



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

April 26, 2019

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 March Meeting Minutes** – Vince Rogalski, STAC Chair
- 9:10-9:20 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:45 **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:45-10:05 **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:05-10:15 **CDOT Organizational Structure (Informational Update)** – CDOT Executive Management Team
- Update on recent changes to the CDOT organizational structure.
- 10:15-10:25 **Break**
- 10:25-11:15 **Planning Reset (Input Item)** – Rebecca White, Division of Transportation Development (DTD)
- Review and discuss CDOT's re-thinking the planning process and statewide plan development
- 11:15-11:40 **4P Meeting Presentation Preview (Input Item)** – Tim Kirby, DTD
- Overview of an example 4P meeting presentation.
- 11:40-11:55 **Web Survey Tool Demonstration (Input Item)** – Marissa Gaughan, DTD
- Demonstration of the MetroQuest public engagement tool.
- 11:55-12:00 **Other Business**- Vince Rogalski
- 12:00 **Adjourn**

STAC Conference Call Information: 1-601-526-1860 PIN: 156 053#

Web Conference: meet.google.com/uvy-dyrr-uxs

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

STAC Meeting Minutes
March 22nd, 2019

Location: CDOT Headquarters Auditorium
Date/Time: March 22nd, 2019; 9:00 a.m. – 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (STAC Chair and Gunnison Valley TPR), Kris Manguso (Northwest TPR), Heather Sloop (Northwest TPR), Michael Yohn (San Luis Valley TPR), Turner Smith (Central Front Range TPR), John Liosatos (Pikes Peak Area COG), Andy Gunning (Pikes Peak Area COG), Norm Steen (Pikes Peak Area COG), Andy Pico (Pikes Peak Area COG), Dick Elsner (Central Front Range TPR), Elise Jones (Denver Regional COG), Ron Papsdorf (Denver Regional COG), Becky Karasko (North Front Range MPO), Kristie Melendez (North Front Range MPO), Dave Clark (North Front Range MPO), Peter Baier (Grand Valley MPO), Bentley Henderson (Intermountain TPR), Gary Beedy (Eastern TPR), Barbara Kirkmeyer (Upper Front Range TPR), Elizabeth Relford (Upper Front Range TPR), Jim Baldwin (Southeast TPR), Shoshana Lew (CDOT Executive Director), Johnny Olson (CDOT Deputy Director), Joshua Laipply (CDOT Chief Engineer), Herman Stockinger (CDOT Office of Policy & Government Relations), Rebecca White (CDOT Division of Transportation Development), David Krutsinger (CDOT Division of Transit & Rail), Jon Cater (Federal Highway Administration).

On the Phone: Amber Blake (Southwest TPR), Dean Bressler (Grand Valley MPO), Walt Boulden (South Central TPR), Keith Baker (San Luis Valley TPR), Myron Baker (Ute Mountain Ute Indian Tribe), Terry Hart (Pueblo Area COG), John Adams (Pueblo Area COG), Ranae Tunison (Federal Transit Administration), Tracey McDonald (Federal Transit Administration).

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Welcome & Introductions / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Introductions of participants in the room and on the phone. 	No action.
Opening Remarks / Shoshana Lew (CDOT Executive Director)	<ul style="list-style-type: none"> • I wanted to talk for a few minutes about new CDOT priorities this morning. • Given the events of this week it's important for us to recognize the importance of safety in this field - taking care of one another and taking care of ourselves. • Hoping to refresh our statewide process for project prioritization and planning. • No matter how much money we have for the system it will never be enough - we always have to prioritize for what is best for people and their lives. 	No action.

	<ul style="list-style-type: none"> • Everyone is impacted by transportation since it connects them to work, school, healthcare, recreation, and more. It's the thing that gets us from Point A to Point B. • The first question everyone asks is "How are you going to pay for it?" If I said I could answer that question right now then I would lose all credibility. We often talk in very large numbers that don't mean very much in real people's lives. We need to put things in more concrete terms that folks can understand before we ask them to open their wallets. • Because of federal requirements there are many different plans that CDOT develops. That's too many processes for most individuals to engage with, so we need to make it easier for people to participate in the conversation. • We are aiming to have a consolidated conversation with people about the goals of investing in transportation. What are we solving for? <ul style="list-style-type: none"> ○ You sell a house using pictures of what it looks like, not by advertising the price of the mortgage. • It's an exciting time to see how we transfer can apply that philosophy into our work in government. • The questions that you ask often inform the answers you receive. We need to consider how we can ask better questions and use new data and tools to help us answer them. 	
<p>Moment of Silence for CDOT's Eric Hill / Johnny Olson (CDOT Deputy Director)</p>	<ul style="list-style-type: none"> • We lost one of our employees on Saturday morning, Eric Hill, who was based in Gypsum. He was born and raised there and a 19-year veteran firefighter in addition to working for CDOT. • It is always difficult to lose a friend and co-worker. We are a transportation family so please take a moment of silence for Eric and his family. 	<p>No action.</p>
<p>Planning Reset / Rebecca White (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Rebecca White, the new Director of CDOT's Division of Transportation Development (DTD), introduced herself to the group. • Many of the people in this room have served on the STAC for a number of years and have seen the multiple iterations of the planning process over that time. The STAC has been closely engaged with CDOT during the course of the 2040 Statewide Transportation Plan (SWP) and we look for that collaboration to continue. • The next SWP will continue as planned, but with a new focus and strategic vision. <ul style="list-style-type: none"> ○ CDOT hopes to touch all 64 counties through this process. • CDOT develops a number of plans, many driven by federal requirements, but in doing so has lost the opportunity to look at multiple modes and topic areas holistically and in a deliberate fashion. 	<p>No action.</p>

	<ul style="list-style-type: none"> ○ In the past, CDOT may have visited the same stakeholders several times in close succession to discuss each distinct mode or topic area - an inefficient approach. ● The new goal is to bring planning efforts together in order to develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input. ● To achieve this goal, we will pursue 4 strategic actions: <ul style="list-style-type: none"> ○ Leverage the statewide planning process to deliver a 10-year strategic pipeline of projects <ul style="list-style-type: none"> ▪ We will focus on a more immediate 10-year list of projects, build on lessons learned from the 2040 SWP, and continue our high level coordination with the TPRs and MPOs. ○ Integrate modal plans <ul style="list-style-type: none"> ▪ We will merge the development of the Statewide Transportation Plan and Statewide Transit Plan to create efficiencies for public engagement and develop complementary projects in tandem rather than in isolation. ▪ In the past our process has been inefficient - we might visit the same stakeholders to discuss 2-3 different modes within a few months of one another. ○ Evolve the STIP <ul style="list-style-type: none"> ▪ We will manage an evolution of the STIP to include 4 fiscally-constrained years and 6 illustrative years. ▪ Still determining how frequently we would complete updates - annually or other. ○ Utilize new tools to understand current conditions, highlight future areas of concern, and identify needs <ul style="list-style-type: none"> ▪ We will employ improved data and tools, including the new Statewide Travel Model, to allow for a meaningful comparison between different project types. ▪ The model can address the interplay of transportation and land use, changing traveler preferences, new technologies, and more over the course of the next 10-25 years. ● The big questions that we should ask are: <ul style="list-style-type: none"> ○ How do we solve the transportation challenges that people are facing across Colorado? ○ How do we bring all modes and varying needs into a single statewide conversation? ○ How do we evaluate needs against each other in a fair and equitable way? 	
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- CDOT will work closely with MPOs, TPRs, Counties, and Cities to understand their challenges, identify and consider a range of solutions, and finally develop project selection tools that fairly weights the benefits and costs of all types of projects.
- In the past we have often started the conversation with the dollar amount that we need. But you don't sell a house by talking about the mortgage - first you show what the house looks like and talking about why someone would want to live there. We need to think this way about transportation too, starting with the vision that we want to achieve and then talking about the funding needed to make it a reality.
- We will return to this group in April to review our proposed approach, including the schedule, engagement tools, and how the asset management process will be aligned with the planning reset.

STAC Discussion

- Andy Pico: As you switch from the rolling 4-year STIP to the 10-year STIP, would you retain the annual update process?
- Rebecca White: We are still in the process of figuring that out. This document will still be a dynamic one that needs to be responsive to change, so we have to find the right way to do that.
- Tim Kirby: As with everything, we're methodical with our approach and still working through the pros and cons. We will refine our proposed approach and bring that to this group next month for additional discussion.
- Andy Pico: I would make the strong suggestion that you maintain that annual update because otherwise I think a 10-year STIP could get stale over time.
- Keith Baker: On the topic of the Statewide Travel Model, is there the possibility for CDOT to purchase additional licenses so that TPRs and counties can access that tool? We are embarking on our comprehensive plans soon but don't have the resources to pay for our own modeling services.
- Erik Sabina: Yes, we want to make this resource available to anyone in the state, so just contact us and we'll work with you on it.
- Elise Jones: Thanks to Executive Director Lew for coming up to Boulder to participate in a planning conversation last night with a number of stakeholders. If that's akin to what you have in mind for this effort, then it's a thumbs up from me. Also I'm very supportive of the idea of combining modes in these conversations because we've had a lot of success with that in recent years, for example on US 36.
- Becky Karasko: How will you plan to integrate MPO TIPs given that we recently moved to a rolling TIP? Also, we currently create multiple plans in accordance with federal requirements, so would we be asked to combine ours as well since you are doing so?

- Tim Kirby: While we are planning on combining the Statewide Transportation Plan and Statewide Transit Plan in terms of process, they would still be submitted as separate documents to our federal partners. So there are efficiency gains to combining the outreach and development efforts, if not the documents themselves. As for the STIP question, that's something we've given a lot of consideration to. We've been moving towards a 4-year rolling STIP over the past several years and we're aware of the impacts to our partners if we try to adjust this without accounting for them, so you'll be a part of that conversation along with our federal partners and we have our eyes wide open about the challenges we may encounter.
- Heather Sloop: I think it's a great start, but my concern is that we might be looking across modes in a way that pits rural needs against urban needs. Looking at where people live, for instance, doesn't account for those who work from home. I would rather see a more robust dive into where people are, where are they moving, and when are they moving without an exclusive focus on commuting. I worry that this might turn into an Us vs. Them, Big Brother, David vs. Goliath situation.
- Shoshana Lew: One of the things that we want to make sure we're getting feedback on early in the process is the way you create a scoring system for comparing projects in a way that appreciates the difference in need in different areas of the state, which will result in a more equitable discussion. It makes a big difference if you distribute funds per capita or per mile, for instance. Something that I would like to lean on this group for is helping us to know the appropriate balance between those types of approaches and all the other factors you can think of.
- Ron Papsdorf: I want to expand on Commissioner Jones' comments. I think you're moving in the right direction and in the Metro region we have a long history of developing comprehensive, multimodal transportation plans. We are about to embark on our own MetroVision RTP over the next 2 years and I would like to make sure that we are integrating with your efforts and not stepping on one another's toes. I would like to invite you to our table and align with the process.
- Barbara Kirkmeyer: Thank you Director Lew and I would like to invite you to our next UFR TPR Meeting in June in Fort Lupton. With regards to the presentation, I am concerned about some of your slides, when you talk about comparing needs holistically across modes I see a lot about urban congestion but nothing about freight or rural needs. That is why a lot of us in the room feel concerned by the emphasis, which doesn't seem to be rural. I agree that it would be beneficial to have a project selection tool that fairly weighed benefits and costs. Also, I was here in 1994 when the state defined a statute saying we needed a plan that considered all modes, so I'm concerned if you are saying that you weren't doing that already to comply with statute. That statute also established the 15 Transportation Planning Regions, each

	<p>of which <i>shall</i> have a 20-year Regional Transportation Plan that rolls up to the statewide level. How are you going to ensure that we are complying with statute, and will we receive a timeline for this process?</p> <ul style="list-style-type: none"> • <u>Rebecca White</u>: I agree with all of your points, and the GIS maps here were meant as examples rather than a comprehensive look at all project types and all areas of the state. We want to come back to this group in April with a much more fleshed out and defined approach will visuals that are tailored to each specific meeting that we attend. • <u>Barbara Kirkmeyer</u>: That is good to hear, but as the Chair of the Upper Front Range TPR, we have an obligation to look at our particular region, define the needs and goals, and then have CDOT build on that, not the other way around. In our RTP we have a whole list of requirements that we are expected to fulfill, so are we going to get planning totals for this entire 20-year time period that we can use to fulfill that role? • <u>Rebecca White</u>: I have been reading the last set of RTPs and I think those are beautiful, useful documents. I think that the next round will be shorter, more focused on the 10-year timeframe, but will build upon the progress that we made in the 2040 plans and still attempt to tell a story for each TPR that is unique and specific. We will be focused on developing that 10-year project list more than the longer 20-25 year horizon. • <u>Barbara Kirkmeyer</u>: So will we be getting 10-year planning totals instead of 20-year? • <u>Shoshana Lew</u>: The truth is that no one knows what the picture looks like 20 years out, funding could be scaled up or scaled down dramatically, so we want to focus on the top priorities and be ready for any eventuality. It's a fair question and we will figure out how to plan for a certain degree of uncertainty. • <u>Barbara Kirkmeyer</u>: We understand that, but I still think we need planning totals to fulfill our statutory role as a TPR. I appreciate your call yesterday and I want to reiterate what I said yesterday and 5 years ago. If the intent is to produce a cookie-cutter plan for all the rural regions, then I don't support that now and I never will. Last time, when I read the different regional plans, the goals in the Upper Front Range were the same as those of the North Front Range, and Southeast, and Intermountain. We need to be closely involved in the outcomes of this process, and you've already selected a consultant without our participation in that process. When the plan is being produced we need to be driving the process, and when the plan comes down I need to see it before you do. • <u>Shoshana Lew</u>: We will make sure that any consultant working on this process is doing so in a way that is comfortable for the TPRs. 	
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- Barbara Kirkmeyer: I want to make sure that those consultants are following the direction of the Upper Front Range.
- Rebecca White: Agreed.
- Norm Steen: Thanks and welcome. We need to recognize that all of CDOT's work is in support of other priorities, roads and transportation don't exist for themselves. Our work needs to be responsive to needs, not prescriptive of them. That helps you get more buy-in and funding. It's encouraging to see the movement from condition to purpose. I am refreshed to see the link between businesses, freight, and transportation that you indicated. A strategic, aggregated vision requires coordination with the MPOs and TPRs from the start, because they are the ones that know those local needs best.
- Gary Beedy: I would like to invite Executive Director Lew to the next Eastern TPR Meeting in Akron on April 8th. I also support the integration of modes, and we've been trying for several years to get communities to look at freight needs. During this last storm we had trucks parked all over our roads and we have a huge amount of commerce that traverses our state from Mexico to Canada and coast to coast. I hope that this emphasis on freight continues and that we help communicate to the Metro areas that they rely on a national freight system that requires resiliency and alternate routes. Communities need to be encouraged to develop that perspective and understand what the trucks on their roads are doing for them. We need to balance public perception and public need as a part of the planning process.
- Rebecca White: Do you think that the recent planning process for freight was useful? Were you involved in that?
- Gary Beedy: That process was great, and the people who were engaged were great, but it wasn't truly statewide and every community wasn't as interested in participating. Most communities don't consider this element of the transportation system and in the past it's been largely up to them how much to put in their RTP.
- Rebecca White: Thank you, that feedback is very useful and largely in line with what we're hearing from others.
- Peter Baier: I would like to invite the Executive Director to our April 22nd Grand Valley RTC meeting. I'm hearing a lot of support for the idea of bringing the plans together and I think the Statewide Travel Model will be very helpful, but we need to have an opportunity for MPOs and TPRs to provide data inputs because to use your house analogy, each room of the house will be different. I think we need also need to make sure that we give ourselves enough time to do this properly - in the past we've always been rushed through the planning process and don't have enough time to do it right. Finally, I would suggest adding a fiber and technology and RoadX element to this effort, we need to consider that. Rural areas benefit greatly from that connection

	<p>and the ability to work remotely. I think there's an opportunity here and support for your idea here but also a sense of "Danger, Will Robinson!", that this could go off track on us. Finally, making that connection to funding opportunities so that we're ready if anything comes along but also making them tied to the actual plans and building up from that foundation as we do this.</p> <ul style="list-style-type: none"> • <u>Turner Smith</u>: Just another item to add to your laundry list: have you talked about truck stops since you came onboard? • <u>Rebecca White</u>: From the context of the plan and freight needs? • <u>Turner Smith</u>: Yes, in terms of where they can park. I've heard a lot about the cost of upgrading those, how many people would use them, and the like. • <u>Johnny Olson</u>: We have done a truck parking study in the past and certainly we're aware of the safety issues of having trucks on the side of the highway, especially in a white-out situation. That will continue to be a big focus for CDOT and something that is incorporated into this broader planning effort. • <u>Andy Gunning</u>: Overall I think that this looks good, but the devil is in the details. Can you talk more about the project selection tool that you referenced and how it will be developed in concert with the TPRs, MPOs, Transportation Commission, etc.? • <u>Rebecca White</u>: Right now I want to start from the ground up as we've discussed, see how it goes over the summer and what priorities we hear and start thinking about what are those costs and benefits as perceived by the public. We're doing this in parallel and the information we gather through outreach will help define what that tool looks like. • <u>Shoshana Lew</u>: The main goal is to make sure that the entirety of this process is transparent. We want our models and tools to reflect what you are telling us, so when we do a benefit-cost analysis process we are using costs and benefits that are in line with the priorities that the communities are giving us. They should reflect back the results of the discussions that we are having across the state. 	
Approval of February Meeting Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of February STAC Minutes without revisions. 	<i>Minutes approved.</i>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ The TC met just yesterday so there are no Minutes available yet, they will be forthcoming. ○ At the meeting, our new Executive Director laid out her goals and priorities. 	No action.

- The Commissioners consider Safety to be the most active priority. Some elements of this effort include:
 - Wider striping for increased visibility
 - Rumble strips for head-on collision warning
 - Installation of cable guard rails to prevent roadway departures
 - The continued need for avalanche mitigation
 - Potential use of variable speed limits to adjust to changing conditions
 - Faster incident management to avoid secondary crashes
 - Improved winter operations to address specific storm risks
- There was an ongoing discussion of multimodal needs and funding via SB 1 and SB 267.
- The TC is continuing to revise the CDOT budget and the format in which it is presented to the public.
- Finally, there was a discussion of how to refine the statewide planning process to better envision the goals of the transportation system and address multiple project types in a single forum.
- High Performance Transportation Enterprise
 - HPTE Director David Spector is leaving CDOT for a position in the private sector and Nick Farber will be the Interim Director while a replacement is sought.

STAC Comments

- Heather Sloop: Is there any resolution of the RPP formula question?
- Vince Rogalski: There was no discussion of that topic. The Commissioners are aware of the issue and in the past have talked about potentially increasing the total amount of RPP funding.
- Barbara Kirkmeyer: It says in here that CDOT decided to not let projects out last year due to a lack of cash? How does that relate to program dollars going to the region, are they operating on cash only?
- Josh Laipply: When we went to a cash flow basis, during the RAMP period, we would advance funds out on the street and paid with them during cash rather than what was coming in, so the budget and cash flow didn't line up during that period. Last year we had to start slowing that program down. We didn't cancel any projects but we did delay some ad dates as we got closer to the line in terms of the cash that was on hand.

	<ul style="list-style-type: none"> • <u>Johnny Olson</u>: Let me give you an example using resurfacing. In a given year maybe my planning total was \$49 million but my expenditures were \$75 million worth of projects, because I could advance funds to take advantage of economies of scale and get projects out faster using dollars that I would receive in a future year. So I might be spending FY19 dollars in FY17 since we had cash to fill the gap and it's more cost-effective to spend now than in two years. • <u>Barbara Kirkmeyer</u>: So is there now no flexibility within the regions because we're doing everything on a cash basis? • <u>Joshua Laipply</u>: As Johnny said, there was greater flexibility in the past because you could dip into projects a few years down the line. Now with less cash on hand you can't do that as easily because you have to wait for your yearly allocation to spend. • <u>Jeff Sudmeier</u>: The flexibility <i>between</i> programs wasn't related to the cash balance. What really changed last year was that RAMP ended - during that period we were able to deliver projects ahead of schedule because we had excess cash that could be advanced for projects. Once RAMP ended we went back to a more normal situation where funds are spent in the same year that they're budgeted. In terms of the flexibility around programs, the regions still allocate planning totals by year and we're moving back to delivering them year-by-year. • <u>Johnny Olson</u>: When I would combine funds across programs, we would try to balance between years so that we wouldn't end up with all of our projects in a given year and nothing in another. • <u>Barbara Kirkmeyer</u>: So all the programs are on cash management now? How flexible is it now, across 2 years or 4? • <u>Johnny Olson</u>: Now we're back to spending the funds in the year that they're budgeted, and there is no more advancing of funds. 	
TPR Reports / STAC Representatives	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Kicked off 2045 MetroVision RTP; completed two TIP amendments, one of which added an additional \$9 million for I-25; have selected a consultant to assist with the development of a regional Vision Zero Action Plan. • <u>GVMPO</u>: The 29 Road & I-70 Interchange PEL open house had huge attendance, a lot of interest in the area; Executive Director Lew came out and met some local contractor groups; the MPO settled its labor negotiations with GVRTC bus drivers; there was a Club 20 meeting on transportation and I appreciate the effort to try to bring all these planning efforts into one big basket, I think it's needed. • <u>NFRMPO</u>: FY2022-2023 call for project awards were approved, a total of 10 projects across CMAQ, STBG, and TAP pools, the FY 2023-2024 TIP amendment is now 	No action.

	<p>under public review; a new Congestion Management Plan under development and expected adoption is in June; the development of 2045 RTP continues with an anticipated September 2019 adoption; planning to get Party Status on the ZEV Rule in order to testify at the upcoming hearings.</p> <ul style="list-style-type: none"> • <u>PACOG</u>: Next meeting is next Thursday; city traffic engineer and acting transit director is retiring but has taken a job with CDOT, so that's good; construction on US 50 east outside of Pueblo to prepare for drainage and surface treatment work coming up there later this year; currently in a 30-day comment period for the new TIP which is slated to be adopted in May; RFQ for 2045 LRTP is under review; finally from a technical perspective we continue to have a lot of audio issues with the sound coming out of that room, a lot of people cutting off mid-sentence and sometimes a lot of static coming from the mics, I'm hoping we can encourage CDOT staff to prioritize looking into these issue so that those of us who cannot attend in person are able to have meaningful participation with the meetings when we're on the phone. • <u>PPACG</u>: Had to cancel our meeting last week due to the snow bomb; did approve a 2019-2022 TIP change to add ramp metering for \$3.5 million; 3 projects underway on US 24, including a P3 broadband project between CDOT, private industry, and local municipalities; added 2 new staff members, one in GIS and one for environmental planning; also recognized the retirement of Ken Prather and you are all invited to the farewell event next Tuesday. • <u>Central Front Range</u>: The San Luis Valley may not have much snow on the roads, but be careful in Park County; I know that I-70 has been a real challenge with the avalanches, but you have to understand that when I-70 is closed people get on US 285 and there are some very dangerous, icy spots that people encounter when they're not used to traveling there, over the course of the last two weeks we've had 2 fatalities and it may go up to 4, and it is frequently not cleared sufficiently to remove the icy corners and it can be enough to put you upside down in a ditch, my coroner asked me to speak with CDOT about this. • <u>Eastern</u>: The I-70 reconstruction near Flagler (a 2-year project) starting soon to tackle 1/3 of the 45-year old asphalt, still need funding for the remainder of the project; the Sterling S-curve project is also starting soon to help with freight movements; R4 has finished all flood recovery and closed out those projects, which is a good step for Region 4. One thing I would like the state to consider is staffing levels within regions, it's my understanding that there have not been major shifts in the last 10 years but of course the state has changed in terms of population and 	
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lane miles, we'd like to see more snow plowing and would ask the state to consider staffing needs across the state and adjust them as appropriate.

- Gunnison Valley: Continuing to work on the plan for US 50 Little Blue Creek Canyon, alleviating some concerns around potential closures on that project; also as mentioned Red Mountain Pass has now reopened.
- Intermountain: Things have been really quiet up in the mountains the past few weeks, there's not a lot going on apart from snow and avalanches and cars piled up for hours; thanks to CDOT maintenance crews for their hard work dealing with all of that, putting in long hours and working in very challenging conditions.
- Northwest: The TPR met on February 28th and had a strong attendance; one issue for our region is that the SH 131 project was supposed to be a full reconstruction but now it's just a resurface, so that hurts the resiliency benefit of the project; internally started working on a large project list so that we can weigh in on all types of modal projects, everyone is very excited to get that done; thanks to everyone for supporting the SH 13 INFRA grant, it's much needed; next meeting is 5/23 you are all invited, we'd love to see anyone who can make it up there.
- San Luis Valley: Roads are dry and clear, no construction delays.
- South Central: *No report.*
- Southeast: Not much to report, next TPR meeting will be Wednesday at 10:00 AM.
- Southwest: The TPR hasn't met since February; Amber will be presenting to the San Luis Valley TPR on the Multimodal Options Fund committee at their May meeting; a number of projects are underway in the region and all going well, including ADA ramps and signals along US 550 that's being completed with minimal impact on the community; we are inundated with avalanches but Red Mountain Pass is now open again after 19 days; there will be a local election on April 2nd that includes a ½ cent sales tax dedicated to streets (if it passes); would also like to invite Executive Director Lew to next TPR meeting on 4/11 or the following one in June.
- Upper Front Range: Similar briefings as everyone else; the bomb cyclone sat on Weld County for several hours and CDOT did a great job; it's never fast enough for some people but we think you did a great job and we appreciate it.
- Southern Ute Indian Tribe: *No report.*
- Ute Mountain Ute Indian Tribe: *No report.*
- CDOT Deputy Director Johnny Olson: This has been a rough three weeks and we've had a lot thrown at us. Thank you all for your support at the local level think

	<p>that overall, with the exception of US 285, we've done a good job and our coordination has improved and shown results. We have to look at the whole system and prioritize what we can do, but we appreciate your patience in these situations. Now we're getting prepared for all that snow melting, and hopefully it's in a way that doesn't cause a whole lot of flooding all at once. We'll be reaching out to you at the local level to prepare for those eventualities and deal with whatever comes at us.</p>	
<p>Federal and State Legislative Report / Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State Update</u> <ul style="list-style-type: none"> ○ HB 19-1207 would require passenger vehicles to have enhanced traction control (chains, snow tires, etc.) during winter travel and has passed the House. Currently debate in the Senate revolves around enforcement, potential public confusion, and other details. <ul style="list-style-type: none"> ▪ The public can become confused regarding these laws because there are different rules around all-wheel drive, tire quality, and chains that apply in different contexts. ○ A second bill that may impact CDOT is SB 19-196, which would increase the apprenticeship requirements for contractors in a way that effectively limits the pool of potential bidders and might therefore impact our contracting ability and costs. We're working with the bill sponsors and others to address some of those concerns and hopefully minimize the negative impacts while supporting opportunities for apprenticeships. ○ There is also an effort underway to propose a "De-Brucing" measure for voter approval in November, which would allow the state to retain tax revenues collected over the TABOR limit and dedicate 1/3 of those dollars to transportation. <ul style="list-style-type: none"> ▪ Currently 2 separate bills (HB 19-1257 and HB 19-1258), one of which would put the measure on the ballot and a second which would allocate the funds if the measure passes in November. ○ Last year's SB 1 legislation included a provision to put forward a \$2.3 billion transportation ballot measure in 2019 if both of the 2018 measures failed. However, legislators are now discussing the possibility of forgoing this measure and making an annual \$50 million general fund transfer for transportation instead. ○ As a part of the budget process the Joint Budget Committee also allocated a one-time \$30 million transfer to CDOT. <p>STAC Comments</p>	<p>No action.</p>

	<ul style="list-style-type: none"> • <u>Dave Clark</u>: If the De-Brucing bill passes, it would go to a vote of the people? • <u>Andy Karsian</u>: That's correct. • <u>Andy Pico</u>: Is that two bills or one? • <u>Andy Karsian</u>: It's broken into two bills, the first of which puts the question on the ballot and the second of which directs the funding if the measure passes. • <u>Turner Smith</u>: I appreciate you working through several microphones so that we can all hear. I think that with a little work we can get used to these microphones and hopefully make better use of the equipment that we have for the people that are not present in the room. 	
<p>Colorado Transportation Wildlife Alliance / Tony Cady (CDOT Region 5)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Colorado Parks & Wildlife (CPW) has been looking at the challenge of declining mule deer populations for the past 20 years, as we've seen a general problem across the Western United States. • CPW developed a 7-point approach to the problem that included roadkill as one important factor. • This was the last major item to address, and we started looking at it more closely around the same time as CDOT's SH 9 wildlife overpass project, so we started to talk with CDOT about how do we interact as agencies and how can we improve that in the future. <ul style="list-style-type: none"> ○ Wildlife is a huge industry in Colorado, so apart from the significant safety concern on the part of CDOT, we also want to protect that natural resource. • In 2017, a summit was held in Silverthorne to bring our staff together, get a wide variety of stakeholders and elected officials together, and developed recommendations for how to address these topics moving forward. • The mission of the Colorado Wildlife & Transportation Alliance is to provide safe passage for people and wildlife in Colorado. • Goals developed through the summit included: <ul style="list-style-type: none"> ○ Develop a Wildlife and Transportation Steering Committee ○ Establish partnerships and develop an outreach strategy ○ Develop consistent funding sources ○ Advance public education on wildlife and transportation issues ○ Consolidate and integrate data and technology • Created 5 technical teams to implement the action items developed by the group. At this point, 3 have started and are making progress: <ul style="list-style-type: none"> ○ <u>Education & Outreach</u>: identifying similar initiatives, developing engagement and communication strategies, identifying audiences and events, creating a 	<p>No action.</p>

	<p>brand and logo, and developing collateral materials (website, slide deck, fact sheets, etc.)</p> <ul style="list-style-type: none"> ○ <u>Funding & Partnerships</u>: identifying needs and opportunities, working with current and potential partners, establishing champions, establishing mechanisms for partnerships (IGAs, staff resources, operating costs) and creating a 501(c)(3) non-profit organization with CPW and CDOT as members to facilitate fundraising and future partnerships, and planning for a future joint workshop of the CPW and CDOT Commissions. ○ <u>Data</u>: leveraging data to show project benefits for safety cost savings, habitat connectivity, herd health & diversity, applying data-driven project prioritization and mitigation approaches; and consolidating and integrating multiple existing data sources for a holistic approach. <ul style="list-style-type: none"> ● Next Steps for the Alliance are to: <ul style="list-style-type: none"> ○ Identify candidate projects in need of design/construction funding in alignment with the findings of the West Slope Wildlife Prioritization Study. ○ Participate in local and regional educational events. ○ Launch an Alliance website. ○ Coordinate with similar and parallel initiatives at the local, state, and national level. ○ Host targeted follow-up Wildlife Summits at the regional level. ● The West Slope Wildlife Prioritization Study (WSWPS) is one concurrent effort in line with the goals of the Alliance. ● Wildlife-vehicle collisions (WVCs) cost the state's economy \$66.4 million per year and the West Slope (CDOT Region 3 and Region 5) accounts for 60% of them. <ul style="list-style-type: none"> ○ The goal of the WSWPS is to create a prioritized list of projects that will have the greatest impact on the problem and create safer roads for both humans and wildlife. ● The study examined current conditions and future scenarios for R3 and R5 and used a regression-based risk model that compared the road-adjacent attributes of reported WVCs and carcass locations to those of random locations along the highway network to identify the greatest risk areas. ● Maps were generated wherein red highway segments are used to illustrate the 90th - 100th risk percentiles. ● In Region 3 there is a concentration in the northwest section of the state surrounding Craig, as well as a few spots on the I-70 corridor, and one in the same location as the recently-completed SH 9 overpass project (which validates the need for that investment). 	
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- In Region 5 there are concentrations of need around Buena Vista, Durango, and Pagosa Springs.
 - These initial results will need to be studied and refined into more specific projects, but the study gives us a really good place to start.
- As a complement to this effort we also developed a Benefit-Cost Analysis tool for wildlife highway mitigation projects.
 - It incorporates standard CDOT Traffic & Safety methodologies and ascribes a value to wildlife killed in WVCs, accounts for the residual value of large crossing structures that last beyond the typical 20-year span of a benefit-cost analysis, and easily feeds into grant applications as needed.
- Developed Decision Support Tools for addressing the need - potential mitigation recommendations, implementation considerations matrix, guidance for integrating wildlife priority highway segments into CDOT planning & project development, approach for methodology to support future updates to the study and tools.
- Next Steps for the WSWPS are to:
 - Expand field review and mitigation recommendations for next highest 5% of risk areas in R3 and R5 (currently have funding for this and are proceeding).
 - Integrate priority areas into regional transportation plans.
 - Create an overarching IGA between CDOT & CPW for streamlined project funding in the future.
 - Integrate study methodologies into the MODA project selection tool.
 - Expand the study to the East Slope & Plains in order to develop a truly statewide list.
 - Develop best practices and procedures for wildlife mitigation projects in Colorado.
- CDOT and CPW staff would welcome any input and comments from the group here at STAC and more broadly as the process continues.

