



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

December 7, 2018

9:00 AM – 12:00 PM

CDOT HQ Auditorium
2829 W. Howard Place
Denver, CO

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of October STAC Meeting Minutes** – Vince Rogalski
- 9:10-9:20 **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:35 **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:35-9:55 **Federal and State Legislative Report / Funding Debrief (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal legislative activity.
- 9:55-10:05 **Federal Lands Access Program Representative Selection (Action)** – Jerad Esquibel, CDOT Project Support
- Selection of a STAC representation for the FLAP a Programming Decision Committee.
- 10:05-10:20 **Low Emission Vehicle Standards** - Debra Perkins-Smith and William Johnson, DTD
- Update on recent Low Emissions Vehicle standards.
- 10:20-10:30 **Break**
- 10:30-10:45 **Where Does Colorado Rank** – Debra Perkins-Smith and William Johnson, DTD
- Overview of where Colorado ranks in selected performance measures compared to other states.
- 10:45-11:00 **2045 Statewide Plan Kickoff (Informational Item)** – Marissa Gaughan, DTD
- Overview of 2045 Statewide Plan schedule.
- 11:00- 11:30 **Smart Mobility Plan (Informational Item)** –Bob Fifer, Transportation Systems Management & Operations (TSM&O)
- Update on the recent activities associated with the Smart Mobility Plan.
- 11:30- 11:50 **Rest Area Program (Informational Item)** – Marissa Gaughan, DTD
- Update on CDOT’s Rest Area Study and potential program.
- 11:50-12:00 **Other Business**- Vince Rogalski
- 12:00 **Adjourn**

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

New CDOT Region 1/ Headquarters Location: 2829 W Howard Place, Denver, CO 80204

STAC Meeting Minutes October 26th, 2018

Location: CDOT Headquarters Auditorium

Date/Time: October 26th, 2018, 9:00 a.m. - 12:00 p.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

In Person: Vince Rogalski, STAC Chair and Gunnison Valley TPR; Keith Baker and Michael Yohn, San Luis Valley TPR; Andy Pico, Andrew Gunning, and Norm Steen, Pikes Peak Area Council of Governments (PPACG); Dick Elsner, Central Front Range TPR; Elise Jones, Ron Papsdorf, Roger Partridge, and Doug Rex, Denver Regional Council of Governments (DRCOG); Terry Hart, Pueblo Area Council of Governments (PACOG); Sean Conway, STAC Vice Chair, and Suzette Mallette, North Front Range Metropolitan Planning Organization (NFRMPO); Amber Blake, Southwest TPR; Dean Bressler, Grand Valley MPO; Douglas McDonald, Southern Ute Indian Tribe; Bentley Henderson, Intermountain TPR; Heather Sloop, Northwest TPR; Walt Boulden, South Central TPR; Gary Beedy, Eastern TPR; Jim Baldwin and Stephanie Gonzales, Southeast TPR, Barbara Kirkmeyer, Upper Front Range TPR; John Cater, Federal Highway Administration (FHWA); Debra Perkins-Smith, CDOT Division of Transportation Development; Jeffrey Sudmeier, CDOT Chief Financial Officer; Joshua Laipply, CDOT Chief Engineer; Herman Stockinger, CDOT Deputy Director; Mike Lewis, CDOT Executive Director; Tim Kirby, CDOT Multimodal Planning Branch

Others In Person: Aaron Bustow, FHWA; Karen Schneiders, CDOT Region 4; Marissa Gaughan, Laurie Blanz, and Lily Lizarraga, CDOT MPO and Regional Planning; Michelle Scheuerman, Aaron Willis, Gail Hoffman, and Kathleen Collins, CDOT Statewide Planning; Lisa Streisfeld, CDOT Mobility Operations; Mark Rogers, CDOT Region 3; Stephen Henry, CDOT Staff Support; Michael Snow, Mike Timlin, and Brodie Ayers, CDOT Division of Transit and Rail; Randy Grauberger, WSP; Ann Rajewski, CASTA; Amy Ford, CDOT Advanced Mobility and Communications; Stephanie Holden and Danny Hermann, CDOT Region 1; Becky Karasko, North Front Range MPO; John Liosatos, PPACG; Bill Haas, FHWA; Eric Richardson, CDOT Office of Policy and Government Relations

On the Phone: Mike Goolsby CDOT Region 3; Tony Cady and Matt Muraro, CDOT Region 5; Wendy Pettit, CDOT Region 2; Sean Conway, STAC Vice-Chair joined via phone after the break.

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & September STAC	<ul style="list-style-type: none"> • Review and approval of September STAC Minutes without revisions. 	<i>Minutes approved.</i>

<p>Minutes / Vince Rogalski (STAC Chair)</p>		
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>STAC Chair Comment</u> <ul style="list-style-type: none"> ○ So one of the things I want to say is Bentley is back. But he is representing somebody new; he has taken Thad's place at Intermountain TPR. • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ In your packet from last week are minutes from the Transportation Commission (TC) workshops and regular meeting that are very thorough and goes through everything. ○ One of the things I want to point out they approved unanimously the SB 267 year 1 plan, so those projects have been approved to move forward. ○ Moreover, a number of other things of interest, in terms of where we are going, in terms of technology, as we will have presentations for managed lanes, we will hear more today. ○ Amy Ford gave a presentation on technology, in terms of where we are going and how some of that might influence our future, so you might want to look at some of those things. 	<p>No action taken.</p>
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: (Elise Jones) DRCOG is busy working on its 2020-2023 TIP process, as you may recall from the prior updates on this, we have a regional and subregional county component, with a call for projects on the regional component. We received 20 project applications that are worth about \$110 million for a \$32 million pot. That will be fun process to sort out. There has been a review panel that has been designated they will be meeting and making their recommendations right after the election. We approved our criteria for our Urban Center Station Area Master Plan Set-Aside Program and did a call for projects on that, and we also adopted the performance targets for pavement and bridge condition, system performance and air quality. Last, but not least, we took positions on several ballot initiatives – the DRCOG Board opposes Proposition 109, supports 	<p>No action taken.</p>

Proposition 110, and opposes Amendment 74, given the impacts we think it will have on land use planning for local governments.

- GVMPO: (Dean Bressler) For Grand Valley MPO our locally infamous SH 340 Redlands Parkway Roundabout project construction is nearly complete, and the locals have embraced the roundabouts, so that is a good thing. The I-70 B the corridor through downtown Grand Junction conceptual design project continues albeit slowly, I think a lot will depend there on what happens with Propositions 109 and 110. The 29 Road interchange PEL for a new interchange with I-70 kicked off about a month ago. As noted previously by me or Peter Baier, all our partners – CDOT, FHWA all participated in the kick-off, so that was great. Our travel demand model for the MPO and all of Mesa County, and the Grand Valley TPR, which is all of Mesa County, the RFP should advertise today or Monday latest, so for any consultants that may be in the back of the room you are on notice that there is a sexy RFP out there. In terms of performance target setting, we've had some challenges getting though PM 2 and PM 3, but with the help of CDOT's staff I think we can resolve some of those differences, and meet the November 15th deadline for committing to support CDOT's PM 2 and PM 3 targets.
- NFRMPO: (Sean Conway, STAC Vice-Chair) Thank you Mr. Chair, on September 10th Governor Hickenlooper led the groundbreaking for the I-25 North Express Lanes, we were also joined by Senator Bennet, which was great. There was good representation from all the local entities that contributed for that project. Had a total of \$84 million put in by the local governments, Ft. Collins all the way down to Berthoud, on other I-25 projects not just the 25 North Express Lanes. So those of you that are traveling I-25, you can see a Mount Johnny Olson, which is this growing mountain of staging for the construction that will begin early next year. Everyone refers to it as Mt. Johnny Olson and Johnny has embraced it. It is probably now 10 stories high? We will have skiing in Weld County if it keeps going. The US 34 PEL, which we have been working on over the last two years, is being finalized by the end of the year. Just want to give a big shout out to Region 4 staff and contractor that did this. They did this PEL from Kersey to Loveland, and they did a great job, and they did it in under two years. Phenomenal. Herman, if you see staff please let them know this is just an incredible job getting that done. That leads to, for those of you who don't know, US 34 between I-25 and Greeley will have more traffic than I-25 in the next ten

years, according to our model – it’s a huge issue. The PEL has some great suggestions, hopefully local governments can work on that. Finally, NFR MPO call for projects for FY 2022-2023 opened on October 12th and will close on December 21st.

- PACOG: (Terry Hart) A report from the Pueblo Area Council of Governments – As far as CDOT projects, the I-25 at Ilex project is moving along nicely, a lot of construction on the southbound lanes, the overpasses are pretty much done and now they are filling that back in so they can hook the highway to it. Very excited of what we all think of as a \$1 billion bridge, our little bridge over the Arkansas, we call it the green truss bridge has been down for at least two years (some believe for 50 years because there have been so many problems with it). Actually, it is open again to a single lane. And it looks like it is going to be opening pretty timely here, lot of really good work, a lot of fascinating engineering as we’ve had explained to us about some of the challenges, where they have had to lift the bridge for repair work connecting it to the abutments. Our westbound US 50 project is moving along nicely, we opened up recently the new westbound lanes that are lining up the better alignment that goes through there, with the added lane moving to the west, with three lanes there will hopefully alleviate the traffic congestion that has been occurring at that site in the past. At our MPO meetings, we have been doing quite a bit of work and took positions opposing Proposition 109, supporting Proposition 110 and opposing Amendment 74, and we have tried to get that information out to our constituency as well.
- PPACG: (Norm Steen) We have been working for 6 months on studying strategic direction for the MPO, We approved that plan at the last meeting it sets major objectives – the MPO will be more involved in not just transportation planning, but on community engagement, all the COG does in aging advocacy, and in water quality. We also we spend time a considerable amount of time talking about performance measures, We did adopt the CDOT proposed performance measures for the MPO. We had some discussion about why targets are lower in future years than in current year. Well, we know that we are looking that safety may fall, safety we are catching may fall even further; however, we did adopt those in full. In keeping with the Strategic Plan, we had our first legislative roundtable we are engaging our delegation in the Pikes Peak area. Not only on transport projects sync up how we are surveying our traveling public to the Pikes Peak

region. Very productive meeting. Our legislators were very pleased to be engaged in the process, not only in telling us, but also listening to concerns of other members. Filled out our transportation planning staff. Andy Gunning from Maryland, John Liosatos came from Arizona, and Kathryn Winger is joining us from Oklahoma City. (Norm Steen) I was remiss in thanking CDOT for a number of really good things happening, CDOT is now doing tours at projected sites in the COG - guiding sites of what a project might look like, very helpful for the full board, also appreciate the conference calls that Lily started, CDOT staff attended more work sessions, we got a work session on smart mobility facilities coming up. Just an appreciation for all CDOT is doing, not just on a monthly basis, but on a day-to-day basis. So thank you.

- Central Front Range: (Dick Elsner) Not a lot going on in our area, except it is starting to snow. We are seeing snow over Hoosier Pass and some of our higher elevations, so we keep hoping for that.
- Eastern: (Gary Beedy) Not a whole lot new. They did get the bridge finished at SH 59 and I-70 that had been taken out by the semi, there is some right of way they may address when they try to reconstruct through that area. They did accelerate bidding for a reconstruction project on I-70 to try to get ahead if any of the ballot initiatives pass, some of the inflation that is anticipated due to large demand for construction, hopefully.

Gunnison Valley: (Vince Rogalski, STAC Chair) Our big focus right now is on Little Blue Creek Canyon which is US 50, we received about two years ago a FLAP grant for \$18 million, and they are starting to plan the actual project, which should start construction in 2020, and so the problem is how to we use the road and how do we re-route the people. Or are there closures and openings and this type of thing. They had two meetings - one Wednesday, one Thursday, with one in Montrose and the other in Gunnison. This is in Gunnison County, and they gave them four options to vote on, and I haven't heard the results of the vote, but the first option, Option A - is full closure on US 50 for two to four months to two years, no vehicle access during closure for 24 hours a day and 7 days a week. Option B is full closure for three to five months for weekdays with access only on weekends. Option C is partial closures mornings and afternoons before 8:00 am and between noon and 1:00 pm and after 5:00 pm you have access to go. Option D is nightly closures from 9:00 pm to 6:00 am. So people are voting on those kind of options. The people I saw voting were mostly for Option C. Haven't heard

the results on that, but it is a project everyone has been looking for a long time but now that it is here everybody's kind of like hmmm – I don't know. Because they have to do a lot of blasting, it's a two lane road now, no shoulders, there is a creek on one side, for half of it, the creek moves to the other side for the other half, and where the creek isn't there is a stone wall that they have to blast off in order to provide two lane road with shoulders. A lot of blasting and debris removal that they have to do. So it is understandable that road closures will occur at some point. But there are a lot of people in Gunnison and Montrose that commute each way about an hour and 15 minutes, without any delays. They have an option for a detour, which is SH 92, but it adds about an hour to the drive and SH 92 is an up and down and around and about type of road, so it's nice in a sports car, but with a car or a truck it is tough. So one of the things they talk about with the detour is that no semis will be allowed on the detour. Will need to put signs everywhere in the state will have to use I-60 or I-70 to come around both sides turn around and go the other way. As the options increase so does the money. Everybody is talking about that – no results on that. Will see how it goes, as we still have some time before it actually happens. If you are going to use US 50 you had better pay attention. One other thing about the FLAP grant there is a FLAP grant for construction at Cottonwood Pass had little thing about the east side vs. the west side, it was scheduled as a two-year project – they are going into the third year. This doesn't bode well with other people thinking about what does closure mean in terms of US 50 and getting from Montrose to Gunnison and back and forth.

- Intermountain: (Bentley Henderson) I am exactly a week into my Chairmanship so not a whole lot to report. A couple of interesting things that are going on with the assistance of Region 3 staff, we are going to try to put together a TPR Chairman's Summit, if you will, so that we can get everybody on the same page and have a good understanding of what kind of things are important to our region. I think it is going to be a great step for us to start to collaborate on what we would like to see get done. We are in the process of hopefully finalizing the Outrider service from Frisco to Fairplay and what that does is it ties into Bustang that goes down US 285. It's a really great connection for folks that want to get from the South Central part of the state up to I-70 and vice-versa, so that's something we are continuing to work hard with in conjunction with the Town of Fairplay, Park County, and CDOT.

Lastly we are going to be starting, in earnest, a feasibility study for the I-70 Exit 203 interchange – that is the main Frisco interchange, which is a very challenging on and off ramp to the Interstate, with traffic backing up into the travel lanes on any given morning in the winter, and clogging up the town of Frisco incredibly for people heading back east towards the end of the day, after they've had a chance to have fun up in the mountains. So that's going to be a great project, and that's going to be a very involved project, because there are a number of local intersections that are going to be impacted in that analysis. It's a project that is long overdue.

- Northwest: (Heather Sloop) Pretty quiet up north. We haven't met in a while, we are meeting next month and next month is busy. We had our Transportation Commissioner and Herman came up to hold a nice little informational session a couple weeks ago mostly local regional people came and just had some questions and were there for information gathering on the ballot initiatives. Pretty quiet, quite nice, here comes the snow, hopefully, all week next week.
- San Luis Valley: (Keith Baker) Not a lot to report for the SLV TPR, the northern segment of the wildlife project at Nathrop on US 285 has been completed. Work continues on Cottonwood Pass project and the east side showing better progress than the west side. They are laying pavement on east side, work should progress as long as the weather permits. Little bit of work done on bridge along US 160 in SLV sector – Michael can elaborate. (Michael Yohn) Repair on US 160 over Rio Grande River is a 3-day project in Alamosa, lot of Clean up work is going on, and we did pass a resolution supporting Proposition 110. Thank you.
- South Central: (Walt Boulden) We also have been pretty quiet in South Central TPR. We are finishing our resurfacing on I-25, SH 12, some bridge work. On the 9th of November we should be selecting our consultant so we can start our bicycle/pedestrian PEL study of SH 12 which will be a major project, considering it is 81 miles and goes through federal land/state land, with incredible historic-type things.
- Southeast: (Jim Baldwin) Nothing in my little area, going to pass it to Stephanie, everything happens around Lamar. (Stephanie Gonzales) Right now our biggest project is the Lamar Street, and it's progressing nicely, as they are moving along, people are becoming happier as they are progressing. Region 2 came to our September 26th meeting, it was great

conversation, a lot of people at the table. Thank you Region 2 for answering some of the questions we had regarding ballot issues and projects we have on the table. The next TPR meeting will be December 5th following the election just to discuss how it all turns out, and where we will go from there.

