



**COLORADO**  
Department of  
Transportation

## Statewide Transportation Advisory Committee (STAC)

August 23, 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 June Meeting Minutes** – Vince Rogalski, STAC Chair
- 9:10-9:25 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:25-9:35 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:35-9:55 **TPR Representative and Federal Partners Reports (Informational Update)**
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:55-10:05 **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 **Break**
- 10:15-10:35 **Federal Planning Coordination (Informational Update)** – Elijah Henley, FHWA Central Federal Lands
- Informational briefing regarding planning efforts conducted by FHWA Central Federal Lands.
- 10:35-10:55 **Statewide and Regional Transportation Plan Update (Informational Update / Discussion Item)** – Rebecca White, Division of Transportation Development (DTD)
- Update on the status of planning process.
- 10:55-11:15 **Emerging Mobility (Informational Update)** – Sophie Shulman, Chief of Innovative Mobility
- Update on CDOT's Emerging Mobility efforts.
- 11:15-11:35 **CDOT Budget Update (Informational Update)** – Jeffrey Sudmeier, CDOT Chief Financial Officer
- Update on changes to CDOT's budget layout and structure.
- 11:35-11:55 **Whole System Whole Safety (Informational Update)** – Joshua Laipply, CDOT Chief Engineer
- Update on CDOT's Whole System Whole Safety initiative.
- 11:55-12:00 **Other Business**- Vince Rogalski
- 12:00 **Adjourn**

STAC Web Conference: [meet.google.com/cif-bxaq-orv](https://meet.google.com/cif-bxaq-orv)

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

**STAC Meeting Minutes**  
**July 26<sup>th</sup>, 2019**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** July 26<sup>th</sup>, 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), Michael Yohn (San Luis Valley TPR), Norm Steen (Pikes Peak Area COG), Dick Elsner (Central Front Range TPR), Elise Jones (Denver Regional COG), Ron Papsdorf (Denver Regional COG), Roger Partridge (Denver Regional COG), Suzette Mallette (North Front Range MPO), Dave Clark (North Front Range MPO), Barbara Kirkmeyer (Upper Front Range TPR), Elizabeth Relford (Upper Front Range TPR), Bentley Henderson (Intermountain TPR), Walt Boulden (South Central TPR), Stephanie Gonzales (Southeast TPR), Terry Hart (Pueblo Area COG), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Deputy Directory/Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), Josh Laipply (CDOT Chief Engineer), Shoshana Lew (CDOT Executive Director), Andy Gunning (Pikes Peak Area COG), Heather Sloop (Northwest TPR), Aaron Bustow (FHWA), Bill Haas (FHWA), Dana Brosig (Grand Valley MPO), John Adams (Pueblo Area COG), Keith Baker (San Luis Valley TPR),

On the Phone: N/A

<b>Agenda Item / Presenter (Affiliation)</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions & March STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> <li>• Review and approval of June STAC Minutes without revisions.</li> </ul>	Minutes approved
CDOT Update on Current Events / Herman Stockinger (CDOT Deputy Director)	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• We have the power point. A few things before we see pictures of each project. Heather Paddock has been named as Region 4 RTD. She has already acted as the interim RTD for a few months, and did a great job so we asked her to take the job permanently. Three of the five vacant seats on the Transportation Commission have been sworn in. We still have one vacancy in Douglas and Arapahoe County to fill. Hopefully we will have an appointment pretty soon. I'm hoping to get them sworn in at the August meeting.</li> <li>• We completed work on SH 145 where a rock crushed the highway, and now it is finally open for those of you in Montezuma County.</li> </ul>	No action.

	<ul style="list-style-type: none"> <li>• On I-70 we had a rock fall emergency. We had to close the Mesa County portion, and are still working on a fix, but are making progress.</li> <li>• We had road failure on CO-325 in Garfield County where part of the roadway collapsed. A fix will probably take a couple of months, but a solution is underway. We are seeing the effects of a wet winter.</li> <li>• US-36 we saw cracks earlier this month, and then got wider, and then started to separate. We had the consultant come out to look at it. We are happy to answer any questions.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Josh Laipply</u>: this is a literal groundbreaking. You have a stability issue, you have a global stability failure, it's tough to get in and do these things while it is still moving. Herman is accurate on the timeframe. We just finished the design methodology.</li> <li>• <u>Michael Yohn</u>: as this continues to deteriorate and fall on US-550 we also have cracks and it was repaired 2 years ago, but it looks like it is still getting worse and worse. Is there something to do to prevent this type of thing from happening?</li> <li>• <u>Josh Laipply</u>: I actually think I remember this one and there are some things we can do. I-70 also has an active slide and we monitor it and continue to mitigate what we can. I have to get with region 5 to get the latest on that, but I know we are monitoring that slope too. It might be accelerating because we have had more water this spring. We have roads all over the state. Roads sometimes cooperate and sometimes they don't. We are worried about all those road conditions. There is always an imminent rock fall, or avalanche. I know that we know about this issue on US-550, and have classified it as an active slide location.</li> <li>• <u>Herman Stockinger</u>: For those of you that might be traveling on US-36, check CoTrips for the latest updates.</li> <li>• <u>Josh Laipply</u>: On July 16 we had a groundbreaking on i-70 express lanes west bound. We have had figurative groundbreaking too.</li> </ul>	
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>Transportation Commission (TC)</u> <ul style="list-style-type: none"> <li>○ Bill Thiebaut is our chair now and Rocky Scott is Vice Chair.</li> <li>○ They are carving out space on each agenda for Policy discussions in 3 specific areas. Every month there will be 3 topics including:           <ul style="list-style-type: none"> <li>▪ "Whole System, Whole Safety",</li> <li>▪ Funding and finance, and</li> <li>▪ Infrastructure and Mobility.</li> </ul> </li> </ul> </li> </ul>	

	<ul style="list-style-type: none"> <li>▪ We will be trying to deliver workshops on each topic and STAC will help with that.</li> <li>○ They will work on resetting committees. An Intersystem Mobility committee will replace the Transit/Intermodal committee. Sophie Shulman is Chief of the Office of Innovative Mobility so we are trying to match up committee structure with that.</li> <li>○ Rebecca has been talking about whether STAC meetings match up as well as they could with TC. I remember we switched it a couple of years ago, and now we are looking at whether moving it up a week before is a better strategy. We want to visit with you and incorporate your input into TC materials.</li> </ul>	
<p>STAC Schedule Calendar Year 2020 / Rebecca White, Division of Transportation Development</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Building on our last meeting calendar discussion, we want to see if the TC changes would influence this discussion.</li> <li>• Chair is open to having a letter from STAC that comes in after the TC packet deadline, and getting input in this way. This is the proposed calendar up on the screen. This would have the STAC meeting a week prior to TC. The onus will be on us to have a quick turn around and we will be committed to that. We will have the information that we need to advise the commission.</li> <li>• Revised calendar proposed as an action item today.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: This has been our goal all along so we want to get this, and they want to listen to us. Any other questions or comments?</li> <li>• <u>Norm Steen</u>: We've also talked about the ability of TC to query STAC. That would give really 3 weeks to put together a policy proposal by staff. I would ask that staff also bring items to STAC, so that we can have a dialogue through staff. I personally am very in favor of tying the agendas together.</li> <li>• <u>Vince Rogalski</u>: The TC chair has also said he will be trying to come to as many meetings as he can get to</li> <li>• <u>Terry Hart</u>: The only other thing is that we have our Southwest Chief and Front Range Passenger Rail Commission meeting on that day, but Randy is here and I'm in favor of this, but I'm hoping that we can accommodate the timing so we can be at both.</li> <li>• <u>Vince Rogalski</u>: Is there a motion to change the STAC meeting date. All in favor?</li> <li>• <u>Heather Sloop</u>: With that change please send us calendar invites?</li> <li>• <u>Vince Rogalski</u>: I want to thank Heather for her hard work with MMOF funds getting as much as possible for rural communities.</li> </ul>	<p>Motion to amend STAC calendar approved</p>

<p>Federal and State Legislative Report / Herman Stockinger &amp; Andy Karsian (CDOT Office of Policy &amp; Government Relations)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The packet contains 2 months of minutes.</li> <li>• Two things to watch and look at are the budget and how the budget format is changing to give us a better idea of how the budget is brought forward. I recommend that you look at that.</li> <li>• Second, “Whole System, Whole Safety” is becoming one of the major agenda items, so that will ensure that we have a safety discussion at each meeting. This will help to educate the people and change some of the things on the highway and retaining walls to help us have a safer highway system.</li> <li>• The last report also points out 3 factors that the Chair will bring forward at every meeting. This is a new step to focus on the things that really need our attention.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Heather Sloop</u>: I would love some clarification on Snowstang and what came out of the discussion with Steamboat.</li> <li>• <u>Vince Rogalski</u>: From what I remember is that they are working with the ski resorts to develop a pilot program.</li> <li>• <u>Shoshana Lew</u>: the idea is to do a targeted pilot program, because the first time we tried this it didn't go very well. So we are trying to make a case for expansion in the future by doing this really well with a few targeted programs. So, it will be small scale for now.</li> <li>• <u>Heather Sloop</u>: My concern is that at TC Steamboat requested to be included in the pilot, and nobody has followed up. It would be great because we don't have any service now on Bustang, and we have one service that's only 3 times a day. So, it would likely be successful since there's no competition. Regionally, we are looking into this concept and really wanting this soon, so we would love to be contacted. The ski area should be contacted, because they really want it. And, it has the potential to serve multiple purposes.</li> <li>• <u>Vince Rogalski</u>: From what I understand CDOT is coming down in 2 weeks to meet with resort representatives.</li> <li>• <u>Heather Sloop</u>: Perfect</li> <li>• <u>Walt Boulden</u>: Is “Whole system, Whole Safety”, going to be integrated into the new planning process?</li> <li>• <u>Rebecca White</u>: That is such a good question. We are going to take an approach of looking at each corridor. We are going to call out safety in particular. It is usually one of the first things that we are hearing out there. This is one of those messages where we don't want to have separate plans, so we are trying to use the process now for that too</li> </ul>	<p>No action.</p>
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	<ul style="list-style-type: none"> <li>• <u>Barbara Kirkmeyer</u>: Is this about TC? Is that where we are at? Did TC talk about CMAQ funds? If so, I'd like to know because I'm hearing that they are being pulled back.</li> <li>• <u>Shoshana Lew</u>: We are actually pulling a meeting together to discuss this. There's a lot of uncertainty surrounding this issue, but I think there's a bit of exaggeration, so we are sitting down with DRCOG to try to get clarity, and I'll give you an update after that</li> <li>• <u>Barbara Kirkmeyer</u>: Maybe you could give us a call in number so we can be there.</li> <li>• <u>Shoshana Lew</u>: Can we have this on the agenda next time we meet? And I'll meet with you next week.</li> <li>• <u>Barbara</u>: I appreciate that.</li> <li>• <u>Jeff Sudmeier</u>: We have to push the fiscal year 20 funds. Fiscal year CMAQ funds are available based on the current formula.</li> <li>• <u>Vince Rogalski</u>: A question came up in terms of Snowstang.</li> <li>• <u>David Krutsinger</u>: Mike Timmlin is here as well. We did present to all of the ski resorts at Ski Country USA, and made the same offer to all of the resorts, so we are looking for the ski resorts to let us know their interest to. CDOT will manage the risk, but 60% has to come from the resort. So far, we haven't heard from them. Mike gave a card to the executive from Steamboat Springs, but hasn't heard from them so far.</li> <li>• <u>Heather Sloop</u>: You might have given the card to the wrong person.</li> </ul>	
<p>TPR &amp; FHWA Reports</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>DRCOG</u>: Our last meeting included a public hearing on the 2020-2023 TIP, and it's going to the DRCOG Board on August 25, 2019; Bike to Work Day saw 31,000 riders participating, and 40% first-timers. Denver's participation was the 2nd highest in the nation behind (always) the Bay Area; we do appreciate CDOT's fast response in reopening US 36 following the literal groundbreaking.             <ul style="list-style-type: none"> <li>○ <u>Vince Rogalski</u>: Do you have any information on scooter safety?</li> <li>○ <u>Elise Jones</u>: I can't speak for the CCD but it's fair to say that the scooters arrived before people were ready for them. Denver is leading the way now on developing an approach and</li> <li>○ <u>Ron Papsdorf</u>: DRCOG has a Micromobility working group to convene regional stakeholders and develop a cohesive response to manage these moving forward.</li> </ul> </li> <li>• <u>GVMPO</u>: We are under contract with a consultant for the RTP, and are beginning public outreach now; progressing on our update of the travel model; groundbreaking</li> </ul>	<p>No action.</p>

	<p>on the Palisade Plunge trail (6,000 ft elevation change from the top of the Mesa to the end) which is very exciting.</p> <ul style="list-style-type: none"> <li>• <u>NFRMPO</u>: Approved our 2019 Congestion Management Process at the July 11th meeting; completed the region's first freight plan and expect adoption in August; CO-402 is fully closed from I-25 to Frontage Road until October as work continues; construction on I-25 Segment 6 will start in the next week; anticipated adoption of 2045 RTP in September.</li> <li>• <u>PACOG</u>: The I-25 Illex project is nearing completion, there is one minor issue on the entrance from 1st St that will be addressed in October; US 50 West is pretty much complete and we are looking forward to the next phase of that; US 50 East, the first phase will button up drainage issues and take care of some resurfacing for several miles towards the east, and is pretty much complete, we've had some pretty good drainage tests in the past few weeks and they seem to be working pretty well in spite of extreme rain (for Pueblo); August 25th meeting with County Commissioners is coming up and we're excited for that.</li> <li>• <u>PPACG</u>: Ozone is at the top of the news right now with PPACG right on the edge of Non-Attainment, PPACG is hiring additional staff to help deal with this issue and plan for the future; thanks to CDOT for holding an event focused on Military &amp; Veterans in PPACG last week featuring the Governor, who announced the state's application for the BUILD grant to tackle a set of military-related projects in the area, it was a great event with a lot of good press, thanks to CDOT and Shoshana for doing that.</li> <li>• <u>Central Front Range</u>: We have a passing lane and resurfacing project on US 285 that is moving along well, some complaints about wait times but I don't think CDOT could have done it any better; Lincoln School Safe Routes To School is underway; US 50 improvements near Howard are starting; Canon City is applying for permits to install gateway signage on US 50; recent meeting with CDOT was great but I'm concerned about applying urban assumptions to rural areas, for instance a fire station was cited as an economic driver in our TPR, but there's no one that lives within 3 miles of that, so be careful in your assumptions.</li> <li>• <u>Gunnison Valley</u>: One interesting thing is that people are going to get excited for Poudre Canyon, but now it's postponed and won't happen until 2021. Some are upset some are excited, but it really does need repair, but it is highly used. Gunnison is working with CDOT on US-50 to do some slow down of traffic because you come from 60 to 30 and it isn't working so there are some traffic calming things. North of Delta there are some repairs to flatten out the highway. Montrose is still looking at a number of accident areas and looking at rumble strips and working on that and on plans for what to bring to the TPR meeting #2 to actually look at our projects and priorities since a lot of the stuff we had before has now been</li> </ul>	
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refurbished and is moving along quite well. The last two meetings will be happening the 1st week of August and CDOT wasn't ready to present things yet, and that will happen August, 6th. August 7th will be the Hinsdale County Commissioner meeting. There are only 880 people, but there is lots of traffic and tourism still and lots of 4 wheelers going to Telluride. Gunnison has a focus group looking at city transportation and whether they need a circulator bus.

