

**The Transportation Commission Workshops were Wednesday, March 20, 2019 and the regular meeting was Thursday, March 21, 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.**

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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, March 20, 2019**

#### **2:00 pm to 5:30 pm**

**Attendance:** Eight Commissioners attended. (Commissioners Hall and Hofmeister were absent. Commissioner Jesus Pulido of District 3 – Douglas and Arapahoe counties - has resigned.)

#### **Right of Way Workshop (Josh Laipply)**

**Purpose:** The purpose of the workshop was to discuss three right-of-way (ROW) acquisition projects (negotiations), three settlement affirmations & authorization requests, and one project for condemnation authorization request.

**Action:** Prepare to act on agreed upon proposed acquisitions, settlements, and condemnations at the regular Transportation Commission (TC) meeting.

The seven projects with requests for authorization of property acquisitions that will be part of the consent agenda for at the regular TC meeting for March 2019 included:

- Region 1
  - I-25 Gap Project – Phase III, Project Code: 21102
  - I-70 Central, Project Code 19631
- Region 2
  - I-25 & Commercial Blvd. Sewer Line, Project Code: 22636
  - Pikes Peak Area Signal Improvements, Project Code 21258
- Region 3
  - SH 340 East of F ½ Road, Mesa County, Project Code 21936
  - Craig Residency Phase 1 ADA Ramps, Project Code 22768
- Region 4
  - I-25 Express Lanes SH 7 to SH 1, Project Code 22831

The one project with requests for settlement affirmation & authorization that will be part of the consent agenda at the TC Regular Meeting for March 2019 included:

- Region 5
  - US 550 South Connection, Project Code 19378

The two projects for condemnation authorization requests to be approved via resolution at the TC Regular Meeting for March 2019 included:

- Region 4
  - SH 14 "S" Curve in Sterling, Project Code 19664
  - US 34 & US 36 FLAP Estes Park Couplets, Project Code 20298

Discussion:

- US 550 South Connection: Commissioner Thiebaut asked for a separate resolution on passage of this settlement affirmation and authorization when the Commission takes action on Thursday.
- SH 14 "S" Curve in Sterling: CDOT Chief Engineer, Josh Laipply, explained that CDOT attempted 11 times to contact the owners, who are out of the country, and their attorney hasn't been very responsive.
- US 34 & US 36 FLAP Estes Park Couplets: Helping the owners find a similarly sized and situated parcel will be difficult, but relocation is a separate issue from the condemnation.

**CDOT Goals and Priorities (Shoshana Lew)**

**Purpose:** Each year, staff develops performance goals with their supervisors as part of the performance planning process. Similarly, each State Executive Director develops annual goals with the Governor. As CDOT Director Shoshana Lew works with the Governor's office and CDOT staff on the development of the department's goals, she wants to share those draft goals with the Transportation Commission.

**Action:** No action necessary at this time.

**Next Steps:** Finalize and sign the goals in June.

**Discussion:**

New CDOT Director Shoshana Lew shared these thoughts about CDOT goals and priorities:

- Safety will continue to be a priority. With the death of CDOT highway maintenance worker Eric Hill fresh in our minds, it must continue as a priority. We must also acknowledge that many vehicle crashes are the result of human error, and place more emphasis on public education campaigns.
- CDOT will continue with data-driven assessment of transportation needs while recognizing the need to ensure equitable implementation.
- The planning process will get a fresh look. CDOT should make transportation investments with the outcomes in mind.
- The focus will be on multimodal solutions to transportation problems. CDOT and the Rail Commission will need to work together closely. Newly elected Gov. Jared Polis also is focusing on multimodal solutions, not just rail.
- Other challenges facing CDOT are reducing the environmental impacts of transportation projects and improving transportation connectivity.

**New Approach to Statewide Planning Process (Rebecca White)**

**Purpose:** To brief and engage the TC on new effort to reset the planning and Statewide Transportation Improvement Program (STIP) process in order to streamline multiple processes and the stakeholder engagement involved in these efforts.

**Action:** None. Information only.

**Details:** Under the direction of Executive Director Lew, staff is working to bring these efforts together in order to develop a 10-year strategic pipeline of projects, inclusive of all modes, informed by a data-driven needs assessment and public and stakeholder input. This effort involves the following primary actions:

1. Leverage Statewide Planning Process to Deliver 10-Year Strategic Pipeline of Projects
  - Utilize the statewide planning process to involve the public not just in setting a 25-year vision, but also in shaping a more immediate 10-year list of projects.
  - Build on the lessons learned and experience gained through development of the 2040 plan, which achieved a record level of public involvement.
2. Modal Plan Integration

- “Marry” the Statewide Transit Plan and the overall 2045 Statewide Plan through enhanced coordination between the Division of Transportation Development (DTD) and the Division of Transit and Rail (DTR).
  - Previously these efforts were two separate planning efforts with their own respective timelines and public meetings.
  - By “marrying” the two efforts, CDOT can realize efficiencies to engage the public and stakeholders. This change would still result in separate “plans” per Federal requirements, but will enable the public to evaluate project needs across multiple modes.
- 3. Utilize New Tools to Understand Current Conditions and Measure Needs
  - Utilize CDOT’s recently completed Statewide Travel Model and in-house GIS capabilities to portray the relationship of the existing “footprint” of the state transportation system to a range of different factors through which the department can measure needs.
    - Factors could include population distribution, accident hot spots, employment centers, military installations, etc.
- 4. Evolution of the STIP
  - Transition the 4-year rolling STIP to a 10-year strategic pipeline of projects.
    - Requirement for a 4-year fiscally constrained list of projects per Federal requirements is unchanged; however, the STIP would also include a 6-year list of capital projects and asset investments beyond the 4-year federally recognized STIP window.

