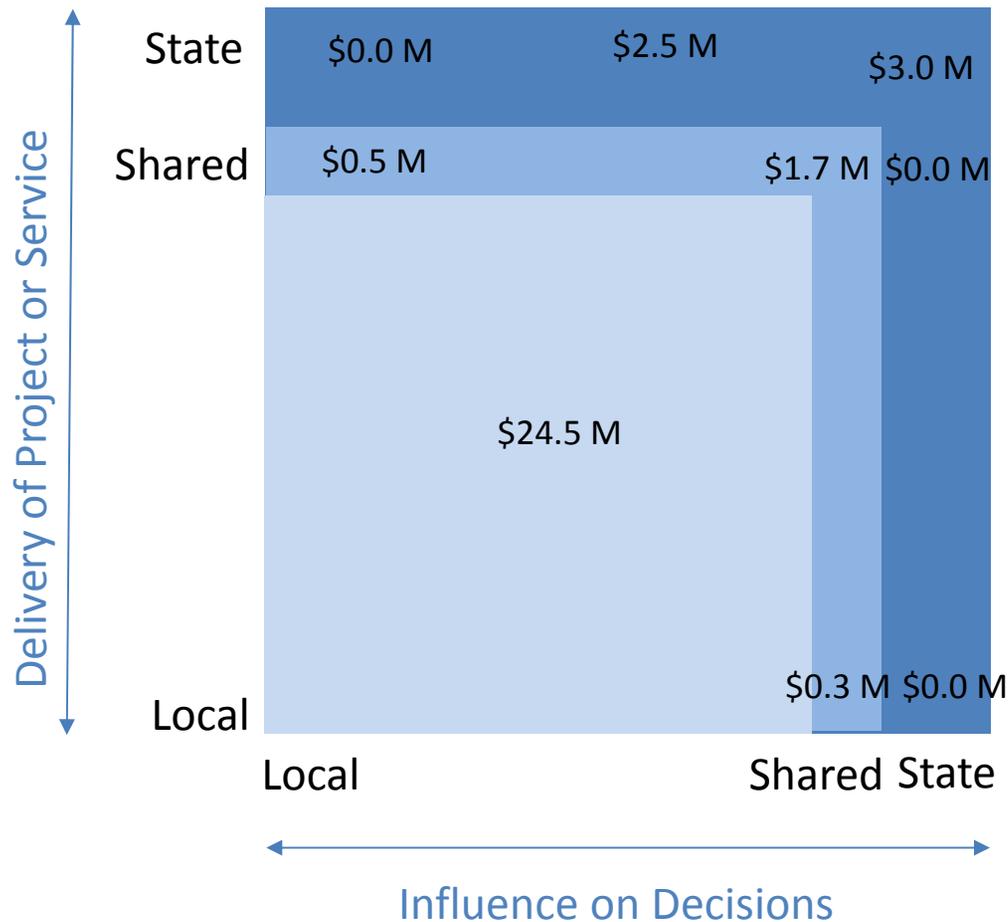


Transit Delivery & Annual Budget





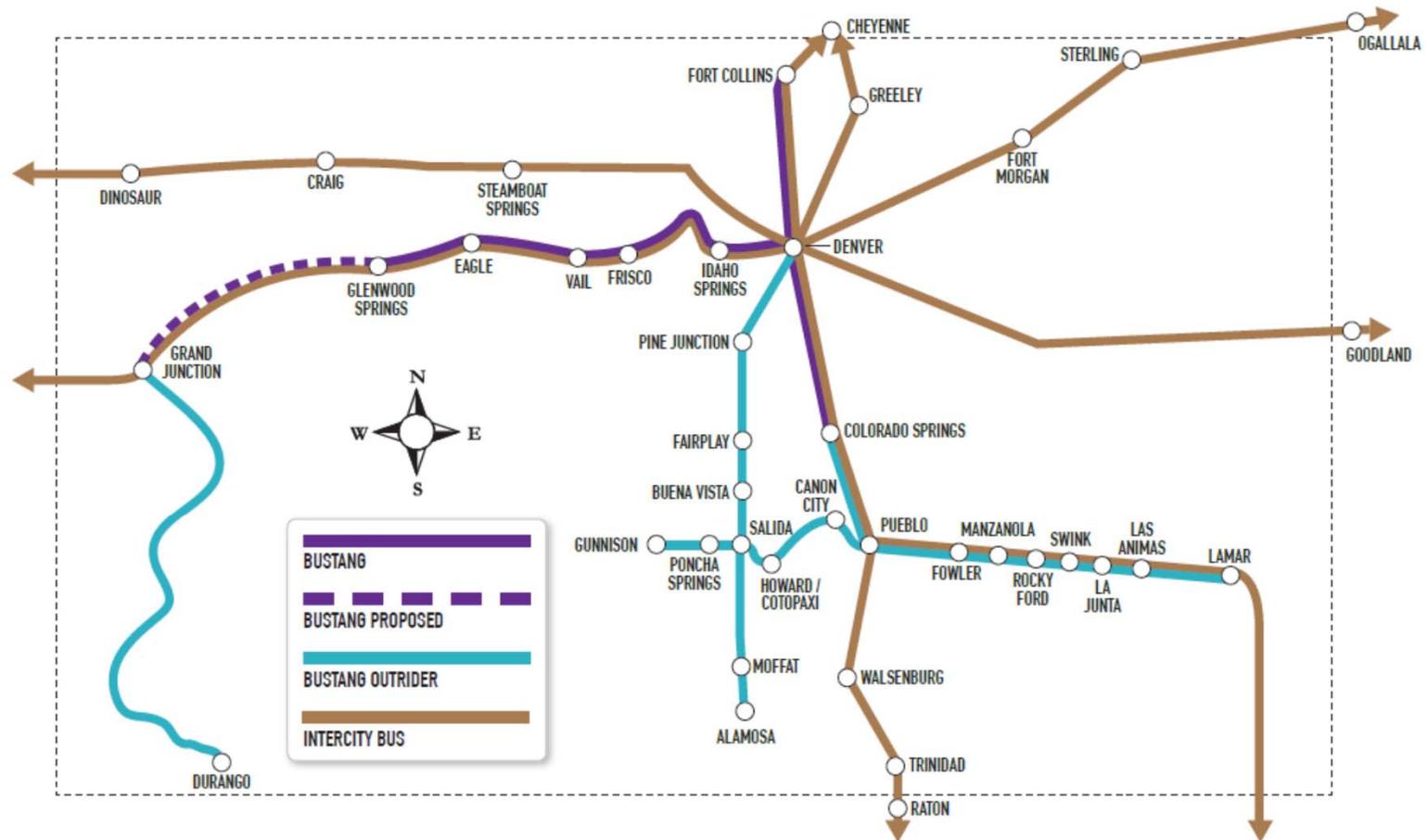
Transit Delivery & Annual Budget





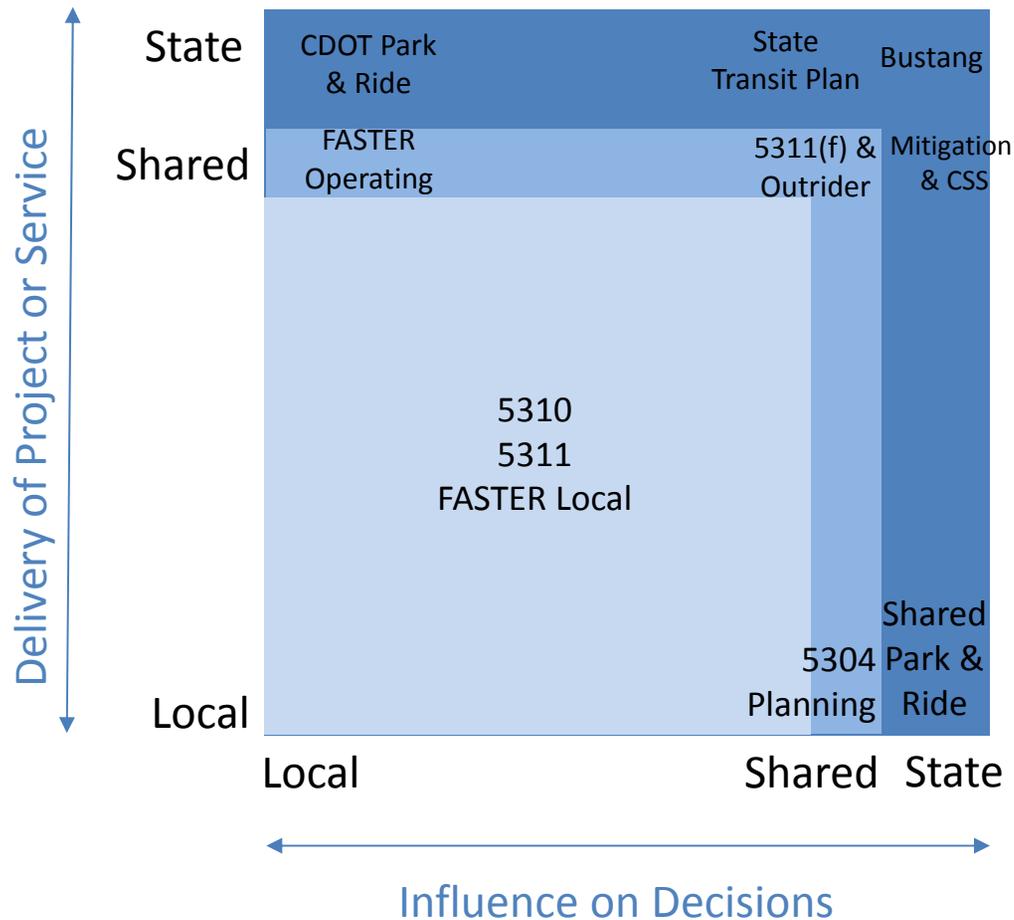
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Transit Program Delivery





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Conclusion

- *CDOT will continue to influence some parts of the Colorado Transit Network for the benefit of all, and to fulfill the mission to provide a transportation system which “most effectively and safely moves people, goods, and information.”*
- *In 2018, CDOT will begin the next update to the Statewide Transit Plan. That is the venue for all transit agencies and interested parties to dialogue about policies which affect future distributions of funding, and affect which or how much of which services are delivered around Colorado.*



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Questions / Further Information

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COLORADO
Department of Transportation

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

DATE: July 19, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Herman Stockinger, Director, Office of Policy and Government Relations
Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
Mark Imhoff, Director, Division of Transit and Rail (DTR)
SUBJECT: Senate Bill (SB) 267 Repayment and Project Selection Approach

Background

SB 267 "Concerning the Sustainability of Rural Colorado" authorizes the execution of lease-purchase agreements on state facilities totaling \$2 billion, to be issued in equal amounts over four years, beginning in Fiscal Year (FY) 2018-19. CDOT will be the recipient of \$1.88 billion of those proceeds, with the remainder dedicated to controlled maintenance and capital projects on state buildings. Proceeds to CDOT may be used for projects that are identified as Tier 1 in the 10-Year Development Program Plan, and at least 10% of proceeds must be used for transit projects. The bill further requires at least 25% of CDOT's proceeds be applied to projects in counties with a population of 50,000 or less, as of July, 2015.

After the state covers payments for the capital construction proceeds, CDOT is responsible for the first \$50 million in lease payments related to state highway projects, with the remainder being paid by the General Fund or "any other legally available source." After four years of lease-purchase agreements are executed, the repayment is expected to reach approximately \$150 million per year. Each lease-purchase agreement would have a term of twenty years. While CDOT's minimum commitment is \$50 million per year, the potential exists for a maximum repayment amount of closer to \$150 million, if the legislature were to subsequently choose to transfer additional repayment liability to the department.

