



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

January 25, 2019

9:00 AM – 12:00 PM

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

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of December Meeting Minutes** – Vince Rogalski
- 9:10-9:20 **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:35 **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:35-10:00 **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:00-10:15 **INFRA Discretionary Grants (Informational Update)** – Debra Perkins-Smith, Division of Transportation Development (DTD) and Herman Stockinger, OPGR
- Update on the recently released INFRA discretionary grant opportunity.
- 10:15-10:25 **Break**
- 10:25-10:45 **Colorado Aviation System Plan (Informational Update)** – David Ulane, CDOT Aeronautics Division
- Information on the upcoming Colorado Aviation Systems and Colorado Aviation Economic Impact Study.
- 10:45-11:00 **SB 18-001 Multimodal Options Fund (Discussion)** – Debra Perkins-Smith, DTD and David Krutsinger, Division of Transit and Rail (DTR)
- Update on recent activities associated with SB 18-001 Multimodal Options Fund.
- 11:00-11:15 **SB 267 Transit Project "Portfolio" (Discussion)** – David Krutsinger, DTR
- Overview of strategic transit projects using FY18-19 SB 267 transit funds.
- 11:15-11:25 **Bustang Fare Increase proposal (Discussion)** – David Krutsinger, DTR
- Overview of the Bustang budget risks and recommendation for fare increase.
- 11:25-11:40 **Outrider Phase III (Informational)** – David Krutsinger, DTR
- Status report on the Bustang Outrider Phase III selection criteria and stakeholder outreach.
- 11:40-11:55 **Southwest Chief and Front Range Rail Commission (Discussion)** – David Krutsinger, DTR
- Update on recent activities associated with the Southwest Chief and Front Range Rail Commission.
- 11:55-12:00 **Other Business**- Vince Rogalski
- 12:00 **Adjourn**

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

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

STAC Meeting Minutes December 7, 2018

Location: CDOT Headquarters Auditorium

Date/Time: December 7, 2018; 9 a.m.-12:00 p.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

In Person: Vince Rogalski, STAC Chair and Gunnison Valley TPR; Michael Yohn, San Luis Valley TPR; Turner Smith and Andrew Gunning, Pikes Peak Area Council of Governments (PPACG); Dick Elsner, Central Front Range TPR; Roger Partridge and Jacob Riger, Denver Regional Council of Governments (DRCOG); Terry Hart, Pueblo Area Council of Governments (PACOG); Sean Conway, STAC Vice Chair, and Becky Karasko, North Front Range Metropolitan Planning Organization (NFRMPO); Peter Baier, Grand Valley MPO; Bentley Henderson, Intermountain TPR; Heather Sloop, Northwest TPR; Walt Boulden, South Central TPR; Trent Bushner and Gary Beedy, Eastern TPR; Jim Baldwin, Southeast TPR; Debra Perkins-Smith, CDOT Division of Transportation Development; Jeffrey Sudmeier, CDOT Chief Financial Officer; Joshua Laipply, CDOT Chief Engineer; Mike Lewis, CDOT Executive Director; John Cater, Federal Highway Administration (FHWA)

Others In Person: Aaron Bustow, FHWA; Marissa Gaughan, Michelle Scheuerman, Gail Hoffman, and Aaron Willis, CDOT Statewide and Regional Planning; Lisa Streisfeld, CDOT RoadX; Darius Pakbaz and William Johnson, CDOT Performance and Asset Management; Amy Ford, CDOT Advanced Mobility and Communications; Stephanie Holden, CDOT Region 1; Johnny Olson and Jim Eussen, CDOT Region 4; John Liosatos, PPACG; Ann Rajewski, CASTA; Aaron Bustow, FHWA

On the Phone: Keith Baker, San Luis Valley TPR; Matt Muraro, CDOT Region 5; Wendy Pettit, CDOT Region 2; Amber Blake, Southwest TPR; Douglas McDonald, Southern Ute Indian Tribe; and Barbara Kirkmeyer, Upper Front Range TPR.

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & October STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of October STAC Minutes without revisions. 	<i>Minutes approved.</i>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>STAC Chair Comment</u> <ul style="list-style-type: none"> ○ Vince said this STAC meeting could be the last one Mike Lewis attends if Governor-elect Jared Polis selects someone else for the position. 	No action.

	<ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ He said he wanted to highlight in the Transportation Commission notes the discussions about the rest area study (which the STAC will hear more about today), multimodal options, and the 2045 Statewide Transportation Plan (SWP). ○ Vince said he attended his first meeting of the Transportation Commission SWP Committee as a committee member. The committee spent some time discussing how CDOT could integrate development of the transit and transportation plans better, and the meaning of plan integration. 	
TPR Reports / STAC Representatives	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: (Roger Partridge) DRCOG approved its 2020-2023 TIP. The TIP has the sub-regions receiving about 80% of the regional component and the regions 20% of the regional pot. DRCOG selected the regional projects after a call for projects. The board approved the asset management plan for transit and the FY 2019 budget. Roger also expressed his appreciation for Mike Lewis' leadership over the past two years, saying CDOT has accomplished an enormous amount over those two years. • <u>GVMPO</u>: (Peter Baier) The MPO is ready to roll out the PEL on an interchange that will provide access to the Grand Junction airport. More than half a million dollars also has become available for improvements to US 6. • <u>NFRMPO</u>: (Sean Conway, STAC Vice-Chair) For the North I-25 project, Region 4 has received a \$20 million grant to redo a bridge over a river that was under water during the September 2013 floods. Work on segment 6 on I-25 from SH 402 to SH 66 is proceeding. The pile of dirt (named Mt. Johnny Olson for the Region 4 regional transportation director) continues to grow as CDOT prepares for more work on I-25. Greeley and CDOT have a successful partnership to improve US 34 and other state highways in the city. Weld County may be approving an access control plan for the Freedom Parkway on Dec. 12. Meanwhile, NFRMPO has some new leadership. Windsor Mayor Kristie Melendez is the new chair and Dave Clark, a Loveland City Council member, is the vice chair. I would like to thank Mike Lewis for his leadership on the North I-25 project. • <u>PACOG</u>: (Terry Hart) The I-25 project is moving along nicely. One lane is open on the bridge over the Arkansas River on US 50. The west US 50 off-ramp realignment is complete so that it no longer interferes with the connection between Pueblo and Pueblo West. 	No action.

- PPACG: (Andrew Gunning) Improvements to US 24 are going forward thanks to CDOT. Work on SH 94 is almost complete; this project is the top priority for the military in Colorado Springs. PPACG will be hosting a workshop on managed lanes on Dec. 11 that Lisa Streisfeld of Mobility Operations will lead. PPACG also is very appreciative of Mike Lewis' leadership of CDOT.
- Central Front Range: (Dick Elsner) It has been cold in the mountains so not a lot of construction is going on right now.
- Eastern: (Trent Bushner) A large meeting took place on US 385, the north-south highway in the far eastern part of the state. Advocates want to make that highway part of the Heartland Express. (Heartland Express is part of a multi-state truck route joining Mexico with Canada.) The group voted to make US 385 four lanes. Otherwise, the region continues to try to plan for money it does not have.
- Gunnison Valley: (Vince Rogalski, STAC Chair) Roads in the region are dangerous due to snow in the mountains. In connection with the snow, Vince said he is very thankful for the first responders who never know what they will encounter. He cited an incident in his area that occurred on Thanksgiving Day between Grand Junction and Crested Butte in which a person's vehicle flipped over on the icy road. The driver wasn't hurt, but took out a gun after the crash, and a state patrolman shot the driver in self-defense.
- Intermountain: (Bentley Henderson) A conference on the handling of I-70 closures will be conducted soon. The closure of I-70 the day after Thanksgiving caused major disruptions. He thanked Mark Rogers and others with CDOT Region 3 for their help.
- Northwest: *No report.*
- San Luis Valley: (Keith Baker) Magnesium chloride worked very well in the San Luis Valley during the snowstorm after Thanksgiving.
- South Central: (Walt Boulden) CDOT has selected a consultant for a project between Trinidad to Walsenburg.
- Southeast: *No report.*
- Southwest: (Amber Blake) In November, CDOT completed SH 84 roadwork and a junction. In Region 5, a number of retirements have occurred. Transit is in transition in the TPR with the introduction of intercity bus service. The TPR is discussing the long-range plan for 2045. The area has had quite a bit of snow already. We have a real shortage of bus drivers. "If you have any bus drivers, send them our way," she said.

	<ul style="list-style-type: none"> • <u>Upper Front Range:</u> (Elizabeth Relford) I would like to thank Region 4 RTD Johnny Olson for working with the TPR on ways to accommodate the Buy America rule, yet still get the TPR the vehicles UFR had ordered. The TPR decided that Larimer County should be able to decide how to spend Congestion Mitigation and Air Quality (CMAQ) this year. A project to improve parking and traffic flow through Estes Park will be the primary recipient of the CMAQ funds. The following year, Weld County will decide how to spend the funds. Weld County is dealing with railroad closures along County Road 104. • <u>Southern Ute Indian Tribe:</u> (Douglas McDonald) The tribe will sponsor a Nationally Significant Federal Lands grant after the tribal council met twice about it. If awarded, the grant will involve bridge construction, rock fall mitigation, intersection improvements, wildlife crossings, paving and shoulder widening. Thanks to Region 5 staff for help with the application. • <u>Ute Mountain Ute Indian Tribe:</u> <i>No report.</i> • <u>FHWA (John Cater):</u> Congress extended a continuing resolution to keep the government operating for two more weeks today. We hope more stable funding for the federal government will come soon. 	
Federal and State Legislative Report / Mike Lewis, CDOT Executive Director	<p>Presentation</p> <ul style="list-style-type: none"> • In the absence of Herman Stockinger, Mike first reiterated the importance of the STAC in advocating for each Region but with the recognition of how the needs of each Region fit in with the entire state. Looking back at his two-year association with the STAC, Mike said, “I’ve enjoyed every minute – or almost every minute – of it.” • Despite the failure of the two transportation ballot issues on Nov. 3, the ballot issues elevated transportation needs in the Legislature and with the public. The combined “yes” votes from both ballot issues were greater than the combined “no” votes. It is possible people were confused by the two measures. Jon Caldera, a proponent of Proposition 109, publicly said he intended for Proposition 109 to lead to failure of Proposition 110. • The failure of the ballot issues does not mean the needs go away. SB 1 states that if ballot measures fail, the legislature will refer another ballot measure to the public. If that ballot issue fails, then CDOT would go back to SB 267. CDOT will need to figure out how funding will be distributed. • While the state follows all the steps in SB 1, CDOT will lose a full year of funding. He suggested STAC members could take up this issue with their state representatives in the House and Senate. 	No action.

	<ul style="list-style-type: none"> • The Joint Budget Committee asked him what he prefers. He did not state a preference, but said that the earlier option would be preferred due to inflation. He noted to the JBC that General Fund transfers since 1980 have been very up and down, which makes it difficult to plan. CDOT needs stable long-term funding. • Turner Smith asked about the cost of taking Proposition 110 to the voters. <ul style="list-style-type: none"> ○ Mike said CDOT by law cannot advocate for or against, and is limited to providing information. ○ He estimated that several groups provided up to \$7 million in spending to urge passage of Proposition 110. He does not know what proponents of Proposition 109 spent. • Josh Laipply said he would hold CDOT up against other states in the number of grants CDOT and other entities have received. The gap project on south I-25 moved forward in a matter of months. Big projects are the challenge in uncertain times, which is why CDOT needs the second year of SB 267 funding. 	
<p>Federal Lands Access Program Representative / Jerad Esquibel (CDOT Project Support)</p>	<ul style="list-style-type: none"> • Jerad Esquibel said the STAC is entitled to one representative on the three-person Programming Decision Committee that reviews applications for Federal Lands Access Program (FLAP) funds. The other two members represent CDOT and Central Federal Lands of FHWA. • The committee will convene after the March 2019 call for projects. The committee disburses about \$15 million - \$16 million every year. • These funds are to improve transportation facilities owned or maintained by non-federal agencies that provide access to, are adjacent to, or are located within federal lands. • Bentley Henderson of Intermountain TPR volunteered, and Keith Baker of San Luis Valley said via telephone that he also was interested in serving. • Mike Lewis said that he hoped the STAC representative would consider improving resiliency and redundancy of the transportation system as among the criteria for project selection. • After hearing from each candidate about their experience with federal lands, the STAC voted by paper ballot for Bentley Henderson as the representative, and Keith Baker as the alternate. 	<p><i>The vote was 9 for Bentley Henderson and 3 for Keith Baker as the STAC representative to the FLAP committee.</i></p>

<p>Low Emission Vehicle Standards / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The previous administration raised the Corporate Average Fuel Economy (CAFE) standards, and the current administration has rolled the standards back. Twelve states, including California, have elected to follow the higher standards. • Increasing the miles per gallon standard not only would save energy, but help to reduce vehicle emissions. (Vehicle emissions are among the contributors to greenhouse gas.) • The Air Quality Control Commission of the Colorado Department of Public Health and Environment will consider joining those 12 states. • The Regional Air Quality Council (RAQC) discussed the idea in November, and heard a considerable amount of testimony for and against it. • This will affect passenger and light-duty trucks only. • This item is informational only. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Trent Bushner</u>: A friend who runs an auto dealership says he cannot ship vehicles to California because of the higher CAFE standard there. Did the RAQC consider retooling of current vehicles? <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: The RAQC did not talk about retooling of current vehicles, and said that there are two sides to the question. • <u>Sean Conway</u>: Agriculture uses high-emission vehicles, and the CAFE standard will not make the need for such vehicles go away. • <u>Peter Baier</u>: It may be harder for Colorado to use the stricter CAFE standards because Coloradans like their sport utility vehicles (SUVs). <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: Automobile manufacturers are already ready to comply with the stricter CAFE standards. The new CAFE standards only apply to new vehicles. • <u>Elizabeth Relford</u>: Did the RAQC consider fuel standards for Buy America buses? <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: The RAQC did not discuss the implications of Buy America. • <u>Barbara Kirkmeyer</u>: Are there any studies on the impact of the stricter CAFE standards on rural America, and the possible consequences of adopting a California rule that does not work for Colorado? <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: She said she would share such information with the STAC if available. 	<p>No action.</p>
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	<ul style="list-style-type: none"> • <u>Gary Beedy</u>: Where does the authority comes from for a non-elected body like the Air Quality Control Commission to decide on what miles per gallon standards Colorado should have? <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: Governor John Hickenlooper delegated responsibility to investigate lowering the standards to the Air Quality Control Commission. The RAQC decided to push for low-emission vehicles. 	
<p>Where Does Colorado Rank / Debra Perkins-Smith and Darius Pakbaz (Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Darius discussed a graph showing where Colorado ranks compared to the other states on these national performance standards: interstate/NHS condition, interstate/NHS bridge condition, interstate/NHS system reliability, interstate freight reliability, and statewide fatality rate. • The graph also ranked Colorado for being bike friendly (from the League of American Bicyclists) and transit utilization (from National Transit Database, 2016). • The graph shows Colorado ranks highest in being bike friendly (6th in nation), transit utilization (12th), and bridge condition (13th). • Colorado's other rankings are for interstate/NHS system reliability (39th), interstate/NHS pavement condition (38th), interstate freight reliability (29th), and statewide fatality rate (21st). • Mike Lewis had these observations: <ul style="list-style-type: none"> ○ Colorado has an extensive rural transit system, reporting more ridership than the rural transit system in California. Even without the ridership of the Roaring Fork Transportation Authority between Aspen and Glenwood Springs, rural transit ridership in the state still ranks high. ○ There is a direct correlation between investment and the ranking of Colorado among the 50 states. ○ Thanks to the Bridge Enterprise Fund, Colorado's bridges rank high. Completion of the Central 70 project, which will include replacing the viaduct, should cause the state's bridges to rank even higher. ○ CDOT calculates that it is \$200 million short each year in pavement improvements, which explains the low ranking in pavement condition. ○ Those who travel on I-70 and I-25 should not find the reliability ranking shocking. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: Could we shift bridge funding to safety or pavement improvements if we catch up on bridge needs? 	<p>No action.</p>

	<ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: Quite a few bridges will be going from OK to poor. Bridge Enterprise money is only for bridges. ● <u>Sean Conway</u>: The I-70 Central project is borrowing from the Bridge Enterprise fund. <ul style="list-style-type: none"> ○ <u>Mike Lewis</u>: We cannot take Central 70 out of the equation. ○ <u>Josh Laipply</u>: Recent guidelines have re-defined what a poor bridge is. The graph does not reflect the new definition. ● <u>Roger Partridge</u>: The adjacent states of Kansas and Utah both rank higher than Colorado. We know how competitive Mike Lewis is about comparisons with Utah. 	
2045 Plan Kickoff/ Marissa Gaughan (CDOT Multimodal Planning Branch)	<p>Presentation</p> <ul style="list-style-type: none"> ● Marissa presented a high-level overview of the development of the 2045 statewide transportation plan (SWP), which will begin soon. ● The projects in the fiscally constrained, 4-year Statewide Transportation Improvement Program (STIP) should be consistent with the priorities identified in the SWP and the rural regional transportation plans (RTPs). The Development Program is the bridge between the 4-year STIP and the 20+-year SWP. ● To prepare for the 2045 SWP, CDOT developed the TransPlanning Partnership to delve into three topics: scenario planning for connected and autonomous vehicles, development of the RTPs, and technology policy. Numerous people from within and outside CDOT served on the three working groups. ● TransPlanning Partnership also included development of the Transportation Planning Toolkit accessible from the planning webpage that describes the five stages of project development: idea, planning, funding, selection, and improvement. All connect with the Planning Manual. The toolkit is a quick and easy way for the public and CDOT planning partners to get information on the planning process. ● Key themes of the 2045 SWP and RTP will be technology, quality of life, all travel modes, and economic vitality. ● The 2045 SWP also will include a people's plan, a concise document emphasizing transportation and the quality of life, and the link between transportation and Colorado's economy. ● New data and tools include cell phone-enabled tools to track bicycle and pedestrian routes and usage (STRAVA) and vehicular travel speeds and patterns (INRIX). Other tools are the Statewide Travel Model, the TREDIS model to measure the economic impact of transportation, and the EERPAT model to measure greenhouse gas emissions. 	No action.

