



# TRANSPORTATION NEWSLETTER

DATE: February 2023

Vince Rogalski, Chairman

Gunnison Valley TPR

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## 2023 STAC Work Plan

The intent of this work plan is to identify areas of CDOT's work where STAC can add value, fulfill their statutory advisory role for CDOT and the Commission, and serve as a productive forum to exchange viewpoints from around the state and achieve consensus.

The following slides show a tentative work plan schedule of STAC agenda topics. The schedule was designed to work in concert with the TC schedule.

*Note: This may be subject to change as we finalize & confirm this schedule with staff calendars, etc. We will share with you any changes that may occur.*

January	No meeting; Establish work plan with chair/vice chair
February	<p>Action Items</p> <ul style="list-style-type: none"> <li>● Schedule for next SWP</li> </ul> <p>Information Items</p> <ul style="list-style-type: none"> <li>● 2022 Annual Accomplishments Report</li> <li>● Winter Maintenance Update</li> <li>● TAP Call for Projects</li> </ul>
March	<p>Action Items</p> <ul style="list-style-type: none"> <li>● Safe Routes To School Briefing: Recommendation to TC supporting the SRTS Advisory Committee’s project selection recommendations</li> <li>● Poor Interstate Pavement Recommendations</li> <li>● FY 24 Budget Final Overview</li> </ul> <p>Information Items</p> <ul style="list-style-type: none"> <li>● Fiber Update</li> <li>● Region Update: Region 5</li> </ul>

**More will be presented as topics are firmed up.**

## **House Bill 1101**

**Proposed House Bill 1101 would add a provision to allow a representative of transit agencies a voting membership on the Regional Planning Commissions of Colorado’s 15 Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs).**

### **Winter Maintenance Update – CDOT’s Division of Maintenance and Operations**

- **CDOT takes an all hands approach to winter operations as everything depends on snow/ice control on the roads.**
- **Watch Co Trip if you would like to see where operations are around the state or if you want to know where priorities are.**
- **Job vacancies are decreasing due to housing stipends and CDL training programs that have been successful.**
- **CDOT has already mitigated 282 avalanches along highways across the state this season.**
- **More information brought to the public this year through a new CO Trip app. We are working to improve communications in all areas.**

## **2022 Annual Accomplishments Report – CDOT’s Office of Communications**

- Key accomplishments include 107 projects completed last year, over 50% of the full 10-year plan is complete and 538 miles of rural roads have been improved.
- Collective focus will move towards the Floyd Hill project which will be one of the largest and most impactful projects of the 10-year plan.
- There are a wide array of projects still in progress. A list has been provided on the 10-year plan website.

### **The Next Statewide Transportation 2050 Plan (Action Item) Program Distribution – Marissa Gaughan, Division of Transportation Development**

- Program Distribution coordination is scheduled to occur this summer and the STAC discussed how they prefer to participate in recommendations for the program distribution formulas that will be submitted to the TC.
- The STAC passed a decision with no opposition to engage the entire STAC initially and not form a subcommittee unless one is determined to be needed further along during the conversations.
- It was agreed to use time at regularly scheduled STAC meetings as much as possible

### **Transportation Alternatives (TAP) Update – Marissa Gaughan and Aaron Willis, Division of Transportation Development**

- The application period is now open and all guidance and application documents are available on the CDOT website.

## **POOR INTERSTATE PAVEMENT CONDITION**

TO: Colorado Transportation Commission FROM: Darius Pakbaz —Division of Transportation Development, Acting Director William Johnson—Performance and Asset Management Branch Manager Toby Manthey—Asset Management Program Manager Craig Wieden—Materials & Geotechnical Services Manager  
DATE: Feb. 16, 2023

SUBJECT: Strategic Initiative to Improve Interstate Pavement Condition

### **Purpose**

This memorandum provides an overview of a proposed initiative to improve Colorado's Interstate pavement condition as measured by National Performance Measures (NPMs). Action Discussion of a strategic initiative to improve pavement condition.

## Background

Pavement on the state highway system is CDOT’s largest annual asset investment. The Department’s Surface Treatment program drives strategic investment in pavement assets at about \$225-\$233 million per year.