STAC Comments

- Dick Elsner: I think what you've done is great, but you've left off a lot of counties with wildlife concerns because they're not in the two regions. How long until you can do this assessment for other parts of the state?
- Julia Kintsch: We are interested in doing that but don't currently have sufficient funding for the rest of the state.
- Tony Cady: We don't have funding, but we have developed a methodology and process that should make it cheaper and easier for other parts of the state to replicate this effort. It would be up to other CDOT and CPW regions to find funding for those needs.

- Turner Smith: Were you asked at any time to address areas of animal overpopulation, for instance by attracting more hunters to an area by lowering license fees? I think that would be welcome in some areas of the state.
- Dean Riggs: We've seen mule deer thriving and growing in the urban sectors, even though their populations are lower in the rural areas than we'd like to see. I would say that nothing is off the table at this point in terms of reducing wildlife-vehicle collisions. It depends on where you are in the state and the specific circumstances whether you have underpopulation or overpopulation. We try to target our data analysis to each specific region and develop herd-management plans that account for a number of factors, including the political carrying capacity, as you will. But there's always the potential for a concentration of animals within a given sub-area that makes it seem like an overpopulation issue even though there's underpopulation at the state level.
- Tony Cady: The Alliance is not really addressing overpopulation issues. What we're looking at is the interplay between habitat and our roadways, especially during the higher concentration periods that we see in the winter. So we're focused on the habitat connectivity issues in the winter concentration areas as well as the national migration patterns and how they interplay with our transportation infrastructure.
- Gary Beedy: How do we make sure we're addressing the oversize / overweight needs of those large structures over our highways?
- Tony Cady: That's a great point - we look at specific locations and determine whether an overpass or underpass is reasonable based on the need, but in the case of overpasses these are quite massive structures and I don't anticipate any conflicts in regards to oversize and overweight vehicles. As always we work with our project design folks to understand the specific need in a given location and adapt to it.
- Elise Jones: I want to thank you for your work, I think it's great and even though you may not see this in a true downtown area, it definitely is in Boulder County. This work aligns really well with CDOT's emphasis on safety, especially in terms of visitors and tourists who don't know how to interact with wildlife and how to drive in a way that is ready for them.
- Andy Pico: In Colorado Springs we have a large number of deer right in the middle of our community.
- Tony Cady: Yes, they are smart and know that they can avoid hunters and vehicles in those areas. Also, when we do a large overpass project we also install peripheral fencing, jump outs, and dry culverts for smaller animals in the same area. We're trying to look holistically at the issue and support crossings by all types of animals.

	<ul style="list-style-type: none"> • <u>Kris Manguso</u>: Thank you for what you're doing. Just this morning I saw an animal that was hit just on the other end of the fence south of the structure on SH 9, so I hope you can address that area as soon as possible. I hope that you can continue the work on SH 9 so the animals aren't just popping out the other side. • <u>Julia Kintsch</u>: I am also the lead researcher monitoring the SH 9 project and you're correct that there's an issue just outside the fence in that area. The fence on that project ends because CDOT determined that we weren't able to add a second structure in that location, and we couldn't just continue the fence indefinitely. But interestingly the data show that the problem at the fence end hasn't actually been exacerbated, it's just a separate crossing issue further south and we agree that we need to continue the mitigation work in that area. • <u>Norm Steen</u>: There are a whole lot of groups out there in the state, from the range groups to the NRA, that you may want to work with on potential funding, outreach, and education moving forward. I'd be glad to help with that moving forward if I can. • <u>Dean Riggs</u>: That's exactly why we had the Rocky Mountain Elk Foundation and Colorado Mule Deer Association as a part of this process and we will continue reaching out to all of those interest groups moving forward. 	
<p>Federal Lands Access Program (FLAP) / James Herlyck (FHWA Office of Federal Lands Highway)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Office of Federal Lands Highway at FHWA does not own any roads, but rather is a project manager-centric organization that administers several programs with federal, state, local, and tribal partners. • FLAP distributes roughly \$15-\$16 million per year in Colorado and has worked with over 20 local agency partners in recent years. Its purpose is to improve facilities that provide access to federal lands with an emphasis on high-use recreational areas and large economic generators. • The Programming Decisions Committee for Colorado consists of one representative from FHWA (James Herlyck), one from CDOT (Jerad Esquibel), and one from the STAC (Bentley Henderson). • The current call for projects will close on June 5th, 2019 and will make \$40-\$50 million available in Colorado for fiscal years 2023-2025. • The types of projects that are selected are typically of a mid-sized, multimillion dollar scope and fall under the category of road realignments, reconstructions, safety improvements, bridge replacements, trails (about ¼ of all projects), and more. <ul style="list-style-type: none"> ○ Past Colorado examples include: Cottonwood Pass paving, Red Dirt Bridge in Eagle County, Rocky Mountain Arsenal NWR trails, Estes Park downtown loop, and Nichols Road in Pueblo. 	<p>No action.</p>

- A webinar for potential applicants on March 26th will provide additional information on project eligibility and the application process.
- The application process is straightforward, but please put in a strong effort in order to submit the most competitive application possible.
 - A shortlist of projects will be released in the July / August timeframe

STAC Discussion

- John Liosatos: Are military bases eligible? A lot of the examples that you provided are of recreational areas.
- James Herlyck: Yes, military facilities would be eligible, because the project area needs to be either a high recreation area or large economic generator, so a base could fit those criteria.
- John Liosatos: The thought process is that in Colorado Springs there are a lot of retired military folks who enter the base area to access their VA benefits or other activities, so that would be the need that's being addressed.
- James Herlyck: I can think of at least one funded project in California that fits that criteria.
- Dick Elsner: What's the typical match level?
- James Herlyck: The required match level is 17.21%.
- Dick Elsner: Would a high use road connecting to a campground be eligible, even if the locals don't use it very much?
- James Herlyck: Yes, definitely.
- Norm Steen: Are you aware of any discussion within the Defense Access Roads Program regarding SH 94, which connects Schriever Air Force Base to I-25? This is related to the recent discussion of where to locate the Space Force command, with Colorado being one of the candidate locations.
- James Herlyck: I am not involved in those discussions in terms of applying Federal Lands funding for projects of that type.
- Dean Bressler: Is the \$40 - \$50 million figure that you identified for the call for projects just for Colorado, or for the entire country?
- James Herlyck: That's just for Colorado over the fiscal years from 2023-2025.
- Michael Yohn: Thank you from Alamosa County for your work on the Great Sand Dunes National Park project.
- Vince Rogalski: Also for the Cottonwood Pass and US 50 projects.

Other Business / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none">• The next STAC meeting will be Friday, April 26th, 2019 at CDOT HQ (2829 W. Howard Place, Denver, CO 80204. <p>STAC Discussion</p> <ul style="list-style-type: none">• <u>Norm Steen</u>: I was in Washington, D.C. recently and everyone is talking about transportation on both sides of the aisle, including potential gas tax increases, renewal of the FAST Act, and more. It's good that they're thinking about this!	No action.
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STAC ADJOURNS

The Transportation Commission Workshops were Wednesday, April 17, 2019 and the regular meeting was Thursday, April 18, 2019. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

Documents are posted at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Transportation Commission.

Transportation Commission Workshops

Wednesday, April 17, 2019

3:00 pm – 6:00 pm

Attendance: Commissioners Zink, Thiebaut, Gifford, Hofmeister, Hall, Gilliland, Peterson, Stuart, and Connell were present.

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss four right-of-way (ROW) acquisition projects (negotiations), and seven settlement affirmations & authorization requests.

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

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

- Region 1
 - Region 1 Traffic Signal Updates Phase IV Project Code: 22841
 - SH7 Lafayette M.P. 62.13 to M.P. 62.38, Project Code: 21792
 - I-70 Central, Project Code: 19631
- Region 4
 - I-25 North SH 402 to SH 14, Project Code: 21506

The seven projects with requests for settlement affirmation & authorization that will be part of the consent agenda at the TC Regular Meeting for April 2019 included:

- Region 1
 - I-70 Central, Project Code: 19631
- Region 2
 - US 50 Passing Lanes East of Salida, Project Code: 20401
 - Pueblo FY17/18 Signal Capital Improvement Replacement, Project Code: 20927
 - US 50 Purcell to Pueblo Widening, Project Code: 22079
 - M-22-Z Bridge Replacement and Widening, Project Code: 21020
 - SH 71 Bridge over the Arkansas, Project Code: 21012
 - Powers Mining Museum, Project Code: 18318

Discussion:

- No comments were raised by the TC on the April 2019 right-of-way acquisition requests, or the April 2019 settlement affirmation requests.
- Josh Laipply, CDOT Chief Engineer, noted that a state statute regarding the Amerco case has recently included a safety clause as a part of a required TC process. This statute with the new clause will become

effective in July. The intent is to reconvene the TC sub-committee that developed the current response and process to comply with the new statute clause.

- It was noted that the TC will be traveling across the state during the normal workshop and regular meeting times for June.
- CDOT staff will work out details to reconvene the subcommittee and get back to the TC.

Budget Workshop (Safety Funds/Penalty Funds) (Jeff Sudmeier)

Purpose: To review a proposal to repurpose Highway Safety Improvement (HSIP) Funds to support a new Strategic Safety Program, and to review funding options associated with the completion of repair and rehabilitation work on US 36 (“US 36 Initial Works”) required by CDOT’s agreement with Plenary Roads Denver.

Action: Staff requests approval of the establishment of a new Strategic Safety Program, and the allocation of funding. Staff also requests input on approach to funding “US 36 Initial Works” and will return in May with any necessary approval actions.

Strategic Safety Program

A Section 164 penalty requires states that are out of compliance with federal standards relating to multiple driving under the influence (DUI) offenders to direct an additional portion of their flexible federal funds to safety programs. Under the Section 164 penalty, CDOT was directed by FHWA to allocate \$11,361,130 in flexible federal funds to the Highway Safety Improvement Program (HSIP). In January the Commission approved the allocation of \$11,361,130 from HSIP to the RoadX Program. With recent changes in the direction of this program, these funds are now available for other purposes. Staff is recommending these funds now be reallocated to establish a new Strategic Safety Program focused on decreasing the frequency and severity of accidents. As discussed at a March Commission workshop, staff are recommending several systematic statewide safety improvement programs to more proactively improve safety. These are best practices proven by research, used by states, encouraged by FHWA, and supported by CDOT staff as being effective in reducing our crash patterns. These improvements include:

- **6 inch striping to prevent run off the road accidents** – highly effective in reducing run off the road crashes, especially on rural highways and interstates; could be implemented by crews this summer, and further installed by contractors in later summer/fall for epoxy.
- **Interstate cable rail to prevent cross over accidents** – there are still gaps in the interstate system for cable rail; this is a highly effective countermeasure at preventing high speed head on crashes. While currently being recommended on projects, 640 miles are still needed.
- **Rumble strips, both center line and edge line on rural roadways** - centerline rumble strips on rural highways are also effective at reducing high-speed head on crashes.
- **Variable speed limits during weather events on interstates and mountain corridors** – adjusting speeds based on conditions can be very effective in reducing crashes and improving traffic operation. Several corridors would benefit from conditions-based speed limits.
- **Manual for Assessing Safety Hardware (MASH) compliance on guardrail** – an extensive need exists to continue to inventory the state’s guardrail systems, prioritize upgrades to new MASH standards, develop a strategic replacement plan, fund that plan and deliver it.

These are improvements that can be quickly deployed, resulting in immediate safety improvements on corridors where applied. An attached resolution authorizes the establishment of this program, including the creation of a new budget program to be incorporated into the CDOT budget. If the Commission concurs with authorizing the creation of the new program, the Commission will be asked (via approval of the April budget supplement) to approve the transfer of the \$11,361,130 in HSIP funds from the RoadX program to the new Strategic Safety Program. Staff will return in subsequent months to seek authorization via the budget supplement of the amount of funds to be deployed to specific projects and/or improvements within the (i.e. 6-inch striping, cable rail, etc.) Strategic Safety Program. Staff is recommending that HSIP funds associated with the Section 164 penalty be programmed to this same purpose in the FY 2019-2020 budget and FY 2020-2021 budget.

US 36 Initial Works

Plenary Roads Denver (PRD) took over operation and maintenance of the I-25 reversible lanes in March 2014 and US 36 Phase 1 and 2 in July 2015 and March 2016, respectively. As part of the handover process CDOT agreed to bring all assets up to a minimum standard. To determine what work was necessary an asset condition survey was completed. Items found to be below the minimum standards of maintenance in the Concession Agreement were included in the I-25 Initial Works Package. The Initial Works Package has been partially completed, but due to the project completion deadline on US 36 and the project's budgetary constraints, the remaining work was left to be completed by CDOT Regions 1 and 4 at a future time. The funding process for this work has remained undefined as asset conditions on the corridor have continued to deteriorate and have created serious safety and maintenance issues. PRD has provided a Scope, Schedule and Budget Estimate to complete this work on behalf of CDOT and the High Performance Transportation Enterprise (HPTE). The work is estimated to cost \$5,313,175. Staff are assessing which work elements would be best completed by PRD, and which by CDOT. If funding is made available up front and in total, procurement and permit work could begin in May 2019, and construction could be complete by early 2020. An alternative would be for Regions 1 and 4 to assume responsibility for funding, which may result in a more protracted timeline and/or implications to other projects.

Discussion:

- In January 2019 the TC approved approximately \$11.4 million going to the RoadX program: Recently the new intention for these funds is to use for another purpose. These funds are no longer intended for the RoadX program. New direction from the current CDOT administration is to create a Strategic Safety program, and use the funds initially planned for RoadX for this recently created initiative. Staff is bringing a resolution to the TC to approve this proposed change and transfer of RoadX funds to the Strategic Safety initiative.
- Commissioner Thiebat suggested that the resolution remove the mention of RoadX as to date the funds in question are not obligated to any program.
- Jeff Sudmeier, CDOT Chief Financial Officer, agreed that the budget supplement resolution will mention the transfer of funds from RoadX to the Safety Strategy initiative, where it is proper to mention the origin of fund transfers, and should be sufficient.
- Commissioner Hofmeister noted that related to the safety strategy initiative that includes the installation of rumble strips, that often a break in the center seal where rumble strips are worn down cause roadway deterioration. This has occurred in some instances within his district.
- Johnny Olson, CDOT Deputy Executive Director, noted the problem of rumble strips is due to them being improperly placed over the joint. Staff needs to take special care to avoid this from happening.
- Kyle Lester, CDOT Division of Maintenance and Operations Director, provided more information regarding the Strategic Safety initiative, and noted that moving to 6 inch striping throughout the state would be one of the improvements. On High speed routes the six inch stripes are a top priority and interstate striping is underway on I-76, and US highways in Region 5 are another priority for this striping. A longer-term program will be required to build out this initiative fully over 4 years. Rumble strips take more analysis and the plan is to install them this summer, the same is true for cable rail. The intent is to have a strategic plan outlined by mid- summer. We also need to invest in technology. The hope is to leverage Region 1 and Region 3 funds for variable speed limit projects.
- Jeff Sudmeier noted that the intent is for the Strategic Safety program to continue beyond its year of initiation.
- Johnny Olson mentioned that a Whole System-Whole Safety program presentation will be provided to the TC next month.
- Executive Director, Shoshana Lew noted that infrastructure is a key component to pay attention to related to smaller projects with definitive impacts that keep roadways safe. It is understood that rumble strips take more analysis to install properly. CDOT is going for simple to execute improvements to increase safety.
- Commissioner Thiebat commented that it all sounds good, both for the long and short term. And asked if the \$11 million is needed for this month or if TC action could occur next month.
- Kyle Lester responded that the money is needed now as he is already committing funds for striping projects that are occurring at this moment.

- Jeff Sudmeier intends to bring the resolution for the creation of the Strategic Safety Program and transfer of funds for this program to TC for action at the TC April 2019 regular meeting.
- Nick Farber, CDOT Interim High Performance Transportation Enterprise (HPTE) Director, provided an explanation regarding how to conduct remaining work initially assigned to Plenary on the US 36 project between Federal Blvd. and I-25 –as some work in this area is unfinished. The idea is to hand over work to Region 4 or Region 1 as the work is needed now, as it is becoming a safety issue. The options to fund this work is either use TC contingency reserve funding or use Region 1 and Region 4 funding.
- Jeff Sudmeier noted that the CDOT Regions expressed that they have concerns if they are tasked with funding the remaining work on an incremental basis. This is why CDOT staff is considering asking for TC reserve funds, and seeking it as another option.
- If the TC agrees to the use of TC reserve funds, a May budget supplement would be the vehicle to approve this expenditure.
- Commissioner Thiebaut expressed that he feels the Regions should cover these costs.
- No other comments were raised by the Commission.

North I-25 Budget/Project Discussion (Josh Laipply, Heather Paddock and David Krutsinger)

Request for \$250 million for I-25 North Segments 7 & 8 (Heather Paddock)

The Base project scope includes the addition of 14 miles of Express Lane (NB and SB), replacement of two I-25 bridges to pass the 100yr event, a “center loading mobility hub” for Express Bus service, six miles of pavement reconstruction and eight miles of interim “build to the middle” widening and overlay of the existing infrastructure, and two interchanges. This Base program cost is \$344 million, with \$263 million contracted in construction.

The additional \$250 million is program cost and \$195 million would be contract work for construction. This would make the total program cost \$594 million and \$458 million in construction. Local partners have contributed \$58 million to date and are dedicating an additional \$5 million, if the project is successful in receiving \$250 million state funds.

The additional \$250 million to Segments 7&8 will allow the project team to meet the purpose and need, along with the scope identified in the final environmental impact statement (FEIS) and record of decision (ROD). It is important to note that this \$250 million request includes the \$100 million request recently applied for under the federal Infrastructure for Rebuilding America (INFRA) grant program, and an additional \$150 million to complete the Phase 1 FEIS. The additional infrastructure cost is due to pavement reconstruction, replacement of bridges, an additional interchange, and construct the interstate out of the Poudre floodplain at the Kechter Road overpass, where it currently overtops at a 25-year event requiring the interstate to be shut down. If the INFRA grant is approved, the project would not need to utilize the entire \$250 million from the Commission, and those funds would be returned.

Discussion:

- Heather Paddock, Region 4 Engineer, provided an overview of the \$250 million request for I-25 North.
- In the packet it is explained that for Segments 7&8 of I-25 North. CDOT has applied for an INFRA grant for \$100 million. The idea is also to leverage additional dollars from local communities. INFRA grant elements of the project are highlighted in green in project graphic presented. Heather explained that this is an active construction project, which will start construction in June 2019, and we anticipate an INFRA decision in August 2019. We need foundation built for the INFRA grant improvements. If \$250 million is permitted then an extension of the project schedule will occur, approximately 18 months. However, the funding is not needed until the fourth quarter of 2020, but a decision is needed soon to move forward.
- Options for implementation were reviewed. Benefits and risks associated with this proposal are highlighted in packet. CDOT is requesting a change order for funds into existing contract. This will bring design up to 100% but will have severable packages.

- Josh Laipply recommended that the proposed decisions for tomorrow be split into two decisions for approval by the TC. The first would be to permit an additional \$250 million to the I-25 North project. The second decision would relate to how the contracting for the additional \$250 million would be conducted.
- Executive Director Lew agreed to this approach to obtaining TC approval, as \$250 million is a lot of money to consider.
- Commissioner Thiebaut noted that this project is very important and that is not debatable, but how we get there is. Feels uncomfortable using change order term after the internal audit regarding change orders was released.
- Commissioner Connell agreed with Commissioner Thiebaut sentiments.
- Commissioner Peterson agreed as well, and noted that the local contribution aspect of this project is impressive. Timing has reached a critical mass, and he is very uncomfortable with the proposed change order.
- Jeff Sudmeier noted that potential funding sources for this \$250 million are SB 267, SB 1 and the INFRA grant if a grant is awarded.
- Commissioner Thiebaut noted that it is important that other areas of the state need to feel heard
- Executive Director Lew mentioned that regarding thresholds – this is about the sequence of how things are approached, we are re-evaluating the planning process too. Aligning the STIP and planning process – execution is a timing situation. It would be better to wait for planning process changes to occur, but if we want a larger build, there is a point of no return, and this is what we are dealing with.
- Commissioner Gilliland stressed the importance of the project, and that it is critical. Change Order concerns exists, and the reason for a change order are the savings related to doing things now. Ground work has been done to expand this project. Need decision in May 2019 and design changes need to be done now to see benefits. To open up to another RFP process will cost us more. There is justification to change things now. Folks from Northern Colorado business community are here to comment too.
- Josh Laipply, requested the TC to let staff make contracting decisions, and ask TC to only approve \$250 million.
- Commissioner Hofmeister noted he has huge concerns, as the rural areas are not be taken care of with this investment. If this passes, urban areas will need to remember this when rural areas ask for critical needs in the future.
- In terms of the saving calculations, a 3% annual inflation rate was assumed, which is a standard practice.
- Executive Director Lew directed that the record show that this month the TC will not act on the proposed procurement method and only on approval of the \$250 million.
- Josh Laipply concurred to keep TC action to a money/funding decision only for this month.
- David May of the Fix Colorado North I-25 Business Alliance offered his comments on the I-25 North Segments 7&8 project. Thank you to TC for what you do. There are hard decisions to make. This project has interesting timing issues, this is a rare opportunity to save \$200 million by doing it right the first time. Interim solution may not work with increased capacity and tripling of population in the area. The opportunity exists to do this right and to do it now. Others who support this are: Mayor Pro tem from the City of Fort Collins, Dave Bar of the City of Loveland, Barb Kirkmeyer, Weld County Commissioner, who sends her regards, among others. Also, we, Commissioner Kirkmeyer and myself, sent the TC a letter of support for this project. Thank you. Thank you to CDOT staff and to Commissioner Gilliland.

Center Median Express Bus Station at I-25 and Kendall Parkway in Loveland (David Krutsinger)

Purpose: The purpose of this memo is to request approval for a center-median express bus station at I-25 and Kendall Parkway in Loveland.

Action: The Division of Transit and Rail (DTR) is requesting a resolution to approve \$7.0 M in SB 267 funding for design and construction of the new Centerra-Loveland Station.

Details: The originally-approved Kendall Parkway express bus station was funded with \$5.0 million of SB 228 funding. The additional cost is due these items: a pedestrian tunnel under I-25 in addition to the sidewalk under the bridge at Kendall Parkway, tunnel and platform lighting, canopies over the platform access ramps, noise

walls, etc. to improve the user experience. The funding will be from 7th Pot residual funds of approximately \$0.9 million plus \$6.1 million in SB 267 transit funds. At present, SB 267 funding is available for Year 1 only, and in FY 18-19 a total of \$38.0 million is available for transit projects. Of the total, \$9.5 million must be reserved for rural infrastructure projects and program support.

If approved, this center-median express bus station will be the first non-rural project to be funded with SB 267 dollars. Staff has compiled, and will evaluate, a candidate list of strategic projects to be funded with the remaining SB 267 Year 1 funds. The full recommended project portfolio will be presented to the TC for approval in May. This project is being advanced because it is connected to the managed lanes design-build contract and any schedule delays will result in increased project costs.

This project is CDOT's first Mobility Hub project. Key elements of mobility hubs include intercity/regional transit service, supporting and connected local transit service, first/last mile connectivity, bike/pedestrian access, ADA access, bike storage, parking with electric vehicle charging stations, and transit oriented development. Most of these elements are already identified and included in this project, while others, such as the electric charging stations, remain to be worked out with project partners. Several partnerships have formed while working on this station project. From a financial perspective, the project has received funding from USDOT, CDOT Region 4 and DTR, City of Loveland (providing local bus connections) and Centerra Metro District. The transit funding split is ~ 41.46 % local to 58.53% state funded.

Discussion:

- David Krutsinger, Division of Transit and Rail Director, recognized staff working on this project. Dave Clark of Loveland City Council, Heather Paddock of CDOT Region 4 and Sharon Terranova, Planning Manager of the Division of Transit and Rail. David commented that all these folks have been working hard to pull together a solution for the Centerra Park-n-Ride. Now they have arrived at a solution.
- Initial proposal was a simpler design. Now there will be a better functioning hub that is safer and faster travel for all. It will deliver something that CDOT and others can be proud of.
- Local commitments are 41% of total cost for this multimodal hub.
- Commissioner Zink asked about the length of the walk from the bus platform to the Park-n-Ride. The answer was the bus platform is approximately 1,200 feet – less than a quarter-mile long.
- Commissioner Hofmeister mentioned that since passenger rail is a key focus, he wanted to know if enough room is being preserved for bus lanes and rail.
- David Krutsinger responded that it is believed if rail was provided later along this corridor that the potential to recapture 75% of construction for what is built now is possible. The funding source would be SB 267 funding from the Transit funds.
- Executive Director Lew commented that a fair amount internal discussions have occurred and that the collective judgement regarding incorporation of passenger rail later, is that the project is important enough for interim investment now, and planning for future funding of improvements is also an important consideration.

Planning Reset – Public Outreach and Engagement Plan (Rebecca White)

Purpose: Update the TC on the statewide planning process and upcoming outreach plans and solicit input on that process. Input will be used to improve the outreach approach, content, and delivery strategy before that process starts.

Action: Information & discussion only, no action required

Background: As discussed at the March TC workshop on this subject, CDOT has been adapting to the evolving planning requirements of Federal legislation and Federal guidance over the past few years. While these processes have been closely coordinated and connected within the Department, their development as largely distinct efforts has limited CDOT's ability to realize efficiencies and to effectively engage our public and stakeholders. CDOT will take the opportunity presented by the Statewide Transportation Plan, 2045 Update, to fully integrate

modal and asset considerations, to inform decision-making, and to focus those decisions on a 10-year strategic horizon.

In some parts of the state, being more “multimodal” means stronger consideration of freight-delivery needs from farm to market, or from well-head to pipeline/transload facility. In other parts of the state, being more “multimodal” means stronger consideration of congestion-solving and transportation modes such as transit, ridesharing, bicycle, and pedestrian. Other issues, like the threats of wildfires, avalanches, floods, and bomb-cyclone/blizzard events touch all Coloradans. And, every part of Colorado relies on a transportation system to support the economic health of business and the quality of life of residents. In order to create a transportation system that effectively and safely moves people, goods and information, we need to be able to consider all of these “layers” together.

Details: This month, DTD and DTR are together presenting further details on the visuals and materials that will guide this summer’s outreach process as well as how that process will unfold in order to connect with our transportation stakeholders and members of the public. Staff also will present additional thinking on how CDOT’s efforts around various modal plans can come together and how this work will build a 10 year STIP. Lastly, we will provide an update on program distribution and its development as part of the Statewide Plan.

Next Steps: A May 2019 public launch of the planning process. Staff plans to update the Statewide Planning Subcommittee on a monthly basis over the course of the summer.

Discussion:

- Commissioner Stuart noted the TC SWP Subcommittee was convened previously, but due to substantial changes to the planning process, it was decided that the entire TC would have an interest in this topic.
- Plans are to reconvene the SWP Committee at a later point during the development of the 2045 SWP.
- Commissioner Stuart and Commissioner Gifford were asked by Rebecca White if they would like to move the statewide travel modeling discussion to next month. Both agreed to this request. Erik Sabina, CDOT Information Management Branch Manager, will present on the statewide travel model next month (May 2019).
- Rebecca explained that she would provide an overview of the revised and updated planning process, Tim Kirby, CDOT Multimodal Planning Branch Manager, will provide an overview of the public involvement for the counties and Transportation Planning Regions, and Rebecca will end the workshop with an overview of the tools to use for public outreach.
- Reset of process includes a goal to bring planning processes together for the four federally required documents – SWP, Statewide Transportation Improvement Program (STIP), Statewide Transit Plan and the State Freight Plan.
- Three themes to brand public outreach will be – Choice, Connection, and Colorado for all; the plan name will be– Your Transportation Plan.
- This is the first time CDOT will bring transit and statewide planning together with a focus on safety, and other topics that unite us.
- A walk in my shoes is a message to link to the daily lives of Coloradans.
- Rebecca noted a move of the conversation from the visionary planning to the bureaucratic elements of the process. We have an Innovative Planning Process, and a complicated chart for a complicated process.
- Regarding the Regional Transportation Plans (RTPs), we have heard how important those plans are – and will integrate them with the Transit Plan, and the history of county outreach under the Project Priority Programming Process (4P) county meetings. 4P has been focused on STIP. We will repurpose discussion to 10-year vision and pipeline of projects. We will bring to the Transportation Planning Regions (TPRs) input from the counties. Plan integration themes will be incorporated also. GIS and modeling results will be presented to the TPRs at sunset of this process
- Commissioner Peterson noted that he really like this process; it is a good model for engaging our stakeholders. This will provide a great forum for conversations that will serve as a conduit for input and will make it personal. This process is a heavy lift. If we can do this and do it right it will be fantastic.

