

TERC Meeting Summary 10/11/18

David Singer kicked off the meeting.

John Cater – FHWA – Thanks to everyone who is here, the national RISE meeting Resilient Innovation summit exchange – with resource agencies, academia, planners – how to survive the next extreme climate event.

Debra Perkins-Smith – CDOT for Executive Director in a follow-on to the RISE conference and is the national chairperson for that so he sends his apologies. Nearly 5 years since the flood and thanks to the TERC, we were able to pull the right people together quickly to get us operational again. There are Ballot Initiatives that could affect CDOT and everyone here and will talk about that later.

Ron – DRCOG – Happy to host the TERC meeting today. WE have a lot going on, preparing for and adapting to new approaches for moving people around, and to measure these impacts and minimize them. Logistics – microphone use, restrooms locations.

Stephanie Gibson – helping to facilitate the meeting with David – please talk to an

Cortney Rift – DOI regional office – (on phone) Updated processes dealing with EISs and EAs, last year an EO limit EISs 150 pages and in 1 year from NOI unless there are extenuating circumstances. Recently, additional guidance came out and said that the EAs should be 70 pages and 180 days. To find out more, go www.doi.gov/NEPA - this will have all EO and guidance on NEPA compliance. In the process of reorganizing regional boundaries over the next year. Any Q or concerns about the new boundaries, just reach out to her.

Bill Haas – FHWA –

Lia and Jennifer White – BLM

Ryan Swan – DOI

Veronica Mitchell – USFS, They are also undergoing a similar process to env streamlining like DOI.

David Singer – CDOT – will be talking plenty and PEL and NEPA projects going on.

Amanda Bermer – region air qual

Robert Spotts – Rule making on air quality tracking.

Marilyn Reimer – ACEC – working with CDOT on how to deliver this ballot measure program. Annual transportation training March 5/6 on this and will call for abstracts after the election – Navigating the Future Together – technology, environmental, project development, partnerships,

Candice Quall – 5-year authorization – 2019 traffic analysis

Becky Arascot –

Dean Reeves – CPW – Colorado wildlife and transportation alliance.

Brandon Marretz – CPW – helping CDOT with wildlife crossings on I25 south. One of the ten goals is to increase more highway wildlife crossings.

Jane Boand – Denver public works – Denver passed a bond issue last year so these projects are starting to happen. Recently joined TRB env analysis and transportation. Looking for research topics.

Stephanie Gibson – FHWA – Deputy Administrator in office on Tuesday, there is one year left on long-term funding bill so will start looking at this. Looking at having a lighter federal touch.

Van Truan – USACE, Albuquerque District – The District is getting its first wetland mitigation bank, and it's outside of Walsenburg, Colorado.

Jennifer – EPA – In the past, Doug Benevento just appointed Megan Garvy as council, and will be closing coordination with her for NEPA. They may not be able to backfill retirements. Their focus like other agencies is speeding up the NEPA process and being engaged sooner. Want to know about projects as they are coming up.

Ethan Amann – EPA

Perry Edman – RTD – FasTracts and Highway 119

Susan Wood – RTD – We do continue to build out the FasTracts program – 2019, 2020 timeframe. SE Rail is well underway and is to open in second quarter in 2019. Collaborating the CCD to rehabilitate the 16th street mall. There have been organizational changes at RTD due to retirements. Michael Ford is the new COO. Fred Worben, and Dave Jensen are also new.

Steve Cook – Manager of the travel demand model for DRCOG. Will be talking about the confusing aspects of traffic congestion, and monitoring the travel demand aspects in corridors.

[DRCOG Congestion Management Process Presentation](#)

Robert Spotts will give the opening – every year they update the congestion info. Cover Denver and part of Weld County. A proxy measure they use is Total vehicle miles traveled. They aspire to keep the VMT/Capita down over time and would like to get to 23 VMT/capita. Getting newer data from big data and cell phones, and through INRIX, they can track time of day, day of the week, and look at real trends instead of just counts per day as we do with other traffic counters. INRIX is best for freeway issues. They look at how bad is the peak hour, duration for congestion, and reliability for accident or other events that can create irregular congestion.

