



## Statewide Transportation Advisory Committee (STAC)

September 28, 2018

8:00 AM – 10:00 PM

**CDOT HQ Auditorium**  
**2829 W. Howard Place**  
**Denver, CO**

### Agenda

- 8:00-8:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 8:05-8:10 **Approval of August STAC Meeting Minutes** – Vince Rogalski
- 8:10-8:20 **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 8:20-8:30 **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent proposition 109 activities.
- 8:30-8:40 **Buy America (Informational Update)** – Debra Perkins-Smith, Division of Transportation Development (DTD)
- Update on the status of Buy America waivers and future CDOT policy.
- 8:40-9:55 **STAC Statewide Plan Subcommittee on Formula Programs (Action)** – Debra Perkins-Smith and Tim Kirby, DTD
- Discussions and action on the STAC Statewide Plan Subcommittee on Formula Programs recommendations.
- 9:55-10:00 **Other Business**- Vince Rogalski
- 10:00 **Adjourn**

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

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

New CDOT Region 1/ Headquarters Location: 2829 W Howard Place, Denver, CO 80204

## Draft STAC Meeting Minutes August 24, 2018

**Location:** CDOT Headquarters Auditorium

**Date/Time:** August 24, 2018, 9:00 a.m. - 12:00 p.m.

**Chairman:** Sean Conway, STAC Vice Chair

**Attendance:**

In Person: Sean Conway (NFRMPO), Keith Baker (SLV), Michael Yohn (SLV), Andy Pico (PPACG), Norm Steen (PPACG), Andy Gunning (PPACG), John Liosatos (PPACG), Dick Elsner (CFR), Roger Partridge (DRCOG), Doug Rex (DRCOG), Ron Papsdorf (DRCOG), Elise Jones (DRCOG), Dean Bressler (GVMPO), Peter Baier (GVMPO), Thad Noll (IM), Suzette Mallette (NFRMPO), Becky Karasko (NFRMPO), Amber Blake (SW), Heather Sloop (NW), Jim Baldwin (SE), Gary Beedy (EA), Trent Bushner (EA), CDOT Executive Director Mike Lewis.

On the Phone: Walt Boulden (SC), Elizabeth Relford (UFR), Terry Hart (PACOG), Stephanie Gonzales (SC).

<b>Agenda Item / Presenter (Affiliation)</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions & July STAC Minutes / Sean Conway (STAC Vice Chair)	<ul style="list-style-type: none"> <li>• Review and approval of July STAC Minutes without revisions.</li> </ul>	<i>Minutes approved.</i>
Transportation Commission Report / Sean Conway (STAC Vice Chair)	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>Transportation Commission</u> <ul style="list-style-type: none"> <li>○ Shared a handout with the group.</li> </ul> </li> </ul>	No action taken.
TPR Reports / STAC Representatives	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>DRCOG</u>: Staff are leaving in a few hours for the annual Board retreat; currently working on the 2020-2023 TIP cycle, using a new approach this time and currently in the midst of a regional call for projects before each of the sub-regions make their recommendations; DRCOG has taken over the Transit Alliance Citizens Academy and is currently recruiting a new cohort for that 7-week program.</li> <li>• <u>GVMPO</u>: Transportation needs analysis is complete, and design will begin soon, on I-70B 1<sup>st</sup> and Grand through downtown Grand Junction. CDOT</li> </ul>	No action taken.

	<p>included the MPO and the City of Grand Junction in the project development process and we are urging for the capacity needs to be met while also providing an improved multi-modal corridor; for the SH-340 at Redlands Parkway roundabout project, CDOT and the MPO received public criticism during the project development process but now under construction and with a temporary roundabout in place, intersection operations are actually greatly improved over the previous signalized intersection, so we anticipate that the completed roundabout will operate exceptionally well; an EA has been signed for the 32-mile Palisade Plunge bike trail project that includes a crossing of US 6, applied for Colorado the Beautiful grant and looking forward to construction, when complete it will drop 10,000 feet from the top of Grand Mesa down to the Town of Palisade.</p> <ul style="list-style-type: none"> <li>• <u>NFRMPO</u>: Groundbreaking is upcoming for the North I-25 project; the US 34 PEL is currently out for internal review and getting close to wrapping up; also wanted to highlight showed new roundabout in the NFR that includes Colorado flag logo in the center.</li> <li>• <u>PACOG</u>: The I-25 Ilex southbound lanes and bridges coming along well, as are other regional projects; US 50 West realignment also progressing smoothly; the Colorado State Fair starts today and everyone is invited to come down and visit.</li> <li>• <u>PPACG</u>: CDOT has announced the groundbreaking date for the I-25 Gap Project, very excited to get that started; PPACG has hired two new planners who will be starting in September and October.</li> <li>• <u>Central Front Range</u>: <i>Nothing to report at the moment.</i></li> <li>• <u>Eastern</u>: Not a lot to report apart from maintenance issues; recently identified a portion of overpass that CDOT didn't realize belonged to them, not the county, so that's been resolved now; the Pedal the Plains bike tour will be held Sept 14<sup>th</sup> - 16<sup>th</sup>, everyone is welcome to come on out and see Eastern Colorado, and the race now includes a dirt road portion; looking forward to our upcoming county meetings; the next TPR meeting will be in October; I'm an avid motorcycle guy and I really appreciate the temporary signage warning about increased motorcycle traffic up to Sturgis for the annual rally.</li> <li>• <u>Gunnison Valley</u>: <i>No report.</i></li> </ul>	
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- Intermountain: We had snow on the peaks yesterday morning – our annual wake-up call; Vail Pass is just about finished, that work created an impact but less than it could've been; a lot of attention in the TPR on E-buses and the push for “Low-No” grants, there's lots of money out there for these fleet replacements right now and we're excited to pursue those; the TPR will have a new chair and STAC representative by October.
- Northwest: The October 18<sup>th</sup> project deadline for Rabbit Ears Pass looks like it will be met; avalanche control on Berthoud Pass is proceeding smoothly as well; met with the TPR yesterday and had a great discussion on the ballot measures, seems like there is a lot of support in the Northwest from the grass-roots, people really get it now and they're excited, I think you'll see a lot of support in our corner of the world.
- San Luis Valley: Cottonwood Pass project is ongoing, some concern about on-time completion but commitment is to be open by next spring; wildlife mitigation project through Nathrop is almost finished, lots of recreational/rafting activity in that area between Fisherman's Bridge & Nathrop; harvest season is starting so there's lot of truck traffic in the Valley right now.
- South Central: Currently wrapping up projects and dodging floods.
- Southeast: The SECED is supporting Initiative #153; Southeast TPR meeting to be held on 9/26; the Regional Coordinating Council will develop a regional transit plan.
- Southwest: Amber Blake is the new Southwest TPR Chair and STAC Representative; La Plata County and its partners were recently awarded a \$1 million DOLA grant for intersections connecting to the US 550 Farmington Hill project; several ballot measures in the City of Durango to support street improvements and a new police station; working with the TPR on our Transit Development Program and very interested in the upcoming bicycle and pedestrian element of that; finally thanks to Region 5 staff for their great response to a recent sewer main break.
- Upper Front Range: Held a community meeting on the SH 52 corridor, looking to discussion potential partnerships with CDOT on a PEL and Access Control Plan on that corridor; discussing the potential for new Hazmat routes in the UFR; another traffic signal project on US 85 and CR

	<p>18 is upcoming; Weld County recently hired Everett Bacon as a transportation planner for the county.</p> <ul style="list-style-type: none"> <li>• <u>Southern Ute Indian Tribe</u>: No report.</li> <li>• <u>Ute Mountain Ute Indian Tribe</u>: No report.</li> <li>• <u>CDOT Executive Director Mike Lewis</u>: We now have two ballot measures that are on the books and we don't know what is going to happen but I think it's pretty exciting. Looking forward to all of your participation in that discussion and we'll see how it plays out.</li> </ul>	
<p>Federal &amp; State Legislative Update / Herman Stockinger (CDOT Office of Policy &amp; Government Relations)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Initiative #167 is now on the ballot so we need to start thinking about what projects we would be able to tackle under this funding scenario.</li> <li>• Key Points: <ul style="list-style-type: none"> <li>○ No tax increase – the General Fund would provide repayment of bonds.</li> <li>○ CDOT would issue a maximum of \$3.5 billion in bonds no later than 7/1/2019, up to a maximum repayment of \$5.2 billion.</li> <li>○ CDOT must spend 80% of proceeds within 3 years of the bond issue.</li> <li>○ Funds can only be used on road and bridge projects identified on the list (no multimodal funds, no local distribution).</li> </ul> </li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Mike Lewis</u>: One thing to consider is that some of the most important projects on our list may not be ready to construct within the 3-year time limit, which is an issue that we need to consider.</li> <li>• <u>Jon Cater</u>: Is it a time limit to be awarded, or expended?</li> <li>• <u>Herman Stockinger</u>: Expended. Not obligated – spent.</li> <li>• <u>Amber Blake</u>: Could you use funds for design on a project that wouldn't be completed by the deadline?</li> <li>• <u>Herman Stockinger</u>: Yes, you could do that.</li> <li>• <u>Ron Papsdorf</u>: Can you explain why this would be one bond issuance rather than multiple?</li> <li>• <u>Jeff Sudmeier</u>: It could be multiple, but the entire window is until 7/1/2019 so even if we did more than one they would all have to be prior to that date.</li> </ul>	<p>No action taken.</p>

- Herman Stockinger: Jeff and his staff are looking at this, but apparently bonding \$3.5 billion at once can incur a penalty, so we're seeing if we could break it up into 3 or 4 tranches over a short period of time to avoid that. There's also an option to spend the funds over a longer period but that also incurs a financial penalty which we would like to avoid.

#### **Presentation**

- Allowable projects total to \$5.6 billion, but bonds would only produce up to \$3.5 billion, so the list would need to be narrowed.
- The project list of allowable projects is attached, and some are limited in terms of the scope and geographic limits in ways that don't result in the best project. As a result, we probably wouldn't want to build them.
  - The scopes are not consistent – some are very broad while others are very narrow.
- The net revenue for the measure is about \$2 billion.
  - Repeal of SB 267 reduces by \$1.5 billion.
  - Initiative #167 bonds up to \$3.5 billion.
- A key question is how we would narrow the project list.
- We want to maintain consistency with analysis done for Initiative #153:
  - Start with RPP formula to each region.
  - Include revenue & project assumptions for SB 1 and SB 267 – gives us a list of just over \$4 billion.
- Start with funding assumptions for each project and then add or subtract from each as necessary to achieve the fiscal constraint.
- We would welcome any feedback from the group.

#### **STAC Comments**

- Elise Jones: From DRCOG's perspective, it's one thing to start with the RPP formula but another to end with it. In the other proposed initiative, there were multimodal funds to balance out the inequities produced by the RPP formula, but in this initiative there aren't any multimodal funds included, so just using RPP doesn't work for us.
- Andy Pico: How would you be allowed to not build every project on the list if that's what the voters are requiring you to do?

- Herman Stockinger: We have an informal Attorney General's opinion that if we have \$5.6 billion in projects and \$3.5 billion in funds then we just have to build what we can within the identified scope. If you were to actually build the full scopes of each project listed then I suspect it would total to much more than \$5.6 billion.
- Ron Papsdorf: Are there projects on that list already being covered by other funds?
- Herman Stockinger: Yes, between SB 1 and SB 267 funds there are probably already a project or two on this list that are already fully-funded at this point. But even with that, the bonding limit is far below the total cost of all the projects included on the list.
- Heather Sloop: How soon do we need to narrow down this project list?
- Herman Stockinger: We think that ideally within two weeks we would have a recommendation to bring to the Transportation Commission in September.
- Mike Lewis: The TC makes the ultimate decision based on input from the STAC and from regional staff analysis. Regional staff would develop a recommended "first cut" that they would run by the TPRs and then share a recommendation to the TC.
- Heather Sloop: We're not going to meet again as a TPR until November, so I'm not clear on how we can get that input so quickly.
- Herman Stockinger: I would suggest that it will vary from region to region, but we may have to rely on emails and phone calls to get this feedback in the next few weeks.

#### **Presentation**

- One of the questions we've been receiving is what happens if both ballot measures pass in November. I don't see a conflict between the general outline of the two measures: one adds a sales tax while the other bonds. You could do both of those at once. The only specific conflict is in terms of whether SB 267 continues or goes away, and I think the courts would have to decide that.

**STAC Comments**

- Trent Bushner: Is there any polling data about which of these the voters are leaning towards? I'm concerned that the "no taxes" language will result in 167 passing and 153 not.
- Herman Stockinger: CDOT doesn't do any polling on that, so I don't know.
- Sean Conway: The TC will take action in September?
- Herman Stockinger: Possibly. We will definitely give them an update in September but they may decide that they're not ready to make a decision yet.
- Sean Conway: But if you have comments, it would be good to get them in sooner rather than later.
- Herman Stockinger: You can send those to your RTDs.
- Mike Lewis: This is a difficult conversation that will require hard decisions, but this could happen and we have to be prepared for it – with your participation and guidance.
- Norm Steen: We know what projects are identified for each region, but what target should we be using as we narrow this down?
- Herman Stockinger: We'll add up the \$3.5 billion, SB 1, and SB 267 amounts and then send out target dollars based on RPP formula for you to work with.
- John Liosatos: It is conceivable that based on the projects on the list you could have a TPR that's getting less than they usually do under RPP?
- Herman Stockinger: Yes, that's true. If their TPR projects aren't on the list or isn't ready to go in 3 years then that could happen, but I think each TPR has at least one.
- John Liosatos: But if there's a TPR that usually gets 14% of the regional RPP but the project identified on the list only totals to 10%, there's no other fund to backfill that with. I'm sensing there will be TPRs that don't hit their usual ratio under this approach.
- Ron Papsdorf: If I'm not mistaken, there aren't any projects on this list that aren't also included in the Development Program, correct? If so, my suggestion is that we don't reinvent the wheel in terms of scoping projects on the 167 list if we already have those in the Development Program. Only scope projects that don't appear in there already.
- John Cater: How fresh are the funding assumptions you show?

	<ul style="list-style-type: none"> <li>• <u>Herman Stockinger</u>: We're confident in each of our bars. Some of them are specifically defined, the toughest one is the sales tax revenue but we feel that it's a good estimate.</li> <li>• <u>John Cater</u>: I mean for the projects themselves.</li> <li>• <u>Josh Laipply</u>: We used our risk-based project estimate tool and P70 on those, so we're confident in the estimates.</li> <li>• <u>Peter Baier</u>: Does this address P3 options at all?</li> <li>• <u>Herman Stockinger</u>: No.</li> <li>• <u>Elise Jones</u>: When should we expect that email to start the narrowing conversation?</li> <li>• <u>Herman Stockinger</u>: Monday or Tuesday.</li> <li>• <u>Sean Conway</u>: You have a note about tax-exempt status here that seems to indicate that there are P3 options. Is that right?</li> <li>• <u>Herman Stockinger</u>: No, that doesn't refer to P3s.</li> <li>• <u>John Liosatos</u>: What is the life of the bond? If your TPR receives less than your usual RPP distribution from this then you're locked in for the life of that bond.</li> <li>• <u>Herman Stockinger</u>: The repayment period would be 20 years, but that ratio would only apply to these bonds, not to regular RPP.</li> </ul>	
<p>FY 2018-2019 Amended Annual Budget / Jeff Sudmeier (Chief Financial Officer)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• In June we reviewed the proposed SB 1 distribution with the STAC and you offered a recommendation to the TC, which they approved in July.</li> <li>• The next step is to incorporate that into our FY 19 annual budget:             <ul style="list-style-type: none"> <li>○ \$241.5 million is allocated to Strategic Projects on Line 63.</li> <li>○ \$100 million is added to Asset Management (eliminating a dip that resulted from the end of RAMP).                 <ul style="list-style-type: none"> <li>▪ \$88 million of that went to Surface Treatment on Line 16.</li> <li>▪ \$10 million went to Structures on Line 17.</li> <li>▪ \$1.5 million to Traffic Signals on Line 23.</li> </ul> </li> <li>○ Final piece of SB 1 funding was ADA compliance funds - \$5 million on Line 49.</li> </ul> </li> <li>• Line 101 was added to allocate \$2.5 million for the Southwest Chief &amp; Front Range Passenger Rail Commission as required by SB 1.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• Region 5 received a \$300,000 grant from the Capital Development Committee a radar project in Alamosa County, so that's added to the R5 RPP allocation.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Norm Steen</u>: There are some misconceptions about what happened with the debt service funds (\$167 million) for TRANS Bonds, with some folks thinking it would be transferred to new debt service, but it seems to have gone to asset management instead.</li> <li>• <u>Jeff Sudmeier</u>: The cessation of those bond repayments was intentionally timed to align with the end of RAMP, which was essentially an asset management infusion, so there would be a smooth transition.</li> <li>• <u>Norm Steen</u>: What's the total AM budget?</li> <li>• <u>Jeff Sudmeier</u>: It's about \$755 million in total.</li> <li>• <u>Mike Lewis</u>: I would add that that's about \$200 million short of what we think is needed to maintain the system without it getting worse.</li> <li>• <u>Andy Pico</u>: Can you clarify what the radar project is?</li> <li>• <u>Josh Laipply</u>: It is a weather radar system for the San Luis Valley, which supports aeronautics as well as the agricultural community and others in the Valley.</li> </ul>	
<p>CDOT Statewide Fiber Optic Master Plan / Wes Maurer (CDOT Division of Transportation Systems Management and Operations)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The Smart Mobility Plan is a first of its kind effort.             <ul style="list-style-type: none"> <li>○ How do we invest in fiber for the next 5 years?</li> <li>○ This will be the underpinning of our transportation technology efforts.</li> </ul> </li> <li>• Recently completed our internal process, which produced maps of existing fiber, areas under construction, and potential benefits of future fiber investments.</li> <li>• Staff will be coming out to the regions to talk about building out that fiber network in the future.</li> <li>• Partnerships are important, so CDOT is working with public and private partners including CCI, CML, CARO, DOLA, OIT, and others to leverage our planning efforts and investments.</li> </ul>	<p>No action taken.</p>

- The SMP will be a 5-year plan with a 10-year forecast – the goal is to improve/maximize the safety and mobility of people and goods across the state.
  - Phase 1 is visioning and has been completed.
  - Phase 2 is regional planning and is currently in process.
  - Phase 3 is Statewide Plan summary and will be completed by early 2019.
- Completed statewide webinar, regional interviews, and toolbox to review with locals.
- Between now and October we'll be coming out to the regions to work with them on regional architectures and needs, then we'll have two webinars to summarize the results of those meetings.
  - A Doodle Poll for the regional meetings was sent out this week.
- We will incorporate this product into the 2045 Statewide Transportation Plan so that they are mutually supportive.
- TSMO staff will continue to update the STAC and TC on progress.

#### **STAC Comments**

- Roger Partridge: Have you talked with the state broadband group through the Legislature's High Cost Fund?
- Wes Maurer: I'll need to be educated on that particular group, but this process is open-door, so please let us know of other groups that need to be at the table.
- Norm Steen: Is CDOT planning just for CDOT needs, or for all state agencies?
- Wes Maurer: It's really both – we're looking at this from our safety and mobility perspective but with coordinated efforts between the other state agencies we can leverage all of the benefits of fiber.
- Norm Steen: I guess a more concrete way of asking is that if you're overbuilding your fiber capacity, is there a plan for how that will be shared with other potential users, or is that undefined?
- Wes Maurer: We are overbuilding the fiber because the necessary bandwidth keeps growing and the major cost is related to the actual trenching.

	<ul style="list-style-type: none"> <li>• <u>Josh Laipply</u>: We do share some portion of our own fiber, for instance with CSU, but we want to be careful about that because our own needs may grow significantly in the future.</li> </ul>	
<p>State Demography Presentation / Elizabeth Garner (Colorado Department of Local Affairs)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>○ The State Demography Office was created in the 1960s, and formalized in the 1980s, to provide and create demographic information for other state agencies – an apples-to-apples comparison rather than everyone doing their own demographic forecasts.</li> <li>○ Being a part of DOLA gives us a strong connection to local communities and a long with the MPOs and COGs.</li> <li>○ Transitions to Watch in Colorado:             <ul style="list-style-type: none"> <li>○ Disparity: growth, income, jobs, education</li> <li>○ Migration: attracting and retaining, with the right fit</li> <li>○ Aging: labor force, income, housing, jobs</li> <li>○ Changes to Industries: booms, downturns, automation</li> <li>○ Increasing racial and ethnic diversity</li> <li>○ Slowing income growth</li> <li>○ Population growth: planning for the people (and everything that comes with them)</li> </ul> </li> <li>○ The Big Picture:             <ul style="list-style-type: none"> <li>○ The US population is at 325 million, growing by 2.3 million or .7% per year                 <ul style="list-style-type: none"> <li>▪ Slowest annual growth rate in the US since 1930s</li> <li>▪ Growth centered in the West and the South</li> </ul> </li> </ul> </li> <li>○ Colorado population is at 5.6 million, 9<sup>th</sup> fastest rate in the country at 1.4%             <ul style="list-style-type: none"> <li>○ 8<sup>th</sup> in total growth at 77,049</li> <li>○ Counties range from +12,000 to -400</li> <li>○ Most growth along the Front Range, which is a change from history</li> <li>○ Municipal growth is highest in northern Front Range, while declines largely occur on the Eastern Plains and San Luis Valley.</li> </ul> </li> <li>○ Components of Population Change:             <ul style="list-style-type: none"> <li>○ Natural: Births minus Deaths</li> <li>○ Migration: Arriving minus Departing                 <ul style="list-style-type: none"> <li>▪ Since 2001, Colorado hasn't increased by more than 100,000 in a given year (higher in the 1990s and one year in the 1970s).</li> </ul> </li> <li>○ Migration in Colorado is largely among those ages of 24 and 37 – the demographic most likely to give birth.</li> </ul> </li> </ul>	<p>No action taken.</p>

- Migration varies by county and by age – for instance, many young people tend to live in Denver County until 35, then move to Douglas or Arapahoe Counties.
- Stronger job growth leads to stronger net migration.
  - You can't have more jobs without more people.
  - 13% above pre-recession rates of unemployment.
  - Job growth is focused on northern Front Range, not shared equally.
- Wage Levels of jobs in Colorado:
  - 36% low wage
  - 35% mid wage
  - 28% high wage
  - Housing units are not being created in this same ratio – that's a problem.
  - Wage level growth is concentrated in the mid-to-low.
- The result of low wages combining with high housing costs is more commuting.
  - For instance, nearly twice as many people commute out of Weld County as in, because housing is cheaper there.
- Age matters because preferences for housing, income, service demands, etc. all change with age.
  - Colorado is aging fast, but largely because we started very young.
  - By 2030, Colorado's 65+ population will be 77% larger than today.
  - Between 1990 and 2010, the fastest growing age group was 45-64, who are the highest spenders and taxpayers. Between now and 2030 that group is smaller, meaning less spending, less taxes, etc.
  - By 2050, the Millennials should age into the 45-64 age group – a demographic dividend if we make it until then.
  - How will all of this affect transportation in terms of needs, spending, taxes, etc.?
  - Elbert, Park, Grand, and Eagle Counties will see the greatest growth in 65+ population.
  - These folks spend a lot of money on healthcare (a high wage industry) and restaurants (a low wage industry).
- Currently we are at the pinch-point of workforce retirees and entrants. How can the state get people to retire later or start working sooner?
- Race & Ethnicity
  - Colorado is becoming more diverse: 55% non-Hispanic white by 2050, as compared to 85% in 1970.
  - The youngest age groups are already near this ratio.

