



COLORADO
Department of
Transportation

Statewide Transportation Advisory Committee (STAC)
April 27, 2018
9:00 AM – 12:00 PM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda

- 9:00-9:05** **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10** **Approval of March STAC Meeting Minutes** – Vince Rogalski
- 9:10-9:20** **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:45** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:45-10:05** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:05-10:15** **Break**
- 10:15-10:20** **Draft FY2019 - FY-2022 STIP Release (Informational)** – Jamie Collins, Office of Financial Management and Budget (OFMB)
- Update on the draft STIP for the upcoming fiscal year.
- 10:20-10:30** **Subcommittees (Action Item)** – Tim Kirby, Division of Transportation Development (DTD)
- Discussion and appointment of STAC members to various subcommittees.
- 10:30-10:50** **Transit Development Program (Informational)** – Michael Snow, Division of Transit and Rail (DTR)
- Update on progress made and timeline of Tier 1 priority program.
- 10:50-11:10** **Congestion Mitigation & Air Quality (CMAQ) Buy America Waivers (Informational)** – Debra Perkins-Smith and Michael King, DTD
- Overview of current Buy America waiver situation and impact on CMAQ programs.
- 11:10-11:55** **Mobility Topics (Informational)**
- Smart Mobility & Technology Infrastructure – Amy Ford, Chief of Advanced Mobility and Wes Maurer, Transportation Systems Management & Operations (TSMO)
 - Mobility Choice Blueprint – Debra Perkins-Smith, DTD
 - Virgin Hyperloop One - Peter Kozinski, RoadX Program Director
- 11:55-12:00** **Other Business-** Vince Rogalski
- 12:00** **Adjourn**

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

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

**Draft STAC Meeting Minutes
March 23rd, 2018**

Location: CDOT Headquarters Auditorium
Date/Time: March 23rd, 2018, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Terry Hart (PACOG), John Adams (PACOG), Todd Hollenbeck (GVMPO), Norm Steen (PPACG), Andy Gunning (PPACG), Andy Pico (PPACG), Doug Rex (DRCOG), Roger Partridge (DRCOG), Elise Jones (DRCOG), Ron Papsdorf (DRCOG), Sean Conway (NFRMPO), Becky Karasko (NFRMPO), Barbara Kirkmeyer (UFR), Bentley Henderson (SW), Gary Beedy (EA), Heather Sloop (NW), Thad Noll (IM), Stephanie Gonzales (SE), Jim Baldwin (SE), Jacob Garlick (SUIT), John Cater (FHWA), Dave Beckhouse (FTA), CDOT Chief Engineer Joshua Laipply.

On the Phone: Keith Baker (SLV), Walt Boulden (SC), Katie Sickles (GV), Dwayne McFall (CFR), Elizabeth Relford (UFR), Myron Baker (UMUT).

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & February Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of February STAC Minutes without revisions. 	<i>Minutes approved.</i>
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"> ○ The TC approved the updated FTA 5311 distribution after 2 years of work by the Committee. Transit agencies will now be able to anticipate their funding for the next 6 years. • <u>HPTE</u> <ul style="list-style-type: none"> ○ HPTE is running a series of focus groups with the public to better understand what transportation means to them. One telling finding is that they are largely unaware of how transportation is funded in Colorado – a significant disconnect. 	No action taken.

<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Held a public hearing on MetroVision and the MetroVision Regional Transportation Plan (RTP), but there was no public attendance; Mike Lewis, Amy Ford, and Wes Maurer presented on the CDOT Smart Mobility Plan, discussed upcoming technology pilots, and emphasized the importance of interoperability; Ron Papsdorf (formerly of CDOT) is now with DRCOG as new Transportation Planning Director. • <u>GVMPO</u>: FTA 5307 apportionment announcements were this week, and we are anticipating a \$50,000 decline vs. what was previously anticipated; added to other FTA reductions it adds up to about \$100,000 less in total transit funds this year, which will inevitably lead to service reductions, so we are very concerned. • <u>NFRMPO</u>: Southbound I-25 traffic moved to construction bridge, good progress continuing, appreciate Johnny Olson’s responsiveness; planning MOA between NFR and CDOT will be approved at next meeting; draft TIP in development and expected approval in May; negotiating contract with new Executive Director, hope to conclude that in May; federal review site visit scheduled for Tuesday. • <u>PACOG</u>: Seeing excellent progress on the I-25 / Ilex and US 50 West projects. • <u>PPACG</u>: Had a major discussion on how to score projects in the Long-Range Transportation Plan; passed a TIP amendment adding the I-25 South gap project; Mike Lewis will attend 4/11 meeting; starting PPACG member visits soon; conducting interviews for transportation director position and getting good candidates. • <u>Central Front Range</u>: Nothing to report, holding our TPR meeting next week. • <u>Eastern</u>: Nothing to report but snow. • <u>Gunnison Valley</u>: Some snow in ski areas but nowhere else; some work underway on US 50 but there haven’t been any significant delays yet; construction season is about to erupt. • <u>Intermountain</u>: Nothing new to report except a lack of snow; looking forward to the Transit Development Program conversation we’ll be having at our next TPR meeting and here at the STAC. 	<p>No action taken.</p>
---	---	-------------------------

- Northwest: We have all the snow that other parts of the state are missing; met last month and are looking forward to some more in-depth conversations on US 40 priorities at our upcoming TPR meeting.
- San Luis Valley: US 285 passing lanes / wildlife underpass project is underway between Nathrop and Johnson Village, following a delay on receiving some of the materials from Kentucky, should be complete by mid-June but may still impact the summer rafting traffic; held the bid opening for the Cottonwood Pass FLAP project, with all of the bids coming in under-budget and including the desired bike lanes – great news.
 - Thad Noll (IM): You said that the project was under-budget. Do you know by how much?
 - Keith Baker (SLV): The total budget was about \$18.2 million, with the lowest bid around \$11 million and the highest around \$16 million.
 - Thad Noll (IM): That's good news for all of us, because those surplus dollars will go back into the FLAP pot for other projects.
- South Central: Held our TPR meeting yesterday, elected new officers, received updates on local projects (all of which are on schedule), and had a good discussion of the Transit Development Program in advance of Michael Snow's visit.
- Southeast: *No report.*
- Southwest: The memorial process for Nolan Olson from Denver to Pagosa Springs was incredible – hats off to the folks that organized it, it was really something to see.
- Upper Front Range: Mike Lewis will attend the June 7th TPR meeting, which is great; there is still no federal action on the issue of Buy America waivers, but folks at the local level are talking about the potential of swapping out non-CMAQ funds to keep projects moving; received a presentation on the I-25 North project, which is not in the UFR TPR but still impacts us; not much else to report due to the cyberattack.
- Southern Ute Indian Tribe: Working with CDOT on a number of projects and looking forward to the SW TPR meeting next week.
- Ute Mountain Ute Indian Tribe: *No report.*
- CDOT DTD: I want to announce that Tim Kirby is the new Multimodal Planning Branch manager – congratulations to him.

	<ul style="list-style-type: none"> • <u>Federal Highway Administration (FHWA)</u>: A TIGER grant was awarded to the Ute Mountain Ute Tribe for a joint CDOT/FHWA passing lane project on US 160 near Cortez; last night Congress passed an appropriations bill for the rest of the fiscal year, which will hopefully be signed by the President early next week. • <u>Federal Transit Administration (FTA)</u>: On the topic of the FTA 5307, I think that the changes to GVMPO's allocation are less than what you're seeing, so I'm happy to work through that with you. <ul style="list-style-type: none"> ○ <u>Todd Hollenbeck (GVMPO)</u>: We've been getting different feedback from your staff, so that's making us nervous. 	
<p>Governor's Senior Advisor on Aging / Wade Buchanan (Governor's Office)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Wade Buchanan introduced himself in the new role of Senior Advisor on Aging to the Governor and solicited the STAC's support in working with him on aging issues moving forward. • There is a dramatic shift occurring due to growing life expectancies, with the percentage of Americans over 60 increasing from 5% in 1900 to 25% by 2050. However, all of our societal systems (housing, transportation, business, etc.) are designed for the past, not the future. • The #1 and #2 reasons that older Americans leave their preferred communities are social isolation and lack of mobility – both issues related to transportation. • The role of the Senior Advisor on Aging is to raise attention to key issues, break down agency silos, and identify key strategies to prepare for the future. Wade will reach out to members of the STAC to contribute to these efforts in the future and thanks them for their support. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: Transportation is a key issue for people who are aging. If you can't drive a car then you lose your independence. Transit, autonomous vehicles, these kinds of things will help the elderly generation maintain that longer. • <u>Wade Buchanan</u>: Technology has great potential, though it will require a cultural shift as well. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • <u>Doug Rex</u>: Wade is a modest guy, but I want to say that we could not be happier that he was selected for this position. I think I speak for all of us in saying that we support this effort entirely. • <u>Elise Jones</u>: I hope that you and the Governor’s Office have a voice in shaping some of the transportation funding proposals that are being floated around the Capitol right now, so we don’t lose sight of these issues in those conversations. • <u>Andy Gunning</u>: We have a strong partnership down in Colorado Springs and I encourage you to work through existing organizations for the best effectiveness. • <u>Wade Buchanan</u>: I am continually impressed by the strong networks and organizations in this state, and I agree that we should work with those existing groups to achieve the best results. 	
<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>Federal</u> <ul style="list-style-type: none"> ○ Congress has approved a new federal authorization bill to fund the government through September, which includes several changes pertaining to transportation: <ul style="list-style-type: none"> ▪ Approximately \$29 million in additional funds for Colorado. ▪ Expansion of TIGER funding from \$500 million to \$1.5 billion. ▪ Expansion of transit funding for New Starts, Small Starts, and other programs. ▪ CDOT will provide a bill summary to STAC members electronically. • <u>State</u> <ul style="list-style-type: none"> ○ Debate on SB 1 is ongoing and several changes have occurred: <ul style="list-style-type: none"> ▪ Previously used a 10% diversion from the General Fund with subsequent ballot measure to decide whether bonding would occur. ▪ New proposal is a one-time \$500 million transfer to CDOT, \$248 million annual transfer to the State Highway Trust Fund, and a subsequent ballot measure to approve/reject bonding up to \$3.5 billion. <ul style="list-style-type: none"> ❖ Legislature would refer a ballot measure for CY 2019. ▪ Also includes an amendment that would restrict the use of new funds for any managed lanes, toll lanes, or public-private 	<p>No action taken.</p>

partnerships (P3s) unless every other option has been ruled invalid.