	<ul style="list-style-type: none"> • To guide planning, the Transportation Commission (TC) has established a SWP Committee made up of Karen Stuart (chair), Steven Hofmeister, Edward Peterson, Rocky Scott, and Sidney Zink. STAC Chair Vince Rogalski also serves on the SWP Committee. Vince will be the conduit between the STAC and the TC. Vince also was on the committee that selected FHU as the lead consultant for the 2045 SWP. • In early 2019, the STAC will receive a more detailed timeline for development of the rural RTPs. <p>STAC Comments</p> <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: For the most part, planning items will go first to the STAC and then to the TC’s SWP Committee. An example is the STAC subcommittee that is examining program distribution formulas. • <u>Jacob Riger</u>: Jacob asked if CDOT staff would recommend the high revenue scenario for long-range planning purposes to the TC. • <u>Becky Karasko</u>: When will the MPOs get revenue projections from CDOT? <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: The MPOs should have revenue projections after January, possibly as early as February 2019. 	
<p>Smart Mobility Plan/ Bob Fifer (ITS Branch Manager/Business Manager) and Ryan Rice (Manager, Mobility Operations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Smart Mobility operations at CDOT are innovations, information systems, and infrastructure. <ul style="list-style-type: none"> ○ Innovation: Vehicle to everything technology (V2X), autonomous mobility, smart traffic systems, and emerging technology ○ Information systems: Information systems are interoperability, big data and analytics, cyber security, and software development ○ Infrastructure: Intelligent roadway design, planning, engineering, and maintenance and technical services • Smart Mobility is using technology to solve mobility problems. Smart Mobility is multimodal, integrated, automated, accessible, and connected transportation systems to offer on-demand and personalized mobility solutions. It is applicable to urban and rural areas in different ways. • Strategic approaches in the Smart Mobility Plan align with the 2045 SWP goals of safety, mobility, economic vitality, and maintaining the system. • Five regional workshops throughout the state conducted October through November used a GIS data platform with several data layers to help inform the right Smart Mobility solutions. The workshops included an overview of Smart Mobility Plan, a 	<p>No action.</p>

regional readiness assessment, regional Smart Mobility tools, ITS architecture coordination, Smart Mobility Policies, and a roadmap for regional Smart Mobility.

- The CDOT Regions and the TPRs could choose among 43 items in the toolbox.
- The workshops highlighted regional priorities and site-specific solutions. Detailed information will be in the regional plans that will be available in December.
- Comments so far include that people do not want unfunded mandates. A \$20 million grant that CDOT just received should help.
- People like a single data source with a GIS tool to share information among agencies, and would like to incorporate Smart Mobility into existing processes, such as scoping evaluations.
- Bob Fifer said he has not heard from all the TPRs yet, and would like to set up some telephone time with those that have not responded.
- People can learn more about the Smart Mobility Plan from a webinar scheduled for February 2019.

STAC Comments

- Sean Conway: Security should be Job 1 for the Smart Mobility Plan.
 - Ryan Rice: Everything begins with security, as CDOT found out during the cyber security breach in February 2018. CDOT is constantly working on that issue. It is in communication with the Department of Defense and the Department of Homeland Security on ways to prevent similar breaches. At the same time, no system is completely secure.
- Roger Partridge: Can CDOT develop applications on Smart Mobility?
 - Bob Fifer and Ryan Rice: Sources of funding for some Smart Mobility innovations could include Congestion Mitigation and Air Quality and FASTER Safety programs.
- Trent Bushner: I'm a tech geek big time, so all this is pretty exciting to me. However, the average vehicle in Colorado is 12 years old, which means that there will be a lag before vehicles in the state are connected. My county has 2,400 miles of gravel roads, where technology does not work. We also need to consider Smart Mobility for two-wheeled vehicles.
- Turner Smith: I thought only 18% of interstate mileage has fiber optics.
 - Ryan Rice: The 18% figure relates to centerline miles. Fiber optics will be installed along I-76 to Sterling and along I-25 from Walsenburg to the New Mexico state line in the next few years.

	<ul style="list-style-type: none"> • <u>Roger Partridge</u>: Is there a way to retrofit older vehicles so that they can have the latest technology? <ul style="list-style-type: none"> ○ <u>Mike Lewis</u>: It might be a bear to add the newest technologies. ○ <u>Ryan Rice</u>: Panasonic is retrofitting 2,500 vehicle in Colorado. First responders should have the latest technologies on their vehicles. It costs about \$2,000 to retrofit a single vehicle. 	
<p>Rest Area Program / Marissa Gaughan (Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Following up on previous presentations, Marissa said she wanted to let the STAC know that the TC will discuss funding for the rest areas next month. • The TC in 2016 requested a framework for assessing rest areas for improvement or closure. The Rest Area Study and Analysis is the result. • The key findings of the study are that the CDOT-owned rest areas should remain open because they contribute to highway safety, tourism and economic development, and are part of the way the public views CDOT. • Another finding is that CDOT needs to be a separate asset program for rest areas within asset management. • Usage data came from functional classification counts in all seasons, installation of devices that measure the number of times doors open in the facilities, and a truck parking volume-to-capacity analysis. The data indicates that the rest areas are well used and are often over capacity for truck parking. • Annual maintenance of rest areas needs more funding. • An American Automobile Association (AAA) study found that 9.5 percent of all crashes involved drowsy drivers. For severe crashes, the percentage went up to 10.8. This data came from studying dashboard videos from 700 accidents that showed drivers' eyes closing minutes before a crash. This contrasts with federal estimates, which place the percentage of crashes attributed to drowsiness at 1 percent to 2 percent. • Travelers also need the rest areas to use their cell phones. • The busiest rest area is on the top of Vail Pass, with about 2,500 visitors per day. • A selection of online reviews of the Vail Pass (I-70 Mountain), Pueblo Southbound (I-25), and Arriba East (I-70 East) rest areas indicated public disgust about such things as smells, filth, lack of parking for cars and trucks, poor pavement condition, and poor lighting. 	<p>No action.</p>

- The Rest Area Policy Statement that arose from the study is: *CDOT should ensure that public rest area facilities or acceptable alternatives are available with reasonable spacing along interstates and key corridors within the state for the safety, comfort, convenience, and information needs of motorists.*
- Recommended changes are that CDOT establish performance targets for the rest areas, manage the rest areas as part of asset management, and provide constrained, but stable, funding.
- Among the next steps is to provide \$28 million to rehabilitate rest areas apart from annual maintenance needs. Lighting, security cameras, flooring, and parking improvements need addressing.
- Deer Trail is the only rest area that is closed. None of the other 26 rest areas are recommended for closure.

STAC Comments

- Turner Smith: Could the Transportation Commission use its contingency money for the rest areas?
 - Debra Perkins-Smith: Next month the Transportation Commission will take up how to fund both the regular maintenance and critical needs of the rest areas. The contingency money could be among the sources of funds it will consider.
- Keith Baker: No official rest area exists on US 50 from Holly to Fruita or along the main part of US 285 to New Mexico. Poncha Springs is funding a small visitor center/welcome center near the US 50/US 285 intersection. The town would like it designated as a rest area, with appropriate signage along the highways. It needs a number of improvements.
- Terry Hart: I'm very glad CDOT is doing this. As I get older, I do quite a few personal inspections of rest areas. I hope technology will be part of the upgrades so people can get weather and safety information. Colorado's rest areas have declined over the years since I was growing up here.
- Michelle Scheuerman: CDOT is in a partnership with the Colorado Tourism Office on the Welcome Centers. Owners of the Welcome Centers include CDOT, Colorado Tourism Office, and local groups. The Welcome Centers are well used; people do use them to get local information.
- Walt Boulden: How about partnerships for the rest areas?
 - John Cater: Due to federal law, toll roads can have commercial development if federal money did not pay for road construction. Some uses come in for special

	<p>treatment such as electric charging stations. But generally, commercial development is not allowed at interstate rest areas.</p> <ul style="list-style-type: none"> ○ <u>Johnny Olson</u>: Could CDOT work with private parties who are willing to donate right of way and build access to a rest area facility? ○ <u>John Cater</u>: No, probably not. I know of a place in Iowa near an access point to the interstate on privately owned land that is very successful, though. ○ <u>Debra Perkins-Smith</u>: Partnerships with local groups that want to have maintenance responsibility for rest areas is a possibility. ● <u>Gary Beedy</u>: Great Outdoors Colorado – GOCO, Colorado Tourism Office, and the Capital Assets Committee of the state legislature might be sources of funds for the rest areas. Two rest areas on I-70 at Deer Trail and Bennet that had the advantage of being easy on, easy off for trucks are now closed. <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: Now that CDOT has more data on the rest areas, it can approach the Capital Assets Committee for some funding help. CDOT also has established relationships with the Colorado Tourism Office, which CDOT did not have before. I agree with everything that you (Gary Beedy) said. ● <u>Roger Partridge</u>: Safety, security, and crime have been problems at some of the rest areas. <ul style="list-style-type: none"> ○ <u>Debra Perkins-Smith</u>: Security cameras in the rest areas may be part of the level of service for the rest areas. CDOT also is working with the Colorado State Patrol on patrolling the rest areas. ● <u>Turner Smith</u>: The Colorado Motor Carriers Association headed by Greg Fulton might be another possible partner or provider of funds for rest area improvements. ● <u>Gary Beedy</u>: The rest area in my hometown only provides six parking spaces for trucks. Security needs exist also. 	
<p>Other Business/Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> ● The next STAC meeting will be Friday, Jan. 25, 2019. ● Happy holidays! 	

STAC ADJOURNS

The Transportation Commission Workshops were Wednesday, January 16, 2019 and the regular meeting was Thursday, January 17, 2019. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

Documents are posted at <https://www.codot.gov/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, January 16, 2019

1:30 pm to 5:00 pm

Attendance: all 11 Commissioners attended.

Right of Way Workshop (Josh Laipply)

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

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

The eight projects with requests for authorization of property acquisitions that will be part of the consent agenda for January 2019 included:

- Region 1
 - I-70 Central, Project Code 19631
 - US 285/SH 30 Resurfacing Dahlia to Parker, Project Code 20839
 - I-25 Gap from Castle Rock to Monument Hill, Project Code 21102
- Region 2
 - SH 71 Bridge Replacement L-22- JA, Project Code 22289
- Region 3
 - Various Culverts Garfield and Mesa Counties, Project Code 20955
 - SH 9 Summit Blvd, Frisco Roadway Improvements, Project Code 21778
 - Craig Residency, Phase 1 ADA Ramps, Project Code 22768
- Region 5
 - US 550: CR 214 ROW Acquisition, Project Code 16791

Discussion:

- Josh Laipply, CDOT Chief Engineer, led the discussion.
- Commissioner Shannon Gifford asked why the temporary easements for curb cuts on SH 9 had such a high value of \$80 a square foot.
- Josh Laipply, chief engineer, said that is because the easements are in downtown Frisco, where the state is paying for the commercial value.
- Josh Laipply noted that CDOT is trying to streamline the process for temporary rights of ways for curb cuts so that CDOT does not spend so much time and energy on getting the temporary rights of way. The streamlined process that was developed cut a lot of time and bureaucracy from the process.
- Commissioner Bill Thiebaut reminded commissioners that when the acquisitions come up for a vote on the consent calendar on Thursday, he will abstain from voting on the Region 2 project. He will ask for a separate vote on the Region 2 project.

Construction Contracts and Administration (Josh Laipply)

Purpose: Provide background on how the construction contracting and administration of construction works. The three commonly used construction contracts and how changes to the contracts are administered during execution of the work. Josh discussed the current methods of dealing with changes and un-quantifiable work during construction. Input and comments from the TC were solicited to produce a follow up workshop with staff recommendations.

Action: None.

CDOT utilizes three main construction contracts:

- Design Bid Build – The majority of our contracts are delivered via this method and are usually considered relatively low-risk and limited ability for innovations. The Contractor is given complete design plans with a list of items with estimated quantities to bid on. The lowest responsive bid is awarded the project.
- Construction Manager/General Contractor (CMGC) - Typically projects of larger scale, complexity and risk are delivered with this method. Contractors are screened down to the top three based upon experience and on the type of work that needs to be performed, and on their approach to pricing the project. Contractors are given a conceptual level of plans and are interviewed based on their approach to achieve the project goals and how to mitigate risk. The selected Contractor then assists CDOT in the final design of the work by evaluating the means, methods and costs to performing the work.
- Design/Build – Typically projects of larger scale, complexity and risk are delivered with this method. Typically, Contractors are screened down to the top three based upon their particular experience on the type of work that needs to be performed. Then Contractors are given a conceptual level of plans, with performance specifications to design and produce to and are either provided a maximum dollar amount with flexible scope, or a set scope with a low price component that is part of the overall selection score.

The approach to minimizing total project costs are a combination of mitigating risk and achieving the goals associated by selecting the right contract. Then balancing the amount of design and level of quality control that produces a good set of plans for the contract. A perfect set of plans does not exist and an effort to attempt to achieve that can drive up front costs and time delays, that become detrimental to the total project cost. Striking the balance of producing plans that are clear with little ambiguity without mitigating every risk that may materialize in the field is the goal.

CDOT has contractual mechanisms to assume construction risk from the Contractor (so that they do not price it into their bid) and to accommodate unforeseen risks or incorporate project benefits that were not known at the time of contract award. Force account is the tool that is used to pay for known un-knowns. An example would be Railroad Flagging, we know we need it do to work adjacent to the rail, but we don't know for how many days. Change Orders include design errors, CDOT initiated scope changes or site conditions that differ from those used as the basis of design.

Discussion:

Commissioner comments were on the following topics:

- Low Bids – Commissioner Jesus Pulido asked if CDOT always has to award a contract to the low bidder. Kathy Young of the Attorney General's Office answered that Colorado law requires CDOT to take the low bid for the design-bid-build projects, but allows more flexibility for the CMGC and the design/build projects. Josh Laipply said that 95 percent of the projects are design-bid-build.
- Large, Complex Projects - Commissioner Ed Peterson said the larger, more complex projects often require new delivery systems like CMGC, and gives CDOT the advantage of more eyes on a project to address problems as they arise. David Spector of HPTE said different contracting methods like CMGC never transfer the risk from CDOT, they just help CDOT manage the risk better. When asked, Josh Laipply said CDOT has no hard rules about how large a project needs to be before CMGC or design/build are used.

- Change Orders – Several commissioners expressed concerns about change orders, and how frequently contractors use them. Some change orders are due to CDOT-initiated scope changes or site conditions that differ from those used as the basis of design. Commissioner Stephen Hofmeister asked if CDOT could disqualify some from bidding if the record shows they have a history of bidding low and then hiking the price through change orders. Josh Laipply said that a contractor’s history of bidding low and raising the cost through change orders should be more of a weighted factor. Commissioner Ed Peterson said using a prequalification matrix is as much science as art. Josh Laipply said CDOT tries to find the sweet spot between risk and predictability for contractors. Commissioner Hofmeister said fuel costs should never be a reason for a change order; a good contractor has all supplies already lined up before a job begins. Commissioner Kathy Hall said she knows a contractor who contends that CDOT’s project designs don’t work for them.
- Audit Committee – Commissioner Bill Thiebaut recommended that the commissioners study a report that Frank Spinelli of the CDOT Division of Audit produced. That report indicates that from 2014-2017, 18 percent of total project costs were due to change orders. Josh Laipply said Jane Fisher of the Office of Program Management tracks project costs and the reasons for cost increases.
- Other – Commissioner Rocky Scott commented that issues contractors have with CDOT might be elevated to state legislators.

Allocation of Funds for Discretionary Grants and Major Projects (Jeff Sudmeier)

Purpose: To review a proposed allocation of funds to two major projects to leverage federal grants and ensure projects move forward despite uncertainty associated with Senate Bill (SB) 17-267 and SB 18-001 funding.

Action: No action is requested this month. Staff will request approval in February, based on TC direction.

The staff recommendation is to utilize remaining unallocated FY 2019 SB 267 funding in the amount of \$44.2 million, and TC Program Reserve funds in the amount of \$96.8 million to address the current funding needs on the I-25 South Gap project (\$133 million) and the Colorado V2X (\$8 million) project. Additional remaining funding needs on I-25 North, the Colorado V2X project, and other FY 2019 SB 267 projects, can be addressed later this summer or fall, when there is more certainty regarding available funds via SB 1, SB 267, or other funding sources.