**Discussion:**

- Commissioner Gilliland expressed uncertainty as to how the 10-year pipeline of projects differs from what CDOT has been doing, and asked if CDOT would prioritize the 10-year program of projects.
  - Division of Transportation Development Director, Rebecca White, responded that it is anticipated that CDOT would prioritize the project list.
  - CDOT Executive Director, Shoshana Lew, noted that a fully consolidated planning process combines outreach efforts to make it easier for the public to understand. She cited consolidating outreach for the transit plans, the Statewide Transportation Plan, and the 4P (Project Priority Programming Process).
  - Executive Director Lew also explained that the Development Program is largely aspirational, being a list of projects if money becomes available. CDOT would put projects in the 10-year pipeline that are more likely to be undertaken with money it believes will be available.
  - Rebecca White noted that by combining processes for the transit, transportation, and bike plans it would avoid going to the public for comments for each plan.
- Commissioner Scott cautioned that CDOT should be careful to manage expectations. If a project is on a list, people assume it will happen.
  - Executive Director Lew explained that having a list gives the public a clearer idea of what CDOT intends to do.
  - Rebecca White noted that CDOT will keep the 4-year STIP, but with an outlook for an additional 6 years. CDOT will need to emphasize to the public that the first 4 years of the STIP are fiscally constrained, and the next 6 years are illustrative.
- Commissioner Connell recommended that CDOT discuss the new planning process in the rural areas. Rural and urban communities have different transportation problems, and that there are rural concerns related to rural areas not getting the same consideration as urban areas of the state.
- Commissioner Thiebaut commented that he has always been a proponent of some kind of high-speed rail system along the Front Range, ever since he was in the Colorado Legislature, and is glad to hear that CDOT is considering passenger rail more seriously now. He also said that the public does not fully understand how every project requires planning and an environmental review before a project can begin, assuming money is available. People want projects to happen much faster.

- Commissioner Connell noted that a key absence from the discussion is resiliency. The public needs to know what CDOT is planning if a particular highway segment is closed. Taking resiliency to the rural transportation planning regions (TPRs) would be quite helpful.
- In reference to tools like the Statewide Travel Model that CDOT has for this planning cycle as compared to the 2040 plans, Commissioner Scott said that models are wonderful, but they are often inaccurate. It is important to know what their inputs are, such as land use. We might want to know the impact on local roads of improvements or changes to state highways.
  - Erik Sabina, manager of the CDOT Information Management Branch, said the model depicts all local roads from collector roads or above. The model can be adjusted to account for land use changes. Working has been going on for the last year regarding how to reflect changes in the transportation system that connected and autonomous vehicles might cause.
- Commissioner Gilliland said the integration of the transit and transportation plans and the ability to model how improvements could affect the transportation system are huge. For example, if CDOT improves SH 71 in eastern Colorado for freight, the model could estimate the percentage of freight traffic that would be diverted off I-25. She added that it is important to show the public that CDOT has a vision for the transportation system. CDOT should use data visualization to explain things to the public. Executive Director Lew agreed.
- Commissioner Peterson commented that he is excited about CDOT now having the ability to gather and share information with stakeholders, and the mobility options available to urban and rural areas. Transit is about people having a choice in how they get from one place to another. How CDOT will address environmental challenges and the changes that new technologies will bring also are important.
- Commissioner Stuart concurred with Commissioners Peterson and Gilliland, that comprehensive planning tools are a great opportunity for CDOT.

### **Safety Workshop & Operations Reorganization Status Report (Kyle Lester)**

**Purpose:** To update the Commission on division re-organization process and provide an overview of ways to refocus safety efforts as they relate to infrastructure needs, operations, and technology. CDOT Staff is recommending actions focused in three focus areas that will better align the organization with the goal of improving safety on Colorado's highway system: taking more of a systematic statewide safety approach to our infrastructure and physical assets, human/policy factors, and organizational adjustments to better support real time operations.

**GOAL:** Improve the safety of Colorado's transportation network by reducing the rate and severity of crashes and improving safety conditions for those traveling via all transportation modes.

#### Infrastructure and Physical Assets:

- Increase driver awareness through deploying improved pavement markings and utilizing centerline and edge rumble strips in locations with high run off the road and centerline cross-over accidents.
- Install 6-inch striping and rumble strips on key corridors based on safety and speed data (e.g. 65 and 75 mph corridors).
- Pilot variable speed limits on critical corridors with a goal of reducing crash rates and incidents during weather events and during high pedestrian zones and times.
- Identify and implement a program that results in bottleneck reduction and thus congestion resulting in reduced driver frustration and crashes.

#### Human/Policy Factors:

- Work with recipients of CDOT funding to deploy best practices for safety across the roadway systems that they manage.
- Collaborate with the Department of Motor Vehicles to improve driver's education for new drivers and continuing education to help current drivers adapt to changes in technology and driving conditions.

#### Organizational:

- Integrate maintenance and operations to streamline incident command for incident response by April 15, 2019.
  - Utilize available technology to quickly identify incident detection and communicate with staff who can deploy resources.
  - Utilize available technology and existing CDOT Operations Center resources for accident and incident detection along congested corridors. Utilize photo, video, and data for early detection of accidents and incidents. Communicate quickly with Maintenance staff to deploy resources that mitigate the hazards to the traveling public.
- Work to reduce secondary accidents statewide by rapidly deploying CDOT resources focused on quick clearance: CDOT Maintenance Crews and debris crews along with our heavy tow assets and Courtesy Patrol partners. CDOT's resources are to be incorporated into the corridor Standing Program Management Teams be led by Colorado State Patrol.
- Develop a comprehensive weather forecasting network and response planning that includes state and local resources. Response planning focuses on resources allocation and coordination from the 72-hour mark through storm clean up.
- Increase staffing levels of snowplow operators to maximize CDOT's equipment resources during response to weather incidents statewide

**Next Steps:** Identify funding sources to support more short-term delivery projects that improve safety immediately, continue staff work and analysis, and work with CDOT Regions to implement safety projects and organizational changes.