- Commissioner Connell agreed with Commissioner Peterson, and noted that many TC members may not serving on the Commission after terms expire. Asked the Governor to appoint TC members that will reflect on rural areas of the state and demonstrate commitment to the transportation system.
- The intent is to kick-off the county meetings in May, potentially with the help of the Governor.
- County meetings will be the largest component of the “Summer of Outreach”, the finalized plan and STIP are anticipated to be adopted by the TC by June 2020.
- Tim Kirby, Multimodal Planning Branch Manager, provided a summary of the public outreach to counties and TPRs. Tim noted that CDOT staff is excited, this work is a heavy lift but the team is energized. Each county and each region have uniqueness to capture, we can do this through the county outreach approach. In addition, visual portrayals of geographic information system data with maps will help to facilitate conversations with our planning partners. Tim provided a brief overview of how regions differ and have varying characteristics and transportation issues and emphasis areas referring to mapped data.
- As a result of this new outreach, CDOT will have more detailed information by county to bring to TPRs than ever before. Staff will also evaluate the TPR regional priority corridors identified in the 2040 RTPs.
- Three rounds of TPR meetings are planned – 1) primarily to analyze, discuss and identify issues and needs, 2) determine priorities, and 3) develop strategies to address prioritized needs.
- Commissioner Hofmeister commented that the Region 4 slides are not representative of what is happening in rural counties of the Region, generally only 4 counties get the most dollars.
- Tim Kirby responded that the intent of the county outreach is to paint a story for all areas of the state.
- Executive Director Lew also noted that this is why we are going county to county, as CDOT understands rural areas are important too. We will work to avoid city areas competing directly with rural areas for funding.
- Commissioner Connell noted that this is wonderful what CDOT is doing in terms of outreach and data, but a bigger discussion and inclusion of resiliency is needed. It is disturbing not to see resiliency as part of this presentation. Please cover resiliency as it is very important. Commissioner Connell expressed her wish to ensure resiliency is part of the issues and needs conversation beyond her service on the TC.
- Rebecca White concurred and agreed to make include resiliency data that is available along with asset management data and information.
- Commissioner Peterson mentioned that this new and different outreach process allows people to take ownership of their transportation system. This approach is brilliant, as it will provide an opportunity to hear directly from people across the state. This makes transportation personal. This personalization of transportation has not been attempted before. This is the best approach he has seen during his tenure on TC. This is a major step to addressing the funding problem too.
- Rebecca White presented the proposed tools for conducting public outreach for the 2045 Statewide Transportation plan which include: online surveys, telephone town halls, pop up events at county fairs and other community events and CDOT’s attendance at relevant conferences and meetings at sister agencies.
- Commissioner Stuart suggested that all TC comments or concerns related to the 2045 SWP public engagement process be submitted directly to Rebecca White.
- Rebecca White noted that what one will notice that what is missing from the list are public meetings, as observed during experience on the 70 Central project, this type of outreach is no longer considered a good method for engagement.
- It was noted that the Statewide Travel Model presentation from Erik Sabina, the Information Management Branch Manager, will take place next month.

Transportation Commission Regular Meeting Thursday, April 18, 2019, 9:30 am – 11:30 am

Audience Participation:

- Craig Canon of Denver said that his company, Work Zone Product Company, has four products that could make Colorado work zones safer, but his company cannot test them because of Federal Highway

Administration rules. He said he has sent a letter of complaint to FHWA. He expressed concern that Colorado is not as entrepreneurial and innovative as they would like to be.

Call to Order, Roll Call:

Nine of the ten Commissioners were present with Commissioner Rocky Scot excused.

Comments of Individual Commissioners

- Commissioner Kathy Hall mentioned she had taken a recent trip to Australia. She said most of the intercity roads are what they call “pay roads”, not toll roads. The surfaces of the highways she traveled on seemed in very good shape. Sydney is redoing its light-rail system, which is tearing up downtown. She said Sydney is working on an underground rail system, giving the city transportation options underground, and on and over the ground.
- Commissioner Sydney Zink said that Club 20 recently recognized Commissioner Kathy Hall for her long years of service. CDOT Executive Director Shoshana Lew attended the last Southwest TPR meeting by telephone since bad weather closed the airport. Regional state legislators who spoke at a recent meeting focused more on education than on transportation. Commissioner Zink also attended the memorial for CDOT employee Eric Hill of Gypsum, killed while doing maintenance work near Gypsum, and a ribbon-cutting ceremony for a passing lane outside of Towaoc on Ute Mountain Ute tribal lands. She suggested CDOT aggressively publicize rural projects, such as the one near Towaoc.
- Commissioner Kathy Gilliland said the safety of workers on the highways, such as Eric Hill and members of the Colorado State Patrol, is a real concern. She attended the safety meeting one day and the remembrance for a state employee killed in the line of duty in Region 4 the next. The widow and daughter of Eric Hill attended that remembrance.
- Commissioner Karen Stuart mentioned that Governor Jared Polis attended the same safety meeting as she and Commissioner Kathy Gilliland. She added that many changes are happening near I-25 and E-470 as managed lanes on I-25 are under construction for three months. Due to snow and ice, the lane striping along I-25 had almost become invisible. Commissioner Stuart praised the contractor for quickly repainting the lines, a safety improvement that she and others who travel I-25 noticed.
- Commissioner Kathy Connell said one needed safety improvement in her area is repainting of pedestrian crosswalks in some of the towns in her district. She echoed Commissioner Zink’s statement about CDOT needing to publicize more the projects under way in rural Colorado.
- Regarding safety, Commissioner Bill Thiebaut thanked Craig Canon for highlighting safety, and said the Transportation Commission is very concerned about it. He said he has attended six remembrances in the six years he has been on the Commission. At the last remembrance in Pueblo, he made a few comments. One comment he wanted to make but did not was about something the Greek philosopher Socrates made: “Beware the barrenness of a busy life.” In trying to get from one place to another quickly, people ignore work zone signs and other indications they need to slow down and pay attention. He thanked Shoshana Lew, Region 2 Regional Transportation Director Karen Rowe, and John Cater of FHWA for attending the last remembrance.
- Commissioner Shannon Gifford said she is looking forward to the “re-set” of the long-range planning process, which will begin this summer with public input on different transportation modes. She also mentioned that she helped find a place for a fresh-food mobile food market in the Elyria-Swansea neighborhood near the Central 70 project.

Executive Director’s Report (Shoshana Lew)

- Shoshana Lew said it is sad that CDOT has to commemorate so many who have lost their lives working for CDOT on the highways. The state’s rapidly rising fatality rate is one of the reasons for establishment of a safety program. In addition, little things make a difference, such as restriping, filling potholes, and messages and publicity about safe driving habits.
- Executive Director Lew is excited about taking part in outreach for the next long-range transportation plan over the next several months to determine what our transportation problems are and the best way to address them. The connections with individuals and neighborhoods in the Central 70 project are examples of how transportation connects the state.

Chief Engineer's Report (Josh Laipply)

- Josh Laipply mentioned that he and Executive Director Lew went to the Central 70 project area recently to emphasize safety.
- Whole System – Whole Safety initiative that Johnny Olson is leading is a good thing that CDOT is taking on.
- Reorganizations to combine maintenance and operations and to split engineering into three parts (administration, design, and construction) are all steps toward creating a safer environment.
- When the last “bomb cyclone” came in, CDOT could respond much more effectively because maintenance and operations were working together.

High Performance Transportation Enterprise (HPTE) Director's Report (Nick Farber)

- Nick Farber announced that the HPTE Board would not meet in May because several board members will be attending and presenting at a conference in Denver at the same time.
- HPTE will be raising the cost of HPTE transponders from \$15 to \$18 on June 1 due to a change in how the Colorado Department of Revenue figures the state sales tax. HPTE will alert the public to the price hike before June 1.
- He said he has asked the HPTE board for direction on staffing patterns for C-470. The national standard is 4-10 staff persons per express lane project. C-470 has no staff. The HPTE board will decide if HPTE employees or contract staff will handle information technology, support, maintenance, and administration.

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

- John Cater said FHWA has \$900 million to appropriate in 2019 for Better Utilizing Investments to Leverage Development (BUILD) projects, and the application deadline is July 15. He said he hopes some BUILD grants will come to Colorado.
- National Work Zone Awareness Week is an FHWA event.
- CDOT is unusual among state departments of transportation in having remembrance days for those killed while working on the highways. If such events save one life, they are well worth it.
- He also said that CDOT and FHWA in early April sponsored a two-day Planning and Environmental Linkages (PEL) national peer exchange where participants from Florida, North Carolina, Pennsylvania, and Washington departments of transportation and the FHWA North Carolina and Pennsylvania division offices exchanged ideas about coordination of planning and environmental processes. Other states and FHWA recognize CDOT as a national leader in PEL studies.

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

- The STAC had a few concerns about the planning re-set that will result in a 10-year State Transportation Improvement Program (STIP), or six years beyond the federally mandated four-year STIP. The concerns were about making sure project selection processes are fair to both rural and urban areas, the regional transportation plans incorporate freight, and CDOT allows enough time for a thorough planning process.
- On the state legislative report, a STAC member asked about a bill that could reduce the pool of qualified contractors through increasing apprenticeship requirements for contractors.
- The STAC favorably received a joint CDOT-Colorado Parks and Wildlife presentation on transportation and wildlife interactions on the Western Slope. Some asked about examining such interactions in other areas of the state.
- About \$40 million to \$50 million will be available to Colorado for the Federal Lands Access Program for 2023-2025, and June 5 is the deadline to apply. Projects to improve access to military installations are eligible under the program.

Act on Consent Agenda – Passed unanimously on April 18, 2019 –all items except for right-of-way settlement authorizations were passed unanimously on April 18, 2019.

- Resolution to Approve the Regular Meeting Minutes of March 21, 2019 (Herman Stockinger)
 - Commissioner Steven Hofmeister said TRAC appeared in the minutes as “TRUC”.
- Resolution to Approve Maintenance Requests (Kyle Lester)
- Resolution to Approve Disposal of Parcel 25-EX (Paul Jesaitis)
- Disposal: I-76 & Dahlia (Parcel 83-B Rev) (Paul Jesaitis)
- Resolution to Approve SB267 Transit Funds (David Krutsinger)
 - The resolution approved a total of \$12 million of CDOT transit funds toward a \$20.5 Million "hub" at the Centerra-Loveland location (just north of US 34/I-25). Local government entities are bringing the remaining \$8.5 Million (41%) to the project, in addition to local transit service from Loveland. This project will begin construction later this year, and open in 2022 with the rest of the associated highway improvements. Major elements:
 - 200 parking spaces (roughly double the existing capacity)
 - Bus bays for local bus connections
 - Center of I-25 bus platforms ("station") for Bustang
 - Center access/egress to from I-25 managed lanes, rather than exiting the highway at the regular interchange, saving 10 minutes of travel time each direction
 - Underground passenger walkway connecting developments on both sides of the highway
 - Significant safety improvements (noise walls, shelters, security cameras) for customers
 - This is the first of *potentially* 17 improved or new "hubs" along the Front Range between Fort Collins and Pueblo. Rural hubs and other connecting facilities are under discussion.
- Resolution to Approve ROW Acquisition and Settlement Authorization Requests (Josh Laipply)
 - Commissioner Thiebaut requested to sever the settlement acquisition requests in his district and vote on them separately. Commissioner Thiebaut then abstained from voting on the projects in his district, while the other Commissioners present voted yes to approve the settlement authorization requests in Commissioner Thiebaut’s district.

Discuss and Act on Creation of Strategic Safety Program (Jeff Sudmeier, Kyle Lester) – Passed unanimously on April 18, 2019

Discuss and Act on 10th Budget Supplement of FY 2019 (Jeff Sudmeier) –Passed on April 18, 2019, with Commissioner Hofmeister abstaining.

The following six items were included in the budget supplement totaling \$19.779 million. Money to cover the supplements will come from the FY 2018-2019 Contingency Reserve Fund Balance and the FY 2018-2019 Program Reserve Fund Balance:

- Region 1:
 - \$1.9 million: This addition is for a resurfacing project on I-225 from I-25 to Parker Road.
 - \$611,523: An Aurora signal improvement program.
- Region 2:
 - 1.6 million: To mitigate the risk of debris flows from fires and floods, the Region wants to install seven road closure gates along the six impacted highways from the Spring Creek Burn that occurred in June 2018, as well as an early alert warning system.
- Region 4:
 - 1.3 million: Fund transfer to redesign the layout and relocate existing fiber optic cables due to widening of I-25. CDOT will transfer funds from the HQTIS Cost Center to the Region 4 ITS Pool.

- Strategic Safety Program:
 - \$11.36 million: Transfer from RoadX to new Strategic Safety Program of Highway Safety Improvement Program (HSIP) funds for a new program.
- Division of Highway Maintenance:
 - \$8.06 million: Transfer of \$462,000 from the Transportation Commission Contingency for Snow and Ice and \$7.6 million from the Transportation Commission Contingency Reserve. This is a first payment to fill a projected \$16.12 million shortfall if the need for snow and ice removal continues at its current pace.

Discussion:

- Commissioner Zink asked for the reasons why CDOT decides to seek budgetary supplements rather than rebid projects for which bids come in above budget.
 - Josh Laipply said staff tries to determine if CDOT will get better prices if a project goes out to bid. About half the projects go out to bid again. At this time of year, one of the reasons for higher bids is that bids were made late in the construction season.
- Commissioner Stuart asked if the supplement for snow and ice removal includes removing the snow from the many avalanches.
 - Jeff Sudmeier said the supplement includes removal of snow from avalanches. Generally, CDOT allocates \$82 million a year for snow and ice removal, with \$10 million in reserve. Due to warm winters, the \$10 million often isn't needed, but not this year. CDOT estimates the total cost for snow and ice removal will come to \$108 million.
- Commissioner Hofmeister commented that commissioners discussed bidding several years ago, and suggested that CDOT staff try to advertise for bids for the next construction season by January. He asked why CDOT is asking for bids so late in the year.
 - Josh Laipply said much of the construction program went out for bid by January this year. However, if CDOT has money left over, it tries to use it for other construction projects for the coming construction season, not knowing how much more the same project might cost the following year. CDOT now operates on a cash flow basis. One of the problems is uncertainty in the market.

Discuss and Act on Resolution Amendment for Region 1 Disposal (Parcel 300A) – Passed unanimously on April 18, 2019

Recognitions:

- US 34 Award: Engineering News Record (ENR) Project of the Year (Josh Laipply)
 - Before recognizing the team that won the ENR project of the year, Josh said that CDOT built important bridges to the affected communities and individuals for every bridge rebuilt in the Big Thompson Canyon after the 2013 floods.
 - Johnny Olson, former regional transportation director for Region 4, said the total cost of including as much resiliency in the highway and bridge designs as possible came to \$600 million. Although CDOT spent \$280 million, it still managed to include much resilience in the highway and bridges.
 - The US 34 project team included:

CDOT:

James Usher, P.E., project director
 Monte Malik, P.E., construction manager
 Benjamin Rowles, P.E., project manager
 Samantha Katz, engineer in training
 Corey Stewart, P.E., program engineer
 Heather Paddock, P.E., flood program engineer
 Johnny Olson, P.E., then the regional transportation director for Region 4

Contractors:

Kiewit (Contractor): Jason Hagerty

Jacobs Engineering (Designer): Doug Stemel, P.E.

Rocksol Consulting Group (Construction Owner Support): Ross Butchart

Muller Engineering (Program Owner Support): Gray Clark, P.E.

This is not the only award the team has won for the US 34 project. Others were:

The Build America Award from the Associated General Contractors

AASHTO's TransComm Award for issues and crisis management

The John and Jane Q. Public Competition for communication by the Transportation Research Board

The Colorado Asphalt Paving Association's Best Rural Highway Paving Project

The Engineering Excellence Award from the American Council of Engineering Companies of Colorado

The Best Emergency Construction and Repair Project award from the Colorado Chapter of the

American Public Works Association

James Usher received the Professional Manager of the Year award from the Colorado Chapter of the

American Public Works Association

Commissioner comments were:

- Commissioner Gilliland said it was amazing that CDOT was able to get the highway open on a temporary basis by late November 2013, as then-Governor John Hickenlooper directed. CDOT just recently completed permanent repairs. She said US 34 was an extraordinary project, and that the team deserved all the awards.
- Commissioner Connell said she really would like to see this project in the forefront of public consciousness. She said the project needs celebrating and documenting.
- Commissioner Ed Peterson said that the civil engineering for the project was amazing.

The team received a standing ovation from commissioners and the audience.



COLORADO

Department of Transportation

Division of Transit & Rail

2829 West Howard Place
Denver, CO 80204

DATE: April 17, 2019
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development
 Tim Kirby, Multimodal Planning Branch, Manager
 David Krutsinger, Director, Division of Transit & Rail
SUBJECT: Statewide Transportation Plan

Purpose

Update the STAC on the statewide planning process and upcoming outreach plans and solicit input on that process. Input will be used to improve the outreach approach, content, and delivery strategy before that process starts.

Action

Information & discussion only, no action required.

Background

As discussed at the March STAC meeting on this subject, CDOT has been adapting to the evolving planning requirements of Federal legislation and Federal guidance over the past few years. While these processes have been closely coordinated and connected within the Department, their development as largely distinct efforts has limited CDOT's ability to realize efficiencies and to effectively engage our public and stakeholders. CDOT will take the opportunity presented by the Statewide Transportation Plan, 2045 Update, to fully integrate modal and asset considerations, to inform decision-making, and to focus those decisions on a 10-year strategic horizon.

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Next Steps

A May 2019 public launch of the planning process. Staff plans to update the Statewide Planning Subcommittee on a monthly basis over the course of the summer.

Attachment

- PowerPoint presentation



Your Transportation Plan

Connections. Choice. Colorado for All.

Planning Re-Set Public Outreach and Engagement Plan

Statewide Transportation Advisory Committee

April 26, 2019



Agenda

- Innovative Planning Process Approach
- Statewide Travel Model
- Public Outreach and Engagement Plan
- Next Steps



COLORADO
Department of
Transportation

Innovative Planning Process Approach



Previous Approach

- **The Commission has been involved in a number of planning and prioritization efforts.**
 - The 25-year Statewide Plan
 - Additional Modal Plans and other Federally Required Documents (Colorado Freight Plan, Risk-Based Asset Management Plan, and the Statewide Transit Plan, etc.)
 - The 4-year STIP
 - The 10-year Development Program
- **These planning activities are closely coordinated, but were largely independent efforts.**
- **Independent efforts have limited CDOT's ability to maximize efficiencies and engagement opportunities with the public and stakeholders.**



Innovative Planning Process Approach

THE GOAL

Bring planning efforts together in order to develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.



Connections

- Reaching out across Colorado audiences
- Links between transportation and broader goals
- Forming bonds through open communication
- Creating intersections between different views, values and modes of transportation





Choice

- Empowering Coloradans to choose how they move across our state
- Giving people a say — we're listening
- Creating a sense of ownership and pride
- Encourages action and shared responsibility





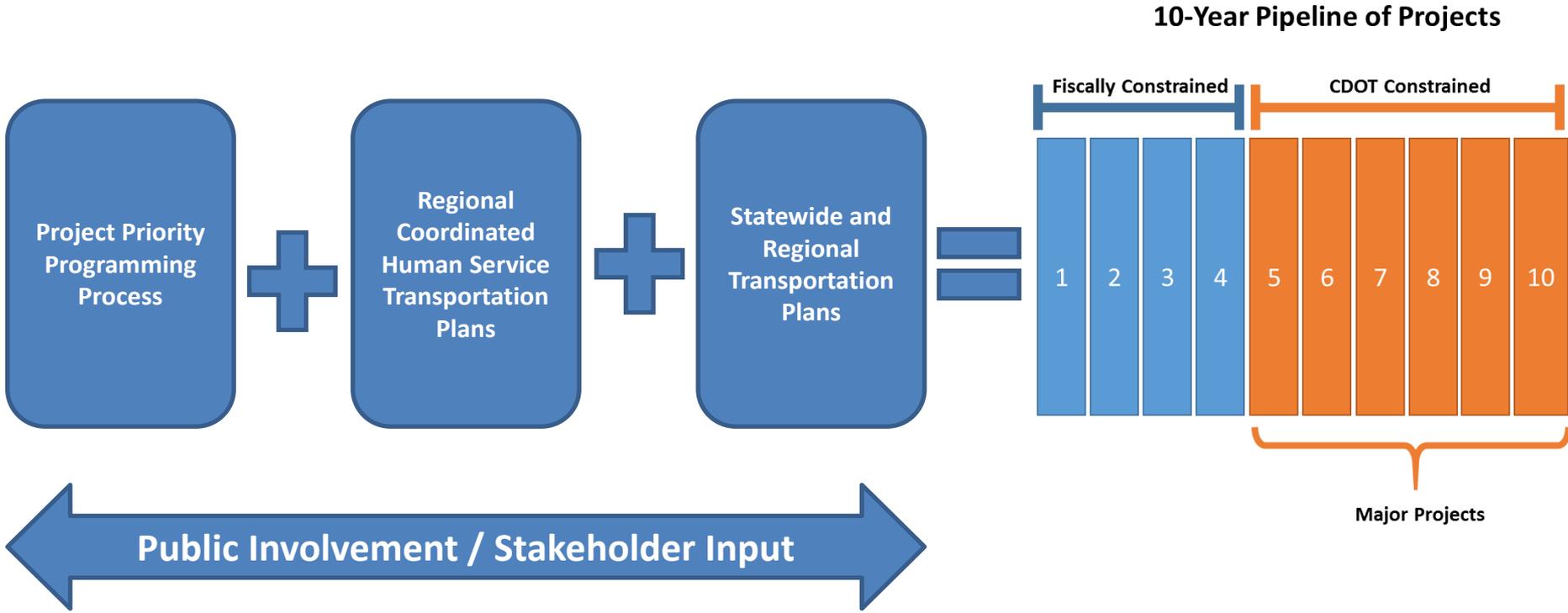
Colorado for All

- Reaching out across Colorado audiences
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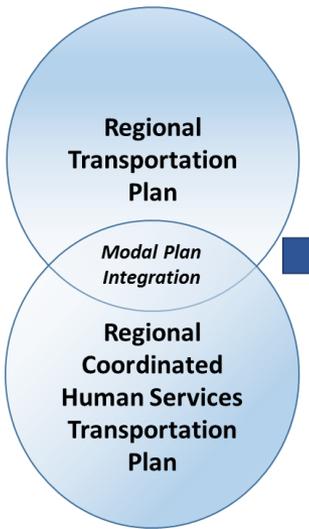
Innovative Planning Process Approach





Innovative Planning Process Approach

Project Priority Programming Process
(4P Meetings) / Public Input



TPR Meeting #1

- Objective #1 – Outline the RTP Sections
- Objective #2 – Conduct system analysis using GIS layering
- Objective #3 – Update Priority Corridors

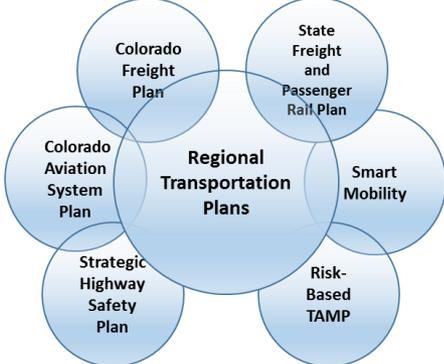
TPR Meeting #2

- Objective #1 – Share public input from 4P meetings
- Objective #2 – Conduct modal integration for priority corridors
- Objective #3 – Review and prioritize major projects

TPR Meeting #3

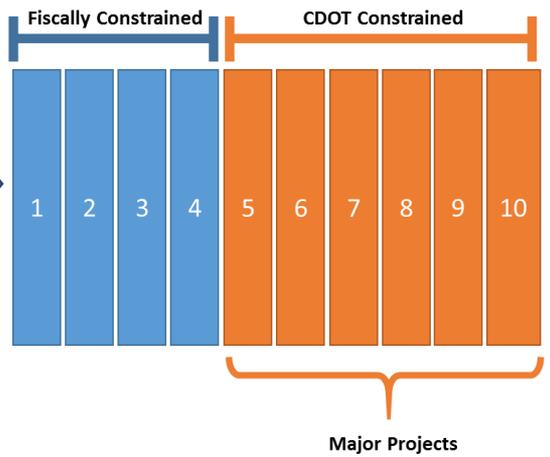
- Objective #1 – RTP Document Review
- Objective #2 – Preview the 10 Year Strategic Pipeline of Projects

Plan Integration



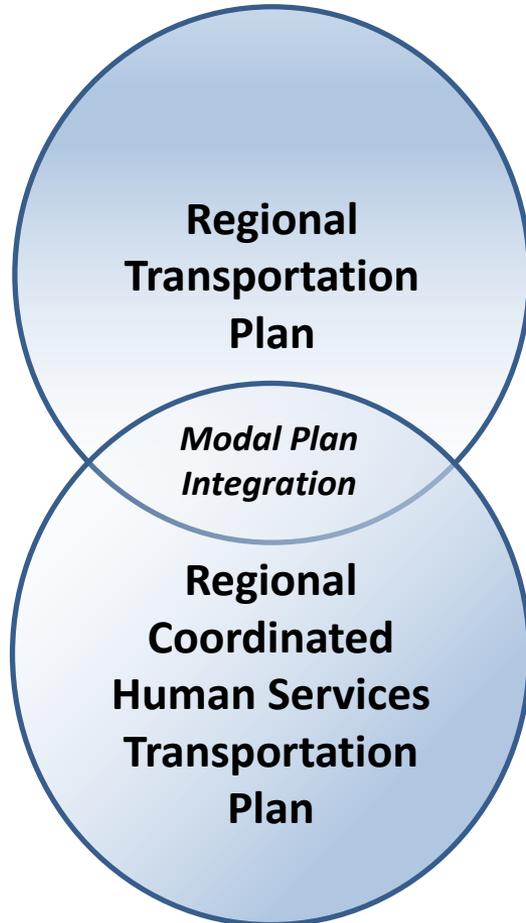
Public Involvement / Input

10-Year Pipeline of Projects





Innovative Planning Process Approach – Modal Plan Integration



- Regional and Statewide planning efforts are now combined with Transit planning activities
- Plan development meetings for 4P and TPR meetings are now combined.
- Delivers a multimodal vision of transportation for Colorado
- Maximizes stakeholder engagement and creates efficiencies within the process



Innovative Planning Process Approach

**Project
Priority
Programming
Process (4P
Meetings) /
Public Input**

- **CDOT will touch all 64 counties in Colorado to inform planning processes**
- **Unprecedented level of public engagement**
- **Informs 10 Year Strategic Pipeline of Projects (STIP) and Regional Transportation Plan / Regional Coordinated Human Services Transportation Plan**
- **County elected officials, stakeholders, and public input are collected as qualitative inputs and quantified for project selection purposes**
- **Use of new visuals and forecast model**



Innovative Planning Process Approach

Possible Governor's Launch



County Meetings



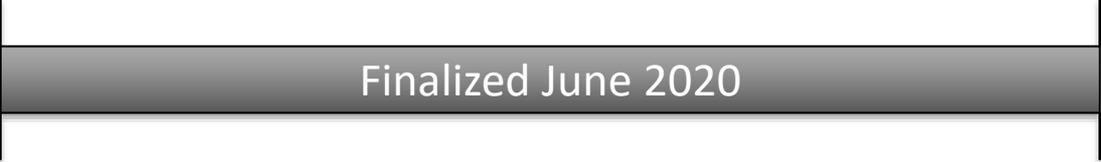
TPR Meetings



SWP and RTPs



STIP / 10 Yr. Pipeline





COLORADO
Department of
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Statewide Travel Model



A Bit About what a Model Is





A Bit About what a Model Is





A Bit About what a Model Is





A Bit About what a Model Is

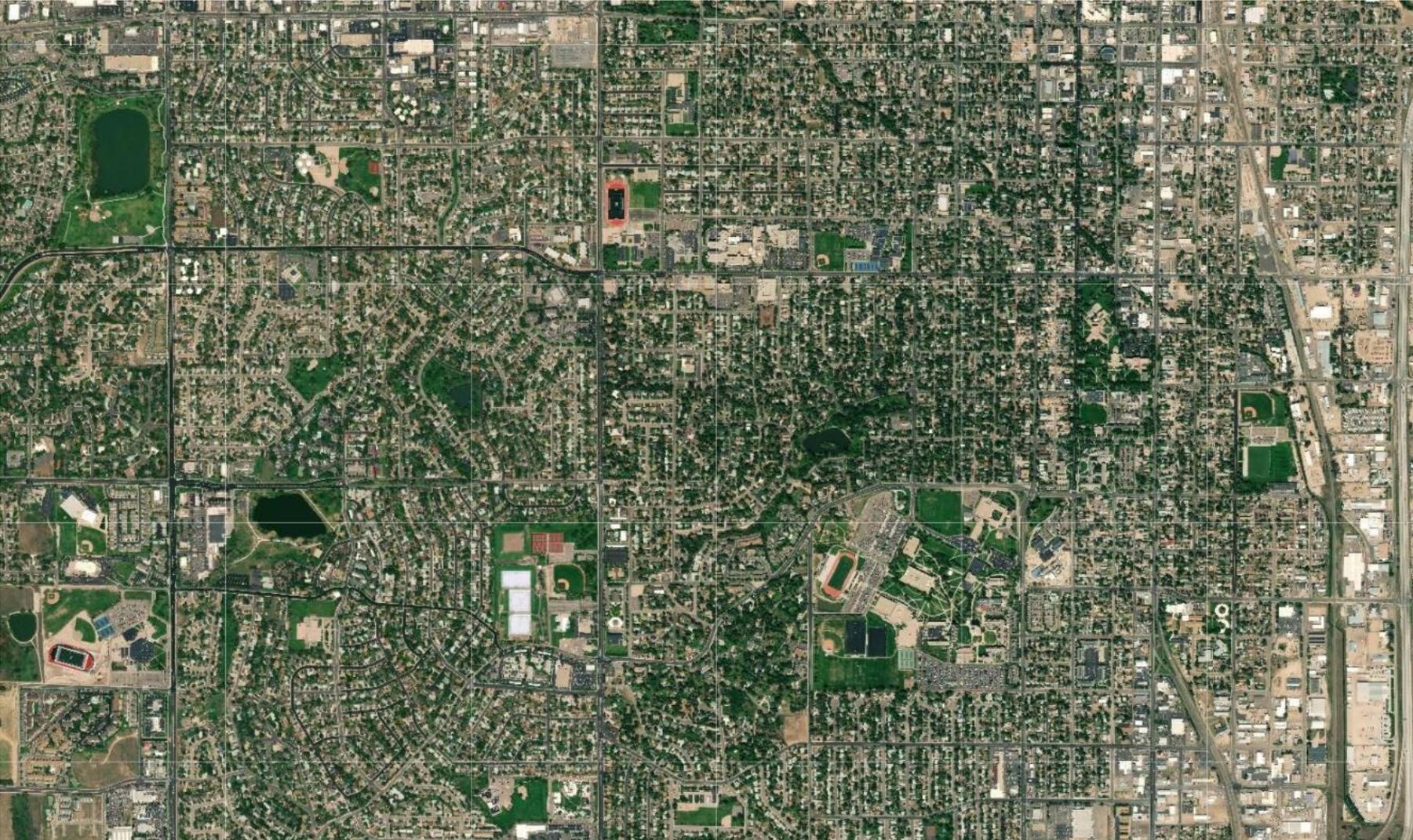
- **Inputs:**
 - Height
 - Weight
 - Leg Length
 - Leg strength
 - endurance
- **The model simulates the mechanics of human running, and...**
- **Outputs - how fast can Usain Bolt run?**