The STAC discussed SB 267 at the June meeting. Key points of discussion include:

- Several STAC members expressed concern about cutting asset management or maintenance. It was noted that in rural areas of the state, there are few large capacity projects and needs are more often asset management, maintenance, or improvements such as passing lanes.
- A suggestion was made that if cuts to existing programs are needed, they be spread to limit the impact to any one program. A suggestion was also put forward that if cuts are necessary they be tied to the projects selected for SB 267. So, for example, allocations for applicable programs in a Region are reduced based on the SB 267 proceeds allocated to projects in that Region.
- Several STAC members noted the need to communicate to the legislature the importance of living up to its responsibility for repayment.
- One STAC member questioned the use of SB 267 transit funds for Park and Rides, while some other STAC members noted that in their area Park and Rides were seen as a significant need and a valuable investment in encouraging transit use.

The Transportation Commission discussed SB 267 at a June workshop. Key points of discussion for which there was consensus, and which provide direction on the approach to SB 267 included:

- Need to manage expectations and convey to the legislature and the public that there is still a significant transportation funding need that is not met by SB 267.
- Need to identify impacts of repayment to projects or programs, especially additional repayment above \$50 million, and communicate those impacts.
- Should be a statewide project selection process, not subdivided by urban and rural, and focused on identifying the best projects that support the overall system.
- Projects should be identified initially for just the first one to two years of funding, rather than the full four years, to allow for uncertainty and retain flexibility.
- CDOT goal areas of safety, mobility, maintaining the system, and economic vitality provide a good framework for considering projects for funding.



- Should consider how SB 267 proceeds can position us to be ready for the possibility of other new funding sources.
- Should consider how SB 267 can be used to leverage other funding (i.e. discretionary grant programs)

Details

Repayment

Transit Repayment

It is likely that the portion of repayment associated with transit proceeds will need to be repaid from a source for which transit is eligible. Transit projects are generally not eligible under the State Highway User Trust Fund (HUTF), or under federal highway programs. One exception could be for park and rides, which are eligible uses under the state HUTF, and under some federal highway programs. FASTER Transit or FTA funding may be sources of repayment, but reductions to these already small programs will have substantial negative implications for local transit agencies receiving grants, as well as for statewide/regional transit efforts such as Bustang. Some flexible sources of federal highway funding can be transferred to FTA and used for transit projects, a possible option for repayment.

Potential Repayment Sources

Options may exist to mitigate the extent to which CDOT's repayment liability will require cuts to existing "base budget" programs, although the ability of these options to mitigate the repayment liability will diminish significantly if CDOT's liability increases beyond the current \$50 million. These options include toll revenue and additional revenue sources, which are described below.

Toll Revenue

If tolled projects are funded through SB 267, future toll revenue could potentially be committed to repayment. Under such an approach, SB 267 funds could be used as a financing vehicle, similar to a TIFIA loan, with proceeds provided upfront and then repaid over time using toll revenue.

Additional Revenue

If additional revenue is available at the start of a budget cycle, or becomes available during the course of the year, flexible revenue sources could be applied to repayment. There are several sources of additional revenue, which could include:

- Revenue Growth in Flexible Funds - In years where there is an increase in available flexible revenue over the previous year, there will be unallocated flexible funds at the beginning of the budget planning cycle, which the Transportation Commission then decides how to allocate to new or existing programs. If SB 267 repayment is added as a line item in the draft annual budget, growth in flexible funds can be applied to this (and other budget items, if applicable), either reducing the available surplus or creating a deficit. If unallocated funds remain, no cuts to other programs would be necessary.
- Other Sources of Additional Revenue - Additional revenue, such as federal redistribution, often becomes available during the course of the year. Typically these additional revenues are swept into the TC Program Reserve (formerly the TC Contingency) for eventual allocation to projects, programs, or other funding needs. If available, these funds could be used to backfill cuts previously made to programs in order to fund repayment, or potentially carried forward to help meet the next year's repayment liability.

If these sources of funds are not available or are insufficient to satisfy the full amount of repayment, cuts to existing TC directed programs will be necessary. These programs include:

- Asset Management - Funding to asset management programs could be reduced, either by targeting specific programs such as Surface Treatment, or by spreading across programs. Since asset management projects are generally identified and programmed four years out, a reduction to asset management could mean either cutting or delaying projects.
- Maintenance Levels of Service (MLOS) - Funding to MLOS could be reduced, either by targeting specific Maintenance Program Areas (MPAs) or by spreading across MPAs.
- Regional Priority Program (RPP) - The \$50 million currently committed annually to RPP could be reduced. Since RPP projects are generally identified and programmed several years out, a reduction to RPP could mean either cutting or delaying projects.
- Other TC Directed Programs - Although much smaller in size than the above mentioned programs, other TC directed programs could be considered for reduction. Examples include: Hot Spots, TSMO, RoadX, Safe Routes to School, and Bridge Off-System.



If cuts are needed they could be applied to a specific program or programs, or spread proportionally across multiple TC directed programs.

Questions for Consideration

- How should the question of transit repayment be addressed?
- Should additional revenue be used to mitigate the need for cuts from existing programs?
- Should toll revenue (if tolled projects are selected) be considered as a repayment source?
- If cuts to existing programs prove necessary, should specific programs be targeted or should cuts be spread across programs? If specific programs, which program(s) should be considered first?
- Would the strategy be different than discussed above if CDOT were responsible for the full (\$150 million) repayment?

Highway Project Selection

As noted previously, SB 267 requires that projects funded with proceeds must be identified as a Tier 1 project in the 10-Year Development Plan. Staff are currently working to update the Development Plan to incorporate updated scope, schedule, and cost information, remove projects that have since been completed or funded, and incorporate additional projects that should be included.

Project Selection Process

At the June Transportation Commission workshop, the Commission provided direction to focus current SB 267 efforts on the identification of projects for the first one to two years of funding, rather than the full four years. Also, the project selection process should be on a statewide basis, but adhere to the legislative intent to provide a minimum of 25% to projects in rural counties.

Project Selection Criteria

Based on discussion at the last Transportation Commission workshop, some key criteria that should be considered in identifying priorities for the first years of funding from the updated 10-Year Development Plan include:

- Statewide Plan (SWP) Goal Areas: The extent to which a project addresses the SWP goal areas of Safety, Mobility, Maintaining the System, and Economic Vitality.
- Strategic Nature: Project is of regional or statewide significance serving regional or statewide travel needs, recognized as a high priority at the regional or statewide level, and represents a significant cost or long-term investment.
- Other Funding: Ability to leverage other funding opportunities (i.e. discretionary grants).

Some additional criteria that staff would like to discuss and get Commission input on include the following:

- Stakeholder Support: Project (or corridor) is identified as a high priority in a Regional Transportation Plan.
- Project Readiness: Project can be ready to begin construction within a specified period of time after funds become available.
- Builds on or Leverages Past Investment: Project builds on recent prior phases or corridor investments.
- Resiliency/Redundancy: Project improves the resiliency or redundancy of the system.

Questions for Consideration

- How should the identification of projects for SB 267 funding relate to the need for matching funds for discretionary grant programs, such as the new Infrastructure for Rebuilding America (INFRA) discretionary grant program (See Attachment A)?
- Is there an advantage to funding toll projects relating to either the potential for repayment contribution or in addressing ahead of future ballot initiatives?
- How important is project readiness? How quickly should a project be ready to go to construction from the time funds are available?
- Should local match be required or a consideration?

Transit Project Selection

A Tier 1 designation was not made for transit projects, so the eligible projects could be more open-ended. Similar selection criteria (strategic, supported, readiness, etc.) are expected to be adapted for transit projects and tied to the Statewide Transit Plan.

Questions for Consideration

- Should local projects be considered for transit funding? If so, should match be required and how much? How would repayment responsibility be handled for local projects?



- Should bus procurement be considered, given a 10-15 year useful life and a 20-year repayment schedule? Could the repayment schedule be structured to coincide with useful life?
- Should we consider a higher allocation of annual FASTER funds to supplement local and regional operating needs, and rely on short term funding (SB 228, SB 267, etc.) for local capital needs (largely bus replacement)?

Next Steps

- August - Transportation Commission Workshop on Project Selection

Attachments

- Attachment A: INFRA Notice of Funding Opportunity (NOFO) Summary
- Attachment B: Tentative Schedule



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 objects 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, project 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. Note 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.

Senate Bill 17-267

- July
 - STAC
 - Discuss key principles and criteria for SB 267 project selection.
- August
 - Transportation Commission
 - Discuss key principles and criteria for SB 267 project selection.
- September
 - Transportation Commission
 - Consider INFRA funding needs for match and implications for SB 267 (see below).
 - STAC
 - Review updated Development Program and discuss priorities for initial years of SB 267 funding, based on key principles and criteria.
- October
 - Transportation Commission
 - Review updated Development Program and discuss priorities for initial years of SB 267 funding, based on key principles and criteria.
- Late Fall / Winter
 - STAC
 - Review and provide input on candidate projects for initial one to two years of funding based on key principles and criteria.
 - Transportation Commission
 - Identify and approve projects for initial one to two years of funding based on key principles and criteria.
- Other Key Milestones
 - December 31, 2017 - On or before December 31, 2017 the State Architect, Office of State Planning and Budgeting, and state institutions of higher education identify and prepare a collaborative list of eligible state facilities that can be collateralized as part of the lease-purchase agreements for capital construction and transportation projects.
 - July 1, 2018 - State executes first issuance of lease-purchase agreements no sooner than July 1, 2018, with subsequent issuances in each of the three following state fiscal years.

Infrastructure for Rebuilding America (INFRA) Discretionary Grants

- July
 - STAC
 - Discuss approach and strategy to INFRA.
 - Discuss criteria and possible candidate INFRA projects.
- August
 - Transportation Commission
 - Discuss approach and strategy to INFRA.
 - Discuss criteria and possible candidate INFRA projects.
 - STAC
 - Review possible candidate INFRA projects.
- September
 - Transportation Commission
 - Review possible candidate INFRA projects and discuss funding needs for match.
 - Identify projects to submit as applications.
- October
 - Transportation Commission
 - TC approval of INFRA grant submittals and match commitment.

Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grants

- TBD - Solicitation for additional round anticipated.



COLORADO Department of Transportation

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

DATE: July 17, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sudmeier, Manager, Multimodal Planning Branch
SUBJECT: 2045 Revenue Projections

Background

Long range revenue projections are developed in advance of each Statewide Transportation Plan (SWP), and provide the basis for the subsequent Program Distribution process. Program Distribution is the process by which long range estimates of revenues are assigned to programs, based on performance objectives and priorities established by the Transportation Commission with input from planning partners. Together, revenue projections and Program Distribution provide the financial framework for the development of the SWP, Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) Regional Transportation Plans, and Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Program (STIP).

2045 Revenue Projections

Revenue projections and Program Distribution are developed cooperatively with input from planning partners, and approved by the Transportation Commission. A work group of STAC has met monthly since February to provide input on the development of 2045 Revenue Projections, which will outline estimated revenues by source from 2019 through 2045. Revenues are forecasted by the Division of Accounting and Finance (DAF) using a revenue model developed for CDOT. The work group reviewed model inputs and provided input on key variables and revenue assumptions leading to the development of a baseline revenue scenario. The baseline revenue scenario represents an assessment of the most likely revenue outcome, based on current law and revenue sources, and recent revenue trends. Key variables considered by the work group include:

- Vehicle miles traveled (VMT)
- Vehicle miles per gallon (MPG)
- Registered vehicles
- Alternative fuel vehicle penetration
- Colorado population
- Inflation (Consumer Price Index)
- Personal income

In addition to the recommended baseline scenario developed by the work group, the work group also developed a recommended low scenario and several possible high scenarios. High and low scenarios provide additional context for planning purposes, and help “bracket” the range of revenues we might see under different circumstances. Variables and revenue assumptions for the baseline scenario are outlined in Attachment A. DAF will present each of the scenarios at the July STAC meeting. Representatives from the work group will also provide their perspective of work group discussions and the scenarios put forward for STAC consideration.

Baseline Scenario

As noted previously, the baseline scenario assumes current law and revenue sources, including full Senate Bill (SB) 17-267 proceeds of \$1.88 billion between fiscal year (FY) 2018-19 and FY 2021-22. Vehicle miles traveled (VMT) is assumed to track Colorado population growth, increasing roughly 1.4% annually through FY 2044-45. The baseline scenario further assumes the continued shoring up of the federal Highway Trust Fund through federal General Fund transfers, representing a 0.5% annual increase in federal apportionments through FY 2044-45. The baseline scenario is detailed by revenue source in Attachment B.