- Nearly 70% of workforce entrants are Hispanic.
  - This matters because our state's educational attainment is poor for Hispanics. How can we keep our work force staffed if our workers are not educated?
  - Lower education = lower income = less spending = less taxes
- Unemployment and underemployment among youth appears to have had long-term negative impacts on income, even after the Recession.
- Real Median Household Income has not significantly increased since 2007, but the costs of homes and other household needs have.
- It is anticipated that net migration and natural increase will both slow between now and 2050, but the population is still growing.
  - 8.5 million people by 2050 – 3 million more than today.
  - 2.5 million new residents in the Front Range, 1.5 million new residents in the Denver Metro alone. Where will all of these people live?
- Forecast Risks that may affect these outcomes:
  - Housing affordability
  - National Growth: fertility, immigration policy
  - Water and climate change
  - Labor Force: age, preparation, race/ethnicity, automation
  - Infrastructure
  - State Budget/Policy
  - Education
  - Aging
  - Industry Changes
  - Known Unknowns & Unknown Unknowns
- Closing Thoughts
  - Can we change where job and population growth occur? Can transportation help us do this?

#### **STAC Comments**

- Suzette Mallette: The Census is coming up. Generally ahead of that process your office works with local governments to support that effort. Should we expect you to reach out on that?
- Elizabeth Garner: We've been doing a lot of that Census pre-work, updating precinct, municipal, and even county boundaries. Also finished the Local Update of Census Addresses (LUCA) recently, resulting in a total of 65,000 changes to that master address file. That's important because the census is based on housing units, so knowing where those are is critical. Next up is Participant Statistical Areas Program (PSAP), which will work with COGs so

	<p>that when the Census Bureau develops statistics they are aligned with what communities actually need.</p>	
<p>Policy Directive 14 Scorecard / William Johnson (CDOT Performance Asset Management Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• We are returning to continue our discussion from last month, when we talked about Safety &amp; Transit. Today we'll look at Maintenance and Asset Management performance measures in PD 14.</li> <li>• We review these performance measures with the Transportation Commission each year to help them set budget priorities, in this case for FY 2020.</li> <li>• Pavement:             <ul style="list-style-type: none"> <li>○ Hitting targets but forecasting a decline in condition in the near future.</li> </ul> </li> <li>• Bridge:             <ul style="list-style-type: none"> <li>○ Continues to exceed performance on Structural Deficiency, but a number of other measures are missing the mark – load restriction, height restriction, scour critical, etc.</li> </ul> </li> <li>• Maintenance Level-of-Service:             <ul style="list-style-type: none"> <li>• MLOS missing the target for the 2nd year in a row.</li> <li>• First year that we haven't achieved target for Snow &amp; Ice.</li> <li>• Long story short, the funding is insufficient to keep up with the need.</li> </ul> </li> <li>• Buildings:asked             <ul style="list-style-type: none"> <li>• Missing the target but close.</li> </ul> </li> <li>• ITS:             <ul style="list-style-type: none"> <li>• Currently achieving target but likely to fall off in the future.</li> </ul> </li> <li>• Roadway Equipment:             <ul style="list-style-type: none"> <li>• Currently achieving but will fall off a cliff in future years.</li> </ul> </li> <li>• Geohazard:             <ul style="list-style-type: none"> <li>• Missed target by just 1% point.</li> </ul> </li> <li>• Tunnels:             <ul style="list-style-type: none"> <li>• Missed target.</li> </ul> </li> <li>• Traffic Signals:             <ul style="list-style-type: none"> <li>• Missed target.</li> </ul> </li> <li>• Culverts:             <ul style="list-style-type: none"> <li>• Missed, but a little more funding would clearly fix this.</li> </ul> </li> <li>• Walls:</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• Missed</li> <li>• The total budget for Asset Management statewide is \$755 million (FY 20), whereas the total need is estimated at \$956 million.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Mike Lewis</u>: I think it's interesting that we saw this presentation right after the one on demographic changes – this is all part of the same trend.</li> </ul>	
<p>Active Transportation Element of the CDOT Development Program / Tim Kirby (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Why do we have a Development Program?             <ul style="list-style-type: none"> <li>○ Identify major investment needs and priorities for projects that cannot be constructed with current funds.</li> </ul> </li> <li>• Currently we have Highway Capacity, Transit, Asset Management, TSMO, and ADA Curb Ramp elements in the Development Program. Now we want to add an Active Transportation element.</li> <li>• Proposed Process:             <ul style="list-style-type: none"> <li>○ DTD staff are reviewing studies, environmental documents, and RTPs to compile any identified projects.</li> <li>○ TPRs and MPOs will review that list and make revisions.</li> <li>○ TPRs and MPOs will discuss with their members and revise.</li> <li>○ The Development Program will be an evolving document that changes over time with new needs and priorities.</li> </ul> </li> <li>• What is the purpose?             <ul style="list-style-type: none"> <li>○ Expresses existing active transportation needs.</li> <li>○ Increases readiness for new/additional funding sources (like ballot measures).</li> </ul> </li> <li>• Next Steps:             <ul style="list-style-type: none"> <li>○ DTD will complete analysis of plans, studies, and environmental documents.</li> <li>○ MPO/TPR review of first draft list.</li> </ul> </li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Amber Blake</u>: If there are municipalities within our TPR that already have a master plan, should we submit that to the CDOT Region staff?</li> <li>• <u>Tim Kirby</u>: Yes, please do so. Just to clarify, right now we're looking at on-system projects only, but if there are Master Plans that include projects like that then please share those.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>Heather Sloop</u>: Can you clarify what you mean by environmental here? Why would that be included in a project list?</li> <li>• <u>Tim Kirby</u>: This is referring to NEPA documents like EAs, EIS, PELs, etc. that might include active transportation project ideas/alternatives that we want to record.</li> <li>• <u>Deb Perkins-Smith</u>: If you're referring to the Environmental Remediation item on the budget sheet that we looked at earlier, that's a requirement on some projects that we record under the RPP column.</li> <li>• <u>Josh Laipply</u>: In some projects permanent water quality facilities are required, so we take funds off the top of RPP to cover those needs in each region.</li> <li>• <u>Jacob Riger</u>: We agree that the focus of this statewide Development Program should be on larger, regional needs, but we also don't want to lose sight of those local priorities given that there is some anticipated funding coming through SB 1 and potentially Initiative #153 funds, so we don't want to reinvent the wheel in terms of recording those.</li> </ul>	
<p>Bustang Outrider Service Schedule Update / Mike Timlin (CDOT Division of Transit &amp; Rail)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Bustang is seeing great growth in terms of ridership year-over-year: up by 43% on the North Route and 16% on the South Route.</li> <li>• Have improved our Wi-Fi reliability to 97%, which was previously our biggest complaint.</li> <li>• Launched the Grand Junction service in July with 3 daily roundtrips and an average of 125 daily riders so far.</li> <li>• Bustang will support the I-25 Gap Project mitigation process starting in December with added service from Colorado Springs to the Tech Center.</li> <li>• Will be integrated into RTD's Intelligent Transportation System in November, which will make us fully ADA compliant with automated audio and visual stop announcements.</li> <li>• Also have recently started "Rams Ride" roundtrips to account for the start of the CSU school year.</li> <li>• In 2019, we will achieve 1 million revenue miles between existing and future routes.</li> <li>• List of recently-launched Bustang Outrider routes:             <ul style="list-style-type: none"> <li>○ Lamar to Pueblo (January 2018)</li> <li>○ Alamosa to Pueblo (May 2018)</li> <li>○ Durango to Grand Junction (July 2018)</li> <li>○ Gunnison to Denver (July 2018)</li> </ul> </li> </ul>	<p>No action taken.</p>

	<p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Suzette Mallette</u>: Does the high growth on the North route include all of the special trips like those to Broncos games, Rockies games, and CSU?</li> <li>• <u>Mike Timlin</u>: No, those special services are tracked separately. This growth is just in the regular Bustang service.</li> </ul>	
<p>Other Business / Sean Conway (STAC Vice Chair)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The September 28<sup>th</sup> STAC Meeting will be held from <b>8:00 AM – 11:00 AM</b> at CDOT Headquarters to allow STAC members to participate in the Transportation Summit starting at 11:00 AM in downtown Denver.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Tim Kirby</u>: As a reminder, if the earlier STAC start time requires you to stay in Denver the previous night then that is an eligible cost under your RPA grant.</li> </ul>	<p>No action taken.</p>

**STAC ADJOURNS**

**The Transportation Commission Workshops were Wednesday, September 19, 2018 and the regular meeting was Thursday, September 20, 2018. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.**

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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 Transportation Commission.

## **Transportation Commission Workshops**

### **Wednesday, September 19, 2018**

#### **1:00 pm to 4:45 pm**

**Attendance:** Nine Commissioners attended the workshops with Commissioners Gifford and Peterson excused. Commissioner Thiebaut, Vice-Chair, filled in for Commissioner Gifford.

#### Right of Way Workshop (Josh Laipply)

**Purpose:** The purpose of the workshop was to discuss six right-of-way (ROW) acquisition (negotiations) and four projects for condemnation authorization requests.

**Action:** Prepare to act on agreed upon proposed acquisitions and condemnation authorizations at the regular Commission meeting.

The six projects with requests for authorization of property acquisitions for September 2018 included:

- Region 1
  - US 40 – Colfax and Chambers - Project Code 22392
  - Central I-70 Project, Code # 19631
- Region 2
  - SH 94 at Peyton Highway, Project Code 21543
- Region 4
  - Loveland ADA Curb Ramps - Phase 1, Project Code 22442
  - I 25 SH 66 to N/O SH 56, Project Code 18319
  - PR Flood Repair – SH 55, SH 59, and SH 385, Project Code 20257

Four projects for condemnation authorization for September 2018 included:

- Region 1
  - I-70 Central, Project Code: 19631
- Region 4
  - I-25 North: SH 402 to SH 14, Project Code 21506.
- Region 5
  - US 550: CR 214 North ROW Acquisition, Project Code 16791.
  - US 160 Passing Lane North of Towaoc, Project Code 20325.

#### **Discussion:**

- No comments were raised by Commissioners regarding the six ROW Acquisition requests.
- A new format to present the ROW acquisitions occurred to streamline the process to obtain TC comments.
- The Chief Engineer, Josh Laipply, referred to the contents in the Transportation Commission (TC) packet for ROW acquisitions and solicited comments from the Commission.

- With no comments, under this new process, the TC permitted the six projects with ROW authorization requests to be moved to the consent agenda of the regular meeting.
- For the four condemnation authorization requests, more details for each project were presented to the TC. Issues surrounding the condemnation authorization requests (that permit CDOT to proceed with the process for condemnation) included property owners not providing counter offers when CDOT makes an offer for purchase, or the differential between CDOT's purchase offers are substantially lower than what the property owner is requesting and an agreement on costs cannot be reached. The Commissioners indicated they would support moving forward with condemnation proceedings for these four projects.

### [Review of Projects under Proposition 109 \(formerly Initiative 167\) \(Herman Stockinger\)](#)

**Purpose:** To discuss staff recommendations related to Proposition #109, which proposes that CDOT bond for up to \$3.5 billion for specific highway projects, with proceeds to be paid back over twenty years with General Fund revenue. Because the Proposition does not list funding amount for each project, and the total cost of the scope of the projects listed is approximately \$5.6 billion, the Transportation Commission must determine how the funds should be spent. This includes eliminating some projects and reducing the scope (and therefore cost) of others.

**Action:** Adopt a project list which utilizes all available revenue should Proposition 109 be approved by voters.

**Background:** Key Facts and Points to consider for Proposition 109:

- No tax increase. General Assembly (GA) shall identify and appropriate before July 1 of each year sufficient funds for repayments costs of the bond. Assumption is the GA provides General Funds for this cost
- No later than July 1, 2019, CDOT shall issue a maximum of \$3.5 billion in bonds with a maximum repayment of \$5.2 billion.
- Funds "shall be used exclusively for roads and bridge expansion, construction, maintenance and repair and shall not be used for transit, administration or indirect costs and expenses... the proceeds shall be used only for the projects identified in Part 11 and for costs directly related to such projects including planning, engineering, environmental assessments, as well as procurement and administrative costs."
- Net Revenue anticipated would be as follows:
  - SB 17-267: Current law allows for \$1.88 billion of COPs in four issuances. The final three years (\$1.5 billion) is repealed if Initiative 167 is approved
  - Prop 109 allows for bonding of up to \$3.5 billion
  - CDOT projects net gain over current law to be \$2 billion
- Narrowing the project list would involve:
  - Maintaining consistency with analysis of Proposition 110, including:
    - Start roughly with the RPP distribution formula to each region
    - Include revenue and project assumptions for SB 1 & SB 267 (Year 1 as opposed to all 4 years) when analyzing project list - which gives us a project list of just over \$4.1 billion
  - Start with the funding assumptions for each project on the Prop 110 list and then add or subtract from each project as necessary to achieve fiscal constraint
  - Give weight against projects that can't be built in three years

An informal opinion from the Attorney General's Office confirms the likely limits of potential TC action on the ballot list.

- The TC cannot select different projects for funding than those listed in the proposition
- The TC cannot use Prop 109 funds to go beyond the project limits of the project descriptions as listed in the proposition
- The TC cannot change the core substance of the project description (i.e. if the project description says "build a continuous flow intersection" the TC cannot fund a full interchange instead)
- The TC may reduce the scope or even eliminate a project from the list to stay within fiscal constraint or for other reasons (for example, the project is already funded with other funds or is no longer supported by CDOT or our planning partners)
- Court will determine compatibility with Prop 110

- Likely no conflict using General Funds
- Likely no conflict with using Sales Tax Funds
- Likely conflict with how SB 267 is handled. SB 18-001 handles SB 267 differently depending on which measure passes and does not contemplate if both measures pass

#### *Options*

- Option 1: TC adopts enclosed project list this month (with or without changes). This allows voters to see what projects would be funded under Proposition 109 (staff recommendation)
- Option 2: TC does not adopt a list in September, but provides instruction to staff to re-work the list based on TC input, returning to Commission in October for a vote on an updated list. While this still allows voters to see the list in advance of the November 6 vote, the timeline is more compressed.
- Option 3: Do not adopt a list. Proposition 109 has a list, and the Blue Book is expected to state that the TC will determine which projects will actually be funded.

#### **Next Steps**

- September 2018: Staff must determine how best to post project lists on our website for both Proposition 109 and Proposition 110.
- September 2018: Blue Book is finalized by Legislative Council
- November 6, 2018: Election Day
- Post-November: Vigorous workshops should a ballot question for transportation be approved in 2018.

#### **Discussion:**

- Much discussion occurred regarding the benefits of providing a list, and the TC's legal obligation to provide a list.
- Commissioner Thiebaut and Hofmeister both agreed that a list is not the TC's responsibility legally, and therefore no list should be attached to Proposition 109. Commissioner Zink also noted that she believes the list would be confusing for voters.
- Commissioners Connell and Stuart felt it would be important for voters to understand what they will get if they vote for this proposition.
- Commissioner Gilliland liked the idea of refining the resolution to indicate that with loss of SB 267 funding only \$2 billion would be bonded.
- Josh noted that perception is reality and attaching a project list will limit CDOT, if Proposition 109 passes.
- Debra Perkins-Smith, CDOT Division of Transportation Development Director, noted that CDOT could and most likely will provide a list on the CDOT website as part of Together We Go page and indicate this is not a TC approved list, but what CDOT sees as potentially being constructed if Proposition 109 passes. Commission D'Angelo supported this approach.
- However, it was noted that the issue at hand today was whether the TC will approve attaching a project list to Proposition 109.
- Commissioner Hall expressed concerns with the three-year timeline associated with the project list, as the buck stops with the TC. The Commission needs to make a statement.
- Commissioner Gilliland noted that Herman Stockinger, CDOT Deputy Executive Director and TC Secretary, should redraft a new resolution based on today's discussion related to adding statement about funding from Proposition 109 not covering a list of \$5.6 billion, and that transit and local projects are not included.
- Commissioners did agree that changes to a resolution are needed, whether or not a list is attached that would include:
  - A statement clarifying that the \$3.5 billion potentially collected from Proposition 109 passing would not cover all the projects on the current list (representing \$5.6 billion – if a list is attached, and with SB 267 funding losses, only \$2 billion would be available).
  - A statement that this Proposition 109 does not cover local or transit projects.
- Herman agreed to redraft the resolution and bring it to the TC breakfast and regular meeting for further discussion.

## FY 20 Annual Budget Workshop (Jeff Sudmeier)

**Purpose:** This workshop focuses on the fiscal year (FY) 2019-20 revenue projections and begins the TC review of the FY 2019-20 Proposed Annual Budget, set for approval in November.

**Action:** The Division of Accounting and Finance (DAF) is asking the TC to review and comment on the FY 2019-20 revenue forecast and Proposed Annual Budget.

**Background:** At the beginning of each fiscal year, DAF develops an initial forecast of revenues for the upcoming fiscal year, which is then used to develop the draft budget for the upcoming fiscal year.

CDOT's FY 2019-20 estimated revenues for next fiscal year's Draft Annual Budget are \$1.903 billion, which is a decrease of \$141.9 million from FY 2018-19; the majority of the decrease is driven by a decrease in the FY 2019-20 Senate Bill (SB) 18-001 General Fund transfer from \$346.5 million to \$105.0 million, offsetting the \$120.0 million increase in the SB 17-267 allocation to \$500.0 million.

- **SB 17-267 proceeds** from state lease purchase agreements are codified in statute at \$500.0 million for FY 2019-20, dependent on ballot initiatives in November 2018 and/or November 2019. This represents an increase from \$380.0 million due in FY 2018-19.
- **The SB 18-001 transfer** due July 1, 2019 (FY 2019-20) has been reduced to \$105.0 million to the State Highway Fund and \$22.5 million to the Multimodal Transportation Options Fund (MTOF) from FY 2018-19 amounts of \$346.5 million and \$74.25 million, respectively.
- **Highway Users Tax Fund (HUTF) revenues** to CDOT are expected to increase slightly in FY 2019-20 from the FY 2018-19 forecasted amount by \$8.5 million due to an increase in vehicle miles traveled. In addition, vehicle registrations continue to increase due to an increasing population and Colorado's expanding economy.
- **CDOT Miscellaneous Revenue** is expected to increase by \$518,000 in FY 2019-20 due to an increase in interest income resulting from a higher Fund 400 cash balance.
- State Share of **FASTER Safety funds** to CDOT in FY 2019-20 is expected to increase by \$2.6 million to \$119.9 million due to an increasing population and Colorado's expanding economy.
- **Federal flexible revenue** in FY 2019-20 is expected to increase by \$9.2 million to \$423.8 million in accordance with the FAST Act.
- **Federal inflexible revenue** in FY 2019-20 is expected to increase by \$3.7 million to \$125.5 million in accordance with the FAST Act.
- **National Highway Traffic Safety Administration (NHTSA) grants** are expected to increase in FY 2019-20 by \$455,000 to \$8.6 million due to an increase in Transportation Safety Administration (TSA) grant funding.
- CDOT has not submitted a **Permanent Recovery funding** request in FY 2019-20.
- **Colorado's High Performance Transportation Enterprise (HPTE)** FY 2019-20 estimated revenues are currently \$16.5 million, which is a slight increase from FY 2018-19. There is currently no predicted tolling revenue estimate for FY 2019-20. HPTE expects to have an updated FY 2019-20 revenue estimate later this year, which will be incorporated into the FY 2019-20 Final Annual Budget to be reviewed by the TC in February 2019.
- **Colorado's Statewide Bridge Enterprise (CBE)** FY 2019-20 estimated revenues are \$118.1 million, which is an increase of \$1.9 million from FY 2018-19; the majority of the increase is driven by the forecasted increase in FASTER Safety Bridge Surcharge revenues, the primary funding source for CBE.

### **Discussion:**

- Jeff Sudmeier, CDOT Chief Financial Officer, provided an explanation of how revenue projection for FY 20 was estimated. Some revenues may be spent with more flexibility than others may.
- A new revenue forecast will be needed if Proposition 109 and/or 110 pass.
- The current budget is based on existing legislation and does not include revenue generated from upcoming propositions.

- The budget item categories are those that are related to asset management (maintenance of existing infrastructure) mandated items, debt service, and administrative and operations.
- The Safe Routes to School program budget was adjusted to reflect local match, as done with other similar programs.
- Commissioner Hofmeister expressed concern that the practice of including local match in budget would make it appear CDOT has more money than it does.
- Mike Lewis, CDOT Executive Director, noted that local match dollars of the budget represent less than 1% of the total budget, and this correction was to provide consistency with other programs that have local matches.
- Commissioners generally had no other significant comments on the FY 20 budget.

### Risk and Resiliency Program Update (Debra Perkins-Smith & Oana Ford)

**Purpose:** Update the TC on Risk and Resilience proposed activities.

**Action:** Information only.

**Background:** The I-70 Risk and Resilience Pilot, completed in late 2017 and available for browsing at <https://www.codot.gov/programs/planning/cdot-resilience-program>, builds on the work completed by CDOT in the wake of the catastrophic 2013 flood event. It is a first-of-its kind approach, meant to address vulnerabilities in Colorado's highway infrastructure by quantifying the risk and developing mitigation measures. The 450 miles of I-70 from the Utah border in the west to the Kansas border in the east have been analyzed for the potential of future damage and closures from physical threats. The pilot considers multiple significant threats—ranging from avalanche to wildfire, as well as human-made threats, such as high vehicle bridge strikes, and provides a quantitative, data-driven approach to quantifying risk and calculating benefit cost of alternative mitigation measures. The Transportation Commission Resiliency Committee provided input and direction on this study.

**Details:** Risk and Resilience has been established as a new CDOT Program in the CDOT Division of Transportation Development, with dedicated staff time. As detailed in the attached presentation, the Program is currently pursuing the next steps identified in the I-70 Risk and Resilience Pilot; specifically, 1) acting on the I-70 Pilot results, 2) developing a risk assessment standard for the state of Colorado, 3) integrating resilience in the Department, and 4) remaining engaged and active in the transportation resilience field.

**Next Steps:** The next steps for the Program include convening the Working Group to take action on I-70 results prioritization; provide regular TC updates if requested, and proceed with the resilience projects in the CDOT Resilience Work Plan.

#### **Discussion:**

- Debra introduced Oana Ford, CDOT's the Risk and Resiliency Program Manager.
- Oana noted that in the past a Risk and Resiliency Committee of the TC had met and was briefed on the status of the I-70 Risk and Resiliency Pilot. It is hoped this TC Risk and Resiliency Committee will continue and provide input to the CDOT Risk and Resiliency Program.
- An overview of the key findings from the I-70 Pilot Project was presented.
  - Risk Analysis and Management for Critical Asset Protection (RAMCAP) was the 7-step process used to assess resilience along I-70 from Utah to Kansas.
  - Purpose was to be proactive in looking at optimal investments that can be done now.
  - A total of 10 asset types and eight risks were assessed during the Pilot.
  - Both user (traveling public) risk in terms of their time and vehicle running costs and owner (CDOT) risk for asset replacement and in-kind services were evaluated.
  - Rockfall had the highest owner risk and flood was the highest user risk.
  - Annual risk was assessed on corridor segments of I-70.
  - Each asset type was assessed for each risk and methods to mitigate risks were considered, and their comparative benefits and costs were estimated to provide information on how to optimize proactive investments.

