



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

July 26, 2019

9:00 AM – 12:00 PM

CDOT HQ Auditorium
2829 W. Howard Place
Denver, CO

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of June Meeting Minutes** – Vince Rogalski, STAC Chair
- 9:10-9:30 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:30-9:40 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:40-10:05 **TPR Representative and Federal Partners Reports (Informational Update)**
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 10:05-10:25 **Front Range Passenger Rail Update (Discussion Item)** – Randy Grauberger, Southwest Chief & Front Range Passenger Rail Commission
- Overview and update on the status of Front Range Passenger Rail
- 10:25-10:40 **Break**
- 10:40-11:00 **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.
- 11:00-11:20 **Statewide and Regional Transportation Plan Update (Informational Update / Discussion Item)** – Rebecca White, Division of Transportation Development (DTD)
- Update on the status of planning process.
- 11:20-11:45 **STAC Schedule Calendar Year 2020 (Discussion Item)** – Vince Rogalski, STAC Chair
- Review of the proposed STAC schedule for calendar year 2020.
- 11:45-11:55 **BUILD Grant Applications (Discussion Item)** – Rebecca White, Division of Transportation Development (DTD)
- Overview of the recently submitted BUILD grant applications.
- 11:55-12:00 **Other Business**- Vince Rogalski
- 12:00 **Adjourn**

STAC Conference Call Information: 1-414-436-4946 PIN: 993 540#

Web Conference: meet.google.com/onm-icqn-gnd

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

**Statewide Transportation Advisory Committee (STAC)
Meeting Minutes
June 21st, 2019**

Location: CDOT Headquarters Auditorium
Date/Time: June 21st, 2019; 9:00 a.m. – 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

STAC Representatives In Person: John Adams (Pueblo Area COG), Dick Elsner (Central Front Range TPR), Terry Hart (Pueblo Area COG), Suzette Mallette (North Front Range MPO), Andy Pico (Pikes Peak Area COG), John Liosatos (Pikes Peak Area COG), Michael Yohn (San Luis Valley TPR), Bentley Henderson (Intermountain TPR), Gary Beedy (Eastern TPR), Heather Sloop (Northwest TPR), Walt Boulden (South Central TPR), Vince Rogalski (Gunnison Valley TPR), Elizabeth Relford (Upper Front Range TPR), Barbara Kirkmeyer (Upper Front Range TPR), Roger Partridge (Denver Regional COG), Jacob Riger (Denver Regional COG), Bill Haas (FHWA), Bill Thiebaut (Chairman of the Transportation Commission), Stephanie Gonzales (Southeast TPR), Peter Baier (Grand Valley MPO).

Remote Participants: Dana Brosig (Grand Valley MPO) and Dean Bressler (Grand Valley MPO).

| Agenda Item / Presenter (Affiliation) | Presentation Highlights | Actions |
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| <p>Comments by Bill Thiebaut (Transportation Commission Chair)</p> | <p>Presentation</p> <ul style="list-style-type: none"> • Yesterday I was selected as the new TC Chair for the coming year – I hope to attend as many of these STAC meetings as possible over the coming year. Vince told me that you are considering changing your meeting dates to better align with and advise the TC and I think that’s great because I really value the input of this group. My view of STAC is that you are welcomed and trusted advisors to the TC, so if you decide to change it that would be great. I won’t make the July meeting, and I apologize for that and made the effort to be here today. • I’m taking steps to organize the TC in a positive way that can not only hear your concerns but also act on them. For example, I have for many years heard the importance of RPP funds and Asset Management funds to this group and your communities, and I intend to focus on that over the next year under a few umbrellas - safety, infrastructure, mobility, and funding, finance, and budgets. We’re going to | |

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| | <p>do that in a very deliberative manner but with your input. We want you to represent the needs of your areas and the state, but also the areas outside of your own that you care about. Please join us in this exciting time and opportunity to work together. This is like a rowing crew - we're all rowing but if we do it in tandem we go further and faster.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: There are also 4 commissioners leaving at the end of this session, and I have talked with all of them. They have asked that the STAC help those folks come up to speed on the issues and process that we follow so that we can have a smooth transition and continue our positive relationship with the TC. | |
| <p>Introductions & May STAC Minutes / Vince Rogalski (STAC Chair)</p> | <ul style="list-style-type: none"> • Review and approval of May STAC Minutes with one correction noting Heather Sloop's attendance at the May STAC Meeting. | <p><i>Minutes Approved.</i></p> |
| <p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p> | <p>Presentation:</p> <ul style="list-style-type: none"> • <u>Transportation Commission (TC)</u> <ul style="list-style-type: none"> ○ The packet is contained in last month's report and it is really important to take a look at the notes and the budget, which is changing in terms of what is being carried forward, and what's on the actual budget, and things that are extraneous to the budget but are part of the overall cash flow. ○ This month's TC meeting was in the form of a road trip to the Northeast part of the state, through Estes Park and Longmont, and a couple other communities. ○ Another big development is the passage of the multimodal options fund, which we will discuss in more depth later in the meeting. <p>STAC Comments:</p> <ul style="list-style-type: none"> • <u>Roger Partridge</u>: Do we still have a vacancy on the TC for Region 3? • <u>Vince Rogalski</u>: To my knowledge that has not been filled. We are going to have 5 vacancies total at the end of this month. | <p>No action taken.</p> |
| <p>TPR Reports / STAC Representatives</p> | <p>Presentation:</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: No meeting in May; kicking off a series of meetings with our 8 sub-regions within DRCOG for discussion of the RTP, SWP, and RTD system; the 2020-2023 TIP is out for public comment with a hearing on 7/17; Southeast Line RTD station in | <p>No action taken.</p> |