- FY 2020-21 Revenue: \$1.95 billion (\$1.45 billion excluding SB 17-267)
- FY 2044-45 Revenue: \$1.75 billion

Low Scenario

The low scenario retains all of the same assumptions for key variables assumed in the baseline scenario, but assumes a federal rescission beginning in FY 2019-20 and continuing through FY 2044-45. The rescission effectively



eliminates federal General Fund transfers, and as such, any growth in federal apportionments. The net result is a 6.3% decrease in revenues, as compared to the baseline scenario.

- FY 2020-21 Revenue: \$1.84 billion (\$1.34 billion excluding SB 17-267)
- FY 2044-45 Revenue: \$1.65 billion

High Scenarios

Three different high scenarios were developed. Each retain all of the same assumptions for key variables assumed in the baseline scenario, but each assumes a different additional source of funding.

State Sales Tax Increase - Assumes \$300 million in state sales tax revenue, dedicated to CDOT beginning in FY 2020-21. Similar to House Bill 17-1242 proposed in the legislature this past spring. This scenario represents an 18.5% increase in revenues, as compared to the baseline scenario.

- FY 2020-21 Revenue: \$2.25 billion (\$1.75 billion excluding SB 17-267)
- FY 2044-45 Revenue: \$2.05 billion

State Gas Tax Increase - Assumes a \$0.10 increase in the state gas tax from \$0.22 per gallon to \$0.32, beginning in FY 2020-21. Assumes current Highway User Trust Fund (HUTF) split, with approximately 60% of HUTF revenues flowing to CDOT. This scenario represents an 8.7% increase in revenues, as compared to the baseline scenario.

- FY 2020-21 Revenue: \$2.06 billion (\$1.56 billion excluding SB 17-267)
- FY 2044-45 Revenue: \$1.92 billion

Federal Gas Tax Increase - Assumes an increase in federal revenues (could be gas tax increase, tax on repatriated income, or other federal transportation package) commensurate with a \$0.10 increase in the federal gas tax. This scenario represents a 21.7% increase in revenues, as compared to the baseline scenario.

- FY 2020-21 Revenue: \$2.26 billion (\$1.76 billion excluding SB 17-267)
- FY 2044-45 Revenue: \$2.11 billion

STAC Input

Input is requested on the working group developed revenue scenarios. The working group puts forward the baseline and low scenarios as recommendations, and requests consideration of a STAC recommendation to the Transportation Commission. The working group has not identified a recommended high scenario, and requests STAC input on further refinement of high revenue scenarios, or the identification and recommendation of a preferred high scenario.

Next Steps

- August/September - Transportation Commission review of revenue scenarios
- September/October - Transportation Commission approval of revenue scenarios

Attachments

- Attachment A: 2045 Baseline Revenue Projection Key Assumptions
- Attachment B: 2045 Baseline Revenue Projection by Revenue Source
- Attachment C: Presentation



2045 Baseline Revenue Scenario - Assumptions
July 2017

Basic Assumptions		
Variable	Assumption	Source
VMT	1.40% Colorado, 30-year annualized percent increase 2015-2045	CDOT, 2017
MPG	1.25% Colorado, 30-year annualized percent increase 2015-2045	CDOT Revenue Model, 2017
Population	1.40% Colorado, 30-year annualized percent increase 2015-2045	Colorado State Demography Office, 2017
Registered Vehicles	1.70% Colorado, 30-year annualized percent increase 2015-2045	Colorado Department of Revenue
CPI (inflation)	2.30% National, 30-year annualized percent increase 2015-2045	Moody's, 2017
Personal Income	4.00% National, 30-year annualized percent increase 2015-2045	Bureau of Economic Analysis, 2017
Alt Fuel Vehicle Penetration	17.00% Colorado, percent of new vehicle purchases by 2045	CDOT Revenue Model, 2017
Revenue Assumptions - State		
State Gas Tax	\$ 0.22	Current law
FASTER Fees	\$112.5 M in FY 2017-18	Current law
General Fund Transfers (SB 09-228)	\$79 M in FY 2017-18 from SB 09-228	Current law
Lease-Purchase Agreements (SB 17-267)	\$1.88 B between FY 2018-19 and FY 2021-22 from SB 17-267	Current law
Revenue Assumptions - Federal		
Federal Gas Tax	\$ 0.184	Current law
Total Federal Revenues	Assume General Fund backfill based on historic trends, and 0.5% annual increase in federal apportionments through 2045.	Historical trends

Attachment BL 2045 Baseline Revenue Projection by Revenue Source

Fiscal Year	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2044 -45
CDOT Revenue										
HUTF Revenue to CDOT										
Regular HUTF	462,710,145	470,189,511	477,081,211	485,835,135	494,594,773	501,905,623	509,217,773	515,881,873	522,557,023	660,957,873
Faster Safety HUTF	114,900,120	117,540,120	120,180,120	122,880,120	126,240,120	128,940,120	131,640,120	134,340,120	137,040,120	197,460,120
Total HUTF Revenue	577,610,265	587,729,631	597,261,331	608,715,255	620,834,893	630,845,743	640,857,893	650,221,993	659,597,143	858,417,993
Total CDOT Miscellaneous Revenue	22,739,000	22,782,000	23,654,000	23,748,000	23,780,000	23,928,000	24,284,000	24,535,000	24,842,000	29,998,000
Total State Infrastructure Bank	128,000	113,000	116,000	114,000	99,000	98,000	99,000	100,000	102,000	101,000
Total General Fund Revenue to CDOT	380,838,000	500,500,000	500,000,000	500,000,000	-	-	-	-	-	-
Total FHWA Apportionments Available to CDOT	532,327,997	545,410,631	588,144,040	588,144,040	588,144,040	575,863,387	563,538,000	540,421,097	540,652,714	560,069,440
Total FHWA Local Match	22,296,503	22,731,721	24,738,048	24,738,048	24,738,048	24,343,542	23,880,650	23,419,415	23,419,415	23,419,415
Transit and Rail Revenue										
Federal Transit Administration Funding	22,509,000	23,023,000	25,189,000	25,189,000	25,189,000	24,676,000	24,162,000	23,649,000	23,649,000	23,649,000
Federal Transit Administration Local Match	13,712,742	14,039,754	15,374,727	15,374,727	15,374,727	15,048,543	14,721,530	14,395,345	14,395,345	14,395,345
Rail and Transit - State Highways	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Rail Bank	-	-	-	-	-	-	-	-	-	-
Total Transit and Rail Revenue	41,221,742	42,062,754	45,563,727	45,563,727	45,563,727	44,724,543	43,883,530	43,044,345	43,044,345	43,044,345
Total Aeronautics Funds	21,432,000	22,554,000	23,694,000	24,804,000	25,914,000	27,014,000	28,124,000	29,234,000	30,344,000	50,304,000
Safety Education Funds										
NHTSA	9,720,000	9,960,000	10,890,000	10,890,000	10,890,000	10,680,000	10,440,000	10,230,000	10,230,000	10,230,000
State Safety Education Funds	3,497,000	3,008,000	3,020,000	3,034,000	3,049,000	3,062,000	3,075,000	3,088,000	3,102,000	3,394,000
Total Safety Education Funds	13,217,000	12,968,000	13,910,000	13,924,000	13,939,000	13,742,000	13,515,000	13,318,000	13,332,000	13,624,000
Total CDOT Revenue	1,611,810,506	1,756,851,737	1,817,081,146	1,829,751,070	1,343,012,708	1,340,559,215	1,338,182,073	1,324,293,849	1,335,333,616	1,578,978,192
High Performance Transportation Enterprise	575,000	5,000,000	6,800,000							
State Bridge Enterprise	113,194,303	115,359,992	127,300,665	129,695,242	132,138,303	134,612,239	136,884,524	148,939,051	147,980,526	164,410,000
Total All CDOT and Entities	\$ 1,725,579,809	\$ 1,872,786,729	\$ 1,944,956,811	\$ 1,960,021,313	\$ 1,475,726,011	\$ 1,475,746,454	\$ 1,475,641,597	\$ 1,473,807,900	\$ 1,488,314,143	\$ 1,750,188,193
% Change Year Over Year	11.01%	8.53%	3.85%	0.77%	-24.71%	0.00%	-0.01%	-0.12%	0.98%	17.60%

2045 Long-Range Planning Scenarios

STAC Meeting

July 28, 2017

Agenda

- Recap from working-group meetings
- Confirm 'Baseline' scenario assumptions and revenue projections
- Discuss and confirm, if possible, 'High' and 'Low' revenue projections

Working Group Meetings

- Participants
 - CDOT (DTD, DAF), MPOs, FHWA, consultants
- February 2017 through June 2017 monthly meetings
- Agreement on baseline assumptions
- Discuss and agree on 'Baseline' scenario and revenue projection
- Review 'High' and 'Low' scenarios and revenue projections from CDOT's Long-Term Revenue Model

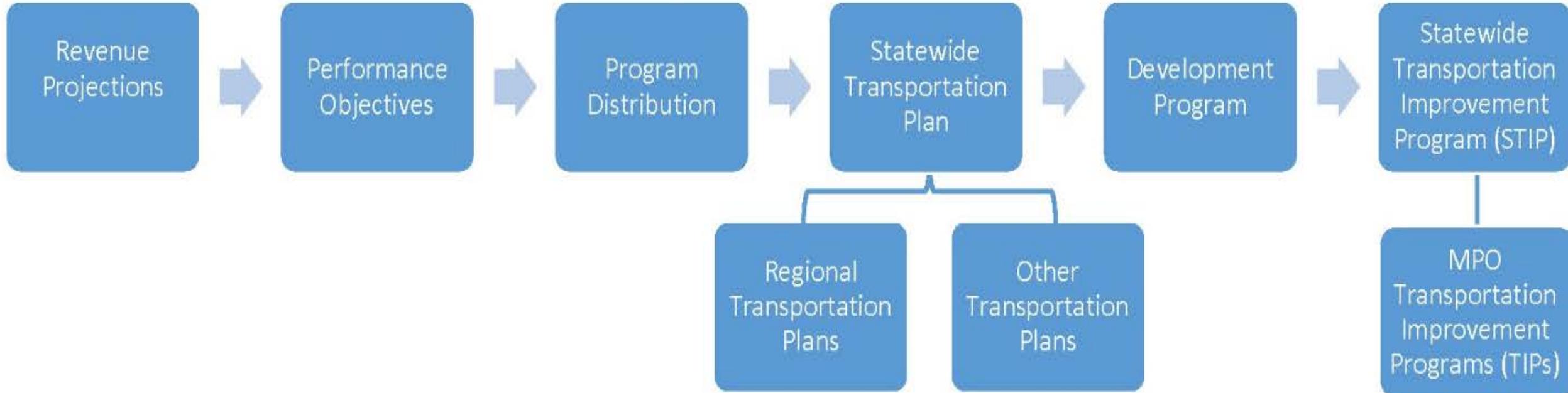


Long-Range Planning Process

Spring – Summer 2017

Fall – Winter 2017

2018 - 2019



Recap of Baseline Assumptions

Agreed on Baseline Parameters

- VMT to track with 1.4% average annual population growth
- 4.0% personal income growth
- 2.3% CPI (inflation)
- 1.25% MPG annual increase
- 1.7% vehicle registration annual increase
- 17% alt-fuel vehicle market penetration by 2045
- State and federal gas tax amounts remain static through 2045
- FASTER fees remain intact through 2045 at current levels
- SB 09-228 General Fund transfers cease after FY 2017-18
- CDOT receives full SB 17-267 proceeds of \$1.88 billion from FY 2018-19 through FY 2021-22
- No federal rescission in FY 2019-20 and low growth through FY 2044-45