<https://www.sciencedaily.com/releases/2013/07/130725202329.htm>

"Physics of running fast: Scientists model 'extraordinary' performance of Bolt"



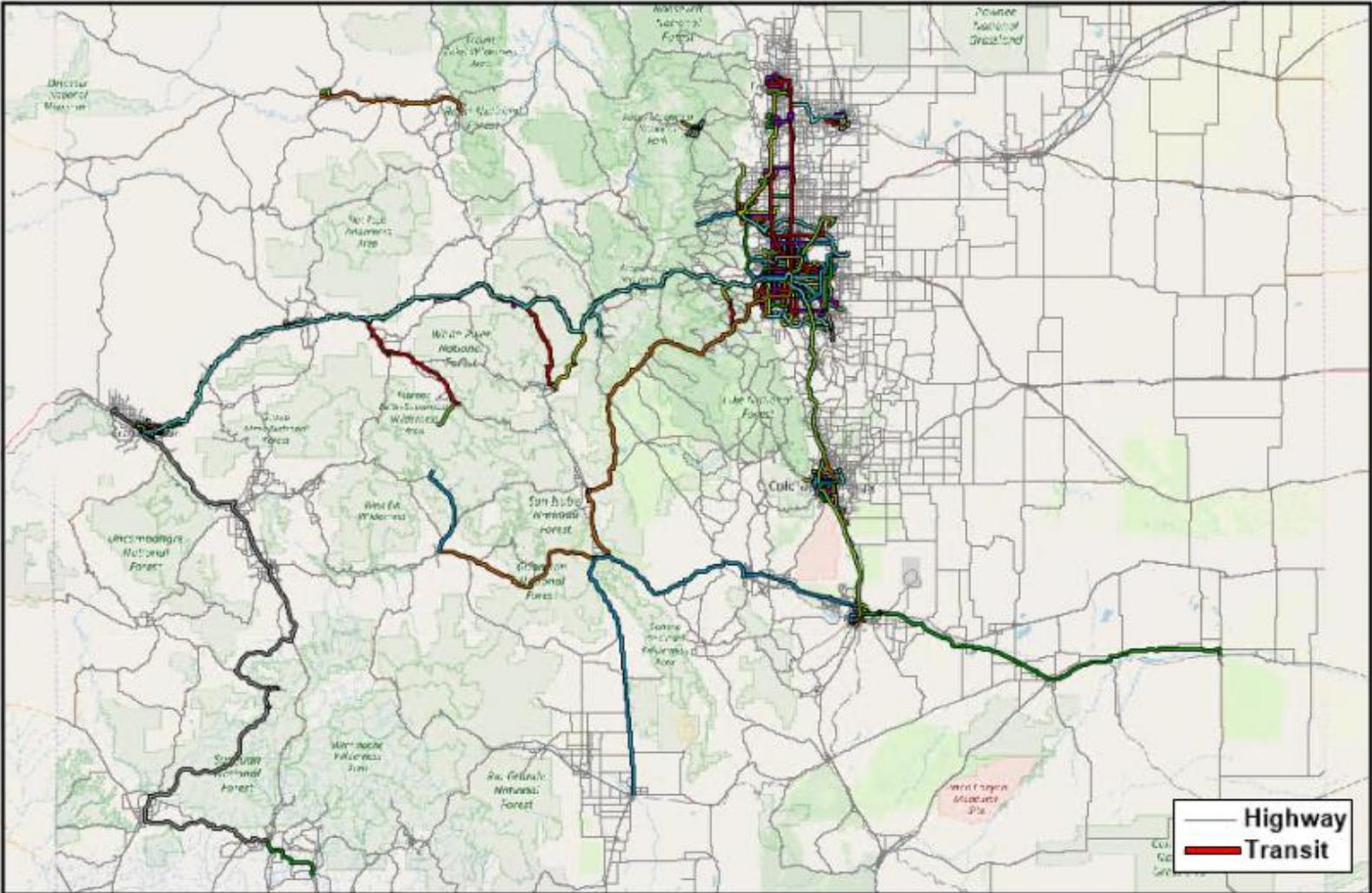
The Colorado Statewide Travel Model: A Lot of Detail





What do we put in the model?

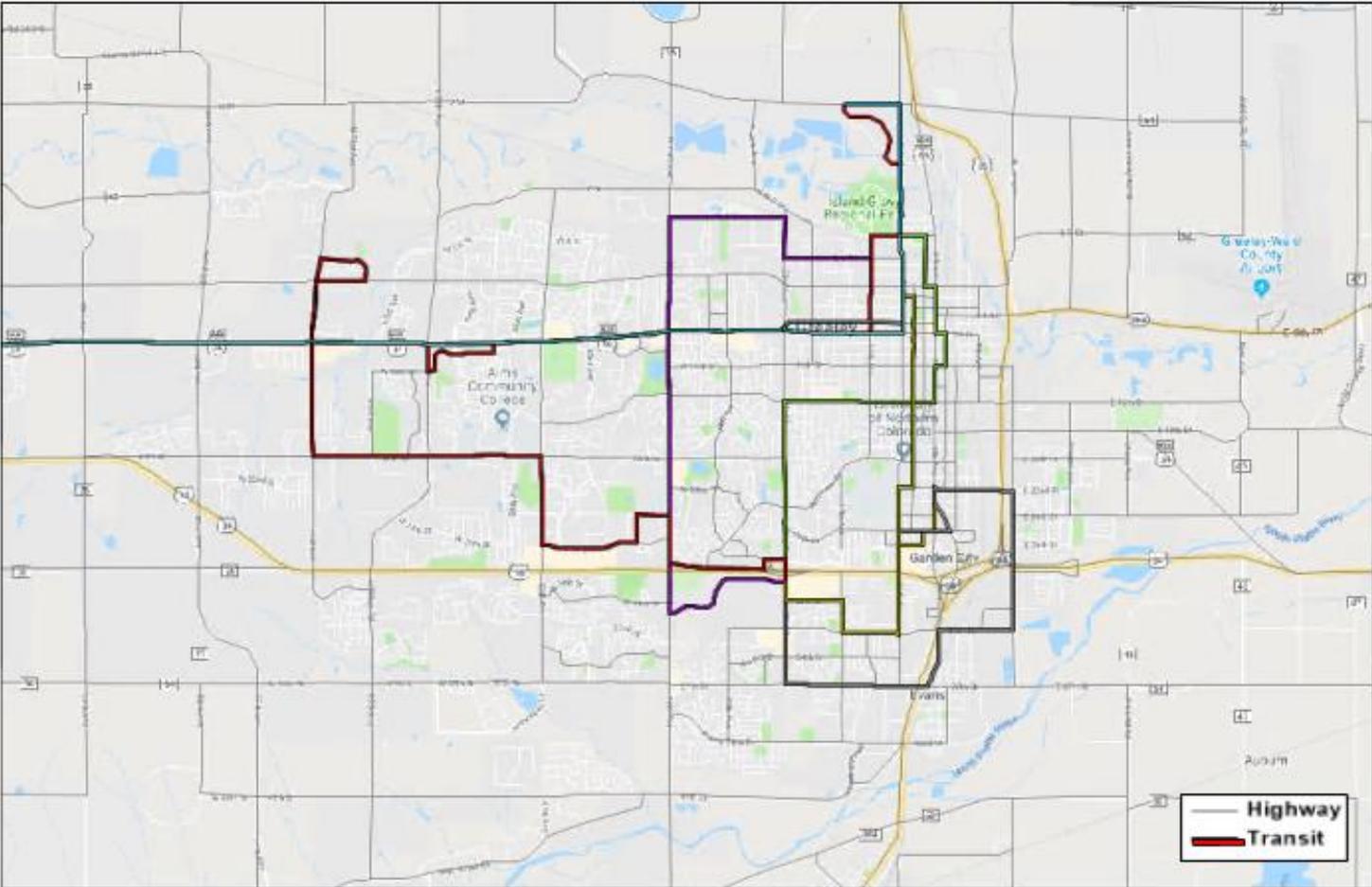
Model Highway Transit Network





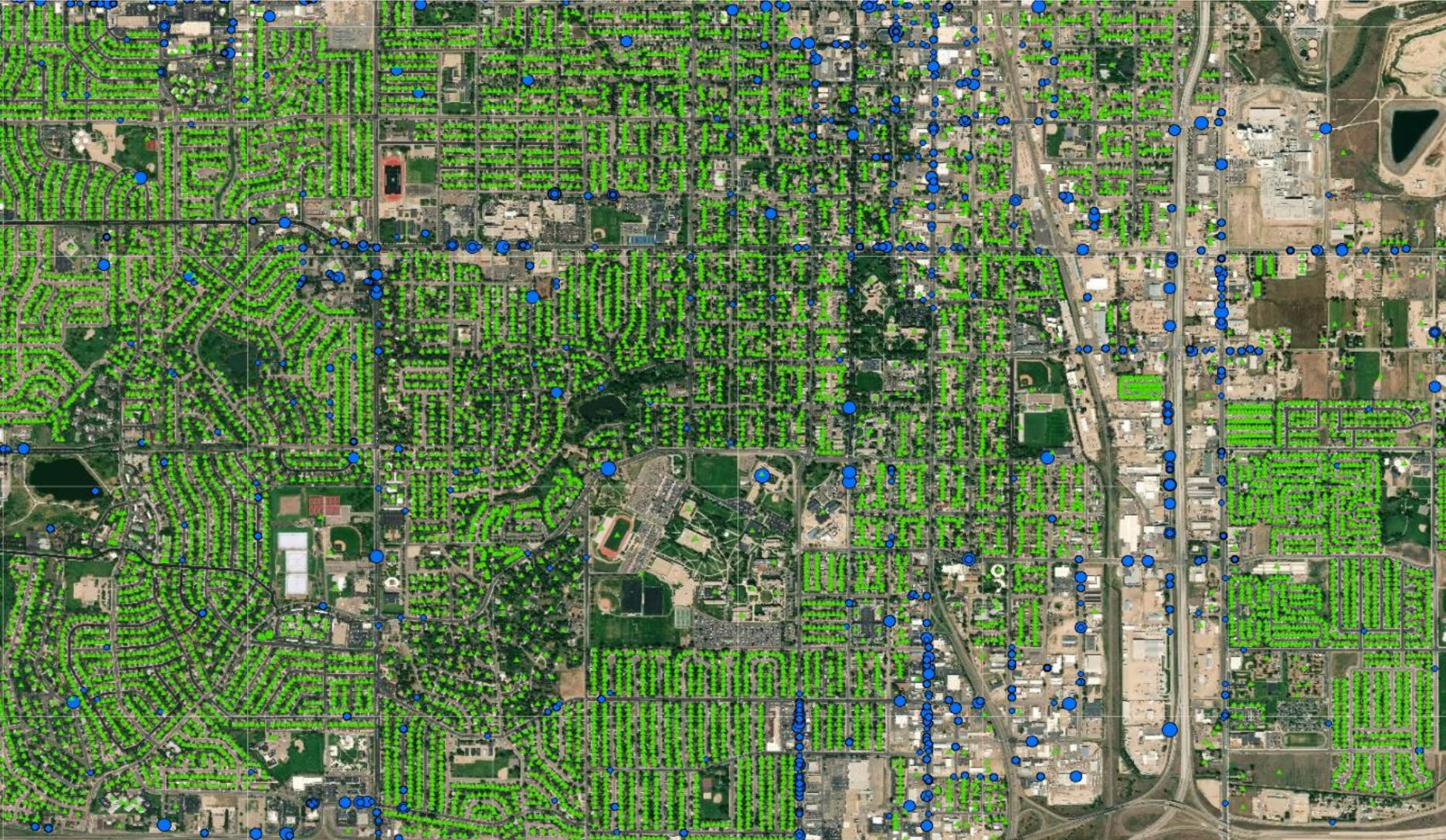
What do we put in the model?

Model Highway Transit Network- Greeley



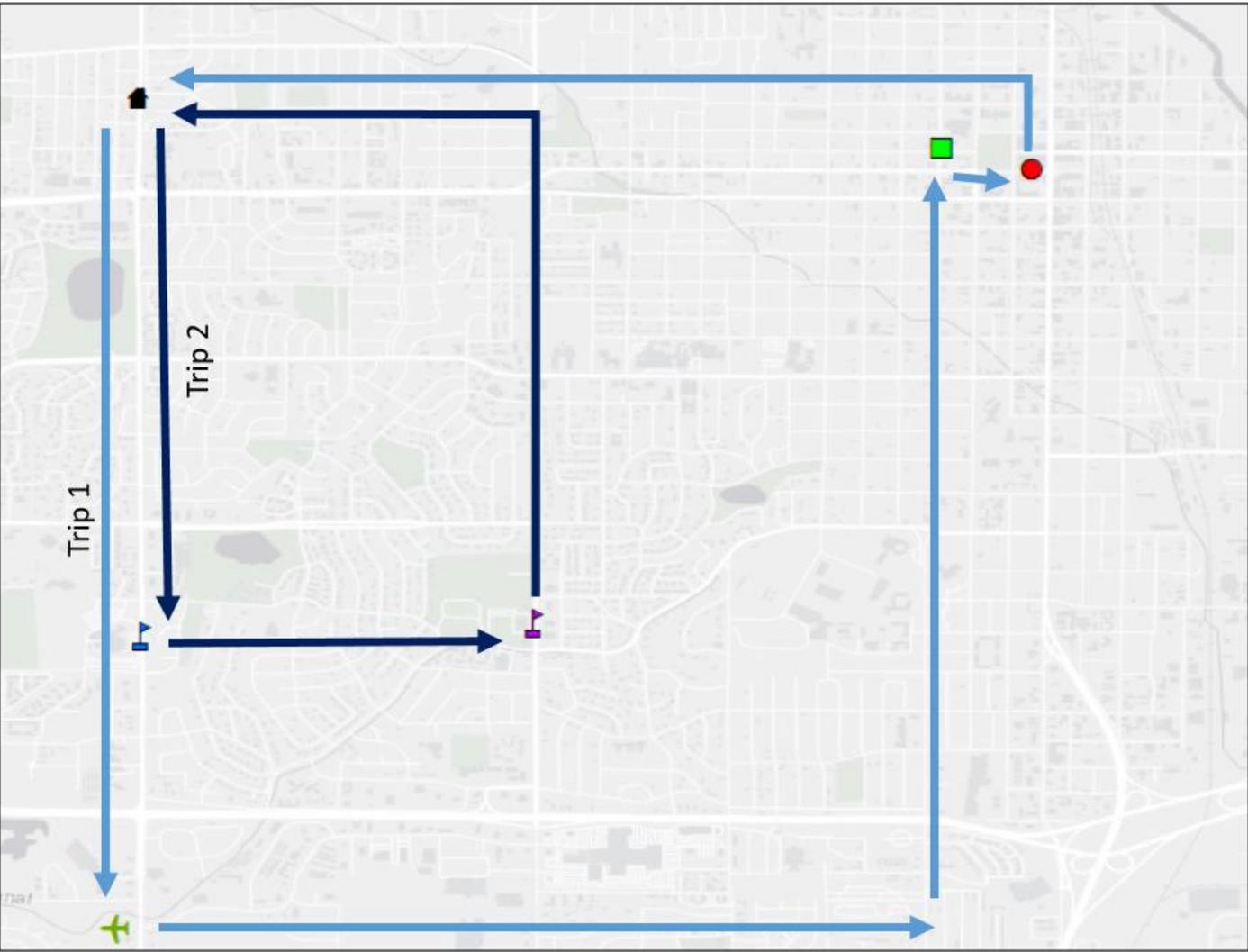


What do we put in the model?





Model Inputs: Survey/Behavioral Data

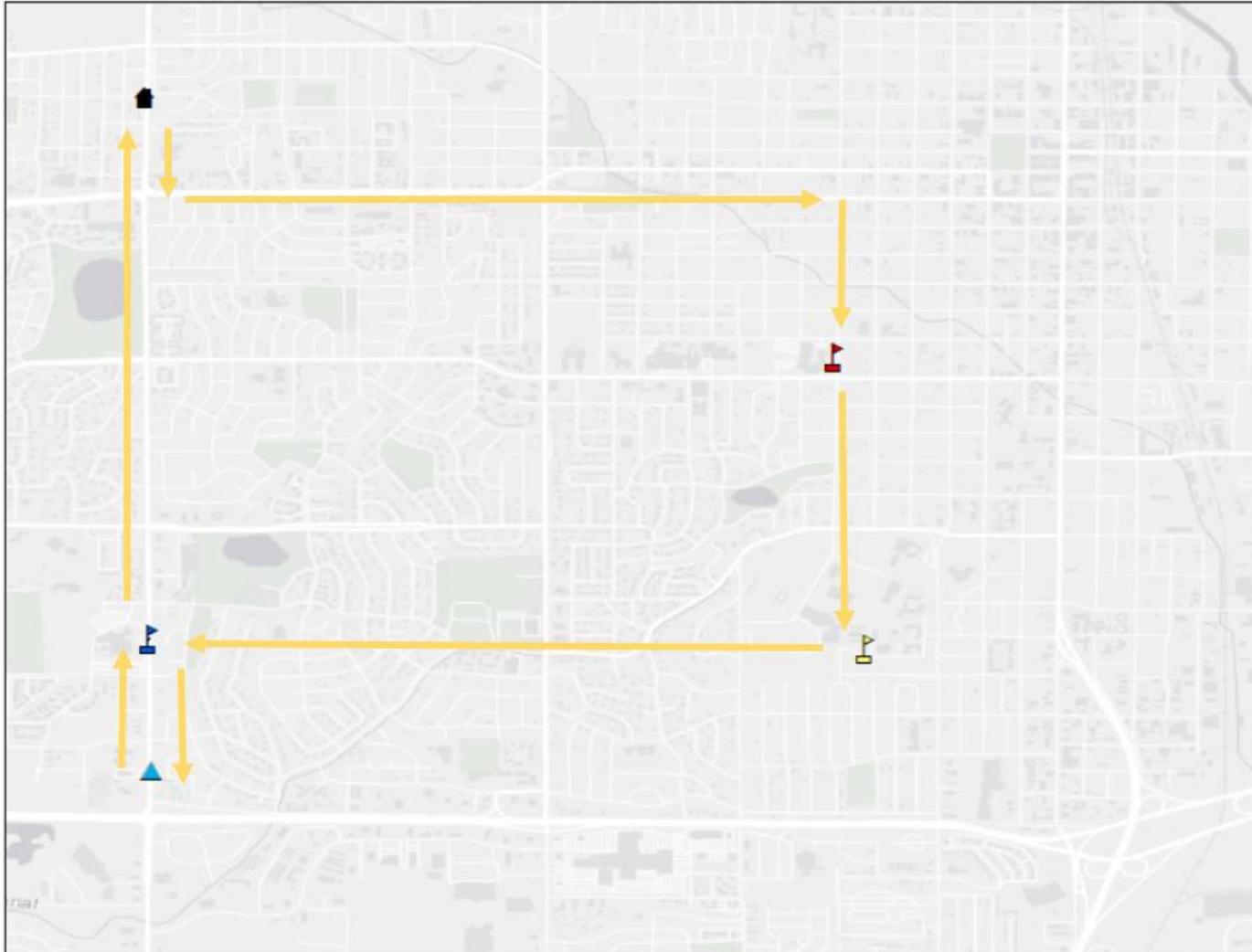


Person 1 Trips

- HOME
- DENVER INTERNATIONAL AIRPORT
- GREELEY BUILDING
- GREELEY WEST HIGH SCHOOL
- HIGH PLAINS LIBRARY DISTRICT
- RIO GRANDE MEXICAN RESTAURANT



Model Inputs: Survey/Behavioral Data

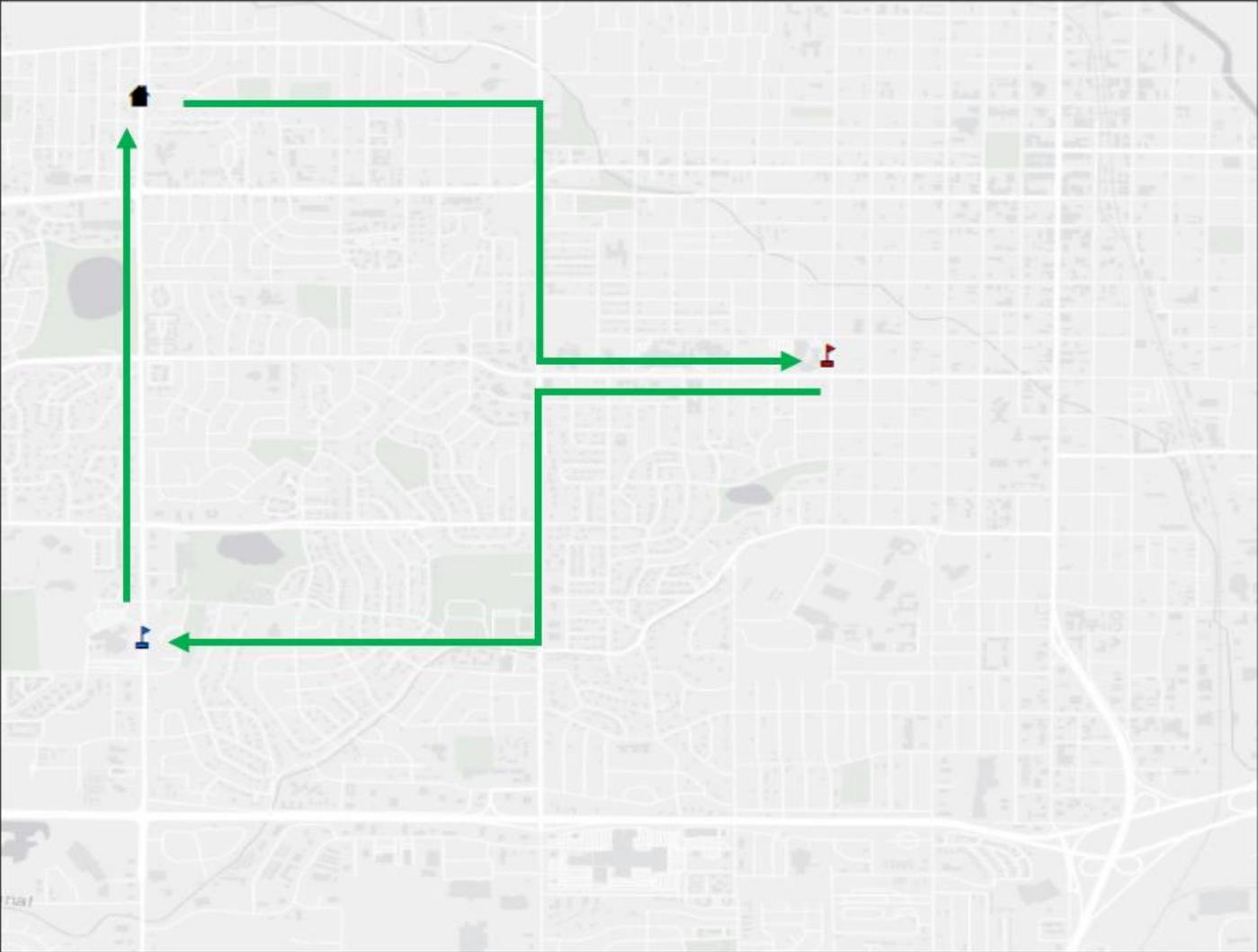


Person 2 Trips

- HOME
- GREELEY CENTRAL HIGH SCHOOL
- UNIVERSITY OF NORTHERN COLORADO
- GREELEY WEST HIGH SCHOOL
- AGLAND STORE



Model Inputs: Survey/Behavioral Data



Person 3 Trips

- HOME
- GREELEY CENTRAL HIGH SCHOOL
- GREELEY WEST HIGH SCHOOL



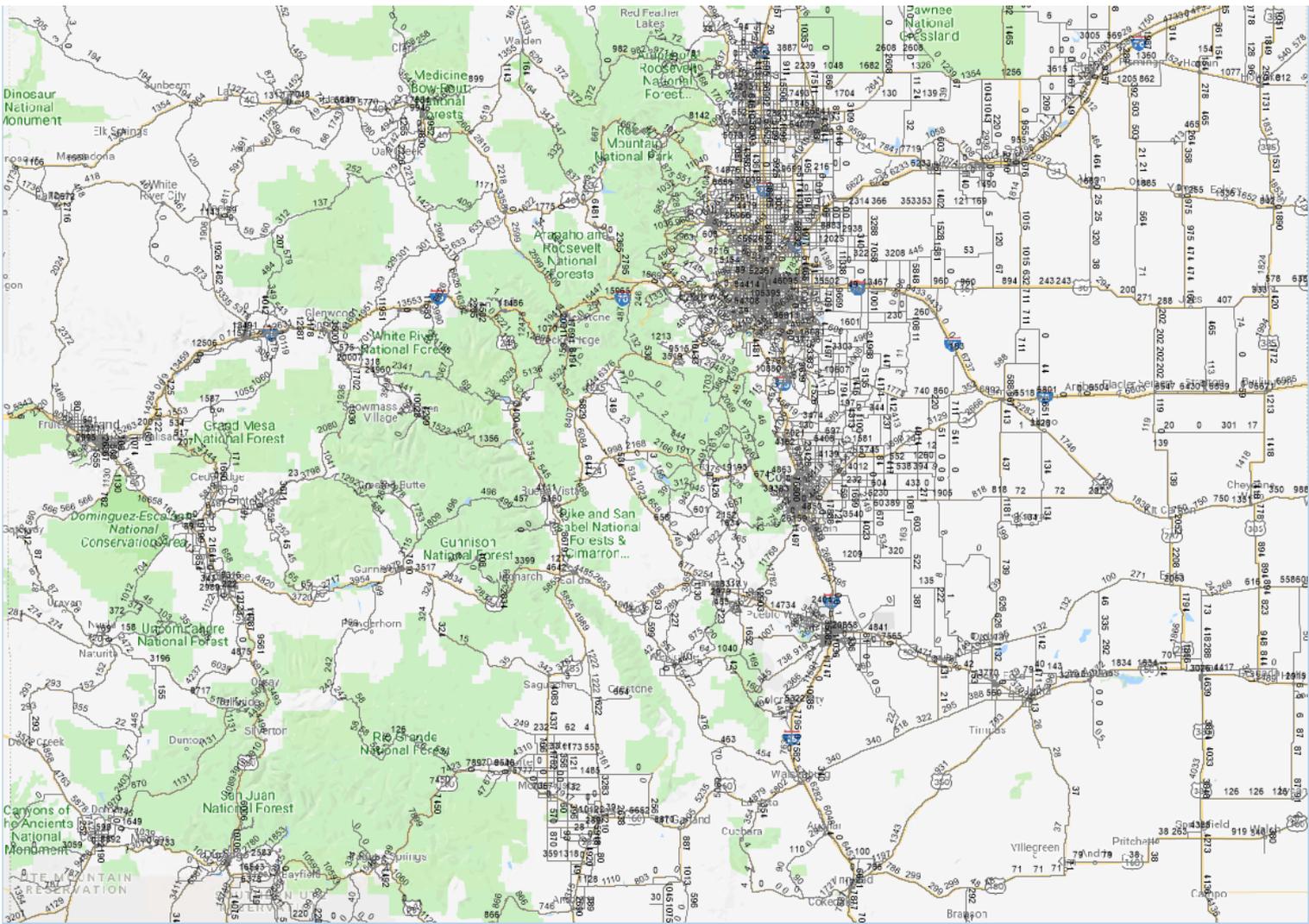
Model Outputs

- **Travel Diary for each person**
 - Same as from the survey
 - Each place visited
 - Purpose of activity there
 - Travel mode to get there
 - Time arrived/departed
 - Operating cost
- **Volume on each road segment**
 - And speed
 - And total delay
- **Ridership on each transit line**
 - Fare paid



Model Outputs

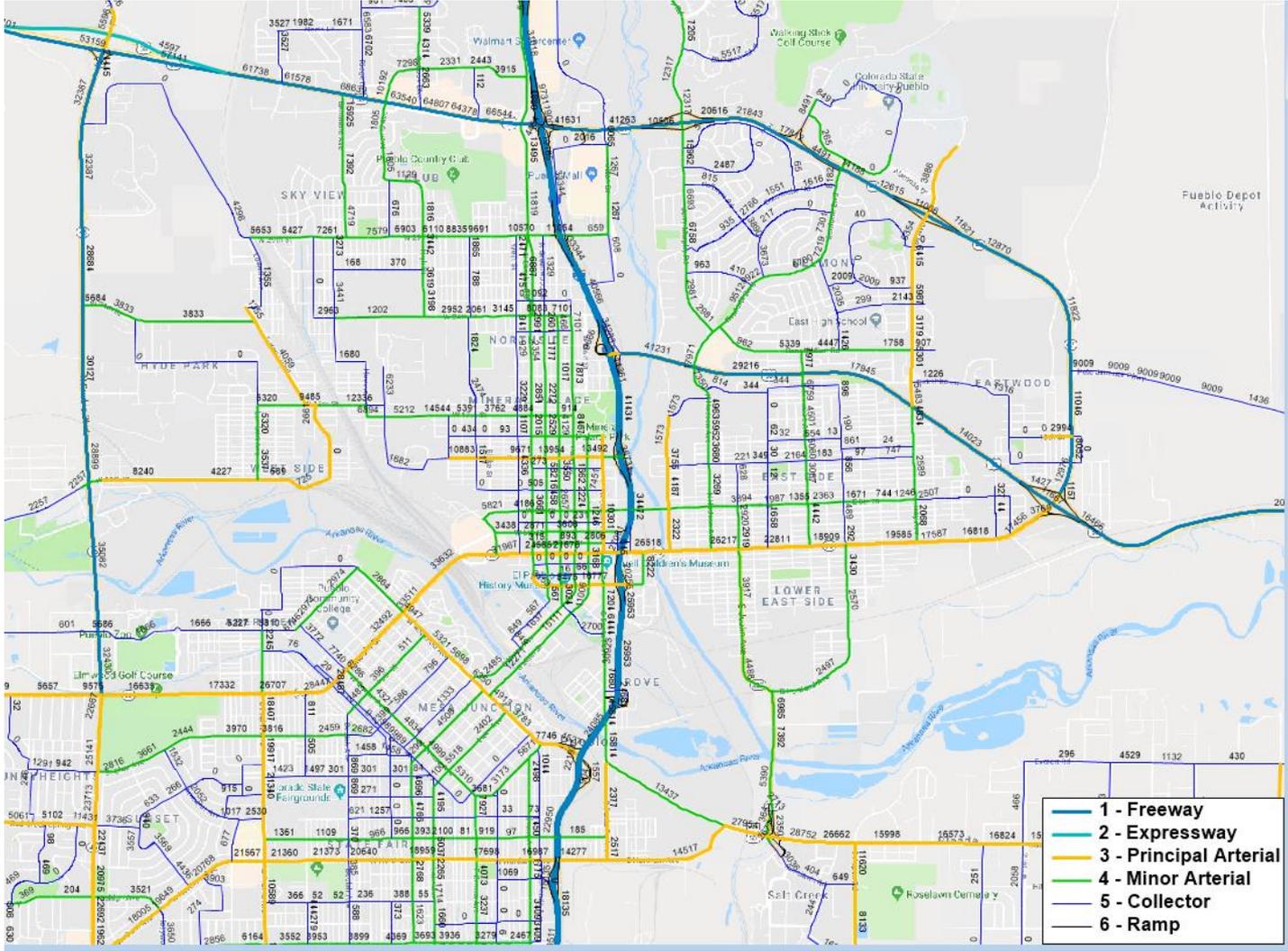
All Day Volume On Each Road Segment





Model Outputs

All Day Volume On Each Road Segment- Pueblo





Model Outputs

Model Summary_Draft

Transit Boarding Summary by Operator		2030_Est'd	Vehicle Miles Traveled (Entire Model)		2030_Est'd
BUSTANG		992	Freeway		50,401,948
Colt		1,200	Expressway		14,516,472
Eagle County Transit		214	Principal Arterial		51,007,580
Fountain Transit		420	Minor Arterial		21,845,046
GET		3,921	Collector		14,748,303
GVRTA		363	Ramp		3,390,640
Grand Valley Transit		4,381	Centroid Connector		15,456,578
Mountain Metro T		19,812	Total		171,366,566
Pueblo Transit		4,860			
RFTA		1,040			
RTD		535,771			
SUCAP		288			
Steamboat Springs Transit		298			
Summit Stage		174			
Transfort		13,803			
Total Boardings		587,532			
Linked Trips		435,239			



Model Status

- 2010 Calibration: Complete
- 2015 Validation: Complete
- 2045 No-Build: Complete
- 2045 Build: Complete
- 2030 No-Build: Under Development

- Modelers never stop messing with their models!
- As this is a brand-new model, we will keep sharpening it until we begin producing outputs for you!