Discussion:

- Jeff Sudmeier, CDOT Chief Financial Officer (CFO), presented information regarding previous allocations of funds for discretionary grants and major projects.
- Although this item was for information only, followed by action next month, commissioners seemed to be in general agreement with the proposal.
- In answer to a question from Commissioner Kathy Connell, Jeff Sudmeier said the proposal would not affect funding for other projects because money needed for I-25 North would be backfilled from the TC Reserve Fund.
- Jeff Sudmeier said the reasons for the proposal are to:
 - Make it possible for the DRCOG Board to avoid having to amend its Transportation Improvement Program (TIP) – a lengthy process - by keeping the funding source of SB 267 for South I-25.
 - To be able to get started on construction of the third package on I-25 South this construction season despite uncertainty about Senate Bill 17-267 and SB 18-001 funding.
- Several commissioners said it would be impolitic for the TC to have to stop construction on either I-25 South or I-25 North. Josh Laipply agreed that it would be very political to stop them now, but that the projects were undertaken based on an extensive data-driven process.
- Commissioner Peterson commented that safety alone is a convincing argument for the I-25 South Gap project.
- While supportive of the proposal, Commissioner Kathy Gilliland said she hates depleting the TC Reserve Funds “down to zip”. The TC Reserve Fund has a current balance of \$133.1 million. Backfilling \$88.8 million to I-25 North and the allocation of \$8 million to the Colorado vehicle to infrastructure (V2X)

project would leave a balance of \$36.3 million. According to Jeff's memo, the remaining balance should provide sufficient funds to match outstanding grants.

- Commissioner Steven Hofmeister suggested that if CDOT needs more money for the two I-25 projects, the money could come from the V2X project.
- Commissioner Rocky Scott noted that much depends on the Colorado Legislature staying the course on funding for CDOT.
- Herman Stockinger, Director of the CDOT Office of Policy and Government Relations said it is likely CDOT will get more money from the legislature this legislative term.

Centennial Airport SIB Loan & Construction Update (Jeff Sudmeier)

Purpose: The purpose of this workshop was to provide the TC an update CDOT received in December 2018 to the project at Centennial Airport, which is supported by CDOT's State Infrastructure Bank (SIB) Loan approved for \$8 million by the TC in March of 2018.

Action: None- CDOT's Office of Financial Management and Budget (OFMB) requested that the TC review the memo and attached notification from Centennial Airport, and provide guidance to Department Staff on required loan modifications, if any.

Discussion:

- Commissioners had no comment other than that the request does not affect CDOT.

Colorado Freight Plan (Tim Kirby)

Purpose: The purpose of this workshop was to provide an overview and update on the development of the Colorado Freight Plan (CFP).

Action: Informational only; no action is required.

The CFP is a statewide, multimodal plan addressing Colorado's primary freight modes, including highway, freight rail, and air cargo systems. The CFP emphasizes highway freight mobility to reflect the importance of trucks in moving goods in Colorado and to reflect CDOT's roles and responsibilities for the state highway system. The CFP is a strategic policy plan with goals aligned to the SWP and national freight program.

A required element of the CFP is a Freight Investment Plan (FIP). The FIP documents and outlines CDOT's strategic investment approach to allocate National Highway Freight Program (NHFP) funding. The TC guides this approach through the selection of NHFP projects. 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. In September, the Commission approved the NHFP FY 18 project list that will be included in the FIP. The CFP will be amended in future years as projects are selected.

Development of the CFP started in January of 2017 and is anticipated to be completed in March 2019, following FHWA approval.

Discussion:

- Tim Kirby, CDOT Multimodal Branch Manager, overviewed the steps that occurred in developing the CFP.
- As part of compliance with the FAST Act, CDOT developed the State Highway Freight Plan and then the Colorado Freight Plan.
- Commissioners are free to review and comment on the document as a link to the CFP is provided on the memo and in the presentation in the TC packet.
- Two key components of the CFP are the plan document and FIP where projects live in the Plan Appendix. The intent is to update annually the FIP in the appendix vs. amending the plan annually.

- The CFP is also linked to the 2040 Statewide Transportation Plan (SWP).
- The CFP serves as a strategic tool for discretionary grants, as there are instances where more weight is given to projects and improvements included in the CFP, and other candidate projects.
- CDOT staff engaged the Statewide Transportation Advisory Committee (STAC) and Transit and Intermodal (T&I) Committee at every step along the way of CFP development.
- Key sections of the Plan that Tim highlighted included:
 - Engaging stakeholders
 - A diverse group of stakeholders were engaged and survey were conducted with a number of stakeholder groups
 - FHU was the consultant partner
 - Connecting freight to the economy
 - General public doesn't connect freight to economy – Colorado Delivers is the initiative that is a response to this concern. It highlights the importance of freight to the state economy, and provides an opportunity to shares communication materials with partners.
 - Key trading partners with Colorado were overview providing information on inbound and outbound Colorado freight transported by tonnage and value to other states Key states noted for Colorado in terms of inbound and outbound freight movement are Wyoming Utah, Texas, and California.
 - Assessing safety, mobility and asset condition
 - An overview of how Safety was integrated into the CFP as an example was highlighted.
 - Crash data used included truck crash hot pots and high volume truck crash locations
 - Safety is a goal of the CFP, and Safety strategies, performance measures and investments are presented in the CFP.
 - For the Commercial vehicle safety goal area, a strategy is to prioritize identified commercial vehicle safety locations for funding within NHFP project selection.
 - A commercial safety performance measure is the number of commercial vehicles involved incident rate per 1 million truck VMT.
 - An investment action in the CFP is "Commercial vehicle safety is an identified FAC priority investment and safety is a criterion in the NFHP project selection process. CDOT employs the Multiple Objective Decision Analysis (MODA) process and tool for NHFP project selection including the safety criterion".
 - Next Steps include:
 - TC CFP Review period– see link to document in the TC packet memo.
 - TC Comments are due back to staff by end of January 2019.
 - In February 2019 staff will address TC comments and return to review the revisions if needed.
 - FHWA is anticipated to approve the CFP in March 2019.
 - After that key elements of the CFP will be integrated into the 2045 SWP when coordination with partners discusses CFP implementation actions.
 - TC members raised no comments on the CFP as the workshop concluded.

2045 Revenue Projections (Tim Kirby and Jeff Sudmeier)

Purpose: To discuss proposed 2045 Long Range Revenue Projections for the 2045 SWP, which outline estimated revenues by source from FY 2020 to FY 2045.

Action: No action requested. The TC will be asked to adopt a scenario for fiscal constraint in February.

Long-range revenue projections are developed in advance of each SWP, and provide the basis for the subsequent Program Distribution process. The next opportunity to revisit and update revenue projections will be in approximately 4-5 years (2023-2024). Program Distribution is the process by which long-range estimates of revenues are assigned to programs, based on performance objectives and priorities established by the TC with input from planning partners. Together, revenue projections and Program Distribution provide the financial framework for the development of the SWP, Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) Long-Range Regional Transportation Plans (LRTPs), the Transportation Improvement Programs (TIPs), and the Statewide Transportation Improvement Program (STIP). Revenue projections and Program Distribution are adopted by the TC. A work group of the STAC met monthly in 2017 with staff to provide input on the development of the 2045 Long Range Revenue Projections. Staff reviewed the assumptions and draft revenues with the Transportation Commission in November, 2017. The TC supported those assumptions, however, given the potential for changes coming out of the 2018 legislative session, staff did not request TC approval at that time. The 2045 Long-Range Revenue Projections have since been updated based on more current data and to reflect recent changes associated with Senate Bill 18-001, but otherwise retain the same assumptions reviewed previously. Several scenarios were developed and considered.

Options for consideration include:

- Option #1 – Adopt the Medium Revenue Scenario for fiscal constraint
- Option #2 – Adopt the High Scenario for fiscal constraint (Staff Recommendation)
- Option #3 – Adopt the Low Scenario for fiscal constraint
- Option #4 – Consider other revenue scenarios or options

The staff recommendation is to adopt the High scenario for the establishment of fiscal constraint of long range transportation plans, TIPs, and the STIP (the level of constraint in the years of the next TIP and STIP is the same under the High Scenario and the Medium Revenue Scenario, since the additional revenue is not assumed until FY 2026-2027). Given CDOT's recent success with discretionary grant awards, additional funding from the Legislature through SB 228, SB 17-267 and SB 18-001, and public interest in transportation funding resulting in ballot measures 109 and 110 (although defeated) and the upcoming 2019 referred ballot measure, it is reasonable to expect that additional funding could become available in future years.

Discussion:

- Jeff Sudmeier explained that this work is a Joint CDOT Division of Transportation Development (DTD) and CDOT Division of Accounting and Finance (DAF) effort for 2045 SWP.
- The current schedule for the 2045 SWP is to adopt the plan in early 2020.
- Long-range fiscal year (FY) 2020 out to FY 2045 are the years for the SWP revenue projection.
- We use SWP revenue projections to determine how we might spend the revenues and identify the funding gap (comparing revenues to a high level list of projects with cost estimations). This analysis is the fiscal constraint component of the SWP and Regional Transportation Plans (RTPs) that is also reflected in the Metropolitan Planning Organizations (MPOs) Transportation Improvement Program (TIP) and CDOT's State Transportation Improvement Program (STIP). CDOT updates their STIP on annual basis.
- Assumptions for revenue projection presented were developed cooperatively with planning partners.
- In 2017, staff made some projections for revenue. There was lots of uncertainty in these numbers – two events impacted the decision to wait for finalizing the revenue projections – (1) in 2017 see what state legislative session produces, and (2) wait for the November election to see if propositions with more money for CDOT occur.
- Time to get revenue projections finalized is now, as we begin the development of the 2045 SWP.
- Generally the assumptions are the same as work group developed a year ago, but the key changes are the new numbers reflect current laws and current data.
- Jeff presented information on the three revenue scenarios and how assumptions differed between them.

- Jeff explained that the medium scenario is the CDOT baseline scenario, for federal revenues it assumes shoring up of the federal trust fund, being backfilled by the state general fund. Assumes after the passing of the FAST Act revenues stay at same with increase of 0.5% annually.
- For state revenues, CDOT used a revenue model that incorporates multiple factors including fleet makeup and turnover, population growth, fuel efficiency, etc., and includes a forecast HUTF funds assuming current laws and funding levels.
- The high revenue scenario adds assumption starting in 2026 an additional \$300 million annually from an undetermined source. CDOT looked at history of new sources over time and found if one new source happens roughly a conservative estimate would be \$300 million.
- The Low revenue scenario has the same assumptions as medium scenario but assumes after the FAST Act the general fund backfill for federal funds does not occur.
- Dip at front end of revenue projection high, medium, low revenue projections graph reflects the drop off of SB 267 ending in FY 2022, and the tail drop off towards the end of the graph reflects that the current law of a \$50 million general fund transfer would end in 2038.
- The key question for today is - which scenario should we to use for planning purposes? In the past CDOT has only used the medium scenario. This is the first time we are considering using the high scenario for some practical reasons: (1) FHWA is receptive to assuming reasonably anticipated revenue source and is comfortable with using the high revenue scenario, as (2) the high revenue scenario allows for more room in MPO plans to program projects to help with NEPA decision document development for projects.
- Jeff confirmed that the high revenue projection scenario would not be used for budgeting purposes, but only for planning purposes, for the level of fiscal constraints in TIPS and STIPs.
- Staff will bring revenue projections next month to the TC, if the Commission chooses which scenario to work from.
- Commissioner Peterson supported use of the high scenario to assist MPOs in their planning processes.
- Commissioner Zink did not support using the high revenue scenario and noted that the MPOs should modify their planning process instead.
- Jeff explained that CDOT develops statewide revenue projections, and MPOs do have the flexibility not to match statewide projections perfectly, in particular when forming Regional Transportation Authorities (RTAs) and other MPO-specific revenue sources.
- Commissioner Peterson explained that this is a planning document and not a financial one— to be flexible to changes and increases in revenue. Using the high revenue projection scenario will lead to less additional work for MPOs.
- Commissioner Gifford noted using a high revenue scenario would help with getting more projects “shovel ready” to take advantage of extra funds when they are available.
- Commission Stuart also noted that this process does not fund projects but makes more projects eligible for new funding sources.
- Jeff explained that FY 2026 was picked to avoid programming projects in the STIP but allows for programming in the long-range transportation plans.
- Commissioner Gifford asked about a low percentage of light/zero emission vehicles in 2045 being assumed within the forecast.
- Jeff explained that there are ranges of forecasts and that we used a revenue model and the forecast was lower than the number used. This topic was widely discussed with work group. Revenues focus more on current state of things. The twenty percent was based on Colorado Energy Office study that projected 10% of electric vehicles/zero emission by roughly 2030. We then extrapolated to 2045. The order of magnitude consideration resulted in arriving at the 20% projection. We are doing additional work on this now and researching the impact of electric vehicles (EVs) on funding at the federal level.

- Shoshana Lew, CDOT Executive Director, mentioned that federal estimates on this topic of EV penetration are antiquated.
- Commissioner Zink asked “Who uses this and how is it used?” the issue is sending wrong message to using a high revenue scenario.
- Jeff responded that the STAC subcommittee recognized this issue and discussed this and understands that clarification of how dollars are projected and used will be important.
- The baseline (medium scenario) will still be used for messaging current funding gaps.
- Commissioner Gilliland agreed with supporting the use of the high scenario for planning purposes.
- Commissioner Scott noted that the high scenario against what we anticipated is still not a great picture of future funding, if properly explained.
- Shoshana Lew noted that out to 2045 there is a tremendous level of uncertainty, it could be risky using the high revenue scenario.

Statewide Plan Committee (Tim Kirby and Marissa Gaughan)

Committee Members: TC Members: Karen Stuart, Chair; Shannon Gifford, Ed Peterson, Sidny Zink, Rocky Scott, and Steven Hofmeister; and STAC Chair, Vince Rogalski.

Attendees: All 11 TC members, and STAC Chair

Note: Commissioner Gifford informed the Commission and CDOT Staff that she will join SWP Committee.

Agenda

- Approve November 14, 2018 meeting minutes. Minutes were approved unanimously.
- SWP Formula Programs
Purpose: To provide the SWP Committee of Commission with information for discussion on the Statewide Plan (SWP) Formula Programs.
Action: Develop 2045 SWP formula recommendations for the full Transportation Commission (TC) to consider at the February 2019 meeting.
- Commissioner Stuart explained that the formula programs presentation may take time.
- Vince Rogalski, who served on the STAC Subcommittee on Formula Programs, noted that the process working with planning partners via the STAC subcommittee was extensive.
- Tim Kirby explained that formula Programs are programs which are allocated by formula to the Regions and/or MPOs, and for which the state generally has discretion over formula distribution methodologies. They include:
 - Metro Planning Program (Metro-PL)
 - Surface Transportation – Metro (STP-Metro)
 - Transportation Alternative Program (TAP)
 - Congestion Mitigation Air Quality Program (CMAQ)
 - FASTER Safety
 - Regional Priority Program (RPP). Please note in the discussion below that RPP is allocated to CDOT regions. Staff briefed the Transportation Commission on the Program Distribution process at the November SWP Committee meeting.

STAC recommendations for each of the formula programs are summarized in a memo attachment that went in the TC packet. See [Formula Programs Methods - Metro PL, STP-Metro, TAP, CMAQ.pdf](#) for more information.

Discussion:

- Tim explained that he will walk through each program, and review the recommendations. The SWP Committee will make their recommendations and present their recommendations to full TC.

- Tim provided an overview of program distribution, which is a reflection of CDOT's investment strategy for formula programs.
- Metrics commonly used include: population, vehicle miles traveled (VMT), lane miles (LM), and truck VMT.
- Final allocations are part of budgeting process. The following notes document TC SWP Committee comments raised for each program presented and discussed. For more details on the recommendations discussed see the link presented above.
- Metro PL
 - Commissioner Peterson asked about the three percent increase in the minimum dollar base amounts distributed to the smaller MPOs, Grand Valley MPO and Pueblo Area Council of Governments (PACOG). Is this reasonable?
 - Vince Rogalski noted that the group intentionally tried to come up with a conservative increase rate for the smaller MPOs.
 - Commissioner Zink requested clarification as to what was being held constant at three percent.
 - Marissa Gaughan, CDOT Statewide and Regional Planning Manager, responded that the minimum dollar base for Grand Valley MPO at \$330,000 for Grand Valley MPO, and \$350,000 for PACGO will be increased by three percent and then stay the same for four years.
 - Vince Rogalski confirmed that the other MPOs agreed to this increase for the smaller MPOs.
 - TC SWP Commission agreed to move forward with this recommendation for Metro-PL.
- STP-Metro
 - This program mandates a more prescribed method, as it is a federally maintained formula.
 - TC SWP Committee agreed to maintain the recommendation for the STP-Metro formula.
- Transportation Alternatives Program (TAP)
 - The TC has control of formula approval for fifty percent of TAP funds.
 - The formula recommended is based on 45% VMT, 40% LM, and 15% Truck VMT.
 - Vince Rogalski explained that the money is now distributed to the CDOT Engineering Regions, where transportation planning regions (TPRs) compete for these funds.
 - TC SWP Committee agreed with the recommendation presented for the TAP formula.
- CMAQ
 - Marissa Gaughan provided an overview of the CMAQ program. The prior recommended method was presented.
 - This program supports activities with air quality benefits.
 - Marissa explained the concept of non-attainment air quality areas and a map of air quality maintenance areas in Colorado.
 - Commissioner Gilliland asked for clarification regarding how funds are redistributed after air quality attainment areas hit 20-year period and CMAQ funding eligibility expires.
 - Marissa presented pie charts by year to convey how CMAQ funds for CO and PM10 are funneled to a statewide program over time as maintenance areas for CO and PM10 expire for CMAQ funding eligibility. No changes related to Ozone are proposed.
 - Amy Ford talked about statewide program and Advanced Mobility is one example of a statewide program.
 - Vince Rogalski noted that for this program we are talking about small amounts of money. Ozone being held harmless with current funding is reasonable.
 - Commissioner Stuart asked about what happens if areas fall back into non-attainment.
 - Marissa confirmed it is not likely this will happen for CO and PM10.
 - Jeff Sudmeier explained that if it does happen, then funding distribution would need to be revisited.