- Southwest: (Amber Blake) We have a few projects going on that are going well. We have the signals project along US 160, in Durango three intersections are getting new traffic signals and American with Disabilities (ADA) ramps. We also have a couple of resurfacing projects from SH 172 to Bayfield, along US 160 resurfacing is going to be a great safety project. A lot of work on the shoulder to help improve traffic flow and safety through there. We've got on Wolf Creek Pass a signage project which improves signage and barriers for safety that is funded through freight money, which is a very needed project, and a resurfacing project along US 160 outside of Pagosa Springs to Treasure Falls, about 14 miles of resurfacing going on along there up towards Wolf Creek Pass. Two other items to note, transit related the City of Durango and the area transit providers are planning a transit summit focused on ADA and all the services that are provided in our region, that will be taking place in January. I wanted to call out a thank you to CASTA for putting on the Fall Transit Conference, where Durango Transit and Roadrunner Transit received the outstanding coordination award for the service that they are providing together. We cut services this past year and coordinated with Roadrunner to fill in a gap in service that we were cutting that they could provide.
- Upper Front Range: (Barbara Kirkmeyer) The UFR hasn't met since the last meeting that we had but our projects are still working forward our number one priority is SH 52 and I-76, and CDOT is working with the town of Hudson and Weld County to make sure that we get that designed appropriately. With regard to our US 85 PEL moving along, projects within there - the projects that CDOT, Weld County and UPRR have worked on – are going along pretty well. Weld County actually ended up closing five crossings. One of them we did conditionally and it's conditioned on the interchange at US 85 and CR 44. We still have work to do, as we don't have our IGA with CDOT so we'd like to get that done. Overall, moving along pretty well. We are talking with the communities all the way from Keenesburg across to Lafayette, and hopefully into Boulder County, about doing a PEL on SH 52 corridor. So hopefully in the next year we can get something going there.

	<ul style="list-style-type: none"> • <u>Southern Ute Indian Tribe</u>: (Douglas McDonald) Just heard day before yesterday that we are working on obtaining the Council’s blessing so that we may partner with Region 5 on a Nationally Significant Tribal lands grant application that requires a tribe sponsor, and I hesitate to say as we haven’t actually gotten sign off for that from the Tribal Council. Thank you. • <u>Ute Mountain Ute Indian Tribe</u>: <i>No report.</i> • <u>FHWA</u>: <i>No report.</i> 	
<p>Federal and State Legislative Report / Herman Stockinger (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State</u>: <i>No report.</i> • <u>Debra Perkins-Smith</u>: Just going to add something in terms of discretionary grants. We like to get this information out to you. National Significant Federal Lands and Tribal Projects. These grants are for federal land management agencies and tribes. If there is a state, county or local government interested in applying, the application must be sponsored by a federal land management agency or tribe. Applications for the first round due December 17, it’s on a rolling basis too so there will be other opportunities in the future. The purpose of the program is to provide funding for the construction, reconstruction, and rehabilitation of nationally significant projects on federal or tribal lands. An email did go out with that information. 	<p>No action taken.</p>
<p>STAC Statewide Plan Subcommittee on Formula Programs / Tim Kirby & Marissa Gaughan (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Tim Kirby went over formula programs and what decisions were made by STAC during the September meeting. • When this group met in September the STAC body took action on identifying recommendations for the other formula programs. The only formula program with no action taken to select a recommendation is the Regional Priority Program (RPP) • Since RPP is a flexible funding source, various factors could be used in developing a formula. Metrics considered for RPP have been lane miles (LM), center lane miles (CLM), vehicle miles traveled (VMT) and truck vehicle miles traveled (TVMT). Tim reviewed the historic, current, and Options A (25% VMT, 25% Population, 35% Lane Miles, and 15% Truck VMT) and B (25% VMT, 20% Population, 40% Lane Miles, and 15% Truck VMT) formulas. STAC Subcommittee made the decision to consider a new 	<p>The STAC voted to select RPP formula Option B – 25% VMT, 20% Population, 40% Lane Miles, and 15% Truck VMT (12 yes votes to 3 no votes).</p> <p>A vote of 3 wanted an amendment to the motion selecting Option B to include that use of the RPP formula elsewhere at CDOT would NOT be</p>

	<p>formula for RPP compared to the historic or current (50% Population, 35% Lane Miles, and 15% Truck VMT) formulas.</p> <ul style="list-style-type: none"> • There was disagreement about the potential application of the RPP formula beyond the RPP itself – it is often used as a starting place for discussion of other funding formulas. • Barbra Kirkemeyer asked about numbers shown for formula programs with both MPO and Region distribution percentages identified in the handout, wanting to see a breakdown by rural TPRs. • Tim Kirby explained that the way that we situated the chart in front of you and on the screen, from a Region perspective, since RPP does flow to the Regions, and each Region has discretion over how those RPP funds are divvied up, it makes it difficult to do a TPR breakdown, that's based on variability. The interregional meeting of TPRs in Region 3 that Bentley spoke of is generally how RPP discussions occur in the CDOT Regions. • A handout was distributed, a table showing the other formula program distributions based on the STAC recommended formulas and how distributions flowed to both direct and non-direct recipients. Some programs provide funds to MPOs directly and other provide funds to the Regions. RPP funds go to the CDOT Regions, but the handout showed how much of RPP and other programs would be spend in MPO areas and CDOT Regions. Marissa Gaughan explained that indirect recipient percentages were assumed distributions only. • Barbara Kirkmeyer clarified that the numbers are “planning guestimates” of how money would be distributed to MPOs for RPP. • Gary Beedy noted that in his area they are looking to shift funds around from year to year to have more funds to do a project, and not just get smaller amount that can't complete a project. Working on a memorandum of understanding (MOU) to be historically put in place to make sure that each Region, TPR, and MPO gets something. In addition, the last time our Region had voted to go ahead and distribute to each of the TPRs with Option B rather than have the formula the TC approved that was in conflict with what STAC recommended. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: Supports Option B. Statewide B gives statewide consideration – VMT tends to include population, I support Option B. 	<p>allowed.</p>
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- Dean Bressler: Through the process we made it clear they were in favor of Option B and we remain in favor of Option B.
- Sean Conway: NFRMPO, our MPO, after the subcommittee discussion put this off, and our MPO had an opportunity to discuss this, and our MPO voted for Option B.
- Elise Jones: DRCOG is not in favor of Option B, and feels very strongly about it. We don't expect full parity, but there are limits to how far we can go, Our area represents 50-60% of the population of the state. Our share would drop below 35%. Rural areas would receive a disproportionate amount of these funds. RPP is not just about the \$50 million, it is also used for other discussions of allocations, e.g., the project list for Proposition 110. Options A and B disproportionately impact our area. We strongly support the current formula, recognizing we don't support Option A and B, as they go way too far for us.
- Andrew Gunning: PPACG would like to stick to current formula; our preference is if we move forward recognizing the statewide perspective, it would be Option A, if we have to make a change, that is more equitable, much more so than Option B.
- Barbara Kirkmeyer: Speaking on behalf of UFR TPR we support Option B. We understand you feel the sting, but we felt the slap when the current formula was put into place. Option B is best for the entire state.
- Heather Sloop: Northwest TPR is in favor of option A or B. Understanding that the metro areas impact the rural and mountain roads, especially during the weekends. Biggest issue is urban areas use the mountain and rural roads on the weekends so the impact is greater to those rural communities. So we see A or B as an option.
- Gary Beedy: Regarding VMT, it reflects an understanding of the level of economic activity produced by these areas of the state. This would be a statewide program. Showing the higher VMTs in Option B because it shows economic activity generated, not just where the population is living, because those rural roads provide everything.
- Walt Boulden: South Central along with the others, is very much in favor of Option B. The roads still are traveled and worn down by the population in rural areas.
- Amber Blake: SW TPR echoes what Gary said and thinks Option B is best for the state as a whole.

- Barbara Kirkmeyer: Reviewing the table for Region 1/DRCOG, the table shows the percentage, that if Option A picked, DRCOG would receive 56.2% and under Option B 55.4 %. If this is correct this reflect a difference of less than 1%, only a 0.8% difference, pretty close to a wash.
- Ron Papsdorf: If DRCOG had some guarantee that if other new sources of money came along we wouldn't just use the RPP formula then we would feel better, since we would be going from 39% down to 35% between the different RPP formula options. We could use funding percentages of the total funding sources instead RPP.
- Barbara Kirkmeyer: UFR TPR and I would never agree to that. If we went to Option B, they would lose .08 percent, less than 1%. Maybe I misunderstood, not all of our formulas follow the RPP process.
- Vince Rogalski: There are other funds that use the RPP formula for distributions.
- Debra Perkins-Smith: Need to clarify this, for example when looking at the ballots we considered RPP, but nothing else specifically uses the RPP formula for its distribution. RPP formula is only applied to prompt initial discussions.
- Bentley Henderson: In process we offer up RPP as a stepping off point, we could throw out as a surrogate, but there is nothing that locks other funding decisions into this formula?
- Tim Kirby: When we start conversations around potential funding sources, it is used as a conversation starter. But we always bring these discussions to this body.
- Elise Jones: DRCOG is confused. Why are we double-counting truck VMT in the two formulas that include that? Isn't TVMT a subset of VMT?
- Gary Beedy: Due to wear and tear on the roads, this is a big issue in rural areas, wider roads, shoulders, the truck volumes are increasing exponentially on these rural roads. Trying to get this safety so that the goods can get in and out of the Metro areas. All other issues that we have to address those problem spots/areas, trucks needs this improvement. Without this, it is not likely going to happen. That is where the truck VMT is very important to address statewide issues and safety to help to Metro areas.
- Debra Perkins-Smith: For other funding programs the purpose and related factors of consideration are easier to identify, but because RPP is flexible it makes factor choice more difficult. For example, Truck VMT links to the

economy, Population/VMT is linked to congestion and tourism, and Lane Miles are linked to safety and maintenance. It is harder to narrow down the factors, so the subcommittee used multiple factors.

- Ron Papsdorf: I understand the important of trucks. Obviously, trucks have a significant impact on that but there's already a lot of money out of CDOT's budget for pavement preservation that already goes to the rural areas of the state to address those issues.
- Gary Beedy: CDOT's switch to Drivability Life is showing how poor the rural roads are. Just keeping roads drivable is highlighting the need for more dollars to go to rural areas. Not including addressing all the other rural issues of safety and mobility. This is just keeping roads drivable. In Lamar on Main Street trucks knock the mirrors off of cars, we can't accommodate two trucks on the road at once. RPP helps address specific rural issues minutely.
- Sean Conway: Ron you spoke about new money - can you explain that to me?
- Ron Papsdorf: It is one thing to speak about the RPP formula just for RPP but if you use it as a guide for new funding source, than that really becomes an issue for us. RPP is not a statewide formula now, my recommendation is that RPP formula would only be used for RPP funds.
- Suzette Mallette: Do we need to confirm that there are no other funding sources that use the RPP formula?
- Ron Papsdorf: The conversations around Proposition 110 is an example of when the RPP formula served as the starting point for another funding formula.
- Debra Perkins-Smith: There are no other existing programs that use that RPP formula at CDOT. It is used to start conversations only.
- Sean Conway: It's a starting point
- Herman Stockinger: It was a starting point, and for Proposition 109, it was the starting and ending point. Proposition 110 was within 1% of the RPP formula. All of this information was brought to STAC for discussion too.
- Gary Beedy: You have to think of what connects everything. Population needs the system to connect to the center.
- Elise Jones: I do not want to argue that truck traffic is not important in rural areas for economic vitality, to think it is the only factor of economic vitality is plain wrong. Tourism is based on population and VMT too. There are other

economic drivers in the metro areas if this is what we want to the RPP to address the state needs, but then let us have an understanding that RPP is not to be used for other funding sources or programs. Let's agree not to use RPP elsewhere. We are attempting to be reasonable here.

- Doug Rex: I concur with the comments, Barbara is reading the tables correctly. For DRCOG and/or Region 1, why are these the only programs we are looking at? If we are really going to do a cross analysis, we should look at the other programs as well. General STP, money for example where for two regions that is irrelevant to them – they don't get any of it. So if we are going to have a conversation of how funding flows in the regions, we should have access to all the programs.
- Jeffrey Sudmeier: I can clarify on the STP, it's a good point and the STP program is a larger program and 50% of it is flexible and goes into our other programs like surface treatment and goes all over the state – 50% by population and DRCOG gets 80% of the 50%. MPOs represent about 40% of the STP dollars, so that is not reflected in the total with 60% going all areas.
- Gary Beedy: - To address comment on VMT. VMT is a good measure to use. Population starts trying to address local demand and needs. That's why the TVMT and VMT to cover the statewide system to keep it all connected and global. The rural areas have struggled with adding population for distribution of transportation dollars on the statewide system. If it was the entire transportation system we were looking at then that becomes a different discussion. But for the state system, population becomes more difficult. We felt last time that we really were slapped, the transportation need was disregarded at 50% population, and the TC disregarded the STAC recommendation.
- Bentley Henderson: When did it change to current?
- Tim Kirby: During the 2040 statewide planning cycle.
- Vince Rogalski: There were several formulas discussed last time, the STAC voted in support of the historic formula, but the TC overruled us.
- Barbara Kirkmeyer: That was our first recommendation, the historic formula, then they said population was going to be a component no matter what, we tried to work out a compromise and came back with Option A in 2014, and that didn't work out either. If you want to go back further as to why we have the historic formula, there was change made in the late 1990s that was

based on 40% LM, 45 % VMT, and the 15% Truck VMT to ensure that DRCOG received about 42% of the funds.