- ❖ This is the most significant CDOT concern about the bill.
- The planned SB 267 transfer for FY19 would be protected for one year, and then eliminated.
- CDOT staff will monitor the progress of the bill and provide updates to the group as needed.

STAC Comments

- Sean Conway: The 2019 commitment is for a referral from next year’s Legislature, even though the members could be very different at that point?
- Andy Karsian: Yes, that’s correct.
- Barbara Kirkmeyer: Is the tolling restriction only when using these new funds, or for all CDOT funds?
- Andy Karsian: For now it only applies to these potential new funds. But it’s still a significant limitation given that these dollars would be bonded. We would have to take away from Surface Treatment funds in order to build Managed Lanes, which is probably not feasible.
- Sean Conway: For that 2019 referral, would they determine what the specific language now or leave it for the next Legislature to write?
- Andy Karsian: It would just be a vote on the bonding of the \$248 million with percentage set-asides for transit, rural projects, etc.
- Thad Noll: Would that effectively end the projects on I-25 North, I-25 South, and other planned managed lanes.
- Barbara Kirkmeyer: No, this just applies to future dollars. Those projects are all in motion.
- Herman Stockinger: I would say that if a project already has an EIS/ROD then it would still be good to go. We could also just use the dollars for general purpose lanes rather than managed lanes. In that case we might need to go back and amend the EIS, which could delay construction by a few years.
- Debra Perkins-Smith: As another option we could use other funds on an existing ROD.
- Elise Jones: This is just bad public policy to restrict the tools available to CDOT to enhance mobility, so our DRCOG communities are working to oppose this bill.
- Joshua Laipply: What’s the delta in terms of dollars between losing 3 years of SB 267 versus gaining 20 years of this potential new measure?

	<ul style="list-style-type: none"> • <u>Andy Karsian</u>: Overall it's less money than through SB 267, but there is no repayment aspect using our existing funds. • <u>Norm Steen</u>: INFRA grant criteria explicitly mention managed lanes as a solution, so would this hurt our chances in winning those types of grants? • <u>Debra Perkins-Smith</u>: It's still a color of money issue, so we might be able to use a different pot of money that is acceptable for managed lanes and not run afoul of that restriction. • <u>Andy Karsian</u>: At best this bill would create some confusion, and at worst it would delay and/or kill projects. 	
<p>Safe Routes to School Program / Leslie Feuerborn (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The purpose of the Safe Routes to School (SRTS) program is to increase the number of children walking and biking to school safely. • In 2015, the Transportation Commission approved an annual allotment of \$2.5 million in federal funds to fund the program. Prior to 2015, the annual allotment was determined by the FHWA. <ul style="list-style-type: none"> ○ A 20% cash match is required from successful applicants. • Since 2005, the SRTS program has funded: <ul style="list-style-type: none"> ○ 114 infrastructure projects ○ 141 non-infrastructure projects ○ \$25.5 million awarded towards \$62 million requested in total • Project locations since 2005 have been 69% in MPOs and 31% in TPRs. <ul style="list-style-type: none"> ○ 64% of Colorado counties have participated in some SRTS activity – grants, Walk to School Day, Bike to School Day, or others. • For 2018, 10 infrastructure projects and 5 non-infrastructure projects have been awarded – 7 from new communities that haven't participated in the past. • CDOT staff are also making progress on the SRTS 5-year strategic plan, namely by demonstrating the impact of the program and establishing a user-friendly grant-making process. <ul style="list-style-type: none"> ○ Developing an online application system and moving towards a 2-year call-for-projects. • CDOT staff request nominations for two new members of the SRTS Advisory Committee, one representing an MPO and one representing a TPR. <p>STAC Comments</p>	<p><i>The STAC nominated Emily Lindsey (DRCOG) and Heather Sloop (NWTTPR) to serve on the SRTS Advisory Committee.</i></p>

	<ul style="list-style-type: none"> • <u>Elise Jones</u>: Emily Lindsey from DRCOG would be willing to serve on the MPO side. • <u>Heather Sloop</u>: I would love to do it. • <u>Roger Partridge</u>: Is there a representative from a school district on this committee? • <u>Leslie Feuerborn</u>: Yes, we have an Educator slot that is currently filled by someone from the St. Vrain School District. <p>STAC Action</p> <ul style="list-style-type: none"> • The STAC nominates Heather Sloop (NW) and Emily Lindsey (DRCOG) to serve on the Safe Routes to School Advisory Committee. 	
<p>CDOT Network Breach / Johnny Olson (RTD for CDOT Region 4)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • As most of you know, CDOT experienced a cyber-attack last month from which we are still recovering. • A recent survey of CEOs across the country identified cyber-attacks as one of their top three threats. • CDOT was hit on February 21st by a ransomware attack called SAMSAM. The breach was not through an email nor the result of employee error, but a hole in our system that was exploited. • Between February 21st and 27th the main response was chasing down the virus and containing it from spreading further within our network. Once that was done we thought we could get back online, but soon realized that we needed to shut down again. • The Governor declared a disaster and at that point the FBI and National Guard came in to support alongside OIT. • From March 5th to March 9th we went from 0% service up to 25%. • Between March 10th and 15th we achieved 50% service. • By the end of today (March 23rd), we will be at 80%. • Systems are being restored back to their status on February 17th, so some data has been lost but not everything. • If you receive a contaminated file that reads "IMSORRY", the file is bad <u>but it cannot infect your system</u>. Simply delete it. <p>STAC Comments</p>	<p>No action taken.</p>

	<ul style="list-style-type: none"> • <u>Norm Steen</u>: What level of confidence should we have in opening files, attachments, and websites from CDOT? • <u>Johnny Olson</u>: From this SAMSAM virus, I am 100% confident that you are safe. But there are other viruses out there in the world that you must be vigilant about. The SAMSAM virus has to be an executable file to enact it, so regular documents can't do that to you. • <u>Sean Conway</u>: Is the FBI involved because money was taken or attempted to be taken? • <u>Johnny Olson</u>: No, that's not true. The FBI is involved in all cyber-attacks on public entities like CDOT. There is no evidence at this point that any data or money was taken as a part of this attack. Their goal was to extort money from CDOT, and incidentally you should never pay that ransom because you probably won't get your files back and you'll likely be funding criminality and terrorism. The best security is a strong backup that you can switch to and leave the infected system behind to wipe. Without that, rebuilding your old system will take forever. It will be 100 more days at least for us to build up to our new "cyber hygiene", but at least we had backups to start from. • <u>Tim Kirby</u>: There are probably a lot of folks at this table who would be interested in CDOT's lessons learned from this incident to strengthen their own systems. Will those be available at some point? • <u>Johnny Olson</u>: Yes, we are building that record and will share it when available, though of course we don't want to be too specific about our previous vulnerabilities. We've learned a lot from this experience and are happy to help you all learn about it as well. 	
<p>Transit Development Program / Michael Snow (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Staff from DTR will be visiting every month for a little while as we work through the Transit Development Program together. • The original Transit Development Program was focused only on local transit and interregional bus needs but is now expanded to include a full statewide inventory of transit project needs. <ul style="list-style-type: none"> ○ DTR staff started by compiling all the transit projects identified in existing planning documents. ○ We are now gathering regional stakeholder input to additional projects beyond those. There is no deadline for submitting that information and no gatekeeper deciding which projects are included. 	<p><i>The STAC designated Vince Rogalski (GVTPR), Thad Noll (IMTPR), Gary Beedy (EATPR), and Walt Boulden (SCTPR) to participate in the TRAC subcommittee.</i></p>