- TC SWP Committee had no further comments on the CMAQ formula and agreed to move forward with the current recommendation.
- Commissioner Stuart postponed the discussion on RPP and FASTER Safety for the next TC SWP Committee meeting.

Transit and Intermodal Committee (David Krutsinger)

Committee Members are: Ed Peterson, Chair: Kathy Gilliland, Bill Thiebaut, Karen Stuart and Kathy Hall

Committee Members in Attendance: All T&I Committee Commissioners were present.

Agenda

Bustang Fare Increase – Michael Timlin

Purpose: To provide the Transit & Intermodal Committee an overview of the Bustang budget risks precipitated by driver resource issues, fuel price pressures and new the new ITS partnership with the Denver Regional Transportation District. Staff recommends a fare increase in May 2019 based on these risks.

Action: No action is required but comment is welcome.

Factors influencing the increase fare recommendation include:

- Increasingly high load factors and high farebox recovery are causing more and more extra bus operation activity, especially on the West Line.
- Diesel fuel costs continue to rise.
- Wage increases are needed to keep pace with market rates (RTD & others) from \$17.59 per hour to \$19.40.
- Customer Experience enhancements (more real-time information) is affecting fare box recovery.

Due to ease of use and reasons addressed above, staff recommends a straight \$1.00 per trip increase. Senior and disabled fares should remain unchanged to minimize effects to the senior and disabled community.

Discussion:

- Mike Timlin, CDOT Bus Operations Manager, explained the new real time technology enhancements to buses.
- Mike confirmed that the fare increase request is the first request for Bustang service. This fare increase would not apply to Outrider service.
- Commissioner Hall asked if we have obtained any feedback from riders.
- It was explained that first the fare increase, scheduled for May 2019 with the schedule change is obtaining TC approval first and between now and May stakeholder input regarding the fare increase will be solicited.
- Commissioner Peterson requested update on ridership status.
- Mike Timlin responded that the Bustang ridership is increasing. Load factors are between 80% and 90%. We are still running full buses along I-70.
- Commissioner Peterson expressed his support for this program and extended recognition and appreciation to the Division of Transit and Rail (DTR).

Southwest Chief Front Range Rail Update – David Krutsinger

Purpose: The Southwest Chief & Front Range Passenger Rail Commission (“Rail Commission”) is in the process of hiring a Director to provide Rail Commission staff support and manage the next-level study of Front Range passenger rail, and to also release a request-for-proposals (RFP) to select a consultant for that work. This agenda item provided an update on those activities.

Action: For discussion only.

See Table 1 below for a summary of an annual update on project phases.

Table 1: Annual Update on Status

Phase	Schedule	Goals	Status
Phase I: Define the Service Vision	Up to 2.5 Years, \$8.7 M	Hire Executive Director Hire Consultant to Conduct the Service Development Plan	SB 18-001 Funded the Rail Commission with \$2.5 Million, enough to hire the Executive Director and start the Service Development Plan
Phase II: Form the Governing Authority	Years 2.5 to 4, \$0.5 M	Determine Governance, Go to Voters in 2020	Have started considering governance options and funding structures
Phase III: Federal Project Development Process	Years 4 to 6, \$150 M to \$300 M	30% Design Complete Environmental Clearances	TBD based on funding
Phase IV: Final Design & Construction	Years 7 to 15 TBD	Complete Final Design Construct according to available funding	TBD based on funding
Phase V: Open the Service	Year 15	Operate starter to full- build based on available funding.	TBD based on funding & operating plan

2018 activities were outlined in more detail as follows:

- Mar 9 Transportation Investment Generating Economic Recovery (TIGER) IX grant awards announced by USDOT, including \$16.0 million for the Southwest Chief Stabilization Project, with Colfax County NM as the “lead” and Colorado and Kansas as supporting partners. The project replaces 60-year old bolted rail, old turnouts, and replaces crossings.
- May 31 SB 18-001 Signed into Law by Governor Hickenlooper, with \$2.5 million for the Rail Commission
- Jun 13 – Sep 7 US Congressional Delegation inserts appropriation language for \$50 million for “sole use” track by Amtrak on host railroads. Still pending continuing resolution or omnibus transportation bill as of January 2019, related to the government “shutdown”.
- Sep 21 \$0.9 million of \$2.5 million apportioned for immediate use
- Oct 12 Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grant submitted with \$100,000 in Rail Commission matching funds, and other matching funds, for the Southwest Chief track between Dodge City, KS and Las Animas, CO. The project would install positive train control over this stretch of track.
- Nov 1 Rail Commission Project Director position posted
- Nov 30 Rail Commission Project Director application period closes: 29 applications, 6 finalists identified
- Dec 20 \$9.16 million CRISI Grant Awarded by USDOT for Dodge KS to Las Animas CO. This project will install positive train control from Dodge City KS to Las Animas CO.
- Dec 21 Rail Commission Project Director interviews conducted with 6 finalists
- Oct – Dec Consultant Request for Proposal (RFP) under development, for release soon.
- Jan 2 2019 Supplemental Budget Request made to the legislature Joint Budget Committee (JBC) for remaining \$1.6 million of \$2.5 million.

Key Questions of Defining the Service Vision, Governing Authority, and Federal Project Development Process include:

- What would make interregional passenger rail a compelling investment for the entire Front Range?
- What service plan (frequency, days of week, hours of day, fares, speeds) make it compelling?
- Strategic choice: serve downtown Denver/Denver Union Station vs. serve Denver International Airport?

- What is the “right” combination of freight rail, highway, and new right-of-way, to achieve the vision?
- How to balance the benefits vs. costs, and pair that with appropriate funding choices?

Next Steps include:

- Complete Rail Commission Project Director hire in January 2019
- Release the Consultant Request for Proposals (RFP) in January 2019
- January 11th 10:00 AM Southwest Chief and Front Range Passenger Rail Commission meeting
- The new Rail Commission Project Director will request time at future TRAC and T&I Committee meetings to seek advice from those two groups.
- Respond to Amtrak condition to create a “business plan” for Amtrak Southwest Chief service and rail cost sharing across Colorado, Kansas, and New Mexico.

Discussion:

- David Krutsinger, CDOT DTR Director, noted that there is lots of information from past studies to support evaluation of Southwest Chief and Front Range passenger rail.
- Commissioner Stuart expressed support for passenger rail in her areas, Boulder, Broomfield and Adams Counties.
- Commissioner Peterson observed that AMTRAK is now interested in Front Range Rail.
- David Krutsinger confirmed that it appears AMTRAK, with a new executive director from Delta Airlines is interested in adding service to Dallas, Houston, and exploring other markets.
- David Krutsinger is in the process of hiring (negotiating the salary) for the southwest Chief/Front Range Passenger Rail Commission Project Director. This person is anticipated to start soon - the end of January 2019.
- The Southwest Chief/Front Range Rail RFP date is anticipated for February 2019, but first will set this date with the Rail Commission Project Director.
- David Krutsinger noted that a business plan is required by AMTRAK. The biggest concern for AMTRAK is truck in New Mexico have no maintenance contracts paid for to keep them up. This is for New Mexico and AMTRAK to solve. Grants are currently helping New Mexico for \$16 million this year and one for \$9 million last year.
- The question was raised about next steps for the TC.
- David responded that DTR can answer questions, once the Southwest Chief/Front Range Rail Commission Project Director is hired on at DTR.
- Commissioner Peterson requested a meeting be scheduled with the Southwest Chief /Front Range Rail Commission Project Director.
- Josh Laippy asked about SB 1 funds being available for this effort.
- David noted staff is working on bus service coordination with the passenger rail concept.

Local commitment & SB 267 / non-rural – David Krutsinger

Purpose: To provide additional information for selecting strategic transit projects using FY1819 SB 267 transit funds. Staff seeks input from the T&I Committee to help establish the list of priority projects, with expectation that partial approval will be sought in March, and the remainder of the funds approved in May.

Action: Informational, policy discussion requested.

Eligible Projects

In November 2017, DTR presented the TC with an approach to manage and administer all transit funds collectively as a program. DTR recommended that recurring, sustainable funds, such as FTA Section 5311 and FASTER, should be used for ongoing operational support of local, regional, and interregional transit services while other one-time funding sources, such as SB 228 and SB 267, should be used for capital purchases. SB 267 funds are further limited because the Certificates of Participation (COPs) associated with the legislation have a 20-year payback period whereas most buses and small capital items have an expected useful life of no more than 10 to 15 years. Based on this, DTR recommends SB 267 funds be used for transit infrastructure projects such as facilities, park and rides, and other assets that typically have a 40- or 50-year useful life.

Project Selection Criteria

- Project Readiness
- Strategic Nature
- Planning Support
- Statewide Transit Plan Goal Areas Alignment
- Supports Statewide System

Determine the Appropriate Mix, “Program,” or “Portfolio” of Projects

Several different options may be considered to establish the preferred list of projects. For example, CDOT may choose a set of projects consisting entirely of CDOT Park-n-Rides. Another option might be that the mix of projects is some combination of CDOT Park-n-Rides with other CDOT transit capital projects (i.e. transit centers, maintenance facilities, operational street or highway ramp improvements). A third option might be that the list is some mix of CDOT projects and local agency partner projects in which CDOT has some stake. Examples of Partner Agency Projects include: RFTA Maintenance Facility, Colorado Springs Downtown Transit Center, Rifle park-and-ride, Thornton Slip-Ramp Rebuild and the Pueblo Rail Station. The table below is illustrative of the types of projects and groupings that could be considered and selected by CDOT. Please note that these projects, while planned, have not yet been programmed. Staff would like to gauge the T & I Committee’s support for the options.

Should the legislative and financial environment suggest that three additional years of SB 267 will be funded, CDOT DTR staff would evolve the year-by-year selection process into more of a “Portfolio Management” process. Portfolio management would look at individual projects (i.e. a single park-and-ride, or a single maintenance facility, etc.), in the context of all projects proposed for that project type (i.e. all park-and-rides, all maintenance facilities, etc.).

Next Steps are that DTR will present an update on development of a single year project list for FY2018-19 funds at the March T&I meeting. At that meeting, DTR staff are likely to ask for approval to fund \$5.8 million to Kendall park-and-ride, based on the opportunity to combine its construction with North I-25 segments 7 & 8, while all other project selections would be requested for approval at the May meeting.

Discussion:

- Commissioner Gilliland asked about the need for additional funds for Kendall park-n-ride. The developer and communities already provided dollars (over 55 million) to finish this. It would not be good to ask the developer and/or communities for more money.
- David noted that the project cost has increased and there is need for additional funding, but CDOT would not approach the developer for these funds, and will work out another way.
- Shoshana Lew asked about the fees for parking charged at Park-n-Rides.
- David responded that no fees are charged; however, overnight parking is restricted at the Harmony Park-n-ride east of Fort Collins.
- Commissioner Peterson summarized the benefits of Bustang.
- Commissioner Gilliland asked if we are still restricted for implementing parking fees.
- David confirmed the need still exists to change state statute to charge fees at park-n-rides.
- Shoshana Lew asked about data being collected for park-n-rides to obtain statistics regarding who is using them (who is parking there).
- David responded that we track which park-n-rides are approaching capacity. We monitor the ones we own more closely and work with the entities we lease space from.
- Commissioner Thiebaut asked about having examples from partner agencies on how to spend funds would be good to have. The current portfolio is all CDOT projects. Need to see other entities represented on the list.
- David responded that Colorado Springs is ready to build a new transit center. A similar situation exists in Pueblo. RAFTA bus storage partnership is occurring with CDOT. With the evaluation criteria listed, we can bring back other projects to evaluate. The \$2.5 million in SB 228 is reserved for a Pueblo park-n-ride.
- Commissioner Stuart asked if a stop at SH 119 is still in progress and if it will open this year.

- David responded that the stop at SH 119 will not open this year.
- Commissioner Hall highlighted the importance of partnerships, and the need for more of them to help ridership and keep single occupancy vehicles off I-70 with more park-n-rides.
- Commissioner Gilliland noted that there may be too much funds coming out of SB 267 or other funds in out years.
- David explained that we are now only making decisions on dollars allocated for this year.
- It was explained that SB 1 has received \$71 million this year and anticipates \$22.5 million next year.
- The future years will be decided within an evolving process.
- Commissioner Peterson noted that what he heard from comments raised today is that the all CDOT list of projects is now off the table. Staff is to come back with another list with other entity projects included to address comments from today.

SB 1 Multimodal Options Fund Committee– David Krutsinger & Deb Perkins Smith

Purpose: Provide advice to T&I and TRAC representatives regarding further development of the Multimodal Options Fund, including allocations by Transportation Planning Region, matching requirements, and reporting requirements.

Action: For discussion only.

Committee Membership

After consultation with TRAC (the Transportation Commission approved (12/13) the following: 1) A committee structure to be used to meet the consultation requirements; 2) the committee be named the Multimodal Options Fund Committee; and 3) the committee size be nine members and include the following representatives:

1. STAC (Urban) – Required
2. STAC (Rural) - Required
3. TRAC - Required
4. CASTA (Transit Advocacy and Rural Public Transit) - Required
5. Bicycle Colorado (Bicycle Advocacy) - Required
6. WalkDenver (Walking Advocacy) - Required
7. Colorado Commission on Aging (Aging in Place)
8. Safe Routes to School Committee Representative (Safe Routes to School)
9. Colorado Advisory Council for People with Disabilities (Enhanced mobility for Persons with Disabilities)

In May 2018, considering only transit projects, a STAC and TRAC committee agreed on the following weighted scoring system (Table 1) resulting in a draft allocation outcome (Table 2).

Table 1: Allocation Criteria and Weighting of the Criteria

<u>Criteria</u>	<u>Description</u>
30% - General Population	Estimated population based on 2010 Census
10% - Employment	Estimated number of jobs
20% - Disadvantaged Populations	Estimated population that are either senior (over 65), disabled, and/or low-income
10% - Zero-vehicle Households	Number of households with no access to a personal vehicle
15% - Transit Revenue Miles	Total Revenue Miles reported to National Transit Database (NTD)
15% - Transit Unlinked Trips	Total Unlinked Trips reported to NTD

Table 2: Draft TPR Allocation

TPR ID	TPR Name	Total Pop 2016	Total Jobs 2016	Disadvantaged Populations 2016	Zero-vehicle Households 2016	Revenue Miles 2016	Unlinked Trips 2016	Planning Alloc%
1	Pikes Peak Area	12.1%	10.0%	11.8%	9.9%	4.40%	2.62%	9.0%
2	Greater Denver Area	57.5%	64.3%	52.9%	62.5%	69.64%	80.45%	63.0%
3	North Front Range	8.8%	8.0%	9.2%	7.3%	4.68%	3.88%	7.3%
4	Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.19%	0.72%	2.8%
5	Grand Valley	2.8%	2.6%	3.6%	2.8%	1.06%	0.62%	2.3%
6	Eastern	1.6%	1.0%	1.7%	1.5%	0.08%	0.03%	1.1%
7	Southeast	0.9%	0.6%	1.3%	1.0%	0.13%	0.03%	0.7%
8	San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.08%	0.01%	1.0%
9	Gunnison Valley	1.9%	1.4%	2.6%	1.9%	5.01%	2.68%	2.6%
10	Southwest	1.8%	1.6%	2.1%	0.9%	1.24%	0.41%	1.4%
11	Intermountain	3.1%	3.5%	2.5%	1.7%	7.85%	6.39%	4.1%
12	Northwest	1.1%	1.1%	1.0%	0.8%	1.19%	1.29%	1.1%
13	Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.03%	0.10%	1.5%
14	Central Front Range	2.0%	1.0%	2.3%	1.3%	2.29%	0.77%	1.8%
15	South Central	0.4%	0.3%	0.6%	0.7%	0.16%	0.02%	0.7%
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Weighting	30.0%	10.0%	20.0%	10.0%	15.0%	15.0%	

Matching Dollars

The SB 18-001 legislation stipulates that projects generally are required to be matched dollar-for-dollar: \$100 from the Fund, to be matched by \$100 from other sources. The legislation allows the TC to reduce or exempt the match requirement due to size or other special circumstances. A \$200 project is 50% SB 1 fund money (\$100), and 50% money from another source (\$100), which this memo will refer to as a 50/50 match. The discussion, on this point, has a few options worth discussing:

- Require all projects to have a 50/50 match, without exception
- Waive the matching requirement entirely 100% Fund / 0% other on the basis that the funds are ultimately for local purposes.
- Exempt some projects from the 50/50 match
- Exempt by size of project, on the basis that tracking the matching funds for very small projects is a burden more costly to administer, than worthwhile to obtain the match.
- Exempt by type of project: such as ADA sidewalk curb ramps (safety) do not require a match, but other projects do.
- Exempt for reasons of need / poverty / inability / size of agency on the basis that some areas of the state are economically disadvantaged, and might not be able to implement projects if a match is required.
- Use a sliding scale to alleviate some of the matching burden, but not take the match requirement to 0%. Again, this could be based on size or type of project, location within the state, or size/ability of agency to match.

Reporting Requirement

SB 18-001 requires that CDOT report to the legislature annually, how the funds are being used. The reporting requirement appears to have several dimensions: (1) to which regions of the state are the funds awarded, (2) within each region which projects were awarded funds, and (3) what is the status of the projects: not-started, started but not complete, or completed.

Next Steps include:

1. Convene the Multimodal Options Fund Committee (MMOC)
2. Ask that TRAC representatives of the MMOC report back to the TRAC on the outcomes of the meetings held before the March TRAC meeting.