Baseline Scenario

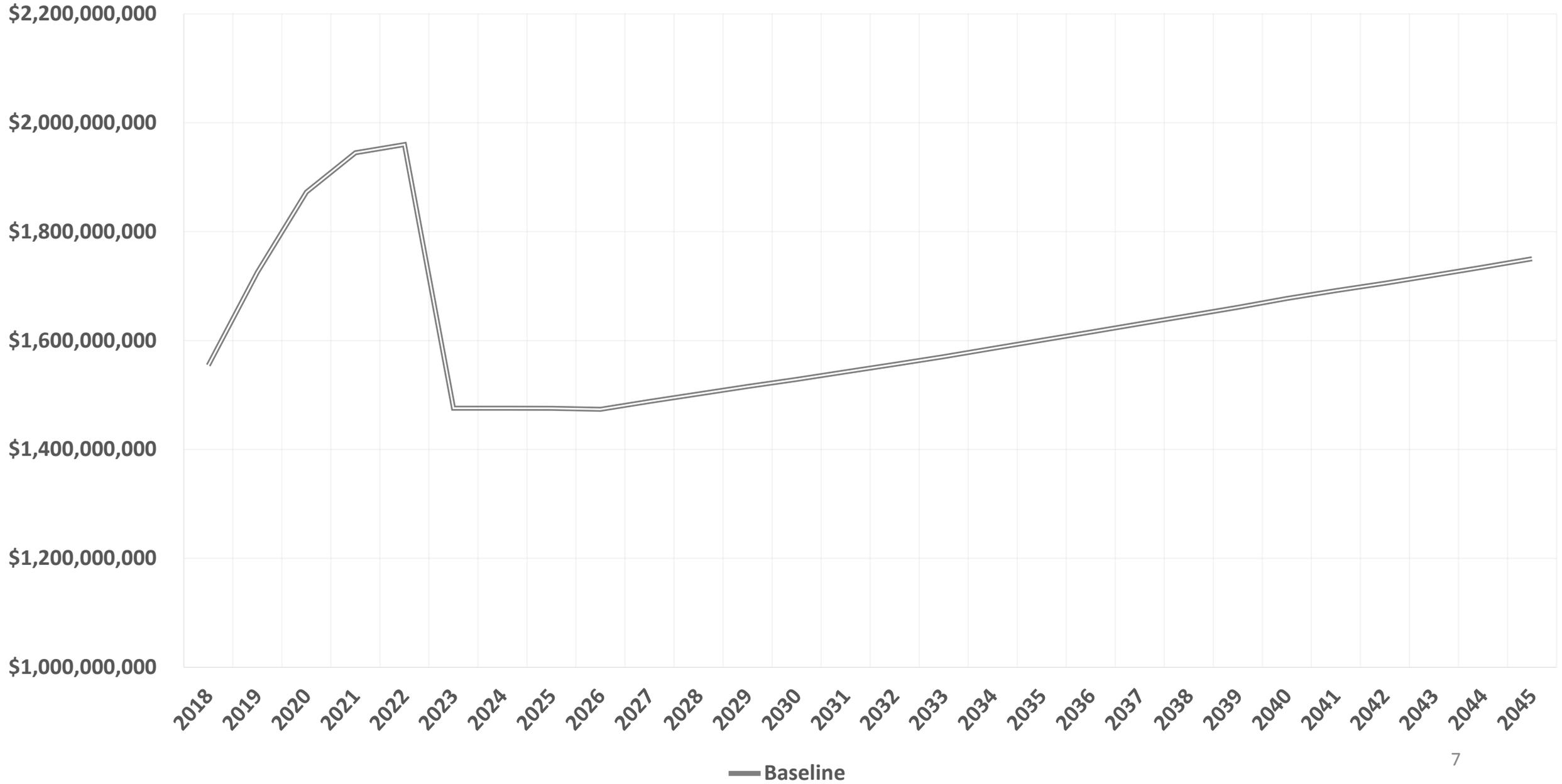
Assumptions

- VMT tracking Colorado population growth through FY 2044-45
- No federal rescission
- SB 17-267 full proceeds of \$1.88 billion

Results

- FY 2020-21 revenue: \$1.945 billion
- FY 2044-45 revenue: \$1.752 billion

BASELINE





Low and High Scenarios

Working group requested 'High' and 'Low' Scenarios for CDOT to run

- Federal rescission beginning in FY 2019-20
- State sales tax increase for transportation in FY 2020-21
- State gas tax increase of 10 cents per gallon in FY 2020-21
- Federal funding increase (either gas tax increase or new infrastructure investment) in FY 2020-21

Federal Rescission and No-Growth Scenario (Low)

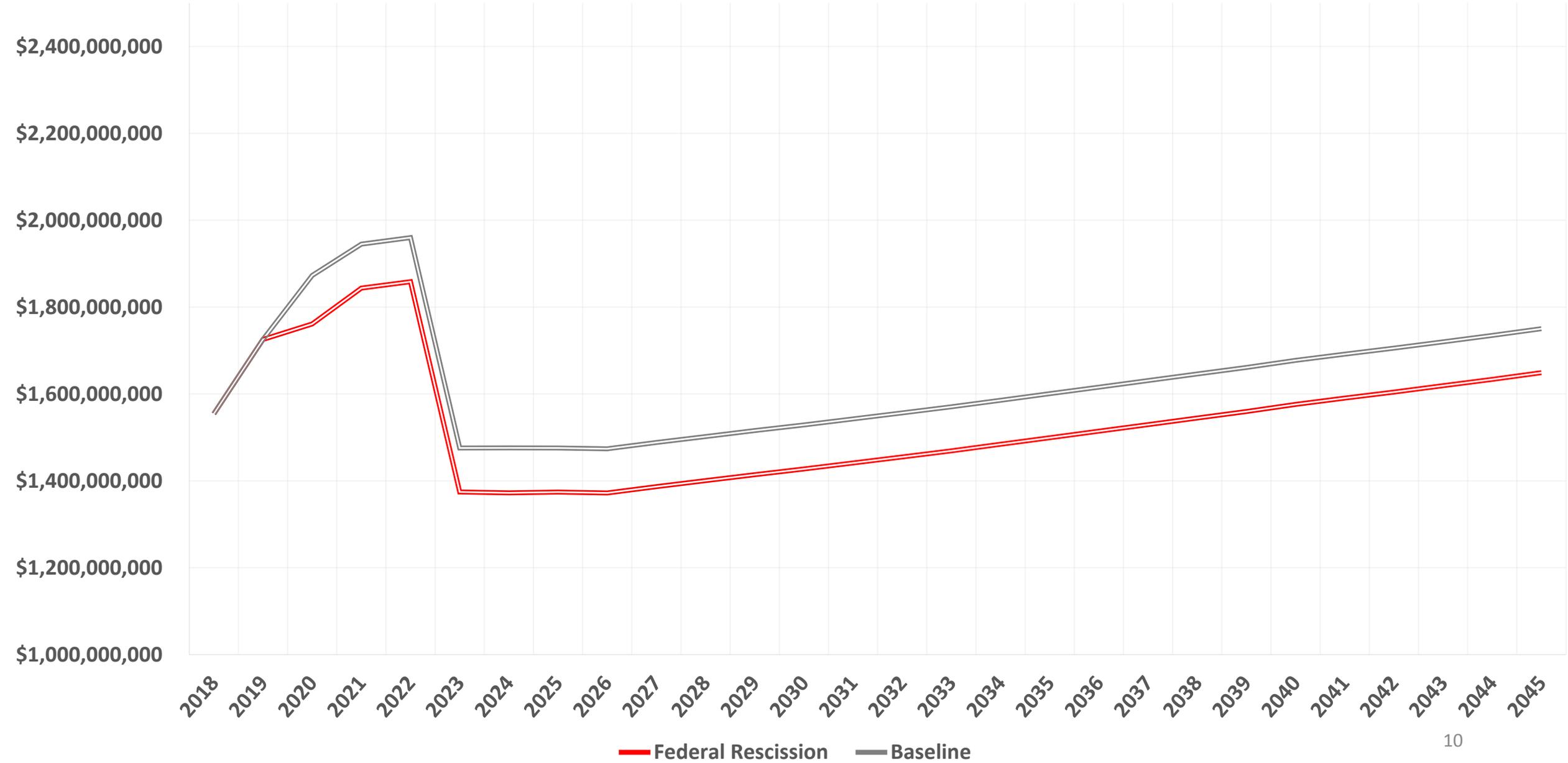
Assumptions

- 19.05% rescission occurs beginning in FY 2019-20, extending annually through FY 2044-45
- No General Fund makeup or further federal increase

Results

- FY 2020-21 revenue: \$1.844 billion
- FY 2044-45 revenue: \$1.649 billion
- 6.3% decrease from 'Baseline' starting FY 2020-21

FEDERAL RESCISSION





State Sales Tax Increase Scenario (High)

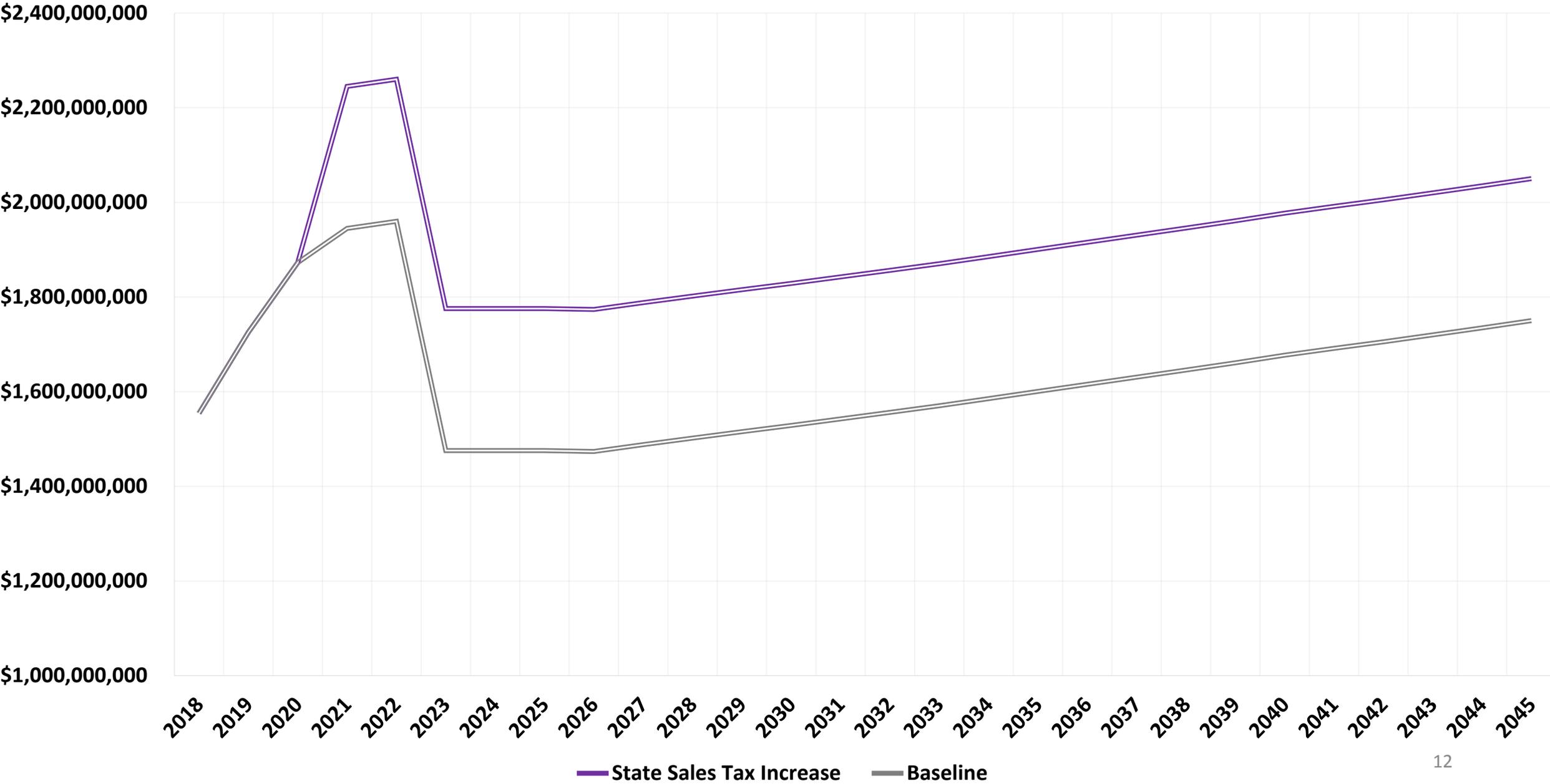
Assumptions

- \$300.0 million in state sales tax revenue dedicated to CDOT, beginning in FY 2020-21
- Similar to original HB 17-1242