	<ul style="list-style-type: none"> ○ Once a comprehensive list is developed, we will need to determine the best method of prioritizing a Tier 1 sub-set. ○ From that Tier 1 list, we will need to identify those projects that would potentially be appropriate for bonding as part of the proposed 2018 Ballot Measure. ○ This Transit Development Program has been broken out from the (now separate) Intercity Rail Development Program, given their very different needs and project scales. ● The development of a comprehensive and detailed Transit Development Program is a long-term planning benefit, but the most urgent need to identify projects appropriate for bonding (given the timeline of the Ballot Measure). <ul style="list-style-type: none"> ○ DTR staff will be visiting all of the TPRs and MPOs in the near future to discuss local project needs and be sure that we represent them in the Transit Development Program and bonding list, as appropriate. ○ A Transit & Rail Advisory Committee (TRAC) subcommittee (which includes STAC members) will develop and recommend planning targets for the Tier 1 list, study potential regional allocation criteria and formulas, and finalize the recommended Tier 1 list for STAC and TC approval. ○ Projects included in the list for bonding would also require a 50% match, so DTR staff will work to confirm the availability of such local funds in these instances. ● DTR staff are requesting permission to post the draft Transit Development Program on CDOT’s website to solicit feedback and seeking nominations for STAC members to serve on the TRAC Subcommittee. <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Andy Gunning</u>: Can the flexible multimodal dollars in the ballot measure be used for existing projects, for studies, etc.? ● <u>Michael Snow</u>: Yes, there are no restrictions on that at this point – all facets of multimodal transportation are included. ● <u>Doug Rex</u>: Who developed this proposed formula for multimodal projects? ● <u>Michael Snow</u>: My understanding is that it comes from the Denver Metro Chamber of Commerce. Is that right Herman? ● <u>Herman Stockinger</u>: Yes, I think it was developed by a small group within the Chamber as a part of the broader Ballot Initiative. 	
--	--	--

	<ul style="list-style-type: none"> • <u>Michael Snow</u>: The idea is to use existing planning processes to determine the fine details of how those funds are split up. • <u>Herman Stockinger</u>: The most pertinent thing at this point is to talk about the projects that would potentially be bonded, since those would be included on a list ahead of time. The formula distribution of the majority of multimodal funds would be determined separately but the TRAC (in consultation with the STAC). • <u>John Adams</u>: Does the multimodal category encompass transit, rail, and bicycle/pedestrian projects? • <u>Herman Stockinger</u>: Yes, there is a lot of flexibility in the description but it includes bikes, pedestrians, and transit. • <u>Thad Noll</u>: If the term of the ballot is 20 years and the bond repayment is the same period, then I would think you would only bond items with a longer lifecycle than that. That would mean no buses, but things like Park & Rides, facilities, and other projects that last longer. • <u>Elise Jones</u>: Would this be a package bond or on an individual project basis? • <u>Herman Stockinger</u>: I think it would be multiple bond packages, each encompassing a group of projects totalling several hundred million dollars. • <u>Bentley Henderson</u>: In either case, smaller agencies may have trouble finding the required 50% match. • <u>Herman Stockinger</u>: There is a provision in the ballot measure that the Transportation Commission can opt for a less-than 50/50 match based on some criteria determined by CDOT and stakeholders, so smaller agencies might wait for the formula distribution in order to avoid the higher match requirement. • <u>Norm Steen</u>: Does the ballot include funding for freight rail as well? If it does then the FAC should have some input in the selection. • <u>Herman Stockinger</u>: I believe it only mentions transit, not rail more generally. • <u>Andy Pico</u>: If freight rail projects would be applicable then we'd like to know that sooner rather than later so we can include them in our conversations. • <u>Herman Stockinger</u>: I will double check on that point and get back to the group with clarification. 	
<p>SWP Subcommittee on Formula Programs / Tim Kirby (CDOT</p>	<p>Presentation</p>	<p>No action taken.</p>

<p>Division of Transportation Development)</p>	<ul style="list-style-type: none"> • CDOT staff is interested in whether the STAC would like to form a subcommittee to build on the Revenue Projections work from last year and work through CDOT formula programs. <ul style="list-style-type: none"> ○ If so, staff request a minimum of 6-7 STAC participants (though the entire STAC is welcome). • Meetings would be held following STAC and prior to the Statewide MPO meeting (with lunch). • CDOT staff will send out a follow-up email to the group and interested members can respond to that. 	
<p>Statewide Travel Demand Management Plan / Lisa Streisfeld (CDOT Division of Transportation Systems Management & Operations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Phase I of CDOT’s Statewide Travel Demand Management (TDM) Plan has been completed and is included in the STAC Packet. • The Division of Transportation Systems Management & Operations (TSMO) is the WD 40 of CDOT – it keeps things moving smoothly. • The Statewide TDM plan identifies Core Strategies, Support Strategies, and Emerging Strategies and then assesses them across modes, regions, and travel markets throughout Colorado. • Core Strategies include: • Support Strategies include: • Emerging Strategies include: <ul style="list-style-type: none"> ○ Analyzed factors such as Park & Ride utilization, average daily transit trips, commuting patterns, program participation, program costs, cost effectiveness per emissions reduction by ton, and more. • Developed a matrix of cost per VMT reduction by project category to identify key investments. • In Phase II, CDOT staff will be conducting a gap analysis of areas with high congestion but without TDM interventions. <ul style="list-style-type: none"> ○ Will use this data to guide conversations with TPR and MPO stakeholders and recommend potential new programs with high benefit-cost ratios before finalizing the document this summer and feed into the upcoming Statewide Transportation Plan effort. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: Behind road improvements, rural broadband is a top priority across the state. It’s also something that would facilitate telecommuting, 	<p>No action taken.</p>

	<p>which your plan identifies as a cost-effective TDM strategy. The current SB 2 would increase funding for fiber buildouts, and CDOT could support that both by installing conduit and more importantly by sharing its existing fiber with companies and communities. I don't think that CDOT is currently doing that.</p> <ul style="list-style-type: none"> • <u>Lisa Streisfeld</u>: I will bring that back to our ITS folks. • <u>Amy Ford</u>: We could present the CDOT fiber program to this group at a future meeting and work through these questions together. • <u>Norm Steen</u>: Please do. • <u>Gary Beedy</u>: On the transit rides, the way trips are counted is sometimes by on-boarding and off-boarding, even if the trip makes multiple stops. As a result you may be unintentionally inflating your data on the impact of transit. • <u>Doug Rex</u>: On Phase I, was that primarily an internal exercise? Did you work with the MPOs? We would like to look at those numbers a little more if possible. • <u>Lisa Streisfeld</u>: Certainly, and this is a draft so we welcome all feedback. The first phase was largely internal but in Phase II we expect a lot of coordination with MPOs and TPRs. • Gary: On freight, we're seeing an increase in deliveries like UPS and FedEx – you should also look at how that factors into this as well. Are we saving trips, or just moving them from one source to another? There is an efficiency loss involved in frequent, smaller deliveries. 	
<p>Autonomous Mobility Task Force / Amy Ford (CDOT Chief of Advanced Mobility)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Amy Ford has a new role as the Chief of Advanced Mobility, seeking to institutionalize CDOT's work in TSMO, RoadX, and other emerging technologies across divisions and state agencies. • SB 17-213 states that if an autonomous vehicle (AVs) is able to follow all the rules of the road then it may operate without any special license; however if not then it must be reviewed and approved by the Autonomous Mobility Task Force. <ul style="list-style-type: none"> ○ CDOT, Colorado State Patrol, and the Department of Revenue have been collaborating on these issues since the 2016 autonomous truck delivery pilot. ○ The Attorney General and Governor's Office are also closely involved. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • The law states that local jurisdictions may not restrict the operation of AVs – this authority resides at the state, and the Autonomous Mobility Task Force is working on these broader policy questions in order to achieve the long-term safety improvements promised by AVs without creating short-term risks. • The Task Force’s first approved vehicle was the EasyMile autonomous shuttle headquartered with Panasonic near the airport, and the second application for review is for CDOT’s autonomous attenuator vehicle. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: The media is also starting to pick up on this topic as well – there was a recent story in the Denver Post about the industries supporting the AV transition, which include freight carriers and alcohol vendors. 	
<p>Other Business / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The next STAC Meeting will be held on April 27th at the new CDOT HQ in Denver. <ul style="list-style-type: none"> ○ The address is 2829 W. Howard Place, Denver, CO 80204. ○ A list of nearby hotels is included in this month’s STAC Packet. 	<p>No action taken.</p>

STAC ADJOURNS

The Transportation Commission Workshops were held on Wednesday, April 18, 2018 and the Regular Meeting was held on Thursday, April 19, 2018. These meetings were conducted and hosted at the Colorado Department of Transportation Headquarters at 4201 E. Arkansas, Avenue, Denver, CO 80222.

Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

Transportation Commission Workshops Wednesday, April 18, 2018, 1:30 pm – 4:30 pm

Right of Way (ROW) Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss proposed right-of-way acquisition (negotiations).

Action: Prepare to act on agreed upon proposed acquisition authorizations at the regular Commission meeting.

The seven projects with property acquisition authorization requests for April 2018 included:

- Region 1
 - Pilot Curb Ramp Project - Project Code # 22022
 - Concern was raised over the varying ROW widths for these projects; Commissioners will be offered the opportunity to review final ROW areas before these projects move forward.
 - US 85 Widening – Daniels Park Road – Project Code # - 20069 – No questions or concerns were raised.
- Region 2
 - SH 71 Bridge over the Arkansas – Project Code # 21012 – No questions or concerns were raised.
 - Powers Mining Museum – Project Code # 18318 ROW preservation
 - Karen Rowe, Region 2 Regional Transportation Director noted this is an early evaluation for corridor preservation and is the first step in acquisition process.
- Region 3
 - US 50 & SH 92 Delta Intersection – Project Code # 21471 – ADA curb ramp and turning lanes – No questions or concerns were raised.
- Region 4
 - SH 59 Seibert to Cope – Project Code # 20518 – Temporary Easements – No questions or comments were raised.
- Region 5
 - US 550: CR 214 North ROW Acquisition – Project Code 16791
 - Mike McVaugh, Region 5 Transportation Director, provided a brief presentation. An immediate acquisition for this project is needed to stay on schedule. Issue is over landowner request for a large box culvert underpass to accommodate a semi-truck. CDOT has identified an at-grade crossing that provides safe crossing and larger vehicles of the property owner will require at-grade crossing regardless. Cost of underpass is estimated to be \$1 million and the at-grade crossing is less cost and permits all sizes of vehicles.