Discussion:

- There will be \$94 million to pass through to locals.
- David solicited comments from the TC on any problems with the concept presented here?
- Vince Rogalski noted that the STAC and TRAC boiled things down to workable program and plan.
- Commissioner Peterson supported the approach and deemed it reasonable. The approach considers both data and equity issues. The recommended approach took a lot of effort to develop, and Commissioner Peterson proposed moving forward.
- Commissioner Thiebaut noted and confirmed that there was no template to work off of and this approach is a new creation.
- David Krutsinger noted that DTR plans to move forward with this as a start, as Commissioner Thiebaut has questions about the matching funds issue to resolve.
- Vince Rogalski mentioned that the work on the process to distribute 5311 program funds was used as a foundation for discussion.
- TC T&I Committee agreed to move forward with the proposed recommendation.

Consolidated Capital Call for Projects Update**Purpose:**

1. Convene the Multimodal Options Fund Committee (MMOC)
2. Ask that TRAC representatives of the MMOC report back to the TRAC on the outcomes of the meetings held before the March TRAC meeting.

Action: For Information Only

As of December 14th, 2018, CDOT received a total of 80 applications from 45 different organizations. The organizations requested 119 replacement vehicles, 48 alternative fuel vehicles, seven expansion buses, and a variety of facility and equipment items. The requests totaled over \$68 million. The minimum amount available is \$32 million, though that amount could go higher if more Settlement (Alternative Fuel) funding is used this year. It's not simply a matter of having twice the amount requested than is available, because there are a variety of funding sources, eligibility types and eligible applicants to consider.

Here is a summary of the requests based on funding categories:

• Replacement Vehicles	\$15,708,214
• Settlement funds for alt fuel vehicles	\$27,326,987
• Expansion vehicles	\$ 2,634,823
• Other capital: Facilities and Equipment	\$19,479,807
• "Base" vehicles for Settlement/alt fuel program	\$ 2,461,896
• Requests for FASTER as local match for FTA grant	\$ 780,316

• Grand Total Requested	\$68,392,043

Next Steps include:

1. Complete the evaluation of projects during January 2019
2. Provide preliminary notice of awards to individual recipients, complete the project-level "risk assessment", and confirm the terms of the awards in February 2019.
3. Publish a finalized award table in March 2019.
4. Complete contracting process in April – August 2019, noting that for FASTER projects the funding is not available until July 1, 2019.

Discussion:

- On-call projects indicated Interest in Volkswagen (VW) settlement
- Giving more time for smaller entities to apply was a concern. David was happy to report that results of call for projects was high, along with high interest in electric vehicles (EV) and Alt Fuels program funding.
- DTR will see how other call for project programs fare before moving forward.

Transportation Commission Regular Meeting Thursday, January 17, 2019, 9:30 am – 11:30 am

Public Comments - None

Call to Order, Roll Call: All 11 Commissioners attended.

Comments of Individual Commissioners

- Commissioners welcomed in the New Year and the new CDOT Executive Director, Shoshana Lew.
- Commissioner Zink talked about the love-hate relationship with snow in her area.
- Commissioner Gilliland attended a legislative breakfast. Speaker of House noted tolling would be more a part of transportation in the future and cast this in a positive light. Last year CDOT team had outstanding accomplishments including: Grand Avenue Bridge project was a huge success with 1,000s of people crossing the bridge, we started I-70 Central, C-470, I-25 Gap and I-25 North. Several grants have been awarded to CDOT and I-25 at Cimarron project has been completed. DTR's bus operations program (Bustang) is successful. Very pleased with all of this. CDOT is still confronted with additional challenges with funding with initiatives not passing. We must continue to make the best use of existing funds. Commissioner Gilliland ended by expressing support for the technology initiatives occurring at CDOT.
- Commissioner Pulido mentioned this is his second TC meeting as he was sworn in last month. Thanked CDOT staff for being helpful and engaging. This made him feel welcome. Attended the Aurora Chamber of Commerce meeting. The key takeaways from the meeting from the community and business representatives is that there is a high level of alignment of support for recognizing transportation funding needs, there is interest in mobility choices, Bustang, and the last mile. General consensus exists regarding that we can't build our way out of congestion. Would be interested to know how the new marijuana laws impact transportation safety. The C-470 project practiced an innovation – the use of conveyor belts to haul concrete. Commissioner Pulido closed with a safety note – we can't lose sight of 50 people lost per month in Colorado, and we cannot lose our focus on safety.
- Commissioner Scott mentioned that there are projects worth talking about and the progress is being made, e.g. I-25 in Colorado Springs. Recognized Karen Rowe and team in Region 2. A hidden jewel in Colorado is the Schriever Air Force Base, in El Paso County. In the middle of plains when snow storms occur, roads to this facility are a safety concern. Starting on process to address safety issues and is being done very quietly. Transportation safety is a means to an end - to get people to work safely. Recognized progress on the I-25 Gap project. Thanked Karen Rowe and her team for this work and the resulting safety improvements.
- Commissioner Stuart feels a heavy responsibility, as the majority of newly elected Colorado political leaders are from Stuart's district – Boulder, Broomfield and Adams Counties.
- Commissioner Connell took a five hours of travel time for a normally 2.5 hour trip to get here yesterday. Status on travel times on I-70 have been reported and we have improvements so far. Recognized CDOT staff for the accomplishments for this obtained to date with limited funds.
- Commissioner Hall commented that recently on I-70 at the Mesa County border there were serious crashes. Region 3 did a great job in response to address crashes at a curve with a fence. Commissioner Hall also coordinated with newly elected legislators in her district.
- Commissioner Hofmeister noted he has little to report, they have a TPR meeting on Monday.
- Commissioner Peterson noted that the new County Commissioner in Jefferson County is very pro education and children. Commissioner Peterson expressed continued interest and support of the Safe Routes to School (SRTS) program at CDOT. Want to support SRTS in terms for safety and mobility issues. Thanked CDOT staff for their work.
- Commissioner Thiebaut noted the launch of the Outrider bus service in December between Pueblo and Colorado Springs. Recognized Karen Rowe and team for pulling together 10 Counties in his district to accomplish this. Since 2013, a number of projects and programs have been accomplished. Citizens

appreciate it too. Lastly, traveling here noticed variable message sign of 12 deaths already this year. Safety is a key concern for us.

- Commissioner Gifford noted the reaching of a legal settlement related to the Central 70 project, which was a huge accomplishment, and allows CDOT to move forward with this important project.

Executive Director's Report (Shoshana Lew)

- Executive Director Lew expressed excitement to see the collaboration and work of CDOT staff. Issues identified today we will work through together.
- All essential topics have been covered previously by others here, so won't go over again now, and we will work on them.

Chief Engineer's Report (Josh Laipply)

- Welcome to Executive Director Lew.
- Attended first Transportation Research Board (TRB) convention this week filling in for other staff person.
- Gave two presentations, CDOT received a US 34 Flood Recovery award. Josh gave a presentation on the project. The award was for public communication regarding a full closure of US 34. Since then, this project has been bestowed a national award that is coming soon.
- Attended the Smart Hearing at state Legislature and Executive Director Lewis and Commissioner Gifford were there. Josh presented on lead and lag metrics and accomplishments. Hearing went well and demonstrated to the state legislature that CDOT is a data-driven organization.

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

- David wished everyone a Happy New Year, and welcomed Executive Director Lew.
- HPTE has a contract with CDOT that is reviewed regularly and a review is in progress now.
- HPTE Board this month had one action item – to pay a portion of its outstanding debt to CDOT. Yesterday \$250,000 was paid to CDOT. The remaining debt now is for FY 2013 and FY 2014.
- HPTE provides a statewide report to legislature every year. Yesterday HPTE staff shared an annual report that is on the CDOT website and has the SB 1 report as an appendix on Express Toll Lanes. It is a great reference report. David recognized his team in HPTE for their good work.
 - C-470 tolling devices are up and running and full integration is on schedule.
 - HPTE is working with E-470 and saving money via joining in procurement with them. HPTE is benefiting from economies of scale.
 - In terms of Public Private Partnerships (P3), HPTE continues daily operations with Plenary on US 36 and the work on Central 70; we are also maintaining and continuing development of good partnerships, such as those with CDOT Regions 1 and 4, Plenary, City and County of Denver, etc.
- HPTE's contracted Transportation Demand Management (TDM) provider presented to the HPTE Board yesterday.
- Working with project teams on innovative financing for C470, I-25, etc.
- Express Lanes Master Plan is underway. Two stakeholder workshops were held recently and the project is going well. We are now in the data collection phase.
- A public and educational outreach campaign regarding express toll lanes called *when it matters most* is in progress.

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

- FHWA is not impacted by the government shutdown as the FAST Act, a multi-year bill funds FHWA. We are operating in a mode of business as usual.
- Bad news is the direction of transportation funding nationally. Need to know the position on funding with Congress. We will hear more by September 2020.

- Appreciated the comments from TC focused on safety. We have lots to do to address safety concerns and reduce crashes. One area not focused on are the local roads. Half of fatalities are on the local roads. We need to work together with locals on solutions to improve safety.
- FHWA administrator has been selected, who previously worked at NHTSA. FHWA is in the process of getting congressional approval now.
- Commissioner Connell recommended sharing the local crash information with the TC so the TC can get the word out and assist with prompting coordination with local entities.

STAC Report (STAC Chair, Vince Rogalski)

- Nothing to report this month, as last STAC meeting on December 2, 2018 was reported to the TC on December 13, 2018.

Act on Consent Agenda – Passed unanimously on January 17, 2019.

- Resolution to Approve the Regular Meeting Minutes of December 13, 2018 and the Special Meeting Minutes of December 20, 2018 (Herman Stockinger)
- Resolution to Approve ROW Acquisition Authorization Requests (Josh Laipply)
- Resolution to Approve Region 3 SH 82 Easement Disposal (Mike Goolsby)

Discuss and Act on Resolution to Transfer Assets from CDOT to the Bridge Enterprise (Josh Laipply) – Passed unanimously on January 17, 2019

Discuss and Act on 7th Budget Supplement of FY 2019 (Jeff Sudmeier) – Passed unanimously on January 17, 2019

- Transfer - \$11.3 million from Highway Safety Improvement Program (HSIP) to the Connected Vehicle Eco System project, as CDOT was directed by FHWA to allocate 2.5% of National Highway Performance Program and Surface Transportation Block Grant Program funds to the HSIP Program.

Recognitions:

- **Renee Railsback**, who leads the Colorado Local Technical Assistance Program for FHWA, was recognized by Josh Laipply for her tremendous and impressive work, and being the recipient of two prestigious awards:
 - 2018 American Association of State Highway Transportation Officials (AASHTO) State Transportation Innovation Council (STIC) Excellence Award
 - 2018 American Public Works Association (APWA) Colorado Public Works Leader of the Year
- **Aaron Fischer** was the recipient of the CDOT Hero Award by Region 1 Transportation Director, Paul Jesaitis
 - Paul noted that CDOT maintenance work is the backbone of all CDOT does, and we don't hear about them enough.
 - Neal Retzer of Eisenhower-Johnson Memorial Tunnel (EJMT) maintenance nominated Aaron for this award for Aaron's work responding to an incident where a child's ventilator battery went out in a passenger vehicle in the vicinity of the tunnel, and the child needed emergency medical attention. Aaron first got a replacement battery installed to provide power to the ventilator to work until an air ambulance could arrive. Neal noted just two weeks later, another incident with a Loveland skier required coordination of an emergency air ambulance that Aaron coordinated.
- Commissioner Hall told a story of how she was impressed by the help she received from CDOT EJMT staff when she experienced a flat tire in the tunnel during a snow storm.



Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program Fact Sheet January 4, 2019

Infrastructure for Rebuilding America (INFRA) Discretionary Grants program provides Federal financial assistance to highway and freight projects of national or regional significance.

Criteria and Key Objectives (see NOFO for details)

1. Supporting economic vitality at the national and regional level;
2. Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
3. Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and
4. Holding grant recipients accountable for their performance.

Funding Amounts and Match Requirements

- \$902.5 million is available to be awarded in FY 2019 (total funding amount is subject to change based on FY 2019 appropriations, which have yet to be enacted).
- Awards will be made to **both large and small projects**. For a large project, the FAST Act specifies that an INFRA grant in Colorado must be \$100 million or greater. For a small project, the grant must be at least \$5 million.
- 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects.
- Not less than \$225 million **(25%) shall be for projects in rural areas**
- \$500 million of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 may be used for grants to freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network.
- After accounting for FY 2016-2018 INFRA selections, approximately \$200 million within this constraint remains available.

Grant Timing

- Notice of Funding Opportunity (NOFO) issued December 21, 2018
- **Applications due by March 4, 2019**
- Grants awards will be made by December 18, 2019.
- *STAC meets January 25, February 22*
- *TC meets January 17, February 21*
- *FAC Steering Committee - February*

Eligible Applicants

- State, local and tribal governments, transit agencies, port authorities, MPOs and other political subdivisions of State or local governments. **3 application limit**. Joint applications accepted, but lead applicant must be identified.



Eligible Projects

- Highway or bridge (on the National Highway System (NHS)), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area;
- Railway-highway grade crossing or grade separation projects;
- Highway freight projects (on the National Highway Freight Network);
- A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network.
- Improving freight movement on the National Highway Freight Network may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the National Highway Freight Network. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

Project Timing

- Obligation by September 30, 2022
- Construction must begin within 18 months of obligation
- **ASSUME - Construction by March 2024 to be eligible**

Cost Sharing and Matching

- **INFRA grants may be used for up to 60 percent of future eligible project costs.**
- **Total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs.**
- Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds or other funding sources of non-Federal origins.
- Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) credit assistance programs are considered Federal assistance and, combined with other Federal assistance, may not exceed 80 percent of the future eligible project costs.

Previous INFRA Awards

- Recipients of INFRA funds may apply for support of additional phases of a project, but should demonstrate the extent to which the previous award has met estimated project schedules and budgets, as well as realize the expected project benefits.





COLORADO
Department of Transportation

Aeronautics Division
5126 Front Range Parkway
Watkins, CO 80137

TO: Colorado Statewide Transportation Advisory Committee (STAC)

FROM: Colorado Department of Transportation's Aeronautics Division

DATE: January 17, 2019

RE: Colorado Aviation System Plan (CASP) and the Colorado Aviation Economic Impact Study

Working in support of the Colorado Aviation System Plan (CASP) and the Colorado Aviation Economic Impact Study (CEIS), the Colorado Department of Transportation's Aeronautics Division and their consultant, Kimley-Horn and Associates, would like to request your participation in an upcoming Web Forum. This Web Forum will be a follow-up to the short introduction provided by Kimley-Horn and Associates during the January 25th STAC meeting. The purpose of this Web Forum is to discuss the following topics to obtain input and feedback on the statewide, regional, and local levels:

- Big-picture environmental considerations
- Intermodal access changes or issues: surface, rail, transit
- Anticipated significant demographic or economic changes
- Major new businesses or industry sectors being sought

The meeting date is still being confirmed for some time in February (potentially February 14, 2019), with details of the date, time, and dial-in information to be provided, as well as potential in-person location for those able to attend the meeting in Denver.

If you have any questions prior to the meeting, please feel free to visit the project website at www.coloradoaviationsystem.com or contact the following:

Scott Storie
CDOT's Aeronautics Division Project Manager
303.512.5250
Scott.storie@state.co.us

Pam Keidel-Adams
Kimley-Horn and Associates Project Manager
(480)207-2670
Pam.keidel-adams@kimley-horn.com



CDOT Statewide Transportation Advisory Committee (STAC) Meeting

January 25, 2019

Discussion Topics

- Introductions
- Project Overview
 - Colorado Aviation System Plan (CASP)
 - Colorado Aviation Economic Impact Study (CEIS)
- Follow-up Web Forum
- Questions/Feedback

