



TRANSPORTATION NEWSLETTER

DATE: April 2022

Vince Rogalski, Chairman

Gunnison Valley TPR

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DATE: April 21, 2022
TO: Transportation Commission
FROM: Rebecca White, Director, Division of Transportation Development
Marissa Gaughan, Multimodal Planning Branch Manager
SUBJECT: Advancing Year 4 Rural Paving Projects of the 10-Year Plan

Purpose

This memo outlines a request to approve the advancement of one rural paving project from Year 4 of the 10-Year Plan in CDOT Engineering Region 4.

Action

Staff is requesting approval to advance one rural paving project from Year 4 of the 10-Year Plan that was previously approved by the Transportation Commission in Resolution #TC-19-11-7.

Background

In November 2019, the Transportation Commission approved a list of transportation projects from the 10-Year Plan for fiscal years 2020-2022. Many projects from that list have since been advanced for funding for the first three years, with only a set of Year 4 projects now remaining. Staff is requesting approval of one rural paving project in Year 4 be advanced now, because if not approved now, we would lose the ability to advertise it in time for the construction season. This project is in addition to three other Year 4 rural paving projects in Regions 3 and 5 that were approved in December 2021 to be advanced for the same reason.

Rural paving projects are an important investment in addressing our rural pavement goals. The following is the Region 4 rural pavement project being requested to advance:

- US 385 North of Cheyenne Wells near Smoky Hill River to County Road GG from MP 157 to MP 170: This project is requesting to advance \$14.8 M from Year 4 of the 10-Year Plan to fully fund the project so it can go to advertisement.

In proposing this project move forward, staff is cognizant of both the larger planning update process as well as the rulemaking on greenhouse gas emissions. Because several additional months are needed for the plan update, it is not possible to hold this project for that process without losing the summer of 2022 construction season. Further, as rural paving projects are outside metropolitan areas, they fall outside the scope of the GHG rule in that rural paving would not be considered regionally significant nor would it be anticipated to have any long-term impact on GHG emissions.

As additional background, below is the entire Year 4 10-Year Plan project list which identifies the rural paving project being requested to advance. (The three rural paving projects staff TC approved to advance in December 2021 are noted with an asterisk):

CDOT REGION	PROJECT TYPE	PROJECT	YEAR 4 PROPOSED DOLLARS
1	Capital	I-270: Widening from I-76 to I-70	\$170,000,000
1	Transit	Castle Rock Mobility Hub	\$13,470,000

1	Transit	Denver Heavy Maintenance Facility	\$4,500,000
1	Transit	Bustang Fleet Purchases	\$1,200,000
1	Transit	Floyd Hill (I-70 Bustang Pegasus Park-n-Rides)	\$18,000,000
2	Capital	I-25 Through Pueblo New Freeway	\$45,500,000
2	Transit	Fairplay Mobility Hub	\$3,500,000
2	Transit	Colorado Springs Transit Center	\$2,000,000
2	Transit	Woodmen Road Mobility Hub	\$5,400,000
2	Transit	Monument Park-n-Ride (design)	\$400,000
3	Capital	US 50 Passing Lanes Blue Mesa	\$6,000,000
3	Capital	Intersection Improvements at SH 50/550	\$3,250,000
3	Rural Paving	SH 92 Hotchkiss to Crawford*	\$3,500,000
3	Rural Paving	SH 318 Browns Park East	\$9,500,000
3	Rural Paving	SH 14 Grizzly Ranch North*	\$7,000,000
3	Rural Paving	SH 125 Walden North	\$1,000,000
3	Capital	US 6 Fruita to Palisade Safety Improvements	\$6,000,000
3	Transit	Grand Junction Mobility Hub	\$3,500,000
4	Capital	SH 119 Safety / Mobility Improvements & SH 119 BRT Elements	\$32,800,000
4	Rural Paving	SH 52 Resurfacing Prospect Valley (Phase 2)	\$5,100,000
4	Rural Paving	US 385 North of Cheyenne Wells near Smoky Hill River	\$14,800,000
4	Transit	Bustang and Outrider Fleet Purchases	\$625,000
4	Capital	SH 119 Safety / Mobility Improvements & SH 119 BRT Elements	\$32,800,000
5	Capital	US 50/285 Intersection Reconstruction (Round-a-bout)	\$3,900,000
5	Rural Paving	US 50 North of 285 Resurfacing	\$3,500,000
5	Rural Paving	SH 370 Resurfacing*	\$1,500,000
5	Rural Paving	SH 114 Resurfacing and Shoulders	\$12,000,000
5	Capital	US 550 Pacochupuk South Roadway Mobility and Safety Improvements	\$1,850,000