The four projects with condemnation process authorizations for April 2018 included:

- Region 4
 - PR US 34 Big Thompson Canyon – Project Code # 20279

- Properties in question was demolished by the 2013 Floods.
- Property in question is legally two sites/parcels that are negotiated separately.
- CDOT required a temporary easement to restore the property and add improvements to protect roadway from future flooding.
- CDOT and property owner do not agree on the price or process for this project.
- Property owner wants two parcels to be considered as one property and get an appraisal.
- CDOT considered the property two properties and those worth less than \$5,000 do not get appraisals – they get a reimbursed through a waiver evaluation instead to save CDOT costs associated with appraisals.
- Most of work on property is completed, but temporary easement will be in force until 2020. CDOT requires access in the event any follow up work is needed on the site, e.g., seeding for revegetation does not take.
- The Commission decided the property was needed in the public interest and to proceed with approving this project for condemnation proceedings.
 - I 25 North: SH 402 to SH 14 – Project Code# 21506 – No questions or comments were raised.
- Region 5
 - US 550: Kirby Lane to CR 214 – Project Code # 16792 – CDOT cannot locate the heir landowner. There is no alternative but to authorize condemnation proceedings.
- I-70 Central
 - I-70 Central Project – Project Code # 19631 – This project requires a temporary easement. I -70 Central project needs this parcel to move forward or it will interrupt the project schedule. Dispute is related to valuation of easement. All communications have stopped. CDOT has had no response since attorney has been retained by property owner. Commission will keep on condemnation authorization agenda for tomorrow.

National Performance Measure Targets - Pavement (Deb Perkins-Smith)

Purpose: This workshop will summarize the final target recommendations for the performance measures required under the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94). Additionally, this workshop will discuss addressing the Transportation Commission comments and questions from the March Commission Workshop, and a detailed refined target recommendation for pavement in good condition will be presented and discussed with the Commission.

Action: Staff requests that the Commission adopt the targets by resolution (provided as attachment A in the packet), which will enable staff to meet a May 20, 2018, federal deadline for reporting targets to the Federal Highway Administration (FHWA). The options to consider are:

- Accept and adopt the staff recommendations
- Adopt some targets and ask for refinement of other targets
- Take no action at this time and request additional information

If the TC decides to refine or take no action this month, CDOT will be required to adopt targets in the near future to meet the May 2018 federal requirement.

Targets are related to:

- Pavement Performance
- Bridge Performance
- System Reliability and Freight Performance

Discussion:

- William Johnson, Performance and Asset Management Branch Manager, noted that the workshop today is focused on pavement for this month, and that staff addressed comments from last month and refined the pavement targets.
- This pavement performance reporting is required by the Federal Highway Administration (FHWA).
- Reporting includes Interstates and National Highway System (NHS) – this represents approximately 50% of roads and includes some off-system roadways.
- Pavement is rated as good, fair, or poor. Federal criteria different from CDOT’s, and shows less poor pavement under new federal criteria as the federal criteria is more stringent (it is harder to be deemed in poor condition).
- It was noted that under the CDOT criteria, approximately 12 percent of pavement condition is poor, and less than one percent is poor per the federal performance criteria.
- The national average using the federal criteria for poor roads is roughly one percent.
- It was noted the federal requirements might also consider reconstruction is the primary treatment for poor roads, which is not necessarily the case at CDOT. CDOT considers more than just reconstruction to treat poor roads.
- Several photos roads demonstrating how the two criteria compare were presented.
- Discussion occurred back and forth on whether to use two reporting mechanisms to meet the federal requirements of FHWA but also serve the best interests of Colorado with the Commission relying on the more stringent performance tracking to make investment decisions.
- If there is no impact on discretionary funds to report both ways, Commissioners are comfortable with using both reporting criteria, as long as it is made clear, why we are using both measures.
- Clarifications were made that the numbers regarding air quality performance were for emissions reductions; therefore, the increase in numbers over time is what is desired.
- The Commission did not confirm a vote on the proposed resolution.

[Joint Workshop TC and BE: FHWA Definition of Poor Bridges \(Josh Laipply and Mike Collins\)](#)

Purpose: CDOT has adopted the same “poor” definition for major vehicular bridges that FHWA mandates for National Highway System (NHS) bridges. The Bridge Enterprise (BE) program requests consideration and feedback from the Transportation Commission and the BE Board of Directors (Board) regarding the proposed adoption of the same new “poor” definition in order to maintain consistency with CDOT and FHWA.

Background:

If the Commission and BE adopts the new CDOT poor definition, the result will be the following changes to the legacy BE eligibility criteria:

Legacy Eligibility Criteria	Proposed Eligibility Criteria
Legacy CDOT “Poor” Definition	New CDOT “Poor” Definition = SD
Sufficiency Rating (SR) < 50 (of 100) and Classified as Structurally Deficient (SD) or Functionally Obsolete (FO)	Bridges Superstructure, Substructure, or Deck Rating of 4/10 or Less Culverts Culvert Rating of 4/10 or Less

The change in BE eligibility criteria would result in a larger pool of BE eligible structures. The increase is forecasted to be approximately 110 structures. Updating the eligibility criteria will allow BE to:

1. Align with CDOT and FHWA policy.
2. Aid CDOT in meeting targets established for the National Bridge Performance Metrics since many of the bridges considered “poor” by CDOT and FHWA would not be eligible under the legacy/previous criteria.
3. Make better business decisions (e.g. newly eligible structures can be addressed with major rehabilitation before the structure condition deteriorates to a point where full replacement is required).
4. Simplify eligibility criteria by migrating away from complex terms such as Sufficiency Rating (SR), which are being phased out or discontinued by FHWA.

Discussion:

- Currently CDOT reports above 90% goal of good bridges
- Federal definition of poor bridges has changed.
- Deck Rating, Superstructure, and Substructure are rated between one and-10 with a rating of four or less deemed poor.
- New rating gets more bridges eligible for BE funding. Sixty-five bridges are eligible now. Under the new rating system approximately 170 bridges are eligible for BE funds. Previous measures used both structurally deficient and functionally obsolete (more related to operational concerns – bridge width and shoulders, etc.). Functional obsolescence is no longer counted under new the federal bridge rating method. However, bridges rated poor are grandfathered in if deemed poor using functional obsolescence and structural deficiency.
- Commissioner Gilliland noted that the poor bridges would be diluted with higher number, but BE tiering could help with setting priorities.
- Possible result is a negative public perception that number of poor bridges is increasing.
- Commissioners requested to get in front of this potential misperception with a message regarding the new federal criteria.
- It was mentioned that the BE tiering will not change under the new federal definition.
- A con is that the functionally obsolete criteria that is operations-based will no longer be included.
- Executive Director, Mike Lewis, noted that this new definition helps give BE more flexibility to not let bridges get too bad before BE funds become eligible.
- All agreed messaging this situation correctly is key.
- Staff recommended changing the poor bridge definition to align with the new federal definition.
- Commissioners expressed their support of staff recommendations for changing the poor bridge definition.

Mobility Choice Briefing (Deb Perkins-Smith)

Purpose: This workshop is intended to familiarize the Transportation Commission members with the Mobility Choice Blueprint Project.

Action: Informational Item.

Background: The Mobility Choice Blueprint is a joint planning effort between the Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG), Regional Transportation District (RTD), and Mobility Choice (a non-profit initiative of the Denver Metro Area Chamber of Commerce) that seeks to establish a coordinated strategic direction for the evolving mobility of the Denver Metro related to walking, biking, driving, ride-hailing, and transit.

Mobility Choice is governed by a Board of Directors composed of private and public sector members, representatives of DRCOG, RTD and CDOT, former local elected officials and economic development professionals. Michael Lewis represents CDOT on the Board of Directors. In addition to CDOT's representation on the Board of Directors, Transportation Commissioner Karen Stuart is serving as one of the project's Metro Ambassadors through her role as Executive Director of Smart Commute Metro North. These local experts will be complemented by a number of national Thought Leaders to ensure a variety of perspectives is represented throughout the process.

The Mobility Choice Blueprint is a 12-month process funded jointly by CDOT, DRCOG, and RTD, governed by the Mobility Choice Board of Directors, and managed by project consultant HDR. The effort will require analyzing several new multimodal technologies and assessing different ways to make them available to the public. Multiple scenarios will be evaluated and tested based on what the community and the Thought Leaders have said is important about the future of mobility.

The final Blueprint will set the vision and contain strategies for local agencies to implement cutting-edge technologies that promote mobility and supports livable communities. It will also have recommendations for agency policy and program changes, as well as options for pilot projects that can be funded and tested by transportation agencies in partnership with the private sector. In doing so, it will complement and enhance existing CDOT efforts including the Statewide Transportation Plan, Smart Mobility Plan, and the RoadX Initiative while supporting future collaboration between CDOT, DRCOG, and RTD moving forward.