2018 Colorado System Plans





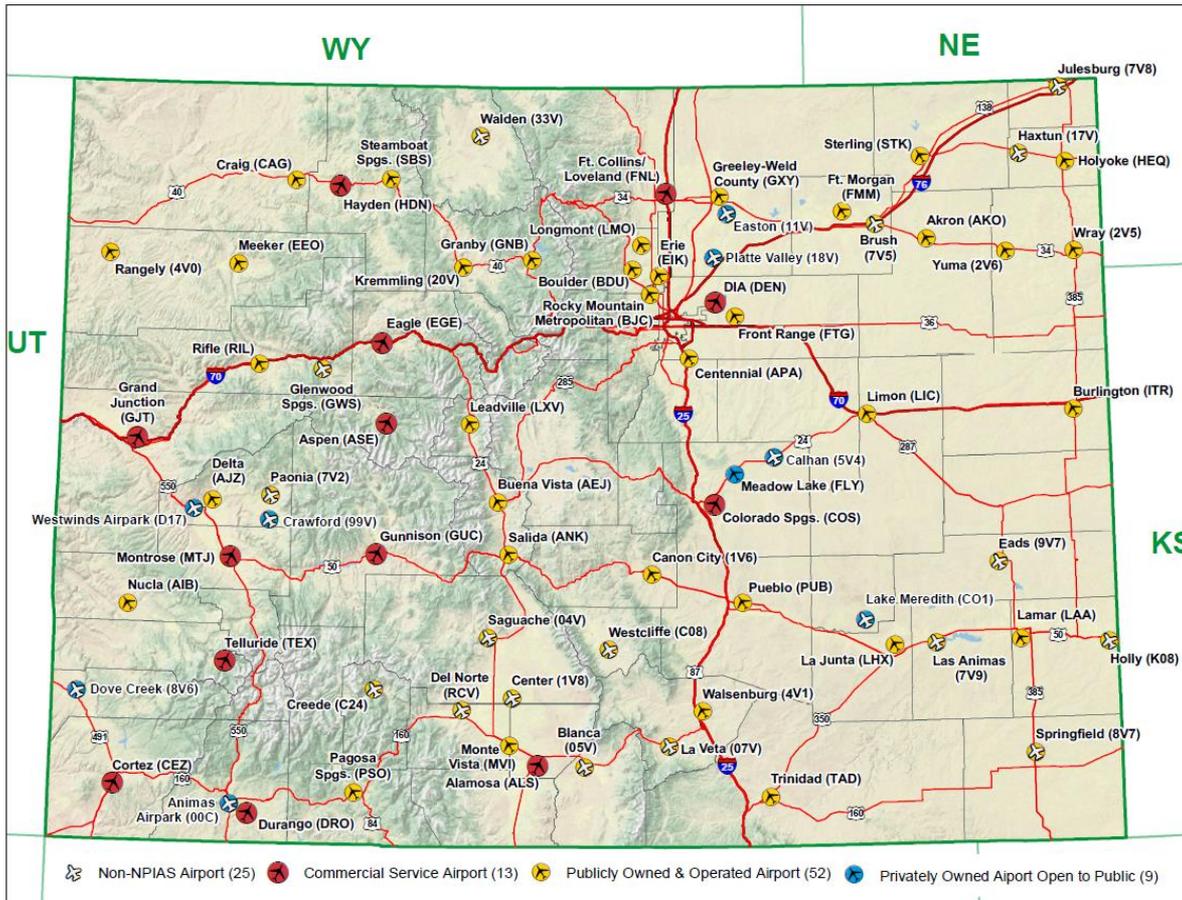
Colorado Aviation System Plan

CASP

CASP Background

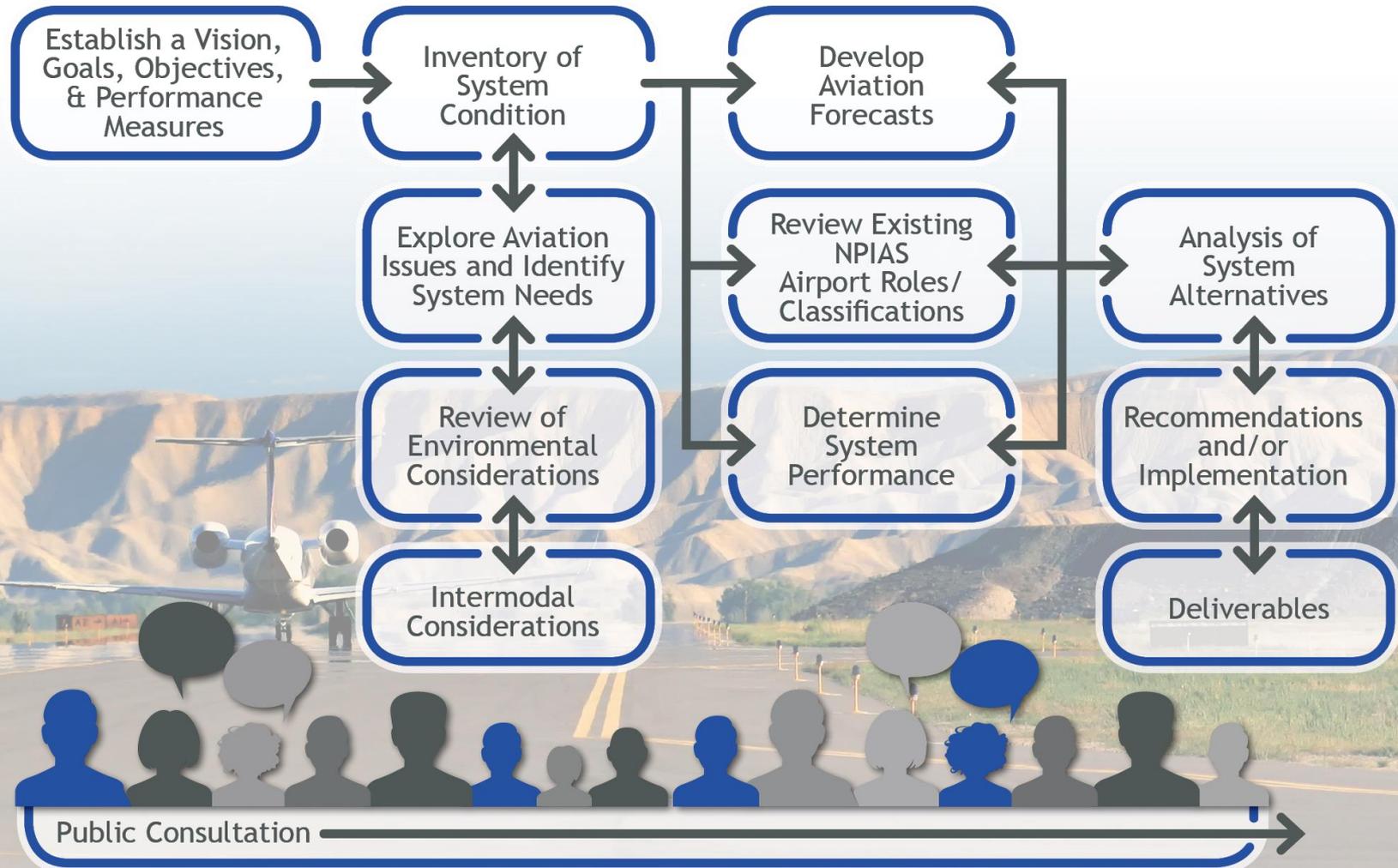
- Last CASP completed in 2011
- FAA Advisory Circular, 150-5070-7, *The Airport System Planning Process*, updated in 2015
- FAA recommends updating every 5 or so years depending on changes in system
- Based on recent FAA guidance and CDOT's new 2018 Strategic Plan, fresh approach to CASP

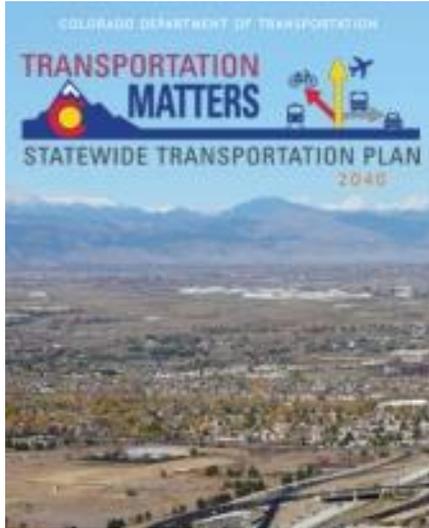
Purpose of an Aviation System Plan



To provide a framework for the integrated planning, operation, and development of Colorado's aviation assets

CASP Process





2018 Strategic Plan

Colorado Department of Transportation
Division of Aeronautics

Facilitated By:

Aviation Management Consulting Group

January 22, 2018





Colorado Aviation Economic Impact Study

CEIS

What is an Airport Economic Impact Study?

Conveys the **economic importance** of airports and how airports generate benefits for Colorado citizens



CEIS Analysis

- Quantitative data analysis and results
- Focus on qualitative stories
- Impacts:
 - Statewide
 - Denver International
 - Each individual airport



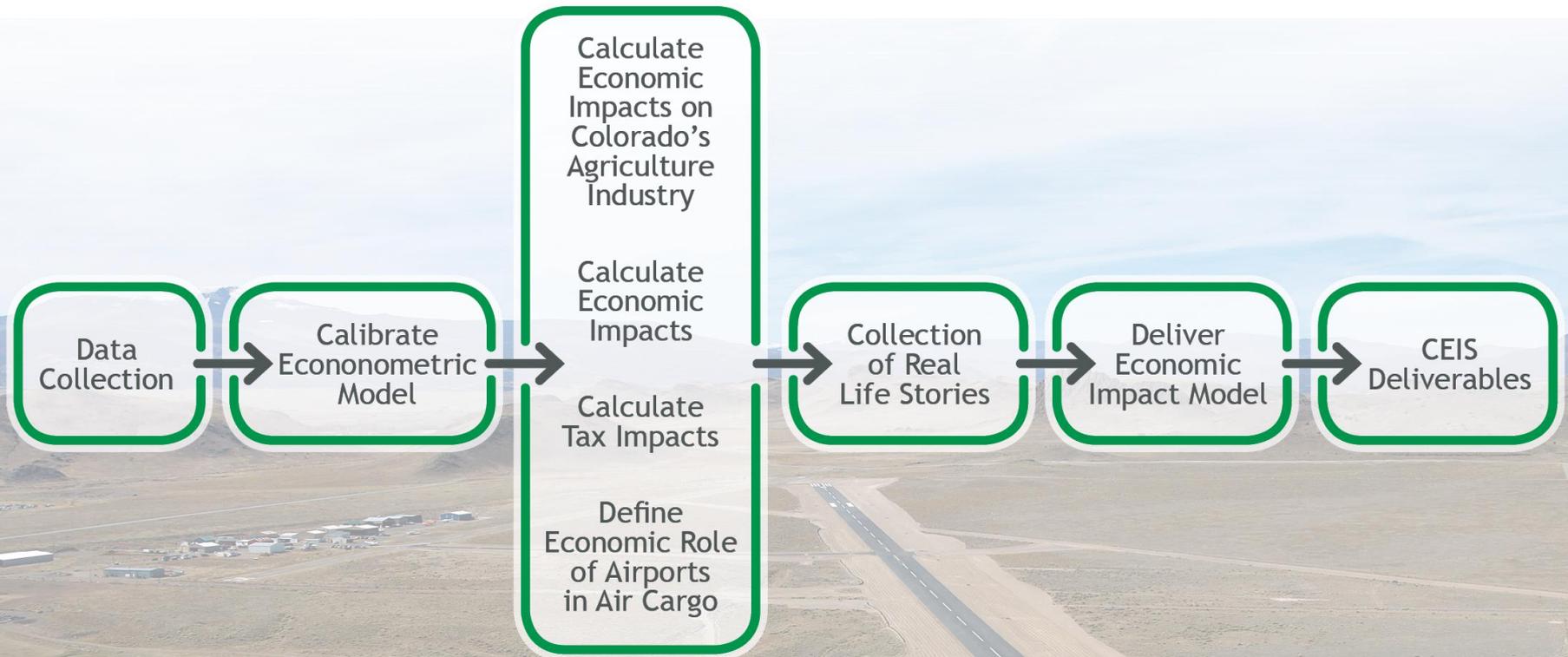
265,700 jobs

\$12.6B in payroll

\$36.7B in output



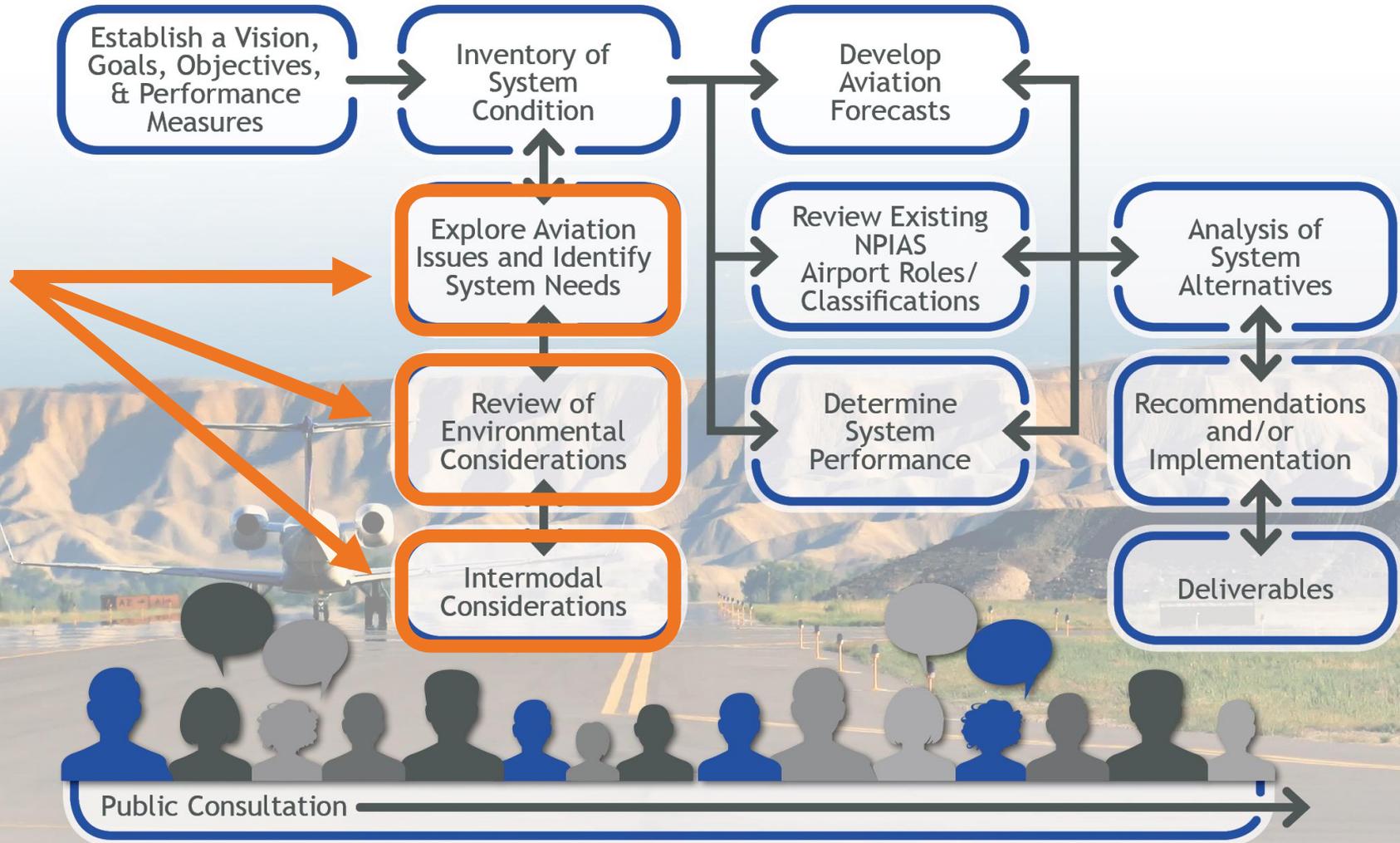
CEIS Process





Opportunity for Input

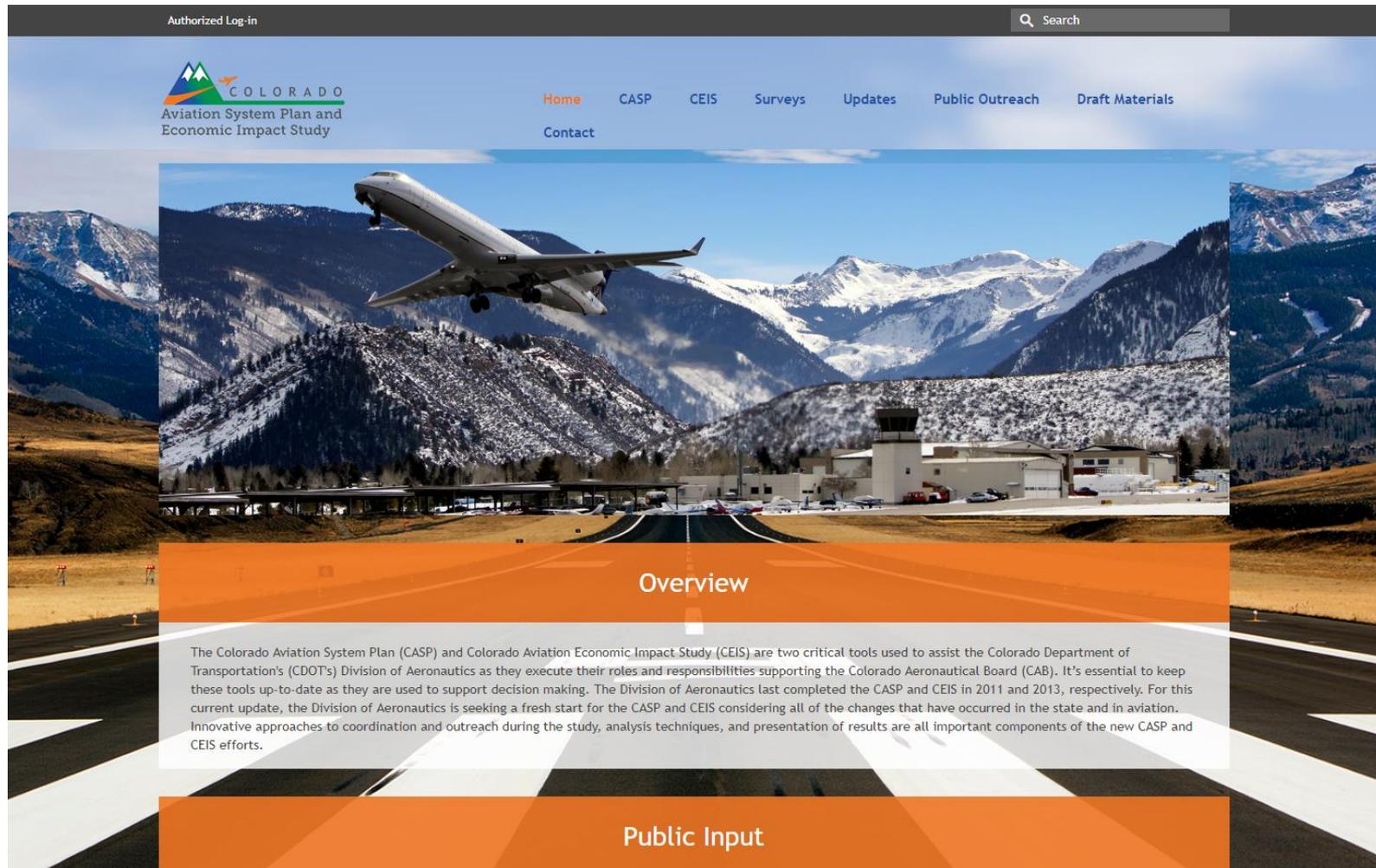
CASP Process - NEED YOUR INPUT



Follow-on Web Forum

- Coordinating schedules for February webinar (Potentially February 14, 2019)
- Topics to be discussed (statewide, regional, and local levels):
 - Big-picture environmental considerations
 - Intermodal access changes or issues: surface, rail, transit
 - Anticipated significant demographic or economic changes
 - Major new businesses or industry sectors being sought

For More Information



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 COLORADO
Aviation System Plan and
Economic Impact Study

Home CASP CEIS Surveys Updates Public Outreach Draft Materials
Contact

Overview

The Colorado Aviation System Plan (CASP) and Colorado Aviation Economic Impact Study (CEIS) are two critical tools used to assist the Colorado Department of Transportation's (CDOT's) Division of Aeronautics as they execute their roles and responsibilities supporting the Colorado Aeronautical Board (CAB). It's essential to keep these tools up-to-date as they are used to support decision making. The Division of Aeronautics last completed the CASP and CEIS in 2011 and 2013, respectively. For this current update, the Division of Aeronautics is seeking a fresh start for the CASP and CEIS considering all of the changes that have occurred in the state and in aviation. Innovative approaches to coordination and outreach during the study, analysis techniques, and presentation of results are all important components of the new CASP and CEIS efforts.