#### **Discussion:**

- Commissioner Gilliland noted that she is a firm believer in rumble strips alerting people about when they are driving too close to the edge or centerline of highways; however, if CDOT widens a road or shifts it to a different alignment, sometimes the old rumble strips are not very well ground out and covered up.
- Commissioner Thiebaut said he would like to see more regional involvement in deciding where rumble strips should go. He also would like CDOT to be more diligent about taking steps towards accident prevention.
  - Charles Meyer, manager of State Traffic and Safety Branch, said CDOT starts with the data about where and what type of crashes are taking place, and how to prevent them.
  - Mike McVaugh, Region 5 regional transportation director (RTD), said CDOT would like to implement more proactive safety projects, but funding is limited.
- Division of Maintenance and Operations (DMO) Director, Kyle Lester, said CDOT is trying to do more "quick hit" projects, and that everything that the division does is coordinated with the CDOT Engineering Regions. The DMO provides central staff oversight, but the Regions implement safety and maintenance projects.
- Commissioner Thiebaut said he has some reservations about the Highway Maintenance Division using Regional Priority Program (RPP) funds for some of the maintenance/safety projects. The rural TPRs need flexibility in using the funds. When CDOT using more proactive measures was mentioned, what he had in mind were addressing the sharp curves on SH 96 that could cause drivers to go off the road if they are not paying attention, particularly at night.
- Commissioner Scott said a good safety measure would be to encircle some stop signs with LED lights. Another would be to push a primary seatbelt law.
  - Kyle Lester said he looks to the TC to advocate for a primary seatbelt law in the Legislature. CDOT DMO needs to focus on what he can influence directly.
- Commissioner Connell commented that a lack of shoulders in her area is a safety problem.
  - Executive Director Lew suggested Commissioner Connell start the conversation about highway shoulders with her local constituents.
- Regarding combining maintenance and operations, Commissioner Thiebaut asked if CDOT needs statutory changes to combine the two. Kathy Young of the Attorney General's Office said she would look into this.

## **Winter Operations Projections and Avalanche Status Report (Kyle Lester)**

**Purpose:** CDOT DMO is projecting a \$9,304,000.00 shortage in the TC snow and ice contingency funds. (This estimate came before the “bomb cyclone” snowstorm and the avalanches; the shortage could amount to \$19.3 million – with 30 percent of winter left.)

**Action:** Approve the budget supplement resolution seeking transfer of \$7.722 million from the TC contingency for snow and ice to maintenance sections in Greeley, Grand Junction, Durango, Pueblo, Aurora, Craig, Alamosa, Eisenhower-Johnson Memorial Tunnel, Grand Junction Traffic, Aurora Traffic, Pueblo Traffic, Greeley Traffic, and Durango Traffic. (This is 40 percent of the projected shortfall to keep the maintenance sections solvent for the rest of the winter season.)

**Background:** Colorado is seeing a more severe winter than last year throughout much of the state. While statewide storms are on the same pace as last year’s numbers, regional storm frequency is much higher statewide, particularly along the Joint Operations Area (JOA) (I-70 from Grand Junction to Wheat Ridge), as well as the Durango, Alamosa and Pueblo sections. Due to this and the precipitation outlook through May 2019, DMO is projecting a budgetary shortfall for snow and ice. Within the DMO, winter is October 14-May 8.

### **Discussion:**

- Johnny Olson, CDOT Deputy Director, praised the processes used to handle the various snow emergencies and road closures. He said if a similar incident command structure had been in place for the 2013 floods, things would have gone much more smoothly.
- Kyle Lester said CDOT received help from the National Guard in Douglas and El Paso Counties. When 150 vehicles became stuck in the snow, school buses took people to shelters. Communications were centralized to let the public know what roads would be closed and for how long.
- Mike McVaugh, Region 5 RTD, noted that a picture of a snow shed on Red Mountain Pass shows that the shed would have to be much longer than it is now, to protect vehicles traveling underneath it. The picture showed the snow shed, and the areas before and after, inundated with avalanche snow.
- Kyle Lester commended all the Regions for all their work and for keeping people safe. He commented that considering the frequency and strength of the avalanches, a two-hour delay in traffic from the closure of eastbound I-70 in the mountains was minimal.
- Commissioner Gilliland asked what the after effects of the snowstorm on rock fall and flooding.
  - Kyle Lester noted that it is anticipated that there will be significant rock fall and flooding in future months.
- Commissioner Scott asked if the burden of clearing the roads must always fall to CDOT.
  - Director Lew responded that Gov. Jared Polis has declared an emergency for the snow, which should free up federal funds to assist with expenses associated with snow removal.

## **Multimodal Workshop (David Krutsinger)**

### **Expanding Colorado’s Multi-Modal Options**

**Purpose:** Engage the TC on strategy to significantly expand multimodal options, statewide, to provide Colorado residents and visitors with a more sustainable, efficient, and equitable transportation network.

### **Planning Approach**

CDOT has a wide range of experienced staff who have been working on a variety of planning & environmental linkage (PEL) and other environmental clearance studies (EAs, EISs, etc.) for highway projects in many areas of the state where mobility hubs are proposed. Significant knowledge is already dedicated to North I-25 and South I-25 efforts.