Discussion:

- Debra Perkins- Smith, Division of Transportation Development Director, introduced, Chris Primus and Jason Longsdorf of HDR who provided the presentation.
- A unique aspect of a project like this is the involvement with economic development partners, e.g., the Denver Metro Chamber.
- Problem Statement is “As a unified metropolitan region, how might we enable more accessible and effective transportation mobility choices to enhance the quality of our social, cultural, and economic life now and in the future?”
- Unified vision for this project is “A partnership of public and private organizations focused on changing how we move, and making the Denver metro area a better place to work and live”.
- Project will assess rapidly changing trends and technology trends associated with mobility.
- Strategy Components look at Technology Transformation, Mobility and Livable Communities.
- Thought Leaders for the project include Marshall Brown of the University of Illinois, Chris Armstrong of Panasonic, and others.
- Four different workshops are being conducted to present various perspectives and provide feedback with Thought Leaders in attendance. Eight Thought Leaders have been identified, and some will conduct document review and provide feedback.
- Commissioner D’Angelo asked who is on the project team; the project team is composed of Debra Perkins-Smith, and Mike King of CDOT, Bill Van Metter and Brian Welch of the Regional Transportation District, Jacob Riger and Doug Rex of DRCOG, Don Hunt as Managing Director, and Alejandro Henao of NREL as Deputy Managing Director.
- The Commission is willing to help with getting the word out for folks to get involved and take an online quiz for the project.
- The consultant will provide the Commissioners with a project blurb to send out with an invitation to this project.
- Mobility Choice Board is made up of Executive Directors, e.g., Mike Lewis, CDOT Executive Director, Kelly Brough, President and CEO of Denver Metro Chamber of Commerce, Doug Rex of DRCOG, Will Toor, former Boulder County Commissioner, among other business and community leaders.
- Meetings are not traditional public open houses, but are mostly via digital engagement. The quiz is a flyer too for those not digitally connected.
- Commissioner Hall asked for information regarding how input is collected in a non-digital format.
- Requests for information are sent out in hard copy format via project ambassadors, who are 40 in number.
- Commissioner Hall asked for a definition of ethnography; it is a type of community interview with 20 sets of people for two to three-hour talks, while they are at home. This dialogue assesses lifestyle and how transportation decisions are made. The project includes working with various demographic groups.
- Commissioner D’Angelo expressed interest in the Thought Leaders and in attending events where they are present.
- It was noted that the project has a Sharepoint site and a calendar of events including Thought Leaders in available.
- Commissioners would like the Mobility Choice Blue Print project team to share Thought Leader key findings and share links to videotaped events.
- Commissioner Hall asked if this study covers only the Metro Area, and not any rural areas? The answer was yes. DRCOG’s boundaries, the Denver Metro Area, is the study area.
- Commissioner Gilliland noted that this study is very interesting, and that we should do something like this at a statewide level.

- Debra Perkins-Smith noted that the last Statewide Transportation Plan (2040 SWP) set us up for an effort like this. We will get through the Mobility Choice Blueprint before the next 2045 SWP, take information from this study, and then incorporate a similar process into the 2045 SWP.
- Ryan Rice, Transportation Systems Management and Operations Director, also mentioned a complimentary study underway is the Smart Mobility Plan that also attempts to do some of this mobility analysis at the statewide level. The Smart Mobility Plan will also include regional implementation plans. There is good synergy with Mobility Choice Blue Print and the Smart Mobility Plan.
- Commissioner Hofmeister supported the comment of Commissioner Gilliland, but felt the schedule of this project will be very difficult to tie into the 2045 SWP, and that, we need to be careful about delivering the message that we are studying only the Metro area with this study.
- Executive Director, Mike Lewis, noted that the Mobility Choice Blueprint is not just CDOT's. Partnerships between CDOT, RTD, DRCOG and Denver Metro Chamber are making this project possible. This product will then inform a statewide process.
- Debra Perkins-Smith noted we will make sure CDOT message includes that due to partnerships (among CDOT, RTD, DRCOG and Denver Metro Chamber) not one entity is investing large amounts of funding, but that all partners are spending a smaller amount and getting a lot from their investment.

[FASTER Safety Mitigation Program Recommendations \(Ryan Rice and Charles Meyer\)](#)

Purpose and Action: To request that the Commission approve FASTER Safety Mitigation funding allocations to Regional funding pools instead of the current practice of allocating to a statewide funding pool. To request that the Commission allow the CDOT FASTER Safety Mitigation program staff to reassess the program's project selection process.

Discussion:

- Lessons learned during the implementation of the FASTER Safety Mitigation program include:
 - SAP has tracking limitations and variability exists by different staff at CDOT tracking projects.
 - There exists a gap between measures of safety and effectiveness of projects.
 - Inconsistencies exists between the quality of projects and measures.
 - There is lack of flexibility in project selection, and the program does not accommodate projects that are preventative or ones that provide systemic changes.
- Working with Regions it is recommended to shift from statewide pool to a region allocation pool for FASTER Safety Mitigation projects
- Will also reopen Policy Directives that pertain to the FASTER Safety Mitigation program for evaluation.
- Potential action would include a Transportation Commission resolution to shift from a statewide pool to a regional allocation pool.
- Staff advises revising Policy Directives 704, 704.1 and 1504.1 to align FASTER Safety Mitigation program criteria scoring, selection criteria, and program and regional performance measures.
- Under the new process, headquarters (HQ) would continue to review and approve projects, but would change everything else in process for FASTER Safety Mitigation projects.
- Process would include: funding placed in region pools; Regions would then plan projects based on Region Pools, and HQ would review and approve projects. In addition, project savings, carry forwards would remain in Region Pools, year-to-year, program revenue adjustments would be distributed to region pools.
- A key benefit would be that pools and changes year to year would be very visible to Regions, which is a major issue currently.
- Commissioner Gilliland said she was glad to see this; it would be much less cumbersome of a process and asked, "What is the allocation to get funding to the Regions?" She supports this recommendation.
- Allocation uses formula from 2040 SWP Program Distribution formulas.
- Commissioner Zink expressed concern regarding going to regional pools as regions get chunks of money. If Region 3 gets money for less significant project than Region 2, an important project may not occur. Uncertain about this approach.
- Herman Stockinger, Deputy Executive Director, explained that Regions already have a pot of money, but funds are stored at HQ.

- It was noted that some distribution is based on the number of crashes in a given Region.
- The idea is to re-evaluate criteria and determine what Regions are achieving in their areas.
- Commissioner Zink noted that crashes should not be only criteria. We need preventative measures implemented too.
- The Commissioners asked if the Statewide Transportation Advisory Committee (STAC) supports this approach. It was explained that STAC, CDOT Regions, and MPOs all support this approach.
- Mike McVaugh noted that there is much better understanding and data available now for this program to make it better. Surface Treatment and Highway Safety Improvement Programs are also distributed via region pools.
- Commissioner Zink wants to confirm this new approach will not jeopardize our FASTER audit findings.
 - Charles explained that yes, this new approach is not going to hinder response to audit findings. CDOT staff just needs to continue documenting the process appropriately.
- It was also noted that with regional allocations it is not uncommon for Regions to share funds with other Regions when important statewide projects are identified.
- Next Steps are to:
 - Present Commission with a resolution to review and approve next month.
 - Revisiting FASTER Safety Policy Directives for revisions that would include regional performance measures.
- As CDOT evolves this program, benefit cost ratios are increasing. They are calculated by evaluating the average cost of property damage only crashes, and fatality crashes and comparing them to the costs of crash reductions reported.

May Commission Road Trip Travel Itinerary

Purpose: The purpose of this agenda item was to present to the Commission the Road Trip Travel Itinerary for the May Commission meetings to occur from May 15 – 17, 2018.

Action: A bus trip across the state for Transportation Commissioners to tour CDOT facilities, attend media events, experience Colorado's natural environment, and interface with local stakeholders and customers.

Discussion:

- Itineraries were distributed to Commissioners and others traveling on the tour.
- Day 1 is a trip from Denver to Floyd Hill, Dillon, Glenwood Springs and Grand Junction
- Day 2 is a trip from Grand Junction to Avalon, Ridgway, and Durango.
- Day 3 is a trip from Durango back to Denver.
- Telephone Town Halls are not part of the road trip, but are scheduled to take place in Commission Districts sometime between May and June.

Transportation Commission Regular Meeting Thursday, April 19, 2018, 9:30 am – 11:00 am

Call to Order, Roll Call – Nine Commissioners attended, with Commissioners Stuart and Peterson excused.

Public Comments: Attorney Carrie Bernstein of Alderman/Bernstein spoke representing Elizabeth Orr, a property owner of land along US 34 Big Thompson Canyon. Dispute is over price and process for a temporary easement to property to repair roadway from future flood damage. Ms. Orr wants to proceed with authorization of condemnation proceedings without going to court. Ms. Bernstein pointed out an error in the resolution to authorize condemnation proceedings in the third whereas clause on page 2 of the resolution that states “CDOT does not have possession of the property”. It was noted that CDOT does have possession of the property.