- Intermountain: Lots of maintenance all along I-70 right now which we appreciate, and it will benefit travelers; I'd like to thank Executive Director Lew and Tim Kirby for coming out to our meeting last Friday. They had a great presentation that we made it about 30% into, hopefully that means we had good conversation; working to be cognizant of the fact that one size doesn't fit all in terms of planning and project needs, as has been said in this room many times; recently reviewed 22 applications for FLAP grants last Monday, about 6 floated to the top in terms of criteria and demand, some others that were pretty far out of the criteria, we expect to see those start to come to fruition soon.
- Northwest: We held our last meeting on July 11th and CDOT took up all the time so we're having another meeting in August for developing our own TPR list; we'll be meeting more often than usual for the next few months; for the first time I can report it's not snowing in Steamboat today.
- San Luis Valley: Our next meeting is 8/1; surface treatment is underway (\$7 million) in Fort Garland; mowing operations and maintenance continuing as well.
- South Central: We had our first stakeholder meeting in June for the PEL study and we've seen a lot of excitement; Our first TPR meeting was held in Trinidad and went well. We are running into the same issues in terms of metrics. I think it would be helpful for us to meet with you Bentley to discuss this. We just finished a study for our transit system and found that we drove 42,500 miles (52.9%) on alternative fuel vehicles, expecting to hit 75% of the total miles driven by next year; thanks also for the work in Pueblo, as a person who drives through there frequently.
- Southeast: SH 71 bridge replacement underway with lots of detours; US 287 south of Lamar seeing work on passing lanes to help with the 3,500 trucks that pass through there each day; the Southeast Regional Coordinating Council is still taking shape and we're starting to work on a riders guide and had about 12 participants in our last meeting, existing service on US 50 and anticipated on US 287 in the future, it's an exciting movement; next meeting is September 25th and then on August 15th we're having a Telephone Town Hall as part of the Statewide Planning process.
- Upper Front Range: We haven't had a meeting and won't have our next meeting until September. I did attend a workshop with the TC at the Chair's request to talk about the planning process and how we need to maintain the legitimacy of that

	<p>process by making sure they are our plans and not for others. I reminded the TC of their statutory duty to roll up the RTPs into the SWP, and asked them to stop requesting more projects since we already know plenty and have more than we can pay for. Talked also about the formal county hearing process and those requirements, the Attorney General weighed in to say that the 4P was the formal county hearing, which it is not, so I expressed that we expect to have our own separate hearing process nonetheless to talk about all transportation needs, not just the statewide system. Also, I wanted to let other people know that we invited the CDOT folks responsible for oversized/overweight permits to our meeting to talk about the many issues those are causing in terms of large trucks with huge blades on them clogging up intersections, impeding emergency response, blocking railroad crossings, etc., we've been learning some interesting things about that process and I recommend that if you have similar issues you should invite those folks to your next TPR meeting to see they can tell you about it.</p> <ul style="list-style-type: none"> <li>• <u>FHWA</u>: FHWA-Colorado is expecting a few retirements in the next year or so, including Randy Jensen (former CDOT employee), taking the opportunity to look at our current and future staffing needs; for instance converting a part-time safety engineer to full-time, also advertising a new position for Region 2, over the next few months you'll likely see a few new faces.</li> </ul>	
<p>Front Range Passenger Rail Update/ Randy Grauberger (Southwest Chief and Front Range Passenger Rail Commission)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Shoshana Lew: Congratulations to Gary Beedy for his promotion to TC from STAC. He's done a great job on STAC and will do a great job as a Transportation Commissioner. Congratulations to Herman too. I want to address any confusion regarding the difference between the Statewide Planning process and this Front Range Passenger Rail process. This process is essentially a streamlined NEPA, like a PEL process, and is not part of the procedural planning process because we know there is no potential to apply existing resources to this work. We are of course keeping the Statewide Plan and ongoing projects in mind to make sure we're not unintentionally closing off any future options regarding rail, but other than that we're not looking at this as a part of the Statewide Plan.</li> </ul> <p><b>STAC Discussion</b></p> <ul style="list-style-type: none"> <li>• Barbara Kirkmeyer: We're also hoping that if there are changes to the broader project, that we're bringing new money to that effort because I think right now we have people that are sitting around waiting. I know that I-25 is important to everyone but I also would point out that the section of interstate needing work right now we were told 8 years ago would fail within 10 years. We're not opposed to options but we would be opposed to slowing down the existing project to rethink the whole thing.</li> </ul>	<p>No action.</p>

- Shoshana Lew: Yes and we're not doing that. Frankly, we've heard interest in switching from the interim alignment to the permanent alignment but that's not realistic in terms of what it would require in amending the existing agreement.
- Kristie Melendez: How long is the survey open?
- Randy Grauberger: It will be open for 2 months.
- Bentley Henderson: What about Governance?
- Randy Grauberger: We would love to get a ballot initiative in 2020, but obviously we don't expect people in Sterling and Lamar to ever vote on it. It would be based a district that we would create to fund it. In the event that an initial ballot measure fails. We think this will take longer anyways. So, we don't think we will shut it down even if the ballot initiative is not successful
- Barbara Kirkmeyer: I have several questions. First, there was an interregional connectivity study done in 2014. Was that used as a basis for this?
- Randy Grauberger: All previous studies we will look at. There were some other studies too up north, there was an EIS study that did recommend the rail using BNSF ROW, using the I-25 corridor. All of those backgrounds studies are going to be used
- Barbara Kirkmeyer: is there going to be analysis on the impact rail will have on HPTF, or if there is something that will replace the portion of HPTF that will decrease based on this.
- Randy Grauberger: That would be part of the cost analysis. Yes it is part of it.
- Barbara Kirkmeyer: It's interesting that you are using the growth projections for Weld County to justify this, but when I look at the benefit to weld county, there is pretty minimal benefit to Weld county. This just doesn't go through much of Weld County.
- Randy Grauberger: Parts of Weld county wouldn't benefit much, but others would. Frederick and Firestone for example. Frederick was a very active member of the committee.
- Suzette Mallette: Whatever alignment you pick, have you engaged the transit operators so connections to rail lines will be made?
- Randy Grauberger: As you know I've been presenting alone, but as soon as consultant is on board we will get them doing that aggressively.
- Andy Gunning: Station locations; what have you done as far as identifying current and future locations.
- Randy Grauberger: That'll be part of the stakeholder effort.
- Ron Papsdorf: Just to clarify, these 3 maps that you showed us aren't the only options. Really the study will look at all available options. These 3 are just what are based on previous studies and our previously studied options are preliminary
- Randy Grauberger: Correct. We will look at other options as well.

	<ul style="list-style-type: none"> <li>• <u>Shoshana Lew</u>: That’s a very good point. We’re building off of those previous big-picture parameters but accounting for a range of alignments, possible technologies, at everything from the practical to the theoretical that may lead us in new directions, and we need to be clear about that.</li> <li>• <u>Keith Baker</u>: I would also ask you to keep in your consideration the potential for a future reopening of the Tennessee Pass route which may be far in the future, but we wouldn’t want to preclude it.</li> <li>• <u>Bentley Henderson</u>: I failed to see Frisco in the corridor.</li> <li>• <u>Randy Grauberger</u>: David said to only pay attention to the Front Range</li> <li>• <u>Kristie Melendez</u>: Can you clarify the cost? Does that estimate include construction?</li> <li>• <u>Randy Grauberger</u>: That would be everything including operating costs?</li> <li>• <u>Dave Clark</u>: For the first year of operating or how far out?</li> <li>• Randy: I’m not sure I’ll have to find out and get back to you.</li> <li>• <u>Elizabeth Relford</u>: Why is there a discrepancy in the cost estimate between the 2 studies by about \$.7 billion?</li> <li>• <u>David Krutsinger</u>: I think that’s the addition of Pueblo to the route and possibly the adjustment to 2019 dollars, but we can talk through that figure and figure out what the difference is more definitively.</li> <li>• Terry Hart: I’m extremely pleased that we are going down this path. I recall the first time I heard a conversation about a rail system when I was in high school, so I’m extremely pleased that this is a real possibility in the next 20 years. It’s time to do this. All of us that travel know that when we get into places in Asia and Europe we see how much these alternatives benefit everything and the entire system. I also know that it is hard to get money for alternative types of transportation. I think part of that is that we already don’t have what we need for our roads. I still think it’s all of the above. I’m thrilled to have this conversation. I’m totally convinced that this system will benefit entire state. The purpose is to connect it east to west too and connect sw chief that goes east and west and zephyr but also other connections that we can have. We can connect SLV so much easier if we have this system down to Pueblo and Trinidad. Anyways just a few observations. I encourage that everyone get involved and get the survey in, so that a kid in high school now doesn’t have to wait to be old to see this.</li> </ul>	
<p>Federal &amp; State Legislative Rerport / Herman Stockinger &amp; Andy Karsian, (CDOT</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Federal             <ul style="list-style-type: none"> <li>○ A bill to release \$287 billion over 5 years was proposed at the federal level. It’s unlikely to go anywhere, but it’s an interesting preview for potential future policies; If it were to pass it would mean approximately \$57 billion per year</li> </ul> </li> </ul>	<p>No action.</p>

Office of Policy and Government Relations)	<p>versus around \$45 billion currently, so that would be good, but again unlikely to move at all.</p> <ul style="list-style-type: none"> <li>○ We also won an INFRA grant for 12 miles of intermittent passing lanes on US 287 south of Lamar.</li> </ul> <ul style="list-style-type: none"> <li>● State: Not much difference from the last time we spoke. Moving forward with several study groups <ul style="list-style-type: none"> <li>○ SB19-239: One big one is SB 239. This is looking at emerging technologies and seeing what those impacts are, and looking at quantifying that and electrification of fleets to help mitigate these impacts. We have some subcommittees on that. We have side policy committee.</li> <li>○ Efficiency and Accountability: And we have a deep dive with consultants and contracts.</li> <li>○ A few others coming up in the near future: I-70 corridor, looking at ways to get trucks through the tunnel or a better bypass than Loveland pass. And looking at chain law and compliance for winter months along that corridor.</li> <li>○ LEAF Discussion: We are also having conversations about funding, and this is funding that comes from offenders to have their licenses reinstated, and the money goes directly to law enforcement. About 50% of DUI arrests come from this funding, and it's unsustainable so we are looking at ways to make it more sustainable.</li> <li>○ Ongoing policy level, mostly theoretical discussions: <ul style="list-style-type: none"> <li>▪ In addition to the rail conversation from the item above. Conversations with the Governor to talk about rail are also taking place, but mostly on policy and hypothetical conversations. Some of the specifics will be coming.</li> <li>▪ Some talk about funding, specifically related to SB 18-001 referred ballot measure and how that measure would impact SB 267 if it went to the ballot. Last year they pushed the ballot measure for \$1.3 billion from the ballot this year to next year, which means at the next session we need to figure out what that means for the SB 267 funds if it does or doesn't go on the ballot.</li> </ul> </li> </ul> </li> </ul> <p><b>STAC Discussion</b></p> <ul style="list-style-type: none"> <li>● <u>Stephanie Gonzalez</u>: Where is it? (INFRA grant for passing lanes)</li> <li>● <u>Herman Stockinger</u>: The southern part of US 287.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Stephanie Gonzalez</u>: Is that north or south of Eades?</li> <li>• <u>Herman Stockinger</u>: I think it's south</li> <li>• <u>Wendy Pettit</u>: They are south of Lamar and they are intermittent. They are strategic locations that have been picked for specific areas because of the amount of traffic. They are placed uphill and downhill.</li> </ul>	
<p>Statewide and Regional Transportation Plan Update / Rebecca White, CDOT Division of Transportation Development &amp; Tim Kirby (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• One observation after committing to 100 meetings in a 2 month period is that we say a lot of “thank you” and “I’m sorry”. Important to thank you and acknowledge that this process would be very difficult without your partnership. I also want to thank you for stepping in and giving us a heads up when we are not getting the narrative right. Most of today’s presentation is more about the outreach part of it through public surveys.             <ul style="list-style-type: none"> <li>○ Another thank you to the CDOT team dedicating weekends and evenings to this effort, especially to staff that went out to Montrose and got 140 surveys completed.</li> </ul> </li> <li>• We are almost done with county meetings and we have had 8 TPR meetings.</li> <li>• Online survey tool shows lots of participation.</li> <li>• Successful partnership with the DMV: they are showing a screen promoting the survey at the DMV.</li> <li>• We have over 7 million media impressions.</li> <li>• We have 5600 responses to the survey amounting to 5 a week.</li> <li>• We are trying really hard to reach every corner of the state. We have county fairs coming up. Gary Beedy and Trent Bushner are covering almost every county fair.</li> <li>• What we are hearing:             <ul style="list-style-type: none"> <li>○ Growth and congestion are the highest ranking concerns</li> <li>○ Road condition and safety seems to be big everywhere.</li> <li>○ A lot of comments received regarding asset management, and pavement/pot hole condition.</li> <li>○ And then getting better access to medical facilities through transit. So there are real pressing needs that were echoed in the meeting with Veterans.</li> <li>○ We have a heat map here. We know we have to make sure we get to rural regions. Heat map shoes we are getting out there, and getting some response outside of the metro area, and I’m curious to show you this after we do all of the county fairs. This shows where the surveys are coming in from and what the topics are that are coming up. You see a lot around safety. Bicycle and Pedestrian concerns are coming up a lot. We have a good solid month left.</li> <li>○ This chart breaks it down by key strategies and by TPR.</li> </ul> </li> </ul>	<p>No action.</p>

- Growth and congestion is big, and that's pretty consistent across the state. And lack of travel options is also coming up a lot. This is sort of interesting to track from a regional perspective.