What can the model do?

- “Straight out of the box”, we’ll be able to evaluate:
 - Weekday conditions only
 - Future years of your choice
 - Highway and transit demand, e.g.:
 - ❖ Effects of toll and/or other user charge approaches
 - ❖ Addition of general purpose lanes
 - ❖ Effects of closures (due to weather events, etc.)
 - ❖ Rail service
 - ❖ Inter-regional bus service
 - ❖ Vehicle emissions and fuel/energy use
 - Different growth rates or patterns
 - Bike/pedestrian demand (limited capability)



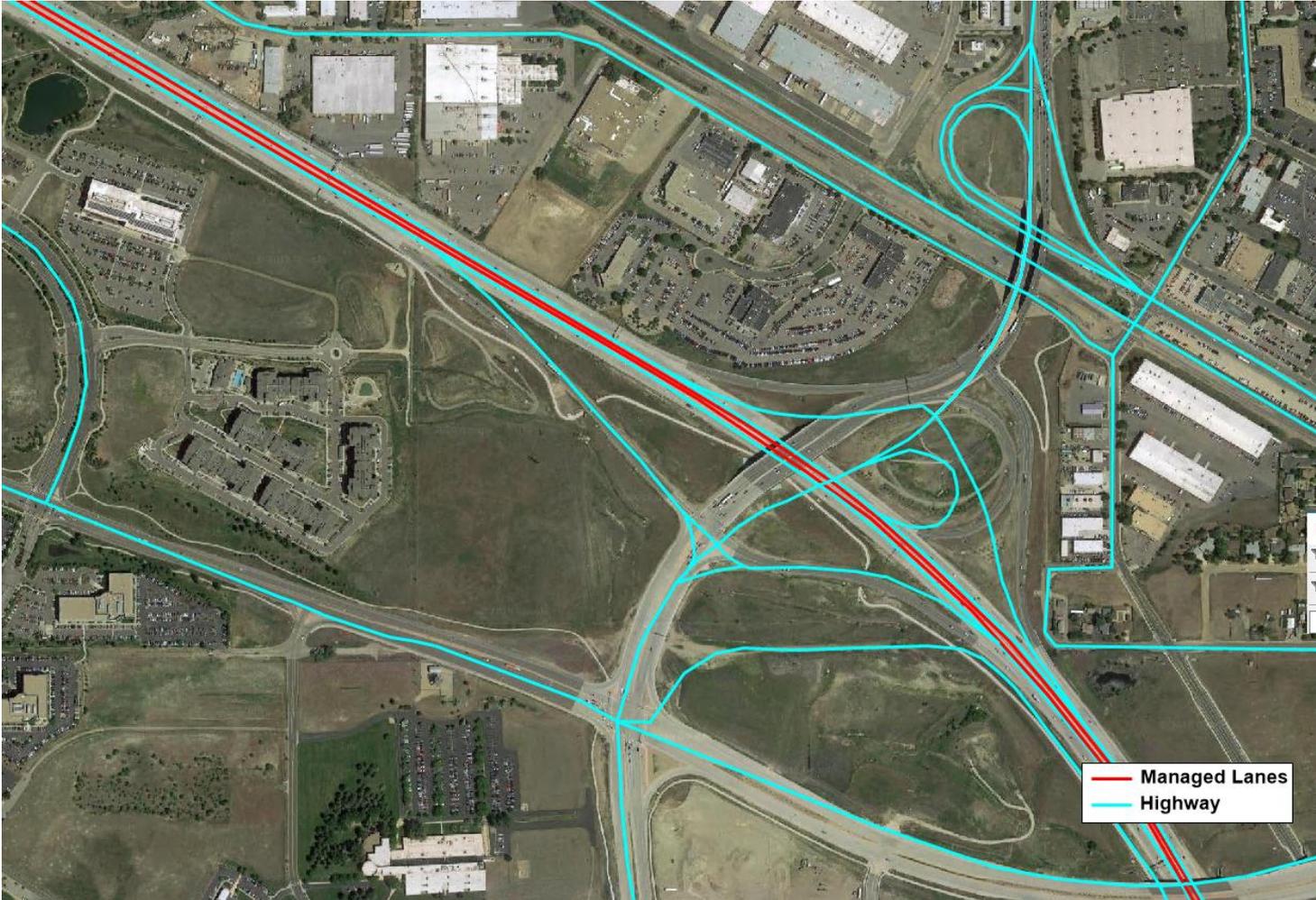
Model Uses

- **OK, THIS IS WHERE YOU COME IN!!!**
- **We can play “what if” games:**
 - Supporting projects, statewide plan, etc.
 - Depict a future year
 - Change the transit system
 - Change the roadway system
 - Examine different patterns of development



Model Uses: Project Examples

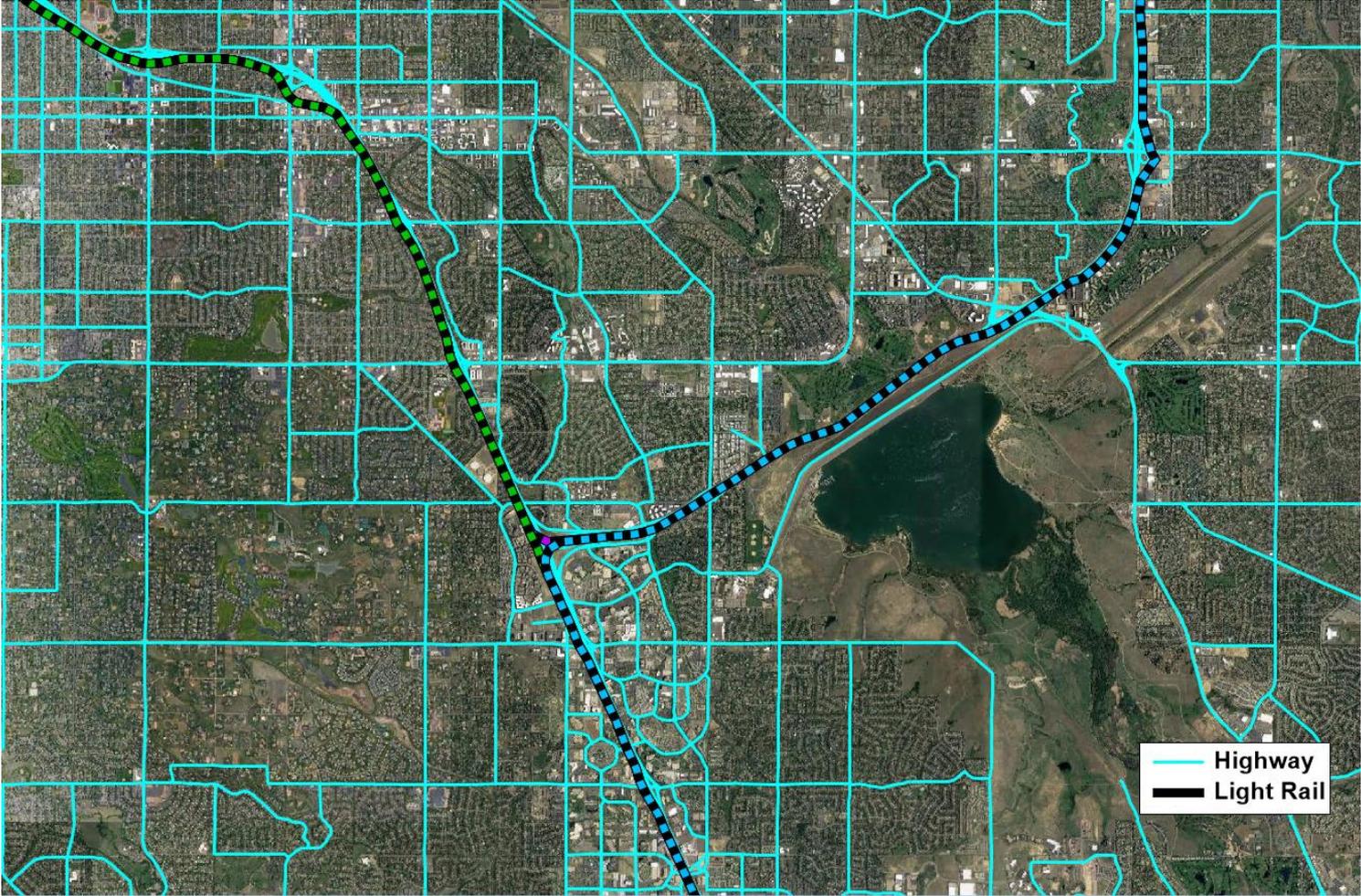
US-36 Managed Lanes





Model Uses: Project Examples

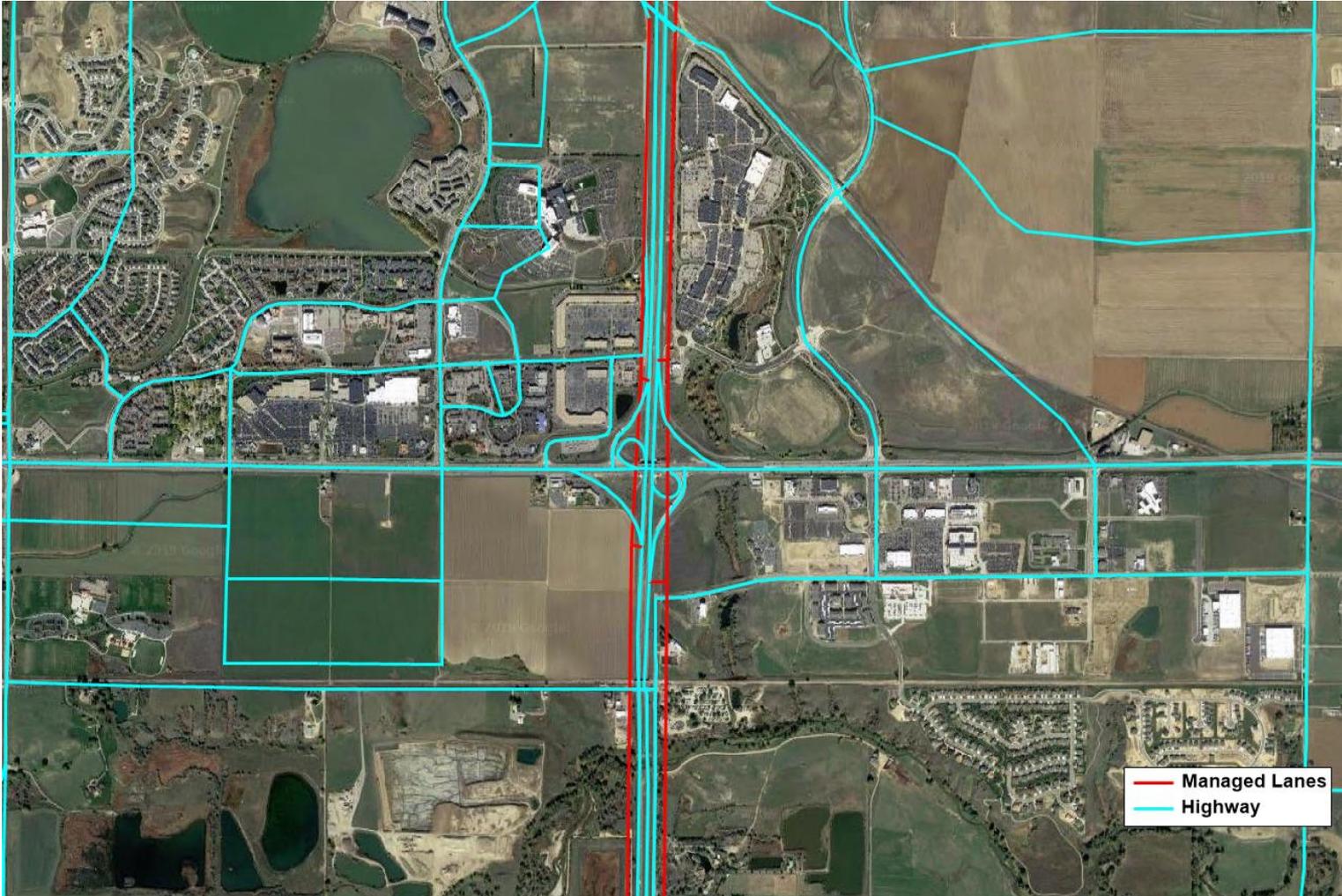
I-25 Light Rail





Model Uses: Project Examples

I-25 Managed Lanes- Fort Collins





My contact information

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Division of Transportation Development
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303-757-9811



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Public Outreach and Stakeholder Engagement



Public Outreach and Stakeholder Engagement

- **Concurrent Outreach Components**
 - County Meetings
 - TPR Meetings
 - General Public and Interested Stakeholders



4P Meetings Layout and Conversation

- **Region: 1**
- **Counties: Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson**
- **Story:**
 - The Largest Population and Economic Activity in Colorado; I-25 and I-70 transportation needs impact residents and businesses across the state
 - Congestion: the annual cost of delay for commercial vehicles will increase by 65% between 2017 and 2050 to \$909 million (source: DRCOG Annual Report on Traffic Congestion in the Denver Region)
 - Partnerships: CDOT R1 works collaboratively in Colorado’s largest urban area: DRCOG, RTD, Freight Community, Local and Federal agencies
 - Tourism Brings Visitors: Mile High Stadium, Pepsi Center, Coors Field, Downtown Aquarium, Children’s Museum of Denver, Red Rocks Amphitheatre, Denver Performing Arts Complex, National Western Stock Show, Colorado Convention Center, I-70 Recreation
- **Sample of GIS Layering:**
 - Current and 2045 V/C or other congestion measures
 - Freight corridors, truck % volumes, and oversize/overweight permitting
 - Population Density, including Current and Projected
 - Managed Lane System
 - Transit routes (example Bustang)
 - High use/priority bike corridors
 - Wildlife crossings and/or animal vehicle accident locations



4P Meetings Layout and Conversation

- **Region: 2**
- **Counties:** Baca, Bent, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Park, Prowers, Pueblo, Teller,
- **Story:**
 - Large amounts of heavy truck traffic take a toll on roads, this combined with the natural hazards that come with driving on the rural highways across the plains, means highways need considerable upkeep and maintenance for safety.
 - An aging populace lives spread out across a large area whose primary industry is agriculture, many have long commutes to work.
 - Residents would like to see increased transportation options beyond the SOV - both active transportation (bike and ped), public transit, and services for the elderly and disabled.
 - Scenic byways, 1-25 as the gateway to the state, bicycle events, and other tourist draws are also a key economic driver in the region.
- **Sample of GIS Layering:**
 - Population density (percent over 65 today > Percent over 65 in 2030)
 - Freight corridors, truck % volumes, and oversize/overweight permitting
 - Energy corridors and hazmat routes
 - Tourism (state and national park locations/historic landmarks/recreation areas/Scenic byways)
 - Highway criticality and redundancy
 - Major Bike and walking trail facilities
 - Bus routes + local transit + location of Southwest Chief rail line



4P Meetings Layout and Conversation

- **Region: 3**
- **Counties:** Moffat, Routt, Jackson, Grand, Rio Blanco, Garfield, Eagle, Pitkin, Lake, Summit, Mesa, Delta, Gunnison, Montrose, San Miguel, Ouray, Hinsdale
- **Story:**
 - Natural resource extraction, particularly oil and gas production, have experienced significant growth in this region leading to concerns of increased traffic as well as wear and tear on local roads.
 - Extreme weather play an important role in the function of the transportation system within this region.
 - Outdoor recreation opportunities and the tourism dollars they bring in play a crucial role in many local economies, while also leading to periods of intense congestion.
 - With increasing populations are leading to increasing demand for more transit and bicycle options. The complex topography of this region leads to limited options for new routes, leading to a greater focus on maintenance.
- **Potential GIS Layering:**
 - Avalanche
 - High use/priority bike corridors
 - Highway criticality and redundancy
 - Energy corridors, oil and gas wells, and oil and gas fields
 - Freight corridors, truck % volumes, and oversize/overweight permitting, agriculture movements
 - Wildlife crossing locations/signs
 - Tourism (Airports, Ski Areas, Tourism Destinations, Rocky Mountain National Park)



4P Meetings Layout and Conversation

- **Region: 4**
- **Counties:** Boulder, Larimer, Weld, Morgan, Logan, Sedgwick, Phillips, Washington, Yuma, Elbert, Lincoln, Kit Carson, and Cheyenne
- **Story:**
 - Agriculture has long played a role in this region's economy, but energy development is playing an increasingly important role, leading to increased freight traffic on local roads.
 - Region also acts as a transitional area between urban and rural environments.
 - Flooding and disaster mitigation remain a primary focus due to the abundance of floodplains.
 - Key freight corridors include connections to DIA and Denver (I-70, E-470), Colorado Springs (US24), Wyoming (US385), (US34, SH71)Nebraska, (US287) Oklahoma, and (I70)Kansas.
 - Outdoor recreation plays a pivotal role in local economies, with towns like Estes Park providing access to Rocky Mountain National Park.
- **Potential GIS Layering:**
 - Tourism (Outdoor Recreation Sites, State Parks, National Forests, and Scenic Byways)
 - Highway criticality and redundancy
 - Agriculture Movements
 - Freight corridors (Truck % volumes, oil well locations, hazmat routes, and oversize/overweight)
 - AADT & AADTT
 - Multimodal transportation centers
 - Floodplains

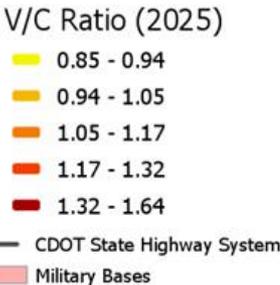
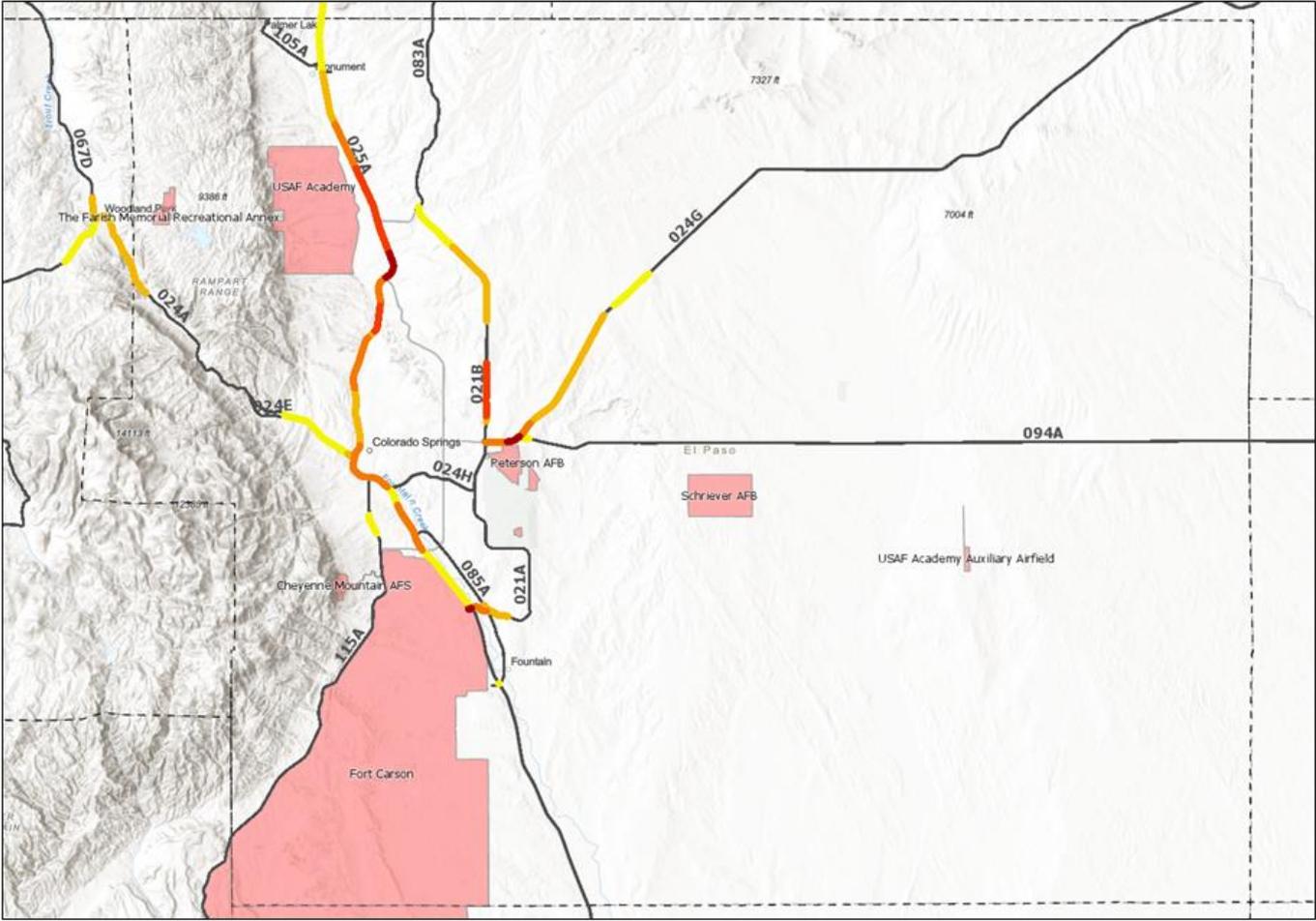


4P Meetings Layout and Conversation

- **Region: 5**
- **Counties:** Chaffee, Saguache, Mineral, Rio Grande, Alamosa, Conejos, Costilla, Dolores, San Juan, Montezuma, La Plata, Archuleta, Ouray, Montrose, and San Miguel
- **Story:**
 - The rich environment in the Southwest of Colorado fuels the economy by providing access to recreational opportunities, agriculture, energy development, forestry and mining.
 - The area contains the states only two tribal reservations, who's economic activities also energize the area. The average age of the residents is increasing - but the area's dispersed employment and amenities forces them to drive long distances day to day.
 - Increasing bike, pedestrian, and transit options is an important issue. Freight movement is increasing year round, and means pavement condition and maintenance is critical.
- **Potential GIS Layering:**
 - Land use (Tribal lands and federal lands)
 - Energy corridors (oil well and mine locations)
 - Tourism (ski areas, Scenic byways, major outdoor recreation centers)
 - Freight corridors (Truck % volumes, oil well locations, hazmat routes, and oversize/overweight)
 - Highway criticality and redundancy
 - Bus routes + local transit
 - Environmental hazards, Level of Safety Service, Mobility (V/C ratio), Asset Condition (DL)

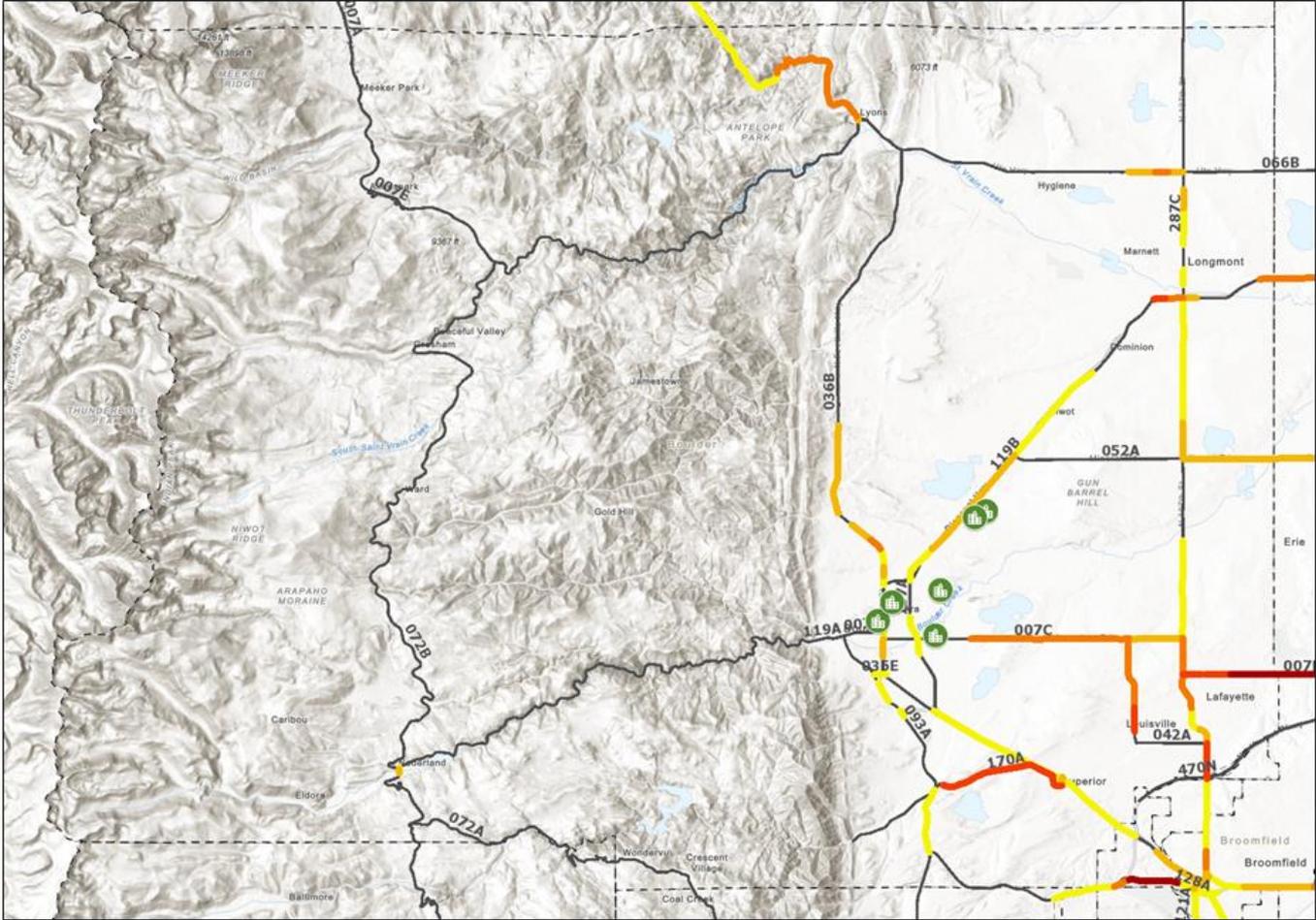


El Paso County Military Installations





Boulder County Aerospace



V/C Ratio (2025)

- █ 0.85 - 0.94
- █ 0.94 - 1.05
- █ 1.05 - 1.17
- █ 1.17 - 1.32
- █ 1.32 - 1.64

— CDOT State Highway System

Aerospace contractors (Private)



TPR Meetings

TPR Meeting #1

- Objective #1 – Outline the RTP Sections
- Objective #2 – Conduct system analysis using GIS layering
- Objective #3 – Update Priority Corridors

- **CDOT staff will work with TPR memberships and Transit stakeholders to:**
 - Outline the Regional Transportation Plans
 - Outline the Regional Coordinated Human Services Transportation Plans
 - Update and confirm Regional Priority Corridors
 - Update and confirm essential service routes (local and state)
 - Optimization and coordination of transit service providers (local and state)

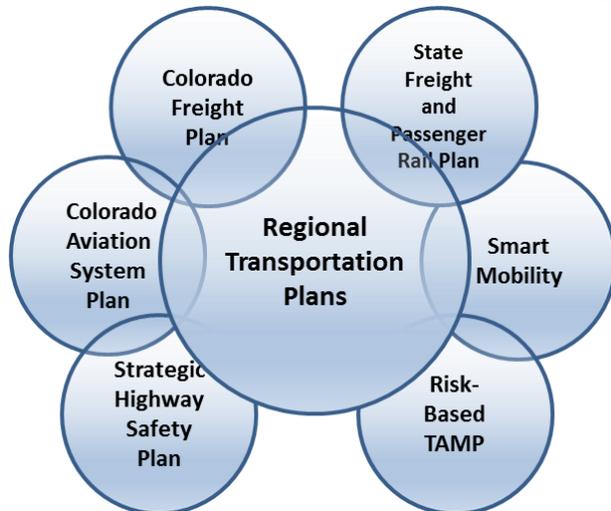


TPR Meetings

TPR Meeting #2

- Objective #1 – Share public input from 4P meetings
- Objective #2 – Conduct plan integration for priority corridors
- Objective #3 – Review and prioritize major projects

Plan Integration



- Share public input from 4P meetings
- Conduct plan integration for priority corridors drawing on:
 - Colorado Freight Plan
 - Colorado Aviation System Plan
 - Strategic Highway Safety Plan
 - Risk-Based Asset Management Plan
 - Smart Mobility Plan
 - State Freight and Passenger Rail Plan
- Review 2030 no build modeling scenario
- Review and prioritize major projects



TPR Meetings

TPR Meeting #3

- Objective #1 – Review draft Regional Transportation Plan Document
- Objective #2 - Share 2030 modeling results based on prioritized major projects
- Objective #3 - Refine major project prioritization based on modeling
- Objective #4 – Preview the 10 Year Strategic Pipeline of Projects

- Share modeling results for major
- Refine major project prioritization based on modeling
- Draft Regional Transportation Plan Document Review
- Preview the 10 Year Strategic Pipeline of Projects



Public Outreach and Engagement Methods

- **Online survey tool**
- **Telephone Town Halls**
- **“Pop-up” Events (e.g. county fairs, etc.)**
- **Attendance at relevant conferences/meetings**



Next Steps

- April: 10 Year Strategic Pipeline of projects creation with 4P County Meetings begin.
- May: Regional Transportation Plan development meetings with TPRs begin.