Public Input

www.coloradoaviationsystem.com

Questions? Feedback?

Thank you for your participation!

Scott Storie, CDOT Aeronautics Project Manager

 303.512.5250  scott.storie@state.co.us

Pam Keidel-Adams, Kimley-Horn Project Manager

 480.207.2670  pam.keidel-adams@kimley-horn.com





COLORADO

Department of Transportation

Division of Transit & Rail

2829 West Howard Place
Denver, CO 80204

DATE: January 25, 2019
TO: Statewide Transportation Advisory Committee (STAC)
FROM: David Krutsinger, Director, Division of Transit & Rail
 Sharon Terranova, Planning Manager
SUBJECT: Senate Bill 17-267 Project Evaluation and Selection

Purpose

The purpose of this memo is to provide additional information for selecting strategic transit projects using FY1819 SB 267 transit funds. Staff seeks input from the STAC to help establish the list of priority projects, with expectation that partial approval will be sought in March from the Transportation Commission, and the remainder of the funds approved in May.

Action

Informational, policy discussion requested.

Background

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. The first tranche of SB 267 funding became available in October 2018: \$380 Million = \$38 Million for transit + \$342 for highways.

In September 2018, DTR first began discussing the transit component with the Transit & Intermodal Committee (T&I). September’s meeting included an illustrative set of projects based on Bustang and Bustang Outrider park-and-rides across the state. In November 2018, the conversation continued with discussion about what “appropriate match” should be for new park-and-rides that CDOT builds alone or in partnership.

Since that time, Proposition 110 failed, making it even more critical to direct limited funds to the highest priority set of strategic investments. At present, SB 267 funding is available for year 1 only, and in FY 18-19 a total of \$38.0 million is available for transit projects. Of the total, \$9.5 million of which must be reserved for rural infrastructure projects and program support. Candidate projects for the rural \$9.5 Million were solicited through the fall Consolidated Capital Call for Projects which was “open” from October 19, 2018 through December 14, 2018. This memo focuses on how the remaining \$28.5 Million of non-rural funding should be allocated to projects.

Details

Eligible Projects

In November 2017, the Transportation Commission approved an approach to manage and administer all transit funds collectively as a program. DTR recommended that recurring, sustainable funds, such as FTA Section 5311 and FASTER, should be used for ongoing operational support of local, regional, and interregional transit services while other one-time funding sources, such as SB 228 and SB 267, should be used for capital purchases. SB 267 funds are further limited because the Certificates of Participation (COPs) associated with the legislation have a 20-year payback period whereas most buses and small capital items have an expected useful life of no more than 10 to 15 years. Based on this, DTR recommends SB 267 funds be used for transit infrastructure projects such as facilities, park and rides, and other assets that typically have a 40- or 50-year useful life.

Selection Criteria

The following criteria were presented to TRAC in September 2018, with the headings previously considered by STAC for highway projects. This version provides additional detail to guide future project evaluation.

- **Project Readiness**
 - The project has already undergone a significant level of planning.
 - The project is ready to proceed to construction in the short term (0-18 months)
 - The project may be combined with another project to achieve cost savings (i.e. highway + transit at the same time, or fiber installation + transit at the same time)
- **Strategic Nature**
 - The project is of regional or statewide significance or is part of a statewide programmatic need.
 - There is local financial support in the form of matching funds for construction and/or on-going maintenance of the investment.
 - This project is highly correlated to selection criteria for competitive grant funding such as Federal TIGER, INFRA, BUILD, or other programs makes
- **Planning Support**
 - The project is supported by relevant planning documents (Transit Development Program, Intercity Bus Plan, corridor NEPA documents)
 - The planning documents conclude that there is “good” ridership improvement (where applicable) for this project, meaning better than average or higher than industry norms for this project type.
 - The planning documents conclude that there are sufficient travel time savings (translates to cost savings) and/or travel time reliability (translates to customer confidence) for the project.
- **Statewide Transit Plan Goal Areas**
 - Supports statewide plan goal areas of system preservation / state of good repair.
 - Supports mobility/accessibility improvements with documentation about riders or needs served
 - Supports transit system development and partnerships benefitting customer connectivity
 - Supports environmental stewardship of cleaner air, lower energy use, and/or reduces waste.
 - Supports economic vitality by increasing employment, inducing investment, or reducing other social costs.
 - Supports safety of transit users, whether on the vehicle, or accessing the transit services through auto-access (park and rides) or non-motorized access (pedestrian/bicycle connections)
- **Supports Statewide System**
 - Makes meaningful connections with other services, completing a network.
 - Serves needs throughout the state
 - More activity centers are served: hospital/medical, military installations, downtowns, shopping centers, human or veteran service locations.

Determine the Appropriate Mix, “Program,” or “Portfolio” of Projects

Several different options may be considered to establish the preferred list of projects. For example, CDOT may choose a set of projects consisting entirely of CDOT Park-n-Rides. Another option might be that the mix of projects is some combination of CDOT Park-n-Rides with other CDOT transit capital projects (i.e. transit centers, maintenance facilities, operational street or highway ramp improvements). A third option might be that the list is some mix of CDOT projects and local agency partner projects in which CDOT has some stake. Examples of Partner Agency Projects include: RFTA Maintenance Facility, Colorado Springs Downtown Transit Center, Rifle park-and-ride, Thornton Slip-Ramp Rebuild and the Pueblo Rail Station. The table below is illustrative of the types of projects and groupings that could be considered and selected by CDOT. Please note that these projects, while planned, have not yet been programmed. Staff would like to gauge the T & I Committee’s support for the options.

Should the legislative and financial environment suggest that three additional years of SB 267 will be funded, CDOT DTR staff would evolve the year-by-year selection process into more of a “Portfolio Management” process. Portfolio management would look at individual projects (i.e. a single park-and-ride, or a single maintenance facility, etc.), in the context of all projects proposed for that project type (i.e. all park-and-rides, all maintenance facilities, etc.).

Portfolio Management enables better comparisons (i.e. park-and-ride “A” vs park-and ride “B”) within a project type rather than comparing across project types (i.e. park-and-ride “A” vs maintenance facility “A”).

SB 267 Strategic Transit Portfolio Comparison					
All CDOT Projects 100% Park-n-Rides		~ 55/45 Split CDOT PnRs & Facilities / Partner Agency Projects		Minimal CDOT Projects & Majority Local Partner Agency Projects	
Monument (I-25/SH 105) bus slip ramps	\$4.0 M	Longmont (SH 119/I-25) PnR	\$5.0 M	Kendall (near US 34/I-25) PnR	\$5.8 M
Longmont (SH 119/I-25) PnR	\$5.0 M	Kendall (near US 34/I-25) PnR	\$5.8 M	Pueblo PnR	\$2.5 M
Kendall (near US 34/I-25) PnR*	\$5.8 M	Pueblo PnR	\$2.5 M	Monument (I-25/SH 105) bus slip ramps	\$4.0 M
Berthoud (SH 56/I-25) Park-n-Ride	\$12.4 M	Troy Hill Garage (new)	\$2.4 M	Total CDOT	\$12.3 M
Pueblo PnR	\$2.5 M	Non-Rural Program Support	\$1.3 M	Grants & Partner Agency Projects	\$18.7 M
Non-Rural Program Support	\$1.3 M	Total CDOT	\$17.0 M		
Total CDOT	\$31.0 M	Grants & Partner Agency Projects	\$14.0 M		

*This table totals \$31 Million = \$28.5 Million of SB 267 + \$2.5 Million of unallocated SB 228 funds

Next Steps

DTR will present an update on development of a single year project list for FY2018-19 funds at the March TRAC, STAC, and T&I meetings. At the March TC meeting, DTR staff are likely to ask for approval to increase \$5.8 M to Kendall park-and-ride, based on the opportunity to combine its construction with North I-25 segments 7 & 8, while all other project selections would be requested for approval at the May meeting.



COLORADO
Department of Transportation
 Division of Transit & Rail

2829 W. Howard Pl. 4th Floor
 Denver, CO 80204

DATE: January 25, 2019
TO: Statewide Transportation Advisory Committee (STAC)
FROM: David Krutsinger, Director - Division of Transit & Rail
 Mike Timlin, Bus Operations Manager - Division of Transit & Rail
SUBJECT: Bustang Budget Report and Fare Increase Recommendation

Purpose

The purpose of this memo is to provide the TRAC, STAC, and the Transit & Intermodal Committee an overview of the Bustang budget risks precipitated by driver resource issues, fuel price pressures and new the new ITS partnership with the Denver Regional Transportation District. This memo further contains a recommendation for a fare increase in May 2019 based on the these risks.

Action

No action is required but comment is welcome.

Background

The Bustang interregional express bus service went into operation in July, 2015. PD 1605 requires the Committee to monitor performance of the Program and serve as the recommending body for any substantial modifications, addition or deletion of services, including capital needs. The Director of DTR will manage the Program, monitor performance, be responsible for day-to-day decision making, and oversee all components of the Program, including, but not limited to: "(4) Set schedules and fares."

Details

The Bustang service is continuing on its mission of controlled growth. Several factors are putting budgetary pressures on the ability to continue to effectively manage growth and install upgrades that will continue to improve the customer experience. Staff has determined that a fare increase in the near future will be needed. A fare increase may delay the inevitability of needing to seek additional funding from FASTER or other sources.

- Increasingly high load factors and high farebox recovery are causing more and more extra bus operation activity, especially on the West Line.
- Diesel fuel costs continue to rise.
- Wage increases to keep pace with market rates (RTD & others) from \$17.59 per hour to \$19.40.
- Customer Experience enhancements (more real-time information) affecting fare box recovery.

Increasingly high load factors- These factors are causing:

- An extra \$29,250 in unbudgeted costs due to extra service runs responding to overload conditions
- Risk of additional unbudgeted costs being incurred because overload conditions are increasing.

Fuel - Diesel fuel has been on a climb for the past year. Since July 2015 prices have risen 22%. Price per gallon in 2015 was \$2.00 per gallon and now have risen to over \$2.70 per gallon and we expect this trend to continue in 2019 after a temporary reduction after the Christmas/New Year's Holiday to \$0.52 per mile. see Figure A for the year by year comparison on a per mile basis:

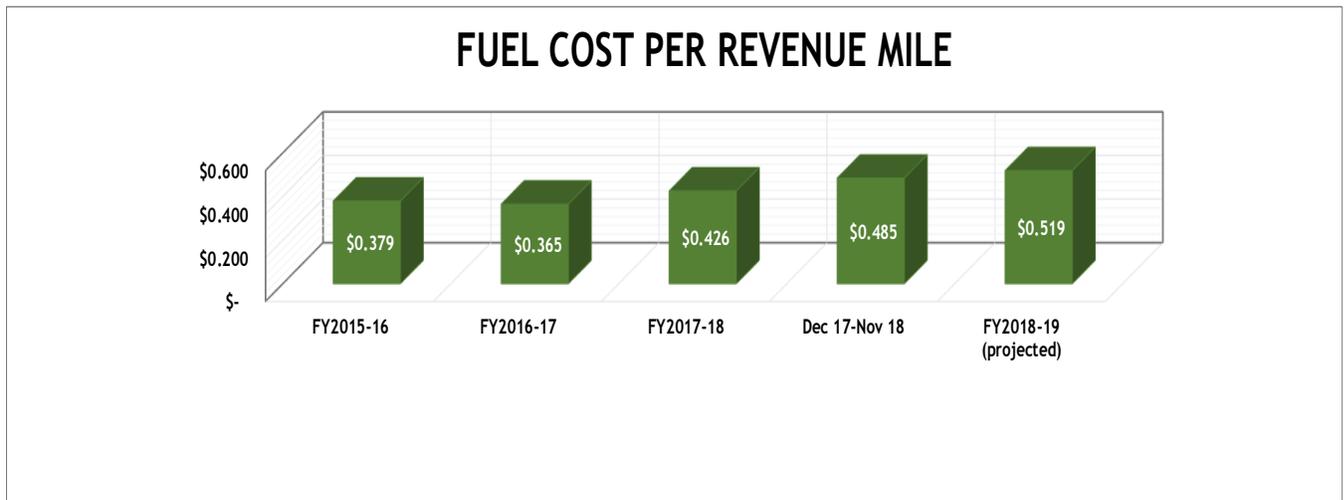


Figure A

The International Maritime Organization has ruled that refined marine diesel must lower sulfur content from 3.5% to 0.5% by 2020. Worst case scenario, Economist Philip K. Verleger writes in Bloomberg this event could possibly cause a spike in oil prices that could spark a global recession¹.

The net result of fuel cost in 2015 was \$0.38 per revenue mile, \$0.49 today, and growing to \$0.52 by the end of FY 2018-19. This pushes Bustang fuel costs to over \$500,000 per year from roughly \$300,000 in 2015 (37% increase in per-gallon fuel cost + increase in miles of service = 67% increase in fuel cost as a Bustang budget line-item).

Ace Express Contracted Rate - Citing increasing insurance costs, and the inability to compete in the market place for CDL drivers Ace Express has requested a 9% increase in mileage payments from \$3.83 to \$4.19. There currently is a nationwide shortage of qualified CDL drivers which is expected to get even worse. Currently Bustang is operating with 2 less runs Monday through Friday on the North route and 2 less daily runs on the West Line.

This 9% increase along with projected revenue will drive our wheel cost to over \$2.1M for the first time.

Summit Express Shuttle has been engaged as a “casual rental” on the west line when Ace Express doesn’t have driver resources.

Customer Experience Enhancements - There is one major enhancement which will affect Fare Box Recovery, will launch in early 2019. The INIT ITS system which will automate most of the dispatching and operational functions, passenger counting, customer experience monitoring, vehicle health, automated vehicle locator, Real Time GTFS, (real time passenger informational displays as well as Google Maps), automated next stop announcements both display and voice annunciator and video surveillance.

An IGA between RTD and CDOT will guarantee system integrity and maintenance by hiring:

- Year 1 - System Engineer - 1 FTE X 6 months, Technician - 1 FTE X 12 months, System administrator - 1 FTE X 12 months, and Project Manager 1 FTE X 6 months. For this CDOT agreed to pay RTD 1st year - \$388,226, 2nd year \$202,329 then 3% increases for years 3 to 5. Total 5 years \$1,234,663.

See Figure B for Wheel Cost vs. Revenue comparison

¹ Philip K. Verleger – Bloomberg Opinion April 18, 2018.

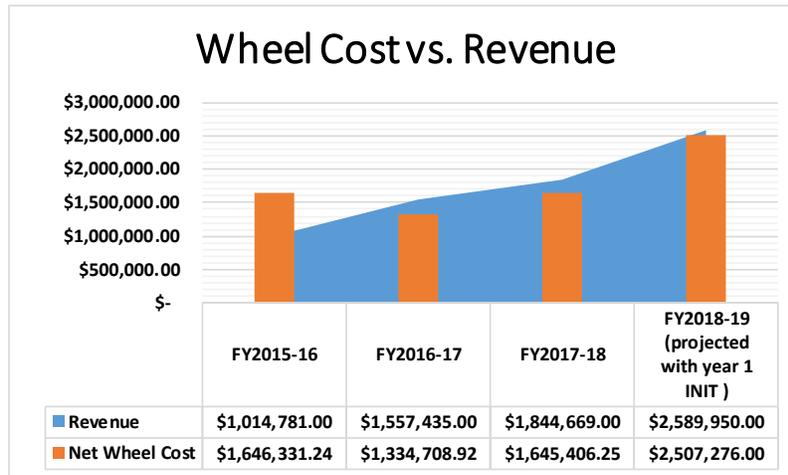


Figure B

Fare Increase - Staff considered either an increase of \$0.01 per mile (from 17 cents to 18 cents per mile) or a straight \$1.00 per trip increase. The \$0.01 per mile increase would provide a smaller increase to the lower-mileage trips (i.e. \$0.75 per trip from Colorado Springs to Denver or Fort Collins to Denver) but a higher than a \$1.00 increase to the higher mileage trips (i.e. \$1.60 increase per trip from Glenwood Springs to Denver, and a \$2.60 increase per trip from Grand Junction to Denver).