*Rural paving projects approved by the TC to advance in December 2021.

DATE: April 13, 2022
TO: Transportation Commission
FROM: San Lee, PE - State Traffic Engineer
Manjari Bhat, PE - Statewide Safety Champion
David Swenka, PE, PTOE - Safety Programs, Data, and Analysis Unit Manager
SUBJECT: Strategic Transportation Safety Plan (STSP) and Highway Safety Improvement Program (HSIP) Update

Purpose and Action

To provide the Transportation Commission updates on current progress in implementing the Strategic Transportation Safety Plan (STSP) and recent changes to the statewide Highway Safety Improvement Program (HSIP) funding allocation due to the Infrastructure Investment and Jobs Act (IIJA).

Details

STSP Updates and Achievements:

According to most recently available data from NHTSA (2020), Colorado is currently ranked 27th for Traffic Deaths per 100 Million Vehicle Miles Traveled. There are several notable trends in safety performance data for 2019, 2020, and 2021. Please note that 2021 data is updated as of March 16th, 2022 and is subject to change.

	2019		2020		2021*		Change (2019 to 2021)	
Travel Volume (100 MVMT) ¹	546		486		540		▼	-1%
Total Crashes	121,600		87,000		92,300		▼	-24%
Total Fatalities	597		622		693		▲	16%
Fatality Rate	1.09		1.28		1.28		▲	17%
Total Serious Injuries	3,197		2,841		3,363		▲	5%
Serious Injury Rate	5.85		5.85		6.23		▲	6%
	# of Fatalities	% of Total Fat.	# of Fatalities	% of Total Fat.	# of Fatalities	% of Total Fat.		
Urban	353	59%	388	62%	385	56%	▲	9%
Rural	244	41%	234	38%	308	44%	▲	26%
Off-System	255	43%	248	40%	257	37%	▲	1%
On-System	342	57%	374	60%	436	63%	▲	27%
Pedestrian	76	13%	93	15%	94	14%	▲	24%
Bicycle	20	3%	15	2%	15	2%	▼	-25%
Motorcycle/Scooters	103	17%	140	23%	136	20%	▲	32%
Suspected Impaired ²	176	29%	212	34%	254	37%	▲	44%

1. Million Vehicle Miles of Travel
2. Alcohol/Drugs



The STSP is a collaborative effort between four lead agencies: the Colorado Department of Revenue (DOR), the Colorado Department of Public Health and Environment (CDPHE), the Colorado Department of Transportation (CDOT), and Colorado State Patrol (CSP). In April of 2020, DOR, CDPHE, CDOT, and CSP approved the current Strategic Transportation Safety Plan to supersede the 2013 Strategic Highway Safety Plan (SHSP). The plan identifies key safety needs in Colorado to guide investment decisions towards tiered strategies and countermeasures to reduce fatalities and serious injuries on all public roads. Each state is required by FHWA to submit a highway safety plan that meets the conditions outlined under the Highway Safety Improvement Program (23 U.S.C. § 148).

The vision of the STSP is: The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely. Furthermore, the mission of this plan is: Colorado agencies and partners will cooperatively implement strategies that eliminate transportation system fatalities and serious injuries.