#### **STAC Discussion**

- Shoshana Lew: One time sensitive issue that I want to bring up is a One a concern over the timing given the short construction season. So we are trying to figure that out and especially for projects that are very likely to be in the plan. One idea we are considering based on the clear asset management concerns raised through this process so far, is that we develop a rural road management program. We know that the math will show us shoulders and passing lanes are more urgent needs, and so we want to start a conversation about how to structure this so we don't miss next year's cycle with funding. Any thoughts?
- Suzette Mallette: I'm not understanding the question.
- Shoshana Lew: I'm suggesting identifying an order of magnitude sum of money for a rural roads program focused on asset management and safety. To get preliminary approval ahead of the timeline for the entire plan so they can get into design and construction before we miss the next construction season.
- Josh Laipply: I've heard a lot of comments from rural areas that they have had needs for a long time and they don't get attention. Should we have a conversation about 1 x influx for a rural road program? We need to break a chunk free to get into design .
- Barbara Kirkmeyer: Yes!
- Heather Sloop: I'll be frank there's nobody here that would say we don't have these urgent needs. So, I think we need to know how many and how much, so we can narrow down our priorities enough to give you those projects.
- Josh Laipply: I think our pavement mangers in the regions they work with RTDs and engineers and they typically have a good idea of the worst state highways and the ones that haven't been touched. And that would be the start of the list. And then after we have that list and then we will start parsing it out based on geographic equity.
- Barbara Kirkmeyer: Ok, well give us that and we will give you our list. In our area we will focus on safety, but we all know based on the intersection study that all the railroad crossings are causing safety issues.
- Josh Laipply: Complexity and shelf readiness will also be factors. There are some that are complex and we have to think about can we get those out by next summer?
- Barbara Kirkmeyer: We know those intersections with fatalities.
- Josh Laipply: I think we are talking about conditions of roads because we are hearing a lot of that. Right now, we aren't in a typical asset management cycle so now that we aren't should we do additional program and use this to leverage what

	<p>we are hearing. My hope would be for this to be a 1-2 year infusion and see what we have left</p> <ul style="list-style-type: none"> <li>• <u>Shoshana Lew</u>: This would be for construction that needs to happen next summer, and can't be held off for the plan. We aren't waiting on I-25 work for the plan to be done. And we are saying likewise for some rural projects that we already know have to go under construction.</li> <li>• <u>Walt Boulden</u>: My answer is yes, and yes. You should talk to maintenance people at CDOT and not us for specific projects. Because what I see will be we need wider shoulders period, but they will know all the priorities and where those are. We have towns like Cuchara and there are 5 people in town and they all walk on SH 12. You have expertise there and so talk to them first and then bring it back to us.</li> <li>• <u>Shoshana Lew</u>: They are among the people involved</li> <li>• <u>Elise Jones</u>: I just wanted more clarification. 25% of the 267 money is earmarked for rural regions. Are we suggesting all of the expedited projects would be for rural and not for urban?</li> <li>• <u>Josh Laipply</u>: We've heard these concerns, and are just trying to find a way to respond to them, and not to say that 267 money couldn't be used, but we just aren't there yet. We just want to know that you are interested in it at this point?</li> <li>• <u>Shoshana Lew</u>: Practically speaking it's easier to accelerate rural projects than urban projects. It has more to do with project types that can be accelerated and that we know are needs and we've heard loud and clear that these are more urgent needs. The question is how do we make sure we don't miss next year's program. We also have unrealistic expectation of when we get dollars and when they are spent.</li> <li>• <u>Jeff Sudmeier</u>: If you were to look at SB 1 and SB 267 and SB 262 the total funds we are looking at are about 113 million. So, if you are looking at rural projects, you are only talking about 1/6th of the funds for this year that we would be accelerating, but really it's probably just for this year that we are talking about. To Shoshana's comment about spending, there is a perception issue that we need to be sensitive to, and if we can do that with this strategy, it's advantageous. And then there is a 3 year spend requirement, and we have to make sure we can deliver on that requirement and these projects would help us with that.</li> <li>• <u>Shoshana Lew</u>: I think design and execute.</li> <li>• <u>Bentley Henderson</u>: if I understand the nature of projects that Josh is describing I think they would fall outside the planning process anyways, and I think this makes sense anyways because they are projects that fall out there.</li> <li>• <u>Shoshana Lew</u>: Except that a lot of the feedback we are hearing in meetings is that the basics of the system need to be addressed and can't be ignored. And it's important for everyone address these projects of importance</li> </ul>	
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- Walt Boulden: That's because they haven't been addressed for so long and they should have been, so now it's coming up in the planning process.
  - Heather Sloop: I wan to follow up. Wouldn't it be easier and less stress for you for the maintenance guys to develop these lists and then bring it to us. Because they are the eyes and experts and then that will be easier for us to concur or disagree.
  - Josh Laipply: Maybe you can forward the ones that you know are so important. But I agree I want the region asset managers to bring them to us. We are more asking on a policy level if this is a good idea.
  - Heather Sloop: right, so as long as we get an update on what that looks like that would be great. From our perspective anything would be helpful.
  - Dave Clark: A couple of months ago TC approved additional money, so is this addition to the 615 or a part of it?
  - Jeff Sudmeier: So, the commission approved in May to move forward with I-25 north. The expectation of the TC is to look at timing and phasing of project and spread that over years of additional funding not necessarily take it out of this year, but leave a portion of it for SB 267.
  - Shoshana Lew: the common understanding is that we have a walking and chewing gum problem, and there's a bit of a parallel process going on and we are trying to make sure we have a robust program as well as not getting ahead of the process. Where we can talk theoretical for more time we will do that, and wait for the plan to be done in those cases, but for the stuff that is urgent and doesn't require a more robust discussion we don't want to hold those up unnecessarily. On urban arterials I can imagine there are a lot of needs as well.
  - Elise Jones: I get that not wanting to lose construction season makes good sense. I think that makes sense. And asset management is a logical program to accelerate, and I agree with that as long as it isn't just for rural areas. That would be great.
- Presentaiton (Continued)**
- Per guidance of STAC we have developed the corridor profile structure of the planning document. We will work down to the project level through this corridor profile.
    - Corridor Structure: It's a literal way to connect these plans to the STIP. What is the corridor structure trying to do?
    - It conveys key pieces of information such as data and strategies supported by the data.
    - So what does this look like? The packet contains 3 examples of what the corridor plan will look like. We will take this one step further with a section on what we heard about the corridor and then a section about what the data

shows us about that corridor so that we can then start to paint a picture of the corridor. Once we know what the data is showing us we can start looking at project based strategies in the asset management, mobility, and safety are categories for each corridor.

**STAC Discussion:**

- Bentley Henderson: Can you clarify how the data feeds into the structure of the decision?
- Tim Kirby: there is a bit of reconciliation here. We will talk about US-285, and we can have lots of people that are using anecdotal one time experience to drive their opinions, and focusing on the extremes such as July 4th weekend as evidence that US-285 is a mess, but the data will be used to reconcile the general patterns more with the comments that we hear.
- Rebecca White: This was what I was referring to earlier today in response to your question Walt. We will be identifying key safety needs on a corridor by corridor basis and this is the structure that I think will help us with this. And this will align with our plan. Asset management isn't the friendliest way to talk about it.
- Elise Jones: It seems like this is a useful way of organizing the plan, but it's a lot of work to do this for each state highway. Can we sync this up with what DRCOG is doing?
- Rebecca White: I think DRCOG's plan will tell the metro area story. This will make the lift more manageable when you get outside of metro area and I think we can handle it.
- Tim Kirby: I would just add to a certain extent the plans have multiple utility. One is that we are telling the story. And we recognize in metro areas you have the autonomy to tell your story. We will sync up when all the regional plans roll up into the statewide plan. As Barb mentioned earlier that regional plan belongs to you guys, but then our work comes into rolling it up into one statewide plan.
- Heather Sloop: I have one more question, is this all going to happen in planning meeting number 2?
- Tim Kirby: Marissa is preparing homework for the TPR to work on and then we have a survey tool that membership can use to rate these needs on each corridor. And so by the time we get to TPR meeting number 2 a lot of this work will be done
- Heather Sloop: When can we expect to that?
- Tim Kirby: The first one has already gone to the Upper Front Range TPR, so it depends on a couple of things and then capturing the surveys and putting that into the survey. It's variable, but we can start to communicate to you when we can expect that.

	<ul style="list-style-type: none"> <li>• <u>Heather Sloop</u>: This is all going to happen before November? I hope you understand that TPRs don't just happen, and it takes months of planning in advance for us to schedule these with all 5 counties together.</li> <li>• <u>Tim Kirby</u>: I know you aren't alone and we understand that the pace is aggressive and we do understand the toll this takes on you all and we are very appreciative.</li> </ul>	
<p>BUILD Grant Application / Rebecca White (CDOT Division of Transportation Development)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• CDOT submitted 3 BUILD grants: <ul style="list-style-type: none"> <li>○ Mobility Access for Military (MAMSIP), that will fix SH 94 and that's a bundle of projects for really critical needs along that corridor. That was fun to announce last week.</li> <li>○ Statewide Passing Lanes application-bundling passing various passing lane projects</li> <li>○ Cable Rail Projects application- This application bundles projects to address frequent fatal head-on collisions that can be reduced by up to 70% with the use of cable rails.</li> </ul> </li> <li>• We asked for the maximum amount of \$25 million on each application. We were careful not to overcommit the TC to matches beyond existing planned projects. So cross your fingers for that. I'm also interested to see what FLAP turns out.</li> </ul>	<p>No action</p>
<p>Other Business / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• The next STAC meeting will be Friday, August 23, 2019 at CDOT HQ (2829 W. Howard Place, Denver, CO 80204.</li> </ul>	<p>No action.</p>

**STAC ADJOURNS**

**The Transportation Commission (TC) Workshops were Wednesday, August 14, 2019 and the regular meeting was Thursday, August 15, 2019 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, August 14, 2019**

**1:00 pm – 5:00 pm**

**Attendance:** Commissioners Bill Thiebaut, Shannon Gifford, Sidney Zink, Karen Stuart, Rocky Scott, Donald Stanton, Kathleen Bracke, Eula Adams, Barbara Vasquez, and Gary Beedy were present. Commissioner Kathy Hall was excused.

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

**Purpose:** The purpose of the workshop was to discuss one condemnation authorization request for the Region 1 70 Central project.

**Action:** Prepare to act upon condemnation authorization request at the regular Transportation Commission (TC) meeting.

- Region 1
  - I-70 Central, Project Code: 19631

#### **Discussion:**

- Keith Stefanik, the CDOT Project Manager for the 70 Central Project, explained that the property owner was made an offer for purchase of \$970,700 from CDOT, but an owner appraisal and counter offer has still not been issued. In order to meet project timeline, CDOT needs to move forward.
- Josh Laipply, CDOT Chief Engineer, noted that although the TC grants approval to move forward with a condemnation authorization, there is still time for the property owner to approach CDOT with a counter offer and avoid condemnation. This action is in the best interest of the public.
- TC Chair, Commissioner Thiebaut solicited public comments from attendees, no one from the public raised any comments or concerns.
- Commissioner Thiebaut stated for the record that the TC received information regarding: a description of the property including the size, a map of the property boundaries in relation to the project, the history of communication between the property owner and CDOT, and all relevant information that is included in the Commission Packet.
- The TC members had no additional comments.

#### **Whole System. Whole Safety Workshop**

Safety Performance Measures (Charles Meyer)

- The purpose of this workshop was to provide an overview of the national safety performance measures, the purpose, process and requirement, trends and statistical analysis, relationship to other targets, National Safety Performance Measure Progress, and 2016-2020 safety targets.
- In establishing target CDOT needed to consider a vision (Colorado is a moving towards zero deaths state), aspirational versus feasible objectives, targets must be measurable, accountable and realistic, and are federally required.
- Federal Highway Administration (FHWA) issued a Final Rule effective April 14, 2016 (Final Rule FHWA-2013-0020); this rule is now codified in 23 CFR 490
- Five Measures are to be collaboratively set, the top three are identical for FHWA and the National Highway Transportation Safety Administration (NHTSA) and include:
  - Fatalities
  - Fatality Rate

- Serious Injuries
- Serious Injury Rate
- Non-motorized Fatalities
- Definitions for the following terms were explained:
  - Vehicle Miles of Travel (VMT), serious injury defined
  - Five-year averages
  - Target – 2016-20 five year average
  - Baseline – 2014-18 five year average
- CDOT compares actual reporting to the target, and then compares it to baseline information
- CDOT must meet or show significant progress compared to baseline in four out of five measures
- Factors to consider for analysis incorporate:
  - Vision and Goals
  - Trends Analysis
    - Crashes
    - Vehicle Miles Traveled (VMT)
  - Factors considered include: funding, population growth, vehicle registration
  - Programs to enhance safety at CDOT include:
    - Engineering
    - Education
    - Enforcement
    - Legislation (Policy)
- Other Targets at CDOT include:
  - Governor’s Goals
    - 2% (2500) reduction in crashes annually
  - 2014 Strategic Highway Safety Plan
    - 2.5% reduction annually for fatalities and rate
      - Target in 2018: was 428
      - Actual: was 632
  - 2.9% reduction annually for serious injuries and rate
    - Target in 2018: was 2,655
    - Actual: was 3,225
- 2020 Strategic Transportation Safety Plan
  - Targets are to be determined

Status of Safety Performance was described as presented below.