The Department has long evaluated pavement condition based on a metric called Drivability Life. Meanwhile, the Federal Highway Administration (FHWA) in recent years has been evaluating all state transportation departments by National Performance Measures (NPMs), including metrics that describe pavement as being in “Good,” “Fair,” or “Poor” condition. Should the percentage of Interstate lane miles in any state rise above 5 percent “Poor,” the state’s flexibility in using certain federal funds is restricted. Specifically, CDOT would have to spend about \$130 million annually of some of its most flexible federal funds (National Highway Performance Program funds) on Interstate pavement until the minimum-condition standard is met. Nationwide, two states are currently at or above the 5 percent level. In Colorado, 3.9 percent of Interstate pavement was “Poor” in 2021.

In part to improve the condition of Colorado’s Interstate pavement, the Transportation Commission in December 2022 approved \$24 million to fund various pavement initiatives. These funds included \$10 million for strategic pavement maintenance; an additional \$10 million to address Interstate pavement rated “Poor;” and \$4 million to address roughness/complaints on Interstate 70 near the Colorado and Kansas border.

Separately, the Commission has adopted “planning budgets” for CDOT’s asset management program for fiscal years 2024-25, 2025-26, and 2026-27. The Surface Treatments budgets for these years includes funds reserved specifically to address “Poor” Interstates, including \$3.4 million in fiscal year 2024-25; \$7.4 million for fiscal year 2025-26; and another \$7.4 million for fiscal year 2026-27.

CDOT’s Executive Director in late 2022 continued this effort to improve Interstate pavement by directing staff to refine a list of projects that most effectively reduce CDOT’s “Poor” Interstate pavement inventory, and to shift projects and identify funds to accommodate those projects where appropriate.

### Proposed and Existing Projects

Staff has identified nine key projects that will address “Poor” Interstates. Table 1 below shows the locations of these potential projects, as well as the type of treatment recommended by staff. Completing these projects would address about 58 lane miles of “Poor” Interstate pavement. Staff estimates completing these projects would cost roughly \$183.6 million. However, about \$121.6 million has already been identified for these projects from CDOT’s Surface Treatment program and the Department’s 10-Year Plan.

**Table 1: Proposed Strategic Projects to Address “Poor” Interstate Pavement**

Region	Interstate	Begin Milepost	End Milepost	Description of Region Recommended Treatment	Year of Delivery
1	I-25 in Denver	208.8	213.4	Minor Rehab and Ramp Rehab	2025
1	Intersection of East I-70 and E-470 near Aurora	287.9	290.1	Recon/Minor Rehab Hybrid	2025/2026
2	I-25 near the New Mexico Border	0	7.5	Major Rehab	2026
2	I-25 near Trinidad	14	26.6	Minor Rehab	2025
2	I-25 near Colorado City	69.5	74.5	Minor Rehab	2024
2	I-25 in Pueblo	92	102.6	Minor Rehab and PCCP Repairs	2024
4	I-76 near Sterling	133	149.3	Slab replacement & Diamond Grind	2024
4	I-25 near Fort Collins	270	282	Slab replacement & Diamond Grind	2024
4	I-70 near Seibert	402.3	406.9	Major Rehab	2025

Additionally, staff has identified existing/planned projects that are addressing some of the additional “Poor” Interstate inventory. These projects are shown in Table 2 and will address about 30 lane miles of “Poor” Interstate

pavement. Projects in Table 2 already have identified funding, with an estimated cost of about \$47.7 million. These projects are anticipated to be completed in calendar year 2023.

**Table 2: Existing and Planned Projects that Address “Poor” Interstate Pavement**

Region	Interstate	Begin Milepost	End Milepost	Description of Region Recommended Treatment	Year of Delivery
3	I-70 in Rifle	86.5	97	Slab Replacement & Diamond Grind	2023
4	I-76 near Sterling	128	133	Slab Replacement & Diamond Grind	2022
4	I-25 in Fort Collins	267.9	268.3	Concrete Reconstruction	2023
4	I-70 near Kansas Border	438.8	449.6	HMA Overlay WB	2023

Together, the projects in Tables 1 and 2 are expected to reduce the current “Poor” Interstate inventory from about 143 lane miles to about 55 lane miles. However, readers should note that these values do not account for any additional pavement that may fall into “Poor” in the coming years.

Virtually all of the projects above will not be started until the construction season of 2023, at the earliest. Table 3 shows a recently completed, highly cost-effective project on Interstate 76 near Fort Morgan that was delivered in 2022. Staff estimates the \$2.4 million project eliminated about 66 lane miles of “Poor” pavement.