The plan identifies strategies aimed at reducing fatalities and serious injuries and establishes a performance target for the 2020 to 2023 period: a 15% reduction in fatalities and serious injuries for both on-system and off-system crashes by June 30th, 2023.

Four key emphasis areas are identified in the STSP to promote critical thinking and achieve performance targets. These emphasis areas are as follows:

- **High-Risk Behaviors:** This area targets behaviors such as aggressive driving, distracted driving, and impaired driving.
- **Vulnerable Roadway Users:** This area, which encompasses all occupant protection efforts, targets both motorized and non-motorized vulnerable roadway users, including: motorcyclists, bicyclists, pedestrians, older drivers, younger drivers, work zone staff, and first responders.
- **Severe Crash Mitigation:** This area targets safety-driven infrastructure and engineering improvements in rural and urban areas, the reduction of crashes at identified high-risk locations including intersections, and various severe crash types such as roadway departures.
- **Programmatic:** This area targets safety and crash data, safety program coordination and cooperation, emergency medical services and law enforcement, and legislation.

Based on the emphasis areas, stakeholders identified 15 Tier I (highest priority) strategies that focus on proven countermeasures and targeted deployment, utilize current technologies, and identify roles and responsibilities for implementation. Several of the Tier I strategies require significant long-term collaboration between internal CDOT partners (the CDOT Highway Safety Office and CDOT Traffic Safety and Engineering Services Branch), as well as other state agencies and key safety stakeholders across the state.

CDOT staff under the Statewide Safety Champion have made significant progress in implementing several Tier I strategies in the STSP, with key accomplishments as follows:

- Strategy A:

The Statewide Safety Champion in CDOT Traffic Safety and Engineering Services assembled a team of experts to lead a proactive safety program and the implementation of the STSP.

- Strategy D:

The Statewide Safety Champion manages the following activities:

CDOT Executive Management approved an SBAR for the creation of one consolidated Quarterly Safety Executive Oversight Committee that combines the executive team members from CDPHE, CDOT, CSP, and DOR.

Additionally, the Safety Circuit Rider Program, which targets off-system facilities, is currently growing with the aim of coordinating and educating locals on how to utilize HSIP funding to implement safety improvements on their facilities.

The Statewide Access Management Program continues to serve an essential role in reinforcing and upholding the access permit process for local agencies, developers, and private landowners; this program educates locals on how to implement safety improvements related to access, which is of utmost importance given that 30% of crashes both on-system and off-system are access-related.

The CCA/ATSSA/CDOT Working Group is currently collaborating to promote best practices for work zone safety, workforce development for work zones, and technological interventions for Smart Work Zones in Colorado.

- Strategy L:

The Statewide Safety Champion is overseeing regular coordination around the acquisition and maintenance of crash data for safety analyses. Additionally, the CDOT Traffic Safety and Engineering Services Branch has successfully produced an updated STSP webpage on the external CDOT website, as well as an interactive Crash Data Dashboard to provide high level crash data and data analytics for all key stakeholders.

Additionally, significant progress is occurring in the implementation of Tier I Strategies M and N in the STSP. The following deliverables are currently in development:

- Safety Executive Oversight Committee: The Statewide Safety Champion is overseeing the development and coordination of a Quarterly Safety Executive Oversight Committee that includes key decision-makers for transportation safety from the STSP lead agencies. This is an essential step in the creation of a Safety Coalition that will include STSP lead and supporting agencies. This Safety Coalition will promote consistent safety messaging statewide and produce significant collaboration that will allow for effective implementation of the remaining strategies in the STSP. The first meeting of this committee will occur on May 24th, 2022.