- Commissioner Connell mentioned that a dream of hers is to have money in a risk and resiliency program to pay for improvements that mitigate risk, and asked if the analysis included off-system detours. Oana responded that time for taking detours was included in user costs, but the roadways were not part of the analysis yet.
- Josh noted that when a Governor declares an emergency, federal emergency funds become available to pay for damages.
- Commissioner Scott requested to see human caused risks be included – e.g., terrorism/cyber-attacks.
- Josh noted that CDOT is diversifying platforms and segmenting data to protect CDOT from future cyber incidents.
- Commissioners expressed enthusiasm and support for the creation of the risk and resiliency program and the work Oana is doing.

### Statewide Transportation Plan Committee (Debra Perkins-Smith & Tim Kirby)

**Purpose:** The purpose of this workshop was to provide the Commission members with an overview of the roles and responsibilities of the Statewide Plan (SWP) Committee of the TC. Another purpose was to provide staff's initial thoughts on the key elements or issues that the SWP Committee may want to provide guidance on and weigh-in related to the development of the 2045 Statewide Transportation Plan.

**Action:** TC consensus on having STAC representation on the SWP Committee.

**SWP Committee Background:** The SWP is a roadmap for Colorado's transportation system. The SWP is required to be developed by federal and state regulations. The SWP defines the vision for the transportation system. The SWP's prominence was elevated and this resulted in creating the SWP Committee for the 2040 SWP, and for the upcoming 2045 SWP.

General roles and responsibilities of the SWP Committee would include:

- Providing overall guidance on development of the SWP
- Confirming the vision
- Brainstorming on approaches and methodologies
- Serving as sounding board
- Conducting incremental reviews of draft SWP elements
- Recommending to TC SWP adoption

### **Discussion:**

- Related to statewide planning, a discussion on re-envisioning Policy Directive (PD) 14 "Policy Guiding Statewide Plan Development" will occur next month instead of this month, to save time on the agenda.
- Debra asked if the Statewide Plan (SWP) Committee would be agreeable to having Vince Rogalski, the Statewide Transportation Advisory Committee (STAC) Chair serve on the SWP Committee also. The SWP Committee members agreed to have STAC Chair join the Committee.
- Commissioner Scott asked how the SWP links to the FY 20 budget discussion that just occurred.
- Debra responded that the SWP is an umbrella plan that identifies needs and priorities and strategies to use that feed down into how budgets are created. Conversely, the Regional Transportation Plans (RTPs) that CDOT helps rural Transportation Planning Regions develop, feed into the SWP with their needs and priorities highlighted. For example, the Freight Improvement Program project list will feed into needs and priorities of the rural TPRs and their RTPs that will then integrate upwards into the SWP.
- PD 14 also is a link to funding choices – as it compares performance with investment decisions.
- Commissioner Scott asked how and when technology would be considered in the SWP.
- Deb noted that the next SWP will conduct scenario planning for connected and autonomous vehicles (CAVs) and that is one way technology will be incorporated into the SWP, and the statewide travel modal will help analyze the scenarios. In addition, Intelligent Transportation Systems (ITS) and operational technology will be a component of the plan.

- Jeff Sudmeier also mentioned that the revenue projection and program distribution processes look at revenues and funding for the future out to 2045 for this upcoming SWP.
- Commissioner Stuart noted her excitement with the upcoming plan and noted it is similar to the Denver Regional Council of Governments (DRCOG) planning process.

#### Transit & Intermodal Committee (David Krutsinger)

**Attendees:** Commissioner Gilliland, Commissioner Hofmeister, Commissioner Thiebaut, Commissioner Hall, Commissioner Stuart, Debra Perkins-Smith, Sharon Terranova, Karen Rowe, Mike Timlin, David Krutsinger, Jeff Sanders, Tim Kirby, Josh Laipply, Brodie Ayers, Maria Johnson, Kathleen Collins, and Ann Rajewski, CASTA

#### **Colorado Freight Plan (CFP) Update – Debra Perkins-Smith**

**Background:** The CFP is a strategic plan for CDOT and its partners to guide freight-related strategies and initiatives. The plan development process emphasized stakeholder engagement, implementation planning, and communication and education efforts. The CFP documents critical multimodal infrastructure needs, summarizes stakeholder input, and identifies high-priority strategies for future action.

At the August 2018 TC meeting, the TC approved the State Freight and Passenger Rail Plan (SF&PR). SF&PR Plan is federally required to be approved by the Department's governing body, the TC. Unlike the SF&PR Plan, and not to be confused with, the CFP and FIP does not require TC approval. The approval of those documents lies with FHWA. Additional information on the FIP is provided in the Details section below. This is a requirement in order to distribute National Highway Freight Program (NHFP) funding. The Freight Advisory Council (FAC) has reviewed and provided comments on the draft CFP. Staff is also offering a courtesy review of the draft CFP to the TC in October.

The CFP emphasized stakeholder engagement throughout the planning process. Stakeholders from private industry, economic development organizations, freight trucking and rail businesses, and regional and local governments were engaged through advisory committees, working groups, interviews, surveys, and through ongoing coordination with CDOT staff. Members of CDOT committees, including STAC and FAC were directly involved in identifying key strategies and in providing review and comments on the draft plan. Comments and input were integrated into the current draft plan to ensure responsiveness to key partners.

The CFP document is a performance-based investment approach to distribute funding under the National Highway Freight Program (NHFP). A key element of this plan is a federally required FIP. The FIP is included as an appendix to the CFP, and is a listing of prioritized freight-specific projects anticipated for funding through the NHFP. The TC via workshops has been instrumental in providing feedback on the methodology used to select and prioritize the projects over the last couple of months. As part of the September TC Consent Agenda, staff is requesting TC to approve the NHFP FY 18 project list which will be included in the FIP. The staff recommendation for NHFP FY 18 project list includes the following six projects:

- I-25 South Monument Hill Climbing Lane (Region 1) - \$2,500,000
- US 287 Passing Lane South of Lamar (Region 2) - \$4,500,000
- I-70 Truck Parking (Region 3) - \$1,625,000
- US 40/US 287 Passing Lanes (Region 4) - \$4,500,000
- Mountain Pass Critical Safety Needs (Region 5) - \$2,400,000
- Truck Parking (Region 5) - \$2,220,000

**Discussion:**

- Debra explained that we have the State Highway Freight Plan Amendment in place that allows CDOT to spend NHFP funds.
- Next month or November the full TC will get a package of freight materials – the CFP update, and the FIP list of projects. The TC is not required to approve the CFP, but staff wanted to give the TC an opportunity to comment before the plan is submitted to FHWA for approval/concurrence.
- Commissioner Gilliland noted that bringing a package was a good idea.
- Debra noted that the FAC, with members from the freight industry, has also been involved closely during the development of this plan, providing varied input.

**Active Transportation Development Program – Tim Kirby**

**Background:** The Development Program is a part of the transportation-planning process focused on identifying major investment needs and establishing priorities with planning partners to support the long-term development of the state transportation system. The Development Program focuses on projects that otherwise could not be constructed based on funding constraints and identifies a variety of elemental needs within the transportation system. It also bridges the gap between the Statewide Transportation Plan (25-year vision) and the Statewide Transportation Improvement Program (STIP).

There are a number of elements that exist as part of the transportation system that are inventoried within the Development Program. These elements include: Highway Capacity, Transit, Asset Management, Transportation Systems Management & Operations, and ADA Curb Ramps. This expansive inventory of identified unfunded projects demonstrates the unmet transportation needs across the state and allows the department to respond proactively when new funding sources become available.

**Details:** Growing interest from the general public, public interest groups, Transportation Planning Regions (TPRs), Metropolitan Planning Organizations (MPOs) and the General Assembly has demonstrated the need for an Active Transportation element of the Development Program. The Active Transportation element of the Development Program will include an inventory of the multimodal needs (e.g. sidewalk improvements, separated multi-use paths, bicycle and pedestrian paths, connections to transit centers, etc.) that exist on, or adjacent to, the state highway system. Staff is in the early stages of the development of this element, but the production of this element will follow the same process that other elements of the Development Program, such as Highway Capacity projects, followed. This process includes a review of relevant planning documents (e.g. studies, environmental, and Regional Transportation Plans), review and comment by CDOT regional planners, and review and comment from TPRs and MPOs.

**Discussion:**

- Debra explained that the initial active project list was gleaned from plans and then coordination with planning partners took place, as was done with the other DP projects.
- Tim mentioned the issues with the conflict between investing on roadways for improving pavement condition versus constructing improvements for active projects exists; however, the link is shoulder width. We need to identify where the key corridors for increasing shoulder width exists. STRAVA data is available that points out usage of facilities by cyclists.
- Debra suggested overlay map of shoulders with bicycle usage information.
- Commissioner Gilliland mentioned the regional bike plans there were conducted previously. Debra noted they were done by DNR.
- Josh recommended starting in areas with the most impact. In addition, Josh noted he understood that Colorado has no state designated bicycle routes and that we need to evaluate this in the next six months or so, and consider designations to link with Kansas and Utah, which do have designations. Would like to see designations determined in the next 18 months. Josh noted that most of the designations are on U.S. routes.
- Debra noted, that about 4 years ago, CDOT considered designations but decided, due to the designation requirements, to instead build an online bicycle map with detailed information– we are one of the only, if

not the only, state that has a bicycle map like this. DTD will look into Josh's request and see what can be done about establishing designated bicycle corridors.

**SB 267 Transit Discussion – Jeff Sanders**

SB 17-267 "Concerning the Sustainability of Rural Colorado" (SB 267) authorizes the execution of lease-purchase agreements on state facilities totaling \$2 billion, to be issued over four years, beginning in FY 2018-19. CDOT will be the steward of \$1.88 billion of those proceeds, of which 10% must go to transit (\$188 million) and a minimum of 25% to rural counties with a population of less than 50,000 as of July 2015. CDOT must use highway funds for federal aid highway projects that are included in the strategic transportation project investment program of the Department of Transportation and that are designated for Tier 1 funding as 10-Year Development Program projects." For transit funds, "at least 10 percent of the proceeds shall be expended for transit purposes or for transit-related capital improvements."

The recent passage of SB 18-001 resulted in some uncertainty for the SB 267 funds. While the legislation confirmed the first year of 267 funds, future years are contingent on outcomes of ballot initiatives. This memo presents an approach for how CDOT will program the transit funds associated with SB 267. The first year of funds results in \$38 million for transit projects, \$9.5 million of which must be used in rural counties.

**Selection Criteria**

DTR has used the following criteria to propose project selections for SB-267 funds:

- Project Readiness – The project has already undergone a significant level of planning and is ready to proceed to construction in the short term.
- Strategic Nature – Project is of regional or statewide significance or is part of a statewide programmatic need.
- Planning Support – The project is supported by relevant planning documents (Transit Development Program, Intercity Bus Plan, corridor NEPA documents)
- Statewide Transit Plan Goal Areas – Supports statewide plan goal areas of system preservation and expansion, mobility/accessibility, transit system development and partnerships, environmental stewardship, economic vitality, and safety.
- Supports Statewide System – Supports a statewide transportation system, with consideration of transportation needs throughout the state.

Current recommended projects are presented below.

*Current Recommended Projects*

Project	Project Description	Non-Rural	Rural
Monument (I-25 / SH 105) bus slip ramps	<ul style="list-style-type: none"> <li>• Significant travel time savings for Bustang passengers</li> <li>• Cost savings if built with I-25 South “Gap” Project</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> </ul>	\$4.0 M	
Longmont (SH 119 / I-25) park-and-ride	<ul style="list-style-type: none"> <li>• Existing CDOT park-and-ride which can be activated for “reverse commute” transit service to Fort Collins</li> <li>• Also provides a Weld County stop for trips into Denver</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> <li>• Request of NATA and NFRMPO to have a connection in this area, with longer-term goal also at SH 7 / I-25.</li> </ul>	\$5.0 M	
Berthoud (SH 56 / I-25) park-and-ride	<ul style="list-style-type: none"> <li>• New park and ride consistent with North I-25 EIS</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> <li>• Cost savings if built with I-25 North Segment 6 Hwy</li> </ul>	\$12.4 M	
Kendall (near US 34 / I-25) park-and-ride	<ul style="list-style-type: none"> <li>• Project already funded with SB 228 funds, but improved design requires additional funds</li> <li>• Cost savings since built with I-25 North project</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> </ul>	\$5.8 M	
Non-Rural Program Support	<ul style="list-style-type: none"> <li>• Project support, design, environmental clearance, etc for non-rural projects</li> </ul>	\$1.3 M	
Rural Infrastructure Projects	<ul style="list-style-type: none"> <li>• Currently unallocated funds that will be used for rural projects consistent with project selection criteria (more discussion below)</li> </ul>		\$7.5 M
Rural Program Support	<ul style="list-style-type: none"> <li>• Project support, design, environmental clearance, etc for rural projects</li> </ul>		\$2.0 M
	Total	\$28.5 M	\$9.5 M

*Rural Infrastructure Projects*

Since the bill defines rural as counties with less than 50,000 people, most counties along I-25 and I-70 are not eligible. CDOT has already identified a few likely projects. For instance, Poncha Springs has approached CDOT to discuss a park and ride that would serve regional and local transit service. Another project is a park and ride in Park County (Fairplay) for a regional transit route. CDOT proposes to use its annual capital application process available in the fall to identify and evaluate additional projects.

**Discussion:**

- Commissioner Gilliland mentioned median slip ramps and how they are good technology for future projects.
- Jeff noted that they save money if installed in conjunction with other roadway improvement construction.
- Josh noted their use is dependent on where they would be and traffic patterns – sometimes they aren’t the best solution.
- Jeff noted at the Berthoud Center a median is being planned.
- Commissioner Hall mentioned that rural areas are looking for more transit.

***Asset Management Plan – Jeff Sanders***

**Background:** In July 2016, the FTA published the National Transit Asset Management Final Rule (49 U.S.C. 625) defining the term “state of good repair” (SGR) and establishing requirements for transit asset management for FTA recipients (e.g. CDOT) and sub-recipients (e.g. transit agencies receiving sub-awards from CDOT). The rule applies to all transit agencies that receive federal funds through 49 U.S.C Chapter 53 and own, operate or manage capital assets used for public transportation. Major provisions of the rule include:

- Each agency is required to either develop its own TAM Plan or participate in a group plan.
- Each agency is required to assess the conditions of its assets at least every three years.
- Agencies need to report overall SGR measures to FTA and set one-year SGR targets annually. This reporting is handled through the National Transit Database (NTD). Measures that need to be reported include 1) percent of revenue and non-revenue vehicles exceeding a specified Useful Life Benchmark age (ULB), 2) percent of facilities not in SGR (overall condition of 1 or 2 on the 5-point Transit Economic Requirements Model scale), and 3) percent of guideway under speed restrictions for rail guideway.

- State DOTs, including CDOT, are required to develop Group TAM Plans on behalf of smaller “Tier 2” agencies to reduce the planning and reporting burden on those agencies.

CDOT provides some level of Federal and/or State funding support to approximately 93 transit agencies in Colorado, including both public and specialized transit providers.

The Group TAM Plan, that has been under development in some capacity since 2016, is a business model that uses the condition of assets to guide the optimal prioritization of capital spending in order to keep the transit system in a State of Good Repair. Per the TAM Rule, this plan contains the following elements:

- **Asset Inventory:** An inventory of the number and type of capital assets to include: Rolling Stock (vehicles), Facilities, and Equipment.
- **Asset Condition Assessment:** A condition assessment of those inventoried assets for which agencies have direct capital responsibility.
- **Decision Support Tools & Management Approach:** A description of the analytical processes and decision-support tools used to estimate capital investment needs over time, and to develop its investment prioritization.
- **Investment Prioritization:** The project-based prioritization of capital investments based on CDOT’s reasonably anticipated Federal and State funding available.

The Group TAM Plan will analyze groupings of vehicles and facilities by asset class to set SGR performance targets for the 2019 plan year. The Transit Asset Prioritization Tool (TAPT) implemented by CDOT’s contractor, Spy Pond Partners, will support the analysis of State of Good Repair (SGR) needs and the anticipated Federal and State funding available to provide the basis for a prioritized list of SGR investments.

**Discussion:**

- Commissioner Gilliland asked about getting more transit agencies involved in developing the plan and leveraging it to get more vested transit agencies.
- Ann Rajewski noted that budgets are very tight at transit agencies and the plan could be used as a tool to help agencies make better choices.
- Jeff explained it is anticipated the final TAM will be presented to the TC for adoption in November 2018.

**Bustang Year-end Presentation - Mike Timlin**

Mike provided an overview of Bustang related to:

- Quarterly Comparison
- Ridership Growth since 2015
- Farebox Recovery
- Revenue
- Safety – Collisions
  - System Collisions dropped to 1.4 per 100K miles in 2017-18 vs 2.01 in 2016-17
- Overall Bustang is doing well.

**Next Steps:**

- Launch INIT ITS in November with RTD as HOST
- Launch Masabi Cross ticketing PILOT with RTD – targeting Flatirons Flyer Boulder and University of Colorado A Line to DIA January 2019
- Launch “GAP” temporary Service to Denver Tech Center – December 15, 2018
- Launch Colorado Springs – Pueblo 1 RT December 15, 2018
- Launch Seasonal West Line enhancement trips December 15, 2018

**Discussion:**

- Commissioners Gilliland noted this is a success story.
- Commissioner Stuart commented that the fares are priced right to attract the ridership. Mike noted studies suggested a \$0.17 per mile fare and it is working so far.

**Outrider next Phase (preview) – Mike Timlin**

Phase 1 was completed in FY 2016-17 with the following routes established.

<u>Route</u>	<u>FTA \$\$ Saved/Redeployed</u>	<u>Comment</u>
I-76 Denver - Nebraska State Line (Omaha)	\$80,000	Route was reasonably profitable
US 50 Pueblo - Kansas State Line	\$100,000	Poor times and ridership
I-70 - Denver - Grand Junction	\$260,000	Bustang now operates the service

Phase II was completed June 29, 2018 with the launch and/or integration of new and current grant partners on four routes:

1. Lamar – Pueblo one Monday – Friday round trip launched January 2 following the elimination of the poorly scheduled and utilized Bee Line service that operated between Wichita, KS and Pueblo in collaboration with Kansas DOT.
2. Alamosa – Pueblo transitioned on May 1 with a new operator with larger bus capacity allowing for ridership growth. Senior Resource Development Agency (SRDA) of Pueblo operates both Lamar and Alamosa lines with an emphasis on essential service transit service from Pueblo, southern Colorado’s urban service center.
3. An RFP was awarded to Alpine Express Shuttle of Gunnison, CO to replace the existing carrier on the Gunnison – Denver route. This competitive selection process on this route ensures future viability and a renewed emphasis on customer service with a Colorado based carrier. Both Alamosa – Pueblo and Gunnison Denver routes connect in Salida to ensure access on both routes access to the Pueblo side and Denver side.
4. The Durango – Grand Junction line transitioned to Outrider on July 1 and soon will return to daily service from 5 day per week service. The operator, Southern Ute Community Action Program (SUCAP) has recently transformed to Southern Colorado Community Action Agency (SoCoCAA).

HDR was tasked to consider and prioritize the phase III routes (if excess funding is available) by gathering comment from stakeholders and develop a list of 21 Statewide routes and complete ridership demand using standard ridership demand models and present those results for further review. Initial results of the Phase III study was presented to the TC.

**Discussion:**

- General appreciation for this program was expressed by Commissioners.
- Josh noted that DTR was audited last week by the Federal Transit Administration (FTA), and that DTR did very well.
- David Krutsinger, DTR Director expanded on this point and noted that the last DTR audit resulted in 75% subject area findings, whereas this time it went down to 15%, practically a perfect score, and acknowledged the work of Brodie Ayers to make this happen.

**Quarterly Reports - Informational Items – David Krutsinger**

- SB 228 Project Update - A table providing a brief description of each project for year 1 and year 2 of the program and its current status was presented to the TC. Please see the TC packet for more details.
- Transit Grants – a brief summary of transit grants and their status was provided to the TC. A summary of grant contracting and invoicing performance is provided below.

Table 3: Summary of Grant Contracting & Invoicing Performance	
Goal Area	Results
Timely Contracts	Normal Year: 175 to 200 Grant Agreements, Contracts, & Extensions 2015 Goal: 210 contracts & extensions by Thanksgiving. Met goal. Completed 228 total. 2016 Goal: 235 cont. & ext. 4 wks earlier than 2015. Achieved 2 wks earlier, 246 total. 2017 Goal: 185 contracts & extensions met, 224 total for calendar 2017. 2018 Goal: 198 contracts & extensions for calendar year 2018.
Timely Payments (Average Days ≤ 30 Days)	45 days to payment, average for SFY July 1 2013 - Jun 30 2014 35 days to payment, average for SFY July 1 2014 - Jun 30 2015 29 days to payment, average for SFY July 1 2015 - Jun 30 2016 26 days to payment, average for SFY July 1 2016 - Jun 30 2017 25 days to payment, average for SFY July 1 2017 - Jun 30, 2018 28 days to payment, average for SFY July 1 2018 - Aug 30, 2018 (year to date)
No Statutory Violations	12 Statutory Violations occurred in 2014 2 Statutory Violations in calendar 2015 2 Statutory Violations in calendar 2016 1 Statutory Violation in calendar 2017 (June 2017; 14 mo prior, 6 mo now without a S.V. 0 Statutory Violations in calendar 2018

- Rail Abandonments Report for TLRC
  - Each year the SB 37 Report provides an update on possible rail line abandonments and opportunities for rail line acquisitions. This year, there is one rail yard and four rail lines on the watch list (see TC packet for more details).
    - Burnham Yard (UP)
    - Towner Line
    - Tennessee Pass Line (UP)
    - Fort Collins Branch Line (UP)
    - Raton Pass Line

**Discussion:**

- Commissioner Gilliland asked about the status of the Southwest Chief.
- David explained that the TIGER grant is on hold as AMTRAK is asking for additional requirements that are beyond federal requirements.

**Transportation Commission Regular Meeting  
Thursday, September 20, 2018, 9:30 am – 11:30 am**

**Call to Order, Roll Call:** Nine Commissioners attended with Commissioner Peterson excused and Commissioner Thiebaut attending via telephone for two meeting agenda items - Proposition 109 and Proposition 110.

**Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes**

- Barbara Johnston regarding I-25 from SH 402 to SH 14 for Parcel 7 provided comments during the Condemnation Authorization discussion and action agenda item highlighted below.

**Comments of Individual Commissioners**

- Commissioner Gilliland attended the long-awaited ribbon cutting ceremony of the I-25 North Project that has been desired for 20 years. It was a wonderful event. Still need the third lane to Denver, but this is great. Also appreciated the investments from the High Performance Transportation Enterprise (HPTE).
- Commissioner Zink attended a Club 20 meeting where an enjoyable presentation of Propositions 109 and 110 took place. Also noted that the Ridgway Responsible Acceleration of Maintenance and Partnerships (RAMP) partnership project received an American Public Works Association Award.
- Commissioner D'Angelo attended the ground breaking for the I-25 Gap project that received funding from multiple entities – local governments, towns, counties. The INFRA grant and SB 267 funds were critical pieces of funding to make this project happen.
- Commissioner Scott also attended the I-25 Gap groundbreaking ceremony and noted that this project is a remarkable partnership. US 24 in Manitou Springs opened up after an emergency culvert repair. Commissioner Scott also participated in the Coal Creek Clean Up event that was enjoyable and

meaningful. Appreciated the robust discussion with other TC members on Proposition 109, the TC members may not always agree, but discussions are respectful.