- Debra Perkins-Smith: Can we find some common ground here? Staff has not had a full discussion with the RTDs, so we don't have a recommendation yet. Want to move forward with STAC. First the historic formula is off the table. And I do not hear from the rest of the STAC proposing a different formula. So what we have are the current formula and Options A or B.
- Gary Beedy: I'm going to make the motion to move forward – I will recommend Option B.
- Amber Blake: Seconded.
- Tim Kirby: Chair Rogalski, before we move into voting, one request we had from staff perspective, and because the purpose of this action is to make recommendations to the TC, it appears that there is going to be a split vote, so it would be helpful to know what the tallies are so when we are making those recommendations, we can clearly express what the group landed on.
- Vince Rogalski: Agreed. Further discussion?
- Elise Jones: A friendly reminder to include an amendment that the RPP formula not be used for any other funding allocations unless it is the total we are using to guide those discussions.
- Andrew Gunning: Seconded that.
- Vince Rogalski: There is a Motion to amend the original motion to recommend Option B.
- Barbara Kirkmeyer: UFR will not be supporting the amendment. All can decide if to start with RPP or not, it is not necessary to amend motion.
- Vince Rogalski: The Nos have it. No amendment to be included in the original Motion to recommend Option B. Motion carries.
- Debra Perkins-Smith: Need a count please. 12 in favor of recommending Option B (with no amendment) and 3 against recommending Option B without an amendment to not use RPP formula elsewhere (PPACG, PACOG, DRCOG).
- Vince Rogalski: Since this was not unanimous, I will also bring up amendment topic to the TC when providing the STAC recommendation.
- Mike Lewis: It is good that we have a forum to hold difficult discussions like this. The more we can say during a respectful relationship the better. Obviously there are different needs and issues that compete. The more we

	<p>can collectively try to find a win/win the better off we are going to be. I try to do this with the TC as well. The more you can think about the other perspective. Depending on what happens two weeks from now the world could change, or it could not, in terms of the relevance of this discussion. However, we do not know what that is going to be like until it happens. I think this organization and your input is in the interest of the entire state. It's how state planning happens and I appreciate it. This organization of STAC gives input that is 99.9% of the time reflective of other needs. STAC is a national model for how state planning input should happen.</p>	
<p>SB 1 Multimodal Options Fund / Debra Perkins-Smith (CDOT Division of Transportation Development) and David Krutsinger (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Debra Perkins-Smith reminded STAC that there is not any action for this month and that is discussion is information only. • Specific to SB 1 multimodal options funds is \$96.7 million with \$2.5 million that goes to the TC, with \$94.25 million divided between locals and the state with 85% going to locals, or \$80.12 million, and 15% or \$14.13 million going to the State. TC has been directed to develop a formula for the distribution of the local portion. • Past discussions occurred regarding forming the committee/task force to assist the TC with developing the local formula. • Debra gave an overview of the relevant legislation. • CDOT staff put together a straw man list of potential entities to serve on the committee/task force for STAC review and reactions. Staff recommended representative organizations and other interest groups. • STAC can add others if STAC thinks it is appropriate. STAC suggested the committee/task force should be limited to 7-9 members. • Any other suggestions? In terms of STAC representation, staff recommended considering one rural STAC member and one urban STAC member to serve on the committee/task force. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: The Area Agency on Aging is good but one that has a rural/urban position, because of the different way those areas have to respond. I would like to know why COPIRG would be considered? • <u>Debra Perkins-Smith</u>: COPIRG has been involved in bike/pedestrian issues and that is why they are included on the list. 	<p>STAC voted for Elise Jones, Heather Sloop, and Amber Blake to serve on the SB 1 Multimodal Options Committee/Task Force to support the TC in determining a formula for the local portion of the funding.</p>

- Joshua Laipply: On the statewide area agency transportation committee, for American Association of Retired People, not sure this group will provide good for a statewide perspective, if Seniors forum. Maybe AARP?
- Norm Steen: Our largest component of PPACG is AAA and is a major function. Agree aging in place is huge and fastest growing segment of population. For AAA if person is from COG there are individuals here who are members in both groups. Recommend having a core-voting group, but having part of the groups serve as advisory members as input is important. Would not recommend interest groups having the same weight to vote.
- Suzette Mallette: Fort Collins has a huge bicycle advocacy presence, could probably get somebody from there to serve on the task force.
- Amber Blake: Perhaps we could combine CASTA/TRAC as one vote. CASTA has a seat on TRAC. I could take one seat. Bike/Pedestrian rural and urban representatives are needed because we are facing different perspectives. Amber volunteered to serve on the committee as a bike/pedestrian and transit rep from the rural perspective.
- Herman Stockinger: Legislation is written similarly to Proposition 110. Not sure combining TRAC and CASTA would work, TRAC needs a separate representative. If Proposition 110 were to pass, with similar language, would this committee be assumed to be the same group to handle SB 1 funds and Proposition 110 funds.
- Debra Perkins-Smith: Yes, right now we just want to know who would advise, as you know we did not identify people, we identified organizations. I think it would be OK for some to do double duty, so that we can get more people on there. For example if someone is both a TRAC and STAC member, perhaps we could have another TRAC member join, then we could have two TRAC members, overlap could be helpful and allow for further discussion. Four committee/task force reps found in the legislation include: TRAC, STAC, Transit Agencies, and Bicycle and Pedestrian advocacy organizations.
- Elise Jones: I thought you did a good job looking at a diverse group of stakeholders. I would second Norm's comment about the aging population. DRCOG would have a representative would be important. DRCOG could play urban role from STAC.
- Barbara Kirkmeyer: Look at the statewide Colorado Commission on Aging who are appointed by the Governor. They meet monthly, travel around the

	<p>state. This Commission thinks about things from a statewide perspective. Not related to agencies on aging.</p> <ul style="list-style-type: none"> • <u>Heather Sloop</u>: I would serve as the representative, I am on the Safe Routes to School (SRTS) committee and could help with dual representation. • <u>Debra Perkins-Smith</u>: We will look into the Colorado Commission on Aging, there are a couple individuals willing to do double duty. Heather SRTS/STAC and Amber Blake Bike/Ped/Transit rural. Elise to represent urban STAC, and North Front Range MPO – bicycle/pedestrian rep. Is that it? Want to take action now? • <u>Barbara Kirkmeyer</u>: I would like to vote now, I like that they volunteered. I make a motion that Elise, Amber and Heather would serve on the committee. The vote was taken, and STAC approved their participation unanimously. 	
<p>FY 20 Budget / Jeff Sudmeier (CDOT Chief Financial Officer)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Jeff Sudmeier had a one page handout of the proposed FY 2020 budget. Plan is to request the TC’s approval of the budget in November. Brief overview was provided to STAC. We develop the proposed budget in the late summer/early fall of each year, for the budget that will begin the following July 1. The TC approves the final proposed budget of November each year; we have to meet a statutory deadline for the Office of State Planning and Budget in December. We then make updates, we re-run budget forecasts to ensure that things are following the forecasts. Final budget is approved in March of each year, the governor then signs the budget. We will come back around in the January or February timeframe to STAC and the TC. • Before we look at the sheet, I want to do an overview on how we determine how each program receives funding. There are primarily three funding buckets: <ul style="list-style-type: none"> ○ Asset Management – based on performance measures (46%) ○ Mandated Programs – based on forecasted revenues or commitment (40%) ○ Non-Asset Management Flexible Programs – based on Work Plan budget Process, Joint Budget Commission (JBC) figure setting and TC priorities (14%) 	<p>No action taken.</p>

- Total FY 2019-2020 budget is roughly \$2.08 billion including CDOT, High Performance Transportation Enterprise (HPTE), and Bridge Enterprise (BE), where a more typical year combined budget is \$1.4 billion; Jeff explained the changes to the budget since last discussed with the STAC and TC recently.

STAC Comments

- Suzette Mallette: This may change radically in the next couple of weeks.
- Jeff Sudmeier: There are a couple of different things that could happen. We get policy updates from downtown, for example, what we are being told to budget for OIT services or General Attorney fees. Tend to be small changes, before the TC finalizes. Our reserved line may go up or not. The large change relates to SB 267. Current budget assumes 2nd year of SB 267. Proposition 110 would trigger a retention of the second year of SB 267. If 109 passes, SB 267 would be eliminated. If Proposition 109 passes the other item we will still need to address, is how to reflect Proposition 109 proceeds within the budget.
- Suzette Mallette: Are you waiting for the ballot?
- Mike Lewis: The budget items are draft, this process would be modified reflecting ballot impacts in February or March before the budget is finalized.
- Norm Steen: Is RPP included?
- Jeff Sudmeier: RPP is in FY 2019, as Joint Budget Committee funds went into R5 Radar project. RPP is flat, based on current formula and funded at the same level each year. Asset Management and RPP are flexible funds that could be used for debt service potentially. Redistribution was very hard this year. This is an annual process; FHWA goes through a process to see how much each state receives based on unspent funds from other states. Record level received this year \$70 million, Surface Transportation Block Grant received an about an additional 18M in flexible funds. Redistribution allocation discussion options under TC Program Reserve total \$214 million. Staff recommends the TC and STAC consider putting additional funds towards:
 - Previously Planned Draws (\$63.5 million)
 - UPRR ROW Settlement –\$33.4 million
 - FY 2019 MS4 WQ requirements – \$3.35 million
 - FY 2019 ADA compliance - \$15 million

- Backfill TCCRF to be \$40 million – \$11.7 million – also making recommended minimum of \$60 million of TCCRF, leaves roughly \$84 million to allocate elsewhere. Will take back to TC after the election.
- Other Existing Commitments – \$43.5 million (new items)
 - MASH Safety Hardware – \$25 million – guardrails and crash cable are examples.
 - FY 2019 Surface Treatment – \$16.7 million
 - FY 2019 Toll Corridor GP Lane Maintenance Agreement – \$1.8 million on US 36 with Plenary.
- Jeff Sudmeier: Two TC funds, Program Reserve and TC Contingency Reserve Fund. Program Reserve has no minimum target balance, but TCCRF does – \$40 million but now recommending \$60 million. Not decided yet by TC.

UPRR Settlement Budget Item

- Ron Papsdorf: Describe UPRR Settlement in more detail. Have past TC decisions been part of budget already?
- Jeff Sudmeier: No budget funds except draws for small closures. The line item for \$33.9 million is being held on the side for future request. Waiting for time to make payment.
- Joshua Laipply: We made a few small draws on closures for caldesacs for Weld County roads. The \$33.9 million is for a purchase and sale agreement executed with UPRR. We have not done the closing yet, but are expecting to next year.
- Ron Papsdorf: I thought the TC had already allocated funds for the right-of-way piece to the tune of about \$28 million?
- Joshua Laipply: We put an earmark on contingency in that amount, because the purchase and sale had timelines that had to take place before they felt comfortable. Some of the closures needed hearings with the PUC and it has been dragging out, so the UPRR hasn't felt comfortable closing on that. We are past the purchase and sale agreement date, we are hopeful here, Barb and her staff have been working really hard on the closure side and working with the public hearings with the PUC and hope to have closure the end of this year.

	<ul style="list-style-type: none"> • <u>Ron Papsdorf</u>: So the \$28 million earmarked for the UPRR Settlement has been used for other things? • <u>Mike Lewis</u>: From Budget perspective put against reserve – we will need this money, not executed yet, as placeholder in budget. • <u>Jeff Sudmeier</u>: Budget supplements go every month the TC and provides a program reserve statement that includes anticipated future requests line items. As of last July a line item was added for \$35 million. That is just forecasted. Over the course of the year, there were a couple of small draws to cover closures, that went through as budget supplement requests, and drew \$35 million down to \$33.9 million. • <u>Josh Laipply</u>: Interchange is part of this too, the purchase and sale agreement, and gives us permanent property rights and other transportation improvements and closures. For mobility and safety for both UPRR and CDOT, the dollars are what we are anticipating to spend in the near future. • <u>John Loisato</u>: Funds getting advanced are they the same eligibility as RPP – could do 10% increase over 4 years is this something that could happen? • <u>Jeff Sudmeier</u>: Yes could be allocated to any purpose. Could a portion of the \$84 million be spent this way? Yes that would be an option for the TC. Not looking for action today, any comments or input for TC? Otherwise, discuss other funds and next month. Asking TC to approve the following expenditures for UPRR Settlement, Permanent Water Quality, ADA curb ramps, Surface Treatment, and Toll Corridor GP Lane Maintenance. No action today but solicited comments from the STAC. Focused on what five things we will be asking the TC to approve next month. • The “Allocation Options” list from the presentation will be taken to TC, with the exception of “MASH Safety Hardware Compliance”. Wait and make part of later conversation to spend other dollars. • <u>Gary Beedy</u>: Was happy to see the surface treatment funding allocation proposed. It is needed desperately. 	
<p>Mobility Choice Blueprint / Debra Perkins-Smith (CDOT Division of</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Debra Perkins-Smith introduced the consultant Project Manager of the Mobility Blue Print project, Rick Pilgrim of HDR. • Rick provided an overview of the Mobility Choice Blueprint Project, which is a collaborative effort between CDOT, Denver Regional Council 	<p>No action taken.</p>

<p>Transportation Development)</p>	<p>of Governments (DRCOG), Regional Transportation District (RTD) and the Denver Metro Chamber. This project group is scheduled to disband (sunset) as of December 31, 2018.</p> <ul style="list-style-type: none"> • Rick recognized CDOT staff – Executive Director Lewis, Debra Perkins-Smith, and Mike King for their contributions. Also recognized DRCOG’s Doug Rex and Ron Papsdorf for their participation. • The unified vision for this project is a partnership of public and private organizations focused on changing how we move, and making the Denver metro area a better place to work and live. • The purpose is to come together to provide recommendations to encourage the most effective technologies and approaches, maximizing mobility to meet our long-term goals of enhanced quality of life and increased economic vitality across the metropolitan region. • The hope is that individual entities, working together, will implement the plan by leveraging funds and engaging the private sector. • This project used a ground-up approach to getting input, and compared scenarios for trends, with preliminary and final recommendations to be developed, including policies and programs. • A Draft Mobility Choice Blueprint document is due in November 2018, and Rick will come back to the TC to share and discuss this document in the new year. • A project website exists with a quiz for stakeholders. Three project deliverables will include a brochure, a full document, and a 50-page technical report with appendices. • The looming problem is that as autonomous vehicles (AVs) enter the market, depending on how ownership plays out, major increases in vehicle miles traveled (VMT) could result from additional populations being able to be driven, along with the potential for zero occupancy vehicle trips being generated as vehicles drive to parking/storage destinations. Need to plan ahead to get policies in place to encourage shared AV ownership and discourage zero-occupancy trips. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Doug Rex</u>: Thank you for the presentation. There was a Board workshop held recently, and we were apprehensive of what this would be regarding the scope. We have done a good job with great information and have identified tactical actions that will add value to others around the table. These actions will help with governance structure and interface with private sector, in 	
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	<p>partnership with DRCOG, CDOT and RTD. Looking at our partnership differently and how we can fund projects. We are excited about this project, and about having an interface with the public sector. Any government action items will be done with the other public agencies - RTD, CDOT, etc. This brings a closer relationship with these agencies and helps us look outside the box.</p> <ul style="list-style-type: none"> • <u>Mike Lewis</u>: I concur with Doug. This is a collaborative process to find a way to work with private sector in a more defined fashion. This transportation system is a complex system and we have to work together. Having a good blueprint - that makes sense. To reiterate Doug's comment, this is not about reinventing the wheel and finding a way to work more with the private sector. We hope that in the next administration this theme carries forward. • <u>Norm Steen</u>: How does this tie to RoadX and the bigger scale – is RoadX part of this? • <u>Mike Lewis</u>: It is part of this – in a way Road X pointed to our need for something like this. RoadX essentially spurred this project. • <u>Doug Rex</u>: I agree with that. If RoadX did not exist, then we would not be as far along in this process. People are looking at us nationally. We are considered rock stars in this arena. 	
<p>Managed Lanes Policy Guidance / Lisa Streisfeld (CDOT Mobility Operations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Amy Ford kicked off the discussion. How to integrate managed lanes into projects as a process? We have a draft version of guidelines for considering managed lanes for projects. Lisa will lead you though – once again it is draft. We desire a collaborate process in developing the guidelines. • Lisa provided an overview of forecasted population growth in Colorado. • Managed lanes are more than just toll lanes, they are a number of tools and strategies used to manage transportation demand in real time. It is a method to enhance roadway capacity. • Three Strategies exist to increase capacity through by Pricing, Vehicle Eligibility, and Access Control. • The purpose of the guidance is to comply with the implementation plan outlined in Policy Directive (PD) 1603.0 that was adopted in 2012 with a section requiring guidance on managed lanes be developed in the PD's implementation plan. • Guidance will provide information regarding how and when CDOT should consider using managed lanes. 	

- Stakeholders were a CDOT leadership team and working group.
- Best practices and case studies were evaluated from other DOTs.
- Project is phased:
 - Phase 1 – develop guidelines, process, framework, goals objectives, toolbox by end of this year.
 - Phase 2 – concept for day-to-day operations and maintenance of managed lanes.
 - Phase 3 – conduct outreach and training.
- Part of the guidance is the creation of a decision toolbox – this checklist will help to determine if and when it makes sense for a given project. It will also provide a method to document how and why the decision is made to include or not include managed lanes.
- Guidance will include and refer to data that is obtainable and feed into performance measures.
- The intent of the guidance is to provide a proper definition for managed lanes, and the various types that also include express toll lanes. An idea is to provide photos of the different types of managed lanes to be more clear about what we are talking about.

STAC Comments

- Mike Lewis: This would have been very helpful during the Gap project for example. This is the reason why we are doing this.
- Andy Pico: Agreed. This would have been helpful before, we had a lot of heartburn as a result. Many other managed lane options are not tolling. You have almost every elected official opposed to what CDOT is doing. It would be helpful to see some equity and explain there is more than just tolling. Consider opinions of elected officials.
- Elise Jones: Great thing you are doing. Coming from the land of US 36 that is wildly successful. We see it as a model and you need to do it right and that responds to local needs. What you are putting together will help communities go through this process. We cannot have population growth and to accommodate it without managed lanes.
- Norm Steen: You said you want to engage COGs and MPOs for input, but your targeted end date is in 70 days. What does input look like in next 70 days?

