

TERC Meeting Summary 6/14/18

David Singer did the open for Bill Haas

Mike Lewis gave the welcome. Welcome to the new building – the location is partly about transportation and being near transit and bike paths. There is a gym in the building as well, focusing on a healthy lifestyle. More folks than we expected are using alternative modes of transportation, so that is great. He gave an intro to the agenda – he talked about being in transition to the new century. We will become much more of an operation organization, with some construction still, but look toward other ways to get around than vehicles. We will be talking about how to do transportation in the next two decades. If the capital program doubles, how do we accommodate the needs and protect the environment. How to time these projects as well and how to work collectively to manage this effort? Mike is looking for the transportation improvement need, not predefined as transit or road.

Vershan Toliver from FHWA give the welcome. He is 1.5 weeks into the job. It is important to have meetings like this and focus on innovations and involve our partners to help live with the federal aid program. He talked about One Federal Decision that directs all federal agencies to work together.

Perry Edman – RTD -

Tripp Minges – CDPHE liaison –

Bryan Roeder – CDOT Research Branch – there are about a dozen studies on going.

Stephanie Gibson – FHWA env program manager

Jane Boand Denver Public works – There are a series of bond projects that are coming up and looking for how they intersect CDOT facilities. Denver has a sustainability ordinance for vertical and recently was expanded for horizontal surfaces \$5M or more will be required to use INVEST or ENVISION for sustainability measures.

Lisa Lloyd – EPA – lead reviewer but here covering for Jennifer Schuet. Early Involvement is being emphasized by their HQ, but we are already doing this in Colorado both for EISs and EAs. The I-25 gap project is a good example where they got involved at the PEL project. W. Vail Pass was also a good example where early knowledge helped transfer project knowledge before a long time employee retired. The region is only one of several that is involved with projects at the PEL level, and this state is a good example for their national discussion within EPA.

Susan Wood – RTD planning project manager – Happy to participate in projects and appreciate this group for coordination. SH 119 is a project that needs coordination, and the 16th St Mall project are good examples of this.

Van Truan – USACE in the Albuquerque District –

Jane Hann – VIA

Steve Cook – DRCOG – Old timer at the TERC – has worked on modeling for traffic in the area. And is doing some SMART modeling that is trying to anticipate new technology that is up and coming. They are in the middle of a move as well 1001 17th Street near EPA.

Ron - DRCOG – Happy to be a part of this process. They work with the TIP and manage the 2050 regional transportation plan for the Denver area.

Kaitlyn Yong – Intern

Rick Coffin – APCD – Started in 2017 and has been to the TERC ever since. The application process opened for the VW settlement funds – until June 21. Replacing fleet vehicles and buses application will open soon. Submitted a project proposal for EPA for clean diesel funding – use the funds to replace school bus replacements, or non-road truck replacements.

Brandon Marret – CPW – land use and energy coordinator – early consultation projects like I 25Gap, I70- looking at animal vehicle collisions and looking for responsible development

Michelle Scheruerman – working on statewide plan and

Jason Obrien – OEHP – transportation planner – new compliance manager for archaeo just came on board this week, and new assistant archaeo to soon be added.

Marilyn Reimer – ACEC – private sector – here to collaborate and coordinate and distribute information.

Rose Waldman – CDOT Air and Noise Manager –

Rebecca While – I70 central CDOT

Aaron Willis - CDOT

Wes Brown – CDPHE

Incorporating Environmental and Health Aspects on the Central I-70 Project – Rebecca White.

A lot of controversy comes from health concerns. There is an infrastructure aging issue, and congestion and growth along the corridor. There is a huge community and neighborhood aspect as well. They have already put a lot of funds into mitigating impacts to Swansea School. They also did home improvements to about 300 homes. Income is another huge determinant of health – so they are focusing on job training and local hiring, plus other mitigations – see power point for additional details.

Public Health & Transportation and 2045 Statewide Plan – Aaron Willis CDOT, Web Brown, CDPHE

Web Brown - What is health equity? They are coaching, connecting and changing to build partnerships to mobilize community power and systems to encourage health equity. Inequities are avoidable and actionable. See power point for additional details. There are four ways a community can work on to help the community thrive.

Aaron Willis – He talked about the planning process and how TERC Member agencies are involved. How does the state transportation planning policies improve the public health across the state. What data points are necessary to help analyze steps to reach this goal? September will have a key final report of recommendations for data points and key definitions will be a deliverable after meeting with the public in 3-4 different planning meetings to help the statewide plan rewrite effort kick off.

One Federal Decision MOU – Stephanie Gibson, FHWA

She asked about who knew about the EO and MOU that was signed in this last year about this one federal decision. The basics are to streamline the env process and try to do this as one process instead a bunch of parallel processes. WE already do this a lot here. These documents also say it should be done in 2 years – and I-70 was in 15 years. It is a reach to get all 100 laws through the NEPA process done that quickly but we can do this in a timely manner and do them concurrently instead of sequentially. So she is asking about what other things might we be able to do to condense the environmental process. The PEL process is highlighted as shortening the NEPA process. USACE has not had much guidance in implementing this – getting the LEDPA and other decisions are helping. Van does not see a lot of change in how this works here in Colorado. Is there a hard and fast requirement to meet the 2 year requirement and what projects does this apply to – focused on major infrastructure? EPA thinks it is a \$500M or EIS level projects – so a lot of projects don't fall under this. There is a national dashboard of infrastructure projects that will include all EISs and all EAs now on this dashboard. Trying to define what info is needed to get projects on this dashboard. There are four tabs on this dashboard and one of these are DOT projects for FHWA/FTA/etc projects. EPA thinks that the PEL should help start educate folks in other regions about this and how that helps move projects forward. We need to have info supporting permits in the EIS so that we don't avoid the LEDPA. FHWA says they already have implemented lots of items to reach this goals – including the Federal Lands MOU. Quarterly meetings with EPA also help with this communication and relationship building and getting a heads up on what is coming. Early involvement was also helpful for the I-25 wildlife and redoing the underpasses that would impact wetlands, including an enhancement on reconnecting wetlands as a benefit. FHWA will be tracking all federal permits, including those delegated to the states, for EA and EIS projects, like when they get approved. EPA would like an update on this at the next TERC. Especially the dashboard and what is required and available and to see how this shapes the future. More PAs would be helpful and packaging federal funds into one projects, and defederalizing other projects would help, according to Denver Public Works.

Highlights of New CDOT HQR1 Building – LEED, Sustainability, & Health aspects – David Fox

This was a planning effort over 7 years. R4 and R2 main offices were done first and the HQ/R1 here at the end of this process. Location was important as a transportation facility. He talked about various amenities in the building including social hubs, work out room, food trucks, bike lockers, park and trail locations nearby, healthy vending machine options, stairwells easy to use, all employees have a sit/stand desk. We are for sure hitting a Silver LEED Accreditation but are working toward a Gold Accreditation: Solar panels coming, electric vehicle charging stations, water fountain bottle fillers too.

NEPA/PEL upcoming projects – David Singer, CDOT

Next Meeting, Oct 11, 2018. Potentially DRCOG will host in their new building.