**• Table of 2018, 2019, 2020 targets and actuals**

	Actual	Target		
Target	2014 - 2018	2014 - 2018	2015 - 2019	2016 - 2020
Fatality	584	610	644	618
Fatality Rate	1.125	1.2	1.21	1.143
Serious Injuries	3122	3350	2909	3271
Serious Injury Rate	6.033	6.79	5.575	6.075
Non-motorized Users Fatalities and SI	576	586	514	670

**Discussion:**

- Commissioner Scott commented that the purpose of the targets is to determine how to respond, and requested a list crash causes. There is a need to focus on what CDOT can influence.
- Commissioner Stuart asked if we were tracking substance abuse as a cause.

- Charles Meyer responded yes. CDOT is tracking impaired driving caused crashes.
- Commissioner Scott noted that in some instances there is little we can do about making changes.
- CDOT Executive Director, Shoshana Lew clarified that in order to receive federal funds, and by federal statute, we need to track and use their performance measures. CDOT uses other performance measures in addition to FHWA's requirements. CDOT's are more focused on tracking fatalities that are different from FHWA's required measures.
- Charles Meyer mentioned that Whole System Whole Safety is focused on evaluating data to determine what specifically CDOT can do to improve safety. The State Highway Safety Plan is a process that will bring other agencies, such as emergency responders and Colorado State Patrol (CSP), to the table.
- Executive Director Lew noted that CDOT is working on finding relevant measures. One piece of granular data that is state-of-the-art is hotspot data, but it can be difficult to bring an aggregate up to the macro level. CDOT is evaluating various technical safety solutions also.
- Commissioner Scott asked if there was one thing that CDOT could do with big impacts to improving safety what would it be.
- Charles Meyer responded a primary seat belt law, as roughly half of the fatalities are a result if unrestrained drivers. In addition, law enforcement is key. CDOT has a program for this called Law Enforcement Assistance Fund (LEAF), where CDOT and law enforcement agencies work together to enforce compliance with safety-related laws. Approximately \$800,000 is available to help smaller law enforcement forces. Darrell Lingk oversees that program.
- Commissioner Bracke asked why the future safety targets for safety are higher. Seems we should keep our target the same.
- Charles Meyer explained that the targets are based on data for a five-year average. The trend is higher crashes for years 2016 – 2018 that influenced these targets.
- Commissioner Stanton expressed he feels distracted driving and road rage are key factors involved in crashes asked about what the data shows related to these factors. In addition, we need to consider the vulnerable population of 65 and older pedestrians.
- Charles Meyer responded that CSP and Colorado Department of Revenue (DOR) are the first entities to collect crash data and the forms don't include detailed information, and it is difficult to collect information on distracted driving crashes. The data indicated roughly 14% of crashes are a result of distracted driving, but it is suspected it is higher. Data on aggressive driving through DOR indicates that it is stable at the statewide level (not increasing). However specific congested corridors may tell a different story regarding this. CDOT works with the urban areas, Metropolitan Planning Organizations, on this too in terms of their safety performance measures.
- Commissioner Scott requested having a future conversation to go over specifically the causes of crashes and what CDOT can influence.
- Charles Meyer agreed to set something up. A meeting could occur with the Executive Committee and other agencies after CDOT looks at the data in more detail, and then will discuss development of strategies.
- Executive Director Lew explained one approach would be to set aside funds to analyze the effectiveness of the various safety campaigns over the last 3-5years, and then decide where to focus safety spending.
- Charles explained that it takes all realms to come up with a comprehensive solution, including the "EEs" – Engineering, Enforcement, Education, Emergency Response, Everyone. CDOT's influence is determining how forgiving the infrastructure is when driver error occurs.
- Executive Director Lew noted that National Highway Transportation Safety Administration (NHTSA) focuses on behavior programs and the FHWA focuses on infrastructure. There is some overlap in these programs. For efficiency, we need to review trends to identify successes and then determine how to spend resources. CDOT does not always have the flexibility in terms of how they spend dollars, FHWA has some flexibility in terms of our base program, but NHTSA is more restrictive. We need more flexibility in spending and more data collection.
- Charles explained that our specifications in design requires CDOT to use the most current advanced technology to enhance safety. Hotspot analysis of crashes can help CDOT be more proactive and preventative in making decisions.

- Commissioner Bracke commented that for future policy to please consider the vulnerable cyclists and pedestrians, and the use of education and enforcement solutions.

#### Policy Discussion Related to Safety (Bill Thiebaut)

- Commissioner Thiebaut commented that for example, if we have \$2 million to spend on safety, which is the better investment, we need to know whether to spend money on behavior programs or guard rails. Establish a policy based on where CDOT should focus.
- Commissioner Thiebaut noted that determining how a dollar spent on safety and its return on investment is hard to capture. We need to proactively avoid crashes and establish a policy to do so where we can.

### **Infrastructure and Mobility Systems Workshop**

#### Innovative Mobility (Sophie Shulman)

**Purpose:** The purpose of this workshop is to provide an overview of the structure and priorities of the Office of Innovative Mobility.

**Action:** No Action Required

**Background:** In April 2019, as a part of Governor Polis's focus on expanding multimodal transportation options for Colorado travelers, Executive Director Lew created the Office of Innovative Mobility. The Office incorporates the Division of Transit and Rail, integrating its functions with other means of expanding mobility options, including through ridesharing, electrification, and emerging technologies. The Office will be supporting other mobility services, providing additional options to commuters to avoid single occupancy vehicle use. Through these initiatives, the Department hopes to reduce total VMT per capita in the state, and look to curb the growth of greenhouse gas and ozone causing emissions from transportation related activities.

- The Office of Innovative Mobility encapsulates four Divisions/Sections with a mission to:
  - Division of Transit and Rail (DTR)
    - Continue operational excellence and customer service to our local transit agencies.
    - Expand Bustang to provide more connectivity across the State.
    - Begin studying options for Front Range mobility, including development of “mobility hubs”.
  - Mobility Services
    - Collect stakeholder input on SB 19-239, Emerging Mobility Impacts Study, develop recommendations for 2020 legislative session that will inform future policies around rideshare, delivery, and others.
    - Identify and launch efforts to support highly effective transportation demand strategies to address congestion, including enhancing transit ridership through seamless payment integration.
    - Continue to explore ways to better serve rural populations, veterans, older Americans, and other underserved populations.
  - Mobility Technology
    - Develop a strategy for piloting connected and autonomous vehicles in Colorado, including data collection and usage, as well as future policy recommendations.
    - Lead an Autonomous Mobility Task Force, with support from CSP and DOR.
    - Explore ways to enhance existing mobility options through new technologies, such as Advanced Driver Assistance System (ADAS) for Bustang, autonomous attenuator, etc.
  - Electrification
    - Implementation of zero emission vehicle (ZEV) standard to ensure Coloradans have access to more models, such as pickup trucks, sport utility vehicles (SUVs), and affordable electric vehicle (EV) options
    - Draft and implement CDOT’s Clean Transportation Plan, building on existing strategies to support sustainable transportation

- Engage transit agencies to continue to transition to electric transit buses, including education and awareness around barriers and funding sources (including VW Settlement funds)
- Support regional corridor charging networks through Regional Electric Vehicle (REV) West Memorandum of Understanding (MOU) with neighboring states.

**Discussion:**

- This office was formed roughly four months ago. Problems we are trying to solve are an increasing population that leads to increased traffic congestion and then diminishes air quality.
- Commissioner Stuart asked if CDOT has engaged transit agencies in terms of electrification of their vehicles.
- Sophie Shulman responded that yes, however, a major obstacle for this transition is the cost. Electric companies charge premiums based on the time of day of service is provided.
- Commissioner Adams asked if CDOT has engaged private sector large fleet owners to convert their fleets.
- Sophie Shulman answered not yet, but this is a great idea to pursue. Will consider state and federal tax credits, and will take into account lessons learned from the Emerging Mobility Impact Study (EMIS) process.
- Commissioner Vasquez commented that peak times for power use would be a challenge for providing fast electric charging facilities in the rural areas of the state.
- Commissioner Scott asked about the anticipated use of EVs in the future, and if we understand the electric transmission capabilities to support EV charging.
- Sophie Shulman explained that in 30 years, between now and then we will have a mix of vehicles on the road. The SB 19-239 EMIS will include modeling the impacts of ride sharing. We will also have lessons learned to build off. In terms of electric power transmission, we are not ready for the increased demand today. Talking now about EVs only.
- Commissioner Gifford asked if gas stations will convert to support EV charging facilities.
- Sophie Shulman answered yes. Shell oil is starting to include EV charging stations. It is anticipated that gas stations will participate eventually.
- Commissioner Adams asked how much is being spent on this effort at CDOT.
- Sophie Shulman noted that \$500,000 is being spent to respond to SB 19-239 with the study and stakeholder coordination efforts.
- Commissioner Stanton asked about rural Colorado and how they are being considered in this effort. Transit is needed there too.
- Sophie Shulman answered connecting autonomous vehicles (AVs) in models includes rural areas, we are keeping all areas of the state in mind. The range of EVs is estimated to be around 200 miles.
- Commissioner Vasquez commented that the change to AVs, a disruptive technology, will be exponential when it occurs.
- Question arose regarding how to ensure everyone pays their fair share towards transportation, as EVs don't at this time. The gas tax is not enough now and won't be in the future.
- Sophie Shulman noted that SB 19-239 is an interesting opportunity to determine how users can pay their fair share.

**Funding, Finance & Budget Workshop**

- Bridge Enterprise (BE) Build America Bonds Refunding and New Money Opportunities (Jeff Sudmeier)
  - The Colorado Bridge Enterprise Board of Directors (Board) is being asked to approve a resolution to refund a portion of the Series 2010A Senior Taxable Build America Bonds (Series 2010A Bonds).
  - Action: BE Board approval of resolution authorizing the refunding of a portion of the Series 201A Bonds.
  - Background: In December 2010, BE issued \$300 million of Series 2010A Bonds under the FHWA Grant Anticipation Revenue Vehicles (GARVEE) authority to accelerate the design and replacement of Colorado's worst bridges. A portion of the Series 2010A Bonds were issued with

- an optional par-call redemption provision, enabling BE/CDOT to refinance the 2027 term bond (\$42.8 million) for interest rate savings prior to its maturity; the optional redemption date is December 1, 2020. The remainder of the Series 2010A Bonds (\$256.5 million) were issued with a make-whole call provision, which allows BE to refinance this portion of the bonds for structural considerations, but generally eliminates the ability to achieve debt service savings.
- Details: Staff held a workshop for the Board regarding the proposed bond refunding in July, and the Board indicated that they were in favor of a refund to capitalize on favorable market conditions. Refunding the 2027 term bond of the Series 2010A Bonds is forecast to save BE an estimated \$4.5 million through fiscal year 2028 under current market conditions. Debt service from 2029 – 2040 remains unchanged, as the 2040 term bond is not being refunded.
  - In the July workshop, staff also discussed the possibility of issuing “new money” revenue bonds. Staff has analyzed different scenarios ranging from no new issuance up to \$400 million, assessing the impact on the “pay-go” program under each scenario. Staff will return in September to continue discussion with the TC regarding these possibilities.
- COP Defeasance (Jeff Sudmeier)
    - Purpose: To seek approval to defease (pay off) a portion of the Headquarters Certificates of Participation, Series 2016 using proceeds from available cash funds.
    - Action: TC approval of resolution authorizing the defeasance of the \$22.29 million term bond.
    - Background: CDOT issued its \$70 million Headquarters Certificates of Participation, Series 2016 in order to fund the construction of its new Headquarters building and to combine the Region 1 and Headquarters buildings with the intention of disposing of the previous Region 1 Headquarters building on Holly Street and the previous Headquarters building on Arkansas Avenue. The Series 2016 COPs were issued with optional redemption provisions, allowing CDOT to defease or refund the COPs for debt service savings. A portion of the Series 2016 COPs (\$22.29 million 2041 Term Bond) were issued with an optional redemption provision on June 15, 2019, which were structured as such with the intention to use proceeds from the disposition of the buildings on Holly and Arkansas, along with other legally available funds, to prepay that portion of the COPs. The remainder of the 2016 COPs (\$31.065 million) were issued with an optional redemption date of June 15, 2026. CDOT can now redeem the \$22.29 million term bond at any date at a price of \$22.29 million plus any accrued interest.
    - Request: Rather than further delay the defeasance and continue to accrue interest costs, staff recommends seeking a loan from the TC Program Reserve Fund and moving forward with the defeasance in September. The August Project Budget Supplement includes a request for \$1.9 million from the Program Reserve Fund. If approved, these funds will be repaid to the Program Reserve Fund over the next six months as final property sales and project closeouts are completed.
  - Reallocation of SB267/SB1 Funds (Jeff Sudmeier)
    - Purpose: To present to the TC a proposed reallocation of Senate Bill (SB) 17-267 and SB 18-001 funds between projects to optimize the expenditure of SB 17-267 funds.
    - Action TC approval of resolution reallocating funds between projects.
    - Background: The first issuance of SB 17-267 COPs were completed on September 20, 2018. Internal Revenue Service (IRS) spend-down requirements state that there must be a reasonable expectation to spend down 85% of proceeds within three years, or by September 20, 2021. The TC approved the allocation of SB 17-267 funds to seven projects in October 2018. As of July 2019, all but two projects have been advertised and awarded (excluding SH 13, which has been split into three phases, two of which are under construction, with the final phase scheduled for advertisement on November 5.). A request for proposal (RFP) for the US 550/US 160 Connection design-build project was published on July 12, 2019, and SH 9 Frisco is scheduled to advertise on November 7. The US 550/160 Connection project is one of the larger commitments of SB 267 funding, with \$54.4 million approved by the TC. Expenditures of SB 267 funding on this project are not anticipated until 2020.