Results

- FY 2020-21 revenue: \$2.245 billion
- FY 2044-45 revenue: \$2.050 billion
- 18.5% increase from 'Baseline' starting FY 2020-21

STATE SALES TAX INCREASE



State 10 Cent Gas Tax Increase Scenario (High)

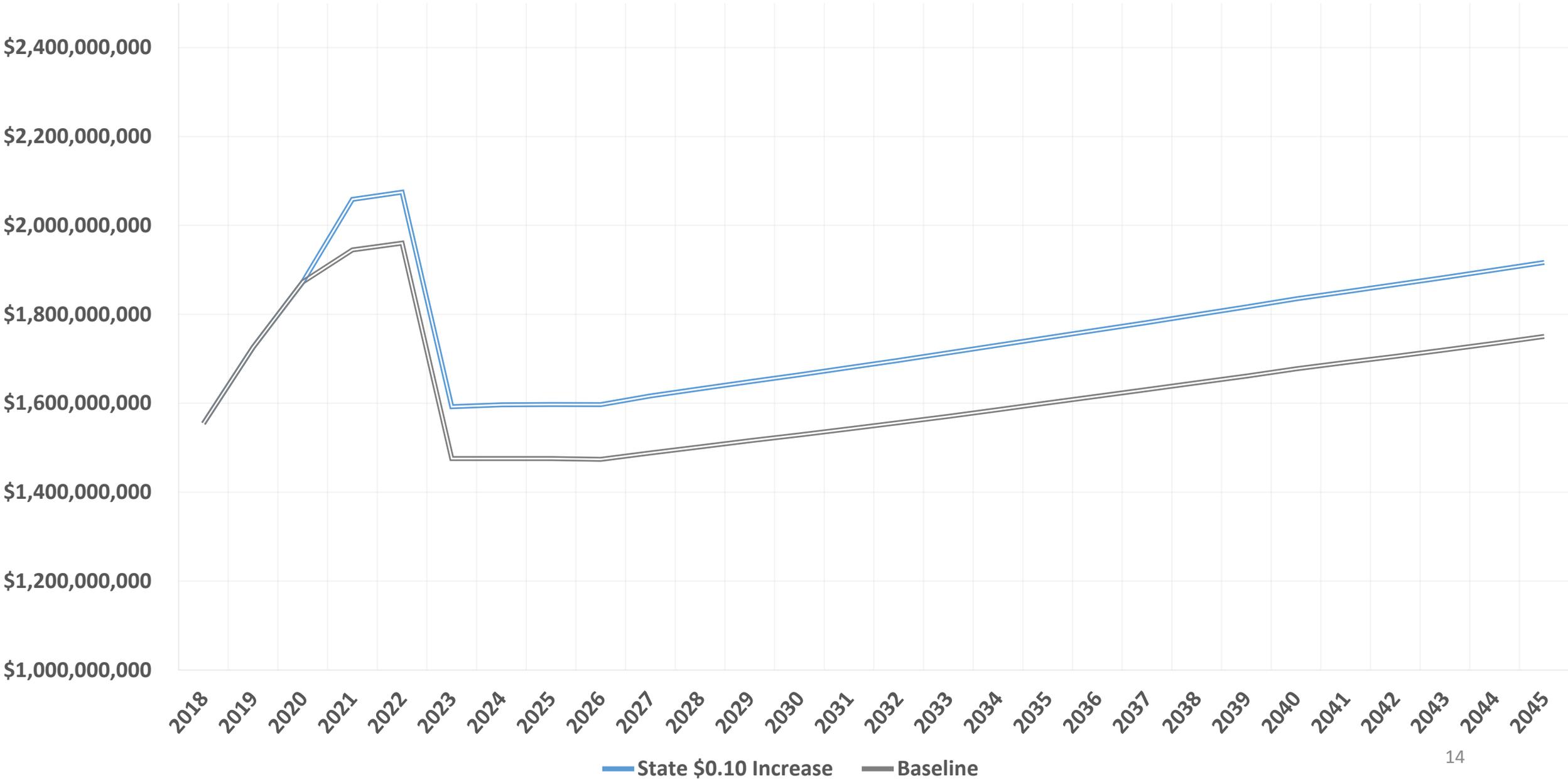
Assumptions

- 10 cent state gas tax increase beginning in FY 2020-21
- CDOT receives approximately 60% of HUTF revenues

Results

- FY 2020-21 revenue: \$2.058 billion
- FY 2044-45 revenue: \$1.916 billion
- 8.7% increase from 'Baseline' starting FY 2020-21

STATE \$.10 GAS TAX INCREASE





Federal Funding Increase Scenario (High)

Assumptions

- No federal rescission
- Federal infrastructure plan or 10 cent federal gas tax increase beginning in FY 2020-21

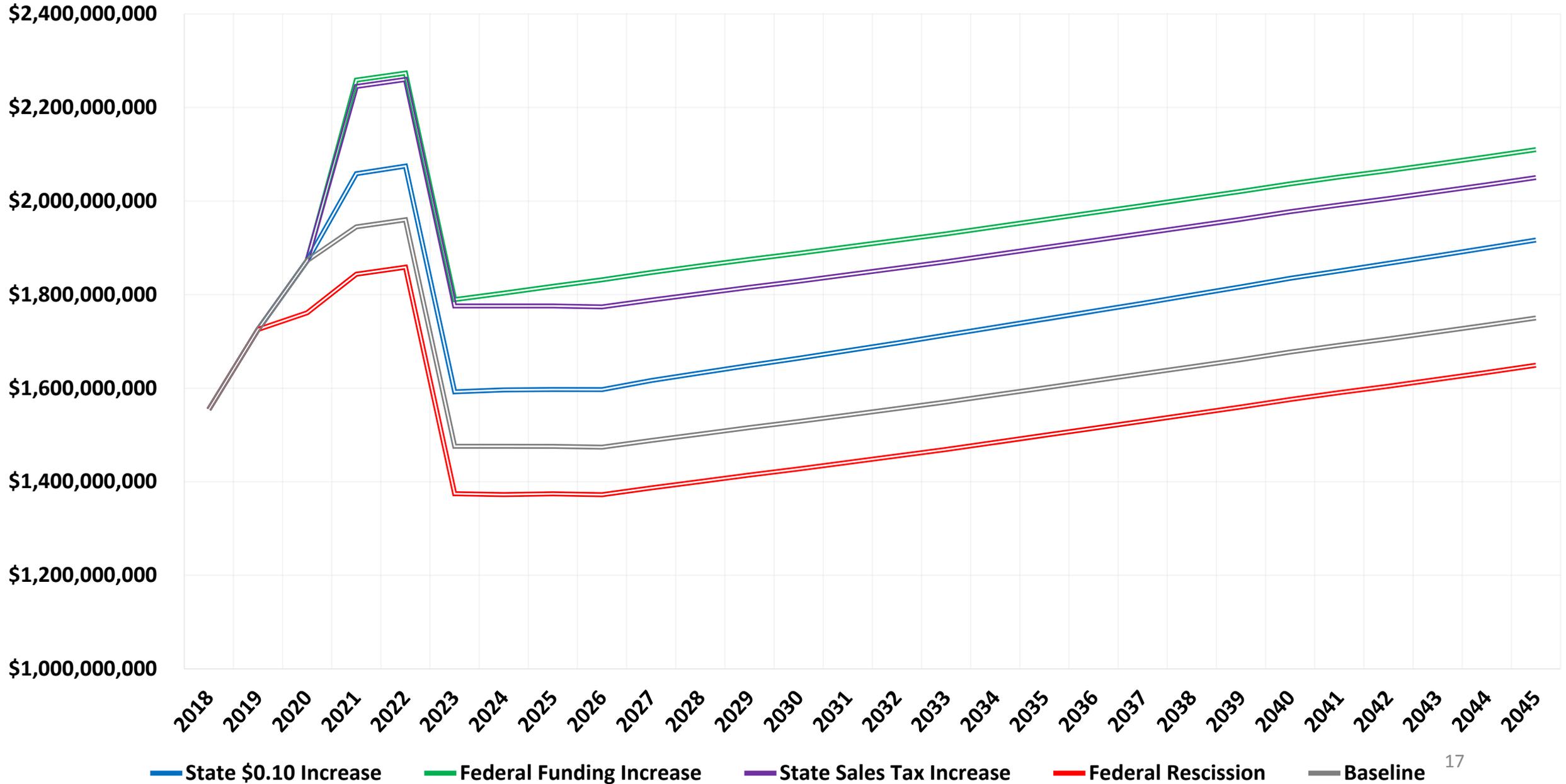
Results

- FY 2020-21 revenue: \$2.259 billion
- FY 2044-45 revenue: \$2.110 billion
- 21.7% increase from 'Baseline' starting FY 2020-21

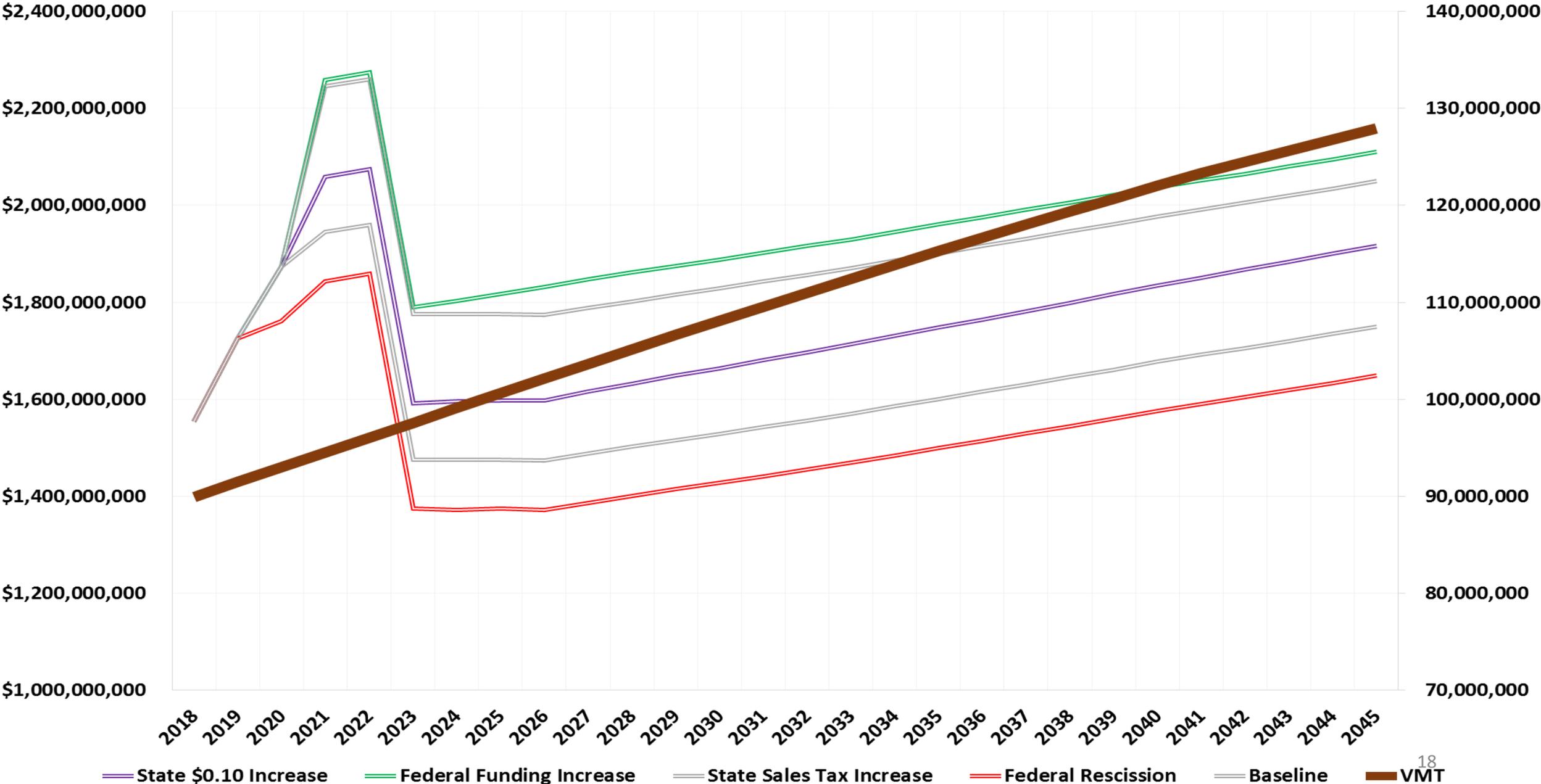
FEDERAL FUNDING INCREASE



MULTIPLE PROJECTION OVERVIEW



VMT GROWTH COMPARED TO REVENUE GROWTH



Recommended Scenarios

Baseline

- Most reliable based on current law and revenue outlook –
WORKING GROUP RECOMMENDATION