Comments of Individual Commissioners

- Commissioner Hall noted that Mike Lewis spoke to the Grand Junction Chamber of Commerce regarding transportation issues and that the Chamber was very impressed and happy with the Executive Director’s attendance. Mike Lewis also met with Club 20, which was appreciated. The CDOT road crew was recognized for their help with getting Commissioner Hall over the mountains to attend this month’s meetings. Commissioner Hall attended the Gunnison Valley Transportation Planning Region meeting that was led by the Statewide Transportation Advisory Committee Chair, Vince Rogalski.
- Commissioner Hofmeister noted that road crews did a great job managing and taking care of the roads in Northeastern Colorado during the recent blizzard.
- Commissioner Thiebaut mentioned that the Senate Transportation Legislative Committee has been reappointed, and recognized testimony by four Commissioners to the Transportation Legislative Committee, that included himself and Commissioners Zink, Gifford and D’Angelo. Remembrance Day in Pueblo was thoughtful and properly recognized those who lost their lives in the line of duty while working for CDOT and Region 2. Noted that CDOT’s Mike Lewis, and Herman Stockinger attended along with John Cater of FHWA. In addition, the new Region 2 building has many employees excited about coming to work, creating a sense of pride.
- Commissioner Connell had no comments.
- Commissioner D’Angelo thought the Commission workshops yesterday were very informative. Mike Lewis was recognized for speaking to the Denver South Economic Development group. Also attended Denver South Chamber meeting where a business round table took place. It was heart-warming to see both sides of the political isle stand in agreement, recognizing that transportation is the most important issue to Colorado being important to the economy, and in every-day life.
- Commissioner Scott was pleased that Region 1 TIP was approved for I-25 Gap project. Attended I-25 PEL meetings and was impressed with CDOT staff and consultants working on this project.
- Commissioner Gilliland noted that Transportation Legislative Committee members understand CDOT’s issues. Attended Cannabis Conversation event in Fort Collins. Intoxication enforcement entities attended and spoke about how difficult it is to determine if someone is too impaired to drive when using cannabis. Problem identified is that edible sources of cannabis take a long time to take effect, compared to smoking it. Fact that federally cannabis is illegal hinders opportunities for research on the topic, especially regarding impaired driving, etc. Cannabis industry would like to advertise the pros and cons of marijuana use, but it would be illegal to do so. Attended a “sit down” conversation in Johnstown, and it

turned out to be 30 people to talk transportation. There was lots of give and take during a 2-3 hour conversation, which was very good. Observing lots of interest in transportation recently.

- Commissioner Gifford – No comments.
- Commissioner Zink attended Grand Junction meeting with elected officials with Senator Bennett and Scott Lipton present. Attended a Southwest Transportation Planning Region meeting where transit was the focus of the meeting. Recognized the importance of Remembrance Day and the recent loss in their area.

Executive Director's Report (Michael P. Lewis)

- Welcomed Commission back to the HQ Auditorium after the cyber incident; thanked Johnny Olson for his service in the role as Incident Commander during this event.
- A lessons learned meeting was conducted with all the participant cyber incident team who helped us out. Team met the first goal of 80% recovery by April 1. Mike also thanked CDOT staff for their patience and innovations to pull through this difficult time.
- For Work Zone Safety Week attended an event where white doves were released. Thanked Commissioner Thiebaut for his participation at this event too.
- Remembrance Day at HQ was difficult as Nolan Olson's name was added to the memorial stone. The Lt. Governor and John Cater also attended.
- Traffic incident Management Systems (TIMS) track purchase in Douglas County for training emergency responders to coordinate with CDOT and Colorado State Patrol was approved in early April.
- Later we will see slides of the new HQ/Region 1 building. Still need walk through by fire department to obtain certificate of occupancy. Possible all staff will be in by originally schedule date of May 7, with minor delay to Region 1 and other earlier moves scheduled.

Chief Engineer's Report (Josh Laipply)

- Noted I-70 and Seibert Bridge project required emergency funding for bridge demolition. Demolition took out two supporting bridge columns.
- I-25 Environmental Assessment public meetings are being held now with a decision document anticipated for summer of 2018.
- Work Zone Safety Week and Remembrance Day are both two important safety events. Also had a Safety Summit with CDOT, FHWA, National Highway Traffic Safety Administration (NHTSA), and Colorado State Patrol (CSP) in attendance. Amy Ford led the event with engineers attending too. Recognize we need new approaches to increasing safety and include programs to lessen intoxicated driving that cause wrong way driving or lane departures. Hope to have good outcomes from this event.

HPTE Director's Report (Nick Farber for David Spector)

- High Performance Transportation Enterprise (HPTE) has been educating other states and countries on how to successfully establish public private partnerships (P3). Virginia was one state to receive training.
- Spent ½ day event to discuss P3 for infrastructure with New Zealand and showed them I-70 and US 36 express toll lanes (ETLs).
- David Spector attended the P3 Panel at the Colorado University Conference of World Affairs to explain P3 to other countries including Bulgaria, Italy, Netherlands, Turkey, etc.
- Also met with League of Women Voters.
- Canceled HPTE Board Meeting this month; HPTE Board meeting will occur sometime next month working around Commission Road Trip.

FHWA Division Administrator's Report (John Cater)

- National Work Zone Safety Week occurred recently and CDOT was recognized for their great work during this event.
- Remembrance Day recognized workers lost lives while on duty and their families.
- Region 2 employees are excited about new building. Hope same excitement comes through for new HQ/Region 1 building.
- TIMS track is a great accomplishment for CDOT. To date over 20,000 emergency responders have been trained to coordinate with CDOT and Colorado State Patrol to assist with more quickly removing crashes from roadways. The new track will be a great resource. Will save time for travelers and increase safety.
- Conducted a Highway Safety Improvement Program (HSIP) Peer Exchange with Colorado, Indiana, Oregon and New Jersey to discuss how to reduce crashes and increase safety. A report from the Peer Exchange should be out shortly.
- Regional Operations Forum was held among Colorado, Kansas, Nevada, and Utah to discuss how operations practices among states can work together.

STAC Report (Vincent Rogalski)

- Governor's Senior Advisor on Aging gave a presentation to STAC last month, and the top two reasons for seniors to leave an area are: 1) social isolation, and 2) lack of mobility. We need to increase mobility for seniors. Technology is promising, but still need something more, e.g., transit. STAC wants to support efforts of this office.
- STAC received an update on state and federal legislation and the STAC is concerned regarding how binding a 2019 ballot would be when the legislative body changes. What level of stability for funds should we count on?
- Safe Routes to Schools program just nominated advisory committee members.
- Cyber incident was a concern and STAC wanted to be sure that information is safe and not threatened. CDOT is very close to a full recovery at this point.
- Transit Development Plan is under development and a STAC subcommittee for this has been created; the committee has met three times already.
- A state Traffic Demand Management (TDM) plan is planned and the STAC stressed the importance and benefits of having broadband service in rural areas of the state. In addition, we need to determine how to improve telecommunications and traveler information; broadband is important for this.
- Amy Ford provided a presentation regarding the Autonomous Mobility Task Force (a partnership with Colorado Department of Motor Vehicles [DMV, CSP and CDOT], its roles and responsibilities for overseeing the testing autonomous vehicles in Colorado.

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on April 19, 2018.

- [Resolution to Approve the Regular Meeting Minutes of March 15, 2018 \(Herman Stockinger\)](#)
- [Resolution to Approve Maintenance Projects \\$50-150K \(Kyle Lester\)](#)
- [Discuss and Act on National Performance Target Adoption \(Deb Perkins-Smith\)](#)
- [Release Draft FY2019- FY2022 Statewide Transportation Improvement Program \(STIP\) for Public Review and Comment \(Jeff Sudmeier\)](#)
- [Property Disposal: 3Rev-EX](#)
- [Resolution to Adoption updated Policy Directive 1500.0 "Guide Signing Policy" \(Ryan Rice\)](#)

Discuss and Act on the 10th Budget Supplement of FY 2018 (Michael Krochalis) – Approved unanimously on April 19, 2018.

[Discuss and Act on ROW Acquisition Authorization Requests \(Josh Laipply\)](#) – **Commissioner Thiebaut abstained from approving Region 2 projects due to conflict of interest; All Region 2 projects passed. All other property acquisition authorizations were approved unanimously on April 19, 2018.**

[Discuss and Act on ROW Condemnation Authorization Requests \(Josh Laipply\)](#) – **Approved Project Code #20279 condemnation authorization request via roll call vote on April 19, 2018 with eight yeses and one no vote from Commissioner Hofmeister. All other three condemnation authorization requests (Project Code #s 21506, 16792 and 19631) were approved unanimously.**

- Mr. Joseph Rivera spoke on behalf of property owners for the I-170 Central project (Project Code # 19631) owned by the Weakland Investments, LLC. Issue is that no specific start date for the temporary easement has been provided by CDOT. Tony DeVito, I-70 Central Project Manager, responded that the property owner was notified of a start in September 2018 for one year. Per Kathy Young of Attorney General's Office, a temporary easement formal document will have a specific date included. Commissioners agreed the negotiation aspect is not their role in this process, and their role is to determine if the use of the land is in the public's interest, which they deemed is so.

Update on New HQ (David Fox)

- Region 2 has moved into their new building one month ahead of schedule.
- Region 2 project is under budget by \$1 million.
- Headquarters and Region 1 building is 99% complete. A one-week delay in the move has occurred. More details on the revised schedule will be distributed today. Anticipate finishing move-in on the original end date of May 7, 2018.
- HQ and Region 1 building is also under budget by approximately \$1 million.
- Transfer of Region 1 at Holly to City and County of Denver will occur in September 2018.
- Remediation and demolition of HQ buildings is anticipated to occur in May and June 2018 respectively, with property transfer of ownership to City and County of Denver in December 2018.
- Mike Lewis thanked David Fox for a job well done.