- Request: The attached resolution reflects a staff recommendation to reallocate \$54.4 million in SB 17-267 funds currently committed to the US 550/160 Connection project to the I-25 South Gap project, and to reallocate the same amount of SB 18-001 funds from the I-25 South Gap project to the US 550/160 Connection project. The reallocation of these funds will not impact project schedules or other aspects of project delivery, but will accelerate the expenditure of SB 267 funds by reallocating funds from a project that has not yet begun construction to a project in active construction.
- Budget Overview (Jeff Sudmeier)
  - Purpose: To review proposed amendments to the FY 2019-20 Annual Budget. No action required. See TC packet for more details.
- Second Amendment to FY 2020 Budget (Jeff Sudmeier)
  - Four related changes proposed include:
    - Maintenance Program Areas – 2.3 Million The Division of Maintenance and Operations requests that rather than reduce the other MLOS programs for maintenance of US 36 paid to Plenary, beginning in FY 2020 this amount be funded separately from MLOS
    - Toll Corridor General Purpose Lanes - \$500,000 – More recent projections of payments due to Plenary in FY 2020 indicate a need to increase funding from the \$2.3 million originally planned to \$2.8 million.
    - Division of Transportation Development (DTD) Statewide Travel Survey - \$1.0 million – Allocate funding from Program Reserve to DTD’s Information Management Branch to conduct a statewide travel survey in cooperation with various planning partners across the state.
    - Division of Accounting and Finance COP Defeasance - \$1.9 million – The division requests an advancement of funds for the defeasance of the Certificates of Participation, Series 2016.
- FY 2021 Budget Topics (Jeff Sudmeier)
  - Purpose: To present to the Transportation Commission (TC) several items relevant to the development of the FY 2020-21 Annual Budget.
  - Action: No action required. See TC Packet for more details.

**Discussion:**

- Jeff Sudmeier explained that a revised resolution and table being distributed will be the actionable item for tomorrow’s meeting for one of the budget proposals.
- Commissioner Scott requested Jeff to provide an overview of the COPs to date.
- CDOT Regions 1/HQ, 2 and 4 all used the COP mechanism to fund construction of the new facilities.
- Bethany Nichols, CDOT Budget and Policy Analyst, provided an overview of the FY 2020-2021 Budget Process.
- No substantial comments were raised by TC members.

**Statewide Plan Committee**

Attendees: All Transportation Commissioners were present, except Commissioner Hall, who was excused.

- Committee Members include: Commissioners Stuart (Chair), Gifford, Zink, Stanton, Bracke, and STAC Chair Vince Rogalski
- Rebecca White, CDOT DTD Director, provided an overview of the planning process to the TC, with five new Commissioners present.

**Discussion:**

- Rebecca White addressed the SWP Committee and the other TC members regarding the schedule for the 2045 Statewide Transportation Plan. The due date to compile proposed projects for the 10-year pipeline of projects is November 1, based on discussion with TPRs in September and October with time extended for meetings to allow discussion.
- Commissioner Stuart noted that the schedule is aggressive, especially in terms of time for SWP Committee comments.

- Questions arose regarding how the SWP Committee will receive updates, be informed, and afforded time to comment on SWP elements.
- One method to provide updates to the SWP Committee would be via emails in between committee meetings.
- Commissioner Bracke noted that the schedule presented is helpful, but would like to see points where TC is providing review and comments added to the schedule.
- TC members would like TC members invited to their TPR meetings, with meeting materials included.
- Commissioner Scott asked about how for years 5-10 fiscal constraint would be applied. This could be difficult.
- Rebecca White explained that the TC approved the high revenue scenario for revenue projection and the ballot list serves as a starting point for conversation. Staff plans to develop this process in the upcoming month. The concept is to be somewhat aspirational, within reason, considering projected funding.
- Vince Rogalski, STAC Chair, noted that the STAC will discuss this next week at their upcoming meeting. County meetings have taken place and now between TPR meeting 1 and TPR meeting 2 a homework assignment has been or will be distributed shortly. This homework had terrific information attached to it including comments from county meetings, TPR meeting 1, and the statewide online metroQuest survey. This information will help TPRs make informed decisions. Folks are not coming to the meeting cold – this process should work well. The process to narrow down the list, as Commissioner Scott noted, won't be easy.
- Commissioner Stuart stressed the importance of having a schedule that is feasible.
- Commissioner Stanton agreed that the schedule is aggressive. The DOW went down 800 points today and we may be on the verge of a recession, which could mean less money for CDOT.
- Vince Rogalski agreed that the schedule is aggressive, but we will get the information we need.
- Commissioner Stuart agreed that it is important to spend the cash we have for the 4-year STIP, but consider extending the process for the out years of the pipeline of projects a bit to February or March of 2020 to give more time for engaging stakeholders.
- Executive Director Lew explained that the push is for budget transparency, but we may be able to consider taking more time for years beyond the 4-year STIP. Right now the budget exercises are guiding the deadline. We need projects for the November budget cycle deadline. We want to have the planning process guide decisions made for the budget – to join them as quickly as possible. Talking longer is not always beneficial and processes and discussions can drag on. However, there is more flexibility beyond the budget cycle.
- A discussion on extending the schedule 4 months occurred. The TC doesn't want CDOT to appear to be pushing stakeholders into decisions.
- The next TPR meetings could take between 4-5 hours long to give time for proper discussion on projects and priorities.
- Commissioner Stuart expressed concerns with the project pipeline out years (5-10) that estimate the future revenues.
- Vince Rogalski noted that TPRs generally already know what their 10-year needs and priorities are, as they have discussed them before; but the fiscal/CDOT constraints will be an issue.
- Commissioner Bracke asked how the TC can contribute to this fast-paced process.
- Rebecca White responded that staff will provide the TC with updates in September and October as things evolve. Staff can also provide off-cycle input (in-between meetings) as well.
- Josh Laipply noted that TPR meeting #2 will include meaty discussion for certain.
- Commissioner Scott suggested we need to do what makes the most sense for optimal delivery of the 2045 SWP.
- Vince Rogalski raised the issue of order of TPRs prioritizing their projects that may influence other TPRs and how to decide which TPRs prioritize projects first.
- Commissioner Thiebaut noted that elongating the process may not prove as productive as we think. If the TC approves the 2045 SWP, then a way for the TC to digest the plan content, and seek guidance on

how to prioritize, weight, and cost projects is key. However, another factor to consider is the level of validity of what is recommended in the 2045 SWP, if it is done in a rush. So far, the process seems to be working.

- Commissioner Gifford reminded others that stepping back the ballot list of projects took time to develop, and more time is required when developing a shorter project list – making decisions on which to include and/or remove. Appears we are attempting to do this too quickly and this will not reflect well on CDOT and the TC.
- Jeff Sudmeier commented that with projects lists for long or short-term, in front of us today is some sense of urgency related to the FY 2019-2020 budget. The challenge is appearing before the legislation without decisions on how to spend FY 2019-2020 dollars.
- Herman Stockinger noted that this is especially true for SB 267 dollars that remain unspent and unobligated.
- Commissioner Zink explained that this is not a one-time only list, it is solid in the next four years and less solid in out years is to be expected – it doesn't always play out in out years (5-8 years) – just need to get something on the book and go with it. But allowing another month to move forward would be good.
- Vince Rogalski pointed out that TPR plans are TPR plans with CDOT Regional Transportation Directors (RTDs) and TPR Chairs working together to feed recommendations into the process. The 2045 SWP has steps outlined to do this. This is not new. In 4-5 years from now we will be doing the same thing. We just need to get years 5-10 out as best we can.
- Commissioner Beedy noted that every four years we conduct an interim update – would hate to do this in a rush. A separate process exists for the budget. There is not a need to join budget process with planning. The planning process is not finished yet. Would recommend not rushing TPRs for projects on 10-year project pipeline without the proper level of grassroots support obtained. The schedule is pushing too hard. My TPR looking at projects at only one meeting is a difficult task to expect of them.
- Josh Laipply explained that for SB 267 that is using general funds, CDOT needs to show the state legislature what we plan on spending and how we plan on spending it. CDOT is still missing a list for year 2.
- Executive Director Lew agreed with the assessments of Jeff Sudmeier and Josh Laipply. In terms of maximum returns on investment, lots of funding will go to asset management for budget setting. It is clear CDOT does not have the funding needed; therefore, a focus on a good state of repair will be our focus and how to group/bundle projects for effectiveness and efficiency will be a priority. For larger bundles of smaller projects we will need an understanding of at least three to four years out to determine the best expenditures for next year. There is an immediate need to put dollars to work.
- Commissioner Bracke noted that a proper process requires iterative connections and the schedule proposed is asking a lot.
- Commissioner Beedy asked how important is project readiness.
- Jeff Sudmeier responded that readiness is always an important factor to prevent money being tied up and not be spent. SB 267, in particular, needs to consider project readiness as the money has a timeline for its expenditure and the state legislation needs to see that CDOT is spending dollars appropriately after CDOT requested more money, and then received it. Over the past couple of years, CDOT has focused on readying projects in anticipation of SB 267 funds. Currently CDOT does have a number of projects ready for implementation.
- Josh Laipply confirmed that for SB 267 year 2 projects, project readiness is an important and relevant criteria.
- Commissioner Thiebaut ended this committee meeting mentioning that tomorrow he and Executive Director Lew will meet. The TC plan approval process has to be realistic. For funding, the TC needs to establish guiding principles in terms of funding and provide that information to staff before staff proceeds. Need to consider elected stakeholders and their constituency. Believe this can be accomplished and will talk more with Executive Director Lew. We are all talking about the important and relevant concerns related to this planning process.

## **Mobility Systems Committee**

- Attendees: All Transportation Commissioners were present, with the exception of Commissioner Hall, who was excused.
- Mobility Committee Members include: Commissioners Scott (Chair), Hall, Stanton, Bracke, Beedy, and Vasquez
- Proposed Charter was presented and explained to the committee members. Elements of the Charter included:
- Purpose of the Committee includes:
  1. Investigate the state of the art of mobility systems and determine the current status of integration, as an effective system, of the overall system of CDOT mobility functions including at least: highways, transit, rail, mobility-enhancing technology, mobility-enabling financing (HPTE) and collaborative activities with external organizations.
  2. Develop and maintain Transportation Commission policy recommendations regarding overall mobility systems integration and performance in Colorado.
  3. Provide findings and recommendations to the Transportation Commission to drive Commission policies in accordance with its statutory mandates. Include results from system modeling that help identify the most effective and cost-sensitive performance to assist the Commission in its decisions about allocation of limited funding.
  4. Provide reports of findings, as requested by the Commission, to the public, legislators and to the Governor's office.
- Proposed Products include:
  1. Initial report to the TC as a whole on "The State of Mobility Systems in Colorado. (December 31, 2019)
  2. Periodic relevant tasking recommendations for the CDOT Executive Director and HPTE Executive Director to accomplish the purposes of the committee. (Quarterly or as requested by the Commission).
  3. Provide quarterly progress reports to the Commission.
- Resources available to the Committee outlined in the Charter include:
  - CDOT staff support as directed by the CDOT Executive Director upon request from the Commission. (Beginning July 1, 2019)
  - Funding as approved by the Commission from sources identified by the Commission.
- Proposed Committee Work Plan Elements were described to committee members, which included.
  - Benchmarking – review case studies to determine how to do things well related to increasing mobility
  - Possibility Thinking
  - Role of Models
  - Overall Strategy
    - Investment Strategy
    - Research and Development Plan
  - Schedule of Tactical Actions

### **Discussion:**

- Commissioner Vasquez commented that the schedule proposed is very aggressive.
- Commissioner Gifford noted that there are number of TC subcommittees, and that TC members are already members serving on them, and that there is limited time for focus related to the number of tasks proposed in the Charter and Work Plan, considering other subcommittee work to be done.
- Commissioner Scott mentioned that there is an opportunity to learn from work conducted as part of the Mobility Choice effort in the Metro Area.
- Commissioner Bracke noted that the charter provides a great outline of what to consider for the committee.

- Commissioner Adams noted that lots of other folks are thinking about mobility and technology for example, Denver and Smart City. After we get organized we can start a dialogue with others who are thinking in the same vein.
- Herman Stockinger asked what was the desired outcome of the committee. Concerns about resources available for CDOT staff to support efforts were raised and the resulting workloads, which could be too heavy. Asked if there are plans to direct resources for RFPs to help with implementing the work plan, e.g. for \$100,000. If yes, the contracting process is involved and takes time.
- Josh Laipply asked about benchmarking – Colorado is really laid out for cars, while other places in the world, like Germany, are not.
- Commissioner Scott noted the concept is to discard current assumptions for funding and identify innovative sources such as user pay systems like a utility model to fund transportation/mobility. Consider new land use policies and/or procedures that would promote mobility investments with land use development. Let's not keep solutions in separate buckets, be more holistic.
- Commissioner Stanton suggested keeping the committee's focus on North America – Canada is more advanced than the U.S. in terms of alternative modes of transportation and mobility. Look to them for an example. Nevertheless, we need to balance approaches with the reality of the U.S. stakeholders.
- Commissioner Scott stressed we need to be creative about funding sources, as taxes will not be effective with stakeholders in Colorado. We learned this from the Propositions 109 and 110.
- Commissioner Beedy warned of the possibility for one mode to end up paying for the use of another. A sales tax might work better and result in more fairness.
- Commissioner Scott noted that no solution will be without pain.
- Commissioner Bracke expressed her excitement participating on this committee. We need to understand what our vision and aspirations are and understand what will happen if we don't make changes.
- Commissioner Scott proposed committee members to throw away constraints and look for a better long-term outcome. Consider a platform to build longer-term solutions.
- Commissioner Vasquez noted that this is all conceptual, but you need the congestion to prompt change.
- Commissioner Beedy stressed the importance of getting everyone to pay for mobility, EVs are an emissions reduction tool, but there is a need to replace the funding source these vehicles don't provide. Be cautious about providing incentives for one fuel type at the disadvantage of another fuel source.
- Commissioner Adams commented that we have been living with these incentives for EVs for a while. They are needed to prompt innovative technology use. Economic impacts occur when you fill a void with something when someone else didn't get there first. Sometimes you need to put more into these changes than less.
- Executive Director Lew explained that there are pros and cons to all solutions whether you have a big or small scope. Consider targeted land use fees to help pay for mobility. It is a worry if the scope of this committee is too broad. Whatever happens here needs to lead to actions vs. discussion that is less actionable. Need to pressure test concepts for funding sources first and test them out in the field.
- Commissioner Scott asked to what extent we peel off actionable steps. CDOT has right-of-way and a mandate.
- Executive Director Lew recommended a piece-by-piece process. Evaluate access to state highways, and what that access looks like. Engage with partners as part of the role of transportation planning, identify pros and cons considering and answer the question regarding the problem we are attempting to solve.
- Commissioner Scott suggested in terms of benchmarking, bring in speakers to committee meetings and scope tasks early.
- Commissioner Beedy recommended looking at relevant policy directives that add requirements to consider other elements to integrate into highway design considerations, such as the Bicycle/Pedestrian Policy Directive. Also, evaluate policy directives related to transportation safety and mobility.
- Josh Laipply noted that a key idea for this committee is to prevent policies that limit us in terms of flexibility to implement alternative mobility opportunities, such as Policy Directive 1601.