CDOT has also invested substantially in developing statewide forecasting tools to predict future traffic volumes and transit ridership. CDOT proposes to leverage this experience in a more multimodal way from Bustang, to mobility hubs, to collaboration with the Passenger Rail Commission. See more on this topic in the memo from Rebecca White, Director of DTD, for the Planning Workshop agenda item.

## Details

### *Policy Overview*

In broad policy strokes, the strategies for expanding multimodal options statewide, and CDOT's role in that, are:

1. Develop an executable path for multimodal connectivity along the Front Range that includes near-term identification and construction of mobility hubs, in collaboration with growing population centers within the corridor; establishment of interim service; and concurrent stakeholder engagement around longer term capital expansion and a strategy to pay for it.
  - Expand Bustang in commuter and visitor corridors
  - Work with the Southwest Chief & Front Range Passenger Rail Commission (“Passenger Rail Commission”)
  - Investments in mobility hubs now are a precursor step to Front Range Rail implementation.
2. Create a ride sharing strategy focused on traffic and congestion mitigation in urban cores, which includes incentives for electrification and multi-rider use. Strategy may also include opportunity for piloting in some smaller/more rural communities that currently lack transit access. This strategy will leverage existing programs (e.g. regional councils of government (COGs)).
3. Develop strategies that address issues related to an aging rural and urban population and the desire to “age in place” (e.g. regional councils of government (COGs) and other regional and state agencies)
  - a. Expand Bustang Outrider and/or other rural-regional service
  - b. Pursue coordination and collaboration with agencies serving seniors and persons with disabilities
4. Implement appropriate metrics to track progress on the strategies above.

*Definition of Mobility Hubs* “Mobility hubs” go beyond the parking lot and bus shelter associated with park-and-rides. Mobility hubs should include as many of the following elements as possible: electric vehicle (EV) charging stations, parking spaces, bicycle & pedestrian connections, Bustang/Bustang Outrider/other regional transit services, local transit service connections, and Wi-Fi for first/last mile services such as taxis/Uber/Lyft/others. Where supported by market conditions, they should also include retail or other services (coffee/food & beverage, dry cleaning, newspapers/books, etc.) which make it a place to be, not just a transportation facility.

### **Policy Options (for Discussion)**

- Award \$2.2 million in rural ( $\leq 50,000$  pop) county projects, and focus remaining resources on mobility hubs, and retain the local match requirement for mobility hub implementation. (Staff recommendation)
- Award \$2.2 million in rural ( $\leq 50,000$  pop) county projects, and focus remaining resources on mobility hubs, but eliminate some or all of the match requirement in order to implement mobility hubs independent of match. May result in fewer mobility hubs. May expedite implementation.
- Rescind preliminary recommendations \$2.2 million in rural county non-hub projects, and focus all resources on mobility hubs. Not recommended by staff because support facilities are needed to make hubs and service to hubs successful.

### **Discussion:**

- Examples of rural and urban hubs were described. Frisco was a rural example, combining a park-n-ride with Main Streets concept, trails for bicycle and pedestrian trails to transportation hubs. Urban hub would be Transit Oriented Development (TOD) like is occurring along I-25 in Loveland or bus shelters along Colfax in Downtown Denver is an example of a project.

- Along major corridors there could be a 10 mile distance between stops – Park-N-rides could also be surrounded by other mixed uses and services, e.g., coffee shop, dry cleaner, food services, etc.
- A sample visualization of a mobility hub would include a place that has bus Shelters, walkways to underground bicycle and pedestrian trails providing linkage to both sides of a busy roadway/highway corridor.
- In terms of how to implement this concept, CDOT staff intends to bring list of projects to the TC in the future.
- Executive Director Lew and CDOT staff are proposing \$50 million to invest in hubs using some combination of SB 267 year 1 \$38 million and SB 1 multimodal options funding. The numbers presented today are only planning figures. More details on funding sources to be worked out.
- Commissioner Scott questioned the level of commercial activity of hubs in rural areas, and asked what CDOT would contribute to the commercial activities.
- David Krutsinger, CDOT Division of Transit and Rail (DTR) Director, responded CDOT would contribute a relatively small amount of dollars and examples of what might be funded would be adding wi-fi and transit/bicycle/pedestrian shelters and enhancements similar to Main Streets program.
- Executive Director Lew noted that the idea is to initially invest small amounts of dollars to prompt change and encourage TOD. The desire is to get people to think about TOD, and to be leaner in way we at CDOT project capital costs.
- Commissioner Gilliland asked if for bicycle and pedestrian enhancements along major corridors if we plan on relying on locals to pay for these improvements.
- Executive Director Lew suggested that we work to get local communities to identify the location for multimodal opportunities. These projects take many years to get projects implemented. Quick wins and peer agencies are also looking for sources too for match. CDOT would spend just enough to prompt TOD to work.
- Commissioner Connell commented that a mobility hub may be outside of highway corridor intersections, and that creating an area for stops, could also be considered as eligible for safety funds.
- Commissioner Gifford identified the need for more details on how this would all work. Right now locals are already planning and looking forward to getting some multimodal options funds for themselves. How do we message this concept to the locals?
- Executive Director Lew responded that we don't know what is coming from the legislature yet for this year. There is potential for sub criteria of multimodal options funding to go to projects of this type. Other sources could potentially be from the Congestion Mitigation and Air Quality (CMAQ) program and the Transportation Alternatives Program (TAP). We will look to other policy choices throughout agency for other funding sources.
- Commissioner Thiebaut supported the concept of passenger rail. However, local governments don't have funds often for concepts like this. There are lots of conceptual thoughts about spending dollars that is a new concept at CDOT. Hope shift to these type of investment doesn't leave out rural communities, as locals often don't have match money available to allow them to participate or compete for funds.
- Johnny Olson, CDOT Deputy Executive Director, noted that the Outrider bus service needs expansion in northern Colorado, as there is no system like Regional Transportation District (RTD) as is in the Denver Metro area. Need to work with local governments closely on finding ways to get rural areas access to a CDOT hub, as this will be critical. We need reliable connectivity options for locals, and need to demonstrate how it will create a true system in partnership.
- Commissioner Scott noted that one Bustang stop along I-25 and in Colorado Springs area needs improved lighting as some people don't know the stop is there.
- David Krutsinger mentioned that carpools could also be promoted at mobility hubs.
- DTR is looking 10-years out with the idea of conducting extensive outreach activities.