- **Colorado Traffic Safety Summit:** The CDOT Highway Safety Office is holding this summit in July of 2022. The Statewide Safety Champion and CDOT Traffic Safety & Engineering Services Branch will support this effort, highlighting education and behavior-based strategies from the STSP.
- **Webinar Development:** The Statewide Safety Champion is overseeing the development of several targeted webinars for the topics of STSP, Crash Data Resources, and HSIP Funding.
- **Guardrail Safety Design Project:** CDOT Traffic Safety and Engineering Services is emphasizing safety and operational updates to guardrail end treatments statewide. Projects are currently in advertisement in Region 4.
- **Self-Guided Online Meetings:** The Statewide Safety Champion is managing the creation of an online portal that houses all webinar materials and allows key safety stakeholders to revisit education materials relating to the STSP, crash data, and how to apply for and utilize HSIP funding.
- **Real Time Pattern Recognition/Level of Service of Safety (LOSS) for Off-System Facilities:** CDOT Traffic Safety and Engineering Services is currently researching how to effectively provide this information to locals who want to determine what is happening on their facilities.

HSIP and the IIJA Updates:

Current statewide HSIP funding allocation is approximately \$33 million annually. HSIP apportionment is estimated to increase by about 30% through the IIJA, resulting in extra funding up to \$8 Million annually. CDOT staff propose that \$25 million of these HSIP funds be set aside over four years for 10-year project plan support.

However, funded projects from the 10-year plan must meet HSIP eligibility. These projects will be evaluated to incorporate the following data-driven safety analysis metrics:

- Level of Service of Safety (LOSS) analysis,
- Whether the project addresses identified crash pattern or risk factor,
- And Benefit Cost Analysis (BCA), which may be used for prioritization or ranking, but a project is not required to meet a minimum benefit cost ratio (BCR).

Strategic Transportation Safety Plan (Full Document):

[https:// strategictransportationsafetyplan.pdf \(codot.gov\)](https://strategictransportationsafetyplan.pdf(codot.gov))

The above link holds a tremendous amount of info. You will need a fair amount of time to go through it.

We're pretty sure you didn't want to take this road!



Change to the STAC Meeting Times

CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director

- Proposed change to the STAC meeting date to first friday of the month; couple of reasons for changing date; complexities with developing two packets simultaneously, deadlines for materials due at conflicting times. STAC Discussion
- Suzette Mallette mentions that the date doesn't matter as long as STAC gets materials before the Transportation Commission (TC). The Regional Air Quality Council (RAQC) meeting is also the first Friday of the month. The Passenger Rail Commission meeting is the 4th Friday of the month and that date could change.
- Given willingness to change date, discussion tabled for a later date. Staff and STAC members will come to Chair and Vice Chair with various STAC meeting date options.

10-Year Plan and Transit – Amber Blake, Director, Division of Transit and Rail • Transit Operations and Maintenance

(O/M) considerations include retaining 10% minimum for transit in the 10-Year Plan, a single equity formula for highway and transit, and increased transparency.

- Two options: Accounting for a portion of the State transit operations in the 10-Year Plan. Alternatively, Funding State Transit O/M outside of the 10-Year Plan using State MMOF and

other eligible funding sources (no impact to Local MMOF funds). 10-Year Plan Pipeline of projects remain on the original timeline.

STAC Discussion

- Legislature working on \$30M bill is also included in calculations
- Snowstang Service has no financial impact on Bustang Service as it is a 100% cost recovery thus expansion would only mean increases to fares and partnership costs.
- Questions revolved around how the MMOF funds were removed from the 10-Year Plan pot without impacting the fiscal constraint totals. Staff explained that the updated Federal Projections were higher and were originally rounded down. Additionally, the state share of the Carbon Reduction Funds has been added in.
- Support for the compromise from DRCOG; With need for full discussion on Bustang Family of services and coordination between various service providers.
- Concerns with impacts to other funding sources and access to these funding from local agencies. Expansion however, would not have any impact on local agencies' access to funds for expansion service, etc.

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting May 12
Virtual at 10am to 2:00pm