**Transportation Commission Regular Meeting  
Thursday, August 15, 2019, 9:30 am – 11:00 am**

**Call to Order, Roll Call:**

Ten of 11 Commissioners were present, with Commissioner Hall excused.

**Swearing In of New Commissioners (Herman Stockinger)**

- TC Chair Bill Thiebaut swore in the two new commissioners, Barbara Vasquez and Eula Adams.

**Audience Participation**

- Phil Demosthenes – As an access management and safety expert, he said 55 percent of all vehicle crashes occur at intersections and driveways. The vehicle access code that CDOT adopted some years ago has helped reduce accidents, but it needs updating. He urged CDOT to monitor access permits for driveways, which is something only one state in the country does right now. He asked the Commission to improve statistics on driveway-related crashes.
- Craig Cannon – Addressing work zone safety and school crossings, he said the time to work on work zone safety is now, with an accident occurring in a work zone every 13 minutes. If FHWA were to withhold safety funds for a time, he predicted CDOT would start taking action.

**Comments of Individual Commissioners**

- Shannon Gifford, District 1 – No comment.
- Donald Stanton, District 2 – He has been talking to local stakeholders, and noted one bad vehicle crash that took place in his district was due to road rage. He also said that with the stock market down 800 points in the last week, the somewhat shaky economy is something to keep in mind for future planning.
- Eula Adams, District 3 – In his first Transportation Commission (TC) meeting, the representative of Arapahoe and Douglas counties said he’s looking forward to taking on the new challenge of serving on the Commission.
- Karen Stuart, District 4 – No comment.
- Kathleen Bracke, District 5 – She appreciated being able to take part in Region 4 Telephone Town Hall on Wednesday the previous day, and to hear great ideas from her district. In addition, she has been meeting with people about local transportation concerns, such as I-25 and Bustang.
- Barbara Vasquez, District 6 – Now that she has just joined the Commission, she will start traveling around the district in northwest Colorado.
- Robert “Rocky” Scott, District 9 – The concerns voiced about safety by the two speakers are timely. The increase in traffic fatalities is due to many factors, but CDOT needs to focus on the factors it can influence. The I-25 South Gap project has had no construction-related fatalities so far. A new TC committee, Mobility Systems, has launched. The new committee will have the general area of mobility, including the Division of Transit and Rail, as part of its charge. He welcomes the new commissioners, and believes the TC will continue to be a strong commission with its two new members.
- Gary Beedy, District 11 – He also attended the Region 4 Telephone Town Hall on Wednesday. He appreciates Executive Director Shoshana Lew going to the county fair in Lincoln County and to the many other places she has gone around the state as part of the planning process for the 2045 Statewide Transportation Plan.
- Sidney Zink, District 8 – In her district, all the county meetings have been completed. People in southwest Colorado appreciate CDOT personnel coming to the many meetings. Now, the hard work begins of furiously pulling together information collected at those meetings.
- Bill Thiebaut, TC Chair and District 10 – He congratulates the new TC members on their appointments. Serving on the Commission is more than attending two days of meetings every month. The position requires much time preparing for the TC meetings, meeting with district residents in different forums, and other duties. He thanked the staff and others for helping put together the retreat for the TC on

Tuesday, Aug. 13. He also thanked the Region 2 regional transportation director, Karen Rowe, and her staff for all their work.

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

- CDOT staff is collecting much good information from the county meetings, transportation planning region meetings, and other meetings as part of the statewide planning process. The county meetings are almost completed.
- Concerning safety, staff is finding that variable message speed signs can be helpful on certain sections of the interstates to smooth traffic.
- A workable, but interim, solution for the pavement collapse on US 36 is going forward, which Chief Engineer Josh Laipply will discuss.
- She mentioned the Air Quality Control Commission hearings on zero emission vehicle that began Aug. 13 and will end Aug. 16. She said Colorado has worked with the car manufacturers on solutions, the first time a state has worked with car manufacturers so collaboratively.

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

- Repair and reconstruction work on US 36 is in full swing that involves tearing down what is broken and getting things ready to put back. One of the interim solutions is to shore up the soil with manmade blocks.
- It does not appear that engineers will need any more money from the TC for this project.
- Setting the budget for 2023-2024 is taking place. In preparation, staff heard presentations from different asset managers, and then undertook a cross-asset prioritization process. The result is that everyone walks away disappointed because there is never enough money.
- On SB 267 funds, CDOT needs to formalize a plan that is parallel with the planning process. The STAC had a good discussion last month about using some of the SB 267 funds for a rural paving program. The TC could discuss this possibility at its meeting next month.

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

- To introduce HPTE to new TC members, Nick said HPTE is a division of CDOT, but operates under its own board that includes three TC members and three others. The mission of HPTE is to make the commutes of Colorado residents easier. HPTE currently has 68 miles of express lanes and plans to add 142 miles of express lanes in the next 4-5 years.
- He attended a recent meeting about public-private partnerships in Washington DC.
- HPTE is working with the Bronco organization on an integrated Federal/Colfax intersection.
- Last month HPTE conducted telephone town halls about the express lane master plan. Speaker bureaus are available to discuss the ideas in the master plan.
- In other news, HPTE has put out a request for proposals for underwriting services. The organization is working with the City of Thornton on how HPTE could help with I-25 expansion. Staff also attended an I-25 South steering committee meeting.
- Commissioner Scott suggested Nick Farber give an HPTE annual report to all TC members.

#### **Federal Highway Administration (FHWA) Colorado Division Administrator's Report (Shaun Cutting, Program Delivery Team, CDOT Regions 1 and 3)**

- In the absence of Colorado Division Administrator John Cater, Shaun Cutting gave some highlights about the proposed Infrastructure Act. The act would fund \$287 billion over 5 years, but it is not clear where the money will come from.
- Passed unanimously in committee, the bill has several features of interest to Colorado residents: climate change, electric vehicles, a resiliency program, congestion relief, pedestrian safety, and a pilot program to grant toll credit exchanges. The bill also would permit metropolitan planning organizations (MPOs) to implement their own projects.
- At the retirement party for Randy Jensen of FHWA (formerly of CDOT), it was clear that FHWA and CDOT have a good partnership.

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

- Explaining that the STAC advises both CDOT and the TC on transportation issues, Vince said the STAC meetings will move to the Friday before, rather than the Friday after, the TC meets beginning this January. The change in meeting time should make it easier for the STAC to advise the TC on issues before it.
- Chair of the STAC since 2004, Vince also said STAC asked why staff has not told STAC what the allocation of CMAQ funding will be among the three MPOs and Upper Front Range TPR, the entities with air pollutants above the national standards. Executive Director Shoshana Lew said an explanation would be forthcoming in September.
- The Bustang pilot program for certain ski resorts, Snowstang, has contacted all resort communities about their possible participation.
- During a presentation on Front Range Passenger Rail Commission, STAC members asked about future incorporation of past studies into a streamlined environmental study. The STAC learned that the past studies would be included. Executive Director Shoshana Lew assured the STAC that the study is not part of the broader statewide planning process because there is not the money for beginning a Front Range passenger rail. Instead, the rail study would be to ensure that the transportation plan would not close future options. The extent to which that an alternate source of funding would be needed will be determined during the rail study's benefit-cost analysis.
- SB 19-239 on emerging transportation systems has passed that requires CDOT to form a broadly based group to study the issue.
- CDOT also has been awarded an INFRA grant for 12 miles of intermittent passing lanes on US 287 south of Lamar.
- The executive director proposed an idea to undertake more time-sensitive projects that are already high priorities before completion of the 2045 statewide transportation plan (SWP). This would ensure CDOT does not miss a construction season. She said the intent would be to identify rural asset management and safety projects. The STAC told the executive director that the regional engineers would be the best source of information on such projects.

**Act on Consent Agenda – Passed unanimously on Aug. 15, 2019**

1. Temporary Resolution No. 01: to Approve the Regular Meeting Minutes of July 18, 2019 (Herman Stockinger)
2. Temporary Resolution No. 02: to Approve Additions to FY 20 Maintenance Project List (Kyle Lester)
3. Temporary Resolution No. 03: to Approve COP Defeasance (Jeff Sudmeier)
4. Temporary Resolution No. 04: to Approve Committee Assignments (Herman Stockinger)

**Discuss and Act on Temporary Resolution No. 05: ROW Condemnation Authorization Requests (Josh Laipply) – Passed unanimously on August 15, 2019**

- This was for the Central 70 project.

**Discuss and Act on Temporary Resolution No. 06: 2<sup>nd</sup> Budget Supplement of FY 2020 (Jeff Sudmeier) – Passed unanimously on August 15, 2019**

- The budget supplement had three projects:
  - Region 1:
    - \$2.2 million for the tunnel construction program at Eisenhower-Johnson Memorial Tunnel motor control centers to award the project to the winning bidder, whose bid was 26 percent higher than the estimate.
    - \$8 million for the National Highway Freight Program I-25 South GAP project to widen a section of the project an additional 12 feet to accommodate a southbound 3.6-mile truck-climbing lane and to extend the Larkspur chain-up station.
  - Region 3:

- \$1.5 million to reimburse Region 3 for unplanned costs of installing rock fencing on I-70 in Debeque Canyon following a July 11, 2019 rock fall. The Transportation Commission Contingency Reserve Fund would be the source of funds.
- On the National Highway Freight Program, Commissioner Beedy said he supports freight, but he does not want freight projects to take precedence over smaller needed projects.

**Discuss and Act on Temporary Resolution No. 07: 2<sup>nd</sup> Amendment to FY 2020 Budget (Jeff Sudmeier) – Passed unanimously on August 15, 2019**

The resolution does three things:

- Reallocates \$2.8 million from the TC Program Reserve line to the Maintenance Program Areas budget for the US 36 corridor project
- Reallocates \$1 million from the TC Program Reserve line to the agency operations line to allow the DTD's Information Management Branch to use as CDOT's portion of the statewide travel survey that CDOT and its statewide planning partners will conduct.
- Advances from the TC Program Reserve \$1.9 million to debt service in order to begin paying off the Certificates of Participation for new CDOT buildings. Funds from sale and deposition of the old properties will reimburse the TC.

**Discuss and Act on Temporary Resolution No. 08: Authorize Rule Making for 2 CCR 601-11 (Commission Rules) (Herman Stockinger) – Passed unanimously on August 15, 2019**

- This authorizes CDOT to begin rulemaking for the TC. Last updated in 2016, the rules need to be updated to:
  - Change the name of the Transit and Intermodal Committee to the Mobility Systems Committee.
  - Change the number of members for TC committees from "three to five" commissioners to "at least three".

**Discuss and Act on Temporary Resolution No. 09: OHV Pilot Project SH 149 (Mike Goolsby) – Passed unanimously on August 15, 2019**

- The resolution reflects minor changes that CSP, Hinsdale County, and the Town of Lake City agreed to on an off-highway vehicle (OHV) route for this summer. They are:
  - Shortening of the route from 2.3 miles on SH 149 to 2.26 miles.
  - Eliminating left turns onto or off the highway from County Road 142.
- The resolution would extend the pilot program for the rest of 2019 and through 2020 for off-highway vehicles to travel on some state highways while allowing other CDOT regions the right to enter into agreements with the State Patrol and local governments to designate other routes.
- Originally, Region 3 had to report to the TC on the pilot program by September 2019, but a winter of unusual length and snow prevented a full summer of data collection.
- In the pilot, drivers can operate OHV without licenses since Colorado does not issue licenses for off-highway vehicles.
- Executive Director Lew commented that operation of OHVs seems to be a local control issue and, judging from results of a local election in Lake City, the majority of voting citizens want it.
- Commissioner Gifford asked how Colorado could license OHVs as some neighboring states do. CDOT Executive Deputy Director, Herman Stockinger, replied that it would take a change in state law.

**Discuss and Act on Temporary Resolution No. 10: Ratifying Contract and Delivery Methods for I-25 N. Segment Sections 7 and 8 (Josh Laipply and Heather Paddock) – Passed unanimously on August 15, 2019**

- The resolution would ratify the delivery method for the North I-25 Express Lanes project. The delivery method includes:
  - Using the Environmental Impact Statement (EIS) alignment now that SB 267/SB 1 funds are available.

- Bidding competitively through an integrated construction contract for additional or expanded scope elements. Modifying the existing design-build contract to include those elements that need to be modified to meet the preferred Environmental Impact Study (EIS) alignment.
- Commissioner Bracke commented that she likes honoring the EIS and that doing so retains the middle of the 14-mile stretch for innovative options and choice.
- The original contractor will manage the project, such as producing bid packages and handling traffic control, but cannot bid on any work, Josh Laipply said in answer to a question from Commissioner Adams.
- Executive Director Lew said the delivery method keeps risk to its original constraints.

**Discuss and Act on Temporary Resolution No. 11 (Jeff Sudmeier): SB 267 reallocation – Passed unanimously on August 15, 2019**

- The resolution reallocates \$54.4 million in FY 2018-19 SB 267 funding from the US 550/160 Connection to the I-25 Colorado Springs-Denver South project.
- It also reallocates the same amount of FY 2018-19 SB 18-001 funding from the I-25 Colorado Springs-Denver South project to the US 550/160 Connection project.
- The intent of the resolution is to move funds from a project not in construction to one that is.

**Recognitions – Engineering Awards**

The American Council of Engineering Companies (ACEC), a federation of 52 state and regional councils, highlighted national awards that Colorado companies have won. Executive Director Marilen Reimer led the recognitions of both consultant and CDOT employees for these state projects:

- State Highway 9 Iron Springs – Felsburg Holt & Ullevig
- I-70 Mountain Corridor Eastbound Express Lane – HDR
- 1144 Fifteenth – Martin/Martin
- Canvas Stadium – Martin/Martin
- Linking Lookout: US 6<sup>th</sup> and 19<sup>th</sup> Street Interchange – Muller Engineering Company
- Westminster Station Park – Muller Engineering Company
- I-25/Cimarron Interchange: The Gateway Project – Wilson & Company

Among the current or past CDOT employees recognized were Neil Ogden, David Singer, and Tony Bemelen. Josh Laipply said that what all the projects had in common were partnerships and relationships.