- Commissioner Connell attended an I-70 Coalition meeting where the Propositions 109 and 110 were discussed. More messaging is needed to simplify proposition information for the public. Also attended Clear Creek County meetings where staff did a wonderful job presenting on the Propositions.
- Commissioner Hall attended rotary groups to explain Propositions 109 and 110. Noted the energetic discussions of the TC that occurred yesterday, the TC is doing what the Governor tasked us.
- Commissioner Hofmeister noted that the Eastern TPR 4P meetings have finished and they were enjoyable and successful. It is good to meet with TPR stakeholders on their own turf.
- Commissioner Gifford attended the I-25 Gap project groundbreaking ceremony.

#### **Executive Director's Report (Michael P. Lewis)**

- Mike mentioned the recent groundbreaking ceremonies for I-25 North, I-25 Gap and noted that coalitions formed helped make these projects happen, after CDOT developed game plans for the projects. We should continue to use coalition formation as a future model for projects.
- Attending the American Association of State Highway and Transportation Officials (AASHTO) Annual Meeting in Atlanta next week (see: <http://www.cvent.com/events/aashto-2018-annual-meeting/event-summary-dcc1a6b43672451abe40e8b0f8360615.aspx> for more details) to discuss what we can do to influence federal transportation legislation. The FAST Act will expire in 2020. Many topics and sessions were mentioned, including: connected and autonomous Vehicles (CAVs), data management and analytics, environmental protection, research and innovation, safety, security and resiliency. Mike mentioned that he chairs the security and resiliency committee of AASHTO.
- Hurricane Florence in the Carolinas – these types of events are happening more frequently and we have to better prepare.
- Planning to attend and participate at the Resilience Innovations Summit and Exchange (RISE) event to be held on October 9 and 10 at the Sheraton Downtown Denver. See <http://www.cvent.com/events/2018-transportation-resilience-innovations-summit-and-exchange/event-summary-4a> for more details.

#### **Chief Engineer's Report (Jared Esquibel)**

- Another ribbon cutting aside from those already mentioned includes the 120<sup>th</sup> connection at Wadsworth that occurred this summer.
- An update on Central 70 is that Tony DeVito retired and CDOT is actively searching for his replacement. Good candidates are being considered.
- Recognized and thanked the CDOT Regions for their help with the project list for Proposition 109.
- A Notice of Funding Opportunity (NoFo) was released on September 5 regarding a grant for \$225 million – we hope to get roughly \$10-\$20 million for Bridge Enterprise (BE), working with staff on the application.
- Subsurface Utility Engineering (SUE) – 811 SB 18-167 was signed this summer and became effective on August 8. This will change the culture of CDOT regarding underground utilities, as a process for utilities will now be required in the project design phase, where it used to occur during construction. CDOT is conducting education on this to bring staff up to date. There is a potential for project savings with this new process.

#### **High Performance Transportation Enterprise (HPTE) Report (David Spector)**

- Held the first Express Toll Lane Master Plan workshop after TC last month and good input was received.
- The FHWA Innovation and Finance section is hosting an in depth training on public private partnerships (P3s) on November 13 – 14.
- The HPTE Board approved an express toll lanes (ETL) media campaign for US 36 and I-25 highlighting why and how we use ETLs – when you don't want to be late for: first date, daycare pickup, or for a football game.
- Commissioner Scott asked about the use of P3s and what is known about them in terms of trends and how often they are employed elsewhere.

- David responded that P3 is one of many tools used by the HPTE. Other P3 projects include broadband development, installation of lighting, real estate transactions, airports are a hot item for P3s in general, and housing, especially student housing. P3 is growing outside of the transportation context.
- David noted that ETLs are expanding across the country.

#### **FHWA Colorado Division Administrator's Report (John Cater, Division Administrator)**

- Towards Zero deaths is safety program that is reemphasizing how to make priority of what works to create a safety culture. Strategies that are proven to work include:
  - Primary seatbelt laws – they save 50 lives a year and it is a simple thing to do with a low cost.
  - Cable guardrail medians
  - Rumble strips and they are less expensive
  - Roundabouts, Colorado is a leading state in roundabouts
  - Working with other agencies – Partnerships with FHWA, CDOT and CSP work have strengthened, and the Parks and Wildlife partnership is a good example that is not publicized enough – need to promote this, as Colorado is the leader in forming this type of partnership.
  - Technology and innovation - Colorado is doing well in this category
  - Safety culture FHWA and CDOT employees must set a good example - where seatbelts, and do not drink and drive.
  - We need to use every tool in the tool box
- Last week FHWA held a national meeting on safety and federal reauthorization; we are working on initiatives; a follow up activity is the AASHTO conference scheduled in a couple of days.
- Attended ribbon cutting ceremony for a Moffat County swinging bridge; it is the only one of its type in Colorado and is 8ft wide; this project had multiple funding sources.
- Commissioner Gilliland agreed that roundabouts are important to safety.
- Commissioner Connell noted that she is happy to see use of rumble strips – they really do slow down traffic.

#### **STAC Report (STAC Vice Chair, Sean Conway)**

- STAC provided input on project list to present to TC yesterday for Proposition 109.
- STAC was presented the amended FY 20 budget and information on SB1 funds.
- CDOT's debt service payments were clarified.
- For the statewide fiber optic master plan, local governments want to partner.
- The State Demographers Office provided a presentation on population and the economy and its relationship to transportation. Population growth is creating challenges for transportation; Colorado population is aging fast, and changing transportation needs. The population that is 65 and over is anticipated to be 77% larger in 2050 than it is today. Colorado's population is projected to be 8.5 million in 2050. The presenter, Elizabeth Garner, did an excellent job.
- Staff provided a presentation on the PD 14 scorecard including performance targets and safety last month and this month maintenance and management will be covered.
- Active Transportation element of the Development Program was discussed and its importance for local off-system needs too, especially in rural areas.
- Bustang update indicated the program is doing well
- Sean recognized and thanked Commissioner Scott for his presentation at the Front Range CCI meeting in Castle Rock.
- Recognized and thanked the TC for stepping up to get I-25 North started. Commissioner Gilliland was working on this sometime back in the '90s.

**Act on Consent Agenda – Approved unanimously on September 20, 2018.**

- [Resolution to Approve the Regular Meeting Minutes of August 16, 2018 \(Herman Stockinger\)](#)
- [Disposal: SH 105 and I-25 Interchange \(Parcel 1X\) \(Karen Rowe\)](#)
- [Re-affirm Disposal: Ward Canal Morrison \(Parcel PE-270C Rev-EX\) \(Paul Jesaitis\)](#)
- [National Highway Freight Program FY 18 Project List Approval \(Debra Perkins-Smith\)](#)
- [\\$50-\\$150k Maintenance Project Approvals \(Kyle Lester\)](#)
- [1207.0 Repeal of Policy Directive 1207.0 "Employee Innovations" \(Susan Rafferty\)](#)
- [ROW Acquisition Authorization Requests \(Jared Esquibel\) - \*\*MOVED TO CONSENT DURING WORKSHOPS\*\*](#)

**Discuss and Act on ROW Condemnation Authorization Requests (Jared Esquibel) – Approved unanimously on September 20, 2018**

- Barbara Johnston property owner of Parcel 7 along CDOT project 21506 for I-25: SH 402 to SH 14 provided comments:
  - Expressed concern regarding negotiations of her parcel with state engineers.
  - At the last meeting with CDOT, she was presented only two options where one would go over the cornfield and the other would impact the silo pit and result in lack of access to the garage. A Park-n-Ride driveway being directly across from their driveway was another concern.
  - Barbara feels she is being damaged and not being made whole as a result of this process
- CDOT's Susan Christiansen responded that the changes of the driveway being moved are due to safety concerns. She recognized that two options were provided to Barbara. CDOT did ask the owner for suggestions but none were offered. It was determined that a roundabout as an alternative would be outside of the project's scope and beyond the project limits. The Park-n-Ride driveway being placed across from the owner driveway was determined to be safer compared to other options as a result of research. CDOT recently contacted property owners to reinitiate communication and negotiations.
- Mike Lewis noted that Region 4 could continue negotiations with the property owner.
- Commissioner Gilliland noted that the purpose of the TC is to decide if to approve moving forward with a process for condemnation, but this does not mean condemnation is certain to occur, if an agreement can be reached with the property owner, while waiting for a court date.
- It was noted that the project schedule is threatened by not having access to the parcel.
- As negotiations with the property owner may continue even with condemnation proceedings initiating, and seeing the project being in the public interest, the TC agreed to move forward with the process of condemnation.

**Discuss and Act on Projects under Proposition 109 (formerly Initiative 167) - (Herman Stockinger) – Approved with nine yeases and two opposed on September 20, 2018.**

- Herman explained the modifications to the resolution after discussion the day before.
  - A project list will not be included; the resolution will state that the TC will develop a project list if Proposition 109 passes.
  - The resolution clarifies with the loss of SB 267 funds, approximately \$2 billion will be available to bond.
  - The resolution also clarifies that this funding will not cover improvements for local or transit projects.
- Commissioners thanked Herman for yesterday's robust and respectful discussion on this subject.

**Discuss and Act on Resolution Stating Commission Position on Proposition #110 (Vice Chair Bill Thiebaut) – Approved with 10 yeases and one opposed on September 20, 2018.**

- Commissioner Thiebaut led the discussion via telephone.
  - Commissioner Thiebaut supports this resolution, as it includes Development Program reference for developing and attaching a project list.

- Herman to add text for “net projected increase of funds” to clarify dollar amount, similar to resolution change of Proposition 109.

[Discuss and Act on I-270 IAA with HPTE \(David Spector\)](#) – **Approved on September 20, 2018.**

[Discuss and Act on Third Budget Supplement of FY 2019 \(Mike Krochalis\)](#)– **Approved unanimously on September 20, 2018.**

### **Recognitions**

- Mike Lewis received a letter from Douglas County Commissioner, Lora Thomas. Bobby Snyder, of CDOT Region 1 had gone beyond his regular duties, when he found Commissioner Thomas, who was in a car crash and injured. Bobby found her on the road, moved the car off the road to safety, and helped by taking the Commissioner to Georgetown, and waited with her until her family came to pick her up. Attendees gave Bobby an applause for his heroic and kind behavior.
- Mike Lewis recognized that CDOT’s Office of Process improvement, led by Gary Vansuch, was a recipient of the Harvard Top 25 Innovation Award by the JFK School of Government. Gary was not available to attend, but Geneva Hooten, accepted this recognition on Gary’s behalf.
- CDOT Hero Award (Division of Aeronautics, Todd Green) David Ulane Aeronautics Division Director recognized Todd Green for his heroism. Todd was returning to home along Weld County Road 49, and noticed a crash where a school bus had rolled over. Todd, being a former volunteer fireman and emergency responder, was the first on the scene of the crash, and jumped on bus to help to evacuate passengers. Todd then stayed on an additional two hours to assist emergency responders. Attendees gave Todd an applause for his heroic actions.



**COLORADO**

Department of  
Transportation

# Statewide Transportation Advisory Committee Formula Program Recommendation

September 28, 2018



# Agenda

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- FAST Act
- Policy Directive (PD) 14
- 2045 Statewide Plan (SWP)
- Program Distribution Overview
- Timeline and Schedule
- Formula Program Recommendations



## FAST Act

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- Fixing America's Surface Transportation (FAST) Act; Signed into law on Dec. 4<sup>th</sup> 2015.
- The FAST Act continues MAP-21's overall performance management approach.
- Includes provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal.
- States must invest resources in projects that collectively will make progress toward national goals.



## Policy Directive (PD) 14

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- Framework for overall planning process
- Sets goals, performance measures, and objectives for:
  - Safety
  - Infrastructure Condition
  - System Performance
  - Maintenance
- Development of multimodal, comprehensive Statewide Plan
- Guides the distribution of resources in the Statewide Plan, STIP, and Annual Budget



# 2045 Statewide Plan

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# Program Distribution Overview

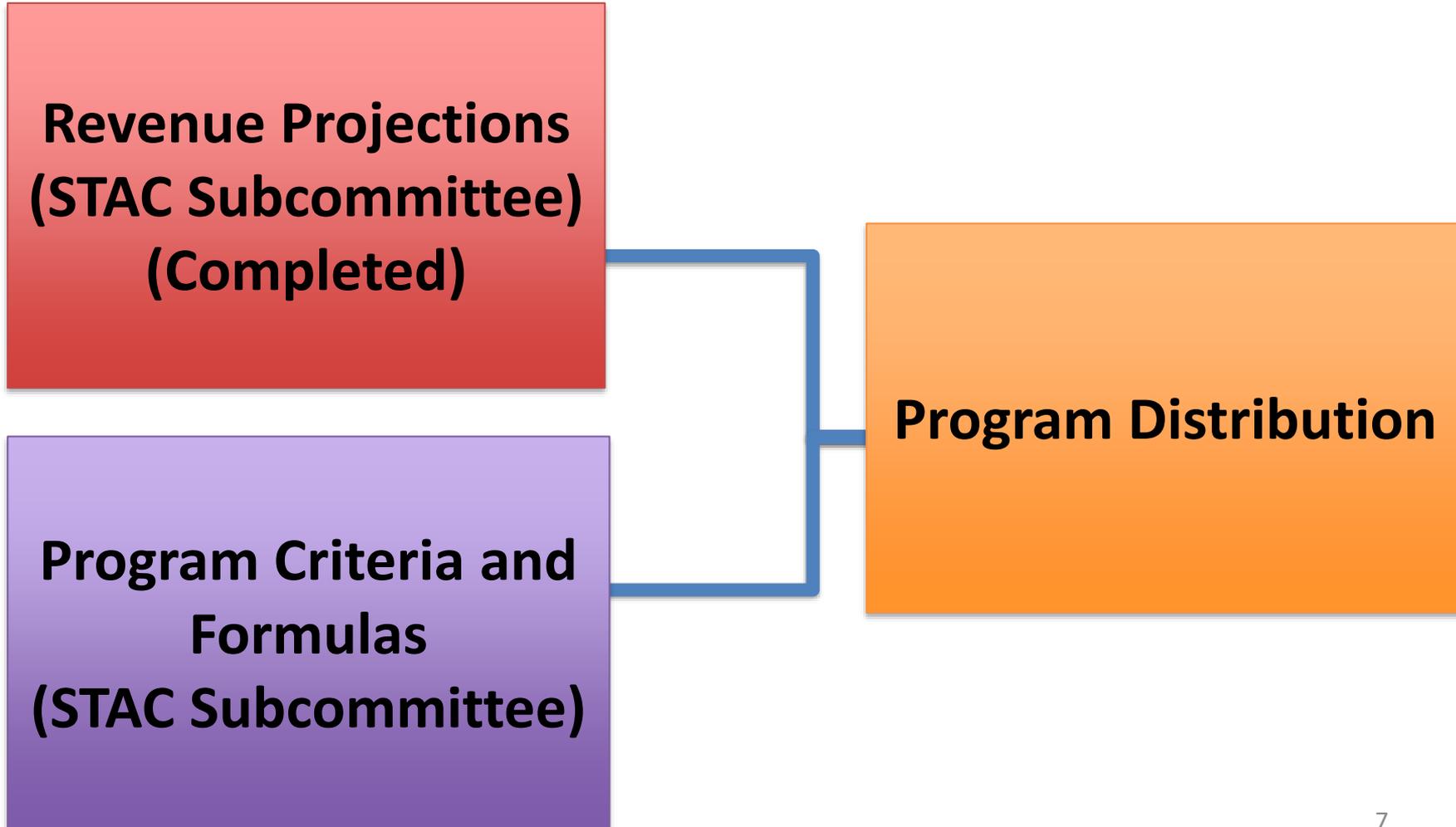
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- Reflection of CDOT investment strategy
- Developed as part of the SWP
- Outlines the assignment of projected revenues to various program areas over the period of the 2045 SWP (2020-2045)
- Planning purposes only
- Final numbers are provided annually
  - Updated revenue estimates and annual budget adoption.



# Program Distribution Process

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## Formula Programs

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- Metro Planning (Metro- PL)
- Surface Transportation - Metro (STP-M)
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)
- FASTER Safety
- Regional Priority Program (RPP)



## 2018 Timeline and Schedule

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- **April:** General Overview, Metro Planning and CMAQ Program
- **May:** Metro Planning, CMAQ and RPP
- **June:** RPP, TAP, and STP-M
- **July:** FASTER Safety
- **August:** Finalize Recommendations
- **September:** Report out to STAC
- **October:** Statewide Plan Subcommittee of TC
- **November:** Transportation Commission Workshop
- **December:** Transportation Commission Adoption



# Metro Planning Program



# Metro Planning Program

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- **Program Goal:** Address MPO Planning
- **Program Funding:** ~\$8.5M annually
- **Program Overview:**
  - Federal Requirements
    - ❖ Required suballocation to MPOs
  - State Discretion
    - ❖ Transportation Commission directs the suballocation
    - ❖ Distribution formula agreed upon by MPOs, CDOT, FHWA, and FTA
  - Prior Methodology
    - ❖ Distribution based on population of MPO
    - ❖ Minimum dollar base of \$330K to GVMPO and \$350K to PACOG



# Metro Planning Program

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- **Subcommittee Discussion Highlights:**
  - Use current formula - keep it simple
  - Analyze historic program growth rate to determine if the minimum floor should be raised
- **Subcommittee Recommendations:**
  - Use current formula and apply growth rate to minimum floor MPOs of 3% and hold constant
  - Revisit during the next round of Program Distribution



# Metro Planning Program

## FY 2019-2022

### CPG with One-Time 3% Growth Held Constant to Minimum Base Applied\*

	FY 2019	FY 2020	FY 2021	FY 2022
<b>DRCOG</b>	\$ 5,987,702	\$ 6,020,242	\$ 6,052,944	\$ 6,085,810
<b>GVMPO</b>	\$ 339,900	\$ 339,900	\$ 339,900	\$ 339,900
<b>NFRMPO</b>	\$ 875,213	\$ 879,969	\$ 884,749	\$ 889,553
<b>PPACG</b>	\$ 1,199,076	\$ 1,205,592	\$ 1,212,141	\$ 1,218,722
<b>PACOG</b>	\$ 360,500	\$ 360,500	\$ 360,500	\$ 360,500
<b>TOTAL</b>	<b>\$ 8,762,391</b>	<b>\$ 8,806,203</b>	<b>\$ 8,850,234</b>	<b>\$ 8,894,485</b>



# Metro Planning Program

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- **STAC Discussion**
- **Motion to Approve**



# Surface Transportation – Metro (STP-Metro)



# Surface Transportation – Metro (STP-Metro)

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- **Program Goal:** Address metropolitan area transportation issues
- **Program Funding:** ~ \$54M annually
- **Program Overview:**
  - Federal Requirements
    - ❖ Funds are suballocated to MPOs that are TMAs on the basis of population of the TMA Urbanized Areas (UZAs)
    - ❖ TMAs include: DRCOG, NFR MPO, and PPACG
- **Subcommittee Discussion Highlights:** None
- **Subcommittee Recommendation:** Maintain federally mandated STP Metro formula



# Surface Transportation – Metro (STP-Metro)

<b>Estimated FY 20 STP-Metro</b>		
<b>Recipient</b>	<b>STP-Metro (federal and local match)</b>	
	<b>%</b>	<b>\$</b>
<b>DRCOG TOTAL</b>	74.9%	\$ 40,485,488
<b>GVMPO TOTAL</b>	0%	\$ 0
<b>NFRMPO TOTAL</b>	8.4%	\$ 4,514,975
<b>PPACG TOTAL</b>	16.7%	\$ 9,036,942
<b>PACOG TOTAL</b>	0%	\$ 0
<b>TOTAL</b>	<b>100</b>	<b>\$ 54,037,405</b>



# Surface Transportation – Metro (STP-Metro)

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- **STAC Discussion**
- **Motion to Approve**



# Transportation Alternatives Program



# Transportation Alternatives Program

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- **Program Goal:** Implement alternative transportation projects and environmental mitigation activities
- **Program Funding:** ~ \$12.5M annually
- **Program Overview:**
  - Federal Requirements
    - ❖ 50% of funding can be spent anywhere in state
    - ❖ 50% of funding allocated based on population
      - 50% of funding allocated based on population must be spent in TMAs (based on UZA population)
      - 50% of funding allocated to CDOT regions based on population



# Transportation Alternatives Program

- **State Discretion**

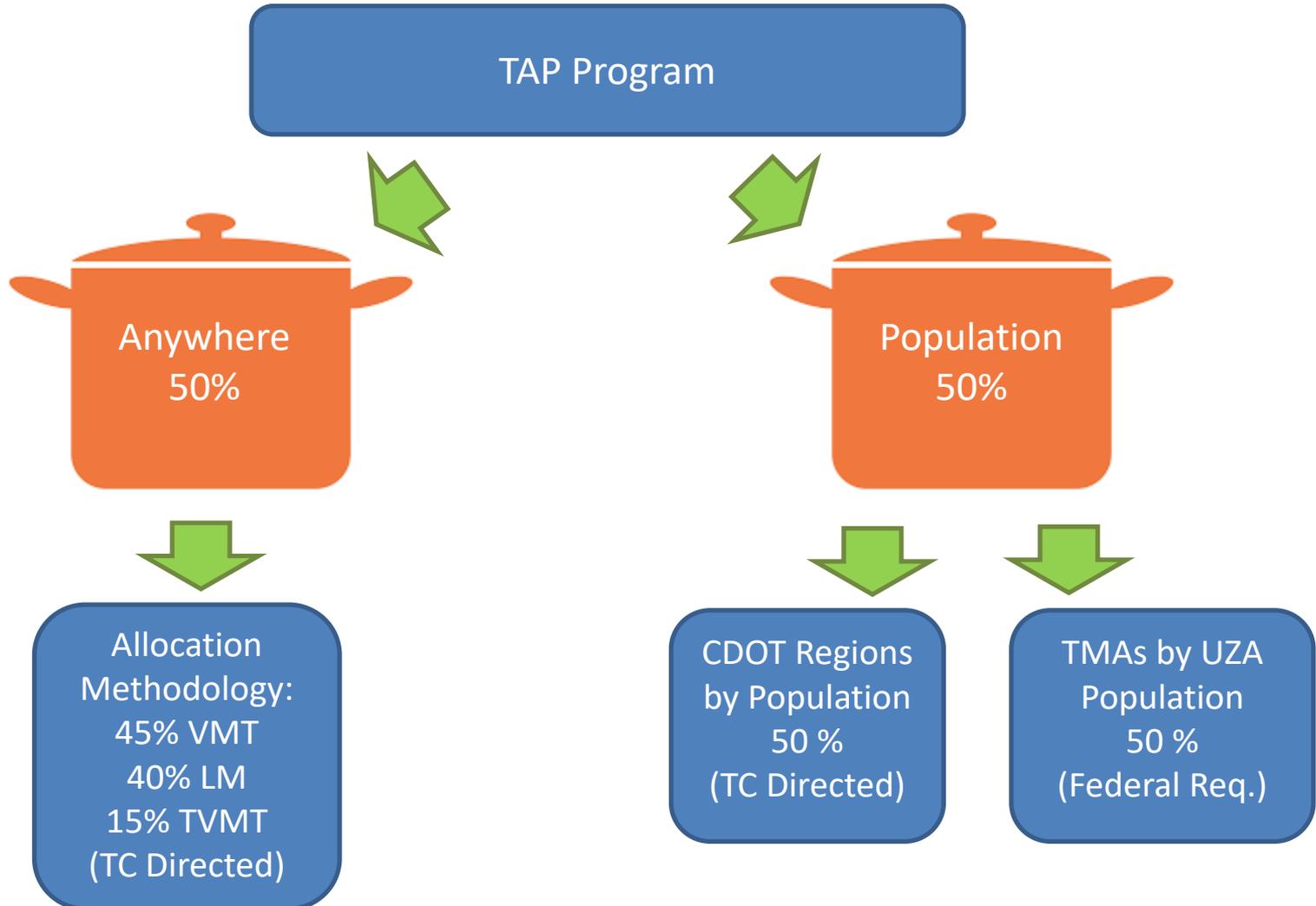
- Transportation Commission directs the 50% funds that can be spent anywhere.
- Distribution formula agreed upon by MPOs, TPRs, CDOT, FHWA, and FTA