## Service Development Plan for SW Chief and Front Range Passenger Rail Commission – Randy Grauberger

- David Krutsinger introduced Randy Grauberger, the Rail Commission Chair, to the TC.
- Randy provided an overview of the work of the Rail Commission underway, which includes a Front Range Rail Service development Plan, and a Tiered Environmental Impact Statement (EIS).
- CDOT and team has had conversations on lessons learned with AZDOT about Tuscan and Phoenix Rail project.
- Three options pursued are Bustang with future park-n-rides, commuter rail, (RTD service), and high speed rail (HSR).
- \$1.5 million available to begin the service development plan and Tier EIS (would include development of a purpose and needs statement, evaluation of corridor options and alignments); this initial amount is not enough for these two tasks.
- Efforts will include extensive stakeholder engagement. HSR will require updated crossings for higher speed.
- More specifically the Service Development Plan and Tiered EIS will include information outlining:
  - Purpose and need for passenger rail
  - Ridership forecasting – use new CDOT tools for this.
  - Corridor Options/Alignments
  - Levels of Service
  - High level cost estimate for overall project
  - Potential service operator
  - Governance framework
- Principles (Must Haves) for Rail/ Rapid Speed Mobility Buildout
  - Travel Time better and travel experience than Bustang in a managed lane
  - Volume of people buses don't work – buses are too full
  - Conditions exist which prevent expansion of bus service in a managed lane not being a workable solution.
  - Economic development and correlated congestion relief issue must be key reasons for building rail or other technology
  - It is also important to note:
    - Starter rail may be a less expensive method to initiate such as system and eventually serve tourist travel markets.
    - Faster speeds require straighter alignments
    - Clean transit argument is weakening with evolving electric vehicle (EV) technology
- Related to CDOT's Ability to Leverage a Plan
  - CDOT has staff, a Statewide Travel Model, and previous studies as resources
  - CDOT can pursue external grant funding as an "eligible applicant" for:
    - Transportation Investment Generating Economic Recovery (TIGER), Better Utilizing Investments to Leverage Development (BUILD), Infrastructure for Rebuilding America (INFRA), etc.
  - Executive Director Lew commented that the intent is to do more of the EIS internally vs. with help of consultant. Also move to streamline National Environmental Policy Act (NEPA) process. The concept is to use NEPA as part of disclosure and create a blended team with a contractor and CDOT staff, driving us in one direction. The intent is to get meaningful public feedback during the NEPA process.
  - Commissioner Gilliland mentioned that for previous CDOT evaluations and studies, we get off on one project concept or the other and often plans are not implemented. Meanwhile corridor is developed without looking at the transportation corridor. If we are going to preserve ROW to extent we can, we need to invest what we can incrementally. Instead, we keep putting it off, and it makes it harder to implement in the future.

- Executive Director Lew explained that we anticipate increasing efficiency with the combining plans, etc. CDOT needs to look at existing ROW and maximize the space we have now.
- Commissioner Scott asked about the status of federal funding for HSR.
  - Executive Director Lew responded that California has \$ 1 billion they will not be using that has no expiration date, so this money could be used elsewhere– we see the federal rail administration has some funds in dribs and drabs, we need something specific that we can eventually apply for.
- David Krutsinger overviewed other funding sources – and led into the FASTER Fund swap between RTD and Denver Regional Council of Governments (DRCOG) concept too.

### **FASTER Fund Swap (RTD/Denver Regional Council of Governments [DRCOG])**

*Background* The DRCOG Board of Directors adopted the human service transportation (HST) Set Aside to provide \$4 million over four years (FFY 2020-2023) through the TIP using Congestion Mitigation and Air Quality Improvement (CMAQ) funds to fund underfunded / underserved trips and rolling stock to improve service and mobility options for vulnerable populations in the Denver region including individuals with disabilities, older adults, people with low-income, and veterans. Since the monies are to be allocated through the TIP, they are intended for projects conducted within the DRCOG Metropolitan Planning Organization (MPO) boundaries.

**Details** To increase the flexibility of fund usage for the intended purposes, and to better integrate the management of Federal Transit Administration (FTA) 5310-Denver funds, CDOT, DRCOG, and RTD are proposing a swap of funds. DRCOGs CMAQ funds would be obligated to RTD in exchange for an equal amount (\$1 million) of RTD’s FASTER set-aside funds being obligated to DRCOG each year. This may allow some projects in the Denver region to use FASTER funds to match FTA 5310 funds for seniors and persons with disabilities. CMAQ funds could not be used to match FTA 5310, because both are federal funds. RTD believes this does not reduce their flexibility due to the availability of abundant non-federal matching dollars from sales and use tax.