- Lisa Streisfeld: I am more than happy to meet with the MPOs – I know there is a Statewide MPO meeting this afternoon and there will be one next month. I can reach out to Region Planners and meet with you as well. I have received input from DRCOG.
- Mike Lewis: The end of the year is a goal. But if we have not reached out adequately we will take time do so.
- Norm Steen: There hasn't been a outreach to the COGs. We meet on a monthly basis and have subgroup meetings – this involves hundreds of people in COGs. Takes time to engage a group that large. I would suggest that by the end of the year it is completely unrealistic to engage the Pikes Peak region input. You have been working on this for a while, and this is the first presentation we have seen. Would like to see the criteria that establishes a yes or no to managed lanes, what would contra-indicate managed lanes? Are there some factors when we should *not* consider managed lanes? This Policy Directive passed in 2012.
- Debra Perkins-Smith: I think it would be good for Lisa to get with the MPOs and ask how it would be good for MPOs to be engaged. Each process may be different. I am going to talk a bit about the intent. The original Policy Directive was to make sure that managed lanes were considered, bus on shoulders for example. CDOT doesn't just go in there and do what they want, but to determine if there is there a way to not spend so much money, but to increase corridor capacity. This was the original intent. Lisa's list of dots is to help with the managed lane thought process, they actually have a list to go through and think about if this strategy applicable or not. The Policy Directive does not say you have to do this – it says you have to consider this, and if you don't you need to document why you are not using managed lanes. This would be on a project by project basis.
- Norm Steen: Understand there are predispositions for managed lanes.
- Mike Lewis: The unspoken concern raised here is also what about public opinion? Where does that come in? Where does that get evaluated? That is part of the process
- Debra Perkins-Smith: Public engagement is part of the NEPA process.
- Norm Steen: There are 700,000 people in that COG who care about this, and are deeply concerned about it. Thank you to Mike and staff for all the presentations on the Gap project, but I think you heard loud and clear the sentiments of the Pikes Peak Region.

	<ul style="list-style-type: none"> • <u>Mike Lewis</u>: This is an audience to have that discussion. Same thing for NFR. It was not easy, part of it is education, but it may not all be education, but philosophical disagreement, and that's something else we are going to have to work with. • <u>Debra Perkins-Smith</u>: Everyone now will know that when we go through NEPA managed lanes will be treated equally, because we have a process. There wouldn't be a question of why did you do this over there and not here and so forth. Did you consider it over there? We can say yes and it didn't pan out. Over here yes and it makes sense. We can say everyone went through the same process. • <u>Norm Steen</u>: Adjust your goal for end of year right now. If you are serious about engaging the COGs, we need to allow time for it, if you are not then proceed without us. • <u>Ron Papsdorf</u>: Echo many of Norm's comments, we look forward to engaging, there are specific state statues that give responsibility to MPOs in terms of some types of managed lanes, we have adopted in our Regional Transportation Plan (RTP) some policies around managed lanes and express lane facilities. We just want to make sure that built into the guidelines, not just consultation in developing the guidelines, but consultation in the review process, on those facilities within MPO boundaries. Just a note the vast majority of the Gap project is in the DRCOG region. We need confirm the guidance and process established is consistent with our policy framework within our RTP. • <u>Lisa Streisfeld</u>: Great input. I will be reaching out to the MPOs individually and as a group, working with Deb and Amy to be sure we provide the coordination we need and get your input. Message heard. These documents are draft and we need and want your input. • <u>Mike Lewis</u>: We will adjust the deadline. 	
<p>Other Business / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • We will move Outrider Presentation to next month. • The next STAC Meeting will be held on December 7th at CDOT HQ at 2829 W. Howard Place, Denver 80204. • The STAC Chair adjourned the meeting and wished everyone a Happy Thanksgiving. 	<p>Will hold Outrider presentation at next STAC meeting.</p>

STAC ADJOURNS

DRAFT

The Transportation Commission Workshops were Wednesday, November 14, 2018 and the regular meeting was Thursday, November 15, 2018. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

Documents are posted at <http://www.coloradodot.info/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, November 14, 2018

1:00 pm to 4:20 pm

Attendance: Ten Commissioners attended; Commissioner D'Angelo was excused (for Workshops preceding the SWP Committee).

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss five right-of-way (ROW) acquisition (negotiations), four for settlement authorization requests, and three for condemnation proceedings.

Action: Prepare to act on agreed upon proposed acquisitions and settlement condemnations at the regular Commission meeting.

The five projects with requests for authorization of property acquisitions for November 2018 included:

- Region 1
 - I-25: 120th Avenue (SH 128) to SH 7, Project Code: 22703
 - SH 83A (Leetsdale) – Mississippi to Colorado (SH 2), Project Code 21208
 - I-70 Westbound Peak Period Shoulder Lane, Project Code 21893
- Region 2
 - US 24 Passing Lanes near Peyton, Project Code: 20917
- Region 4
 - Advanced ROW acquisitions for US 85 at WCR 44, Project Code 22874

The four projects with requests for settlement authorization requests for November 2018 included:

- Region 3
 - SH 24 Battle Mountain Pass, Project Code: 21767
 - US 6 and I-70B Clifton Roundabout, Project Code: 21415
 - SH 340 Redlands Parkway Phase 2, Project Code: 21411
- Region 5
 - US 550 South Connection, Project Code: 19378

The three projects with requests for condemnation authorization requests for November 2018 included:

- Region 4
 - US 34 & US 36 FLAP Estes Park Couplets, Project Code: 20298
- Region 5
 - US 550 South Connection, Project Code: 19378 (multiple parcels)
 - US 160 Passing Lanes North of Towaoc, Project Code: 20325

Discussion:

- Comments on acquisition authorizations – None.
- Settlements confirmations – Commissioner Zink asked about how settlement amounts compare to fair market value for properties. Josh Laipply, CDOT Chief Engineer, noted that CDOT does their own appraisal and the property owner can also get an appraisal.
- In terms of Region 5 properties, per Mike McVaugh, the CDOT Region 5 Transportation Director, and the condemnation proceedings are just in case negotiations do not work. Getting close to agree upon values with property owners in Region 5.
- Pertaining to condemnation requests for Region 4 the project is the Estes Park Couplets, which is a Central Federal Lands (CFL) project, that received a Federal Lands Access Program (FLAP) grant, and had an Environmental Assessment (EA) done last year. Project is converting US 36 and US 34 into one-way roads in Estes Park. This will help traffic flow. Presented this to TC last month but we received additional comments so we tabled this month.
- The attorney that represents all three land owners along the US 34 & US 36 FLAP Estes Park Couplet, Steve Nagy, of Alderman Bernstein, spoke and made some comments.
- The three land owners are, Culp and Slaydon and the Minglewood LLC property owners, the Whyards.
- Steve Nagy requested that an additional public hearing be held to hear from the Minglewood LLC property owners, who have raised concerns. Mr. Nagy also raised concerns regarding the process the Commission is using to abide by the Americo ruling, and that the packet contents were not complete.
- Josh Laipply explained that condemnations are highlighted with the TC in more detail before any action is taken to move forward with condemnation proceedings. Property information in the TC packet is very detailed.
- Corey Stewart of CDOT, attending on behalf of Region 4 Transportation Director, Johnny Olson, explained that the property owners were met with three times during the Environmental Assessment process.
- Commissioners Zink, Thiebaut, Connell, Gilliland, and Hofmeister added their comments, and agree that the property is needed for the public interest, that condemnation will not take effect immediately, and that there is more time for negotiation to occur, even if action is taken today.
- Commissioner Gifford asked to hear more about floodplain issues for the property.
- Kathy Young of the Attorney General's Office noted that sound engineering was of part of the analysis that went into the decision to identify this property as a public need.
- CDOT Executive Director, Mike Lewis noted that this is a healthy discussion. We have been through many condemnations and the Regional Transportation Directors go through what is needed and why for every project very rigorously. This process is not taken lightly. The Chief Engineer is tasked with ensuring a taking is necessary. A lot of public process has taken place to date to get us here. The property owner can come to this meeting to state their case.
- Josh Laipply explained in detail, using a map with an overlay of project boundaries on the property lines, the rationale for why the property is needed for this project.
- Josh Laipply and Corey Stewart are to work with the Minglewood LLC attorney off-line to get specific dates and other information to him and his client.

[Budget Workshop \(Jeff Sudmeier\)](#)

Purpose: This budget workshop summarized information regarding the following FY 2019-20 budget topics: 1) FY 2019-20 Proposed Annual Budget (presented on one spreadsheet); and the 2) FY 2019-20 Proposed Budget Allocation plan (Narrative Budget).

Action: The Transportation Commission (TC) is being asked to review and approve the FY 2019-20 Proposed Annual Budget this month and the FY 2019-20 Proposed Budget Allocation Plan. The TC will be asked to adopt the final budget after revenue forecasts are updated. Jeff will come back in February to discuss adoption of the FY 2019-20 budget in March 2019.

The FY 2019-20 Proposed Annual Budget is balanced, with all flexible revenue allocated. Revenues specific to a program are considered inflexible (i.e., Fast Act and State mandated programs such as safety

Education and Aeronautics) and have been automatically adjusted based on the FY 2019-20 Revenue Forecast. Asset Management and Maintenance programs are funded according to the FY 2019-20 Asset Management Planning Totals, approved by the TC in August 2016. All other program revenues are considered flexible and are estimated based on the FY 2018-19 budget amounts as adopted by the TC in March 2018 (and amended in August 2018).

The final draft of the FY 2019-20 Proposed Annual Budget reflects the following changes:

- **Administration** - The Administration line was increased by \$2.4 million to account for common policy changes, most notably an increase in the Office of Information Technology (OIT) rates for \$1.8 million.
- **Bridge Enterprise** Allocations were updated to reflect the Bridge Enterprise's FY 2019-20 Work Plan budget submission and priorities of the enterprise, which includes increased maintenance costs for new Bridge Enterprise structures. As such, Maintenance was increased \$150,000, Bridge Preservation was reduced by \$100,000, Administration and Legal was reduced by \$171,700, and Bridge Enterprise Projects was increased by \$121,700.
- **HPTE Fee for Service** The fee for service line for HPTE was increased from \$5.2 million to \$5.6 million based on the FY 2019-20 Work Plan budget submission. The TC and HPTE Board will be asked to approve the FY 2019-20 HPTE Fee for Service in March, 2019.
- **TC Program Reserve** The TC Program Reserve line was decreased from \$11.5 million to \$8.7 million to compensate for the increases to the Administration line and the HPTE Fee for Service line.

Discussion:

- Jeff Sudmeier, CDOT Chief Financial Officer, provided an overview of both formatting and substantive changes to the budget since it was brought to the TC previously.
- A discussion ensued between Jeff and Commissioner Zink regarding the document being a budget vs. a document of revenue allocation, and can cause confusion. Jeff explained that the budget now only shows allocation for a single year's worth of revenue (no roll forward funds from previous years or unspent funds are represented here). As soon as January 2019, Jeff will come back to the TC with a new view of the budget that is more comprehensive and includes roll forwards from previous years in a companion report.
- Other questions related to the roll forwards not shown in the annual budget were raised, and Jeff answered the questions to the TC's satisfaction.
- Commissioners asked about their interviews with the Auditor and if any results have come back yet. Jeff responded not yet - public performance audit results will not be available until June.

[CDOT Funding Request for NSFLTP Grant Match \(Mike McVaugh\)](#)

Purpose: The Department is requesting a TC commitment of matching funds for a proposed Nationally Significant Federal Lands and Tribal Program (NSFLTP) Grant application.

Action: Staff is requesting TC approval to budget a total of \$26 million to the US 550 – Animas Crossing NSFLTP Project using Commission directed funding. This NSFLTP project is a unique and exciting opportunity that would help the Department work toward the completion of one of Region 5's highest priority corridors. The requested funds would only be needed if the grant application is successful.

The US 550 – Animas Crossing Project is part of CDOT's long-range planning efforts to enhance safety and mobility for the entire area of southwest Colorado. Since US 550 was identified as a strategic highway corridor in the Strategic Transportation Project Investment Program 19 years ago, there has been continued support for the needed improvements to this corridor at the state and local levels. In a partnership with CDOT, the Southern Ute Indian Tribe (SUIT) has offered to sponsor the submittal of a NSFLTP Grant application for the project.

Applications are due in December 17, 2018. Since this section of US 550 plays a vital role in Tribal member access to Southern Ute Indian lands, the Tribe has a significant and vested interest in the completion of this project. As part of the application process, the Department is discussing additional financial support from the Tribe. Since

the grant program limits eligible applicants to Federal Land Management Agencies and Indian Tribes, we believe that this is a unique opportunity to partner with the SUIT and propose a highly competitive project proposal.

Discussion:

- Josh Laipply introduced proposed grant concept. More details are available in the TC packet. Staff is requesting \$15 million from TC contingency and \$59.7 million in federal funds. We will only need the money if a grant win is successful.
- Mike McVaugh, explained that CDOT is well-positioned because of the Southern Ute Indian Tribe (SUIT) sponsorship. Other DOTs do not have sponsors behind them. Will also use right-of-way to cover costs of the match also.
- Mike Lewis explained that it is important to leverage dollars when we can as we are with this grant opportunity. We just need to make sure we are still making the best investments when expending our dollars.
- Mike McVaugh noted that the project is definitely needed. The project bridge is deteriorating and needs replacement; there are holes in the deck; rockfall events are significant at this location too. Maintenance staff has removed rockfall and then repaved, with rockfall occurring again.

[Rest Areas \(Debra Perkins-Smith\)](#)

Purpose: the workshop was held to update the TC on the function and condition of CDOT Rest Areas, demonstrate why Rest Areas are an important safety feature for our highway system, and present recommendations for a sustainable Rest Area Program.

Action: Approve change of concept for a sustainable Rest Area Program at CDOT.

Structure of a Proposed Rest Area Asset Program

CDOT Rest Areas are aging and in need of significant capital investments. CDOT Rest Area Buildings currently have an average asset condition rating of a “C”. However, this rating will decline significantly and rapidly unless changes are made to the way CDOT manages and maintains rest areas. Currently, Rest Areas do not have their own asset category and must compete with other funding needs, typically for Regional Priority Program (RPP) and Maintenance dollars. Additionally, user experience at CDOT Rest Areas goes beyond the condition of the building structure alone. For instance, proper lighting, adequate parking, clean and regularly maintained restrooms, proper signage, and other safety amenities to ensure travelers feel safe at CDOT Rest Areas 24/7 are also important factors in assessing rest area condition. CDOT Rest Areas have terrible reviews on Google. This indicates that CDOT needs additional performance metrics in place for evaluating Rest Area condition.

To this end, CDOT is proposing that Rest Areas become a separate asset category under Property Management. This will allow Rest Areas a separate funding structure for capital improvement and controlled deferred maintenance. Staff is also working to build a separate rest area level of service (LOS) into the overall Maintenance Level of Service (MLOS). Thereby, Rest Areas will also connect with the Maintenance Division with the creation of a Maintenance Program Area (MPA) dedicated just to the maintenance and operations of Rest Areas.

Critical Rest Area Needs:

In addition to the regular yearly maintenance needs, the Rest Area Study identified that approximately \$28 million dollars in capital improvements are needed to rehabilitate CDOT rest areas. Most critical of these capital improvement needs include:

- Vail Pass Rest Area waste water upgrade – \$2-\$3 million
 - The Vail Pass Rest Area is in need of a waste water upgrade. The waste water system issues at Vail Pass Rest Area have reached such a critical point that CDOT is forced to close the rest area for two days per week so that the system can recover and be ready for weekend traffic. This closure results in a heavier usage of portable sweet smelling toilets (SST) at other sites, which are also at capacity. The expense of maintaining the SSTs is \$60,000 per year, which could be eliminated if there was a functioning waste water system in place. Additionally, the waste water upgrade would reduce current maintenance costs by 20-30%.