- **Prior Methodology**

- 50% of funding can be spent anywhere in state
  - 45% VMT, 40% LM, 15% TVMT (TC Directed)
  - Formula reflected the historic RPP formula
  - Surrogate for fairness statewide
- 50% of funding allocated based on population
  - ❖ 50% of funding allocated based on population must be spent in TMAs based on UZA population (Federal Requirement)
  - ❖ 50% of funding allocated to CDOT regions based on population (TC Directed)



# Transportation Alternatives Program





# Transportation Alternatives Program

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- **Subcommittee Discussion Highlights:** Maintain current TAP formula
- **Subcommittee Recommendation:** Maintain current TAP formula



# Transportation Alternatives Program (TAP)

## Example - FY 20 Estimated TAP

Recipient	50% Population Based		50% Any Location		Total TAP		
	%	Example \$ Total	%	Example \$ Total	%	Example \$ Total	Example \$ Federal
Region 1	5.1%	\$ 235,547	32.1%	\$2,020,789	17.9%	\$ 2,256,335	\$ 1,805,068
Region 2	10.6%	\$ 483,805	18.4%	\$1,160,223	13.1%	\$ 1,644,028	\$ 1,315,222
Region 3	11.6%	\$ 530,378	16.4%	\$1,033,982	12.4%	\$ 1,564,360	\$ 1,251,488
Region 4	18.3%	\$ 840,586	24.4%	\$1,539,380	18.9%	\$ 2,379,965	\$ 1,903,972
Region 5	4.4%	\$ 201,933	8.6%	\$ 542,369	5.9%	\$ 744,303	\$ 595,442
DRCOG MPO	37.5%	\$ 3,000,020		\$ 0	23.8%	\$ 3,000,020	\$ 2,400,016
NFR MPO	4.2%	\$ 335,832		\$ 0	2.7%	\$ 335,832	\$ 268,665
PPACG MPO	8.3%	\$ 668,642		\$ 0	5.3%	\$ 668,642	\$ 534,914
<b>TOTAL</b>	<b>100%</b>	<b>\$ 6,296,743</b>	<b>100%</b>	<b>\$6,296,743</b>	<b>100%</b>	<b>\$ 12,593,485</b>	<b>\$ 10,074,788</b>



# Transportation Alternatives Program (TAP)

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- **STAC Discussion**
- **Motion to Approve**



# Congestion Mitigation and Air Quality



# CMAQ Program

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- **Program Goal:** Support activities with air quality benefits
- **Program Funding:** ~\$50M Annually
- **Funding Allocation:**
  - **Federal Requirements**
    - ❖ Required to go to air quality non-attainment or maintenance areas, with a few exceptions
  - **State Discretion**
    - ❖ Transportation Commission directs the allocation of funds to eligible areas
    - ❖ Distribution formula agreed upon by MPOs, CDOT, FHWA, and FTA



# CMAQ Program

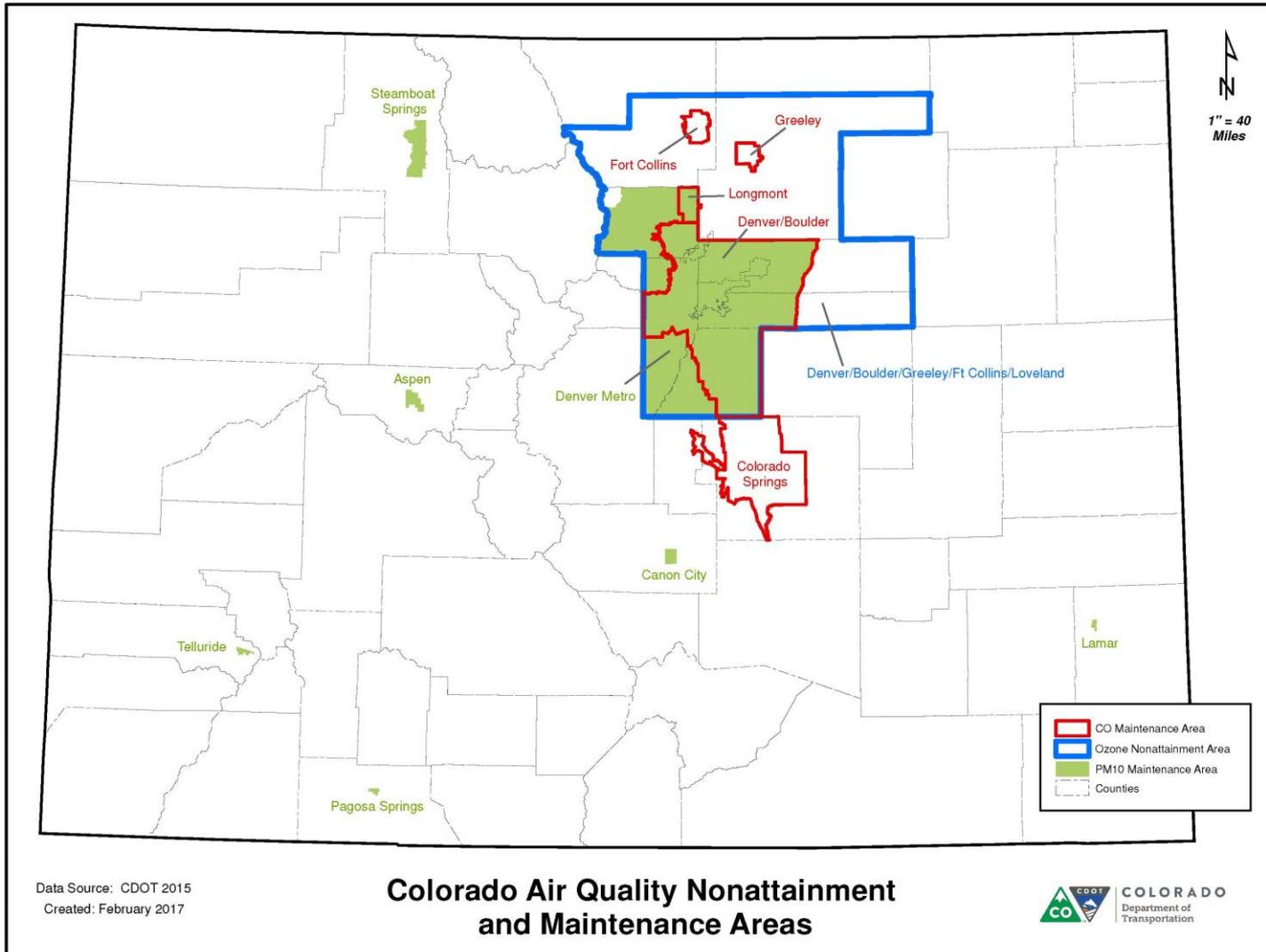
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- **Prior Methodology**

- \$30 M off the top for Alt Fuels Program (newly eligible program under MAP-21)
- Distribution of funding followed the formula of 80% to Non-Attainment Areas (Ozone), 15% to CO Maintenance areas, and 5% to PM 10 Maintenance Areas - focuses on non-attainment areas
- Ozone and CO pots are distributed 75% pop / 25% VMT
- PM-10 is divided 50/50 into a urban and rural pots.
  - ❖ Rural PM-10 pot is divided evenly among the five rural PM-10 areas: Aspen, Canon City, Pagosa Springs, Steamboat Springs, and Telluride. Minimum allocation of \$200k.
  - ❖ Urban PM-10 pot goes to DRCOG (the only MPO in a PM-10 maintenance area)



# CMAQ Program



Data Source: CDOT 2015  
Created: February 2017

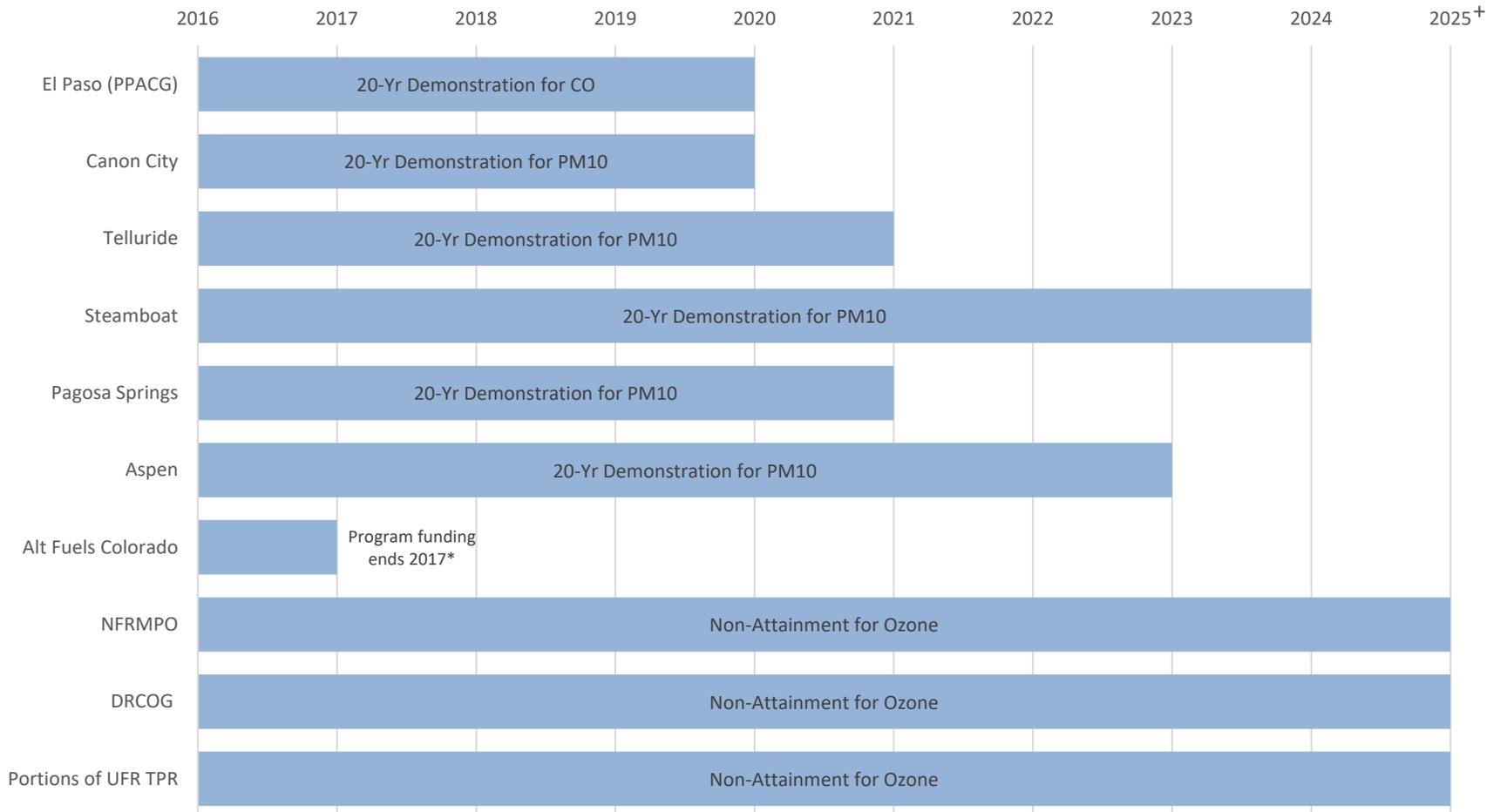
## Colorado Air Quality Nonattainment and Maintenance Areas





# Years of Eligibility for CMAQ Funding

Years of Eligibility for CMAQ Funding





# CMAQ Program

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- **Subcommittee Discussion Highlights**
  - Keep current funding methodology for Ozone and CO (75% Population / 25% VMT)
  - Current minimum (200k) allocation to PM 10 areas is good
  - Don't reduce funding in non-attainment areas
  - Looked at multiple options for statewide program
    - ❖ Alt Fuels Program ending, supported by Volkswagen settlement funds
  - Connected vehicle technology (referred to by CDOT as Advanced Mobility) is newly eligible under the FAST Act for CMAQ funding



# CMAQ Program – Statewide Advanced Mobility Program

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- When eligibility for maintenance expires for PPACG CO and Rural PM-10 areas, move funds to statewide program
- After ending maintenance periods, DRCOG CO and PM-10 and NFR CO funds would be redirected to ozone pot (hold harmless)
- Non-attainment areas would be held harmless; CO and PM-10 areas would be held harmless until the very end of their 20-year maintenance period.



# CMAQ Program

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- **Subcommittee Recommendations:**
  - Keep current funding methodology for Ozone and CO (75% Population / 25% VMT)
  - Current minimum (200k) allocation to PM 10 areas
  - Establish a Statewide Program for Advanced Mobility
  - PM 10 and CO funds roll into SW program as areas end maintenance period



# CMAQ Program

## Example of CMAQ funding FY 20-24

	FY 2020	FY 2021	FY 2022	FY 2023	FY2024
<b>Statewide</b>	-	\$ 1,463,514	\$ 1,986,091	\$ 1,996,021	\$ 2,526,427
<b>DRCOG</b>	\$ 41,941,060	\$ 42,150,765	\$ 41,342,448	\$ 41,473,870	\$ 42,105,542
<b>NFRMPO</b>	\$ 5,586,013	\$ 5,613,943	\$ 6,376,736	\$ 6,587,696	\$ 6,183,972
<b>PPACG</b>	\$ 1,201,160	Not eligible			
<b>UFR</b>	\$ 1,010,976	\$ 1,016,031	\$ 1,166,844	\$ 1,208,199	\$ 1,226,600
<b>Aspen</b>	\$ 255,073	\$ 256,348	\$ 257,630	\$ 258,918	Not eligible
<b>Canon City</b>	\$ 255,073	Not eligible			
<b>Pagosa</b>	\$ 255,073	\$ 256,348	Not eligible		
<b>Steamboat</b>	\$ 255,073	\$ 256,348	\$ 257,630	\$ 258,918	Not eligible
<b>Telluride</b>	\$ 255,073	\$ 256,348	Not eligible		
<b>TOTAL</b>	<b>\$51,014,572</b>	<b>\$51,269,645</b>	<b>\$51,525,993</b>	<b>\$51,783,623</b>	<b>\$52,042,541</b>



# CMAQ Program

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- **STAC Discussion**
- **Motion to Approve**



# **FASTER Safety Mitigation Program**



# FASTER Safety Mitigation Program

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- Program Goal: To reduce total highway crashes and the severity of highway crashes (fatality and injury).
- Program Overview:
  - FASTER Safety created in 2009 to fund road safety projects.
  - A “road safety project” is a project that is needed to enhance the safety of a state highway.
  - A portion of funds are allocated to safety-related Asset Management programs, with the remainder allocated to the FASTER Safety Mitigation Program.
- Program Funding: ~ \$67M FY 19
- Distribution Methodology:
  - Based on total crash data weighted according to National Safety Council estimates of average economic cost per death, injury, and other crash.



# FASTER Safety Mitigation Program

Recipient	FASTER Safety* (state only)	
	%	\$
Region 1	37.6%	\$ 25,395,085
DRCOG	35.2%	\$ 23,774,122
Region	2.4%	\$ 1,620,963
Region 2	20.0%	\$ 13,508,024
PPACG	10.6%	\$ 7,159,253
PACOG	3.5%	\$ 2,363,904
Region	5.9%	\$ 3,984,867
Region 3	11.3%	\$ 7,632,034
GVMPO	3.2%	\$ 2,161,284
Region	8.1%	\$ 5,470,750
Region 4	23.7%	\$ 16,007,008
DRCOG	4.4%	\$ 2,971,765
NFRMPO	5.5%	\$ 3,714,707
Region	13.8%	\$ 9,320,537
Region 5	7.4%	\$ 4,997,969
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 67,540,120</b>
DRCOG TOTAL	39.6%	\$ 26,745,888
GVMPO TOTAL	3.2%	\$ 2,161,284
NFRMPO TOTAL	5.5%	\$ 3,714,707
PPACG TOTAL	10.6%	\$ 7,159,253
PACOG TOTAL	3.5%	\$ 2,363,904

FASTER Safety distributions were re-calculated using 2012-2016 on and off system crash data.

Region 1: 37.6% (previously 33%)

Region 2: 20.0% (previously 21.3%)

Region 3: 11.3% (previously 14.1%)

Region 4: 23.7% (previously 23.6%)

Region 5: 7.4% (previously 8%)

*\*FASTER Safety funds are not suballocated to MPOs. MPO allocations are based on an assumption of the MPO share of the Region allocation.*



# **FASTER Safety Mitigation Program**

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- **STAC Discussion**
- **Motion to Approve**



# Regional Priority Program (RPP)



# Regional Priority Program (RPP)

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- Formula Inputs:
  - Metrics representing movement of people, extent of system, and impact to system.
    - ❖ Population/VMT = Congestion
    - ❖ Lane Miles/Center Lane Miles = Safety/Extent of the System
    - ❖ Truck VMT = Economic Vitality



# Regional Priority Program (RPP)

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- **Program Goal:** Flexible funding for regional priority projects
- **Program Funding:** ~\$50M annually
- **Program Overview**
  - State Discretion
    - ❖ Funded through annual Transportation Commission allocation
    - ❖ Distribution formula agreed upon by MPOs, TPRs, CDOT, FHWA, and FTA
  - Prior Methodology
    - ❖ Distribution based on 50% Population/35% Lane Miles/15% Truck VMT



# Regional Priority Program (RPP)

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- **Subcommittee Discussion Highlights:**
  - Hard to identify appropriate formula inputs when the goal is program flexibility
  - Explore a new RPP formula
  - Subcommittee like VMT, Population, Lane Miles and Truck VMT as formula inputs
  - Subcommittee split on what the percentage for each formula input should be
  - Urban / rural split on fairness
  - Concern for broader implication of RPP formula usage as a surrogate for fair distribution of funds statewide
- **Subcommittee Recommendation: Undecided**



# Formula Summary with RPP

Example - FY 20 RPP

Recipient	Option A		Option B		Previous Formula		Historic Formula	
	25 VMT/ 25 Pop/ 35 LM/ 15 TVMT		25 VMT/20 Pop/40 LM/15 TVMT		50 Pop/35 LM/15 TVMT		45 VMT/40 LM/15 TVMT	
	%	\$	%	\$	%	\$	%	\$
Region 1	35.0%	\$ 16,913,125	33.2%	\$ 16,055,855	36.3%	\$ 17,576,947	32.1%	\$ 15,524,797
DRCOG	32.9%	\$ 15,910,313	31.0%	\$ 15,005,676	34.8%	\$ 16,825,563	29.5%	\$ 14,273,476
Region	2.1%	\$ 1,002,811	2.2%	\$ 1,050,179	1.6%	\$ 751,384	2.6%	\$ 1,251,321
Region 2	18.8%	\$ 9,102,028	19.0%	\$ 9,185,025	19.5%	\$ 9,441,497	18.4%	\$ 8,913,450
PPACG	6.9%	\$ 3,317,396	6.4%	\$ 3,084,890	8.1%	\$ 3,906,221	5.4%	\$ 2,613,829
PACOG	2.0%	\$ 975,806	2.0%	\$ 945,631	2.2%	\$ 1,042,236	1.8%	\$ 892,487
Region	9.9%	\$ 4,808,827	10.7%	\$ 5,154,505	9.3%	\$ 4,493,041	11.2%	\$ 5,407,134
Region 3	14.9%	\$ 7,193,815	15.5%	\$ 7,508,565	13.7%	\$ 6,650,000	16.4%	\$ 7,943,617
GVMPO	1.4%	\$ 685,790	1.4%	\$ 653,672	1.7%	\$ 825,970	1.1%	\$ 541,528
Region	13.5%	\$ 6,508,024	14.2%	\$ 6,854,893	12.0%	\$ 5,824,030	15.3%	\$ 7,402,089
Region 4	23.7%	\$ 11,463,919	24.1%	\$ 11,678,077	23.3%	\$ 11,278,596	24.4%	\$ 11,826,336
DRCOG	4.7%	\$ 2,251,819	4.5%	\$ 2,168,902	4.8%	\$ 2,325,454	4.4%	\$ 2,109,994
NFRMPO	5.5%	\$ 2,661,963	5.2%	\$ 2,518,378	6.3%	\$ 3,030,994	4.6%	\$ 2,223,153
Region	13.5%	\$ 6,550,137	14.5%	\$ 6,990,798	12.2%	\$ 5,922,148	15.5%	\$ 7,493,189
Region 5	7.7%	\$ 3,702,114	8.2%	\$ 3,947,477	7.1%	\$ 3,427,960	8.6%	\$ 4,166,800
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 48,375,000</b>	<b>100.0%</b>	<b>\$ 48,375,000</b>	<b>100.0%</b>	<b>\$ 48,375,000</b>	<b>100.0%</b>	<b>\$ 48,375,000</b>
<b>DRCOG TOTAL</b>	<b>37.5%</b>	<b>\$ 18,162,133</b>	<b>35.5%</b>	<b>\$ 17,174,578</b>	<b>39.6%</b>	<b>\$ 19,151,017</b>	<b>33.9%</b>	<b>\$ 16,383,470</b>
<b>GVMPO TOTAL</b>	<b>1.4%</b>	<b>\$ 685,790</b>	<b>1.4%</b>	<b>\$ 653,672</b>	<b>1.7%</b>	<b>\$ 825,970</b>	<b>1.1%</b>	<b>\$ 541,528</b>
<b>NFRMPO TOTAL</b>	<b>5.5%</b>	<b>\$ 2,661,963</b>	<b>5.2%</b>	<b>\$ 2,518,378</b>	<b>6.3%</b>	<b>\$ 3,030,994</b>	<b>4.6%</b>	<b>\$ 2,223,153</b>
<b>PPACG TOTAL</b>	<b>6.9%</b>	<b>\$ 3,317,396</b>	<b>6.4%</b>	<b>\$ 3,084,890</b>	<b>8.1%</b>	<b>\$ 3,906,221</b>	<b>5.4%</b>	<b>\$ 2,613,829</b>
<b>PACOG TOTAL</b>	<b>2.0%</b>	<b>\$ 975,806</b>	<b>2.0%</b>	<b>\$ 945,631</b>	<b>2.2%</b>	<b>\$ 1,042,236</b>	<b>1.8%</b>	<b>\$ 892,487</b>

\*RPP funds are not suballocated to MPOs. MPO allocations are based on an assumption of the MPO share of the Region allocation. Option A is 25% VMT, 25% Population, 35% Lane Miles, and 15% Truck VMT. Option B is 25% VMT, 20% Population, 40% Lane Miles, and 15% Truck VMT. Last Program Distribution RPP formula was 50% Population, 35% Lane Miles, and 15% Truck VMT.



# Regional Priority Program (RPP)

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- **STAC Discussion**
- **Motion to Approve**



# Next Steps

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- October - Statewide Plan Committee of the Transportation Commission
- November - Transportation Commission Workshop #2
- December - Transportation Commission Adoption



**DATE:** September 19, 2018  
**TO:** Transportation Commission and Statewide Transportation Advisory Committee  
**FROM:** Herman Stockinger, Director, Office of Policy and Government Relations  
**SUBJECT:** Refinement of Project List Under Proposition #109

### Purpose

To discuss staff recommendations related to Proposition #109, which proposes that CDOT bond for up to \$3.5 billion for specific highway projects, with proceeds to be paid back over twenty years with General Fund revenue. Because the Proposition does not list funding amount for each project, and the total cost of the scope of the projects is approximately \$5.6 billion, the Transportation Commission must determine how the funds should be spent. This includes eliminating some projects and reducing the scope (and therefore cost) of others.