**MEMORANDUM**

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: APRIL 27, 2018
SUBJECT: DRAFT FY2019-FY 2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PUBLIC REVIEW AND COMMENT

The STIP is “a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan planning organization Transportation Improvement Programs (TIPs), and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.”

Federal regulations require that the STIP be updated at least every four years. The current FY2018 to FY2021 STIP was adopted by the Transportation Commission (TC) in May 2017, and became effective on July 1, 2017. As part of CDOT’s continuing implementation of cash management, a new four year STIP must be approved by the TC and approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) no later than June 30, 2018. This updated STIP will maintain CDOT’s flexibility of funding projects with a full four-year plan approved by FHWA and FTA.

As part of STIP update, CDOT is required to conduct a public review and comment period for of a minimum 30 days, and host a public hearing with the Transportation Commission. The Commission released the Draft FY2019 - FY2022 STIP for public review and comment beginning on April 19, 2018 and continuing through May 25, 2018. A public hearing will be held during the Commission’s May meetings with a request for TC adoption of the STIP anticipated in June 2018. Typically, the public review and comment period and public hearing are held a month earlier, with adoption in May. However, the recent cyber incident impacted the ability to enter STIP data, necessitating a one month delay.

The Draft FY2019 - FY2022 STIP will be available for public review and comment at <https://www.codot.gov/business/budget> beginning April 19.

Comments may be submitted to Jamie Collins, STIP Manager in a number of ways:

Phone: 303.757.9092
 Email: jamie.collins@state.co.us
 Mail: *Please send comments to the new CDOT Headquarters address:*
 Colorado Department of Transportation
 Office of Financial Management & Budget
 Attn: Jamie Collins, STIP Manager
 2829 W. Howard Pl.
 Denver, Colorado 80204

Next Steps

Public Hearing for Draft FY2019 - FY2022 STIP (May 2018)
 TC adoption of the FY2018-2021 STIP (June 2018)
 FHWA/FTA approval of the FY 2019-2022 STIP (June 2018)





**CDOT is seeking comments on the
FY2019-2022 Statewide Transportation
Improvement Program (STIP).**

WHO: Any member of the public

WHEN: April 19-May 25, 2018

WHERE:

<https://www.codot.gov/business/budget>

HOW: Contact Jamie Collins at 303.757.9092 or
jamie.collins@state.co.us or at

Colorado Department of Transportation
Office of Financial Management & Budget
Attn: Jamie Collins
2829 W. Howard Pl., Denver, CO 80204

WHY: Your feedback is a critical element for
governmental transparency and accountability.



COLORADO

Department of
Transportation

Statewide Plan Subcommittee on Formula Programs

March 23, 2018

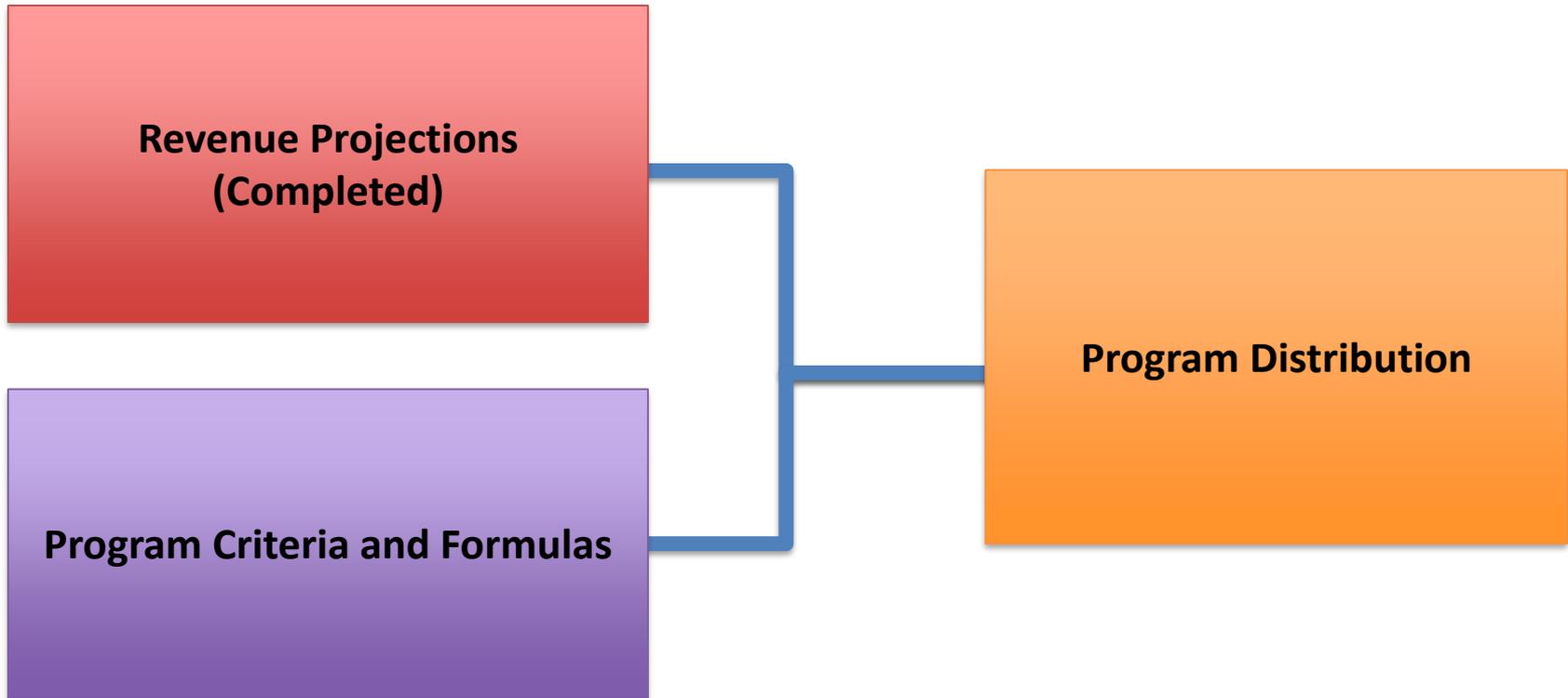


Agenda

- **Program Distribution Process**
- **Subcommittee Roles and Responsibilities**
- **Timeline and Schedule**



Program Distribution Process





Subcommittee Roles and Responsibilities

- **Develop criteria and formula recommendations for:**
 - **Transportation Alternatives Program (TAP)**
 - **Congestion Mitigation and Air Quality (CMAQ)**
 - **Regional Priority Program (RPP)**
 - **National Highway Freight Program (NHFP)**
 - **Surface Transportation – Metro (STP-M)**
 - **Metro Planning (Metro- PL)**
 - **FASTER Safety**
 - **Highway Safety Improvement Program (HSIP)**



Tentative Timeline and Schedule

- **April – General Overview and CMAQ Program**
- **May – FASTER Safety and HSIP**
- **June – RPP and Freight**
- **July – TAP Program Discussions**
- **August – Report out to STAC**
- **September – Transportation Commission Workshop #1**
- **October – Transportation Commission Workshop #2**
- **November – Transportation Commission Adoption**



Volunteers

- We are requesting 6-8 members of STAC volunteer.



- Please contact Tim Kirby if you are interested in participating. timothy.kirby@state.co.us



TO: Statewide Transportation Advisory Committee

FROM: Debra Perkins-Smith, Director of CDOT Division of Transportation Development
 Michael King, Alternative Fuels Planner

DATE: April 20th, 2018

RE: Buy America Waiver Delays

Purpose

This memo is intended to update the members of the STAC on recent developments in the ongoing delay of Buy America waiver approvals by FHWA.

Action

Informational.

Background

The Buy America Act (1982) requires that federal tax dollars used to purchase steel, iron, and manufactured products permanently incorporated into a federal aid highway project be produced domestically in the United States. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under USDOT have variances in their Buy America policies that allow agencies pursuing a project that is unable to meet the steel/iron content requirements of Buy America to request a waiver from the federal government and, if granted, proceed using products of non-US origin.

Historically the FHWA has required project managers using Congestion Mitigation Air Quality (CMAQ) funds for the purchase of vehicles to apply for a waiver before proceeding with their projects. In the past, FHWA has worked with CDOT to gather waivers on a quarterly basis from project managers purchasing vehicles with CMAQ funds. This process was operating normally until late CY 2016, when FHWA stopped approving the submitted waivers. For more than a year, no waivers were approved for vehicle purchases nationwide, with the unexplained exception of four projects located in California. However, effective April 17th, FHWA published a notification in the [Federal Register](#) of their intent to issue waivers for 151 state projects representing 955 vehicle purchases nationwide. These waiver requests were all submitted between April and December of CY 2016.