- The Vail Pass Rest Area is a focal point for Colorado. With well over 2,500 visits a day, it is the most utilized CDOT rest area and is important for many safety reasons. The Vail Pass Rest area is also at or over capacity for truck parking most every day.
- Pueblo Rest Area Improvements - \$2 - \$3 million
 - The Pueblo Southbound Rest Area is also in need of a critical waste water upgrade. This rest area must often be closed due to waste collecting to unsafe levels. It costs CDOT approximately \$200,000 each time this happens to clean it out. The waste water upgrade would reduce maintenance costs by approximately \$25,000 per year.
 - With over 1,000 visits a day, the well-utilized Pueblo Southbound Rest Area is an essential safety feature for I-25.
- Rest Area Programmatic needs:
 - \$100,000-500,000 to fully build Rest Area LOS into the Maintenance Level of Service (MLOS) system.
 - Web-based security cameras. Cameras would record illegal activity and help police spot real-time problems.
 - Appropriate signage informing the public of the presence of above security cameras.
 - Hersch Badge Systems on all Rest area doors; the same system is used throughout CDOT in order to lock down a facility remotely.
 - Solar trash cans- they compact refuse automatically and notify via phone app when full. Reduces maintenance time / resource needs with just-in-time information.
 - Replace existing facility windows and doors with more energy efficient models to reduce heating/air costs.
 - Convert old lever flush toilets to sensor based low-flow toilets to maintain a clean appearance and reduce water usage.
 - Permanent vehicle counters at Rest Area entrances to keep accurate count of facility users for annual reporting.

Discussion:

- Debra Perkins-Smith, CDOT Division of Transportation Development (DTD) Director, provided an overview of the purpose of Rest Area Phase 1, which was to develop a policy for CDOT's Rest Areas, which do not have any funding assigned to them.
- The study was an extensive collaboration between CDOT staff, the Colorado Tourism Office Welcome Center Program, and the Statewide Transportation Advisory Committee (STAC) members.
- Debra also announced that Marisa Gaughan is now the manager of the CDOT Statewide and Regional Planning, under the Multimodal Planning Branch of DTD. Marissa also led the Phase 1 Rest Area Plan.
- Marissa provided an overview of Phase 1 of the Rest Area Study.
 - Identified State standards
 - Reviewed Rest Areas
 - Developed policy guidance
 - Determined expenditures to date
 - Developed a draft recommendation for a sustainable Rest Area Program
 - Study concluded that all Rest Areas should remain open (with the exception of Deer Trail Rest Area that is already closed)
 - Recommend Rest Areas to become their own asset program with funding.
 - Conducted safety analysis and identified crash patterns – drowsy driving is a big concern (roughly 9.5 percent of crashes).
 - Rest Areas are well used, but many also need improvements
 - Closing them is not the answer as closures are not well received.
 - Evaluation of Rest Areas identified 4 as not needed –one was Deer Trail, and the other three were found to be low cost facilities that would be proper to keep open- Elk Springs, Meeker and Cortez.
- Commissioner Connell noted that Meeker in the I-70 Resiliency Plan noted it is needed for truck use when I-70 closes.

- Commissioner Stuart told of when she visited the Trinidad Rest area was very busy and in terrible shape early on a Saturday morning. Need to be sure if maintenance work is contracted out, it is getting done. It was a real eye opening experience.
- Some Rest Area maintenance is contracted out, while CDOT Maintenance staff takes care of others.
- Commissioner Hall said in Parachute, a partnership with the towns is working and Rest Areas are really good and get folks off the road. The one at Edwards is beautiful and well maintained. Eagle has a partnership.
- Marissa noted that the Rest Area Study highlights the existing partnerships and is a good resource for information.
- Debra recommended treating these facilities like assets and to place them in our maintenance program. CDOT has support from the Executive Management Team and Regional Transportation Directors on this. Asked if the TC would support this approach.
- Commissioner Gilliland expressed her support for this approach.
- The concept for using public private partnerships (P3) are limited by federal law for Rest Areas along Interstates, and we can only provide vending machines vs. other amenities that have the potential to compete with private businesses.
- Mike Lewis mentioned that we would need to go through legislation to change this for state highways. For promoting this Federal change, CDOT has worked with the American Association of Highway and Transportation Officials (AASHTO) on this, but it has not yet been successful.
- Commissioner Scott noted that this would be a trade-off between Rest Areas and passing lanes. Rest Areas are not CDOT's specialty or area of expertise, consider moving Rest Areas off the interstates and leaving them to private businesses.
- Debra explained that the first phase was to make sure Rest Areas were needed, next year we will determine potential funding sources.
- Commissioner Hofmeister suggested the Colorado Tourism Office help us with the Rest Areas.
- Commissioner Connell asked if partnerships with the U.S. Forest Service was an option. The answer was that the U.S. Forest Service desires in many instances for CDOT to take theirs over.
- The Commission concurred to move forward with the approach to consider Rest Areas as an asset.

[Transit & Intermodal Committee \(David Krutsinger\)](#)

Attendees: T&I Commissioners – Peterson (Chair), Gilliland, Thiebaut, Stuart, and Hall – all were in attendance

Agenda

- Transit Asset Management Plan – Michael Snow, CDOT Division of Transit and Rail (DTR) Transit Assets Manager
 - **Purpose:** to present CDOT's Final Group Transit Asset Management (TAM) Plan for Colorado's Tier 2 transit agencies.
 - **Action:** TC adoption requested on November 15.
 - **Background:** In September, 2018 CDOT's Division of Transit & Rail (DTR) completed the State's Group TAM Plan, satisfying the FTA's October 1 deadline for the 53 participating Tier 2 public transportation providers. The recommended resolution for Transportation Commission adoption is presented in the packet and the final TAM Plan document is available on DTR's website at <https://www.codot.gov/programs/transitandrail/plans-studies-reports/2018-TAMplan/view>
 - The Group TAM Plan is a business model that uses the condition of assets to guide the optimal prioritization of capital spending in order to keep the transit system in a State of Good Repair. As the Group Plan sponsor, CDOT carries the responsibility to develop the TAM Plan and report targets and measures to the National Transit Database (NTD) on behalf of participating agencies. Per the TAM Rule, the Group TAM Plan must contain the following elements:
 - An inventory of the number and type of capital assets including: Rolling Stock (vehicles), Facilities, and Equipment.
 - A condition assessment of inventoried assets

- A description of the analytical processes and decision-support tools used to estimate capital investment needs over time, and to develop a prioritization of investments.
- A ranked prioritization of needed capital projects based on reasonably anticipated Federal, State and local funding available.
- **Discussion:**
 - Illustrative targets for plan is to capture 28% of the fleet and 38% of the Transit providers. Some transit providers wrote their own plans.
 - DTR will approve the TAM and come back in six months with a more comprehensive TAM measure and target for PD 14.
 - No comments were raised and it is assumed that the TC will approve the TAM tomorrow
- State Transit Plan Discussion – Nate Vander Broek, Statewide Transit Plan Project Manager
 - **Purpose:** Seek input and advice from the Transit & Intermodal Committee, which will be used to structure the approach to the Statewide Transit Plan Update and address TC suggestions to integrate transit more in future work.
 - **Action:** Discussion only - no action is required.
 - **Background:** This discussion will be used to structure the approach toward plan integration of the Statewide Transportation Plan and Statewide Transit Plan documents.
 - Policy Directive 14 is the starting point for planning and performance measures. Through performance measures, PD 14 sets the direction and priorities for the projects CDOT should implement and the activities or operations that should be measured in delivering customer service. The resultant priorities are also reflected in the way CDOT determines budget allocations. The four key goal areas are: (1) Safety, (2) Infrastructure Condition, (3) System Performance, and (4) Maintenance. If CDOT were to integrate modes “better”, in which of the goal areas would that integration be most noticeable?
 - Planning documents have increasingly included all modes. The 2040 Statewide Transportation Plan (published in 2015) identified (1) Safety, (2) Mobility, (3) Economic Vitality, and (4) Maintaining the System as the goals for future investment. Each modal plan provides further details to the overall strategy communicated by the Statewide Transportation Plan. If done well, how would “better” integration of modes most affect the goals of mobility and economic vitality? Next Steps: Provide T&I input to a newly-forming TRAC Sub-committee for the Statewide Transit Plan.
 - **Discussion:**
 - How can integration be used in Statewide Transit Plan
 - PD 14 goals described. If CDOT integrates where in goal areas should all modes be captured?
 - Commissioner Stuart pointed to system performance.
 - Commissioner Gilliland agreed with emphasizing system performance that also increases safety.
 - Commissioner Peterson also agreed with system performance for the multimodal system. This is a good question to consider for Statewide Transportation Plan (SWP) too.
 - If done well – how would goals influence maintenance and economic vitality and integration of all modes?
 - Commissioner Gilliland recommended including transit as mobility plan; we need to move away from moving vehicles and move towards moving people and goods, consider options for moving people and goods however we can. Total mobility – trying to get to this – efficient and effective. Look at total system and address congestion and safety, etc.
 - Stuart commented that integrating all modes and options for travel is important and that she agreed with Commissioner Gilliland.
 - Commissioner Peterson also concurred. Economic vitality is also important. Multimodal solutions have an enormous impact on the

economy, whether for urban or rural needs. Maintaining the system – the entire system - falls into the ability to make general purpose lanes or managed lanes more efficient – all ties together and has an impact. Consider changing name from T&I to Mobility Committee.

- Park N Ride Match – Sharon Terranova, DTR Planning Director
 - **Purpose:** To provide background information and discuss appropriate levels of local commitment for Bustang stops, stations and Park-n-Rides (collectively referred to as bus facilities).
 - **Action:** Informational, no action requested.
 - **Background:** Over the next three years, CDOT is planning to build several bus facilities to provide customer access to Bustang and Outrider services. In most cases, these facilities will serve additional purposes, such as parking areas for local transit service and carpool lots. A policy question is how to determine an appropriate level of local commitment from the city/town/county in which the bus facility is located. Should the local entity provide resources to build the facility? If so, how much? Should the local entity maintain the facility? This memo provides background information to assist CDOT in developing a local commitment policy for Bustang facilities. A separate but related discussion is the local commitment for Outrider facilities.
 - **Proposed Policy Guidelines:** Below are several proposed policy guidelines related to new Bustang stops.
 - CDOT should continue to require local agencies to provide maintenance of existing or future facilities. CDOT often lacks the equipment to provide the type of maintenance that is needed. For CDOT-owned lots, CDOT will continue to provide capital maintenance, such as re-paving.
 - CDOT should not require that local agencies provide cash or in-kind donations to build a bus facility. Several communities already benefit from a Bustang stop for which they did not provide a capital contribution and it would be inconsistent for CDOT to make this requirement for other communities. There will be exceptions to this policy. For instance, some Bustang stops could be integrated into a larger local agency-owned facility, such as a parking garage (currently under development at Idaho Springs). In these examples, CDOT will determine an appropriate level of local match on a case-by-case basis.
 - CDOT should encourage (not require) local participation in building Bustang stops. For example, if CDOT is evaluating two competing locations, CDOT will give more weight to the stop with a higher level of local commitment.
 - Where it exists, CDOT should require that the local public agency provide service to the stop. This requirement will improve the effectiveness of the Bustang network
 - **Discussion:**
 - Should a Policy Directive (PD) be developed? –was a question raised.
 - DTR will come back in January 2019 for approval.
 - Need to track which park-n-Rides (PnRs) are CDOT owned or Regional Transit District owned – Keep track of responsible parties.
 - The hope is to establish frameworks as the network grows.
 - Four new facilities are proposed.
 - Policy needs to establish how to determine the appropriate level of commitment of funds from local entities for maintenance and operations.
 - Consider transit connections to new PnRs for buses too.
 - A discussion on P3 and the I-25 North project ensued. Commissioner Hofmeister asked about the incentive for the I-25 North developer to turn over land? Answer is to get better access to their development as the new Kendall Parkway will serve their development as well. DTR will participating in maintenance and CDOT will build PnR to be maintained by developer.
 - Josh Laipply explained the incentive is that the property value will go up.
 - Commissioner Hofmeister expressed concerns regarding the potential for enhancing private development with CDOT dollars.

- Commissioner Gilliland noted that when stopping in Loveland on west side one has to pull clear off and the connection makes it difficult to get back onto I-25 – we are looking for better way to provide access – not just economic, although the developer is contributing \$6 million to CDOT, and this will also benefit CDOT customers.
 - Commissioner Peterson mentioned contributions in kind can be part of plans that work out for this too. Multimodal design in function is also important; we will take baby steps now but move further, and in the SWP determine how mobility changes. This is a good thing.
 - Sharon reiterated that a framework will be brought back to TRAC and the T&I in January 2019. We are moving forward with Bustang and Outrider service. Will use grant funding and partnerships with local providers, P3s or discuss what happens when CDOT is solely responsible.
 - Potential for grant service would be to work with or consider state facilities with everyone applying for grants, etc. Right now we are exploring options. Maintenance could support Bustang operation. Working with locals for PnRs - starting to think about this and will bring to TRAC first and then to the TC (T&I Committee).
 - Commissioner Scott thought that building P3 into framework would be good to leverage commercial opportunities and multiple uses – could do more urban planning with this. Need to be creative for problem solving with the ballot failing.
 - Commissioner Peterson noted that the state can't work as an island– for public safety – PnR could potentially co-locate with police sub-station. Work closely with local partners – Public-Public partnerships too. Start talking to end users before planning efforts start. Consider as a hard asset. Last mile considerations are important too.
 - Electric charging stations could be commercialized which is another opportunity too. Looking at human needs and mobility.
- Multimodal Options (SB 1) – Debra Perkins Smith / David Krutsinger
 - **Purpose:** To summarize and inform the Transit and Intermodal (T&I) Committee of the TC of the requirements of Senate Bill (SB) 18-001 Multimodal Options Fund.
 - **Action:** Staff is seeking feedback and approval on the framework for consultation on the Multimodal Options Fund distribution per Senate Bill 18-001.
 - **Background:** SB 18-001 includes a provision that establishes a Multimodal Options Fund. The Multimodal Options Fund has \$96.75M in dedicated revenue. Of that \$96.75M, \$2.5M is dedicated to the Rail Commission. The remaining \$94.25M is split between CDOT (15% or \$14.13M) and local governments (85% or \$80.12M). The legislation directs the TC to establish a distribution formula for the local portion. The distribution formula must be based on population and ridership. .
 - The legislation also mandates that the distribution formula for the local portion be developed in consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations.
 - Based on these tenets of the legislation, and feedback obtained from STAC at their September and October meetings, staff is recommending the following list of representation for forming a Multimodal Options Fund Committee to help determine a formula recommendation to the TC:
 1. STAC (Urban and Rural) - Required
 2. TRAC - Required
 3. CASTA (Transit Advocacy and Rural Public Transit) - Required
 4. Bicycle Colorado (Bicycle Advocacy) - Required
 5. WalkDenver (Walking Advocacy) - Required
 6. Colorado Commission on Aging (Aging in Place)

SRTS
Colorado Advisory Council for People with Disabilities

- **Discussion:**
 - **Committee Roles**
 - Idea is to convene the committee in spring 2019.
 - Commissioner Thiebaut thought the Committee was good idea, and recommended getting the membership number up to nine members; Debra Perkins-Smith explained that STAC will have two representatives – one urban and one rural so the count will be an odd number (nine).
 - Commissioner Hall recommended to move forward.
 - Commissioner D’Angelo asked if any other groups were considered, that are not currently on the list.
 - Tim Kirby, CDOT Multimodal Planning Branch Manager, noted that a few were:
 - COPRIG
 - CDPHE of health Equity
 - Bicycle advocates in Ft. Collins
 - Staff will distribute the full list considered to the TC.
 - Commissioner Peterson concurred with the concept but wondered private sector interests, for example Chamber of Commerce representatives.
 - Roles and Responsibility staff recommends that decisions for formula would go to the Multimodal Mobility Fund Committee first and then to the TC. The TC agreed this was a good approach.
- Informational Items – David Krutsinger
 - State Management Review (SMR) Conclusions
 - **Background:** The FTA last conducted an SMR of CDOT in August 2015, at that time the FTA reviewed 13 areas and found deficiencies in 10 areas for a total of 23 deficiencies. Through a tremendous effort of the CDOT Staff and documented through process improvements of reduction in days to payment, timely agreements, increased communication with external and internal customers, the 2018 review resulted in a vast reduction of deficiencies in compliance in FTA’s requirements for award management and program implementation practices. CDOT Staff is currently documenting, through flowcharts, every process that is required to implement the FTA requirements for award management and program implementation. This effort will inform the next State Management Plan, and should result in a further reduction of deficiencies for the 2021 SMR.
 - **Discussion:** Commissioners applauded DTR for their impressive accomplishments in this area.
 - Quarterly Reports
 - Bustang – experiencing driver shortage on North Line – due to pay rate competition from Regional Transportation District. Will need to raise pay for drivers and potentially raise fares. Fuel costs are rising too. Grand Junction and Glenwood Springs service is wildly successful with 84%- 87% load factors. Ace Express is confident that they can provide service during this winter for Grand Junction and Glenwood Springs. Fuel pricing is also increasing, but it was noted that Outrider is not impacted by the driver shortage.
 - Commissioners agreed success is due to correct pricing, attractiveness of not driving, and highlighting Bustang as alternative to single occupancy vehicle travel.
 - Commissioner Scott asked if congestion is a factor in success.
 - Commissioner Peterson noted it may take a study to find out.
 - Commissioner Stuart was glad to hear of the success and noted that we want more. RTD not filling in the gap; Bustang is desired at SH 7 and 144th Avenue, and at 120th Avenue
 - Outrider – Program is stable and not seeing driver shortage in rural areas, but high housing costs are influencing this. For drivers in Pueblo we are extending Outrider service up to Pueblo to Colorado Springs, to bring Pueblo drivers up.