High

- \$300.0 million state sales tax increase – **STAFF RECOMMENDATION**
 - Most likely based on recently proposed legislation –
- Federal and state gas tax increases are also options

Low

- Federal rescission with no General Fund makeup or other federal increase

Next Steps

- **Present recommendations to Transportation Commission**
- **SB 17-267 Repayment**
- **Program Distribution**
- **Develop Statewide and Regional Transportation Plans**



QUESTIONS?



COLORADO

Department of Transportation

Division of Transportation Development

Division of Transportation Development
4201 E. Arkansas Ave., Shumate Building
Denver, CO 80222-3400

TO: Statewide Transportation Advisory Committee
FROM: Michelle Scheuerman, Statewide Planning Manager
DATE: July 21, 2017
RE: Statewide Planning Rules

Purpose

The purpose of this memo is to provide STAC with background on the Statewide Planning Rules (the Rules) and invite STAC to provide comments on the Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (Rules), 2 CCR 601-22.

Action

Staff requests the STAC review and comment on the Rules.

Background

What are the Statewide Planning Rules?

The Statewide Planning Rules (the Rules) have the effect of law and provide requirements for conducting a continuous, cooperative, and comprehensive Statewide Planning process and in developing the Statewide Transportation Plan (SWP), the five Metropolitan Regional Plans, and the 10 Rural Transportation Plans (RTPs). The Rules are intended to be consistent with, but not be a replacement for, the federal transportation planning requirements in 23 United States Code (USC) 134 and 135, 23 Code of Federal Regulations (CFR) Part 450, and the state transportation planning requirements in Colorado Revised Statutes (CRS) 43-1-1101.

Details

Why is your input important to CDOT?

As a STAC member, you play an important and active role in the planning process and in the development of the SWP and Regional Transportation Plans. The recommendations you provide to CDOT staff and the Transportation Commission have a direct correlation to key aspects of the Rules.

Key Benefits

The main benefits of revising the Rules is that the Rules will more accurately reflect:

- The current legal requirements for transportation planning;
- Current CDOT processes that affect transportation planning; and
- CDOT changes in transportation planning to incorporate lessons learned from the 2040 planning process.

Next Steps

- STAC members review the attached Rules, and provide comments and any suggestions for changes to: Gail Hoffman, gail.hoffman@state.co.us, by Thursday, August 24, 2017.
- After all comments have been compiled from internal and external stakeholders, staff will provide STAC with an overview of the comments received and how they will be addressed.

Attachments

Attachment A: Rules Governing the Statewide Planning Process and Transportation Planning Regions, 2 CCR 601-22



DEPARTMENT OF TRANSPORTATION

Transportation Commission

STATEWIDE TRANSPORTATION PLANNING PROCESS AND TRANSPORTATION PLANNING REGIONS

2 CCR 601-22

STATEMENT OF BASIS AND PURPOSE AND STATUTORY AUTHORITY

The purpose of the Rules is to prescribe the statewide transportation planning process through which a, long-range multimodal, comprehensive statewide transportation plan will be developed, integrated, updated, and amended by the Colorado Department of Transportation (Department), in cooperation with local governments, Metropolitan Planning Organizations, Regional Planning Commissions, Indian tribal governments, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, Federal Railroad Administration, U.S. Forest Service, Bureau of Land Management, Secretary of the Interior, National Park Service, other federal and state agencies, the private sector, transit and freight operators, and the general public. This cooperative process is designed to coordinate regional transportation planning, guided by the statewide transportation policy set by the Department and the Colorado Transportation Commission (Commission), as a fundamental basis for developing the statewide transportation plan. The result of the statewide transportation planning process shall be a long-range, financially feasible, environmentally sound, multimodal transportation system plan for Colorado.

Further, the purpose of the Rules is to define the state's Transportation Planning Regions for which long-range Regional Transportation Plans are developed, prescribe the process for conducting and initiating transportation planning in the non-MPO Transportation Planning Regions and coordinating with the Metropolitan Planning Organizations for planning in the metropolitan areas. Memorandums of Agreement ("MOA") between the Department and each MPO further prescribe the transportation planning process in the MPO transportation planning regions. In addition, the purpose of the Rules is to describe the organization and function of the Statewide Transportation Advisory Committee (STAC) as established by § 43-1-1104, Colorado Revised Statutes (C.R.S.).

The Rules are being promulgated to meet the intent of both the U.S. Congress and the Colorado General Assembly for developing a continuing, cooperative, and comprehensive statewide performance-based multimodal transportation planning process to address the transportation problems of the state by producing a statewide transportation plan. This plan will be implemented by systematic project prioritization and selection and budgeting of resources, utilizing a comprehensive input process.

The Rules are intended to be consistent with and not be a replacement for the federal transportation planning requirements contained in 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, where applicable, contained in 23 Code of Federal Regulations (CFR) Part 450, including Subparts A, B and C and 25 CFR Part 170.421 in effect as of October 1, 2012, which are hereby incorporated into the Rules by this reference, and do not include any later amendments. All referenced laws and regulations shall be available for copying or public inspection during regular business hours from the Office of Policy and Government Relations, Colorado Department of Transportation, 4201 E. Arkansas Avenue, Denver, Colorado 80222.

The Statewide Planning Rules, as a component of the statewide plan, emphasize Colorado's continually greater integration of multimodal, cost-effective and environmentally sound means of transportation. The Rules reflect the Department's focus on multimodal transportation projects including highways, aviation, transit, rail, bicycles and pedestrians.

The Rules are promulgated by the Commission pursuant to the specific statutory authority found in § 43-1-1103 (5), C.R.S., and § 43-1-106 (8)(k), C.R.S.

1.00 Definitions.

- 1.01 Accessible - ensure that all meeting locations are reachable by persons from households without vehicles and that they will be accessible to persons with disabilities in accordance with CDOT Policy 605.0 and the Americans with Disabilities Act.
- 1.02 Alternative Mode - any mode of transportation other than a single occupant vehicle.
- 1.03 Attainment Area – any geographic region of the United States that meets the national primary or secondary National Ambient Air Quality Standards (NAAQS) for the pollutants as defined in the Clean Air Act (CAA) (amendments of 1990).
- 1.04 Commission - the State Transportation Commission created by § 43-1-106, C.R.S.
- 1.05 Corridor - a described geographic area, having length and width for purposes of transportation planning, and including all modes of travel.
- 1.06 Corridor Vision - a comprehensive examination of a specific transportation corridor which includes a determination of needs and an expression of desired state of the transportation system over the planning period and includes all modes and facilities.
- 1.07 Department - the Colorado Department of Transportation created by § 43-1-103, C.R.S.
- 1.08 Division – the Division of Transportation Development within the Colorado Department of Transportation.
- 1.09 Division Director - the Director of the Division of Transportation Development.
- 1.10 Fiscally Constrained - the financial limitation on transportation plans and programs based on the projection of revenues reasonably expected to be available over the long-range planning period and the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) planning periods as adopted by the Commission prior to updating regional and statewide plans.
- 1.11 Intergovernmental Agreement - an arrangement made between two or more political subdivisions that form associations for the purpose of promoting the interest and welfare of said subdivisions.
- 1.12 Intermodal - the ability to connect and the connections between different transportation modes, (bicycle, pedestrian, transit, rail, aircraft, and motor vehicle).
- 1.13 Long-range Planning - a reference to a planning period with a minimum 20-year planning horizon.
- 1.14 Maintenance Area – any geographic region of the United States previously designated by the U.S. Environmental Protection Agency (EPA) as nonattainment pursuant to the Clean Air Act

Attachment A: Statewide Transportation Planning Process and Transportation Planning Regions
2 CCR 601-22

(CAA) Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended in 1990).

- 1.15 Metropolitan Planning Area - is a geographic area determined by agreement between the Metropolitan Planning Organization for the area and the Governor, in which the metropolitan transportation planning process is carried out pursuant to 23 U.S.C. § 134.
- 1.16 Metropolitan Planning Organization (MPO) - an organization within the State of Colorado designated by agreement among the units of general purpose local government and the Governor, charged to develop the transportation plans and programs in a metropolitan planning area pursuant to 23 U.S.C. § 134. In terms of this transportation planning process, MPOs serve as Regional Planning Commissions for their respective Transportation Planning Regions.
- 1.17 Mobility - the ability to move people, goods, and information among various origins and destinations.
- 1.18 Multimodal - an integrated modal approach having two or more modes (bicycle, pedestrian, transit, rail, aircraft, and motor vehicle).
- 1.19 Nonattainment Area - any geographic region of the United States which has been designated by the EPA as a Nonattainment under section 107 of the CAA for any pollutants for which a national ambient air quality standard exists.
- 1.20 Non-metropolitan Area – a rural geographic area outside a designated metropolitan planning area.
- 1.21 Planning Partners – members of the Transportation Planning Regions and Metropolitan Planning Organizations.
- 1.22 [Expired 05/15/2013 per Senate Bill 13-079]
- 1.23 Regional and Statewide Plan Guidebook or "Guidebook"- the plan Guidebook is developed in collaboration with CDOT's planning partners in order to assist local governments and interested parties in the development of long-range transportation plans. Though MPO processes are addressed in federal regulations, some information is typically included for MPOs based on the need for consistency between rural and metropolitan plans as they are consolidated into the Statewide Transportation Plan.
- 1.24 Regional Planning Commission (RPC) - the planning body formed under the provisions of § 30-28-105, C.R.S., and designated under these Rules for the purpose of transportation planning.
- 1.25 [Expired 05/15/2013 per Senate Bill 13-079]
- 1.26 State Transportation System - refers to all transportation facilities in Colorado, including, but not limited to, interstate highways, other highways, local roads, aviation facilities, bicycle and pedestrian facilities, transit facilities, and rail facilities.
- 1.27 Statewide and Regional Planning Manager - the person who manages the Statewide Plan development at the Colorado Department of Transportation.
- 1.28 Statewide Transportation Advisory Committee (STAC) - the committee created by § 43-1-1104, C.R.S., composed of one representative from each Transportation Planning Region, to review

and comment on Regional Transportation Plans, amendments, and updates, and to advise the Department on the needs of transportation systems in Colorado.