# Multi-Agency Planning in Colorado

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FEDERAL LANDS HIGHWAY DIVISION (FLH)

*Elijah Henley, CFL Planning Team Leader*

Colorado Statewide Transportation Advisory Committee (STAC)

August 23, 2019

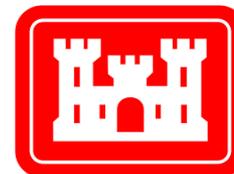


U.S. Department  
of Transportation

**Federal Highway  
Administration**

# Overview

- Quick Overview of FLH and Our Fed Lands Programs
- Role of FLH Planners
- Translating FLMA Needs and Priorities in Statewide and Metro contexts
- Fed-Aid/Fed Lands Linkages & Planning Process
- Data Management and TPM
- Planning Pilot in Colorado
  - Goals
  - Strategy



# FLH Mission

Improving transportation to and within Federal and Tribal Lands by providing technical services to the highway transportation community, as well as building accessible and scenic roads that ensure the many national treasures, within our Federal Lands, can be enjoyed by all.



# FLH Programs

- **Federal Lands Access Program (FLAP)** Improve transportation facilities owned or maintained by a non-federal agency providing access to, adjacent to, or location within federal lands
  - **Federal Lands Transportation Program (FLTP)** Improve transportation facilities owned and maintained by a federal agency
  - **Federal Lands Planning Program (FLPP)** Implement transportation planning for Federal lands and Tribal transportation facilities that are consistent with the Statewide and Metropolitan transportation planning procedures under 23 U.S.C.
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- **Tribal Transportation Program (TPP)** Provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities



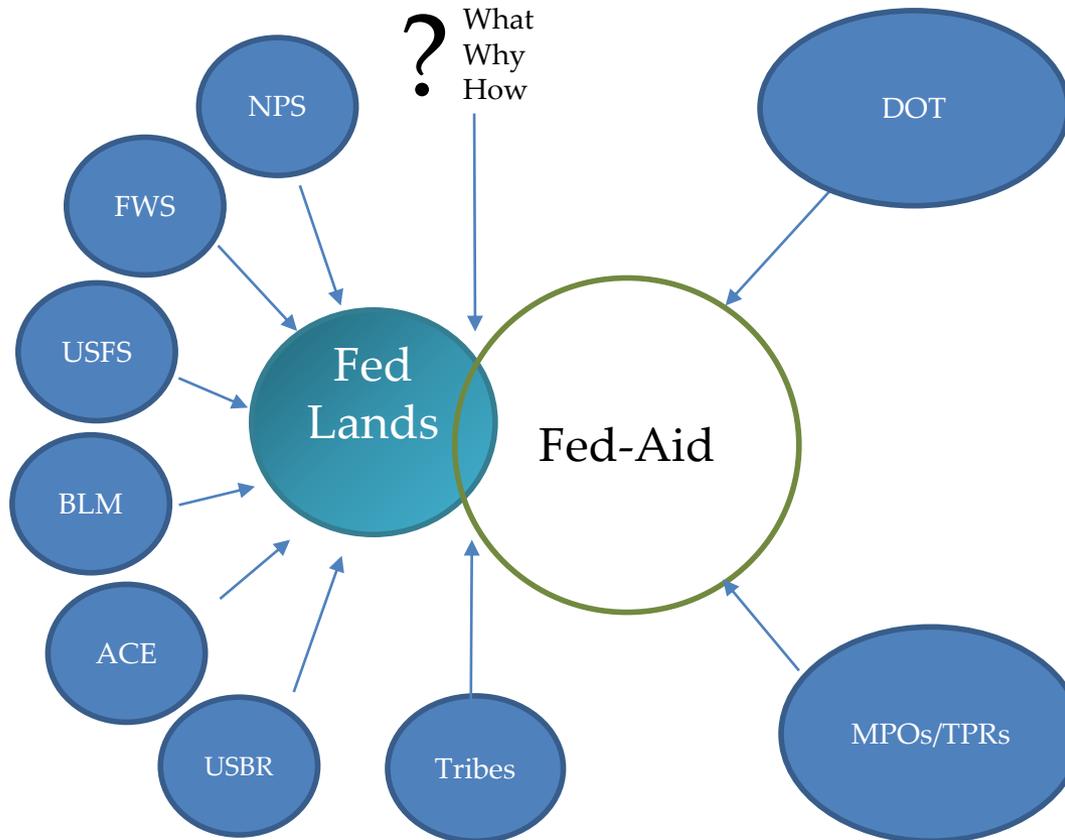
# Role of FLH Planners

- Build Relationships with FLMAs, Fed-Aid Divisions, State DOTs & Local Transportation Agencies
- Represent FLMA's Interest & Priorities
- S&O functions for FLMAs similar to Fed-Aid S&O over States and Locals

# Role of FLH Planners

- Function as a federal DOT for the FLMAs (develop plans, management systems, GIS, trend analyses, etc.)
- Develop FLH TIP
- Monitor system performance of the Federal Lands Transportation Program (FLTP) Network

# Translating FLMA Needs and Priorities in Statewide and Metro Contexts



What: Shared Needs and Priorities

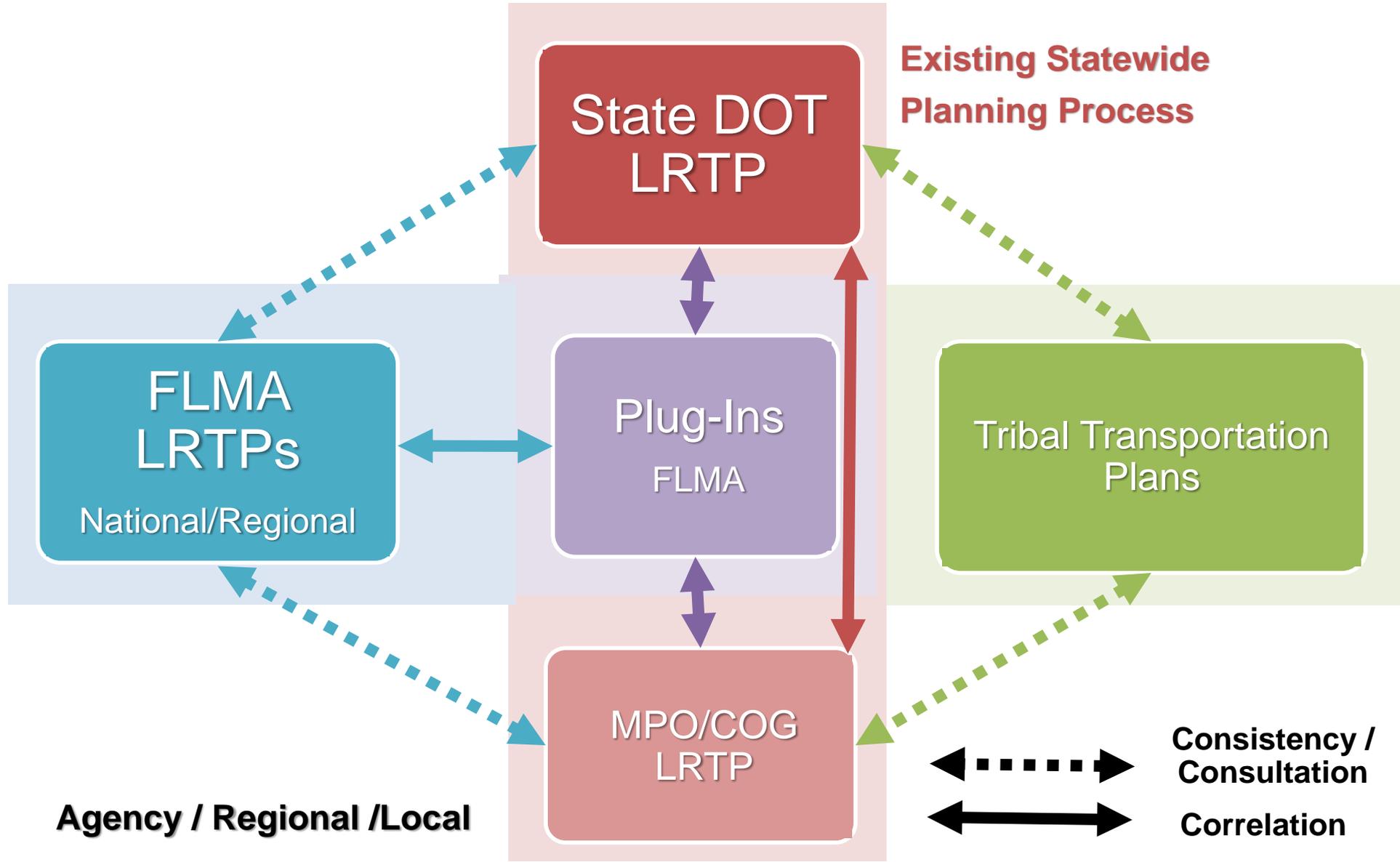
Why:

- A. Consistent with Planning Regs
- B. Leverage Partners
- C. Better Coverage of Need

How:

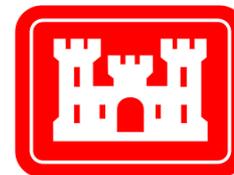
- A = LRTP
- B,C = Consolidated Fed Lands Plug-In Sections in State and local plans

# Linkages Between Fed Lands and Fed-Aid: Transition From Managing Plans to Managing Info



# Data and Performance Management

- Review of current Fed lands Dataset and Systems
- Interagency Data Access and Sharing
- Consolidate common data needs and requirements
- Develop common online work spaces and web apps
- Share data between local, state, and federal partners



# Opportunities

- Work with States and Locals to plug-in FLTP profiles or their long range plans
- Identify projects of mutual interest
- Seek to jointly fund projects on TIPs and STIPs
- Improve safety conditions on rural roads
- Innovative P3s to elevate chronic overcrowding and congestion

# Goals of Planning Pilot in Colorado

- Improve communication and coordination among federal, state, and local agencies for integrated planning and data sharing
- Develop FLTP profile that CDOT and local agencies can include in their LRTPs
- Advance project development for collaborative fund programs through FLAP, EDA, USDA Rural Development, etc.

# Strategy

- Consult with CDOT and 4 Transportation Planning Regions (TPR) around:
  - Colorado National Monument (Grand Valley)
  - Black Canyon of the Gunnison National Park (Gunnison Valley)
  - Great Sand Dunes National Park (San Luis Valley)
  - Rocky Mountain National Park (Upper Front Range)
- Document key points of engagement in CDOT and local planning cycles in each TPR
- Facilitate meetings leading up to an all day workshop (regional recreational access needs assessment)
- Develop and document agreement to integrate FLMA needs in CDOT and local plans

# Questions?



# CONTACT INFO

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Division (CFL)

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# Statewide Transportation Advisory Committee

August 23, 2019



# Statewide Plan Status Update

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- Public outreach process - Complete (nearly)
- County Meetings - Complete (nearly)
- TPR Meeting # 1 - Complete
- Corridor Needs Identification - In Progress
  - *August to September*
  - *Assignment Objective - Understand and Prioritize Needs on TPR Corridors*



# Outreach Update

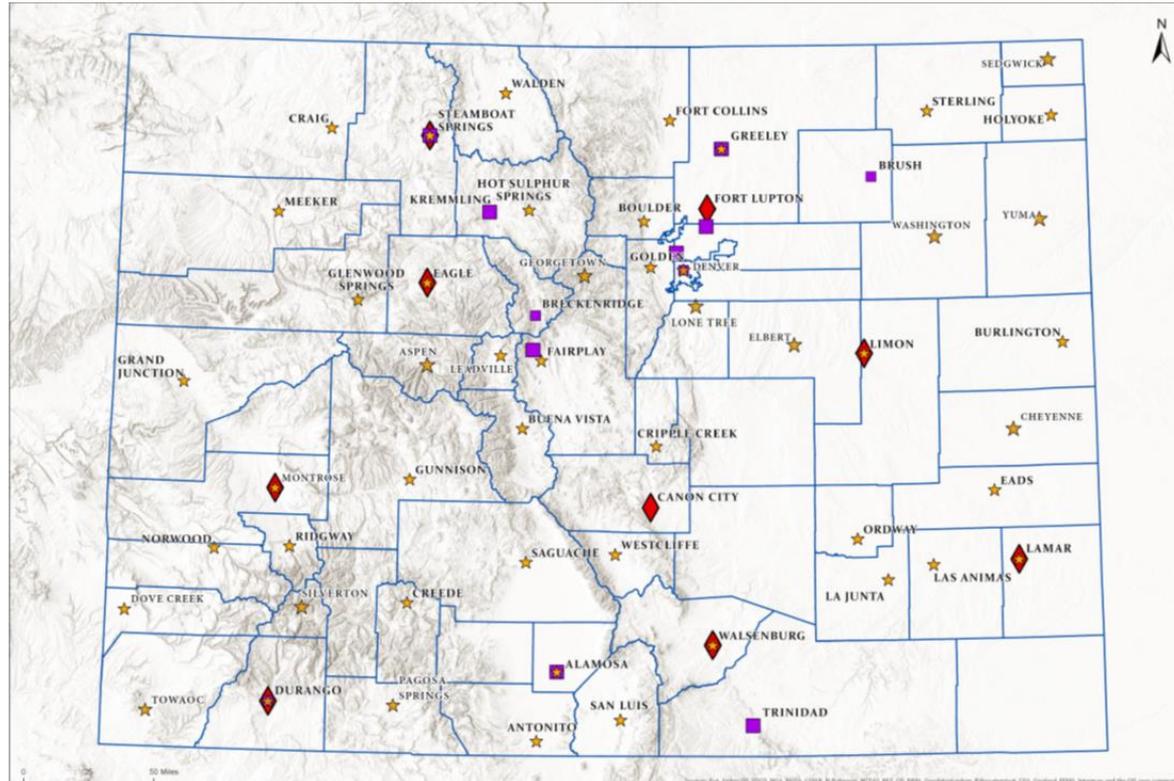
Launched May 17<sup>th</sup>

## Planned Statewide Activities and Events

- 64 county meetings and over 50 TPR and MPO meetings
- Public events statewide (e.g. county fairs, state fairs, farmers markets, etc.)
- Telephone Townhalls
- Stakeholder Discussions
- DMV Partnership
- Media Outreach

## Reach and Reponses so far:

- Over 7 million media impressions
- 6,900 response to online survey
- 58 county meetings and 11 TPR meetings
- 21 community events



- ★ County Meeting Locations
- ◆ Transportation Planning Region Meeting Locations and Pop-up Events
- Public Outreach Events

Colorado has 10 rural Transportation Planning Regions (TPRs) that serve as the foundation of the grassroots planning process.