CDOT and DRCOG have committed to increased coordination with regard to projects/services for seniors and persons with disabilities. Increased coordination is expected to lead to, at minimum, greater awareness of total need, and the intent is to more efficiently meet a greater proportion of the total need.

#### **Discussion:**

- No comments from the TC were raised, after David asked the Commissioners if they had any comments or concerns.
- See the TC packet for more details on the status of other DTR programs.

### **FY 2019-20 Annual Budget Workshop (Jeff Sudmeier)**

**Purpose:** The purpose of this workshop is to present the Fiscal Year (FY) 2019-20 Final Annual Budget for Transportation Commission adoption (TC), review options for prioritizing budget in support of strategic goals, and upcoming budget discussion topics.

**Action:** Adoption of the FY 2019-20 Final Annual Budget.

#### **Discussion:**

- Jeff Sudmeier provided an overview of the FY 2020 Budget
  - TC is schedule to adopt FY 2020 budget. Will conduct a quick review of budget prior to adoption
  - How to move forward and reprioritize funds for future.

- Many budget changes upcoming too with multiple discussions on the horizon.
- \$2.09 billion is the total FY 2019-2020 budget
  - \$1.96 billion (CDOT)
  - \$11.7 million for Bridge Enterprise (BE)
  - \$16.6 M for High Performance Transportation Enterprise (HPTE)
- FY 2019-20 Annual Budget Includes \$677.5 million with:
  - \$500 million from SB 267
  - \$155 million from SB 1
  - \$22.5 million from SB 1 Multimodal Options Fund (MMOF)
- Started adding a roll-forward element to budget from FY 19
  - \$350 million net
  - Local programs largest portion
  - \$100 million of SB 1 and SB 267 too
- Changes to budget process include:
  - Format and changes start with FY 20 budget
    - A budget allocation plan is to contain:
      - Open Projects
      - Forecast of Expenditures
      - Total Construction Budget – in detail
      - Planned Projects
- A new quarterly budget report reflecting amounts budgeted and expended year to date and any amendment and adjustments is forthcoming
- Updates to Policy Directive (PD) 703 to clarify amendment processes and thresholds, and provide for more frequent amendments to the budget during course of the year.
- Budget Prioritization for DMO, RoadX, and other programs will be discussed at more length in the future.
- Multiple opportunities exist to explore additional budget to support strategic goals:
  - By amending FY 19-20 Budget
  - By reallocating roll forward budget at end of current fiscal year
  - By incorporating into FY 20-21 budget
  - Revenue Sources for decision points include:
    - SB 1 Transfer \$105 million, \$22.5 million from the multimodal options fund
    - Tentative commitments proposed are:
      - \$88.8 million repayment to TC
      - \$120 million in remaining unfunded SB 267 (if SB 267 eliminated)
      - CDOT and Local Multimodal Projects (not yet identified)

## Discussion

- Commissioner Thiebaut asked if the FY 2019-20 budget also contains \$50 million for mobility hubs.
- Jeff responded, yes. And we need FY 2020 budget approval for statutory requirements. The budget will also need to be amended again to reflect legislative changes we don't yet know about.
- This is a banner year for CDOT's budget, or if not, very close to it.
- Josh Laipply noted that CDOT's construction budget for FY 20 is roughly \$860 million, larger than any Responsible Acceleration of Maintenance and Partnerships (RAMP) year.
- Commissioner Stuart requested CDOT staff to provide TC a list of the tentative commitments. It is difficult to keep track of the different funding sources and where dollars from them are being spent. TC needs to understand how dollars are pulled from TC contingency and other changes in the project budget.

- Commissioners noted that when backfills occur from another funding source, it is difficult to understand and track.
- Jeff Sudmeier responded that he will send out a table that explains the various expenditures of the budget on projects and where funding comes from. A discussion on budget prioritization with the TC will occur over the next few months.
- Commissioner Thiebaut noted that some projects are contingent on SB 267 year 2 funds, and asked about what happens if we have to shift funding for projects already under construction. Geographic equity is another concern, with shifting funds elsewhere. It was proposed to install a policy to not let projects drop after construction begins during these times of change, as this will help to obtain and retain public support.
- Jeff Sudmeier noted that CDOT is in a good position on SB 267 funding,
- Josh Laipply explained that we are better than we thought due to grant awards obtained too.
- Jeff also noted that our project priorities have not changed much, even with changes happening.
- Legislation now in session could potentially change the debt Service cap on S82B 267. We need to keep track of this.
- Other money to consider are \$37 million for Surface Transportation Block Grants (STBG) funds that were not planned for in the budget. Also the Administration Department Operations program that totals \$85 million, it was noted that for every 1% reduction in spending nearly \$850,000 is made available for construction, maintenance, or other programs. CDOT will take fresh look at funding programs as part of the budget changes, and will review the remaining budget for potential efficiencies.
- For DMO and RoadX, there is \$57 million we may want to see how to reprioritize some of these funds to other purposes and the roll forward is \$32 million.
- Commissioner Scott asked about what are other DOTs are doing with their budgets.
- Josh responded that through CDOT's participation with national organization, e.g., AASHTO, CDOT is keeping track of best practices conducted elsewhere.

### **CDOT Bridge Project Prioritization and Selection Process (Josh Laipply)**

**Purpose:** To provide the TC information on the prioritization and selection process for projects in the CDOT Bridge Programs (CDOT Bridge), and illustrate how this process integrates with the overall program and project delivery lifecycle.