- 1.29 Statewide Transportation Improvement Program (STIP) - a staged, fiscally constrained, multi-year, statewide, multimodal program of transportation projects which is consistent with the statewide transportation plan and planning processes, with metropolitan planning area plans, Transportation Improvement Programs and processes, and which is developed pursuant to 23 U.S.C. 135.
- 1.30 Statewide Transportation Plan - the long-range, fiscally constrained, comprehensive, multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process, and adopted by the Commission pursuant to § 43-1-1103, C.R.S.
- 1.31 System Continuity - includes, but is not limited to, appropriate intermodal connections, integration with state modal plans, and coordination with neighboring Regional Transportation Plans, and, to the extent practicable, adjacent Statewide Transportation Plans.
- 1.32 Traditionally Underserved - this refers to groups such as the elderly, persons with disabilities, low-income households, minorities, and student populations, which may face difficulties accessing transportation systems, employment and other amenities.
- 1.33 Transit and Rail Advisory Committee (TRAC) – an advisory committee created specifically to advise the Executive Director, the Commission and the Division of Transit and Rail on transit and rail-related activities.
- 1.34 Transportation Commission – the Colorado Transportation Commission established pursuant to § 43-1-105 C.R.S.
- 1.35 Transportation Commonality - the basis on which Transportation Planning Regions are established including, but not limited to: Transportation Commission Districts, the Department's Engineering Regions, travelsheds, watersheds, geographic unity, existing intergovernmental agreements, and socioeconomic unity.
- 1.36 Transportation Improvement Program (TIP) - a staged, fiscally constrained, multi-year, multimodal program of transportation projects developed and adopted by MPOs, and approved by the Governor, which is consistent with the metropolitan transportation plan, and which is developed pursuant to 23 U.S.C. § 134.
- 1.37 Transportation Mode - a particular form of travel including, but not limited to, motor vehicle, rail, mass transit, aircraft, bicycle, or pedestrian travel.
- 1.38 Transportation Planning and Programming Process - all collaborative planning-related activities including the development of regional and statewide transportation plans, the Department's Project Priority Programming Process, and development of the Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Program (STIP).
- 1.39 Transportation Planning Region (TPR) - a geographically designated area of the state, defined by section 2.00 of these Rules in consideration of the criteria for transportation commonality, and within which a regional transportation plan is developed pursuant to the provisions of § 43-1-1102 and 1103, C.R.S. and 23 U.S.C. § 134. The term TPR is inclusive of these types: non-MPO

Transportation Planning Regions, MPO Transportation Planning Regions, and Transportation Planning Regions with both MPO and non-MPO areas.

- 1.40 Transportation Systems Planning - a procedure for developing an integrated means of providing adequate facilities for the movement of people, goods, services, and information, involving regional or statewide analysis of transportation needs and the identification of transportation facilities and corridors.
- 1.41 Travelshed - the region or area generally served by a major transportation facility, system, or corridor.
- 1.42 [Expired 05/15/2013 per Senate Bill 13-079]
- 1.43 Urbanized Area - an area with a population of 50,000 or more designated by the Bureau of the Census.
- 1.44 Watershed - as defined by the Colorado Department of Natural Resources, Division of Water Resources, is a drainage basin of a major river, and is considered in establishing TPR boundaries.

2.00 Transportation Planning Regions (TPR).

- 2.01 Transportation Planning Region Boundaries. Transportation Planning Regions are geographically designated areas of the state with similar transportation needs that are determined by considering transportation commonalities. Boundaries are hereby established as follows:
 - 2.01.1 The Pikes Peak Area Transportation Planning Region comprised of the Pikes Peak Area Council of Governments' metropolitan area within El Paso and Teller Counties.
 - 2.01.2 The Greater Denver Transportation Planning Region, which includes the Denver Regional Council of Governments' metropolitan area, comprised of the counties of Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson, and parts of Weld.
 - 2.01.3 The North Front Range Transportation Planning Region comprised of the North Front Range Transportation and Air Quality Planning Council's metropolitan area within Larimer and Weld Counties.
 - 2.01.4 The Pueblo Area Transportation Planning Region comprised of Pueblo County, including the Pueblo Area Council of Governments' metropolitan area.
 - 2.01.5 The Grand Valley Transportation Planning Region comprised of Mesa County, including the Grand Valley Metropolitan Planning Organization's metropolitan area.
 - 2.01.6 The Eastern Transportation Planning Region comprised of Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma Counties.
 - 2.01.7 The Southeast Transportation Planning Region comprised of Baca, Bent, Crowley, Kiowa, Otero, and Prowers Counties.
 - 2.01.8 The San Luis Valley Transportation Planning Region comprised of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties.

Attachment A: Statewide Transportation Planning Process and Transportation Planning Regions
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- 2.01.9 The Gunnison Valley Transportation Planning Region comprised of Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel Counties.
- 2.01.10 The Southwest Transportation Planning Region comprised of Archuleta, Dolores, La Plata, Montezuma, and San Juan Counties, including the Ute Mountain Ute and Southern Ute Indian Reservations.
- 2.01.11 The Intermountain Transportation Planning Region comprised of Eagle, Garfield, Lake, Pitkin, and Summit Counties.
- 2.01.12 The Northwest Transportation Planning Region comprised of Grand, Jackson, Moffat, Rio Blanco, and Routt Counties.
- 2.01.13 The Upper Front Range Transportation Planning Region comprised of Morgan County, and the parts of Larimer and Weld Counties, that are outside both the North Front Range and the Greater Denver (metropolitan) TPRs.
- 2.01.14 The Central Front Range Transportation Planning Region comprised of Custer, El Paso, Fremont, Park, and Teller Counties, excluding the Pikes Peak Area Council of Governments' metropolitan area.
- 2.01.15 The South Central Transportation Planning Region comprised of Huerfano, and Las Animas Counties.
- 2.02 Formation of Regional Planning Commissions (RPC).
 - 2.02.1 Municipalities and counties within a non-metropolitan area TPR may elect to form an RPC for the purpose of transportation planning through an intergovernmental agreement, pursuant to § 30-28-105 and § 43-1-1103 (1), C.R.S. The RPC shall notify the Division Director by letter of the formation of an RPC for the purpose of transportation planning within thirty (30) days of the execution of the intergovernmental agreement or change in membership.
 - 2.02.2 The notification shall include:
 - 2.02.2.1 An executed copy of the intergovernmental agreement.
 - 2.02.2.2 The name of the chairperson, and the mailing address, telephone number, fax number and electronic mail address (if available) of the RPC.
- 2.03 Boundary Revision Process.
 - 2.03.1 [Expired 05/15/2013 per Senate Bill 13-079]
 - 2.03.1.1 [Expired 05/15/2013 per Senate Bill 13-079]
 - 2.03.1.2 [Expired 05/15/2013 per Senate Bill 13-079]
 - 2.03.1.3 [Expired 05/15/2013 per Senate Bill 13-079]
 - 2.03.1.4 [Expired 05/15/2013 per Senate Bill 13-079]
 - 2.03.2 The Department will assess and STAC shall review and comment (as set forth in these Rules) on all non-metropolitan area TPR boundary revision requests based on

transportation commonalities and make a recommendation to the Commission concerning such requests. The Department will notify the Commission of MPO boundary changes. The Commission may initiate a rule-making proceeding under the State Administrative Procedure Act, § 24-4-103, C.R.S. to consider a boundary revision request. Requests received for a MPO or non-metropolitan TPR boundary revision outside of the regularly scheduled boundary review cycle must include the requirements identified above.

- 2.03.3 In the event that the Commission approves a change to the boundary of a TPR that has a Regional Planning Commission, the RPC in each affected TPR shall notify the Department of any changes to the intergovernmental agreement governing the RPC as specified in these Rules.
- 2.04 Transportation Planning Coordination with MPOs.
 - 2.04.1 The Department and the MPOs shall coordinate activities related to the development of Regional Transportation Plans, the Statewide Transportation Plan, TIPs and the STIP in conformance with 23 U.S.C. § 134 and 135 and § 43-1-1101 and § 43-1-1103, C.R.S. The Department shall work with the MPOs to resolve issues arising during the planning process.
- 2.05 Transportation Planning Coordination with Non-MPO TPRs.
 - 2.05.1 The Department and RPCs shall work together in developing Regional Transportation Plans and in planning future transportation activities. The Department shall consult with all RPCs on development of the Statewide Transportation Plan; incorporation of RTPs into the Statewide Transportation Plan; and the inclusion of projects into the STIP that are consistent with the RTPs. In addition, the Department shall work with the RPCs to resolve issues arising during the planning process.
- 2.06 Transportation Planning Coordination among RPCs.
 - 2.06.1 If transportation improvements cross TPR boundaries or significantly affect another TPR, the RPC shall consult with all the affected RPCs involved when developing the regional transportation plan. In general, RPC planning officials shall work with all planning partners affected by transportation activities when planning future transportation activities.
- 2.07 Transportation Planning Coordination with the Southern Ute and the Ute Mountain Ute Tribal Governments.
 - 2.07.1 Regional transportation planning within the Southwest TPR shall be coordinated with the transportation planning activities of the Southern Ute and the Ute Mountain Ute Tribal governments. The long-range transportation plans for the tribal areas shall be incorporated by reference in the Statewide Transportation Plan and the Regional Transportation Plan for this TPR. The TTIPs shall be included by reference in the STIP.
- 3.00 Statewide Transportation Advisory Committee (STAC).**
- 3.01 Duties of the Statewide Transportation Advisory Committee (STAC). Pursuant to § 43-1-1104 C.R.S. the duties of the STAC shall be to meet as necessary; provide advice to the Department on the needs of the transportation system; and review and comment on:

- 3.01.1 Regional Transportation Plans, amendments, and updates as described in these Rules.
 - 3.01.2 Transportation related communication and/or conflicts which arise between RPCs or between the Department and a RPC.
 - 3.01.3 The integration and consolidation of RTPs into the Statewide Transportation Plan.
 - 3.01.4 Colorado's mobility requirements to move people, goods, services, and information by furnishing regional perspectives on transportation problems requiring interregional and/or statewide solutions.
 - 3.01.5 Improvements to modal choice, linkages between modes, and transportation system balance and system continuity.
 - 3.01.6 Proposed TPR boundary revisions.
- 3.02 Notification of Membership
- 3.02.1 Each RPC shall select its representative to the STAC pursuant to § 43-1-1104, C.R.S. For TPRs, where an RPC has not been formed, the TPR's representative may be selected at a periodic, cooperative gathering of elected officials from local agencies. Each TPR is also entitled to name an alternative representative who would serve as a proxy in the event the TPR's representative is unable to attend a STAC meeting and would be included by the Department in distributions of all STAC correspondence and notifications. The Ute Mountain Ute and the Southern Ute Tribal governments may each appoint a non-voting member to the STAC. The Division Director shall be notified in writing of the name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the STAC representative from each TPR within thirty (30) days of selection.
- 3.03 Administration of Statewide Transportation Advisory Committee
- 3.03.1 STAC recommendations on Regional and Statewide Transportation Plans, amendments, and updates shall be documented in the STAC meeting minutes, and will be considered by the Department throughout the statewide transportation planning process.
 - 3.03.2 The STAC shall establish procedures to govern its affairs in the performance of its advisory capacity, including, but not limited to, the appointment of a chairperson and the length of the chairperson's term, meeting times and locations.
 - 3.03.3 The Division Director will provide support to the STAC, including, but not limited to:
 - 3.03.3.1 Notification of STAC members of meeting dates and agendas.
 - 3.03.3.2 Preparation and distribution of STAC meeting minutes.
 - 3.03.3.3 Allocation of Department staff support for STAC-related activities.
- 4.00 Development of Regional and Statewide Transportation Plans.**
- 4.01 [Expired 05/15/2013 per Senate Bill 13-079]
 - 4.02 Public Participation

- 4.02.1 [Expired 05/15/2013 per Senate Bill 13-079]
- 4.02.2 [Expired 05/15/2013 per Senate Bill 13-079]
- 4.02.3 [Expired 05/15/2013 per Senate Bill 13-079]
- 4.02.4 Non-MPO TPR Plans and Programs. Regional Planning Commissions for Non-MPO TPRs are responsible for public participation related to regional planning activities in that TPR, in cooperation with the Department. Specific areas of cooperation shall be determined by agreement between the regional planning commission and the Department.
- 4.02.5 Public Participation Activities. Public participation activities at both the regional and statewide level shall include, at a minimum:
 - 4.02.5.1 Establishing and maintaining for the geographic area of responsibility a mailing list of all known parties interested in transportation planning including, but not limited to: elected officials; municipal and county planning staffs; affected public agencies; local, state, and federal agencies eligible for federal and state transportation funds; local representatives of public transportation agency employees and users; freight shippers and providers of freight transportation services; public and private transportation providers; representatives of alternative transportation mode users, such as pedestrian walkways and bicycle transportation facilities, the disabled community; private industry; environmental and other interest groups; Indian tribal governments and the U.S. Secretary of the Interior when tribal lands are involved; and representatives of persons or groups that may be underserved by existing transportation systems, such as minority, low-income, elderly and persons with disabilities; and members of the general public expressing such interest in the transportation planning process.
 - 4.02.5.2 Providing reasonable notice and opportunity to comment to those persons on the transportation mailing list of upcoming transportation planning-related activities and meetings.
 - 4.02.5.3 Utilizing reasonably available internet or traditional media opportunities to provide timely notices of planning-related activities and meetings to members of the general public. Methods that will be used to the maximum extent practicable for public participation could include, but not be limited to, use of the internet; social media, news media, such as newspapers, radio, or television, mailings and notices, including electronic mail and online newsletters.
 - 4.02.5.4 Seeking out those persons or groups traditionally underserved by existing transportation systems, including the elderly and persons with disabilities, for the purposes of exchanging information, increasing their involvement, and considering their transportation needs in the transportation planning process. Pursuant to § 43-1-601, C.R.S., the Department shall prepare a statewide survey identifying the transportation needs of the elderly and of persons with disabilities.
 - 4.02.5.5 Consulting, as appropriate, with Regional Planning Commissions, and federal, state, local, and tribal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of long-range transportation plans.