The goal is to minimize the fare increase on the higher mileage trips to incentivize longer travel, not penalize shorter travel. Using the \$0.18 per-mile fare would cause fractions of dollars increasing the amounts of coins causing more labor in counting coins upon reconciliation of revenue.

Due to ease of use and reasons addressed above, staff recommends a straight \$1.00 per trip increase. Senior and disabled fares should remain unchanged to minimize effects to the senior and disabled community.

Next Steps

- Present and solicit comment to Statewide Plan Team, TRAC and STAC - January - February
- Present and solicit comment to Bustang Customers, MPO's and TPR's - March - April
- Implement price increase on May schedule change.



COLORADO
 Department of Transportation
 Division of Transit & Rail
 2829 W. Howard Place
 Denver, CO 80204

DATE: January 25, 2019
TO: Statewide Transportation Advisory Committee
FROM: Michael Timlin Bus Operations Manager
SUBJECT: Phase III Bustang Outrider Development Program

Purpose

The purpose of this memo is to provide a status report on the Bustang Outrider Phase III selection criteria and Stakeholder outreach.

Action Requested

This memo is informational only; no action is required

Background

The Bustang Outrider Program contain several phases with phase 1 completed in 2017 with the elimination of subsidy for the 5311(f) Denver - Omaha (Colorado State Line I-76) which was deemed profitable and Pueblo - Wichita 5311(f) service which was also eliminated but for poor service metrics and inconvenient times.

Phase II was completed in 2018 by:

- New Service to replace the Pueblo- Wichita line, with Lamar - Pueblo and now continues as Lamar - Pueblo - Colorado Springs effective December 17, 2018 operated by SRDA of Pueblo effective January 2, 2018.
- Replacement operator on the Alamosa - Pueblo service from Chaffee Shuttle to SRDA of Pueblo effective May 1, 2018. Enabled use of CDL vehicles and branding alignment.
- Replacement operator on 5311(f) Gunnison- Denver service from Black Hills Stage Lines to Alpine Express Shuttle of Gunnison, CO effective June 29, 2018 completed by RFP bid process.
- Renaming the Road Runner 5311(f) Service from Durango to Grand Junction to Outrider operated by SUCAP now known as Southern Colorado Community Action Agency (SoCoCAA)
- Seven brand new buses (6- Van Hool model CX-35 motor coaches and 1 MCI D4500 commuter) assigned to the operators.

Details

With the success of Bustang and Bustang Outrider services, public interest is quite high in continuing to grow the routes. HDR has been and will remain a partner in the prioritization and selection process for Phase III. To ensure public engagement presentations will be presented in the January - March timeframe with all the statewide TPR/MPO's. The schedule of planning region meetings for 2019 is not yet out but collaborations with the DTD liaisons have been initiated. CDOT Region planners will also be engaged.

There currently is no money identified yet to expand the Outrider fleet for phase III so implementation will be delayed a bit until funds are identified. It has been determined that SB 267 funds are not an acceptable funding mechanism for rolling stock.

As a review, phase III will entail partnerships with current public and/or not for profit state entities offering one or more outrider buses to continue strengthening the brand statewide. Table 1 is a draft of TPR/MPO Meeting approach but will finalized when the 2019 schedule is finalized:

Table 1 - TPR Meeting Approach

Colorado TPR	Proposed Transit Route(s)	Routes Not Identified For New Service	Proposed Meeting Date/Time	Key non-TPR Stakeholders to Invite
Pikes Peak Area (1)	-	Between Limon and Colorado Springs	Online Meeting January 2019	-
Greater Denver Area (2)	-	Between Sterling and Denver, Between Craig and Idaho Springs	Online Meeting January 2019	-
North Front Range (3)	Between Sterling and Greeley	-	TBD	<ul style="list-style-type: none"> Greeley: Will Jones and Ulysses Torres, Greeley-Evans Transit
Pueblo Area (4)	Between Trinidad and Pueblo	Between Salida and Pueblo, Between Durango and Pueblo	TBD	-
Grand Valley (5)	Between Grand Junction and Telluride	Between Glenwood Springs and Grand Junction, Between Craig and Grand Junction	TBD	<ul style="list-style-type: none"> Grand Junction: Elizabeth Collins and Lorraine Hutcheson, Mesa County Regional Transportation Planning Office
Eastern (6)	Between Sterling and Greeley	Between Sterling and Denver, Between Limon and Colorado Springs	TBD	-
Southeast (7)	-Increase current service from 5 days to daily	-Lamar - Colorado Springs	-	-
San Luis Valley (8)	-	Between Salida and Pueblo, Between Durango and Pueblo, Between Alamosa and Salida, Between Salida and Leadville	Online Meeting January 2019	<ul style="list-style-type: none"> Alamosa: Hew Hallock, San Luis Valley Regional Transit Council Lead, Salida: Eileen Rogers, Salida City Council
Gunnison Valley (9)	Between Grand Junction and Telluride, Between Montrose and Gunnison, Between Crested Butte and Gunnison	-	TBD	<ul style="list-style-type: none"> Montrose: Garry Baker, City of Montrose Gunnison: Scott Truex, Gunnison Valley RTA
Southwest (10)	-	Between Durango and Pueblo, Between Durango and Dove Creek	Online Meeting January 2019	<ul style="list-style-type: none"> Durango: Sarah Dodson, Mobility Coordinator, City of Durango Cortez: Peter Tregillus, SUCAP
Intermountain (11)	-	Between Glenwood Springs and Grand Junction, Between Craig and Grand Junction, Between Craig and Vail, Between Craig and Frisco, Between Salida and Leadville, Between Fairplay and Breckenridge	Online Meeting January 2019	<ul style="list-style-type: none"> Summit County: Geoff Guthrie, Summit Stage Lines/Summit County Transit Board
Northwest (12)	-	Between Craig and Grand Junction, Between Craig and Vail, Between Craig and Frisco, Between Craig and Idaho Springs	Online Meeting January 2019	<ul style="list-style-type: none"> Summit County: Geoff Guthrie, Summit Stage Lines/Summit County Transit Board Steamboat Springs/Craig: Jonathan Flint, Gary

Colorado TPR	Proposed Transit Route(s)	Routes Not Identified For New Service	Proposed Meeting Date/Time	Key non-TPR Stakeholders to Invite
				Suiter, Jon Snyder, Steamboat Springs Transit
Upper Front Range (13)	Between Sterling and Greeley	Between Sterling and Denver	TBD	• Fort Morgan: Ken Mooney, NECALG
Central Front Range (14)	-	Between Limon and Colorado Springs, Between Salida and Pueblo, Between Fairplay and Breckenridge	Online Meeting January 2019	-
South Central (15)	Between Trinidad and Pueblo	Between Durango and Pueblo	TBD	-

Route Methodology - The method to identify potential expansion routes involved a corridor density assessment and an evaluation of implementation feasibility. 21 total routes were analyzed and scored using a route corridor density methodology developed by HDR (see Table 2 below). This methodology included an analysis of total population, total employment, total disadvantaged populations (seniors, below poverty line and/or disabled) and total households without vehicles. Disadvantaged populations and total households without vehicles are leading contributing factors to determining potential demand for intercity transit service and in areas without existing service¹. Implementation feasibility is defined as:

- associated cost required to operate new service,
- existing service currently is operated along the route,
- previous planning efforts identify the proposed route as a priority,
- new service is an extension of an existing route,
- routing and service is appropriate for Outrider, and
- there is considerable stakeholder support.

Route Priority - In order to determine the top 5 routes for potential Outrider service, the two scores are assessed in tandem. The results are shown in Table 2 and Map 1.

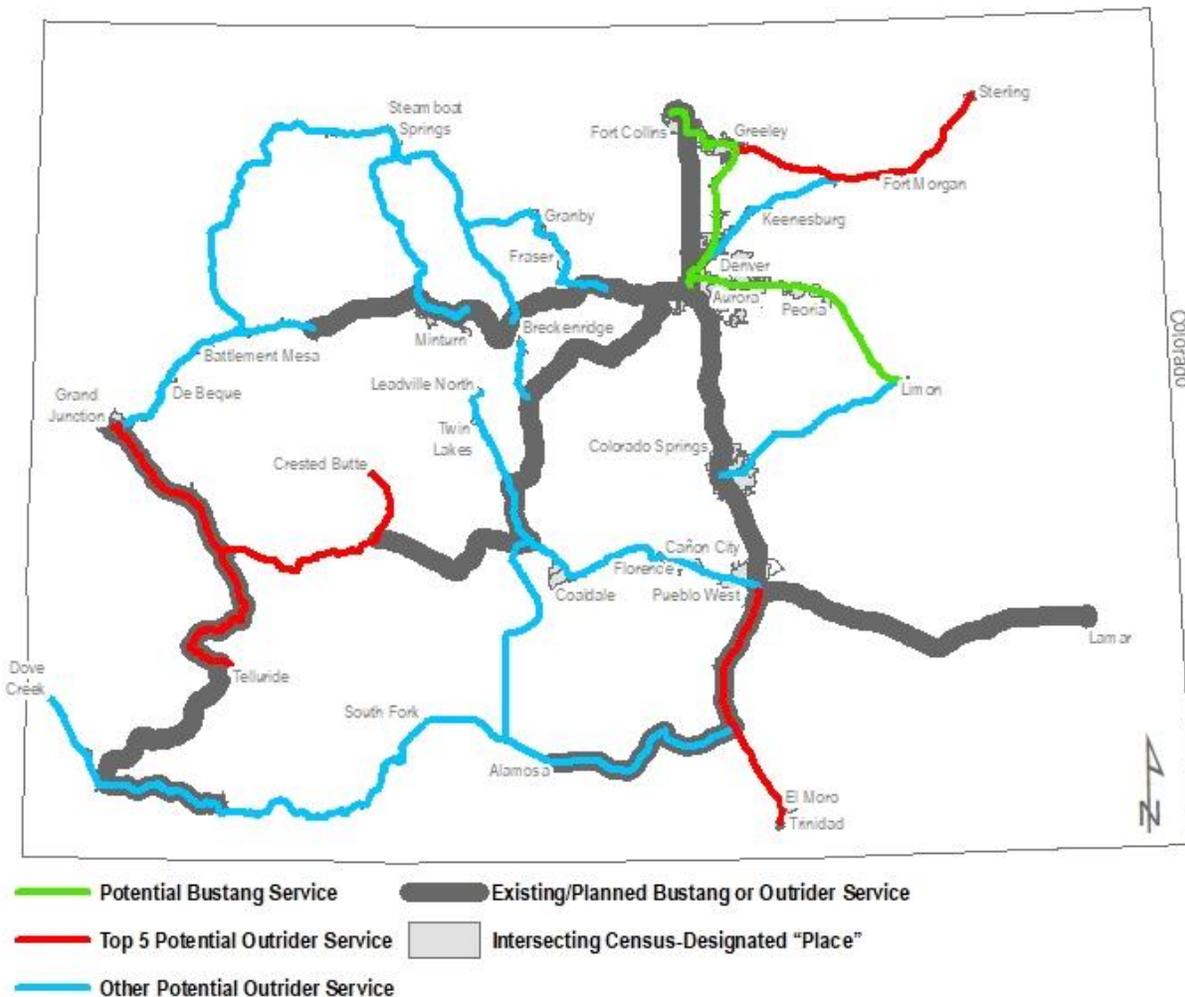
Table 2 - Route Priority for Potential Bustang Outrider Service

Proposed Transit Route	Raw Score	Route Corridor Density Evaluation			Implementation Feasibility
		Weighted Score	One-Way Travel Time (Min)	Potential Ridership: Best Fit Line	
Between Trinidad and Pueblo	507	6.4	79	8,329	High
Between Sterling and Greeley	454	4.4	102	5,774	High
Between Grand Junction and Telluride	375	2.5	152	3,203	High
Between Montrose and Gunnison	91	1.2	75	1,575	High
Between Crested Butte and Gunnison	22	0.6	35	799	High
Between Greeley and Denver	3,451	48.6	71	63,112	Medium
Between Limon and Denver	3,651	43.5	84	56,445	Medium
Between Greeley and Fort Collins	746	13.6	55	17,622	Medium

¹ Transit Cooperation Research Program - Report 3: Workbook for Estimating Demand for Rural Passenger Transportation 1995

Between Salida and Pueblo	610	5.4	112	7,075	Medium	
Between Durango and Dove Creek	81	1.0	85	1,235	Medium	
Between Sterling and Denver	3,211	26.1	123	33,896	Low	
Between Limon and Colorado Springs	1,259	15.5	81	20,185	Low	
Between Glenwood Springs and Grand Junction	387	4.8	81	6,197	Low	
Between Craig and Grand Junction	370	2.5	147	3,268	Low	
Between Durango and Pueblo	609	2.1	293	2,700	Low	
Between Alamosa and Salida	92	0.9	103	1,159	Low	
Between Craig and Vail	120	0.8	159	981	Low	
Between Craig and Frisco	38	0.6	66	755	Low	
Between Salida and Leadville	90	0.6	155	757	Low	
Between Fairplay and Breckenridge	17	0.5	35	615	Low	
Between Craig and Idaho Springs	88	0.4	212	539	Low	

Map 1 - Outrider Service Approach



Next Steps

- Stakeholder Outreach January - March 2019
- Draft Priority May 2019
- Report to TRAC, STAC, and the T & I committee - March -July 2019.



COLORADO
Department of Transportation
 Division of Transit & Rail
 2829 W. Howard Place, 4th Floor
 Denver, CO 80204

DATE: January 25, 2019
TO: Statewide Transportation Advisory Committee (STAC)
FROM: David Krutsinger, Director - Division of Transit & Rail
 Sharon Terranova, Planning Unit Manager - Division of Transit & Rail
SUBJECT: Update from the Southwest Chief & Front Range Passenger Rail Commission

Purpose

The Southwest Chief & Front Range Passenger Rail Commission (“Rail Commission”) is in the process of hiring a Director to provide Rail Commission staff support and manage the next-level study of Front Range passenger rail, and to also release a request-for-proposals (RFP) to select a consultant for that work. This memo provides an update on those activities.

Action

For Discussion Only.

Background

On December 1, 2017, the Rail Commission outlined a conceptual 15 year vision for implementing at least major segments of a Front Range Rail System, and including connection of the Amtrak Southwest Chief service from La Junta through Pueblo and Walsenburg. Table 1, below, revisits the major phases of that vision. The vision also includes support for shorter-term, starter-rail or extensions of existing passenger rail lines prior to full build-out.

Table 1: Annual Update on Status

Phase	Schedule	Goals	Status
Phase I: Define the Service Vision	Up to 2.5 Years, \$8.7 M	Hire Executive Director Hire Consultant to Conduct the Service Development Plan	SB 18-001 Funded the Rail Commission with \$2.5 Million, enough to hire the Executive Director and start the Service Development Plan
Phase II: Form the Governing Authority	Years 2.5 to 4, \$0.5 M	Determine Governance, Go to Voters in 2020	Have started considering governance options and funding structures
Phase III: Federal Project Development Process	Years 4 to 6, \$150 M to \$300 M	30% Design Complete Environmental Clearances	TBD based on funding
Phase IV: Final Design & Construction	Years 7 to 15 TBD	Complete Final Design Construct according to available funding	TBD based on funding
Phase V: Open the Service	Year 15	Operate starter to full- build based on available funding.	TBD based on funding & operating plan

Details

Key Questions of Defining the Service Vision, Governing Authority, and Federal Project Development Process:

- What would make interregional passenger rail a compelling investment for the entire Front Range?
- What service plan (frequency, days of week, hours of day, fares, speeds) make it compelling?
- Strategic choice: serve downtown Denver/Denver Union Station, serve Denver International Airport, both?
- What is the “right” combination of freight rail, highway, and new right-of-way, to achieve the vision?
- How to balance the benefits vs. costs, and pair that with appropriate funding choices?

Detailed Activities in 2018

- Mar 9 TIGER IX grant awards announced by USDOT, including \$16.0 Million for the Southwest Chief Stabilization Project, with Colfax County NM as the “lead” and Colorado and Kansas as supporting partners. The project replaces 60-year old bolted rail, old turnouts, and replaces crossings.
- May 31 SB 18-001 Signed into Law by Governor Hickenlooper, with \$2.5 Million for the Rail Commission
- Jun 13 - Sep 7 US Congressional Delegation inserts appropriation language for \$50 Million for “sole use” track by Amtrak on host railroads. Still pending continuing resolution or omnibus transportation bill as of January 2019, related to the government “shutdown”.
- Sep 21 \$0.9 Million of \$2.5 Million apportioned for immediate use
- Oct 12 Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grant submitted with \$100,000 in Rail Commission matching funds, and other matching funds, for the Southwest Chief track between Dodge City, KS and Las Animas, CO. The project would install positive train control over this stretch of track.
- Nov 1 Rail Commission Project Director position posted
- Nov 30 Rail Commission Project Director application period closes: 29 applications, 6 finalists identified
- Dec 20 \$9.16 Million CRISI Grant Awarded by USDOT for Dodge KS to Las Animas CO. This project will install positive train control from Dodge City KS to Las Animas CO.
- Dec 21 Rail Commission Project Director interviews conducted with 6 finalists
- Oct - Dec Consultant Request for Proposal Under Development, for release soon.
- Jan 2 2019 Supplemental Budget Request made to the legislature (JBC) for remaining \$1.6 M of \$2.5 M.

Next Steps

- Complete Rail Commission Project Director hire in January 2019
- Release the Consultant Request for Proposals (RFP) in February 2019
- The new Rail Commission Project Director will request time at future TRAC, STAC, and T&I Committee meetings to seek advice.
- Respond to Amtrak condition to create a “business plan” for Amtrak Southwest Chief service and rail cost sharing across Colorado, Kansas, and New Mexico.

Attachments

None