- SB228 - List of projects approved over last years is in the TC packet. The next partnership PnR involves Telluride that will link three bus services in early 2019.
- Transit Grants are pass through funding. DTR is processing a record high number of grants and is keeping under the 30-day processing period.
- Mike Lewis noted that we will have more for the next meeting; the new administration will support T&I. We will review past actions over the past five years also.

Statewide Plan Committee (Debra Perkins-Smith and Tim Kirby)

SWP Committee Attendees: Commissioner Karen Stuart (Chair), District 4; Commissioner Ed Peterson, District 2; Commissioner Sidny Zink, District 8; Commissioner Rocky Scott, District 9; and Commissioner Steven Hofmeister, District 11; Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair; and Commissioner Luella D’Angelo, District 3.

Agenda

- Introductions - Commissioner Karen Stuart had attendees introduce themselves.
- Approve September 19, 2018 Minutes - Commissioner Karen Stuart
 - **Action:** The SWP Committee members approved the notes from the September Committee meeting.
- SWP Calendar and Schedule – Debra Perkins-Smith
 - **Purpose:** Debra Perkins-Smith provided an overview of today’s agenda and introduced Tim Kirby to review the first meeting agenda item – the draft SWP Committee Topics Calendar and draft 2045 SWP Key Milestones.
 - **Discussion:**
 - Calendar includes 18 months of Topics
 - SWP Committee topics are displayed in black text; while blue text highlights topics for the full TC.
 - Tim Kirby provided an overview of the rationale behind the Transportation Planning Toolkit and stressed the importance of multimodal integration into the 2045 SWP.
 - Bring all TC and STAC members up to spend and re-orient them regarding CDOT’s planning process from an idea through to construction, and project implementation in order to solicit more meaningful and informed needs and priorities from constituents and customers.
 - We have the STAC to provide information, backed up by data, to identify transportation issues and needs. The idea is to work together to through the planning process to identify multimodal solutions – this is essentially systems level planning.
 - Commissioner Scott noted the importance of working with planning partners on developing 2045 SWP strategies. Determining how to engage locals and the state legislature is also an important consideration. We need to sustain the public’s trust with CDOT. In District 9, getting the Chamber to be involved too. Getting folks to feel a sense of ownership is important. Need to know what is the media strategy. Keep Media up close and get them to feel a sense of ownership also.
 - Tim Kirby noted that we are planning on engaging TPRs soon, in the New Year. We have dedicated staff at CDOT to attend Transportation Planning Region (TPR) meetings. CDOT planning staff will come back at future meeting with suggestions after exploring options on how to engage the legislature and generally conduct public and stakeholder engagement. We will also consider key groups outside of CDOT to engage.
 - Chair Commissioner Stuart noted that Vince Rogalski, STAC Chair was voted in as a SWP Committee member at the last meeting and welcomed Vince to the group.
 - Vince Rogalski noted that the Mobility Next presentation at the HPT Board meeting was very good, that covered how to approach the future and evolving technology.
 - Commissioner Peterson recommended that for public and stakeholder engagement to come up with milestones for targeted audiences. Conduct a staff support lunch and learn for them. Get

- folks excited and obtain buy-in that is good too. Do engagement around the state not just at HQ. Speak to transparency in the planning process. Do something dramatically different to expand constituency and outreach.
- Mike Lewis recommended in terms of how to engage the legislature to take this up with Herman Stockinger, CDOT Deputy Executive Director.
 - Commissioner Thiebaut was intrigued by HPTE Board and TC joint meeting earlier today taking a future look and working together. Scooters are one new mode in the mix. Need to determine how integrate people with different ideas in technology. Cost to CDOT and HPTE was \$100,000. Amy Ford to outline at the next technology Committee meeting in more detail. The idea is to co-locate facilities with HPTE. The cost will be \$100,000, for public entities engaged and \$200,000 for private entities. The purpose is for groups to be part of brainstorming effort for the first year. Will evaluate in the SWP too per Debra Perkins-Smith.
- SWP Formula Programs and Program Distribution Process Debra Perkins-Smith
 - **Purpose:** to summarize and inform the Transportation Commission of the Program Distribution process with an emphasis on Statewide Plan Formula Programs.
 - **Action:** None. Information only. Staff and STAC Statewide Plan Formula Programs recommendations will be provided in January 2019 to SWP Committee
 - **Discussion:**
 - Generally before we start development of the SWP we conduct the SWP formula program and program distribution process so we begin with information about how specific formula programs are distributed among Metropolitan Planning Organizations (MPOs), and the CDOT five Engineering Regions.
 - Program distribution – a hard copy handout of an excel spreadsheet for 25 years out to 2045 was distributed to attendees. These numbers are for planning purposes only. The Annual Budget is a different tool and process. The last 2040 SWP identified \$1 billion annual gap of funds. It provides the basis for identifying the revenue gap. Revenue projection will be updated based on legislative changes.
 - Formula programs will be discussed over the next two meetings. Formula Programs and Program Distribution is critical for MPOs to have in order to do their long-range transportation plans.
 - Commissioner Scott noted that CDOT is in flux right now, and asked how we can be sure of our projections.
 - Debra Perkins-Smith responded that instead of one projection we have three projections – high- medium and low. Provides a range to consider to provide flexibility. We update the SWP every five years, so the numbers don't get too stale.
 - In Next two meetings we will cover five formula programs– and the Regional Priority Program (RPP) too.
 - In total: Surface Transportation Program (STP)-Metro, Transportation Alternatives Program (TAP), Metro-Planning, Congestion Mitigation Air Quality (CMAQ), RPP and Faster Safety.
 - How does this money get distributed among CDOT Regions and MPOs – we talk in January about this. STAC has provided their input for five areas. CDOT Staff working through, and will come back to SWP Committee on this. Lots of RPP discussion – for next month we anticipate this.
 - The benefit of these meetings is that we can have longer discussion here vs. during the regular TC meeting. In March 2019 the TC will asked for full approval on this.
 - Mike Lewis noted that this is a critical piece for TC. The annual budget, and monthly budget changes are influenced by this too. This information also ties into to daily business practices.

- PD 14 Re-envisioning - Debra Perkins-Smith
 - **Purpose:** to provide a brief history of Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development”, how its purpose and intent has evolved over the years, and staff’s recommendations on proposed areas of change.
 - **Action:** Obtain the SWP Committee’s concurrence that staff should work on changing PD 14.0 in several areas, develop new format, and bring draft changes and revised format to the SWP Committee in October 2019.
 - **Discussion:**
 - A history Lesson of Policy Directive 14 over the years was provided based on various Transportation Authorization bills.
 - PD 14 started out as a guide to the Statewide Planning Process and the SWP.
 - PD 14 guided investment policy as early as in 2008.
 - Performance Measures were added to PD 14 in 2015.
 - Now Planning Rules guide planning activities, 2 Colorado Code of Regulations (CCR) 601-21 (formerly 2 CCR 604-2).
 - Staff is recommending major changes based on PD 14 evolution and Planning Rules guiding planning.
 - We will come back in late 2019 on this. Today we are providing you a heads up that this is coming, and will obtain an initial blessing from the SWP Committee now to move forward.
 - Mike Lewis mentioned that this is where we capture all possibilities, HPTE, Transit, etc.
 - Commissioner Stuart noted the heavy agendas for the SWP Committee.
 - Committee members were recognized and thanked for their commitment.
 - Commissioner Zink requested an appointment with Deb to discuss this further.
 - Vince Rogalski noted that the 2045 SWP will be adopted 2020 – that is next year and not too far away.
 - Commissioner Stuart remembered being at DRCOG for 2020 SWP.
- Next Steps
 - Next meeting will be January 16, 2019
 - Meeting agenda items proposed are:
 - Staff’s Recommendation on SWP Formula Program Distribution
 - Overview of Public Involvement Techniques and Opportunities
 - Approach to Data Analysis in SWP
 - Overview of the People’s Plan Concept

Transportation Commission Regular Meeting Thursday, November 15, 2018, 9:30 am – 11:30 am

Call to Order, Roll Call: All Commissioners were present.

Comments of Individual Commissioners

- Almost all the Commissioners spoke of their disappointment in the failure of Proposition 110 that would have raised more money for transportation through a sales tax increase.
- Commissioner Zink said she attended a budget hearing in La Plata County that six people attended to support Proposition 110. She said local governments generally supported the proposition, and even passed resolutions in favor of it, but it still failed.
- Commissioner D’Angelo said she attended a Facebook Live town hall with Mike Lewis. She said she appreciated that CDOT is always seeking new ways to communicate with the public. She also announced that the November Transportation Commission (TC) meeting would be her last because she will resign due to taking a new, time-consuming position at Centura Health two months ago. She added that it has been an honor and a privilege to serve on the TC, and said she will continue to be “a proud and loud”

supporter of transportation and CDOT. She thanked all Commissioners for being so welcoming, in particular Kathy Hall. The people in District 3 (comprising Douglas and Arapahoe counties) that she represents know they need to provide matching money for highway projects.

- All the Commissioners wished Commissioner D'Angelo well in her future endeavors, and thanked her for her insights during her brief tenure.
- Commissioner Scott said he attended a meeting of the I-25 Gap Steering Committee last Friday, and complimented the first-class project team.
- Commissioner Gilliland thanked Andy Karsian of the Office of Policy & Government Relations for his work summarizing results of the election. She added that she is excited to see what the new gubernatorial administration under Governor-elect Jared Polis will do.
- Commissioner Hall said that Scenic Byways now has a link on the Colorado Tourism Office website, which is another way for Colorado to encourage tourism in sparsely populated areas.
- Commissioner Thiebaut said that he and Commissioner D'Angelo have two things in common: they are both Colorado natives, and they both graduated from the University of New Mexico. He recently attended the grand opening for the Joint Communications Center in Pueblo, which is the first joint communications facility in Colorado. Although Proposition 110 failed, it gives the TC an opportunity to continue to exhibit positive energy about transportation.

Executive Director's Report (Michael P. Lewis)

- Mike thanked the TC for its help with Proposition 110 in participating in meetings around the state. One attendant at one meeting had some useful comments about the presentation, which should help CDOT hone its message for the next time.
- CDOT HQ/R1 had a Veterans Day celebration on Friday. He noted that CDOT has more than 430 veterans among its employees, a higher percentage than in the general population. The event was an opportunity to thank all veterans for their past service. The observance featured speeches by Mike Willis, who headed the multi-agency team called to assist CDOT with its cyber security issue earlier this year, and Ryan Rice, director of CDOT Mobility Operations.

Chief Engineer's Report (Josh Laipply)

- Five people died in traffic fatalities on Central I-70 during the snowstorm that occurred over Veterans Day weekend. Josh said he received a call about the crashes at 7 a.m. that Sunday, and shortly thereafter called Kiewit Meridiam Partners LLC to have access points to I-70 shut down and traffic diverted off I-70. This was the partnership's first serious experience operating Central 70. Kiewit Meridiam is responsible for design, construction, financing, operation, and maintenance on Central 70. The crashes had nothing to do with the construction project, but with traveling conditions.
- About the election, Josh commented that in a meeting of the CDOT executive management team on Wednesday, the group spent 5 minutes on failure of Proposition 110, and 25 minutes on what has improved at CDOT and what CDOT is doing now.

High Performance Transportation Enterprise (HPTE) Report (David Spector)

- The HPTE board swore in its newest member on Wednesday to replace Thad Noll, Margaret Bowes to represent the I-70 mountain corridor through fall 2019.
- AASHTO has invited CDOT to speak at a peer exchange about innovative financing.
- David said he and others also spent a week learning from the United Kingdom's experience with innovative financing. The UK has 30 years of experience with infrastructure projects financed and built in innovative ways.
- Gov. John Hickenlooper received the 2018 Infrastructure Leader of the Year Award at the annual North American Infrastructure Leadership Forum last month. The organization cited him for his leadership as governor in the US 36 Express Lanes Project, the I-25 North Express Lanes Project, and the Central 70 Express Lanes Project.

FHWA Colorado Division Administrator's Report (John Cater, Division Administrator)

- John Cater said he also attended the ribbon cutting for the Joint Operations Communications Center in Pueblo. Part of Traffic Incident Management System (TIMS) partnership.
- John praised CDOT and the Colorado State Patrol for signing a memorandum of understanding about the handling of traffic emergencies as part of the TIMS.
- At FHWA's Everyday Counts meeting about innovation, in Portland, OR, John Cater accepted an award on behalf of CDOT for CDOT's exemplary work with local agencies.
- Randy Jensen, former Region 1 regional transportation director, R1 RTD (former), received an award for engineering.

STAC Report (STAC Chair, Vince Rogalski)

- The STAC is almost finished with discussions about program distribution. The lone hang-up is Regional Priority Program (RPP) formula funding. The reason it is an issue is the RPP formula is often the starting point for discussions about the distribution of other funds.
- Three STAC members will serve on the SB 1 Multimodal Options Fund committee to recommend distribution of the local portion (85% of the total) among transit, bike and pedestrian. Two of the STAC members will represent urban and rural areas, and the other is a STAC member representing biking and walking interests.
- He thanked Jeff Sudmeier for revising a presentation on the budget to represent all revenues CDOT receives.
- The STAC last month also heard presentations on:
 - Mobility Choice Blueprint Update – The STAC was appreciative of all that is going on in the study on possible technology-leveraged investments to improve mobility in the Denver metro area. (The study is a joint project among RTD, CDOT, DRCOG, and the Denver Metro Chamber.) Vince said CDOT's RoadX was a catalyst for getting the study going on different types of mobility.
 - Managed Lanes Policy Directive – The MPOs had not had a chance to review the policy, so Mike Lewis decided to extend the comment period.
- The STAC will have its combined November-December meeting on Dec. 7.

Act on Consent Agenda – Approved the Consent Agenda items unanimously on November 15, 2018.