**COLORADO**  
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# **INTERIM REPORT – EXECUTIVE SUMMARY**



# Interim Report – Executive Summary

## Your Transportation Plan: The Home Stretch

Travel across Colorado is changing. Our population is growing, traffic is getting worse and we need to take care of the transportation system we have while also planning for future needs. With this in mind, CDOT is developing Your Transportation Plan, a fresh look at Colorado's transportation investment priorities – and we need your help. How does transportation impact your life? What changes can be made to help you get where you need to go? What should CDOT be paying for and why?

With your help and input, CDOT can create a transportation system that provides connection, choice and a Colorado for all.

### WHERE WE'VE BEEN



### WHO WE'VE REACHED



## WHAT WE'VE HEARD | Statewide

Highest Priority Transportation Trends & Issues  
See reverse for priorities listed by region



Source: 2019 Your Transportation Plan MetroQuest Online Survey

## WHY PROVIDE INPUT?

- Public input is a vital piece of information to develop the next 10-year pipeline of statewide projects.
- Public input also feeds into more localized, regional transportation plans.
- In addition to a near-term 10-year project pipeline, CDOT will develop a long-term plan with investment priorities through 2045.

## DON'T MISS YOUR CHANCE!

You can provide ideas and input through the end of August 2019 to influence Your Transportation Plan.

Take the online survey, engage with CDOT in-person at meetings and pop-ups across the state, or join a regional telephone town hall from the comfort of your home.

Access the survey and learn about all the upcoming opportunities at:  
[YourTransportationPlan.com](http://YourTransportationPlan.com)



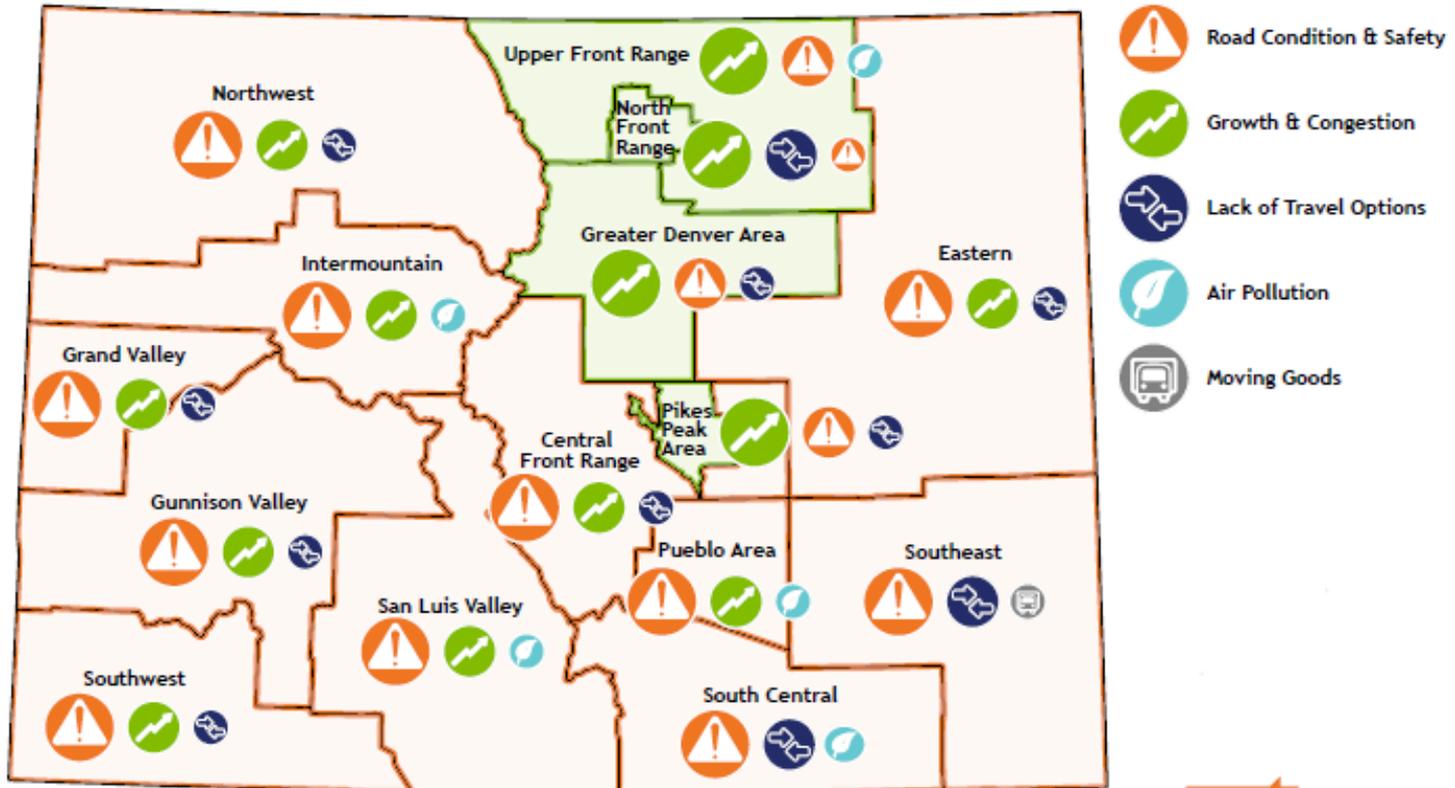


# Interim Report – Executive Summary

## WHAT WE'VE HEARD | By Region

### Highest Priority Transportation Trends & Issues

In priority order from large to small icon size



Source: 2019 Your Transportation Plan MetroQuest Online Survey





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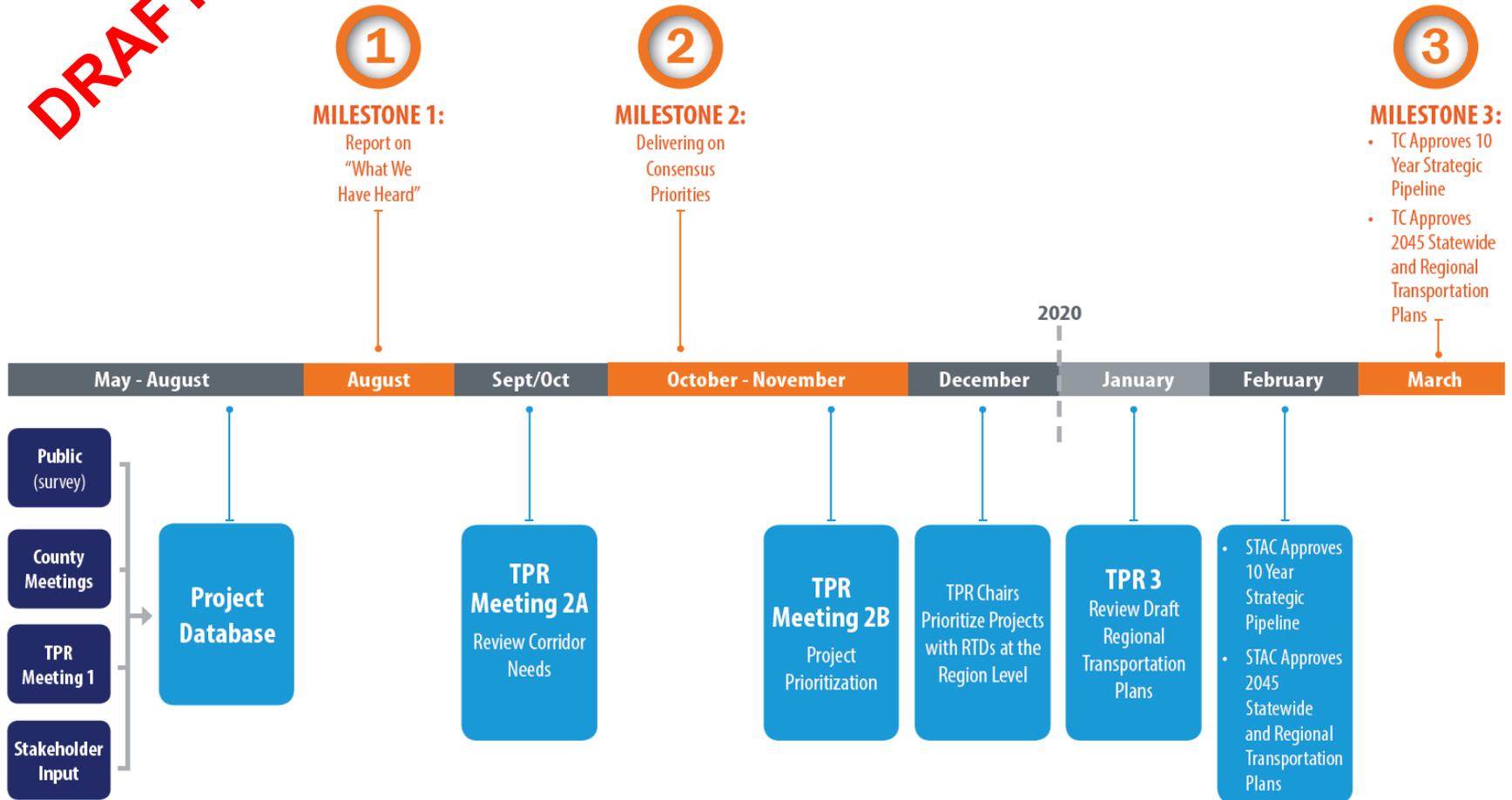
# PROJECT PRIORITIZATION AND PROJECT DATABASE



# Project Identification and Prioritization

## PROPOSED STATEWIDE PLANNING PROCESS

**DRAFT**





# Project Database

Region	TPR	County	Corridor	Project Name	Project Description	Budget Category
2	Central Front Range	Teller	US 24: •Lake George east to SH 67 SH 67: •Victor north to Divide	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide (MP 45.5-69.7) and Woodland Park to Deckers (MP 77-100).	•Safety •Mobility
2	Central Front Range	Park	U.S. 285: •Bailey north to Conifer  •SH 9 north to Bailey	US 285: Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening. (MP 183-234)	•Safety •Mobility
4	Eastern	Kit Carson	I-70 Plains: • I-70 from E-470 in Denver east to Kansas	Replace Failing Pavement	Replacement of pavement and associated safety improvements for four segments between Limon and Burlington.	•Safety •Asset Management
3	Gunnison Valley	Ouray	US 550: • Durango to Montrose	Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	•Safety

# EXAMPLE



# Corridor Profile Structure - Example

## Project Based Strategies



### Asset Management

- Add surface treatment overlays from MP X to Z
- Bridge replacement at MP X
- Construct intersection/interchange improvements at MP X



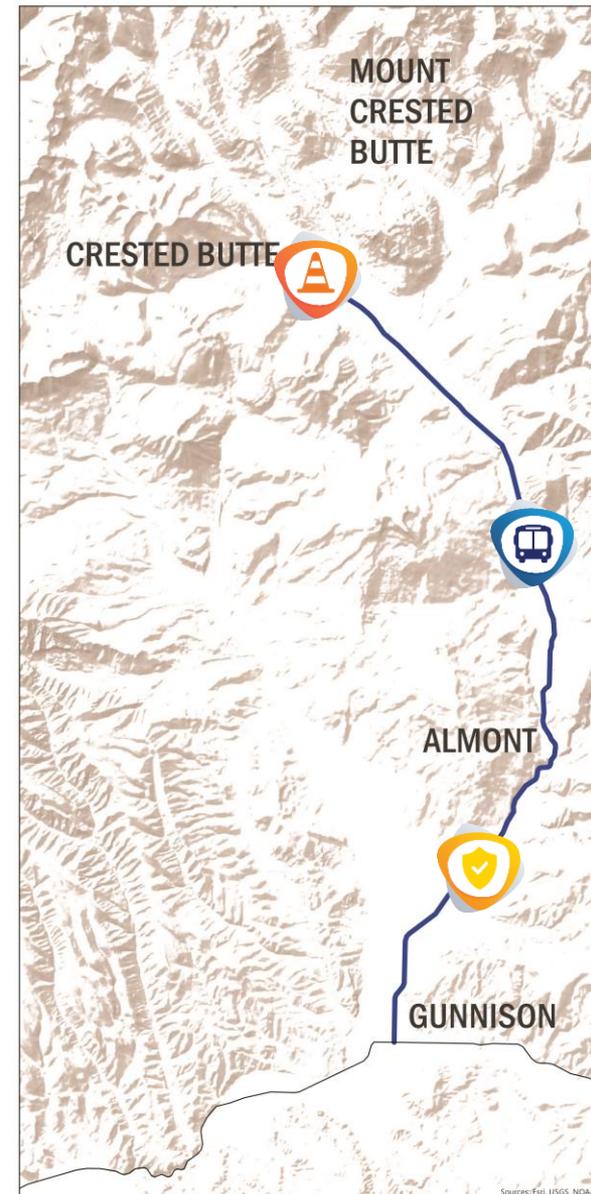
### Mobility

- Provide and expand transit bus services from Gunnison to Crested Butte
- Promote carpooling and vanpooling from Gunnison to Crested Butte
- Promote use and maintenance of variable message signs
- Provide bicycle/pedestrian facilities from MP X to Z



### Safety

- Improve hot spots from MP X to Z
- Deploy 6 inch striping from MP X to Z
- Improve wildlife crossings from MP X to Z
- Expand shoulders from MP X to Z
- Add turn lanes at MP X





# Project Identification and Prioritization

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## Questions

- *Does STAC agree with the approach to project selection and prioritization?*
- *Does the STAC agree with the format of the project database?*
  - *Does it convey the right pieces of information?*
  - *Is there any information that you would like to see that isn't included?*
- *Are there any concerns?*



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**NEXT STEPS**



# Key Activities and Next Steps

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- TPR Meeting #2A - September to October
  - *Meeting Objectives - Confirm Corridor Needs and Projects*
- TPR Meeting #2B - September to October
  - *Meeting Objectives - Project Prioritization*
- TPR Chairs Meeting - October to November
  - *Meeting Objectives - Collect TPR Priority Projects and Create 10-Year STIP (Strategic Pipeline of Projects)*