Example 4P Meeting Presentation (Gunnison County)

Statewide Transportation Advisory Committee

April 26, 2019



Agenda

- **Background and Approach**
- **County Overview**
- **Safety**
- **Economy**
- **Mobility and Transit**
- **Multimodal**
- **Asset Management**
- **Major Projects**



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Background and Approach



Background

- **CDOT engages its planning partners in a number of planning and prioritization efforts.**
 - The 25-year Statewide Plan
 - Additional Modal Plans and other Federally Required Documents (Colorado Freight Plan, Risk-Based Asset Management Plan, and the Statewide Transit Plan, etc.)
 - The 4-year STIP
 - The 10-year Development Program
- **These planning activities are closely coordinated, but were largely independent efforts.**
- **Independent efforts have limited CDOT's ability to maximize efficiencies and engagement opportunities with the public and stakeholders.**



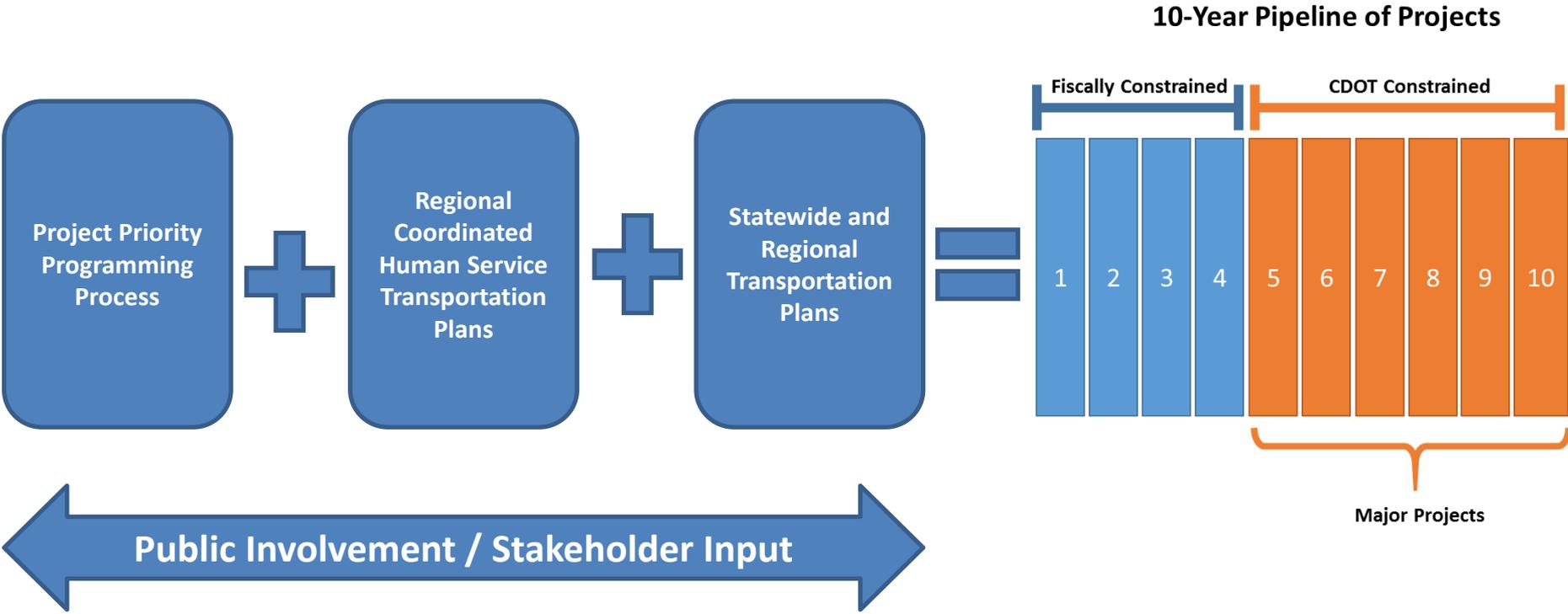
Resetting the Planning Process

THE GOAL

Bring planning efforts together in order to develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.



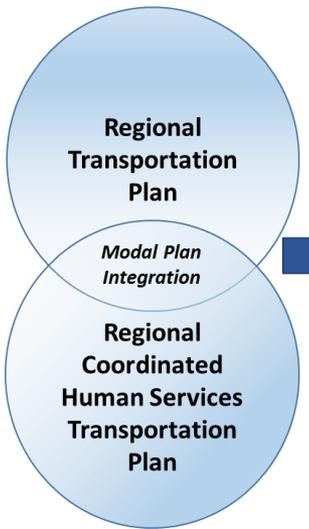
Background and Approach





Background and Approach

**Project Priority Programming Process
(4P Meetings) / Public Input**



TPR Meeting #1

- Objective #1 – Outline the RTP Sections
- Objective #2 – Conduct system analysis using GIS layering
- Objective #3 – Update Priority Corridors

TPR Meeting #2

- Objective #1 – Share public input from 4P meetings
- Objective #2 – Conduct modal integration for priority corridors
- Objective #3 – Review and prioritize major projects

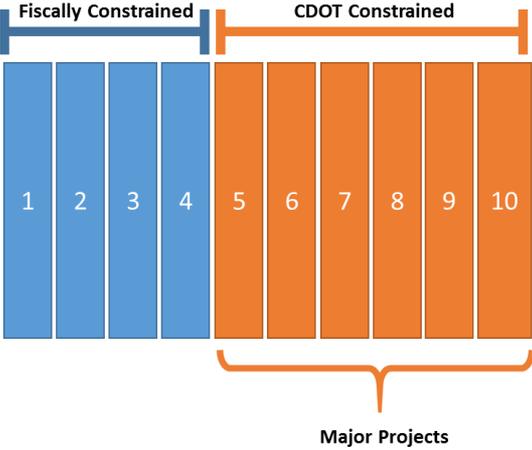
TPR Meeting #3

- Objective #1 – RTP Document Review
- Objective #2 – Preview the 10 Year Strategic Pipeline of Projects

Plan Integration



10-Year Pipeline of Projects



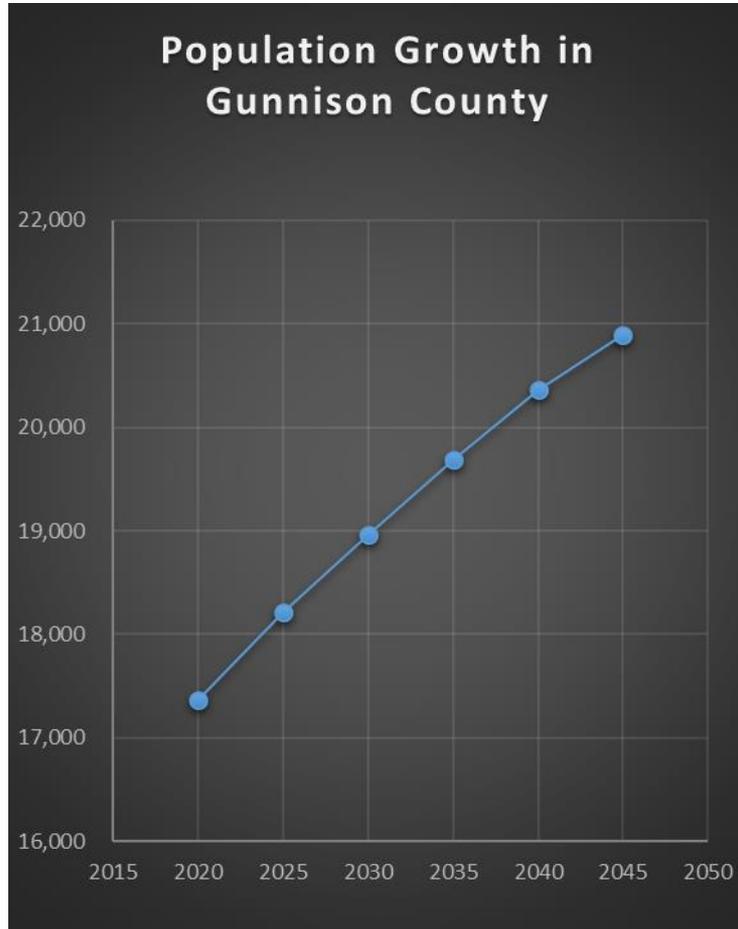


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County Overview



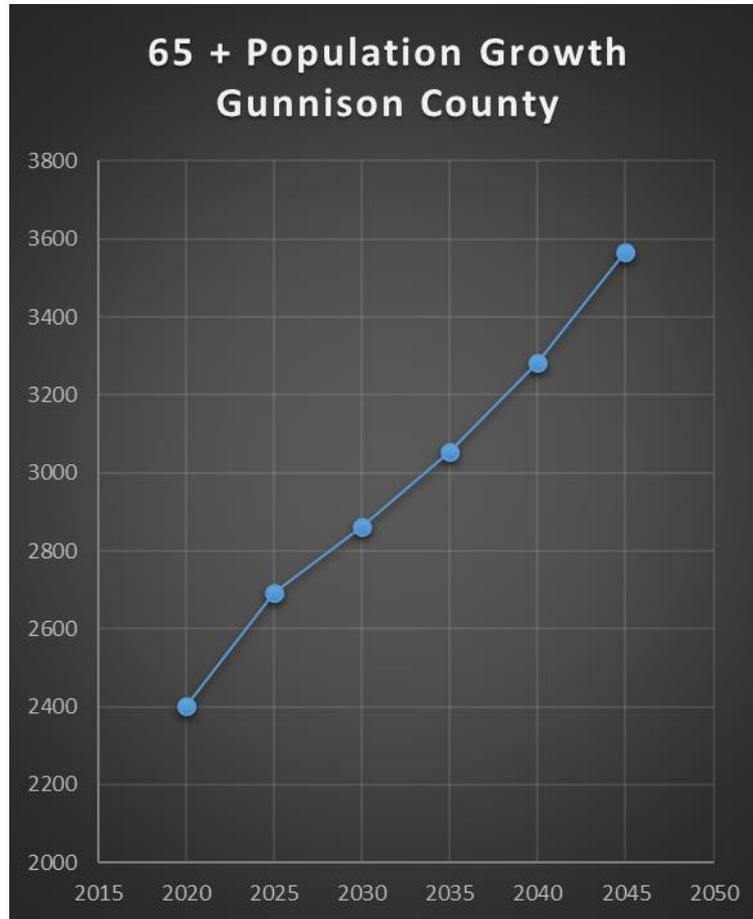
Demographics



- Gunnison County's population is expected to increase by 20% between 2020-2045
- Those 65 years and older make up the fastest growing segment of the population
- Those 50-64 years old make up the second fastest growing segment of the population.
- 8% of Gunnison County's population is disabled
- 14.1% live below the poverty line
- 3.66% have no vehicle available to them.



Demographics



- The population of those 65 years and older is expected to increase by 49%
- The population of those 50-64 years old is expected to increase by 39%
- This will create a need for access to reliable transit and multimodal options for critical services provision
- The segment of the population that lives below the poverty line and / or is without a vehicle has created the need for access to transit and other multimodal options.



Gunnison County Overview



- **Population:** 16,120
- **County Seat:** Gunnison
- **Major Corridors:** CO 135, US 50, CO133, CO 149
- **Economy:** Education, healthcare, and tourism
- **Transit Access:** 2 principle service providers
- **Aviation:** 1 commercial airport



Multimodal Transportation System



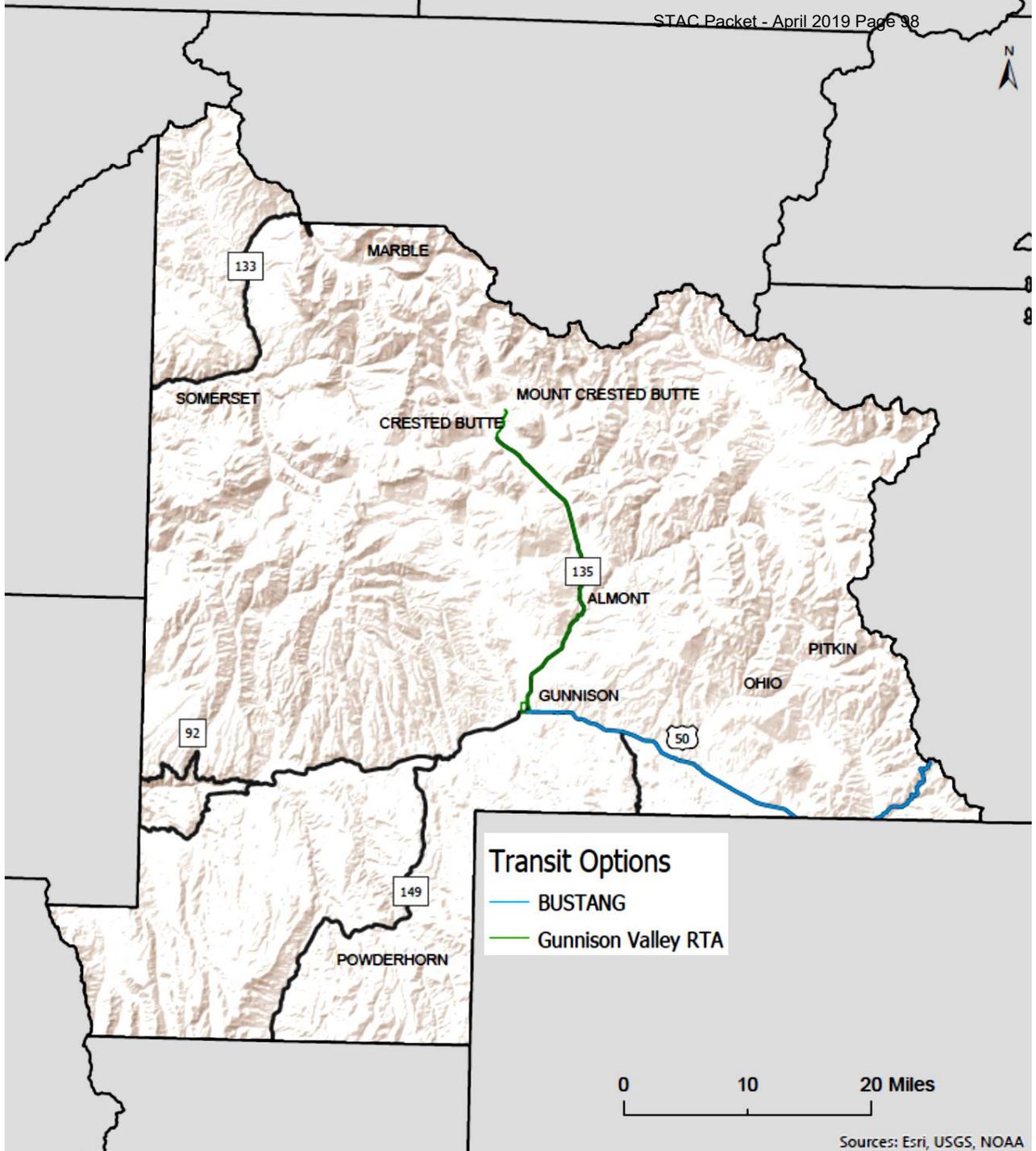
 Airport

 Bus Stops



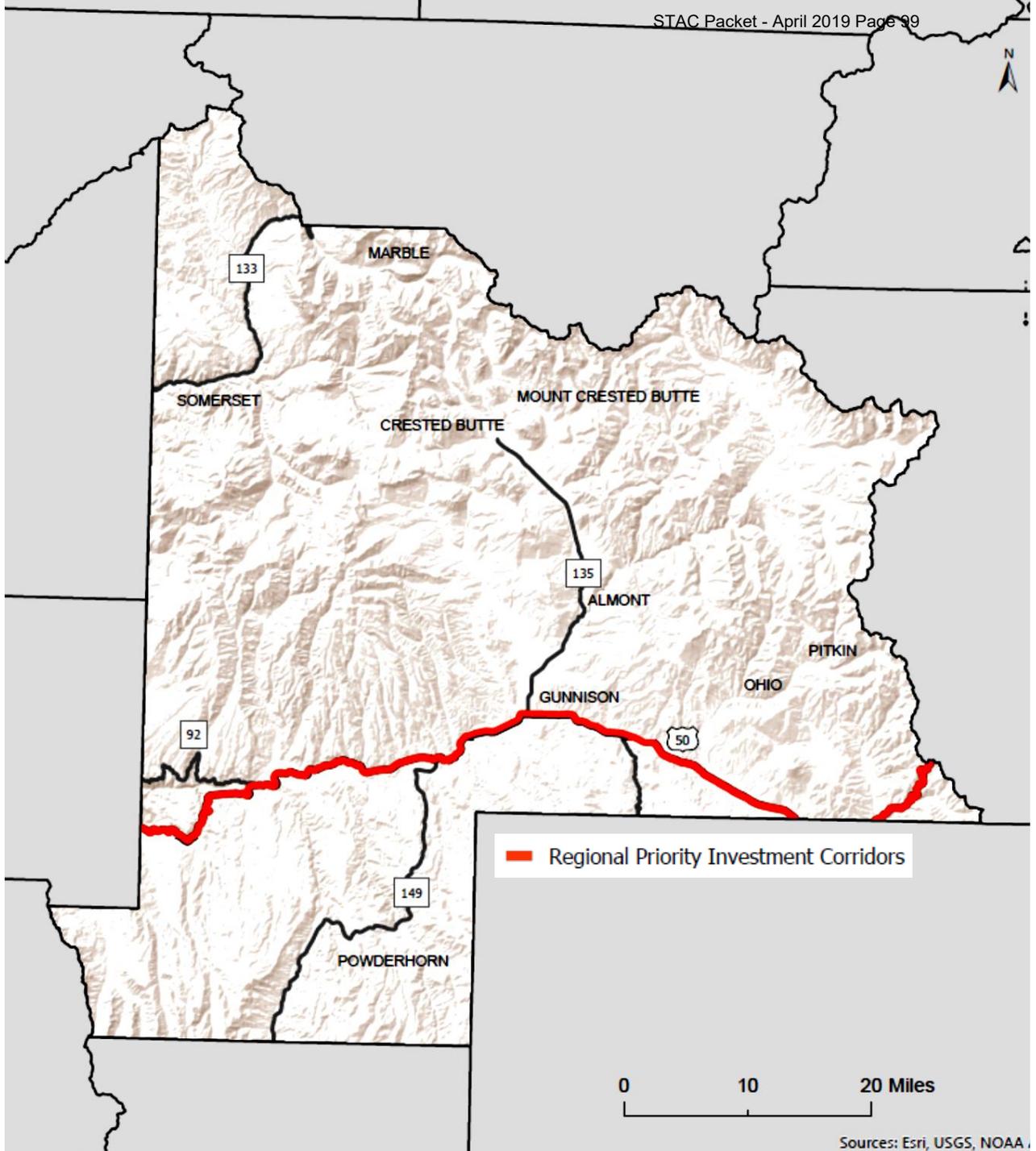


Multimodal Transportation System



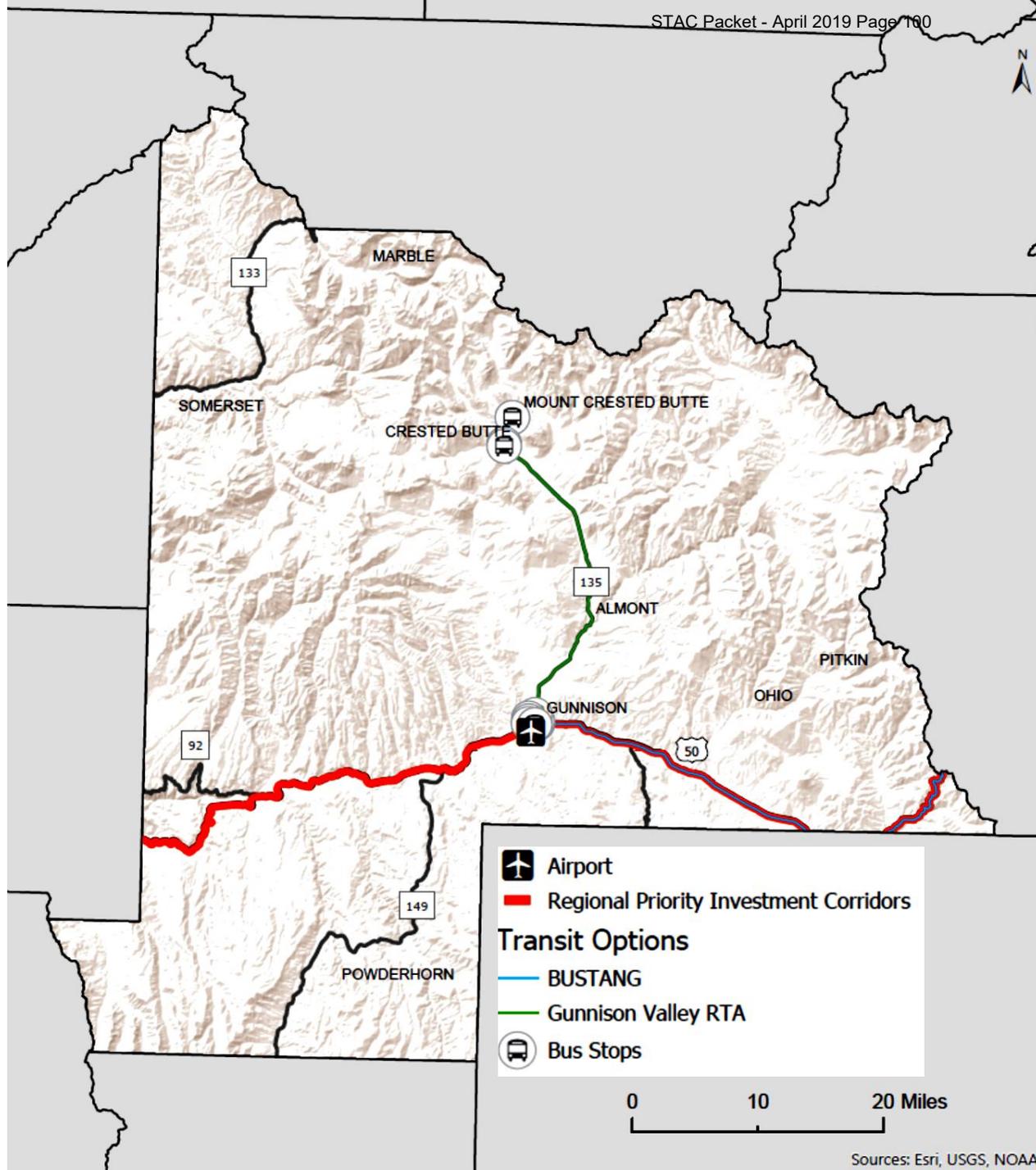


Multimodal Transportation System





Multimodal Transportation System





Questions

- ✓ *When you think of Gunnison County's future, what do you think will be the biggest challenge to our transportation system (e.g. population growth)?*
- ✓ *What do you need from your transportation system?*



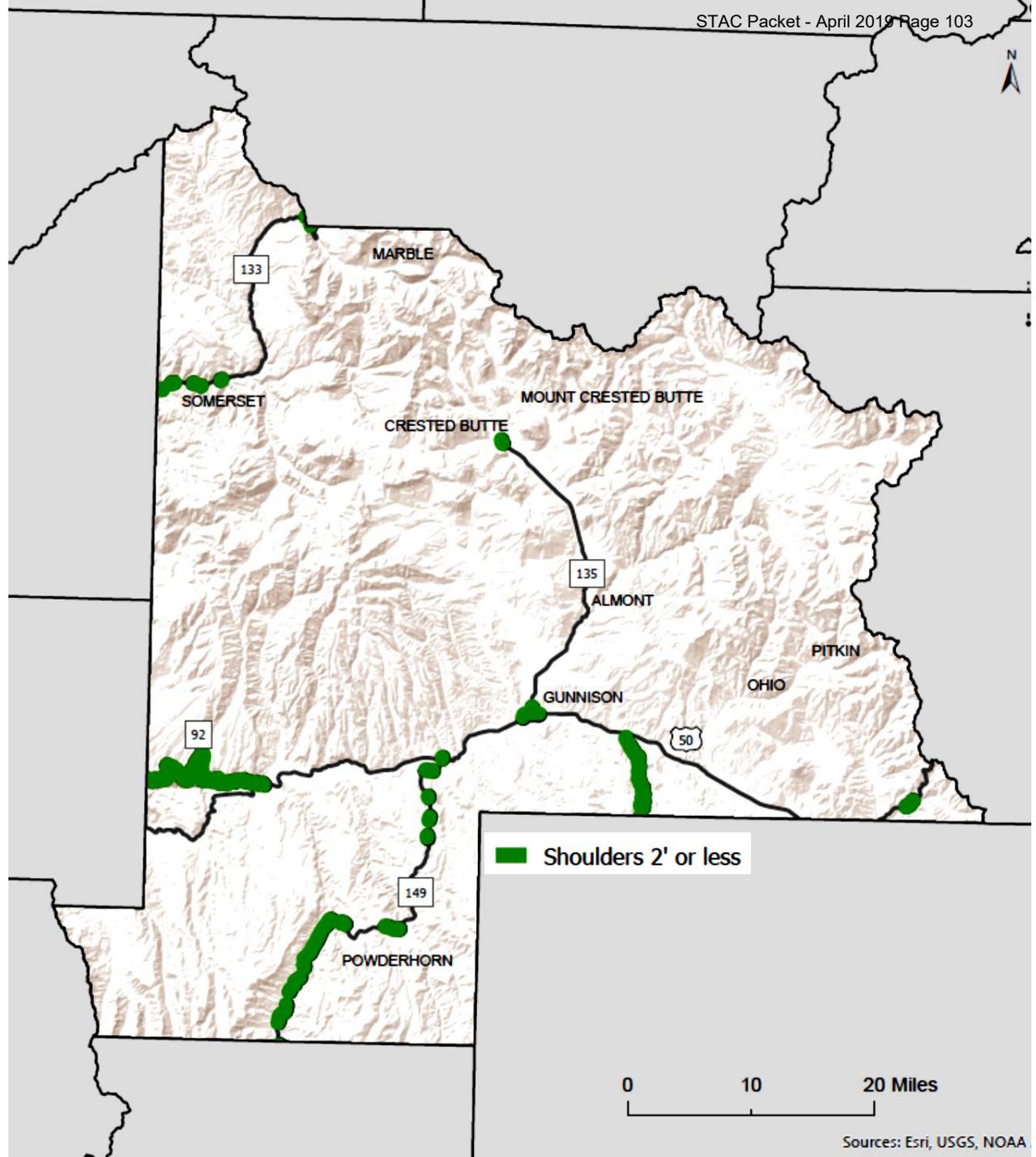
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Safety