- 4.02.5.6 Providing reasonable public access to, and appropriate opportunities for public review and comment on criteria, standards, and other planning-related information used in the development of transportation plans, at public facilities, such as Department headquarters and region offices, state depository libraries, county offices, RPC offices, the Colorado Division offices for the Federal Highway Administration and the Federal Transit Administration and the internet.
 - 4.02.5.7 Scheduling the development of regional and statewide plans so that the release of the draft plans may be coordinated to provide for the opportunity for joint outreach at such time.
 - 4.02.5.8 Documentation of Responses to Significant Issues. Regional Planning Commissions and the Department shall respond in writing to all significant issues raised during the review and Comment period on transportation plans, and make these responses available to the public.
 - 4.02.5.9 [Expired 05/15/2013 per Senate Bill 13-079]
- 4.03 Transportation Systems Planning. Regional Planning Commissions, and the Department, shall use an integrated multimodal transportation systems planning approach in developing and updating the long-range Regional Transportation Plans and the long-range Statewide Transportation Plan for a minimum 20-year forecasting period. Regional Planning Commissions shall have flexibility in the methods selected for transportation systems planning based on the complexity of transportation problems and available resources within the TPR. The Department will provide guidance and assistance to the Regional Planning Commissions regarding the selection of appropriate methods.
- 4.03.1 State and federal transportation system planning factors to be considered by Regional Planning Commissions and the Department during their respective transportation systems planning shall include, at a minimum, the factors described in § 43-1-1103 (5), C.R.S., and in 23 U.S.C. 134 and 135.
 - 4.03.2 Transportation systems planning by Regional Planning Commissions and the Department shall consider the results of any related studies that have been completed. Regional Planning Commissions and the Department may also identify any corridor(s) or sub-area(s) where an environmental study or assessment may need to be performed in the future.
 - 4.03.3 Transportation systems planning by Regional Planning Commissions shall consider corridor vision needs and desired state of the transportation system including existing and future land use and infrastructure, major activity centers such as industrial, commercial and recreations areas, economic development, environmental protection and modal choices.
 - 4.03.4 Transportation systems planning by Regional Planning Commissions shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
 - 4.03.5 Transportation systems planning by the Department should include capital, operations, maintenance and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of CDOT facilities.

- 4.03.6 Transportation systems planning by the Department shall consider and integrate all modes into the Statewide Transportation Plan and include coordination with Department modal plans and modal committees, such as the Transit and Rail Advisory Committee (TRAC).
 - 4.03.7 Transportation Systems Planning by the Department shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150 (MAP-21). Performance targets that the Department establishes to address the performance measures described in 23 U.S.C. 150, where applicable, are to be used to track progress towards attainment of critical outcomes for the state. The state shall consider the performance measures and targets when developing policies, programs, and investment priorities reflected in the Statewide Transportation Plan and STIP.
- 4.04 Regional Transportation Plans (RTP). Long-range regional transportation plans shall be developed, in accordance with federal (23 U.S.C. 134) and state (§ 43-1-1103 and § 43-1-1104, C.R.S.) law and implementing regulations, and are consistent with the applicable metropolitan planning sections of the Regional and Statewide Plan Guidebook developed by the Department in collaboration with its planning partners. Department selection of performance targets that address the performance measures shall be coordinated with the relevant MPOs to ensure consistency, to the maximum extent practicable.
- 4.04.1 Content of Regional Transportation Plans. Each RTP shall include at a minimum, the following elements:
 - 4.04.1.1 Transportation system facility and service requirements of the TPR over a minimum 20-year planning period necessary to meet expected demand, and the anticipated capital, maintenance and operating cost for these facilities and services.
 - 4.04.1.2 The fiscally constrained integrated performance-based multimodal transportation plan based on revenues reasonably expected to be available over the minimum 20-year planning period (fiscally constrained plan).
 - 4.04.1.3 Analysis of the planning factors referenced in these Rules upon which the transportation facility and service requirements and the fiscally constrained plan are based.
 - 4.04.1.4 Identification and discussion of the results of completed environmental studies, corridor studies, or corridor visions.
 - 4.04.1.5 Include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
 - 4.04.1.6 An RTP identifying resources for implementing the fiscally constrained plan over the minimum forecasting period, and results expected to be achieved based on regional priorities.
 - 4.04.1.7 Documentation of the public notification and public participation process pursuant to these Rules.

4.04.1.8 A resolution of adoption by the responsible Metropolitan Planning Organization or the Regional Planning Commission.

4.04.2 Products and reviews

4.04.2.1 Draft Plan. Transportation Planning Regions shall provide a draft of the RTP to the Department through the Division of Transportation Development.

4.04.2.2 [Expired 05/15/2013 per Senate Bill 13-079]

4.04.2.3 Final Plan. Transportation Planning Regions shall provide the final RTP to the Department through the Division of Transportation Development.

4.04.2.4 [Expired 05/15/2013 per Senate Bill 13-079]

4.05 Maintenance and Nonattainment Areas. Each RTP, or RTP amendment, shall include a section that:

4.05.1 Identifies any area within the TPR that is designated as a maintenance or Nonattainment area.

4.05.2 Addresses, in either a qualitative or quantitative manner, whether transportation related emissions associated with the pollutant of concern in the TPR are expected to increase over the long-range planning period and, if so, what effect that increase might have in causing a maintenance area to become Nonattainment, or a Non-attainment area to exceed its emission budget in the approved State Implementation Plan.

4.05.3 If transportation related emissions associated with the pollutant are expected to increase over the long-range planning period, identifies which programs or measures are included in the RTP to decrease the likelihood of that area becoming a Nonattainment area for the pollutant of concern.

4.06 Statewide Transportation Plan. The Regional Transportation Plans submitted by the Regional Planning Commissions shall, along with direction provided through Transportation Commission policies and guidance, form the basis for developing and amending the Statewide Transportation Plan. The Statewide Transportation Plan shall cover a minimum 20-year planning period at the time of adoption and shall guide the development and implementation of a performance-based multimodal transportation system for the State.

4.06.1 The Statewide Transportation Plan development shall:

4.06.1.1 Integrate and consolidate the RTP's and the Department's systems planning, pursuant to these Rules, into a fiscally constrained long-range 20-year multimodal transportation plan that presents a clear, concise path for future transportation in Colorado.

4.06.1.2 Include the long-term transportation concerns of the Southern Ute Indian Tribe and the Ute Mountain Ute Tribe in the development of the Statewide Transportation Plan.

4.06.1.3 Coordinate with other state and federal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

4.06.1.4 Include a discussion of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan developed in consultation with federal, state, and tribal wildlife, land management and regulatory agencies.

4.06.1.5 Include a comparison of transportation plans to state and tribal conservation plans or maps and to inventories of natural or historical resources.

4.06.1.6 Provide for overall multimodal transportation system management on a statewide basis.

4.06.1.7 [Expired 05/15/2013 per Senate Bill 13-079]

4.06.2 Content of the Statewide Transportation Plan. At a minimum, the Statewide Transportation Plan shall include priorities as identified in the RTPs, as identified in these Rules and pursuant to federal planning laws and regulations. The Statewide Transportation Plan shall be submitted to the Colorado Transportation Commission for its consideration and approval.

4.06.3. Review and Adoption of the Statewide Transportation Plan.

4.06.3.1 The Department will submit a draft Statewide Transportation Plan to the Commission, the STAC, and all interested parties for review and comment. The review and comment period will be conducted for a minimum of 30 days. The publication will be available at public facilities, such as at the Department headquarters and region offices, state depository libraries, county offices, TPR offices, Colorado Division offices of the Federal Highway Administration and Federal Transit Administration, and the internet.

4.06.3.2 The Department will submit the final Statewide Transportation Plan to the Colorado Transportation Commission for adoption.

5.00 Updates to Regional and Statewide Transportation Plans.

5.01 Plan Update Process. The updates of Regional Transportation Plans and the Statewide Transportation Plan shall be completed on a periodic basis through the same process governing development of these plans pursuant to these Rules. The update cycle shall comply with federal and state law and be determined in consultation with the Transportation Commission, the Department, the STAC and the MPOs so that the respective update cycles will coincide.

5.02 Notice by Department of Plan Update Cycle. The Department will notify Regional Planning Commissions of the initiation of each plan update cycle, and the schedule for completion. In TPRs without a Regional Planning Commission, the Department will notify municipalities and counties of the initiation of each plan update cycle, the schedule for completion, and the opportunity to establish an RPC for the purpose of transportation planning.

5.03 Department Responsibility for Planning in TPRs That Do Not Have a Regional Planning Commission. If the Department has not received notice of intent to form a RPC and/or to update the RTP, then the Department will be responsible for Statewide Transportation Plan update activities within the TPR, for consideration in the Statewide Transportation Plan, pursuant to § 43-1-1103 (3) (b), C.R.S.

6.00 Amendments to the Regional and Statewide Transportation Plans.

6.01 Basis for Transportation Plan Amendments.

6.01.1 Between regularly-scheduled updates of Regional Transportation Plans and the Statewide Transportation Plan, circumstances may alter the results of Transportation Systems Planning upon which these plans are based. Such change in circumstances may require an addition, deletion, or other change to a Regional Transportation Plan or the Statewide Transportation Plan.

6.01.2 [Expired 05/15/2013 per Senate Bill 13-079]

6.01.3 Amendments to the Regional Transportation Plans and/or the Statewide Transportation Plan may be necessary to ensure fiscal constraint or to maintain alignment between Corridor Visions and the implementing strategies. The process and requirements for plan amendments shall be included in the Guidebook.

6.01.4 All Amendments to the Statewide Transportation Plan must be approved by the Transportation Commission. Those amendments approved by the Transportation Commission, shall be deemed to be incorporated into that plan.

6.02 Amendment Process

6.02.1 The process to consider amendments to Regional Transportation Plans and to the Statewide Transportation Plan shall be carried out by Regional Planning Commissions and by the Department, respectively, annually, if necessary. That process shall include an evaluation, review, and approval by the respective Regional Planning Commission and the Department provided that nothing in the Rules shall supersede or constrain the MPO planning process required by 23 U.S.C. 134.

7.00 Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Program (STIP).

7.01 [Expired 05/15/2013 per Senate Bill 13-079]

7.02 The Department will work with its planning partners to coordinate a schedule for development and adoption of TIPs and the STIP.

7.03 [Expired 05/15/2013 per Senate Bill 13-079]

7.04 [Expired 05/15/2013 per Senate Bill 13-079]