**Action:** None

#### **Discussion:**

- Josh explained that CDOT needs more preventative maintenance bridge investment to keep bridges in good condition, and to avoid costly replacements in the future.
- In terms of life cycle cost analysis, if we have a bridge that we invest in regularly with preventive maintenance, it is less costly. Examples of preventative maintenance include installing a waterproofing membrane vs. leaving a bridge deck unprotected.
- Commissioner Gilliland asked how long is life extended with periodic treatments.
- Josh responded it could be indefinitely with periodic maintenance. Generally increased traffic cause bridge replacements to be necessary, not maintenance issues.

## Transportation Commission Regular Meeting Thursday, March 21, 2019, 9:30 am – 11:30 am

**Audience Participation** – None.

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**Call to Order, Roll Call:** Seven of 11 Commissioners present, Commissioner Pulido resigned, and Commissioners Connell, Hall and Hofmeister were excused.

### **Comments of Individual Commissioners**

- Commissioners expressed their sincere condolences to the families and friends of CDOT Region 3 employee, Eric Hill, and Colorado State Patrol's Corporal Daniel Groves, who were both recently killed while on duty. A moment of silence was observed at 10:00 am during the meeting to honor the lives of these two men.
- Commissioner Zink commented on snow and avalanches that are the news and Red Mountain Pass is still closed and will be. Commended snow plow drivers for their skill and dedication, and the avalanche prevention work interesting. Pictures were impressive, and work to clear is incredible. Recognized, Mike McVaugh for the settlement arrived at for the Webb Ranch property that was recently forwarded on to condemnation proceedings. Mike's negotiation skills led to an agreement along US 550 Interchange project in the interim, and the attorney wrote a letter of thank you to Mike. Mike's tenacity and diplomacy were impressive. Executive Director Lew visited Commissioner Zink's district. A Durango Green Business Round Table occurred and representative from Southwest Energy Efficiency Project (SWEEP) representative spoke about electric vehicles (EVs) and green communities.
- Commissioner Stuart noted her appreciation for CDOT maintenance crews and their work. Very proud of this work.
- Commissioner Scott noted that freight providers and our customers rely on CDOT; storm was coming and Region 2 Transportation Director, Karen Rowe, and team stepped up working with freight providers; as congestion grows freight will gain more attention. Planning meetings with counties are coming up. The winter maintenance expenses topic is important and snow and ice removal is important work.
- Commissioner Peterson thanked CDOT maintenance teams risking their lives to keep Coloradans safe. Avalanche prevention work was impressive. Paul Jesaitis, Region 1 Transportation Director, spent 20 hours on Monument during the cyclone bomb snow storm. CDOT got organized and we were all in this together. Public relations folks also got the word out on what to expect. Weather may get worse before it gets better.
- Commissioner Gilliland noted and recognized key staff that are pursuing other work and leaving CDOT: David Spector of HPTE, was thanked and recognized. Amy Ford in Communications, is moving on to other opportunities. , Debra Perkins-Smith is retiring and was recognized for her contributions to CDOT leading the Division of Transportation Development (DTD). Welcomed the new DTD Director, Rebecca White. Thanked CDOT staff for responding to recent storms and emergencies and for their work every day.
- Commissioner Thiebaut spoke of National Work Zone week that starts April 8<sup>th</sup> and the Region 2 ceremony will be April 10<sup>th</sup>. This dovetails with recent tragedies and losses. Olivia Martinez had a baby boy. Staff changes and opportunities are occurring under new leadership, it is also part of spring season, as a time to refresh and take on new ventures. Changes at CDOT are occurring simultaneously with bomb cyclone and avalanches. Recognized the work of Karen Rowe and Region 2. A diversity committee meeting is taking place after TC Regular meeting today.
- Commissioner Gifford echoed sentiments for change in staff and expressed gratitude for CDOT work during the past major weather events.

### **Executive Director's Report (Shoshana Lew)**

- Thank you for good discussion yesterday. Especially regarding the changes to the planning process. Really appreciate the dialogue and comments made yesterday. We wanted to have a conceptual conversation early on before things are worked out in more detail. For the multimodal priorities, we appreciated the

feedback received. The dialogue on safety was productive. TC can expect to hear more from us on these topics, and we appreciate you rolling along with us regarding changes. Thank you.

#### **Chief Engineer's Report (Josh Laipply) See above**

- US 550/160 in first process engage private sector on design build.
- Bomb cyclone and avalanches – we don't like to close roads, but reasons are related to safety. Need to publicize we have good reasons to stop folks from ignoring closures and CDOT warnings.
- Thank you to David Spector who is leaving. He will be missed.

#### **High Performance Transportation Enterprise (HPTe) Director's Report (David Spector)**

- David noted his departure from CDOT and expressed a thank you to the TC and CDOT staff. Recognized his team members, who made him look great with the HPTe accomplishments. This work as the professional highlight of his life.
- Commissioner Scott thanked David for his work and his team at HPTe. This work is important.
- Commissioner Thiebaut noted David's lasting impression on HPTe
- Commissioner Gilliland explained that for a lean staff the HPTe accomplishments were incredible. Thank you. Also the HPTe report is impressive.

#### **Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater, Division Administrator)**

- FHWA had an annual meeting in Santa Fe, NM. Good news is the economy is good in NM. There is an oil and gas boom there. NM DOT received a \$400 million bump in funding.
- Colorado experienced thirty feet of snow over pavement with avalanches that impacted the budget and system
- Safety continues to be a key FHWA focus now. Working on how to reduce fatalities. Yesterday a task force meeting at local level occurred with counties and cities. Working on a safety circuit rider, to go to local governments and identify how to improve safety on the local roadway system. This was a partnership between CDOT, FHWA and Local Technical Assistance Program (LTAP), who hosted the event. Concept is to have a dedicated resource to identify and implement changes with impact. Working on a proposal now. Looking at options that are still to be determined. This is a great effort. Excited to see work on how to make this happen. These types of efforts have made a difference in other areas across the country.
- Related to rumble strips, an innovation is "mumble" strips that cause the same vibration but are quieter – in the process of testing these, and they maybe a tool for us to use here.