In Colorado, five projects representing 23 total vehicles would be covered by the waiver. They are:

- Weld County
 - 5 LNG/CNG conversion kits for heavy-duty trucks
 - 3 1/2 ton CNG trucks



- 4 3/4 ton CNG trucks
- 1 3/4 ton CNG truck (for Gilcrest)
- 2 3/4 ton CNG trucks (for Ft. Lupton)
- 1 class-7/8 CNG truck (for Ft. Lupton)

- North Front Range MPO
 - 1 1/2 ton CNG truck

- CDOT Region 3
 - 4 passenger commuter vans (for Pitkin County)

- CDOT Region 5
 - 1 vacuum street sweeper (for Pagosa Springs)

- Regional Air Quality Council (RAQC)
 - 1 diesel-powered street sweeper (for Wheat Ridge)

Following a 15-day public comment period the waiver is expected to be finalized and the above projects will be able to proceed. This assumes that the approval follows the usual timeframe, which as illustrated above has not been the case through the rest of the Buy America waiver process in recent months.

While this is a positive development, there are still a number of pending projects in Colorado that are in need of Buy America waivers submitted in CY 2017 and therefore not included in the above notification. At present there is no indication of whether or not these waivers will eventually be approved, but FHWA has communicated their intention to review and reassess the Buy America waiver process in accordance with Executive Order 13788 “Buy American & Hire American” issued by the President on April 18th, 2017. This may result in delays in decisions on whether to grant Buy America waivers in the future.

The pending CY 2017 waivers referenced above include those needed for the completion of the RAQC’s Alt Fuels Colorado Program and the ongoing success of the North Front Range MPO and Weld County CMAQ programs. Without additional waivers these projects will remain in limbo, with more than \$2.7 million in RAQC CMAQ funds and more than \$5.7 million in North Front Range MPO CMAQ funds that cannot be spent. In concrete terms, the lack of available Buy America waivers will prevent the purchase of hundreds of alternatively fueled vehicles and other important equipment whose absence will impede Colorado’s efforts to attain critical air quality benefits and achieve key state priorities such as the Governor’s Executive Order D 2017-105: Supporting Colorado’s Clean Energy Transition. In some cases vehicle leases may be an available alternative since they do not require Buy America waivers, however this solution may not be universally applicable.

Next Steps

CDOT staff will monitor the situation to see whether additional waivers for pending projects submitted in CY 2017 are forthcoming. In the meantime, and until there is greater clarity regarding the long-term viability of the Buy America waiver system, CDOT is working to keep its MPO and agency partners informed on the issues and challenges they may face with future CMAQ-funded projects requiring Buy America waivers. CDOT welcomes ongoing input and collaboration from MPOs and partner agencies seeking a resolution to their own projects in order to determine the best approach moving forward.





COLORADO

Department of Transportation

Office of the Chief Engineer

4201 East Arkansas Ave, Suite 262
Denver, CO 80222

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)
FROM: JOSHUA LAIPPLY, CHIEF ENGINEER
 DEBRA PERKINS-SMITH, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
 WILLIAM JOHNSON, MANAGER, PERFORMANCE AND ASSET MANAGEMENT BRANCH
DATE: APRIL 27, 2018
SUBJECT: National Performance Measures—Infrastructure Condition and System Performance Targets Adoption

Purpose

This memorandum summarizes the performance targets approved by the Colorado Transportation Commission (TC) and the Denver Regional Council of Governments (DRCOG) Board of Directors for the performance measures required under the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94).

Action

Informational only.

Background

On May 20, 2017, FHWA's final rule on infrastructure condition and system performance became effective. The rule outlined new requirements for establishing targets and reporting performance on infrastructure condition and system reliability performance areas. FHWA describes the goals for these areas as follows:

- Infrastructure Condition: To maintain the highway-infrastructure asset system in a state of good repair.
- System Performance: To improve the efficiency of the surface transportation system.

Performance targets for infrastructure condition and system reliability are due to FHWA by May 20, 2018. Metropolitan Planning Organizations (MPOs) are required to establish targets no later than Nov. 15, 2018, by either supporting CDOT's targets or developing their own. Initial reporting of baseline performance is due Oct. 1, 2018.

In March and April 2018, the TC and DRCOG board were presented with target recommendations from staff for the National Performance Measures (NPM). Both the TC and DRCOG Board approved the target recommendations by resolutions on April 19, 2018 and April 18, 2018, respectively. The DRCOG Board approved targets that required a unified target for Peak-Hour of Excessive Delay and Non-Single Occupancy Vehicle Travel per the FAST Act Rule making.

Next Steps

- May 20, 2018: CDOT and Unified DRCOG NPM targets are reported to FHWA.
- Oct. 1, 2018: CDOT will report baseline performance for all NPM conditions to FHWA.
- Nov. 15, 2018: MPOs set targets by either supporting the statewide targets, or establish their own targets for NPMs.

Attachments:

- Attachment A - National Performance Targets for Infrastructure Condition and System Performance
- Attachment B - Colorado Transportation Commission Resolution
- Attachment C - Denver Regional Council of Governments Resolution



Attachment A: National Performance Measures Performance Targets for CDOT

National Performance Measures			Current Condition	2-Year Targets (2020)	4-Year Targets (2022)
Infrastructure Condition	Pavement	Percentage of pavements of the Interstate System in Good Condition	45%	46%	47%
		Percentage of pavements of the Interstate System in Poor Condition	0.25%	1%	1%
		Percentage of pavements of the Non-Interstate NHS System in Good Condition	49%	50%	51%
		Percentage of pavements of the Non-Interstate NHS System in Poor Condition	0.96%	1%	2%
	Bridge	Percentage of NHS Bridges, by deck area, classified in Good Condition	49%	45%	44%
		Percentage of NHS Bridges, by deck area, classified in Poor Condition	4%	4%	4%
System Performance/Freight/CMAQ	System Performance & Freight	Interstate Level of Travel Time Reliability (LOTTR)	82%	81%	81%
		Non-Interstate NHS Level of Travel Time Reliability (LOTTR)	64%	64%	64%
		Truck Travel Time Reliability (TTTR) Index for the Interstate System	1.45	1.5	1.5
	CMAQ - Traffic Congestion	Annual Hours of Peak Hour of Excessive Delay (PHED) per capita	48	52	54
		Percent of Non-Single Occupancy Vehicle (SOV) Travel	24%	24%	25%
	CMAQ - Air Quality	Volatile Organic Compounds (VOC)	101.561	86	105
		Particulate Matter, 10 micrometers or less (PM10)	49.639	31	152
		Carbon Monoxide (CO)	1,845.826	1,152	1,426
		Nitrogen Oxides (NOx)	420.038	86	105

Executive Committee

Herb Atchison, Chair
Bob Fifer, Vice Chair
John Diak, Secretary
Ashley Stolzmann, Treasurer
Bob Roth, Immediate Past Chair
Douglas W. Rex, Executive Director

April 20, 2018

William Johnson
Performance and Asset Management Branch Manager
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

Dear Mr. Johnson:

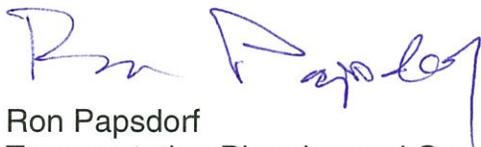
As required by the Fixing America's Surface Transportation (FAST) Act, contained in the attached resolution are the joint Colorado Department of Transportation (CDOT) and Denver Regional Council of Governments (DRCOG) 2020 and 2022 Peak Hour Excessive Delay and Non-Single Occupancy Vehicle transportation performance management targets adopted by the DRCOG Board at its April 18, 2018 meeting.

The attached targets were recommended/approved at the following DRCOG MPO meetings:

- March 26, 2018 Transportation Advisory Committee
- April 17, 2018 Regional Transportation Committee
- April 18, 2018 Board of Directors

Please feel free to contact me with any questions you may have.

Thank you,



Ron Papsdorf
Transportation Planning and Operations Director

Enclosure: DRCOG Resolution No. 5, 2018

Cc: Debra Perkins-Smith – CDOT
William Haas and Aaron Bustow – FHWA



DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 5, 2018

A RESOLUTION ADOPTING 2020 AND 2022 TARGETS FOR THE PEAK HOUR EXCESSIVE DELAY MEASURE AND THE NON-SINGLE OCCUPANCY VEHICLE TRAVEL MEASURE FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AND THE COLORADO DEPARTMENT OF TRANSPORTATION AS PART OF THE PERFORMANCE-BASED PLANNING REQUIRMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, federal statutes require the Colorado Department of Transportation and the Denver Regional Council of Governments to collectively establish a single, unified 2-year target and 4-year target for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicle (SOV) Travel measure for the Denver-Aurora Urbanized Area; and

WHEREAS, the PHED and Non-SOV targets were prepared jointly by the Denver Regional Council of Governments and the Colorado Department of Transportation; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the 2020 and 2022 targets for PHED and Non-SOV.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the following 2-year and 4-year targets for PHED and Non-SOV:

A RESOLUTION ADOPTING 2020 AND 2022 TARGETS FOR THE PEAK HOUR EXCESSIVE DELAY MEASURE AND THE NON-SINGLE OCCUPANCY VEHICLE TRAVEL MEASURE FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AND THE COLORADO DEPARTMENT OF TRANSPORTATION AS PART OF THE PERFORMANCE-BASED PLANNING REQUIRMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

Resolution No. 5, 2018

Page 2

PHED	Target
• 2020	52 hrs.
• 2022	54 hrs.

Non-SOV	Target
• 2020	24%
• 2022	25%

RESOLVED, PASSED AND ADOPTED this 18th day of April, 2018 at Denver, Colorado.



Herb Atchison, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:



Douglas W. Rex, Executive Director