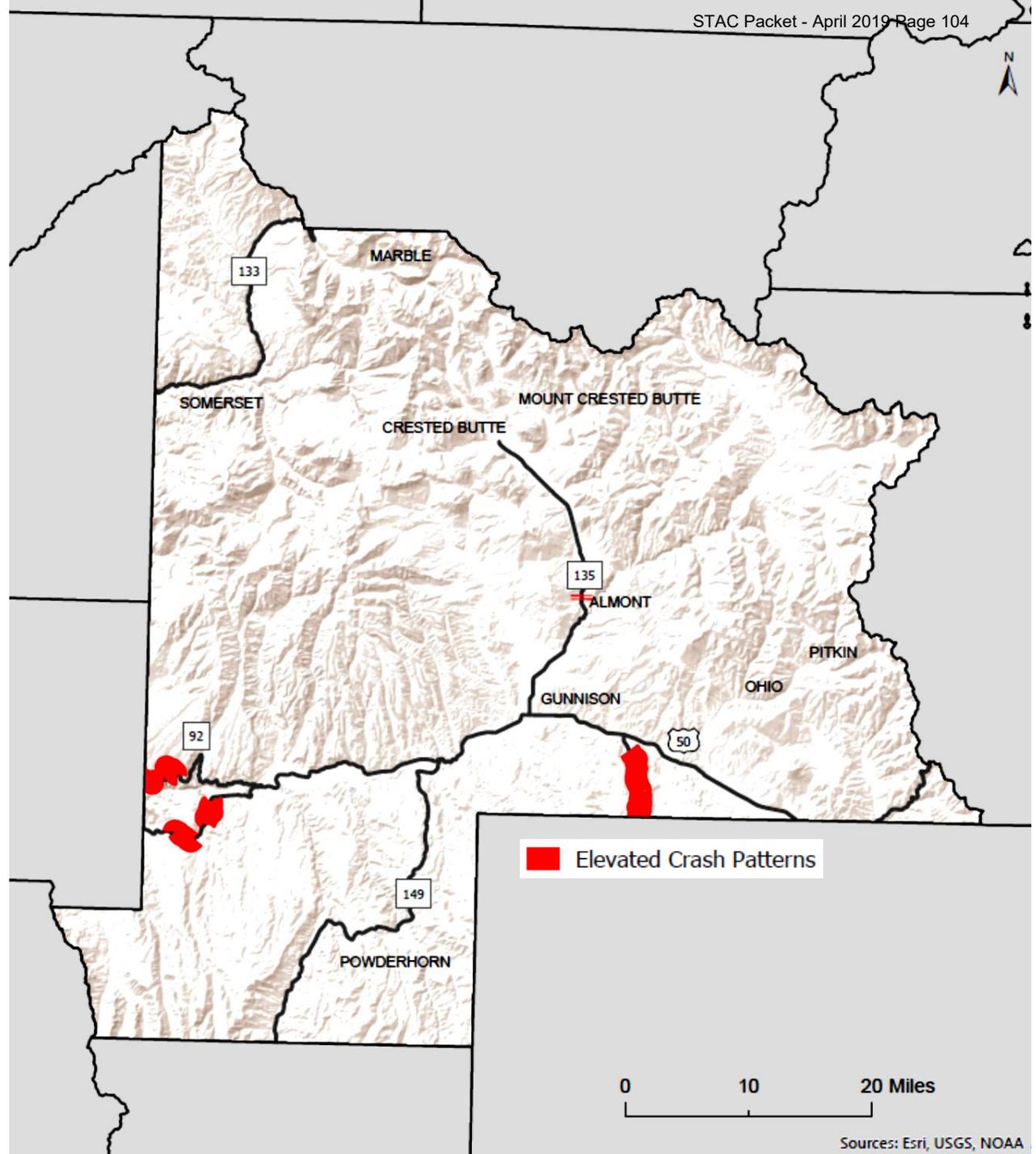


Safety





Safety

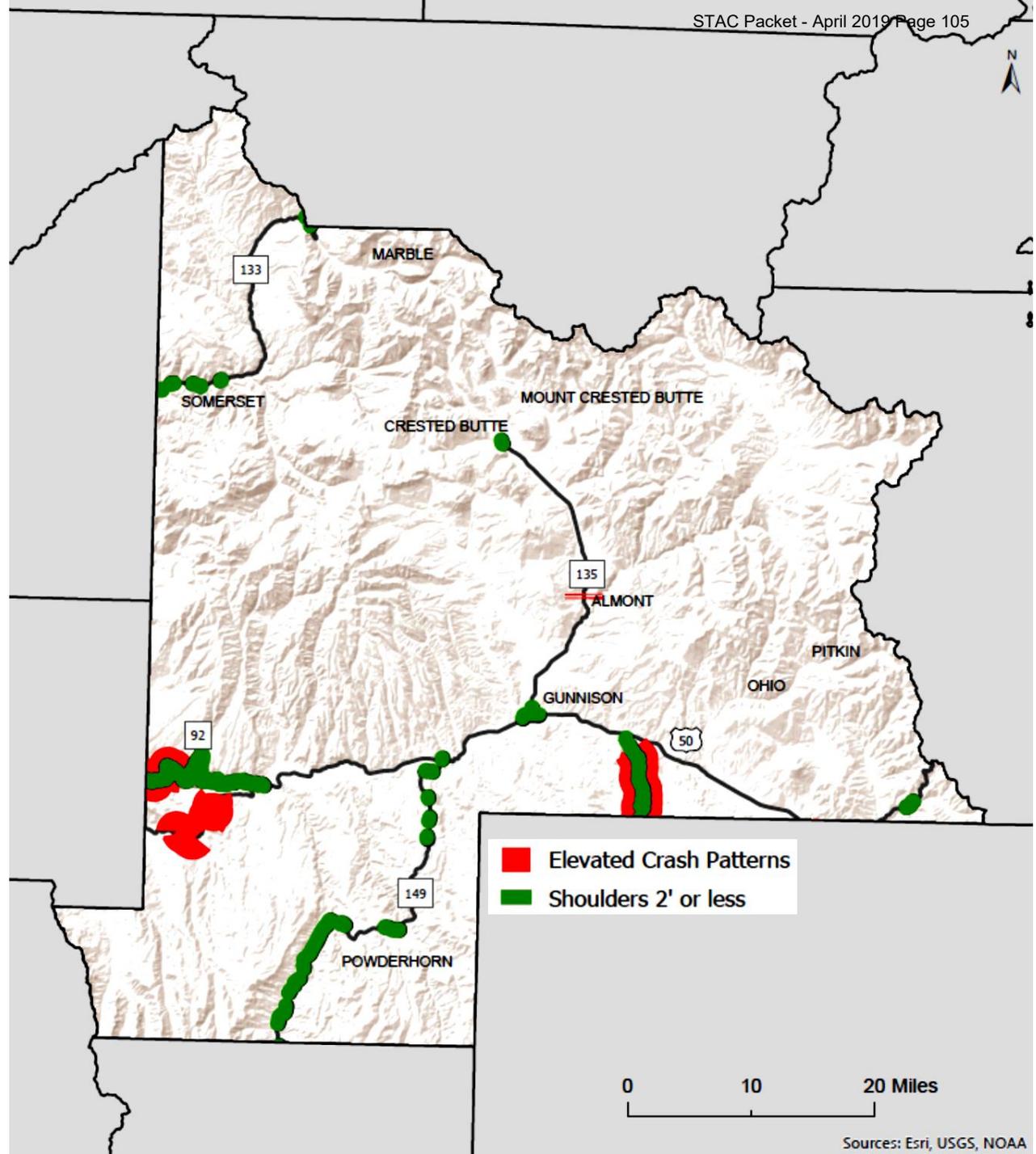


 Elevated Crash Patterns

0 10 20 Miles



Safety



- Elevated Crash Patterns
- Shoulders 2' or less

0 10 20 Miles



Safety

- ✓ *What are your safety concerns?*
- ✓ *What areas present the greatest safety risks?*
- ✓ *Where would you like to see safety investments?*



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Economy



Economic Generators

- **Primary economic generators in the Gunnison County include:**
 - Western Colorado University
 - Crested Butte Mountain Resort
 - Gunnison Valley Hospital
 - Oxbow Mining
 - Arch Coal
 - Gunnison Watershed School District
 - Rocky Mountain Biological Laboratory
 - Tourism (Fishing, hiking, National Parks, National Forests, etc.)



Economy

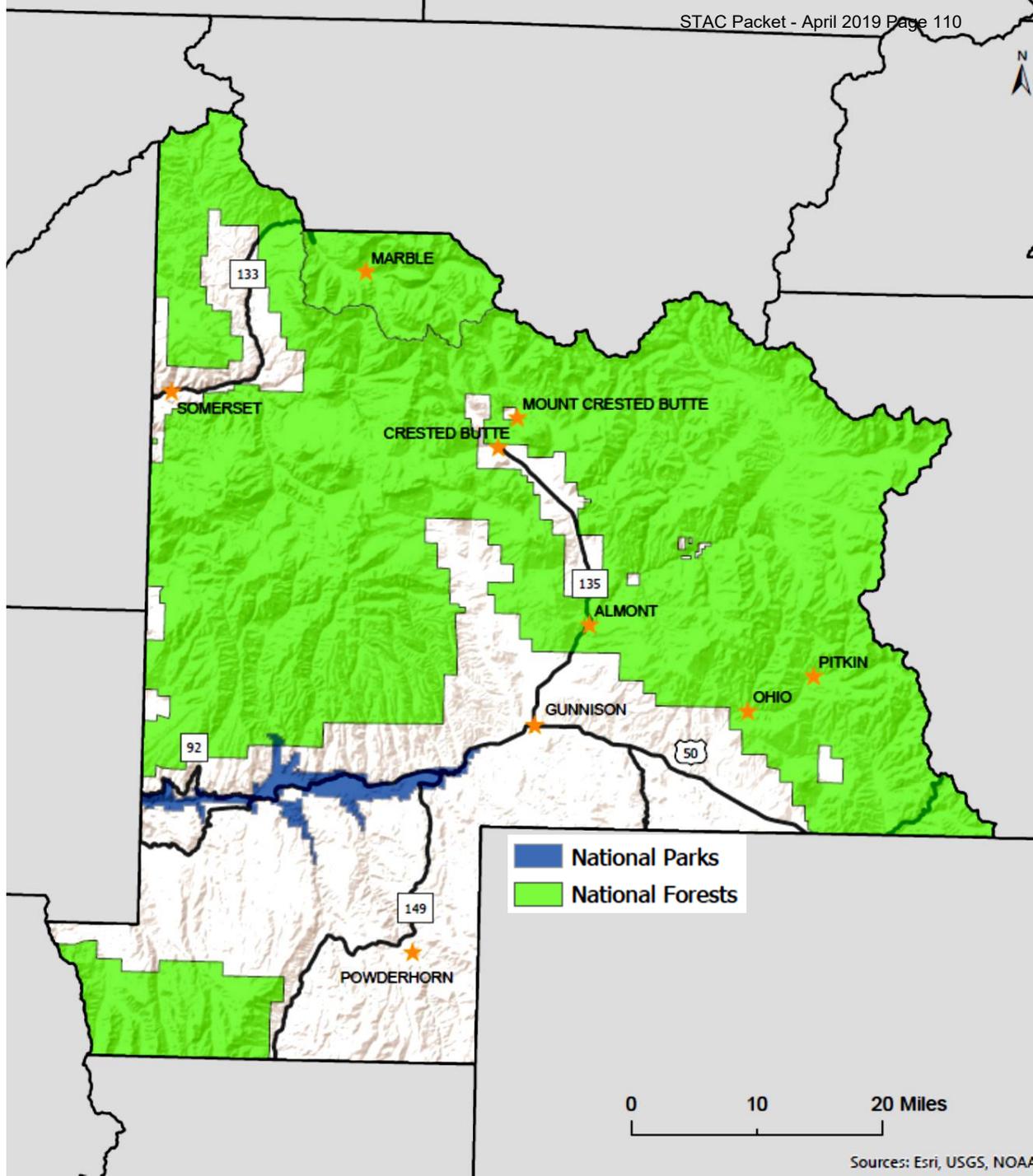
Outdoor Recreation





Economy

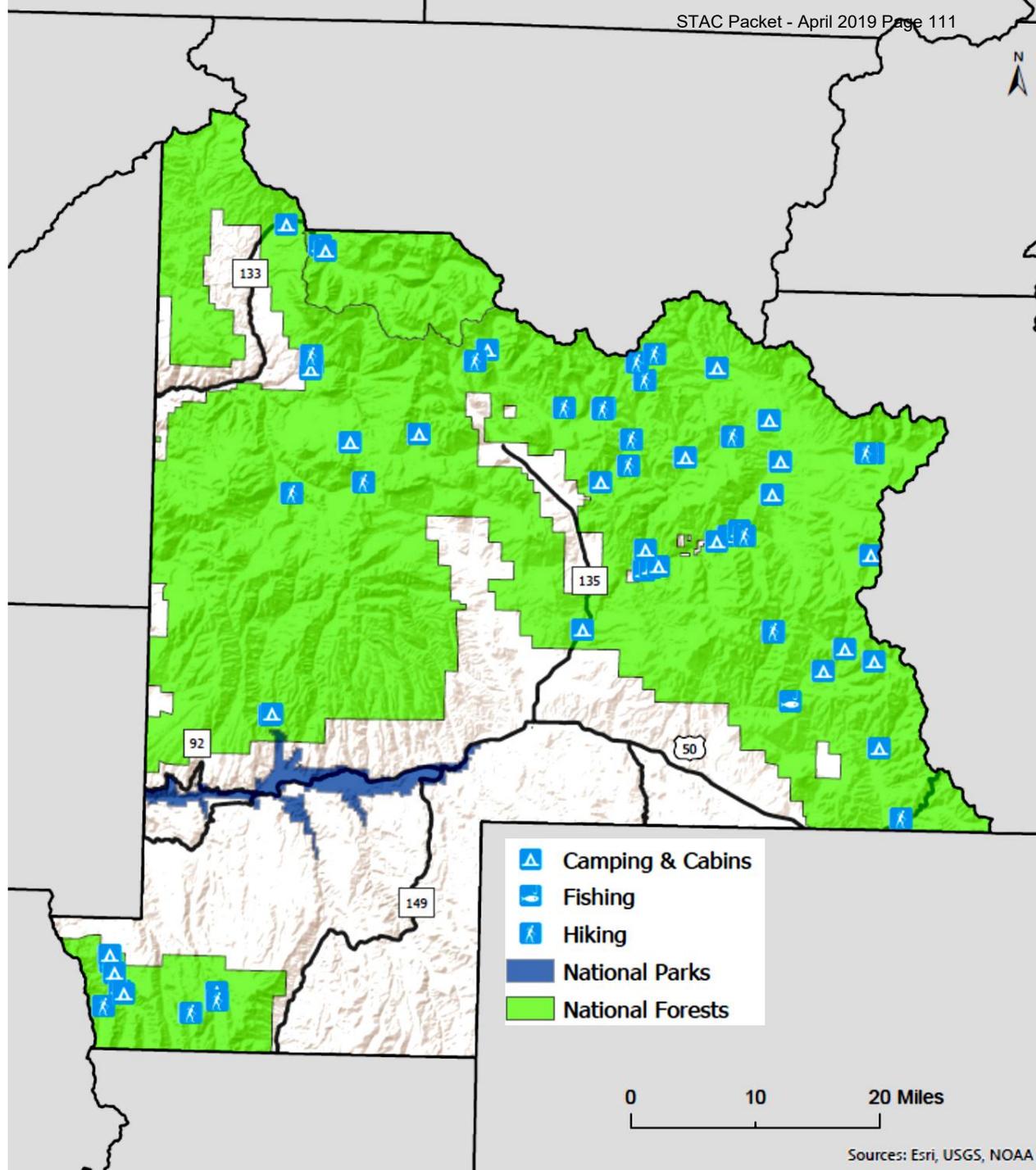
Outdoor Recreation





Economy

Outdoor Recreation



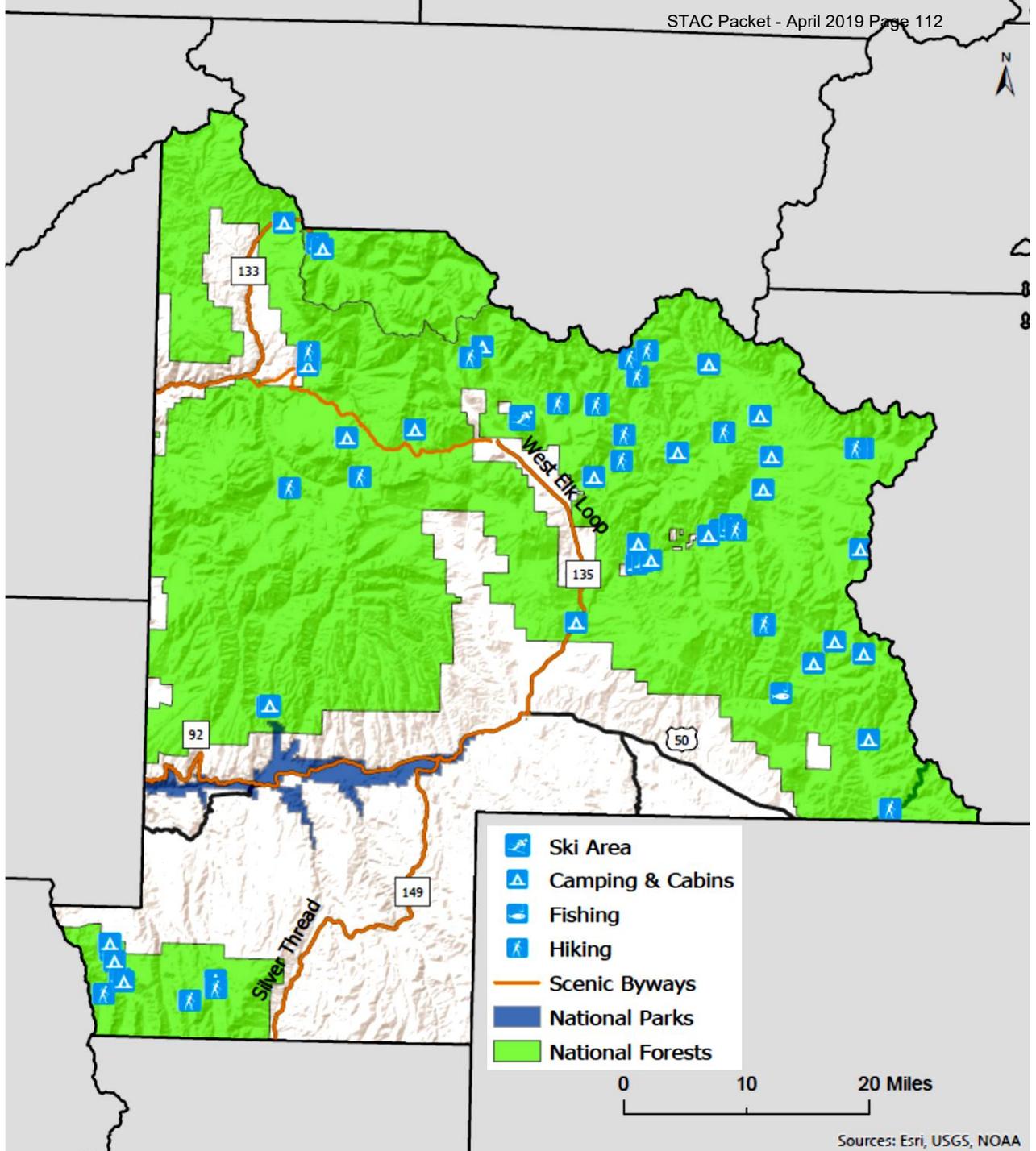
- Camping & Cabins
- Fishing
- Hiking
- National Parks
- National Forests

0 10 20 Miles



Economy

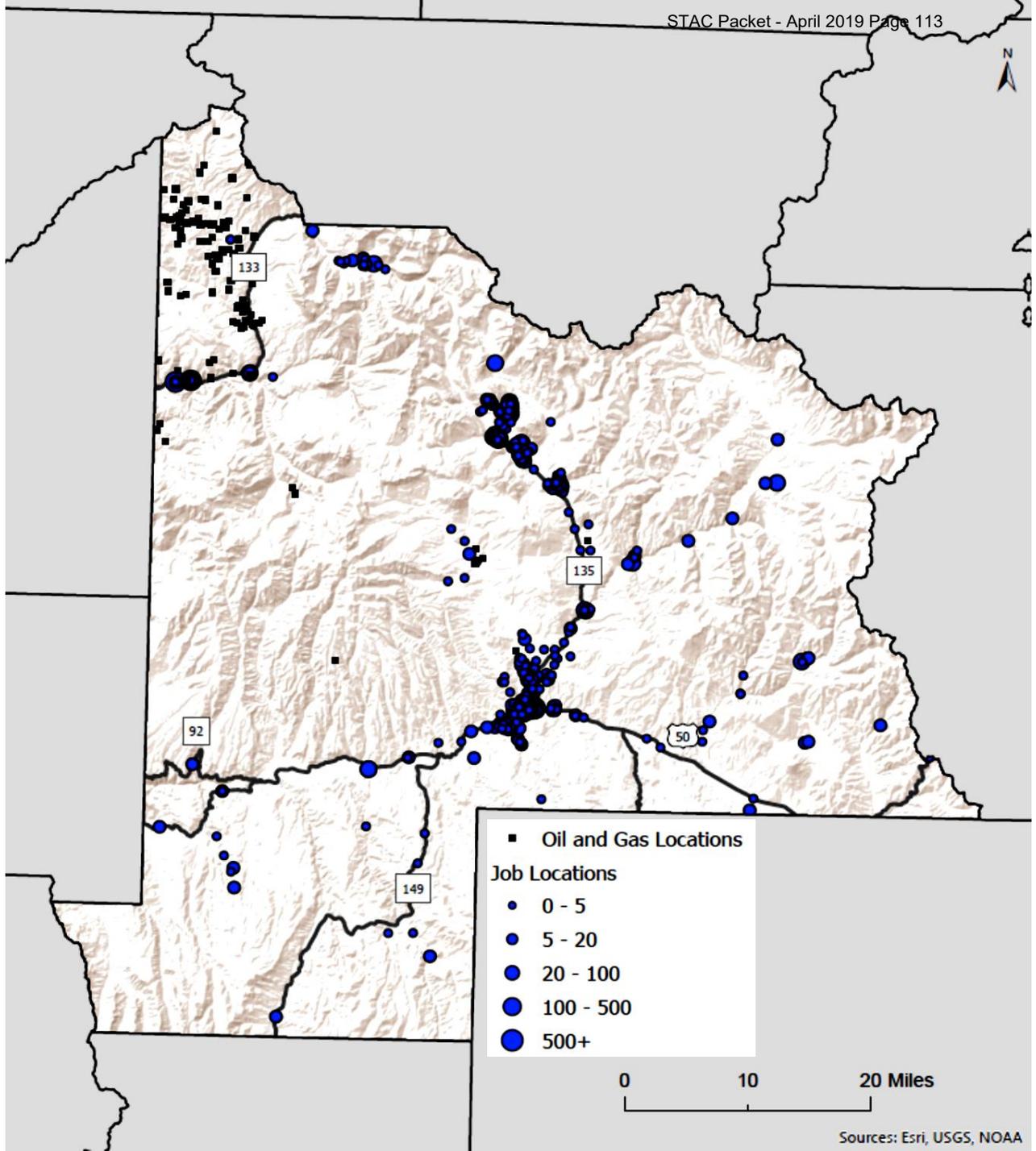
Outdoor Recreation





Economy

Job Locations

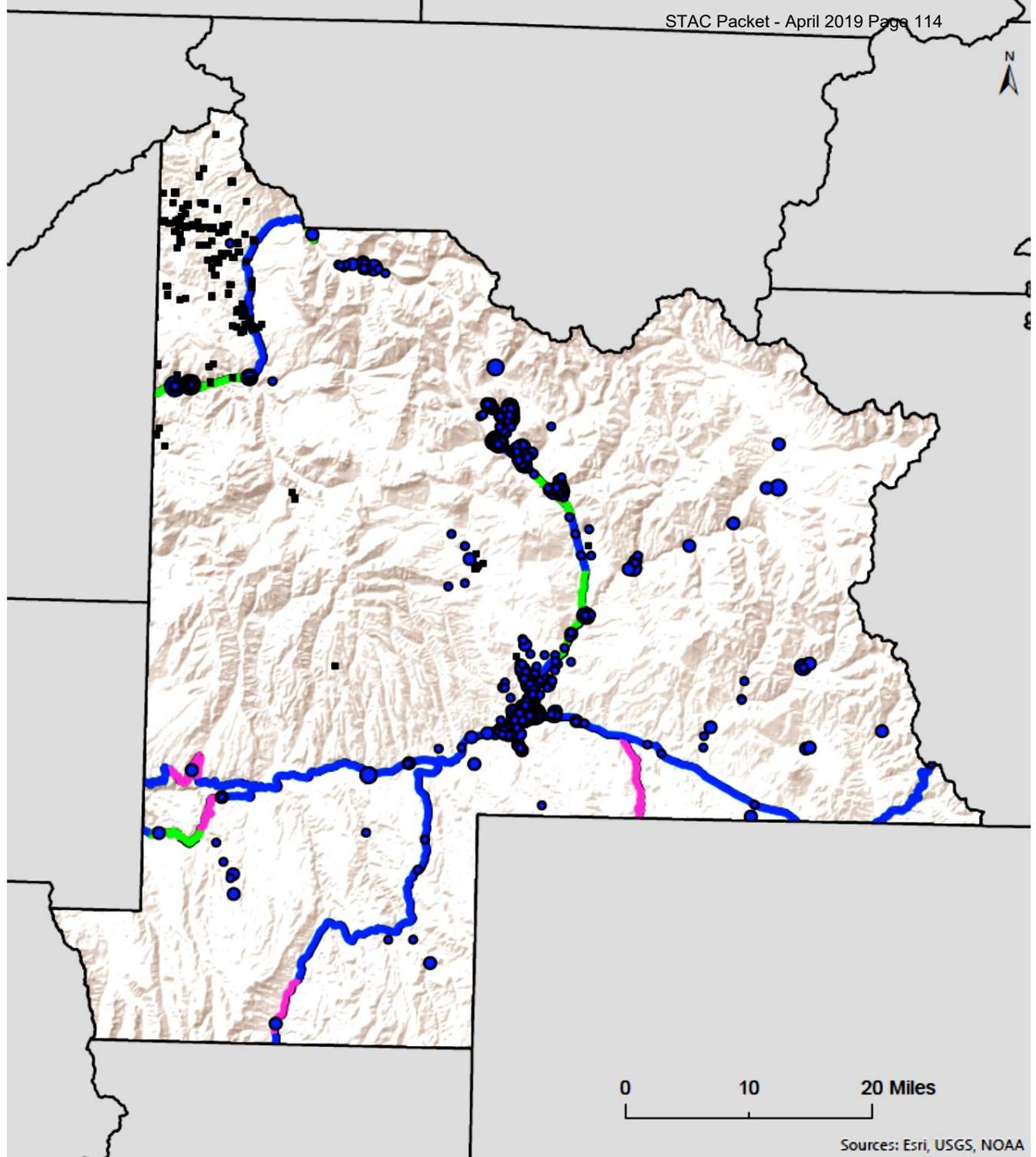




Economy

Job Locations

- Oil and Gas Locations
- Job Locations
 - 0 - 5
 - 5 - 20
 - 20 - 100
 - 100 - 500
 - 500+
- Drivability Life
 - High (>10 years)
 - Moderate (4-10 years)
 - Low (<4 years)





Economy

Job Locations

■ Oil and Gas Locations

Job Locations

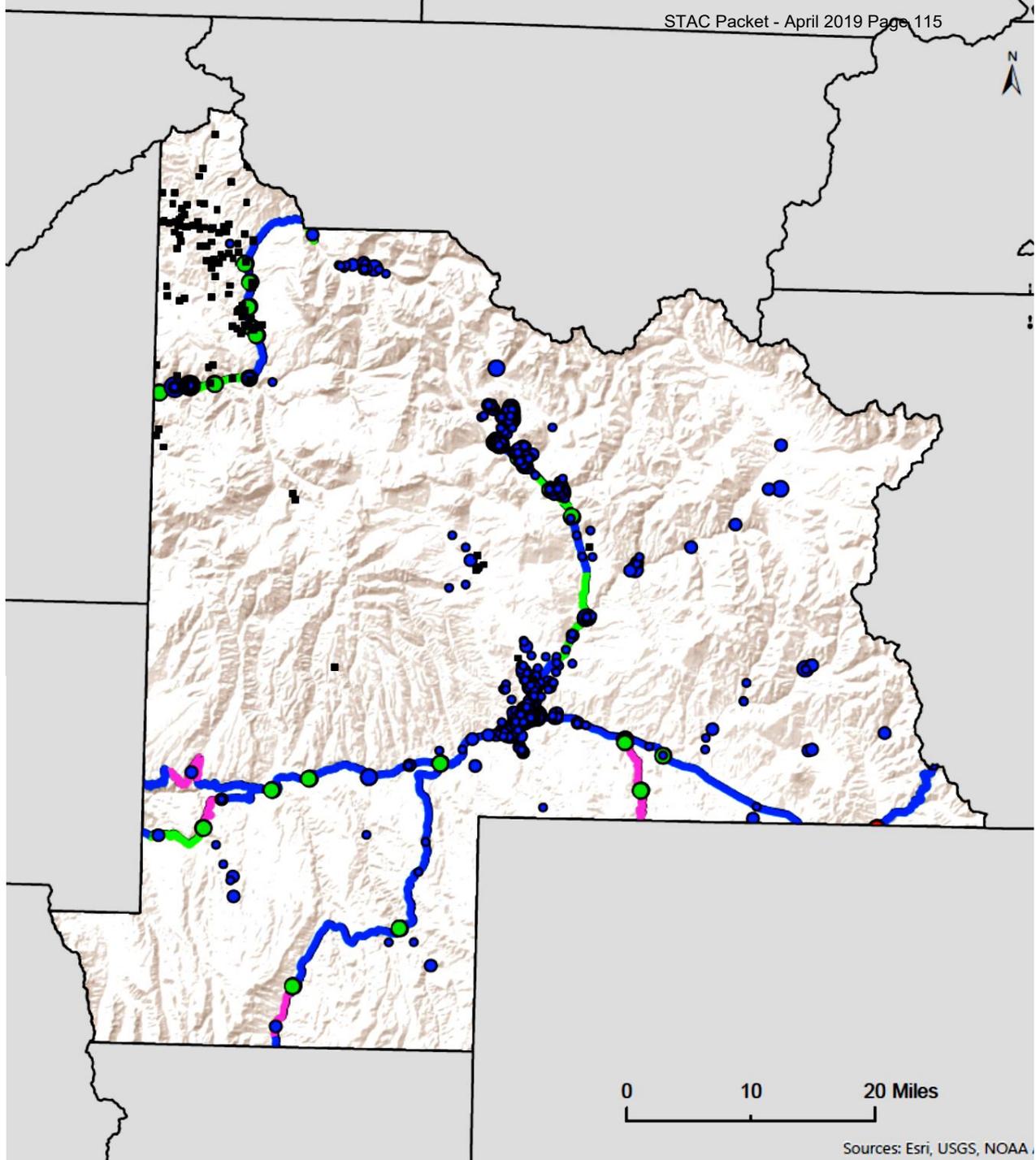
- 0 - 5
- 5 - 20
- 20 - 100
- 100 - 500
- 500+

Bridges

- Good
- Fair
- Poor

Drivability Life

- High (>10 years)
- Moderate (4-10 years)
- Low (<4 years)





Economy

- ✓ *What transportation infrastructure investments will most impact local economies in Gunnison County ?*
- ✓ *Is pavement condition a major issue?*
- ✓ *Is shoulder widening a priority?*