### Action

Adopt a project list which utilizes all available revenue should Proposition 109 be approved by voters.

### Limitations and Expectations

An informal opinion from the Attorney General's Office confirms the likely limits of potential TC action on the ballot list.

- The TC cannot select different projects for funding than those listed in the proposition
- The TC cannot use Prop 109 funds to go beyond the project limits of the project descriptions as listed in the proposition
- The TC cannot change the core substance of the project description (i.e. if the project description says "build a continuous flow intersection" the TC cannot fund a full interchange instead)
- The TC may reduce the scope or even eliminate a project from the list to stay within fiscal constraint or for other reasons (for example, the project is already funded with other funds or is no longer supported by CDOT or our planning partners)

The enclosed PowerPoint presentation lays out key facts and points to consider as the TC determines which projects should be funded with available revenue.

### Advisory Committee Input

The Statewide Transportation Advisory Committee met on Friday, August 24 and received a short presentation (very similar to the enclosed TC presentation). Some STAC representatives expressed concern that due to the limited number of projects in Region 4 that lie within the DRCOG area, it would be difficult for DRCOG to receive their RPP planning total of about 40%.

After the STAC meeting, planning partner review of the enclosed staff recommended project list has been more compressed than we would have liked. However, the list does reflect stakeholder input and multiple changes have been made to the list as a result of that input. A few of those changes include:

- Increasing funding for pre-construction and some construction of I-270. Because the project is not expected to be ready for construction for several years, the staff proposal would have eliminated all funding for the project.

- Worked with the Grand Valley MPO to adjust funding amounts for several projects in their area

### Options

- Option 1: TC adopts enclosed project list this month (with or without changes). This allows voters to see what projects would be funded under Proposition 109 (staff recommendation)
- Option 2: TC does not adopt a list in September, but provides instruction to staff to re-work the list based on TC input, returning to Commission in October for a vote on an updated list. While this still allows voters to see the list in advance of the November 6 vote, the timeline is more compressed.
- Option 3: Do not adopt a list. Proposition 109 has a list, and the Blue Book is expected to state that the TC will determine which projects will actually be funded.

### Next Steps

- September: Staff must determine how best to post project lists on our website for both Proposition 109 and Proposition 110.
- September: Blue Book is finalized by Legislative Council
- November 6: Election Day
- Post-November: Vigorous workshops should a ballot question for transportation be approved in 2018

### Attachments

- Attachment A: Presentation
- Attachment B: Draft Project List
- Attachment C: Resolution for Adoption
- Attachment D: Project map



**COLORADO**  
Department of  
Transportation

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# Proposition 109 Analysis

## Transportation Commission

### September 19, 2018



# Agenda

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- Review key facts and points to consider on Prop 109
- Review net revenue under Prop 109
- Analyze process for narrowing project list



# Proposition 109

## Key Facts & Points to Consider

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- ❖ Assumption is the GA provides General Funds for this cost
  
- ❖ With one issuance, and with the goal of maximizing proceeds, we need to spend 80% of proceeds within three years
- ❖ This likely causes some projects that are not ready to go in 3 years to be removed or reduced from the Prop 109 list
- ❖ Alternative is to abandon tax exempt bond status and accept fewer proceeds which would grant greater project delivery flexibility (but fewer projects)
  - CFO is currently exploring alternative options



# Proposition 109

## Key Facts & Points to Consider (cont.)

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- ❖ See project list for allowable projects
- ❖ Rough project costs for allowable projects is \$5.6 billion, but bonds will produce no more than \$3.5 billion. We need to “narrow the list”.
- ❖ Some projects have a broad scope, and some have a narrow scope, we need to live by the project list and description (AG office has confirmed). If we want to do something outside the project description, we can’t use 109 funds.



# Proposition 109

## Key Facts & Points to Consider (cont.)

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- ❖ SB 17-267: Current law allows for \$1.88 billion of COPs in four issuances. The final three years (\$1.5 billion) is repealed if Initiative 167 is approved
- ❖ Prop 109 allows for bonding of up to \$3.5 billion
- ❖ CDOT projects net gain over current law to be \$2 billion
  
- ❖ Maintain consistency with analysis of Proposition 110, including:
  - Start roughly with the RPP distribution formula to each region
  - Include revenue and project assumptions for SB 1 & SB 267 (Year 1 as opposed to all 4 years) when analyzing project list - which gives us a project list of just over \$4.1 billion
- ❖ Start with the funding assumptions for each project on the Prop 110 list and then add or subtract from each project as necessary to achieve fiscal constraint
- ❖ Give weight against projects that can't be built in three years



# Proposition 109

## Key Facts & Points to Consider (cont.)

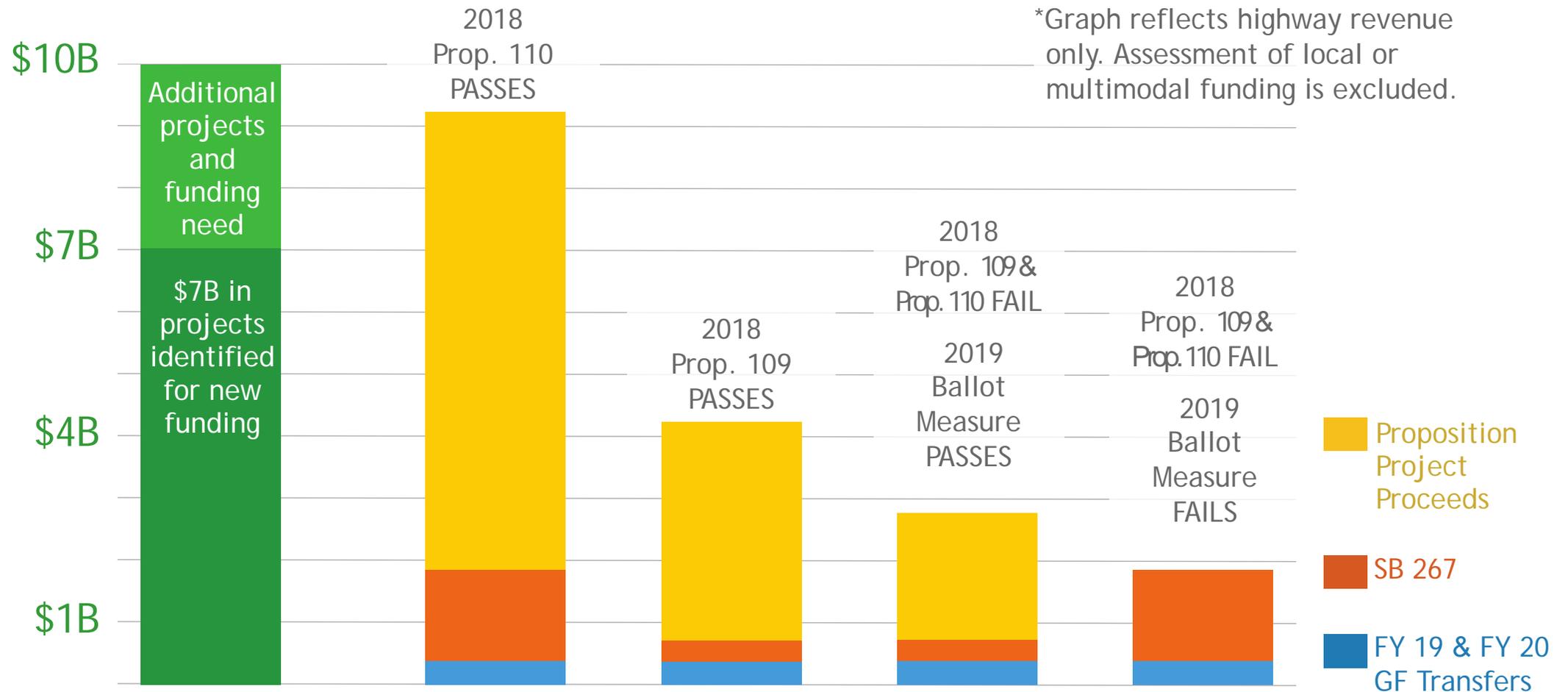
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- ❖ Likely no conflict using General Funds
- ❖ Likely no conflict with using Sales Tax Funds
- ❖ Likely conflict with how SB 267 is handled. SB 18-001 handles SB 267 differently depending on which measure passes and does not contemplate if both measures pass



# Potential Scenarios: Revenue Review\*

## New Funding Scenarios: Highway Revenue Over 20 Years\*





# Revenue Distribution by Region

Region RPP Formula	Target	Proposed Actual
Region 1 (35.5%)	\$1.470 B	\$1.473 B (35.58%)
Region 2 (19.9%)	\$0.824 B	\$0.824 B (19.9%)
Region 3 (14.3%)	\$0.592 B	\$0.596 B (14.4%)
Region 4 (23.2%)	\$0.961 B	\$0.961 B (23.2%)
Region 5 (7.1%)	\$0.294 B	\$0.294 B (7.1%)
DRCOG (40.0%)	\$1.657 B	\$1.556 B (37.58%)



# Questions?

## Project List for New Revenue Sources including SB 1, SB 267 &amp; Prop 109: Draft for Adoption September 20, 2018

Region	MPO/TPR	Project Description as Provided Under Proposition #109 (actual project scopes may be reduced from the Prop #109 description to fit within fiscal constraint)	Fix Our Roads Proposed Funding Amount	SB 1 & SB 267 (Year 1)	Federal Grants or Other Funding (doesn't count against region allotment)
1	DRCOG	I-25 South, Monument to Castle Rock, expand capacity monument to Castle Rock as outlined in planning and environmental linkages study.	\$133,000,000	\$117,000,000	\$100,000,000
1	DRCOG	I-25 Central, Santa Fe to Alameda, Valley Highway Phase 2.0 Improvements, complete Alameda Interchange including reconstruction of Lipan, Reconstruction of Alameda bridge over the South Platte and finalize ramp configuration	\$0	\$0	\$30,000,000
1	DRCOG	I-25, Valley Highway Phase 3.0, Santa Fe to Bronco Arch, replacement of bridges and interchanges and roadway widening, congestion relief, safety, and mobility improvements.	\$0	\$0	\$0
1	DRCOG	US 85, widening from C-470 to I-25 in Castle Rock (Louviers to Meadows), reconstruction of two lane roadway to four lanes with a divided median, acceleration/deceleration lanes and foot trail.	\$47,000,000	\$0	\$16,000,000
1	DRCOG	I-25 North, US 36 to 120th, improvements on I-25 between US 36 and 120th. Potential improvements include auxiliary lanes, additional lane between 84th Ave. and Thornton parkway and reconstruction of 88th Ave. bridge.	\$110,000,000	\$0	
1	DRCOG	I-25 North, US 36 to State Highway 7, Tolled Express Lane improvements, expand Tolled Express Lanes from current planned end at E-470 to State Highway 7.	\$0	\$0	\$25,000,000
1	DRCOG	I-70 West, westbound peak period shoulder lane, mirror eastbound peak period should lane from Twin Tunnels (Exit 241) to Empire Junction.	\$35,000,000	\$45,000,000	\$25,000,000
1	DRCOG	I-70 West, Floyd Hill, reconstruct westbound bridge at Kermit's and construct third lane down Floyd Hill to bridge. Construction of third lane to twin tunnels, either peak period shoulder lanes or permanent.	\$495,000,000	\$0	\$70,000,000
1	DRCOG	I-225, I-25 to Yosemite, complete National Environmental Policy Act design, removing bottleneck at Yosemite, ramps, lanes, interchanges and bridge replacement at Ulster.	\$42,000,000	\$0	\$0
1	DRCOG	I-270, widening from I-76 to I-70, reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruct concrete pavement.	\$75,000,000	\$0	\$165,000,000
1	DRCOG	US 6, Wadsworth Interchange, reconstruct interchange to improve safety and relieve congestion.	\$75,000,000	\$0	\$0
1	DRCOG	I-270/US 85, I-270 to 62nd Ave. interchange, reconstruct interchange at I-270 intersection at 60th Ave. to improve safety and capacity.	\$82,000,000	\$0	\$0
1	DRCOG	104th grade separation, construction of grade separated interchange at 10th and 104th/US 85 and railroad crossing grade separation.	\$102,000,000	\$0	\$0
1	DRCOG	120th grade separation, construction of a grade separated interchange at 120th and US 85/railroad crossing grade separation 120th.	\$59,000,000	\$0	\$17,000,000
1	DRCOG	US 285, Richmond Hill to Shaffer's Crossing, widen roadway to four lanes with median and construction of grade separated interchange at King's Valley.	\$55,000,000	\$0	\$0
2	PPACG	State Highway 21, Constitution to North Carefree, construction of interim continuous flow intersection.	\$0	\$0	\$0
2	PPACG	US 24 West, I-25 to Woodland Park, drainage and intersection improvements on US 24 from I-25 to Woodland Park.	\$94,796,000	\$0	\$0
2	PPACG	I-25 South, Widening S. Academy to Circle/Lake, widening of roadway to six lanes.	\$98,600,000	\$0	\$0
2	PPACG	State Highway 21, Research Parkway Interchange, construction of new grade- separated interchange at State Highway 21 and Research Parkway.	\$39,896,000	\$0	\$0
2	PACOG	US 50B, widen to four lanes, shoulders, passing lanes and other safety improvements to the Kansas border.	\$150,000,000	\$0	\$0
2	PACOG	US 50, West of Pueblo, widen the divided highway from two lanes to three lanes.	\$39,895,000	\$0	\$6,000,000
2	Southeast	US 287 Lamar Reliever Route, construction of reliever route, realignment of US 50 to future US 50/US 287 interchange.	\$211,071,000	\$0	\$0
2	Central Front Range	State Highway 67, Divide to Victor, shoulder widening and safety improvements.	\$40,000,000	\$0	\$0
2	Central Front Range	State Highway 115, replace and widen Rock Creek Bridge.	\$20,000,000	\$0	\$0
2	South Central	I-25, State Highway 10/State Highway 160, interchange reconstruction at Walsenburg.	\$80,000,000	\$0	\$0
2	Central Front Range	US 285, Fairplay to Richmond Hill, addition of passing lanes and shoulder improvements.	\$50,000,000	\$0	\$0
3	Intermountain TPR	I-70, Garfield County/New Castle Interchange upgrade.	\$15,072,000	\$0	\$0
3	Intermountain TPR	State Highway 9, Frisco North, completion of corridor including minimal widening, water quality and drainage improvements, and two interchange improvements.	\$4,317,000	\$9,500,000	\$0
3	Intermountain TPR	State Highway 13, Rifle North, construction upgrades.	\$61,484,000	\$50,500,000	\$21,000,000
3	Intermountain TPR	I-70 West, Vail Pass auxiliary lanes and wildlife overpass, complete National Environmental Policy Act design and preliminary engineering for recommended third lane (both directions) to increase safety and mobility. Install permanent water quality features, and widen roadway.	\$224,790,000	\$0	\$0
3	Intermountain TPR	I-70 West, Exit 203 interchange improvements.	\$30,344,000	\$0	\$0
3	Intermountain TPR	I-70 West, Frisco to Silverthorne Auxiliary Lane, improvements and upgrades.	\$16,924,000	\$0	\$0
3	Intermountain TPR	I-70 West, Silverthorne Interchange, reconstruction of Exit 205 interchange and related improvements for four ramps.	\$24,701,000	\$0	\$0

3	Northwest	US 40, Kremmling East and West, phased addition of shoulders and passing lanes on 14 miles.	\$7,000,000	\$0	\$0
3	Northwest	US 40, Fraser to Winter Park, capacity improvements (four lane facility).	\$13,592,000	\$0	\$0
3	Grand Valley MPO	I-70, Business Loop, I-70 B widening; complete reconstruction and widening to meet current geometric design standards and improve safety, drainage and accesses along the corridor; add lanes in each direction to make a three- lane roadway section and reconstruct frontage roads 5th Street to Exit 26 corridor, new capacity.	\$32,549,000	\$0	\$0
3	Grand Valley MPO	I-70, Palisade to Debeque, reconstruction with realignment of curves and other safety improvements.	\$0	\$0	\$0
3	Grand Valley MPO	US 6 improvements Mesa County, completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor; intersection, shoulders, and other safety and mobility improvements at specified locations throughout the corridor.	\$29,262,960	\$0	\$0
3	Grand Valley MPO	State Highway 340, safety and capacity improvements including intersection improvements.	\$11,380,040	\$0	\$0
3	Gunnison Valley	US 50 Little Blue Canyon, reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor; addition of passing lanes and mitigation of geohazard landslide within the project limits; phased implementation.	\$9,500,000	\$0	\$20,000,000
3	Gunnison Valley	US 550 Safety Improvements, specified study to review intersection improvements. US 550 Region 3 only.	\$22,475,000	\$0	\$0
3	Gunnison Valley	State Highway 92, safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	\$32,915,000	\$0	\$0
4	DRCOG	State Highway 119, expand capacity.	\$32,744,000	\$0	\$9,000,000
4	NFRMPO	US 34/US 85 Interchange Reconfiguration, improvements to the safety and capacity of the interchange and corridor improvements based off Hwy 85 planning and environmental linkages.	\$0	\$0	\$0
4	NFRMPO	I-25 North, State Highway 7 to State Highway 14, add a lane in each direction, interchange reconstruction, mainline reconstruction, safety and Intelligent Transportation Safety improvements.	\$349,000,000	\$204,000,000	\$100,000,000
4	Upper Front Range	I-76, Fort Morgan to Brush, Phase 4 reconstruction of roadway and interchanges between Ft. Morgan and Brush.	\$41,200,000	\$0	\$0
4	Upper Front Range	I-76, Fort Morgan to Brush, Phase 5 reconstruction of roadway and interchanges between Ft. Morgan and Brush.	\$65,000,000	\$0	\$0
4	Upper Front Range	State Highway 52 Interchange in Hudson, reconstruction of interchange.	\$14,000,000	\$0	\$0
4	Eastern	I-70 East, replacement of Alkali-Silica Reactivity pavement and associated safety improvements.	\$205,000,000	\$0	\$0
4	Eastern	US 385 Safety Improvements, intersection, shoulders, and other safety improvements at specified locations	\$0	\$0	\$0
4	Upper Front Range, North Front Range, DRCOG	US 85 corridor improvements, safety, intersection and interchange improvements.	\$40,000,000	\$0	\$58,400,000
4	DRCOG	SH 66 corridor improvements west, widening, safety, and intersection improvements	\$10,000,000	\$0	\$0
5	Southwest	US 160 Mobility Improvements, corridor improvements, passing lanes, and shoulder widening at select locations.	\$36,000,000	\$0	\$0
5	Southwest	US 160 Towaoc, addition of passing lanes and vehicle turnouts.	\$2,000,000	\$9,000,000	\$2,200,000
5	Southwest	US 160 Elmore's East, completion of specified improvements.	\$66,431,000	\$0	\$0
5	Southwest	US 160 Pagosa, reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	\$22,670,000	\$0	\$3,000,000
5	Southwest	US 550 South, Sunnyside, major reconstruction requiring widening to a four-lane roadway, including earthwork, drainage, irrigation, utilities , paving, pedestrian bridge, sound wall, animal crossings.	\$32,620,000	\$0	\$0
5	Southwest	US 550 Corridor South, gap reconstruction to four lanes, including drainage, utilities, animal crossings, and intersection improvements.	\$31,992,000	\$0	\$0
5	Southwest	US 550/US 160 Connection, finalize pre-construction, purchase - required rights-of-way, complete final design and prepare advertisement (Phase 1).  US 550/US 160 Connection, complete the connection of US 550 to US 160 at the Grandview interchange (Phase 2).	\$0	\$54,400,000	\$45,200,000
5	Gunnison Valley	US 550 Uncompahgre River and Colona, addition of shoulders between Uncompahgre River and Colona (Billy Creek); construction of deer fencing and animal underpasses.	\$30,537,000	\$0	\$0
5	San Luis Valley	US 50 safety and mobility improvements between Salida and Coaldale, addition of passing lanes and vehicle turnouts.	\$8,432,000	\$0	\$0