**Table 3: Recently Completed Project to Address “Poor” Interstate Pavement**

Region	Interstate	Begin Milepost	End Milepost	Description of Region Recommended Treatment	Year of Delivery
4	I-76 near Fort Morgan	50	74	Diamond Grind	2022

### Funding Gap

The total cost of the proposed, planned and existing Interstate pavement projects is estimated at about \$233.7 million. While existing, planned and completed projects already have identified funding, only about \$121.6 million of the \$183.6 million list of proposed strategic projects has identified funding from CDOT’s Surface Treatment Program or the Department’s 10-Year Plan.

This leaves a gap of about \$62.0 million. Funds recently approved by the Transportation Commission in 2022—namely \$10 million from redistribution funds for “Poor” Interstate pavement and \$14.8 million from recently adopted fiscal year 2025-26 and 2026-27 Surface Treatment funds—can fund \$24.8 million of this gap, leaving an estimated shortfall of \$37.2 million.

### Next Steps

The \$37.2 million shortfall does not need to be funded in one tranche. Based on the planned delivery years of the proposed projects, funding could be distributed over three fiscal years in smaller increments. Staff anticipates the funding shortfall will be filled through future federal “redistribution” funds. Should redistribution funds be unavailable in the needed year(s) of delivery, staff may propose borrowing the funds from future planning budgets for CDOT’s asset classes, and repaying the asset classes once additional redistribution funds become available.

Additionally, while projects described in this presentation will go far in addressing Colorado’s “Poor” Interstates, they won’t prevent additional segments from becoming “Poor.” For example, the recently completed project identified in Table 3 would have reduced the percentage of Colorado’s Interstates in “Poor” condition to 2 percent in 2022, but “new” “Poor” pavement pushed the amount to 3.6 percent instead, according to current staff

estimates. This jump—an 80 percent increase—points to a need for ongoing additional funding and future program changes. Staff will be working on implementing enhancements to the Surface Treatment program to focus more on Interstate pavement condition. In addition, staff will highlight the need for funding “Poor” Interstates annually as the Commission considers the best use of federal redistribution dollars or asset management funds.

## **ITS FIBER PROGRAM**

TO: Transportation Commission

CC: Shoshana Lew, CDOT Executive Director Herman Stockinger, Deputy Executive Director; John Lorme, Division of Maintenance & Operations Director, Deputy Director of Operations Bob Fifer

FROM: Allie Axley, Intelligent Transportation Systems Branch Manager DATE:

February 2023

SUBJECT: CDOT’s ITS Fiber Program

### **Purpose**

To provide background information on CDOT’s ITS Fiber Program, how fiber fits within the ITS Branch, how the fiber asset has evolved, how we partner and share fiber assets and ROW access, and what efforts we are currently working on to improve our processes.

### **Action**

No action at this time, this memo is Informational only.

### **Background**

For over 25 years, CDOT has been installing fiber optics to improve highway operations, situational awareness, and safety. CDOT fiber is currently installed along more than 1,600 miles of state maintained highways, for the purpose of improving system reliability and user safety. As vehicle volumes rapidly increase, it is important the CDOT leverage fiber optic technology to monitor, detect and respond to on highway emergencies (incidents, natural disasters and weather events).

In addition, since the beginning of the COVID-19 pandemic, there has been unprecedented demand on broadband, which relies on fiber infrastructure. Many private and public entities look to CDOT to leverage existing state owned fiber via dark fiber leases and/or wish to utilize CDOT ROW to deploy wireline and wireless facilities.

In February 2022, the Governor issued Executive Order D 2022 009 (restated in June in EO D 2022 023) and Senate Bill 22-083, Accelerating Broadband Deployment in Colorado. This Executive Order and Senate Bill directed CDOT to make improvements to its dark fiber lease and right of way program.

In this informational presentation, we will explain how fiber fits within CDOT, how we currently lease and provide ROW access for the deployment of broadband and how we are working on improvements to simplify and continuously improve our processes to support the DOT’s mission and the Governor’s Executive Order.

### **Next Steps**

ITS will continue to focus on process improvements and plans to conduct a workshop with the TC in March 2023 to share an improved fee based structure for ROW access and will seek TC approval for the fee structure in April 2023. This TC action will further define the process in C.R.S 43-1-1204 (III).

**Transportation TPR Meeting**  
**NEXT MEETING NOTICE TPR meeting**  
**May 11, 2023**  
**VIRTUAL**  
**From 10am to NOON**