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Transportation

Mobility and Transit

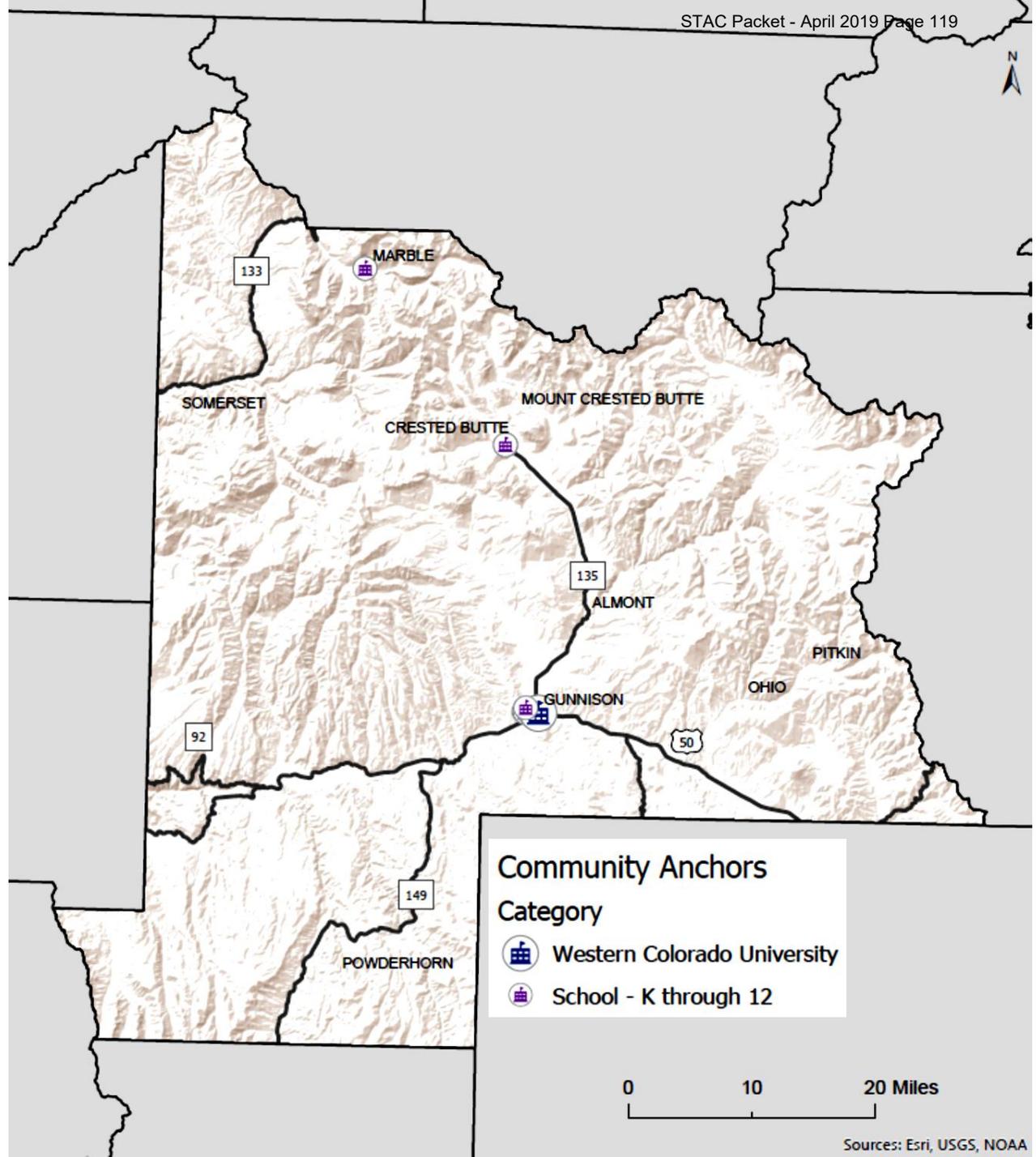


Mobility and Transit





Mobility and Transit



Community Anchors

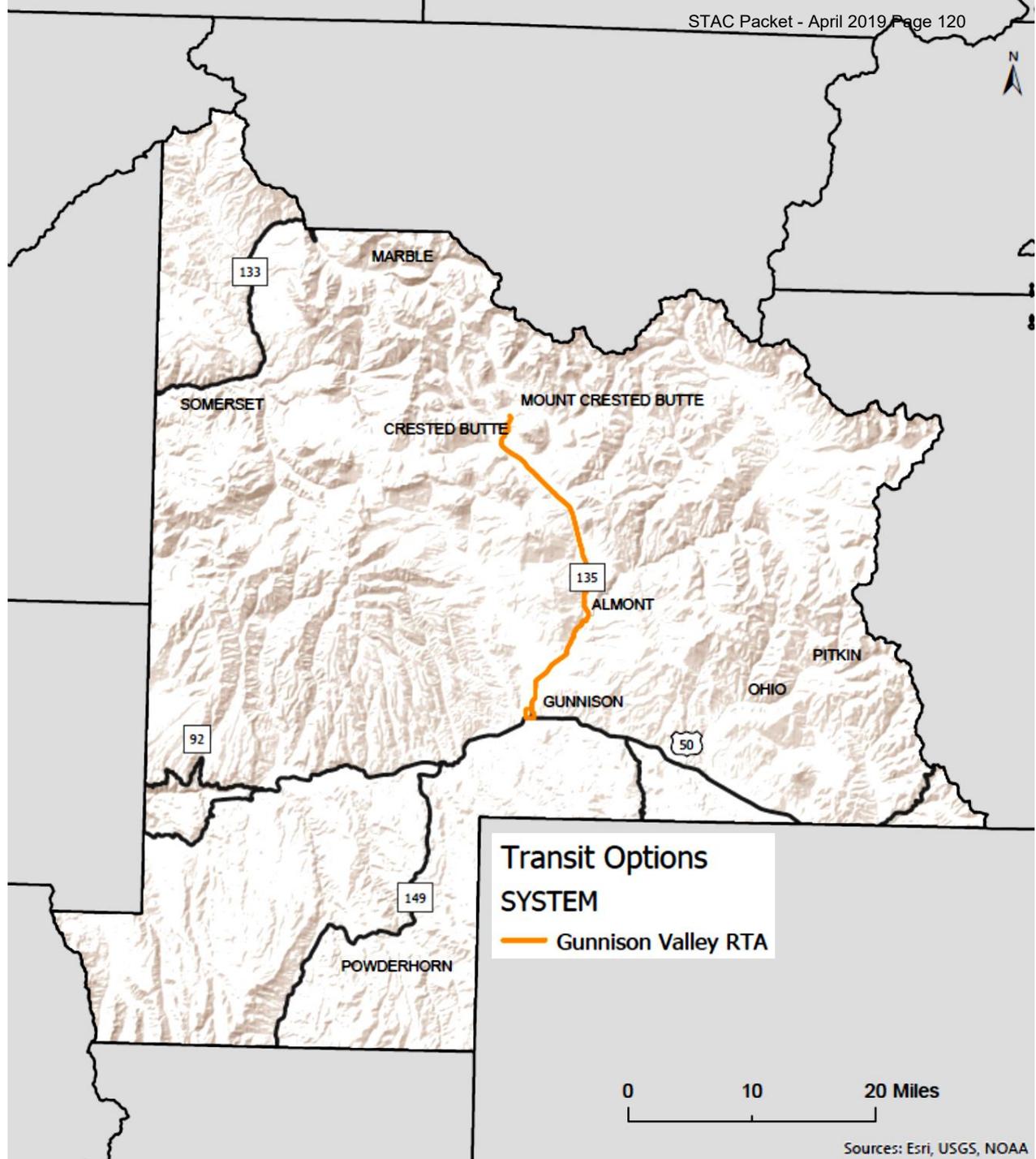
Category

-  Western Colorado University
-  School - K through 12





Mobility and Transit



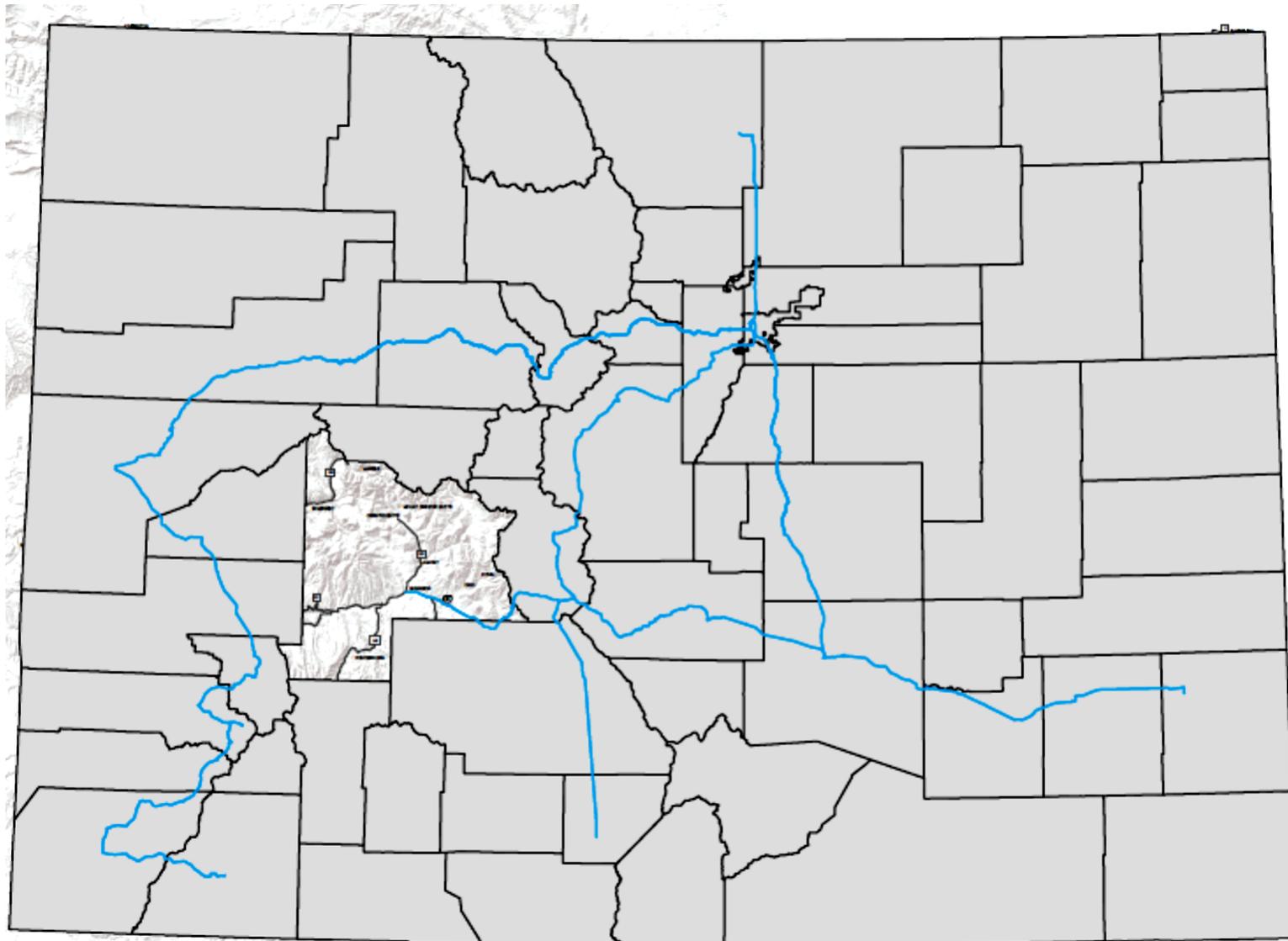


Mobility and Transit





Mobility and Transit





Mobility and Transit

Community Anchors

Category

- Medical/Healthcare
- Western Colorado University
- School - K through 12

Transit Options

SYSTEM

- BUSTANG
- Gunnison Valley RTA





Mobility and Transit

- ✓ *What other transit services are needed to support Gunnison County's aging population and persons with disabilities?*
- ✓ *Are there gaps in transit service?*

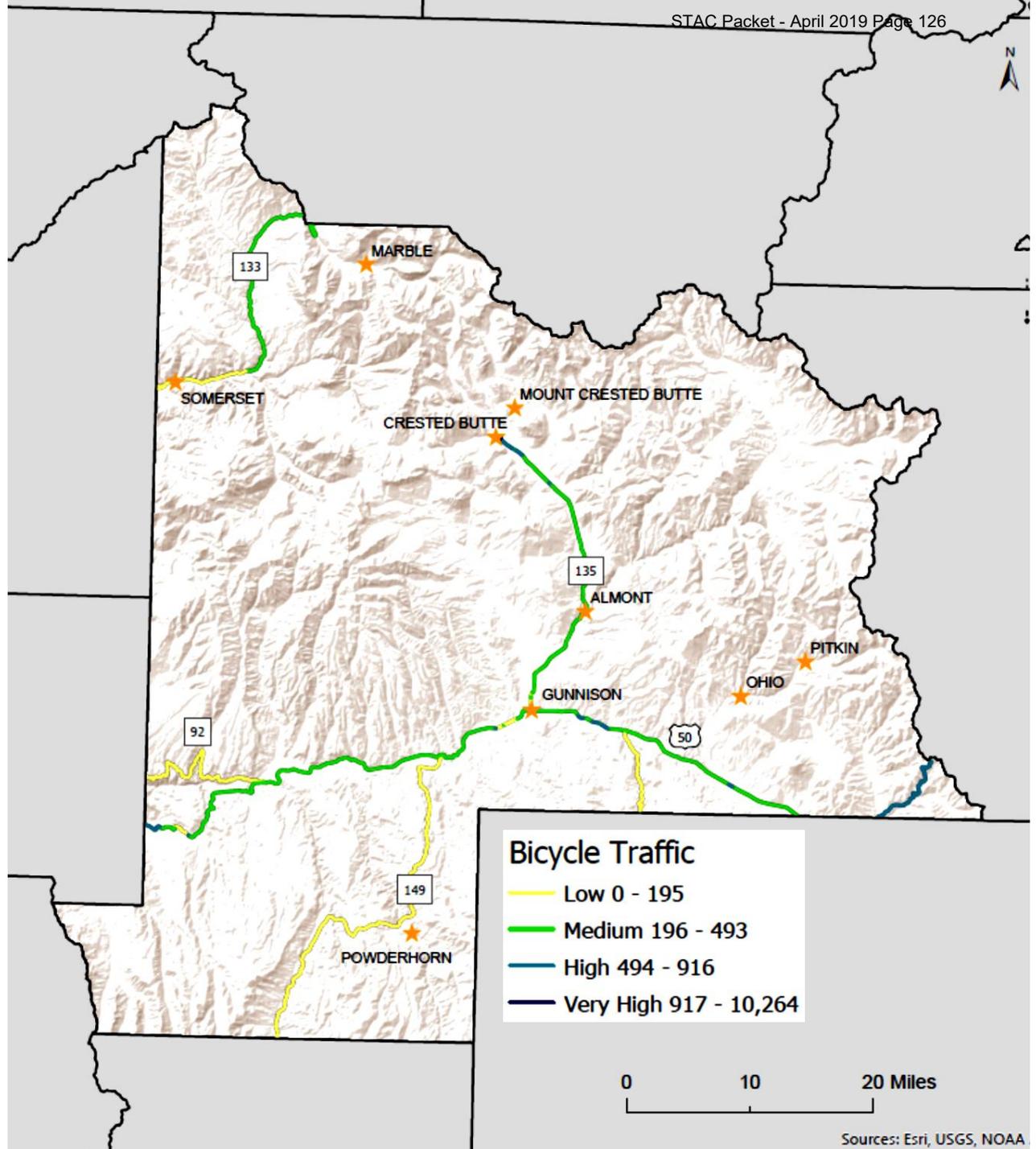


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Multimodal

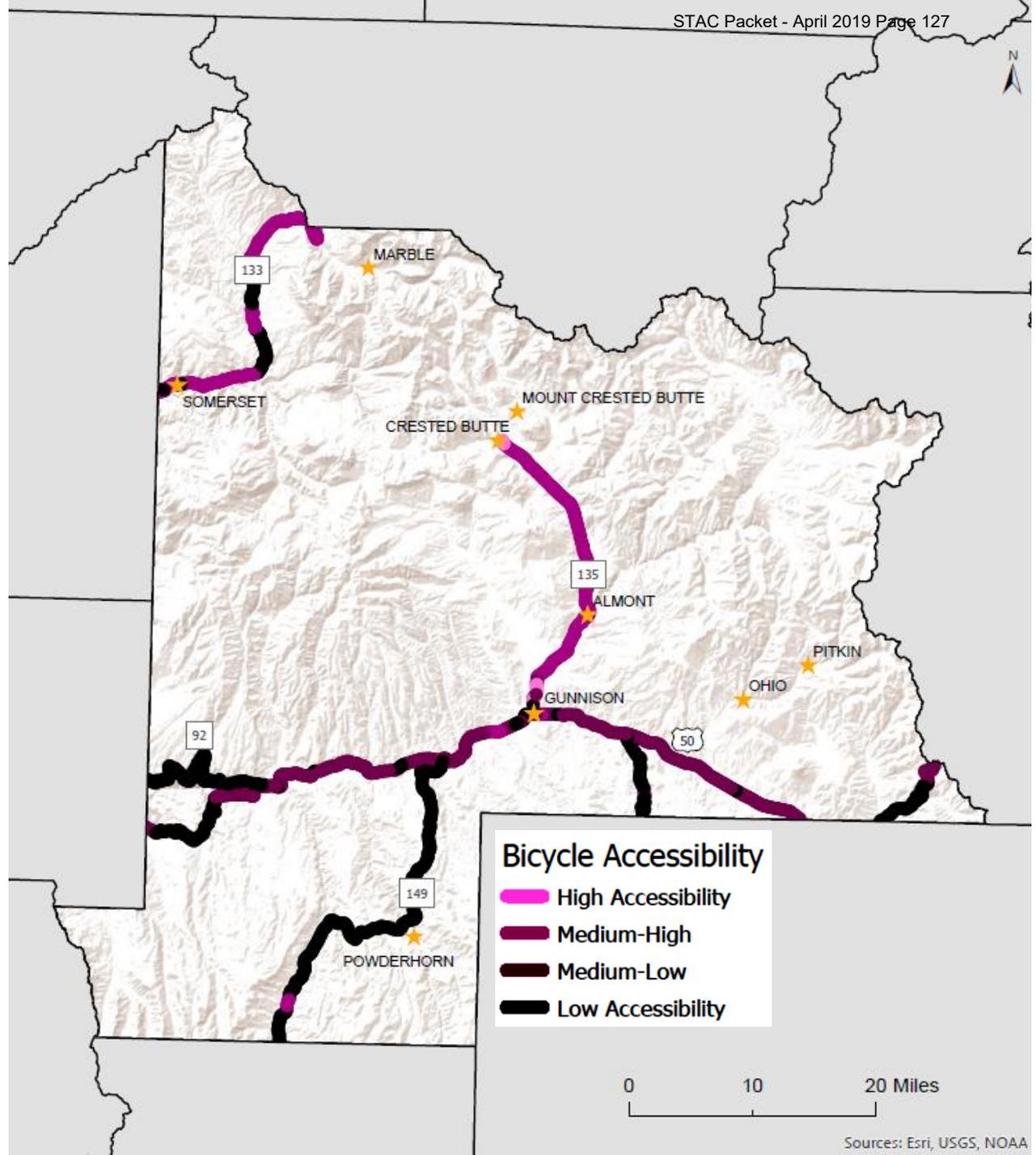


Multimodal



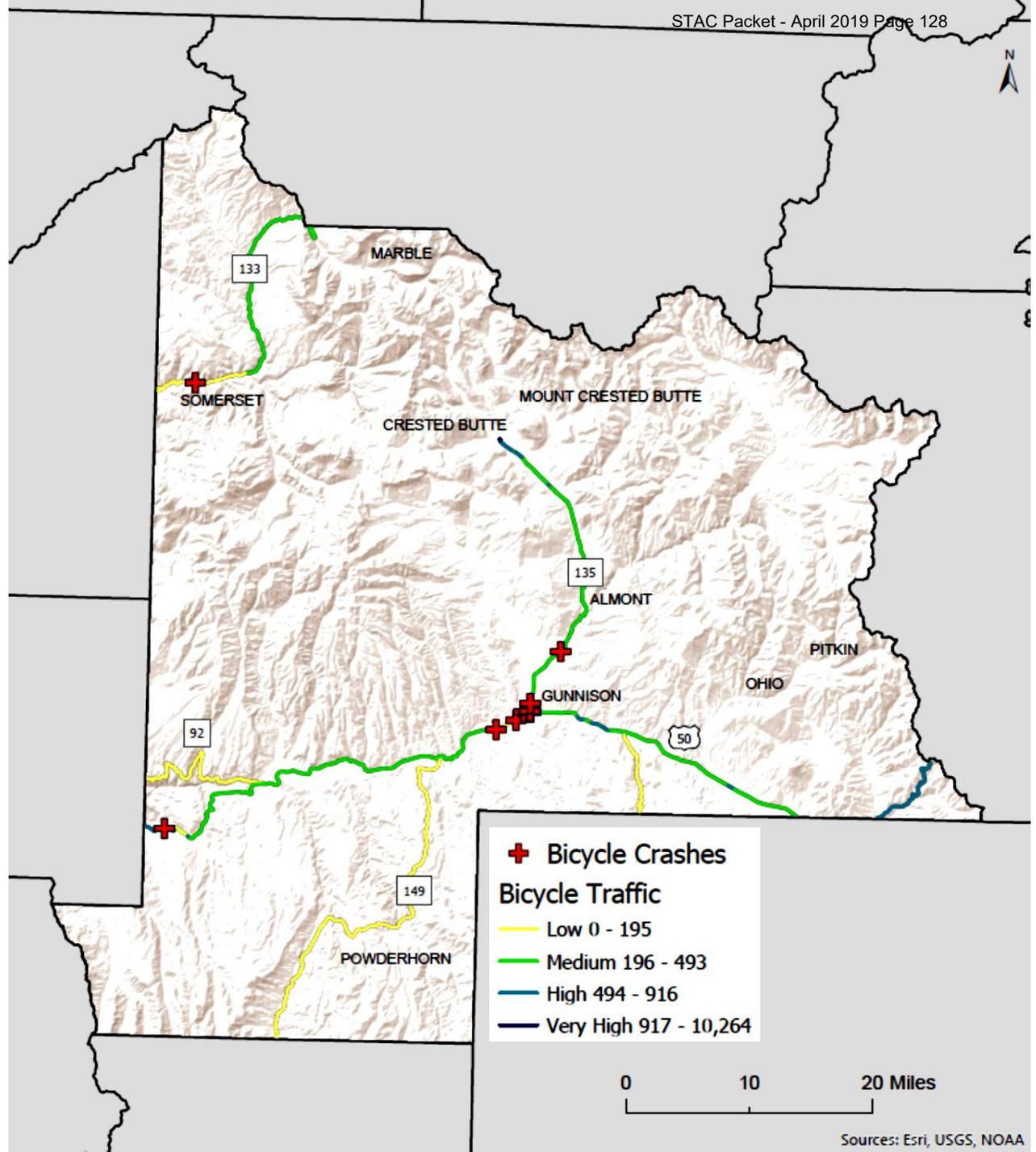


Multimodal





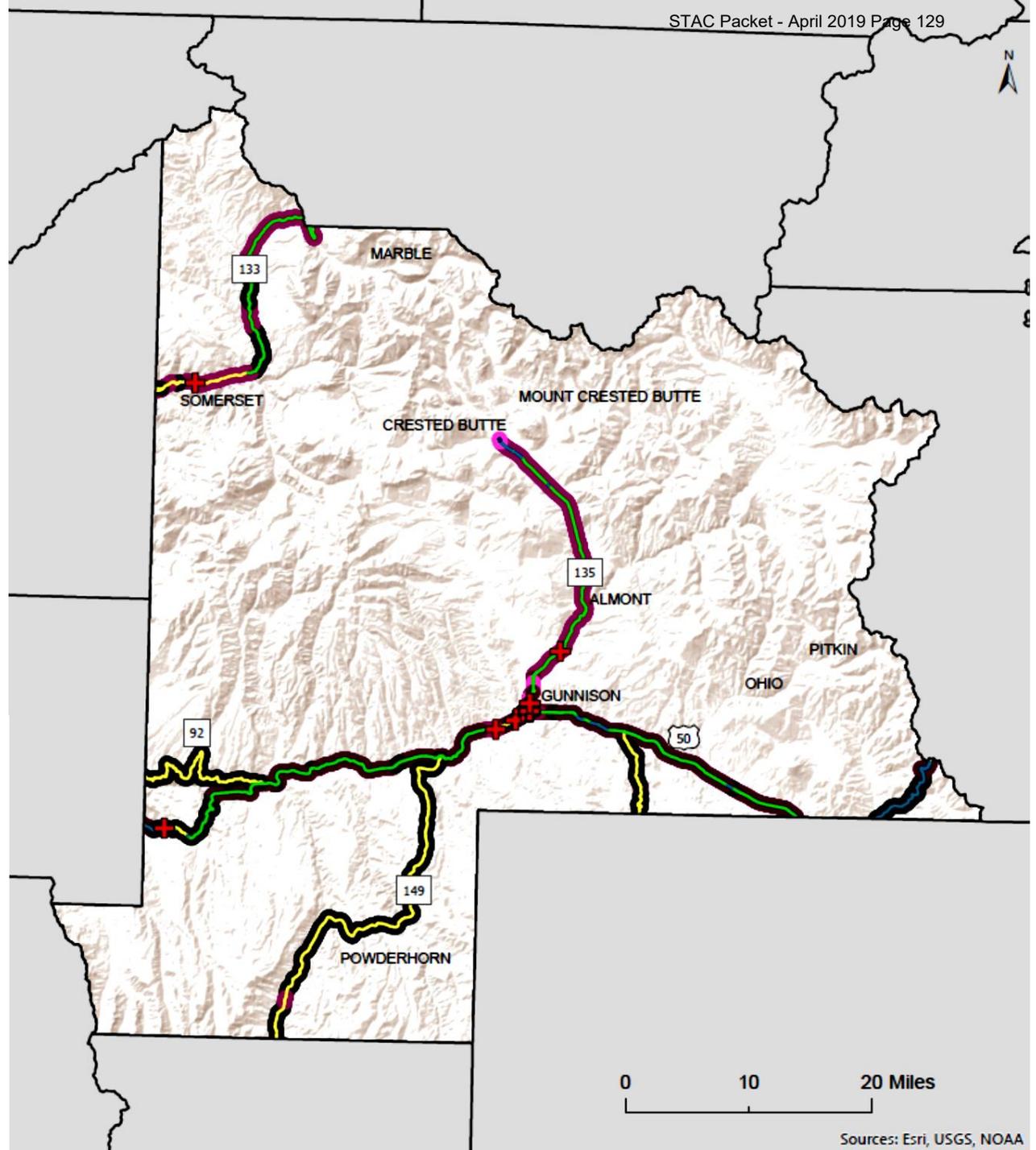
Multimodal





Multimodal

- + Bicycle Crashes
- Bicycle Traffic**
- Low 0 - 195
- Medium 196 - 493
- High 494 - 916
- Very High 917 - 10,264
- Bicycle Accessibility**
- High Accessibility
- Medium-High
- Medium-Low
- Low Accessibility



0 10 20 Miles



Multimodal

- ✓ *Are wider shoulders needed for bicyclists?*
- ✓ *Are bicycle facilities a priority for Gunnison County?*
- ✓ *What are some of the Safety issues that face bicyclists in the Gunnison County?*



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Asset Management



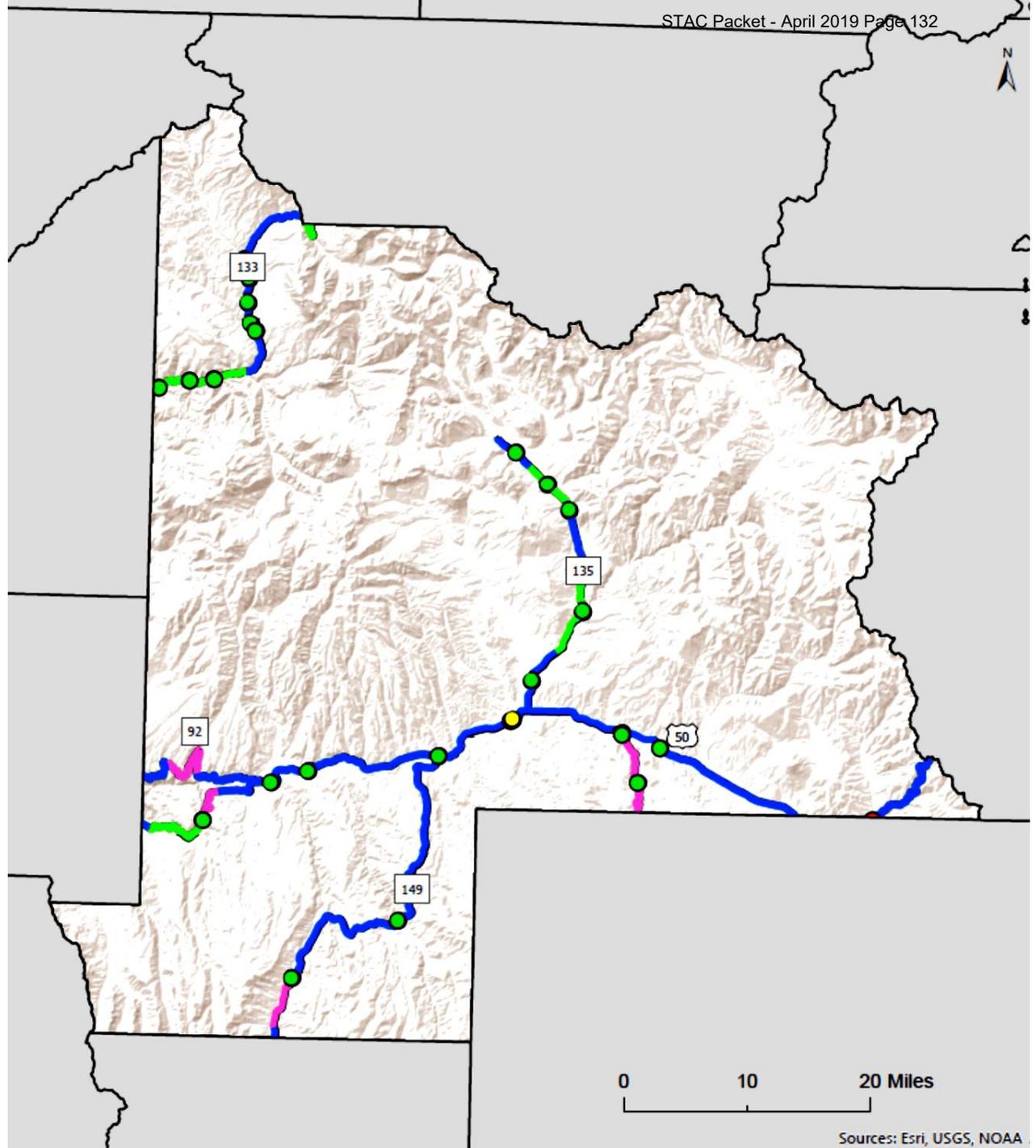
Asset Management

Bridges

- Good
- Fair
- Poor

Drivability Life

- High (>10 years)
- Moderate (4-10 years)
- Low (<4 years)





Asset Management

- ✓ *What are the major asset management needs in Gunnison County?*
- ✓ *What is the priority for asset investment (e.g. pavement condition shoulders?)*



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Major Projects



Major Projects

- ✓ *According to the existing CDOT Development Program, the following projects are considered priority for Gunnison County:*
 - *US 50: Little Blue Canyon – Funded through the Federal Lands Access Program (FLAP)*
- ✓ *Are there other major project priorities for Gunnison County?*



Questions

- ✓ *When you think of Gunnison County's future, what do you think will be the biggest challenge to our transportation system (e.g. population growth)?*
- ✓ *What do you need from your transportation system?*



STAC Update and Video Request

April 18, 2019

Overview

As we begin to develop the 2045 Statewide Transportation Plan (SWP), CDOT is seeking opportunities to engage the general public across the state to help make informed decisions and recommendations. We are requesting the assistance of STAC members to help us get the word out about our planning efforts and how the general public can participate in the process.

How You Can Help

During the April 26, 2019 STAC meeting, all members will be provided the opportunity to visit CDOT's headquarters to film short one-minute videos that the project team can use to educate the public on the importance of transportation and to encourage the use of a new online engagement tool that is currently under development.

In addition to meetings scheduled across the state, CDOT is looking to identify feedback on transportation trends and CDOT's goals and strategies by asking the public to respond to online survey questions. Additionally, the online engagement tool will allow the public to specifically pinpoint individual transportation issues/potential future projects on an interactive map.

For each of the videos, we are hoping to address the following topics:

- Introduction – who are you and what region do you represent?
- Why is transportation important to your region and constituents?
- Are there any unique transportation challenges/issues specific to your region?
- Encourage viewers to go to the website address that will be added to the bottom of the screen to provide feedback

These videos will be used to promote and encourage participation in CDOT's SWP through social media that will be targeted specifically to each STAC member's geographic location.

A sign-up sheet will be posted in the STAC meeting room so that you can schedule a specific time to meet with our video team. Participation is voluntary, but we hope to engage as many STAC members as possible.

If you have any questions or if you would like a more specific script to be developed for your region – please reach out to Marissa Gaughan at marissa.gaughan@state.co.us and we will be happy to provide assistance.