- Resolution to Approve the Regular Meeting Minutes of October 18, 2018 (Herman Stockinger)
- Repeal of Policy Directive 1230.0 (Hours of Work and Overtime Compensation)(Susan Rafferty)
- Repeal Policy Directive 1200.0 (General Personnel Administration) (Susan Rafferty)
- Adopt updated Policy Directive 605.0 (Comprehensive Accessibility for Persons with Disabilities) (Josh Laipply)
- Adopt updated PD 1902.0 (CDOT Water Quality Compliance (Debra Perkins-Smith)
- Transit Asset Management Plan (David Krutsinger)
- Disposal: SH 40 & Heritage Road (Parcels RW-3-A-EX & RW-1-EX) (Paul Jesaitis)
- Disposal/Exchange: US 160 & US 160B (Parcels AC-20A & AC-22A) (Mike McVaugh)
- Disposal: I-25 & Evans Ave. (Parcel 14B Rev.1) (Paul Jesaitis)
- Devolution: SH 82A MP 0.089 to MP 0.176 (Mike Goolsby)
- Easement Disposal: SH 82 (Parcels PE-5B Rev1, PE-5C Rev1, PE-5E, PE-5L, PE-13EX & PE SH Rev2) (Mike Goolsby)
- Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply)
- Discuss and Act on ROW Settlement Authorization Requests (Josh Laipply)

Discuss and Act on Region 5 Condemnation Authorization Requests for November 2018 (Josh Laipply) – Approved unanimously on Nov. 15, 2018 for Region 5 projects.

Discuss and Act on Region 4 Condemnation Authorization Requests for November 2018 (Josh Laipply) –Pulled from the Agenda on November 15, 2018.

Region 4 Condemnation Authorization Request Discussion (US 34 & US 36 FLAP Estes Park Couplet)

- This project is an advance purchase for a US 34 and US 36 couplet in Estes Park. CDOT has drafted responses to counsel's questions, but has not sent the letter yet. The entire project involves three different landowners.
 - Attorney Steve Nagy for the Whyards, owners of the Minglewood LLC property, spoke on behalf of the Whyards. Mr. Nagy also represents to other property owners along this project that the TC is requesting condemnation authorization for – Culp and Slaydon. These two parties are still in negotiation and are not raising any issues with CDOT at this time.
 - Steven Nagy requested to see a formal property-by-property (for all three properties) detailing about why CDOT needs each for a bridge project. CDOT engineers have not talked to the landowners recently.
 - Land owner Paul Whyard, suggested a partial take would be better than a full take. He said CDOT would not need the part of their property on the river that consists of a restaurant/bar that the project is proposing to take, as well as two other buildings.
 - The last time CDOT communicated with Steve Nagy's clients was in October 2017, when an appraiser inspected the property.
 - Comments from the TC in a motion were:
 - CDOT does not condemn properties. A judge decides if CDOT has grounds for a condemnation.
 - If there is a perception that there has not been adequate communication, it is in everyone's interest to continue the hearing for another month.
 - CDOT should share all the information the TC received with the landowners, and should answer the questions counsel asked.
 - The motion made involves all three properties that are part of this project.

Discuss and Act on 5th Budget Supplement of FY 2019 (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on FY2019-2020 Proposed Annual Budget (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on Aviation SIB Loan for Rocky Mountain Metro Airport (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on State Infrastructure Bank (SIB) Rate Approval (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on Resolution to Approve State Funding Match for FY18 FHWA Competitive Highway Bridge Grant (Jerad Esquibel) – Passed unanimously on November 15, 2018.

- Several Commissioners said that in the future, they would like to see how much matching money the TC has agreed to.
- They also commented that they wanted to receive updates on which applications were and were not successful.

Discuss and Act on CDOT Funding Request for NSFLTP Grant Match (Mike McVaugh) – Passed unanimously on November 15, 2018.

- Commissioner Connell commented that she liked that CDOT and the Southern Ute Indian Tribe are working together on this project. The tribe is waiving its two percent fee for the US 550-Animas Crossing project, and donating right of way as its match.

Discuss and Act on Adopt new Policy Directive 1905.0 (Building Resilience in Transportation Infrastructure and Operations) (Debra Perkins-Smith) – Passed unanimously on November 15, 2018.

- Commissioner Scott said CDOT should publicize what planning for resiliency means to the public, and why CDOT is doing it.
- Commissioner Peterson agreed that resiliency is very important.
- Commissioner Hall said that closing I-70 in the mountains costs the state economy \$1 million an hour.

Recognitions:

- Transcomm awards (3) – CDOT won three awards from the organization for transportation communications. They were on driving high (marijuana); the use of personal breath analyzers to prevent people from driving under the influence; and crisis management communications.
- Grand Avenue Bridge (2) – This bridge in Glenwood Springs received two awards.
- Governor’s Infrastructure Award – CGLA- Mentioned in the HPTE summary above.



Multimodal Planning Branch
2829 W. Howard Pl., Fourth Floor
Denver, CO 80204

DATE: December 7, 2018
TO: Statewide Transportation Advisory Committee
FROM: Jerad Esquibel, CDOT Project Support, Director
SUBJECT: Federal Lands Access Program

Purpose

The purpose of this memorandum is to summarize and inform the Statewide Transportation Advisory Committee (STAC) about the Federal Lands Access Program (FLAP) and their representation on the FLAP Programming Decisions Committee.

Action

Staff is requesting that STAC nominate and select a representative for the FLAP Programming Decisions Committee.

Background

The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Projects are selected by a Programming Decision Committee (PDC) established in each State. The PDCs request project applications through a call for projects. The next Call for Projects in Colorado is tentatively scheduled for March 2019. The program has an average annual budget of \$15,500,000.

Details

FLAP Programming Decisions Committee is a three person project selection team. The committee works together to score project applications and make final determinations for awards. The committee is composed of representatives from CDOT, STAC and Central Federal Lands Highway Division (CFLHD). Responsibilities of the STAC representative include:

- Review and score project applications
- Issue final list of selected projects
- an average of 4 phone/electronic meetings a year

Next Steps

- Chris Longley, FHWA - Central Federal Lands, will set up a meeting in early 2019 to introduce the program to the new representative, followed by preparation to review Project Status Updates, Budget Allocations, and the seven year obligation plan.





Where Does Colorado Rank?



Interstate/NHS Pavement Good Condition

Interstate/NHS Bridge Good Condition

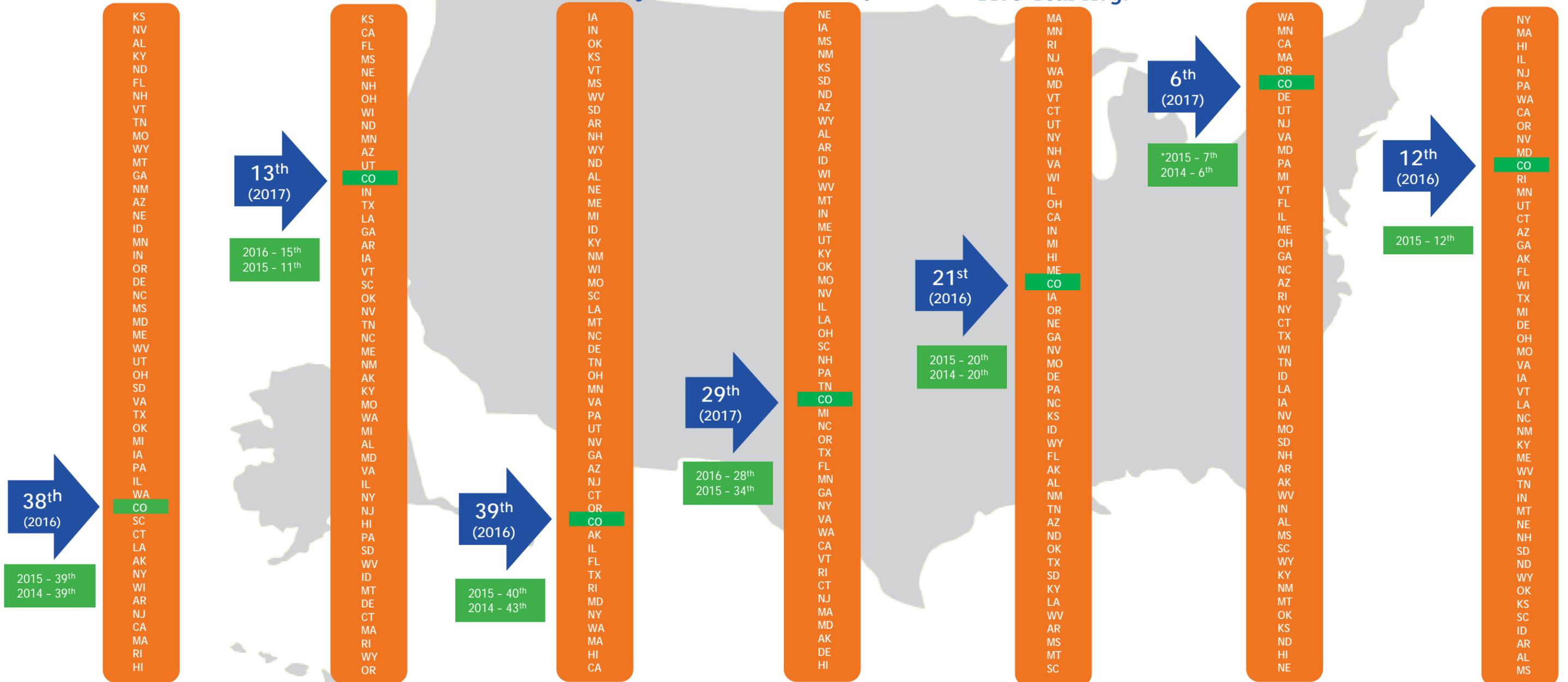
Interstate/NHS System Reliability

Interstate Freight Reliability

Statewide Fatality Rate Five-Year Avg.

Bike Friendly

Transit Utilization



Source: Highway Statistics; FHWA 2016

Source: National Bridge Inventory Data USDOT FHWA 2017

Source: NPMRDS HERE (2012-2016) & NPMRDS INRIX (2017) & FHWA HWY Stats. 2016

Source: NPMRDS HERE (2012-2016) & NPMRDS INRIX (2017)

Source: FARS 2013-2016 Final

Source: The League of American Bicyclists 2017

*no 2016 report available

Source: National Transit Database 2016 & FHWA HWY Stats. 2016



Multimodal Planning Branch
2829 West Howard Place
Denver, CO 80204

TO: Statewide Transportation Advisory Committee
FROM: Debra Perkins-Smith, Director of CDOT Division of Transportation Development
Marissa Gaughan, MPO and Regional Planning Section Manager
DATE: December 7, 2018
RE: Sustaining Colorado Rest Areas

Purpose

This memo is intended to update STAC on the function and condition of CDOT Rest Areas, demonstrate why Rest Areas are an important safety feature for our highway system, and present recommendations for a sustainable Rest Area Program.

Action

Information only.

Background

In 2016, the Transportation Commission requested a framework for assessing rest areas for improvements and/or closure. This memo outlines the results of the Rest Area Study conducted. The goals of the Rest Area Study were to:

- Research national standards and procedures that other states follow regarding rest areas;
- Inventory the 27 CDOT Rest Area facilities;
- Develop Rest Area policy guidance;
- Review expenditures data to estimate maintenance costs for Rest Areas, and;
- Develop a recommendation for a sustainable Rest Area Program.

The full Rest Area Study can be found at the link below:

<https://www.codot.gov/about/transportation-commission/documents/2018-agendas-and-supporting-documents/hidden-files-for-internet-posting/november-2018-workshop-tc-rest-area-study-phase-i.pdf>

Details

CDOT actively engaged with a diverse work group in developing the Rest Area Study. Internally, the work group included each of the CDOT Regions, Traffic and Safety Engineering Branch, Office of Communications, Civil Rights and Business Resource Center, Division of Highway Maintenance, Division of Transportation Development, and Property Management. Externally, CDOT engaged with the Federal Highway Administration (FHWA), the Statewide Transportation Advisory Committee (STAC), Transportation Planning Regions (TPRs), and the Colorado Tourism Office.

The conclusion reached from the Rest Area Study was that all CDOT Rest Areas, with the exception of the Deer Trail Rest Area which has already been permanently close, should remain open. The reasons for this being demonstrable linkages between Rest Areas and highway safety, tourism and economic vitality, and public perceptions.

- **Highway Safety** - Rest Area facilities are essential safety features on the highway system. Driver fatigue is a major cause of serious traffic accidents that result in 1,500 fatalities and 71,000 injuries in the US each year. Attractive, strategically-placed Rest Areas help drivers recover from fatigue by providing a safe

place to stop and rest before continuing their trips. Rest Areas also mitigate distracted driving by providing motorists with a safe place to talk or text on their cell phone.

- Tourism and Economic Vitality - Rest Areas, especially those that serve as Welcome Centers, demonstrate that CDOT cares about our travelers and wants people to enjoy the adventure of driving across the State of Colorado. Rest Areas provide great sources of information regarding trip planning, places to stay, special events, etc.
- Public Perceptions - Rest Areas are often a first impression of how CDOT serves the people of Colorado. According to recent functional classification counts conducted, CDOT Rest Areas are also very popular and well used. Closing rest areas, especially those with high usage rates, is usually met with significant opposition from the public. For instance, Virginia DOT closed 19 rest areas in 2009 with the intent of saving approximately \$9 million per year in costs. These closures were met with fierce opposition by interstate travelers because of concerns regarding traveler safety, and loss of state tourism dollars. As a result, legislation was passed that required all 19 rest areas to be reopened during the spring of 2010 with funds from Virginia DOT's maintenance reserves.

Rest Area Policy Statement

The Rest Area Study led to the creation of a Rest Area Policy Statement that reads:

CDOT should ensure that public rest area facilities or acceptable alternatives are available with reasonable spacing along interstates and key corridors within the state for the safety, comfort, convenience, and information needs of motorists.

Data-driven criteria was created around this policy statement and applied to the CDOT Rest Areas. Major findings from this analysis included:

- Reasonable spacing - The American Association of State Highway and Transportation Officials (AASHTO) Guidance has 60 minutes or 60 miles of drive time as the maximum time/distance a driver should go without having a stopping opportunity available. The study recommended that CDOT follow the AASHTO Guidance in providing rest area facilities, unless an acceptable alternative was available for both passenger and freight vehicles.
- Safety - Crash pattern characteristics were analyzed for the 2-mile stretch of adjacent highway centered on each CDOT Rest Area. The study looked to see if there were asleep at the wheel, driver fatigue, and driver unfamiliar with the area crash patterns, and/or crash frequencies above the statewide average. If one or more of these crash pattern characteristics were present, the study suggested that CDOT sustain these rest areas for safety reasons as a way to mitigate the crash patterns observed.
- Key Entrance to the State - The study recommended that Rest Areas at key entrances to the state be provided to help drive tourism and economic vitality. Rest areas should welcome visitors, demonstrate that CDOT cares about the safety of our travelers, and wants our travelers to enjoy the adventure of driving across our great state.

Of the 27 CDOT Rest Areas that were the focus of this study, only four were identified as not being needed based on the policy criteria. Of those four, one has already been permanently closed (Deer Trail Rest Area in Region 4). The other three are currently a low cost to maintain, and experience high usage rates suggesting that it would be worthwhile for CDOT to keep these rest areas open from a cost/benefit perspective.

Structure of a Rest Area Asset Program

CDOT Rest Areas are aging and in need of significant capital investments. CDOT Rest Area Buildings currently have an average asset condition rating of a "C". However, this rating will decline significantly and rapidly unless changes are made to the way CDOT manages and maintains rest areas. Currently, Rest Areas do not have their own asset category and must compete with other assets for funding, typically Regional Priority Program (RPP) and Maintenance funding. Additionally, user experience at CDOT Rest Areas goes beyond the condition of the building structure alone. For instance, proper lighting, adequate parking, clean and regularly maintained restrooms, proper

signage, and other safety amenities to ensure travelers feel safe at CDOT Rest Areas 24/7 are also important factors in assessing rest area condition. CDOT Rest Areas have terrible reviews on Google. This indicates that CDOT needs additional performance metrics in place for evaluating Rest Area condition.

To this end, CDOT is proposing that Rest Areas become a separate asset category under Property Management. This will allow Rest Areas a separate funding structure for capital improvement and controlled deferred maintenance. Staff is also working to build a separate rest area level of service (LOS) into the overall Maintenance Level of Service (MLOS). Thereby, Rest Areas will also connect with the Maintenance Division with the creation of a Maintenance Program Area (MPA) dedicated just to the maintenance and operations of Rest Areas.