Steve Cook – Detailed slides cover most of this info, but we are really focusing on future mobility technologies and innovation – like new travel modes and services (lift), shippers making better decisions using real data, connected vehicles. Vehicle to vehicle communication as if an airbag was deployed a mile up the road, a truck put its fog lights on, skidding, etc., Autonomous Vehicles – this is tricky because there are different levels of this, like cruise control to totally autonomous. So how will this affect capacity, will VMT increase, will alertness level of drivers decrease, and will HOV increase?

Becky – NFRMPO – Weld and Larimer counties are expected to increase travel delays by 50% along many roadways. She talked about projects, and how funding is used like for TDM.

Q – How to tell when a cell phone is by a cyclist, person on a bus, or driving a car? That is why interstates are more reliable than for arterials and streets. Strava is often used by cyclists is good data for knowing that there are certain areas as a high use area. Therefore, CDOT purchased the Strava data as well. Bluetooth/Wi-Fi data throws out outliers like those going too slow or too fast, but helps with

weather events that can help the locals change signal timing during weather events. The INREX data can tell you, minute by minute, of how a specific crash or tanker fire affected a situation.

Q – What investment is being made into traveler education? DRCOG has a way to go program. They work with NFRMPO and RTD. Many opportunities are out there. CDOT's TDM program too. About 75% of people drive alone to work. When the economy is good, more people seem to drive alone.

Roundtable: Transportation Ballot scenario Planning. – Debra Perkins-Smith

110 is a sales tax initiative that sunsets in 20 years, 109 will dedicate general funds to pay back bonding and if there is competition for the general fund money where the funds need to be spent within 3 years, then CDOT may be asked to pay these back and this is only for highways and not locals. So she talked about the larger one, prop 110, for 170 projects and we have been looking at these regarding how much still need NEPA work to be done and how large of an effort these would be. 44% are EAs – 1/3 are complete, 1/3 are in process, 63% Categorical Exclusions.

Trying to smooth the demand of the larger one, 110 for the 170 projects to help with project delivery.

EPA – Time constraints or NEPA process consideration

FHWA does not have time or page constraints other than the 2 years for EISs in the EO. WE have been trying to reduce page counts though. The template EAs have been helpful. If we know what the alternative is, the templates work best with one build alternative. Especially if there has been a PEL.

DRCOG – Plan amendments and STIP amendments and AQ conformity. Adjusting their schedule to help do this definition of projects to be able to tell what kind of projects trigger.

Need to look at wildlife processes.

Get USACE in early.

EPA wants project-specific info ASAP, especially on EAs to see which ones they may want to be included. The timeframe on roll out would also be helpful to managing workload. May offer what kinds of things they would want to focus on that may draw in EPA to the process.

Local Agencies might want to add betterments like for drainages, impacts, and construction phasing with other projects going on.

Can CDOT help provide resources to help over 2-3 years? Can we batch projects by type or location?

The local agencies can look at the list to see how much money would be coming their way so they can get ready.

If both of the ballot measures pass, we would like to go to the Attorney general's office to get input on how this would work since both provide bonding.

[Second Presentation: Ozone Planning Update](#)

She showed a 3-year modeling of Ozone – have been in attainment since 2009. However, with the new standard in 2015, 11179B demonstration (if but for international influence – and maybe other states) so look at NM and Canada, etc. With Serious area reclassification – look at adding major sources. There

are 52 non-attainment areas in the country – CO has some in the NE quadrant of the state. Base year inventory in 2020, SIP due in 2023. Next steps outlined in the slides.

[Wildlife Transportation Alliance Update](#) – Dean Riggs, CPW/David Singer, CDOT

Colorado Wildlife & Transportation Alliance is the name of this effort. The Mule Deer initiative had one of the goals of deer road kill, and now this has grown into a larger discussion and effort. These slides are detailed with data of the discussion.