\$3,658,190,000 \$489,400,000

\$300m SB1, \$340m SB 267, \$3.5b Prop 109

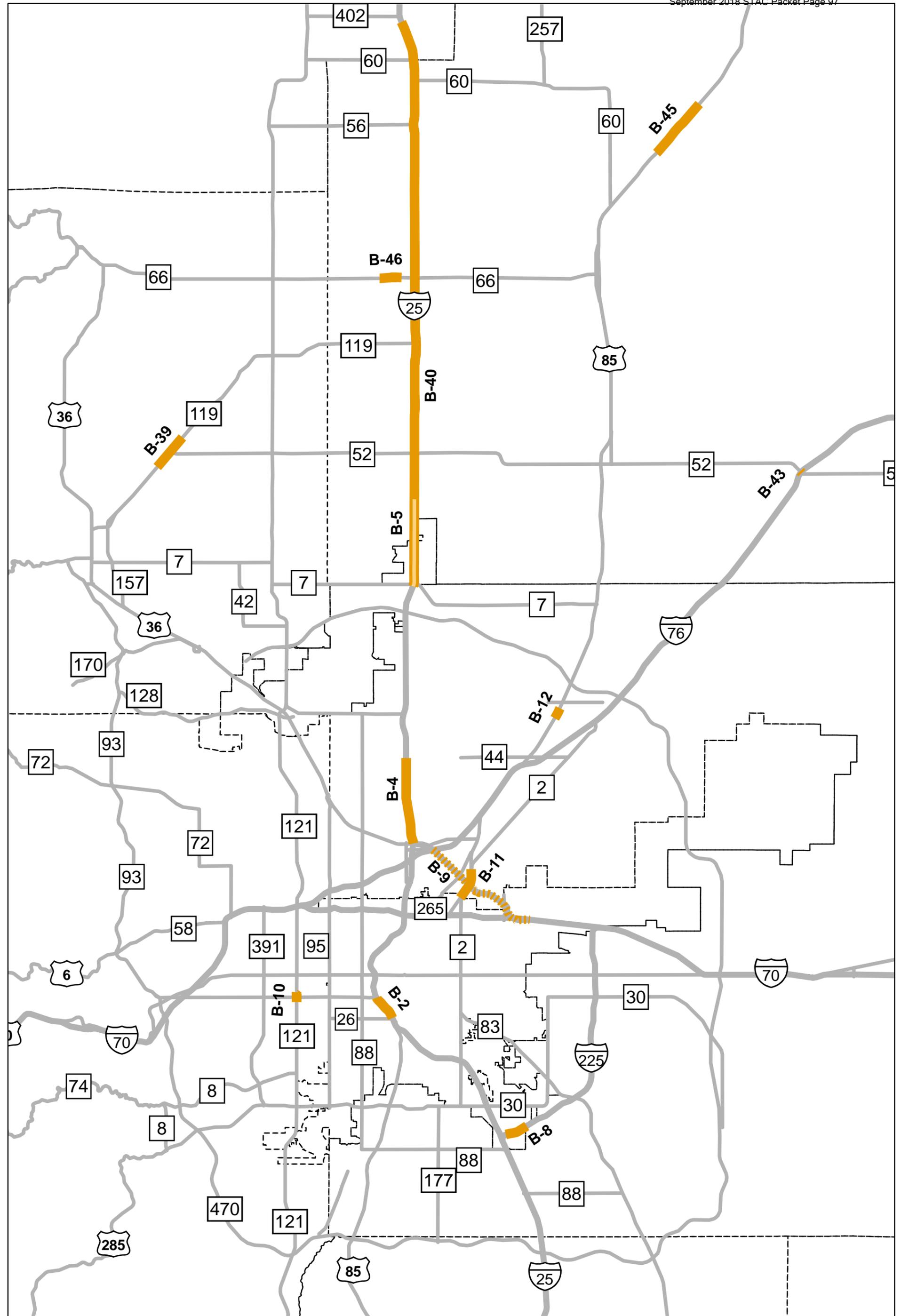
\$4,147,590,000



Prop 109 ID	Region	MPO/TPR	Project Description
B1	1	DRCOG	I-25 South, Monument to Castle Rock, expand capacity monument to Castle Rock as outlined in planning and environmental linkages study.
B2	1	DRCOG	I-25, Valley Highway Phase 3.0, Santa Fe to Bronco Arch, replacement of bridges and interchanges and roadway widening, congestion relief, safety, and mobility improvements.
B3	1	DRCOG	US 85, widening from C-470 to I-25 in Castle Rock (Louviere to Meadows), reconstruction of two lane roadway to four lanes with a divided median, acceleration/deceleration lanes and foot trail.
B4	1	DRCOG	I-25 North, US 36 to 120th, improvements on I-25 between US 36 and 120th. Potential improvements include auxiliary lanes, additional lane between 84th Ave. and Thornton parkway and reconstruction of 88th Ave. bridge.
B5	1	DRCOG	I-25 North, US 36 to State Highway 7, Tolloed Express Lane improvements, expand Tolloed Express Lanes from current planned end at E-470 to State Highway 7.
B6	1	DRCOG	I-70 West, westbound peak period shoulder lane, mirror eastbound peak period should lane from Twin Tunnels (Exit 241) to Empire Junction.
B7	1	DRCOG	I-70 West, Floyd Hill, reconstruct westbound bridge at Kermit's and construct third lane down Floyd Hill to bridge. Construction of third lane to twin tunnels, either peak period shoulder lanes or permanent.
B8	1	DRCOG	I-225, I-25 to Yosemite, complete National Environmental Policy Act design, removing bottleneck at Yosemite, ramps, lanes, interchanges and bridge replacement at Ulster.
B9	1	DRCOG	I-270, widening from I-76 to I-70, reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruct concrete pavement.
B10	1	DRCOG	US 6, Wadsworth Interchange, reconstruct interchange to improve safety and relieve congestion.
B11	1	DRCOG	I-270/US 85, I-270 to 62nd Ave. interchange, reconstruct interchange at I-270 intersection at 60th Ave. to improve safety and capacity.
B12	1	DRCOG	120th grade separation, construction of a grade separated interchange at 120th and US 85/railroad crossing grade separation 120th.
B13	1	DRCOG	US 285, Richmond Hill to Shaffer's Crossing, widen roadway to four lanes with median and construction of grade separated interchange at King's Valley.
B14	2	PPACG	US 24 West, I-25 to Woodland Park, drainage and intersection improvements on US 24 from I-25 to Woodland Park.
B15	2	PPACG	I-25 South, Widening S. Academy to Circle/Lake, widening of roadway to six lanes.
B16	2	PPACG	State Highway 21, Research Parkway Interchange, construction of new grade- separated interchange at State Highway 21 and Research Parkway.
B17	2	PACOG	US 50B, widen to four lanes, shoulders, passing lanes and other safety improvements to the Kansas border.
B18	2	PACOG	US 50, West of Pueblo, widen the divided highway from two lanes to three lanes.
B19	2	Southeast	US 287 Lamar Reliever Route, construction of reliever route, realignment of US 50 to future US 50/US 287 interchange.
B20	2	Central Front Range	State Highway 67, Divide to Victor, shoulder widening and safety improvements.
B21	2	Central Front Range	State Highway 115, replace and widen Rock Creek Bridge.

Prop 109 ID	Region	MPO/TPR	Project Description
B22	2	South Central	I-25, State Highway 10/State Highway 160, interchange reconstruction at Walsenburg.
B23	2	Central Front Range	US 285, Fairplay to Richmond Hill, addition of passing lanes and shoulder improvements.
B24	3	Intermountain TPR	I-70, Garfield County/New Castle Interchange upgrade.
B25	3	Intermountain TPR	State Highway 9, Frisco North, completion of corridor including minimal widening, water quality and drainage improvements, and two interchange improvements.
B26	3	Intermountain TPR	State Highway 13, Rifle North, construction upgrades.
B27	3	Intermountain TPR	I-70 West, Vail Pass auxiliary lanes and wildlife overpass, complete National Environmental Policy Act design and preliminary engineering for recommended third lane (both directions) to increase safety and mobility. Install permanent water quality features, and widen roadway.
B28	3	Intermountain TPR	I-70 West, Exit 203 interchange improvements.
B29	3	Intermountain TPR	I-70 West, Frisco to Silverthorne Auxiliary Lane, improvements and upgrades.
B30	3	Intermountain TPR	I-70 West, Silverthorne Interchange, reconstruction of Exit 205 interchange and related improvements for four ramps.
B31	3	Northwest	US 40, Kremmling East and West, phased addition of shoulders and passing lanes on 14 miles.
B32	3	Northwest	US 40, Fraser to Winter Park, capacity improvements (four lane facility).
B33	3	Grand Valley MPO	I-70, Business Loop, I-70 B widening; complete reconstruction and widening to meet current geometric design standards and improve safety, drainage and accesses along the corridor; add lanes in each direction to make a three- lane roadway section and reconstruct frontage roads 5th Street to Exit 26 corridor, new capacity.
B34	3	Grand Valley MPO	US 6 improvements Mesa County, completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor; intersection, shoulders, and other safety and mobility improvements at specified locations throughout the corridor.
B35	3	Grand Valley MPO	State Highway 340, safety and capacity improvements including intersection improvements.
B36	3	Gunnison Valley	US 50 Little Blue Canyon, reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor; addition of passing lanes and mitigation of geohazard landslide within the project limits; phased implementation.
B37	3	Gunnison Valley	US 550 Safety Improvements, specified study to review intersection improvements. US 550 Region 3 only.
B38	3	Gunnison Valley	State Highway 92, safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.

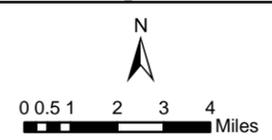
Prop 109 ID	Region	MPO/TPR	Project Description
B39	4	DRCOG	State Highway 119, expand capacity.
B40	4	NFRMPO	I-25 North, State Highway 7 to State Highway 14, add a lane in each direction, interchange reconstruction, mainline reconstruction, safety and Intelligent Transportation Safety improvements.
B41	4	Upper Front Range	I-76, Fort Morgan to Brush, Phase 4 reconstruction of roadway and interchanges between Ft. Morgan and Brush.
B42	4	Upper Front Range	I-76, Fort Morgan to Brush, Phase 5 reconstruction of roadway and interchanges between Ft. Morgan and Brush.
B43	4	Upper Front Range	State Highway 52 Interchange in Hudson, reconstruction of interchange.
B44	4	Eastern	I-70 East, replacement of Alkali-Silica Reactivity pavement and associated safety improvements.
B45	4	Upper Front Range, North Front Range, DRCOG	US 85 corridor improvements, safety, intersection and interchange improvements.
B46	4	DRCOG	SH 66 corridor improvements west, widening, safety, and intersection improvements
B47	5	Southwest	US 160 Mobility Improvements, corridor improvements, passing lanes, and shoulder widening at select locations.
B48	5	Southwest	US 160 Towaoc, addition of passing lanes and vehicle turnouts.
B49	5	Southwest	US 160 Elmore's East, completion of specified improvements.
B50	5	Southwest	US 160 Pagosa, reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.
B51	5	Southwest	US 550 South, Sunnyside, major reconstruction requiring widening to a four-lane roadway, including earthwork, drainage, irrigation, utilities , paving, pedestrian bridge, sound wall, animal crossings.
B52	5	Southwest	US 550 Corridor South, gap reconstruction to four lanes, including drainage, utilities, animal crossings, and intersection improvements.
B53	5	Southwest	US 550/US 160 Connection, finalize pre-construction, purchase - required rights-of-way, complete final design and prepare advertisement (Phase 1).  US 550/US 160 Connection, complete the connection of US 550 to US 160 at the Grandview interchange (Phase 2).
B54	5	Gunnison Valley	US 550 Uncompahgre River and Colona, addition of shoulders between Uncompahgre River and Colona (Billy Creek); construction of deer fencing and animal underpasses.
B55	5	San Luis Valley	US 50 safety and mobility improvements between Salida and Coaldale, addition of passing lanes and vehicle turnouts.



- 21 Proposition 109 Projects w/Project ID
- - - - 21 Proposition 109 Projects w/Project ID (Extent TBD)

County  
 Highway  
*Note: Project color differences are to differentiate overlapping projects*

## Proposition 109 Projects



Pros 109 ID	Region	MPO/TPR	Project Description
B1	1	DRCOG	I-25 South, Monument to Castle Rock, expand capacity monument to Castle Rock as outlined in planning and environmental linkages study.
B2	1	DRCOG	104th grade separation, construction of grade separated interchange at 10th and 104th/US 85 and railroad crossing grade separation.
B3	1	DRCOG	US 85, widening from C-470 to I-25 in Castle Rock (Louviers to Meadows), reconstruction of two lane roadway to four lanes with a divided median, acceleration/deceleration lanes and foot trail.
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B8	1	DRCOG	I-270, widening from I-76 to I-70, reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruct concrete pavement.
B9	1	DRCOG	US 6, Wadsworth Interchange, reconstruct interchange to improve safety and relieve congestion.
B10	1	DRCOG	I-270/US 85, I-270 to 62nd Ave. interchange, reconstruct interchange at I-270 intersection at 60th Ave. to improve safety and capacity.
B11	1	DRCOG	120th grade separation, construction of a grade separated interchange at 120th and US 85/railroad crossing grade separation 120th.
B12	1	DRCOG	US 285, Richmond Hill to Shaffer's Crossing, widen roadway to four lanes with median and construction of grade separated interchange at King's Valley.
B38	4	DRCOG	State Highway 119, expand capacity.
B39	4	NFRMPO	I-25 North, State Highway 7 to State Highway 14, add a lane in each direction, interchange reconstruction, mainline reconstruction, safety and Intelligent Transportation Safety improvements.
B42	4	Upper Front Range	State Highway 52 Interchange in Hudson, reconstruction of interchange.
B44	4	Upper Front Range, North Front Range, DRCOG	US 85 corridor improvements, safety, intersection and interchange improvements.
B45	4	DRCOG	SH 66 corridor improvements west, widening, safety, and intersection improvements

## Hotels Near CDOT's New Headquarters

Rank	Hotel	Address	City	Zip	Phone	Contact	Dist. To HQ	Time	Access to Hwy	Lightrail	Mall bus	Airport access	Reg \$/night	On-site dining option	Restaurants nearby	Rewards program
1	Springhill Suites	1190 Auraria Parkway	Denver	80204	720.439.2885	Brittany Maestas/ Emily Tusick	1.8	7 min	direct access to I-25 and Colfax	Y - shuttle to/from	N	Lightrail/shuttle	204-234 w parking	Degree Metropolitan	Y	Marriott Rewards
2	Fairfield Inn	2747 Wyandot St	Denver	80211	303.455.2995	Anna Davis	2	4-7 min	right off speer across from hwy access	N	N	N	\$156-200	Breakfast only	within drive	Marriott Rewards
2	Hampton Inn	2728 Zuni St	Denver	80211	303.455.4588	Sales	2	4-7 min	right off speer across from hwy access	N	N	N	\$160-185	Breakfast only	within drive	Hilton Honors
4	Embassy Suites	1420 Stout St	Denver	80202	844-228-0979	Sales	2.5	6-10 min	downtown driving	D line - req transfer	Y	Lightrail via Union Station	\$180-220	Full breakfast and dining options	Y	Hilton Honors
5	Homewood Suites by Hilton	550 15th Street	Denver	80202	303.534.7800	Sales	2.6	8-15 min	fairly direct to colfax some congestion	Y	Y	not direct	\$140-180	Y	Y	Hilton Honors
6	Comfort Suites	620 Federal Blvd	Denver	80204	720.531.3500	Sales	1.1	3 min	right off 6th and Federal	N	N	N	\$104.00	Convenience Store	very limited	Choice Privileges
7	Magnolia	818 17th Street	Denver	80202	303.607.9000	Ashley Cohn/ Jeremiah Frisenda	2.8	10 min	downtown driving heavy traffic	within walking	Y	lightrail/ walk	\$112-184 w parking	Y	Y	N
8	Crowne Plaza Denver	1450 Glenarm Pl	Denver	80202	303.573.1450	Sales	2.3	8-18 min	fairly direct to colfax some congestion	N	N	not direct	\$95-150	The Lockwood	Y	IHG
9	Maven	1850 Wazee St	Denver	80202	720.460.2727	Sales	2.8	10 min	fairly direct to HQ some downtown	Y - A line stop directly behind hotel	Y	lightrail/ walk	\$220-1000+	Y	Y - walking	N
10	The Oxford	1600 17th St	Denver	80220	303.628.5400(M) 800.228.5838 (R)	Sales	2.3	10-20 min	downtown driving	Y - 1 blk from hotel	Y	lightrail/ walk	275-400	Y	Y	N
11	Crawford Hotel	1701 Wynkoop St	Denver	80202	720.460.3700	Sales	2.3	8 min	downtown driving	Y at station	Y	Y- lightrail/ walk	\$209.00	Y	Y	starwood (SPG)
12	Hyatt House	440 14th Street	Denver	80202	303.893.3100	Sales	2.1	10-20 min	fairly direct to colfax some congestion	within walking	Y	not direct	160-210	Y	Y	Hyatt World
13	Hotel Indigo	1801 Wewatta	Denver	80202	720.544.6111	Laura Gilbert/ Theresa Navin	2.4	8-15 min	fairly direct to HQ some downtown	Y - 5 min walk	y	via union station	\$196-250	Y	Y	IHG
14	Hyatt Regency	650 15th St	Denver	80202	303.436.1234	Sales	2.1	10-20 min	fairly direct to colfax some congestion	within walking	Y	Lightrail via Union Station	114-180	Altitude Restaurant	Y	Hyatt World
15	The Curtis Denver (double tree)	1405 Curtis St	Denver	80202	303.571.0300	Sales	2.5	8-15 min	downtown driving	Walk	y	not direct	\$180-330	Corner Office	Y	Hilton Honors
16	Westin Denver Downtown	1672 Lawrence Street	Denver	80202	303.572.7271(D) 303.572.9100(M)	Vitaliy Foux	2.4	7 min	downtown driving heavy traffic	Y via mall bus	Y	bus/ lightrail	175-230	Y	Y	SPG and Marriott

**BUS 15L – HYATT AREA WESTBOUND TO CDOT**

**\$2.60 OW / \$5.20 RT (DayPass) for travel in 1 zone.  
Pay at station kiosk by cash or credit card.**

**TRIP 1**

**17 minutes**  
**Duration:** 5:00pm - 5:18pm  
**Date:** Friday, September 28th  
**Transfers:** 0  
 🚶 → 🚌 30L → 🚶

**TRIP 2**

**17 minutes**  
**Duration:** 5:03pm - 5:21pm  
**Date:** Friday, September 28th  
**Transfers:** 0  
 🚶 → 🚌 15L → 🚶

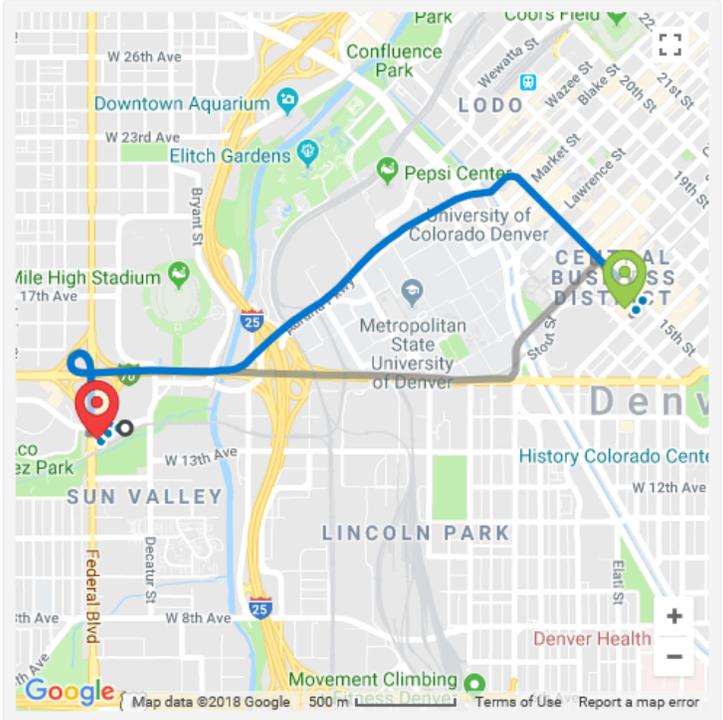
**TRIP 3**

**16 minutes**  
**Duration:** 5:14pm - 5:31pm  
**Date:** Friday, September 28th  
**Transfers:** 0  
 🚶 → 🚌 36L → 🚶

**TRIP 4**

**17 minutes**  
**Duration:** 5:13pm - 5:31pm  
**Date:** Friday, September 28th  
**Transfers:** 0  
 🚶 → 🚌 15L → 🚶

- 5:03pm** 🚶 **Hyatt Regency Denver at Colorado Convention Center**  
 Walk to 15th St & California St [ X Stop ]  
*3 minutes , 0.1 miles*  
[view turn-by-turn directions](#)
- 5:07pm** 🚌 **15th St & California St [ X Stop ] (#17702)**  
 Board the **15L** towards Decatur Station via E Colfax  
*12 minutes , 5 stops , 1.9 miles*  
[show all stops](#)
- 5:19pm** 🚶 **Decatur / Federal Station Gate C (#33693)**  
 Walk to Destination  
*2 minutes , 0.1 miles*  
[view turn-by-turn directions](#)
- 5:21pm** 📍 **Decatur-Federal Station (#34232)**



(Over for closer view)

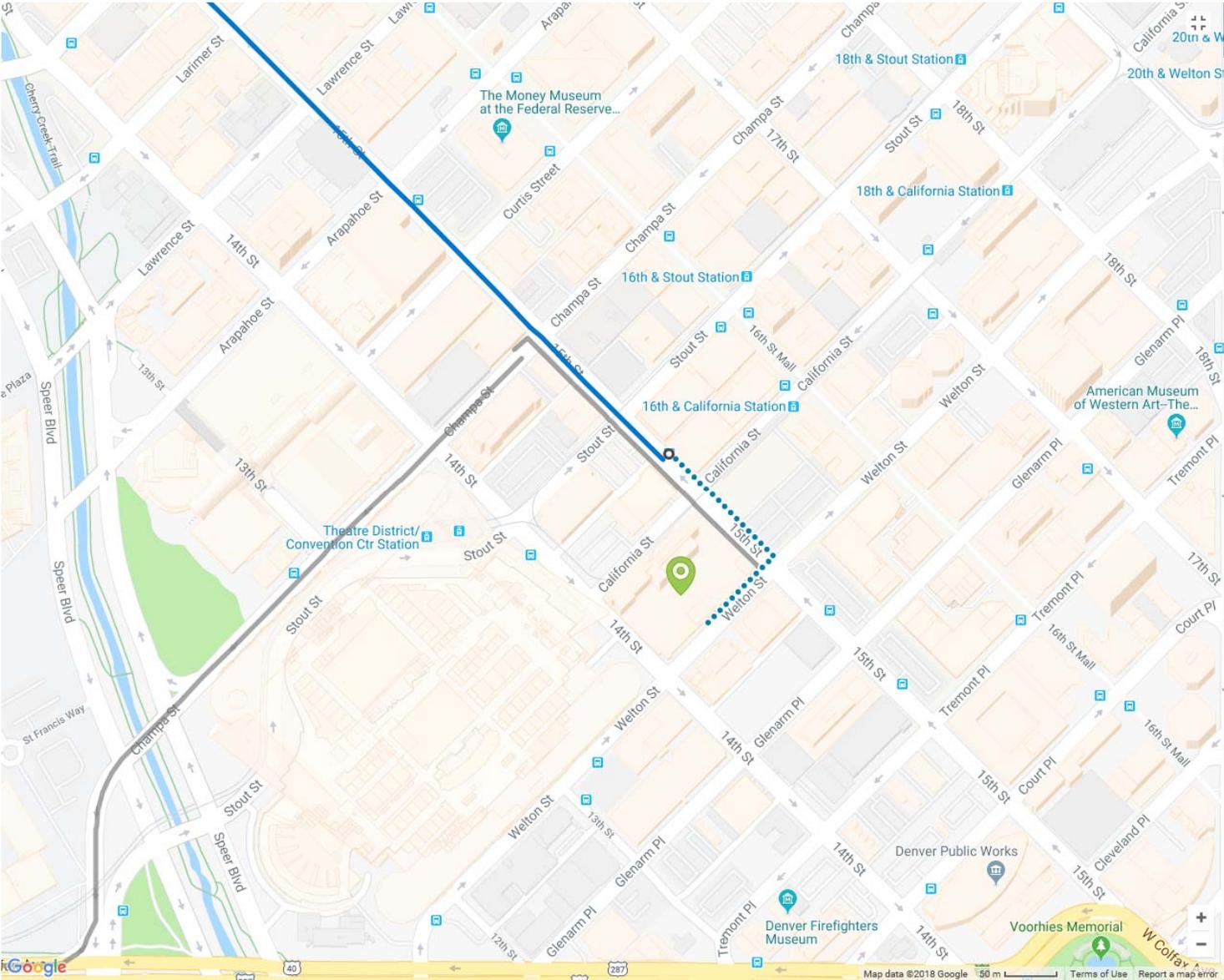
**ADDITIONAL RETURN TIMES for Bus 15L (0 transfers):  
(18 minutes)**

- 4:30 – 4:49
- 4:45 – 5:04
- 5:03 – 5:22
- 5:13 – 5:22
- 5:23 – 5:42
- 5:43 – 6:02
- 6:10 – 6:29
- 6:22 – 6:40
- 6:37 – 6:55

**The Hyatt Regency  
 530 – 15<sup>th</sup> Street  
 Denver, CO 80202  
 303-436-1234**

**CDOT HQ/R1  
 2829 W. Howard Pl.  
 Denver, CO 80204**

**BUS 15L – HYATT AREA WESTBOUND TO CDOT**



[www.RTD-Denver.com](http://www.RTD-Denver.com)  
RTD Customer Care:  
303-436-1234