Critical Rest Area Needs

The Rest Area Study identified that approximately \$28 million dollars is needed to rehabilitate CDOT rest areas. This is in addition to the regular yearly maintenance needs. Most critical of these needs include:

- Vail Pass Rest Area waste water upgrade - \$2-\$3 million
 - The Vail Pass Rest Area is in need of a waste water upgrade. The waste water system issues at Vail Pass Rest Area have reached such a critical point that CDOT is forced to close the rest area for two days per week so that the system can recover and be ready for weekend traffic. This closure results in a heavier usage of portable sweet smelling toilets (SST) at other sites, which are also at capacity. The expense of maintaining the SSTs is \$60,000 per year, which could be eliminated if there was a functioning waste water system in place. Additionally, the waste water upgrade would reduce current maintenance costs by 20-30%.
 - The Vail Pass Rest Area is a focal point for Colorado. With well over 2,500 visits a day, it is the most utilized CDOT rest area and is important for many safety reasons. The Vail Pass Rest area is also at or over capacity for truck parking most every day.
- Pueblo Rest Area Improvements - \$2 - \$3 million
 - The Pueblo Southbound Rest Area is also in need of a critical waste water upgrade. This rest area must often be closed due to waste collecting to unsafe levels. It costs CDOT approximately \$200,000 each time this happens to clean it out. The waste water upgrade would reduce maintenance costs by approximately \$25,000 per year.
 - With over 1,000 visits a day, the well-utilized Pueblo Southbound Rest Area is an essential safety feature for I-25.
- Rest Area Programmatic needs:
 - \$100k-500k to fully build Rest Area LOS into the MLOS.
 - Web-based security cameras. Cameras would record illegal activity and help police spot real-time problems.
 - Appropriate signage informing the public of the presence of above security cameras.
 - Hersch Badge Systems on all Rest area doors- the same system is used throughout CDOT in order to lock down a facility remotely.
 - Solar trash cans- they compact refuse automatically and notify via phone app when full. Reduces maintenance time / resource needs with just-in-time information.
 - Replace existing facility windows and doors with more energy efficient models to reduce heating/air costs.
 - Convert old lever flush toilets to sensor based low-flow toilets to maintain a clean appearance and reduce water usage.
 - Permanent vehicle counters at rest area entrances to keep accurate count of facility users for annual reporting.

Next Steps

- December 2018 - Further discussion around funding options, including increased funding to Transportation Asset Management
- Performance Measure Adoption - Policy Directive 14

Attachments

- Attachment A - Rest Area Presentation



COLORADO
Department of
Transportation

Statewide Transportation Advisory Committee
Sustaining Colorado Rest Areas
December 7, 2018



Timeline and Background

- In 2016, the Transportation Commission requested a framework for assessing rest areas for improvements and/or closure.
- Today, we share with you the results of our Rest Area Study and Analysis.



Agenda

- Rest Area Study
- Why are Rest Areas important to CDOT?
 - Safety
 - Tourism & Economic Vitality
 - Public Perceptions
- How can CDOT set up a sustainable Rest Area Program?
 - Policy Statement
 - Structure of a Rest Area Asset Program
- Next Steps
 - Critical rest area needs
 - Funding Options discussion at January Meeting



Rest Area Study

- ✓ Review of other states and national standards
- ✓ Review of all CDOT Rest Areas
- ✓ Develop policy guidance
- ✓ Review of available expenditures data to determine maintenance costs
- ✓ Develop draft recommendation for a sustainable program



CDOT Rest Area Facilities

Rest Area Study

CDOT Rest Areas

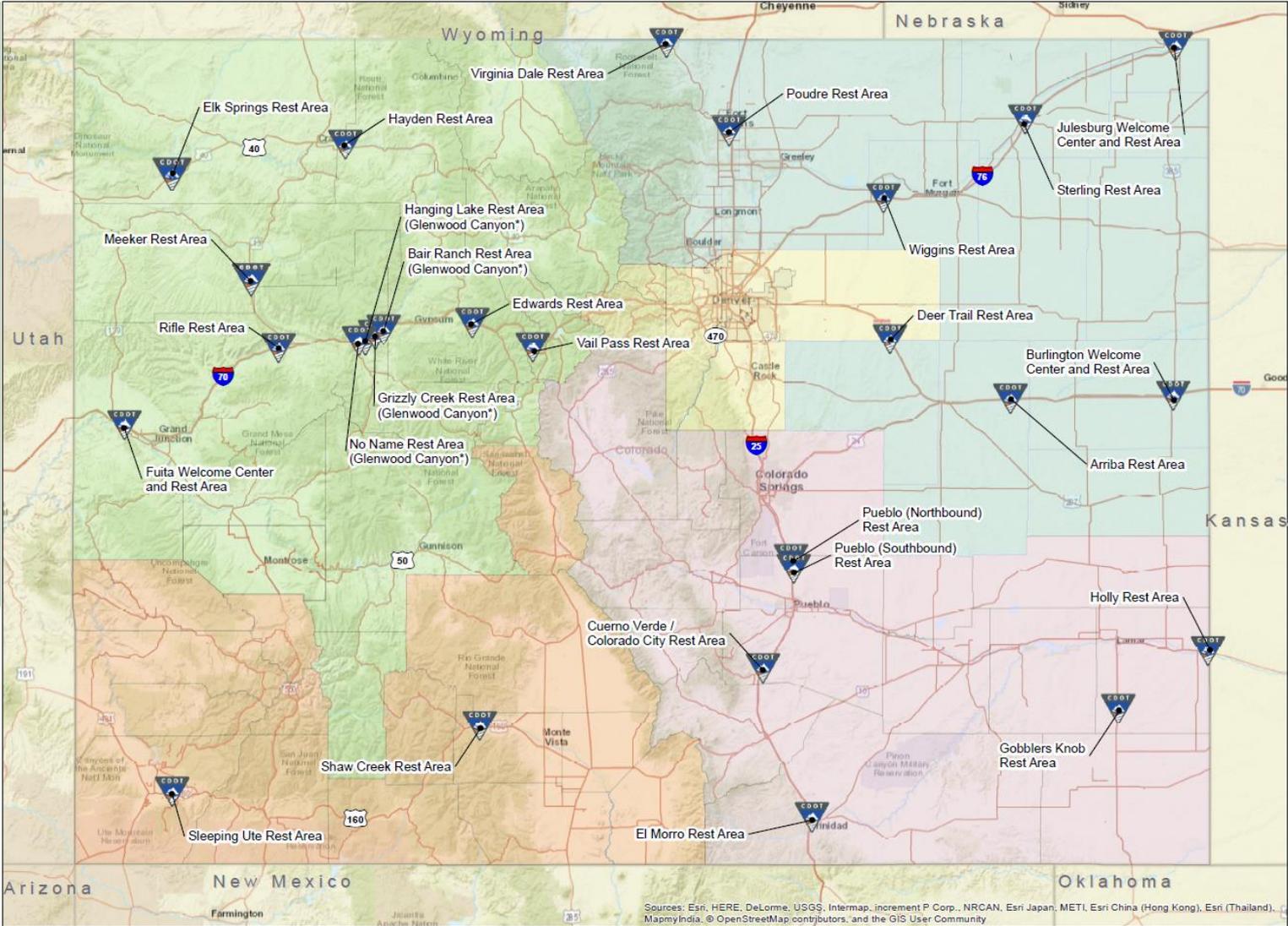
CDOT Rest Area Facilities

* No recommendations are being made to the Glenwood Canyon Rest Areas as part of this study

Prepared for:
COLORADO
 Department of Transportation

0 15 30 60 Miles

DRAFT
August 2016





Rest Area Study – Key Findings

- Rest Areas should remain open
 - Rest Areas = Highway Safety
 - Rest Areas = Tourism & Economic Vitality
 - Rest Areas = How people view CDOT
- Need to find a long-term, sustainable way to fund and maintain rest areas
 - Rest Areas as a separate asset program



Rest Area Study – Data Collection and Analysis

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- Usage data
 - Functional Classification Counts (Spring, Summer, Fall, Winter)
 - Installation of Door Counters
 - Truck Parking Volume to Capacity Analysis
- Capturing more accurate maintenance costs
 - Work Order Manager
- Data Conclusions:
 - Data collected to date indicates rest areas are well utilized, and several are often over capacity for truck parking. More funding is needed for annual maintenance of Rest Areas.



Rest Areas = Highway Safety

AAA: Drowsy driving plays larger role in accidents than federal statistics suggest

Bart Jansen, USA TODAY Published 2:13 a.m. ET Feb. 8, 2018 | Updated 7:59 a.m. ET Feb. 8, 2018



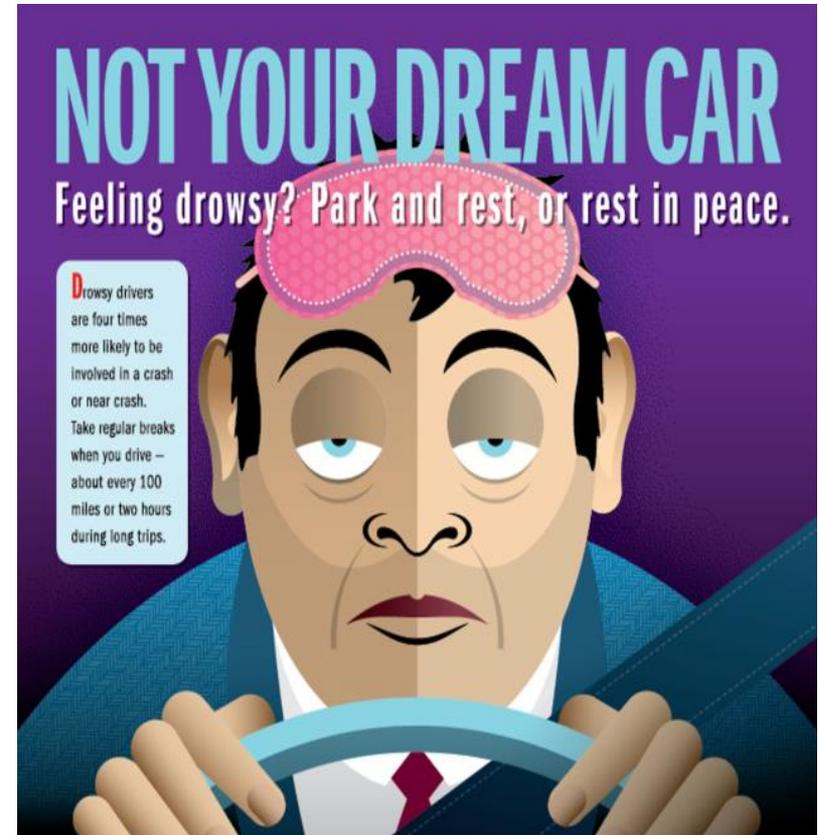
Sleepy drivers cause nearly 1 in 10 crashes in the U.S. that accounts for several thousands deaths per year, according to study released by the car and travel group AAA. USA TODAY

- By studying dashboard video from 700 accidents, the AAA Foundation for Traffic Safety found that 9.5% of all crashes involved drowsy drivers, based on the portion of time the drivers' eyes were closed in the minutes before a crash. The portion grows to 10.8% in more severe crashes.
- Federal estimates suggested drowsiness was a factor in only 1% or 2% of crashes.

<https://www.usatoday.com/story/news/2018/02/07/aaa-drowsy-driving-plays-larger-role-accidents-than-federal-statistics-suggest/313226002/>



Rest Areas = Highway Safety



<https://www.ghsa.org/sites/default/files/2017-02/Drowsy%202016-U.pdf>



Rest Areas = Tourism & Economic Vitality

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Rest Areas, especially those that serve as Welcome Centers, demonstrate that CDOT cares about our travelers and wants people to enjoy the adventure of driving across the State of Colorado.



Julesburg Welcome Center
1,500+ visits a day



Rest Areas = How people view CDOT

Vail Pass – I-70 West (CDOT R3)

2,500+ visitors per day



Travis McDowell

Local Guide · 35 reviews · 45 photos

★★★★★ a year ago

Dirty is an understatement, this was embarrassing



Chris Los

2 reviews

★★★★★ a year ago

Our visit here yesterday was far away the worst I have ever seen this stop and I have visited this stop since the 80s. The bathrooms stunk and were filthy the grounds also were untidy. There were portolets outside. I should have used those instead. Atrocious.



Nathan Smith

Local Guide · 11 reviews · 9 photos

★★★☆☆ a year ago

Rest area building was closed. Great view, wish I could actually stop to rest.



Elkins Dahle

Local Guide · 504 reviews · 104 photos

★★★★★ 2 months ago

Small and jammed up with cars, tourists, bikers. No place to park. For all the people here CO needs to build a rest area 100 times bigger with car parking for 100+ cars and truck parking for 50+ trucks. There is currently parking for like 20 cars and like 2 big trucks. That's all it offers.



Rest Areas = How people view CDOT

Pueblo SB– I-25 South (CDOT R2)

1,000+ visitors per day



Angela Hively

2 reviews

★★★★★ 3 years ago

Pit toilets, no water, potable or otherwise, complete regression to before the age of the railway. People who refill their own water bottles should stop elsewhere.



Steven Nielson

Local Guide · 115 reviews · 3 photos

★★★★★ 2 years ago

Non-flush toilets full of more flies than I have ever seen in my life, with a terrible smell. I live in North Pueblo under 10 minutes away from this rest stop so if I got here it has to be an absolute emergency, and I still walked out in disgust. Non-potable water as well.



Ann Thompson

7 reviews · 10 photos

★★★★★ a year ago

It was closed. Couldn't even use a picnic table. Starting on I 25S in Denver, this leg of our trip has been a nightmare!



Rest Areas = How people view CDOT

Arriba Rest Area – I-70 East (CDOT R4)

1,500+ visitors per day



Justin Grogan

Local Guide · 335 reviews · 361 photos

★☆☆☆☆ 2 years ago

During the day, I'd give it 2 stars.. Not the cleanest, restrooms smell. At night, I'd give it a 0!!! Very dark, sketchy, and desolate. Be cautious!



Joe Zanghi

Local Guide · 88 reviews · 21 photos

★☆☆☆☆ a year ago

As a CO resident, I was embarrassed by this rest stop. The restroom was filthy, smelled bad and was poorly lighted. Common CDOT! You can do better with my tax money!



Erin Winstanley

1 review

★☆☆☆☆ 3 weeks ago -

The water fountains don't work & bathrooms are old/dirty.



Rest Area Policy Statement

CDOT should ensure that public rest area facilities or acceptable alternatives are available with reasonable spacing along interstates and key corridors within the state for the safety, comfort, convenience, and information needs of motorists.

Rest area parking and comfort stations should be free of charge and accessible at all hours. Rest areas at key entrances to the state should be provided to help drive tourism and economic vitality. CDOT should pursue partnerships at rest areas to maximize both effectiveness and funding opportunities, and to promote safety and sustainability.



Funding and Management Structure

Current

- No Performance Targets
- Management – Decentralized by Region
- Funding – Adhoc (ie RPP, Maintenance)

Future

- Performance Targets
- Management – Asset Management
 - Property Mgmt – Asset Manager
 - Division of Maintenance – MPA
 - Region – Maintenance
- Funding – Constrained but Stable (ie Asset Management)



Next Steps

- Analysis from the Rest Area Study indicates that \$28 million is needed to rehabilitate CDOT Rest Areas
 - In addition to increased funding for regular, yearly maintenance needs.
- Critical Rest Area Needs
 - Vail Pass - \$2+M for repairs
 - Pueblo SB - \$2M for repairs / rehabilitation
 - Major safety improvements at all rest areas including improved lighting, web-based security cameras, etc.
- December 2018: Discuss funding options with Transportation Commission
- 2019: Asset Management Program Development
 - Develop Maintenance MPA with LOS by tier
 - Set Performance Targets
 - Incorporate into Budget Setting Workshop