#### **Statewide Transportation Advisory Committee (STAC) Report (STAC Chair, Vince Rogalski)**

- Vince Invited TC members to the STAC meeting tomorrow. As was last month, STAC and TC are the same week.
- Regarding the effect of EV on tolling lanes, STAC expressed concerns regarding low revenues paid by EVs.
- STAC lost its Vice-chair, and we elected new Vice-chair – Norm Steen
- STAC wants to know more about status of INFRA grants in terms of when will feds announce awards? STAC is interested to know.
- Regarding EVs and low emission vehicles, we tend to forget those vehicles also use energy, and they get it from somewhere, just not near the vehicle. The issue is how EVs will impact the electric grid, some rely on coal generated electricity as they need to be plugged-in somewhere. How will it work? Need more information on this subject. It really doesn't eliminate pollution, but moves it instead.

- Local participation in resilience, when I-70 is shut down, US 50 and US 40 are impacted; US 50 has a large project starting on it with closures starting soon. There is an issue with 18-wheelers that can't fit on alternate routes, and will need to use I-70 instead.
- Regarding the Statewide Transportation Plan (SWP), STAC members are still to be informed of changes presented to TC yesterday.
- STAC desires freight to be part of their Regional Transportation Plans and the Statewide Transportation Plan and they want to make sure this happens.
- Traffic Incident Management (TIM) program– STAC is interested in learning more about the impact TIMS has on private towing companies. Also the impact on first responders using this program/technology. There are always concerns with and the need to be on the lookout for secondary crashes.
- More snow is coming.

#### **Act on Consent Agenda – Passed unanimously on March 21, 2019**

- Resolution to Approve the Regular Meeting Minutes of January 17, 2019 (Herman Stockinger)
  - Resolution to approve FASTER Fund Swap (RTD/DRCOG) (David Krutsinger)
  - Resolution to Approve Maintenance Project Between \$50k-\$150k (Kyle Lester)
  - Resolution to Approval R5 Property Disposal: Wolf Creek Pass Duplex US 160 (Mike McVaugh)
  - Resolution to Approve R1 Property Disposal: I-270 & Lafayette Street (Paul Jesaitis)
  - Resolution to Approve R5 Property Disposal/Exchange: US 550 and CR 220 (Mike McVaugh)
  - Resolution to Approve ROW Settlement Affirmations and Authorization Requests (Josh Laipply)
- Item #10. *Discuss and Act on Webb Ranch Settlement* was removed from the TC agenda. Commissioner Zink recognized Mike McVaugh, Region 5 Regional Transportation Director, for his hard work on this and noted that a settlement was four years in the making for this important property. Negotiations were not an easy task, and were long and difficult, but it turned out for the benefit of the community in southwest Colorado.
  - Josh Laipply also recognized Mike McVaugh for his work on arriving at this settlement, and noted that initiating condemnation proceedings does not always lead to condemnation of property.

#### **Discuss and Act on Condemnation Authorization Requests (Josh Laipply) – Passed unanimously on March 21, 2019**

#### **Discuss and Act on Adoption of FY 2020 Budget (Jeff Sudmeier) – Passed unanimously on March 21, 2019 –**

#### **Discuss and Act on 9th Budget Supplement of FY 2019 (Jeff Sudmeier) – Passed unanimously on March 21, 2019**

#### **Discuss and Act on FY 2020 Scope of Work/Fee for Service Intra-Agency Agreement between CDOT and HPTE (Nick Farber) – Passed unanimously on March 21, 2019**

#### **Recognitions:**

- Josh Laipply recognized Civil Rights team for a WASHTO award for trailblazing on civil rights. WASHTO is an 18 state organization.
- Greg Diehl, Civil Rights and Business Resource Center (CRBRC) Manger, talked about different initiatives of Civil Rights at CDOT and recognized his staff.
- Commissioner Gilliland noted that being recognized by peers for your work is outstanding. I-70 work opportunities to train and hire local workers is impressive. Thank you for being innovative – this group doesn't always get notice. Thank you for the work you do.

- Commissioner Peterson mentioned how the effect on people's lives to give them opportunity to work is huge, and not ancillary at CDOT. CDOT is about people – that is what you do. This makes me very proud. This is life-changing work. I-70 program too is important. This is a well-deserved award, congratulations.

Key CRBRC staff invited to attend the TC Regular Meeting included:

- Greg Diehl
- Emily Crespín
- Anna Mariotti
- Eboni Younger-Riehl
- Mohamed Benjelloun
- Jun Arcilla
- Chessie Price
- Jose Rosado Moura
- Karen Fuji-Martin+
- Erica Downey

Other CRBRC Supporting Staff includes:

- Debra Lancaster
- Lauren Cabot
- Monica Vialpando
- Erik Lacayo
- Kathy Williams
- Amber Smith
- Micaela Martinez
- Patrick Borus
- Tamara Tunis
- Sabrina Hicks
- Eric Medina
- Maria Weston
- Scherry Pinion
- Karl Lehmann
- Amy Haffer
- Colleen Martin
- Juliet Sheets
- Brenda Valesek
- Cindy Brown
- Estevan Jaimes
- Tina Schulte
- Jason Benally
- Kelly Whaley
- Kerry Tahmahkera
- Pamela Martinez