**BUS 15L – HYATT AREA WESTBOUND TO CDOT**

**\$2.60 OW / \$5.20 RT (DayPass) for travel in 1 zone.  
Pay at station kiosk by cash or credit card.**

**TRIP 1**

**17 minutes**  
**Duration:** 5:00pm - 5:18pm  
**Date:** Friday, September 28th  
**Transfers:** 0



**TRIP 2**

**17 minutes**  
**Duration:** 5:03pm - 5:21pm  
**Date:** Friday, September 28th  
**Transfers:** 0



**TRIP 3**

**16 minutes**  
**Duration:** 5:14pm - 5:31pm  
**Date:** Friday, September 28th  
**Transfers:** 0

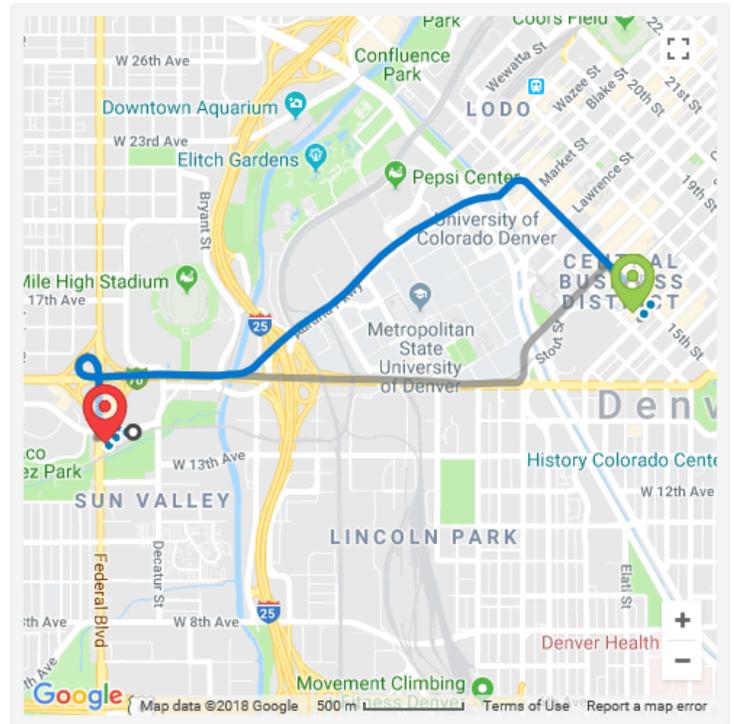


**TRIP 4**

**17 minutes**  
**Duration:** 5:13pm - 5:31pm  
**Date:** Friday, September 28th  
**Transfers:** 0



- 5:03pm** **Hyatt Regency Denver at Colorado Convention Center**  
 Walk to 15th St & California St [ X Stop ]  
*3 minutes , 0.1 miles*  
[view turn-by-turn directions](#)
- 5:07pm** **15th St & California St [ X Stop ] (#17702)**  
 Board the **15L** towards Decatur Station via E Colfax  
*12 minutes , 5 stops , 1.9 miles*  
[show all stops](#)
- 5:19pm** **Decatur / Federal Station Gate C (#33693)**  
 Walk to Destination  
*2 minutes , 0.1 miles*  
[view turn-by-turn directions](#)
- 5:21pm** **Decatur-Federal Station (#34232)**



(Over for closer view)

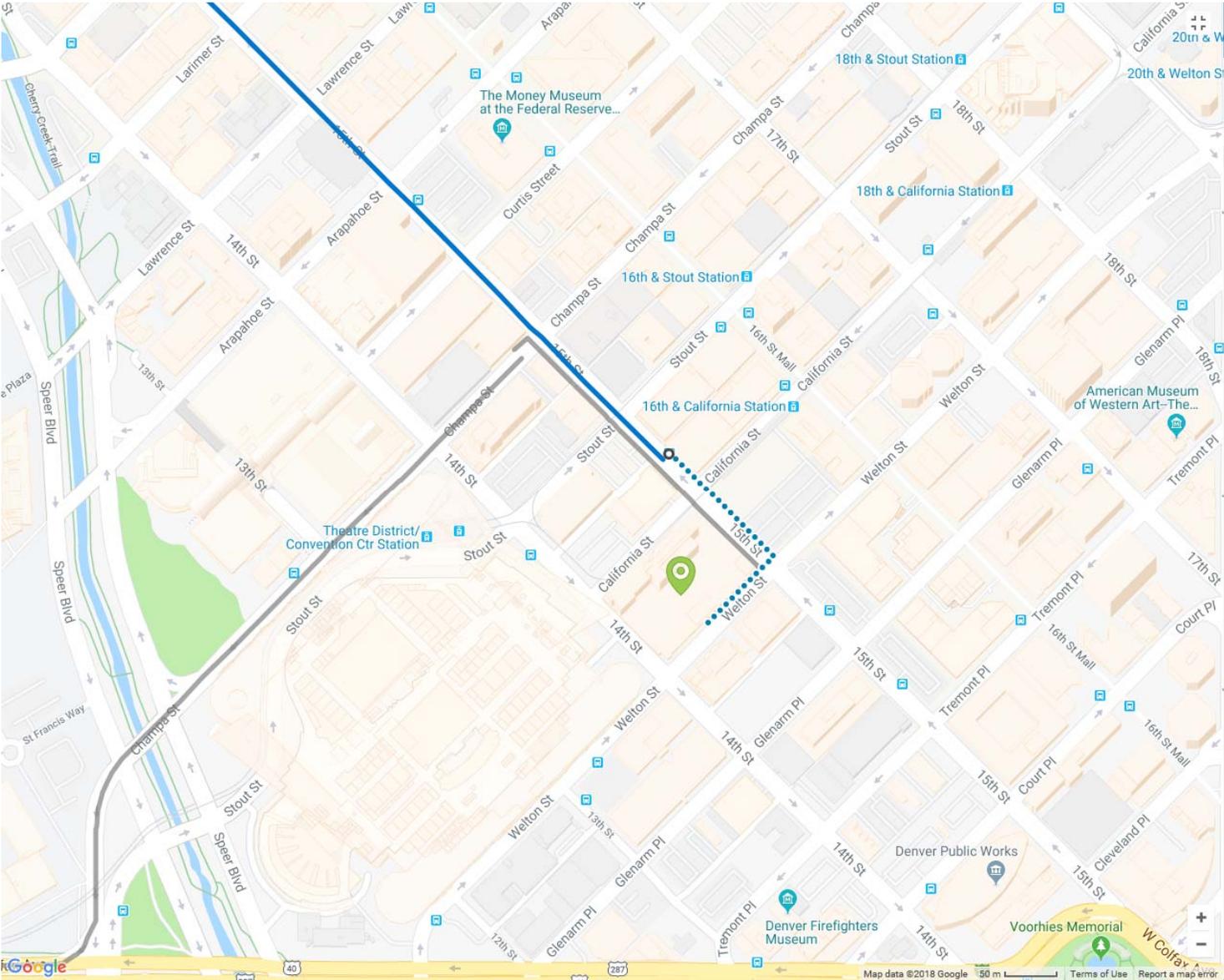
**ADDITIONAL RETURN TIMES for Bus 15L (0 transfers):  
(18 minutes)**

- 4:30 – 4:49
- 4:45 – 5:04
- 5:03 – 5:22
- 5:13 – 5:22
- 5:23 – 5:42
- 5:43 – 6:02
- 6:10 – 6:29
- 6:22 – 6:40
- 6:37 – 6:55

**The Hyatt Regency  
 530 – 15<sup>th</sup> Street  
 Denver, CO 80202  
 303-436-1234**

**CDOT HQ/R1  
 2829 W. Howard Pl.  
 Denver, CO 80204**

**BUS 15L – HYATT AREA WESTBOUND TO CDOT**



[www.RTD-Denver.com](http://www.RTD-Denver.com)  
RTD Customer Care:  
303-436-1234

**BUS 16 – CDOT EASTBOUND TO HYATT**

**\$2.60 OW / \$5.20 RT (DayPass) for travel in 1 zone.  
Pay at station kiosk by cash or credit card.**

**TRIP 1**

**16 minutes**  
**Duration:** 10:31am - 10:48am  
**Date:** Friday, September 28th  
**Transfers:** 0



**TRIP 2**

**20 minutes**  
**Duration:** 10:28am - 10:49am  
**Date:** Friday, September 28th  
**Transfers:** 0



**TRIP 3**

**20 minutes**  
**Duration:** 10:18am - 10:39am  
**Date:** Friday, September 28th  
**Transfers:** 0

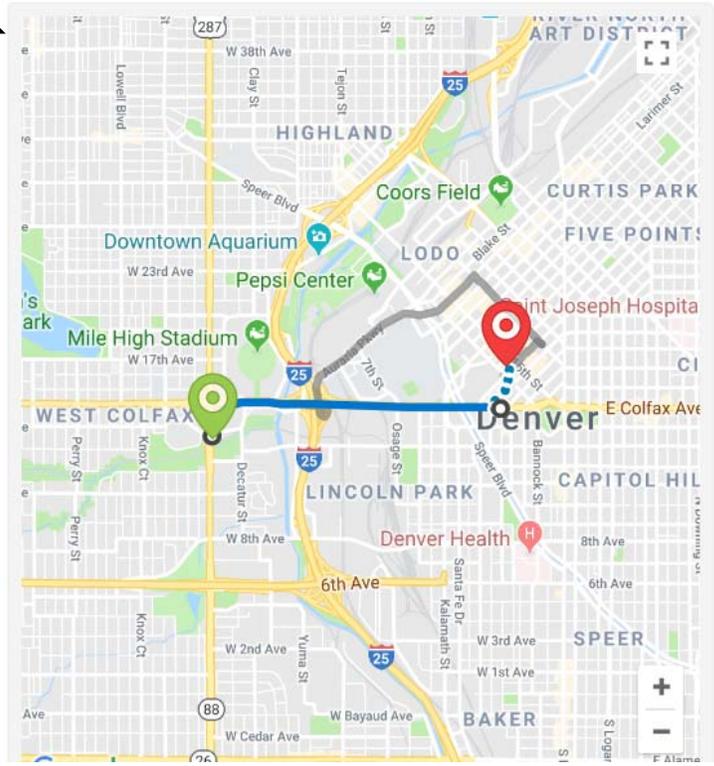


**TRIP 4**

**16 minutes**  
**Duration:** 10:16am - 10:33am  
**Date:** Friday, September 28th  
**Transfers:** 0



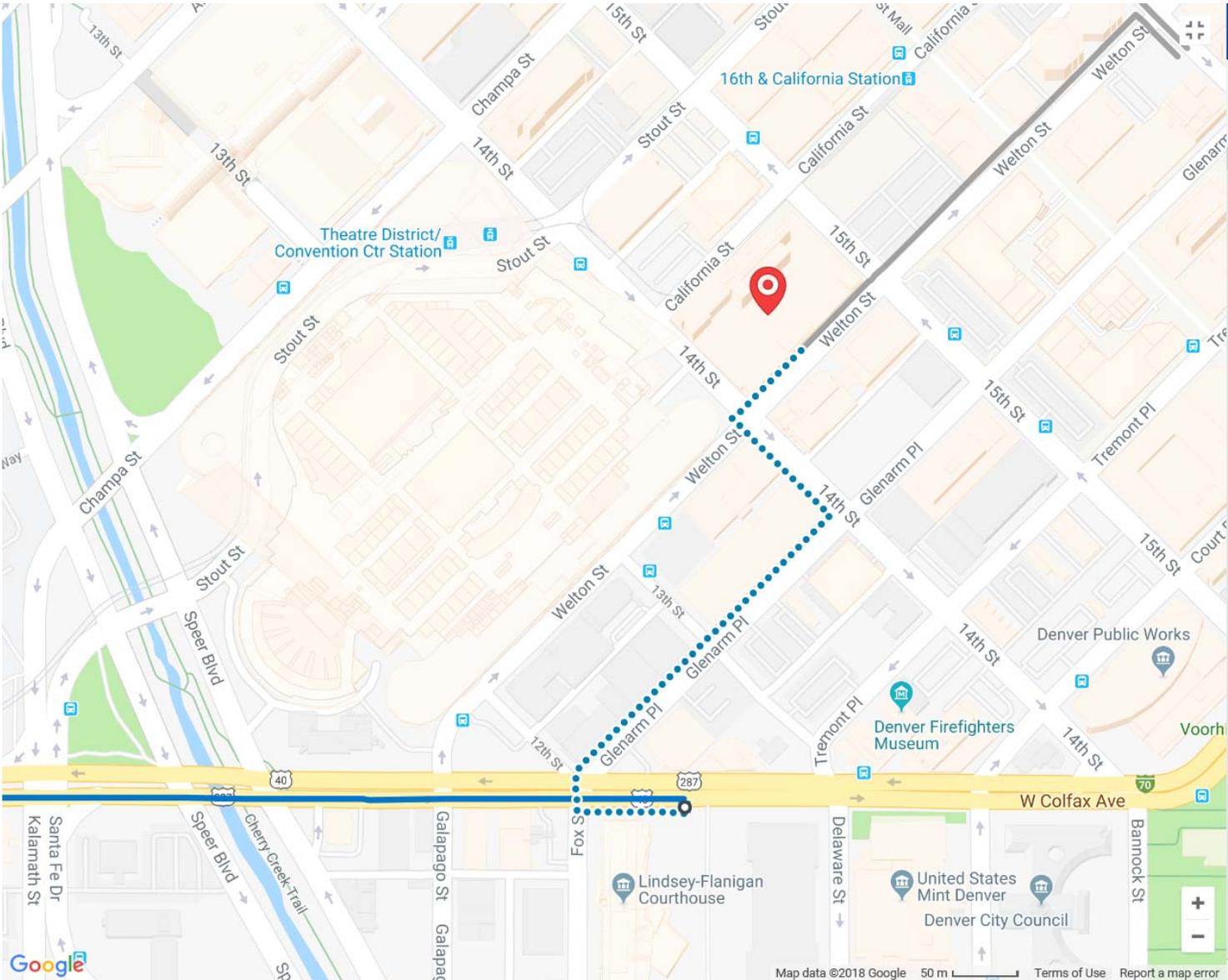
- 10:31am**  **Decatur-Federal Station (#34232)**  
 Walk to Decatur / Federal Station Gate E  
*1 minute , 282 feet*  
[view turn-by-turn directions](#)
- 10:33am**  **Decatur / Federal Station Gate E (#13703)**  
 Board the **16** towards Broadway  
*7 minutes , 1 stop , 1.6 miles*  
[show all stops](#)
- 10:40am**  **W Colfax Ave & Elati St (#23216)**  
 Walk to Destination  
*7 minutes , 0.4 miles*  
[view turn-by-turn directions](#)
- 10:48am**  **Hyatt Regency Denver at Colorado Convention Center**



(Over for closer view)

[www.RTD-Denver.com](http://www.RTD-Denver.com)  
**RTD Customer Care:**  
**303-436-1234**

**BUS 16 – CDOT EASTBOUND TO HYATT**



**The Hyatt Regency  
530 – 15<sup>th</sup> Street  
Denver, CO 80202  
303-436-1234**

**CDOT HQ/R1  
2829 W. Howard Pl.  
Denver, CO 80204**

**BUS 15 – CDOT EASTBOUND TO HYATT**

**\$2.60 OW / \$5.20 RT (DayPass) for travel in 1 zone.  
Pay at station kiosk by cash or credit card.**

**TRIP 1**

**16 minutes**  
**Duration:** 10:31am - 10:48am  
**Date:** Friday, September 28th  
**Transfers:** 0

**TRIP 2**

**20 minutes**  
**Duration:** 10:28am - 10:49am  
**Date:** Friday, September 28th  
**Transfers:** 0

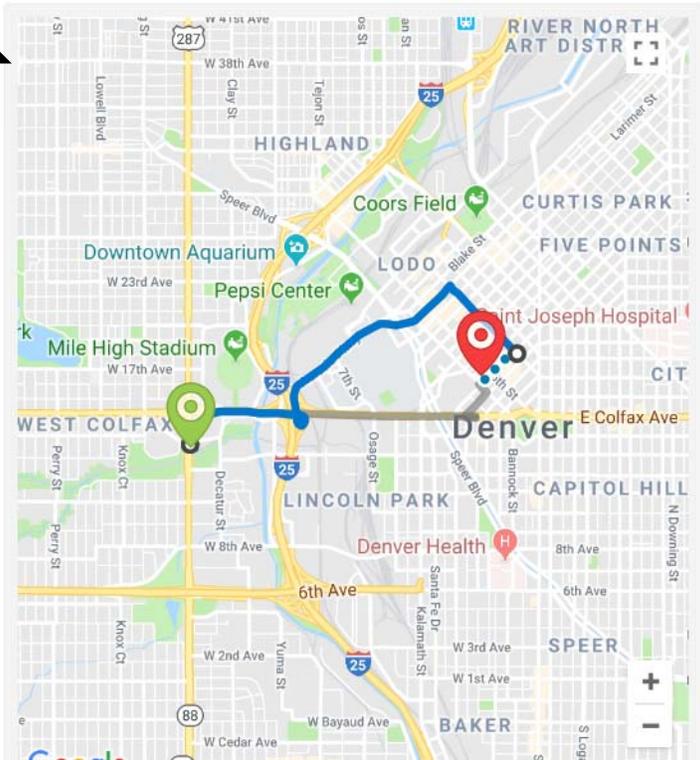
**TRIP 3**

**20 minutes**  
**Duration:** 10:18am - 10:39am  
**Date:** Friday, September 28th  
**Transfers:** 0

**TRIP 4**

**16 minutes**  
**Duration:** 10:16am - 10:33am  
**Date:** Friday, September 28th  
**Transfers:** 0

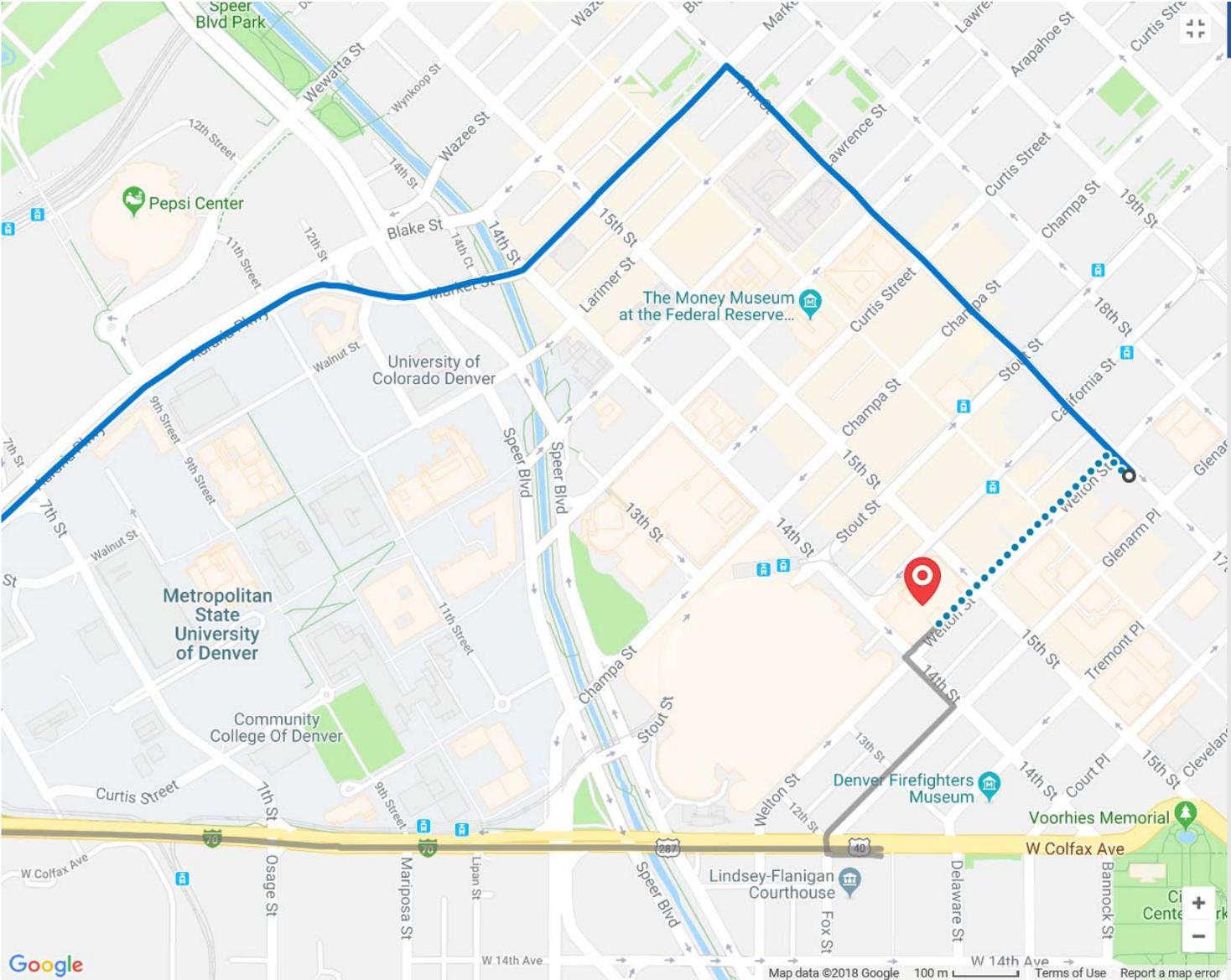
- 10:28am** **Decatur-Federal Station (#34232)**  
 Walk to Decatur / Federal Station Gate E  
*1 minute , 282 feet*  
[view turn-by-turn directions](#)
- 10:30am** **Decatur / Federal Station Gate E (#13703)**  
 Board the **15L** towards Aurora Metro Center Station  
*14 minutes , 6 stops , 2.2 miles*  
[show all stops](#)
- 10:44am** **17th St & Welton St [ X Stop ] (#17711)**  
 Walk to Destination  
*5 minutes , 0.3 miles*  
[view turn-by-turn directions](#)
- 10:49am** **Hyatt Regency Denver at Colorado Convention Center**



(Over for closer view)

[www.RTD-Denver.com](http://www.RTD-Denver.com)  
**RTD Customer Care:**  
**303-436-1234**

**BUS 15 – CDOT EASTBOUND TO HYATT**



**The Hyatt Regency**  
**530 – 15<sup>th</sup> Street**  
**Denver, CO 80202**  
**303-436-1234**

**CDOT HQ/R1**  
**2829 W. Howard Pl.**  
**Denver, CO 80204**



**LIGHT RAIL W TRAIN**

[www.RTD-Denver.com](http://www.RTD-Denver.com)  
**RTD Customer Care:**  
**303-436-1234**

**Friday, Eastbound Schedule**

	Via Route	Decatur - Federal Station	Union Station
+	W	944A	952A
▼	W	959A	1007A
	W	1014A	1022A
	W	1029A	1037A
	W	1044A	1052A
	W	1059A	1107A
	W	1114A	1122A
	W	1129A	1137A
	W	1144A	1152A
	W	1159A	1207P
▲	W	1214P	1222P

All times are approximate.

**Friday, Westbound Schedule**

	Via Route	Union Station T12	Decatur - Federal Station
+	W	401P	410P
▼	W	416P	425P
	W	431P	440P
	W	446P	455P
	W	501P	510P
	W	516P	525P
	W	531P	540P
	W	546P	555P
	W	601P	610P
	W	616P	625P
	W	631P	640P
	W	646P	655P
	W	701P	710P
	W	716P	725P
	W	731P	740P
	W	746P	755P
	W	801P	810P
	W	816P	825P
	W	831P	840P
	W	846P	855P
▲	W	901P	910P

All times are approximate.

**For later return times, please check schedules on the RTD web site.**



Stout

EMBASSY SUITES HOTELS®



AC HOTEL/ LE MERIDIAN

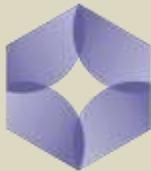
14th Street

15th Street

California

⇒ To 16th Street Mall

Pedestrian Entrance



VALET PARKING

Main Entrance

HYATT REGENCY®

Self-Parking Entrance



Loading Entrance

14th Street

15th Street



Welton

⇒ To 16th Street Mall



Hilton Garden Inn



14th Street

15th Street



To Tremont Garage  
Corner of 15th Street  
and Tremont

DENVER PAVILIONS

The Denver Athletic Club