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| | <p>Lone Tree is now open; next Wednesday, 6/26, is Bike to Work Day and we have historically been #2 in the country so we're hoping to get great participation.</p> <ul style="list-style-type: none"> • <u>GVMPO</u>: We just hired a consultant for 2045 plan. No snow in Grand Junction but we deal with all the run-off from Heather's area; working with CDOT R3 on our US 6 strategic corridor on safety needs for that really critical cross-valley connection; awarded our first 15-mile stretch of the Palisade Plunge trail, which will start construction; continue working on exit 30 access coming off of Clifton area; finally we are looking forward to ED Lew attending our MPO meeting on Monday. • <u>NFRMPO</u>: ED Lew must have been very busy in June because she also attended NFRMPO's meeting; we thank her for coming up; we adopted our 2020-2023 TIP at that same meeting; LRTP in the process of doing a lot of public outreach over the summer, hitting every community in our area, anticipating plan adoption in September of 2019; a big project in our area is I-25 N, the SH 402 interchange will be closing 6/24 for approximately 120 days. • <u>PACOG</u>: We have started discussions on the Statewide Long Range Transportation Plan and are meeting in August; the transit administration and maintenance study is winding down, and Pueblo Transit is planning a charrette for a master plan; Pueblo station area plan study being kicked off, assessing 3 options for the location of a passenger rail station for the Southwest Chief and potential Front Range Passenger Rail; the RFP for our long range transportation plan is in its final stages of evaluation by FHWA and CDOT before advertisement; scheduled telephone town hall for the Southeastern area of the state on July 18th; I-25 Ilex project is winding down, just doing some resurfacing and striping at this point; US 50 West we have a lot of discussions about next steps and on US 50 East there is a lot of drainage work being done and now on to milling and resurfacing, a good deal of activity there; at least a few weeks without snow in Pueblo. • <u>PPACG</u>: Thanks to ED Lew for attending our meeting last week; adopted a resolution supporting the re-adoption of Rocky Scott to the TC; held a Your Transportation Plan meeting in Teller County; also we endorse the new donut selection. • <u>Central Front Range</u>: We're one hour away from summer but we also have a winter weather advisory and we're expecting 8-12 inches of snow in Alma over the next day; CDOT is working on US 285 and that's progressing as quickly as possible given the weather, and there's a project on US 50 that is moving along. I think CDOT can learn from that project because there was a commitment to max 15 minute closures but I think with the amount of traffic backup it's closer to 45, which I | |
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| | <p>think is impossible to avoid; anticipating issues with melt flow and I'm hoping one bridge in particular gets washed out because it should have been replaced 10 years ago.</p> <ul style="list-style-type: none"> • <u>Eastern</u>: Not a lot new. 4P meetings throughout the region next week and next TPR meeting on July 9th. • <u>Gunnison Valley</u>: Working on ADA ramps in Delta and Montrose right now, Delta under construction and in Montrose we are working on ROW; just north of Delta on US 50 they're trying to level out what we call the "roller coaster"; working on crib walls on a number of passes; snow continuing in the GVTPR as well; another big thing is working through the remaining county meetings in our area, I think we have two left, they've been going very well and we've been getting great input especially on concerns outside of the particular county in question; GVTPR had the 1st TPR meeting of the planning process, scheduled for 2 hours but it went for 3 because there was so much good discussion, now gearing up for meeting #2 on October 11th to prioritize our needs and projects. • <u>Intermountain</u>: If you want to see some run-off I recommend you drive through Glenwood Canyon, it's pretty impressive right now; we have a number of maintenance projects underway across the IMTPR, in my rough calculation there's in excess of \$80 million in work going on right now; TPR meeting on July 19th and looking forward to that presentation on the planning process and playing our role in that; lastly as the STAC representative for the FLAP grants we'll be making our final review on July 22nd, there were 22 applications for those funds that we have to sort through. • <u>Northwest</u>: Met on the 23rd of May and it was a great meeting as usual; it's snowing in the Northwest, I wish I could come to a meeting and not say that; we had a lot of conversations about our own priority planning for the RTP and we are starting a deep dive in the next 2 meetings, normally we meet quarterly but we're going to meet in both July & August to really knock this out and make sure we have a projects and priorities list ready for money as it becomes available; as far as local stuff US 34 bridge construction and detour; local agency grants for CR 8 Frasier Bridge several projects, Granby access being worked on; still working on SH 14 is getting looked at with Walden which will hopefully finish this season, SH 13 MM 16-20, US 40 from MM 31-37 is getting an overlay in July if it ever stops snowing; bridge projects in Craig and Hayden; ADA projects in Rangely, Hayden, and Craig, very much looking forward to the upcoming planning meetings, we all cooperate | |
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| | <p>really well together and we're compiling our needs so that we're ready to go in those conversations; staff coming up to our TPR meeting in July.</p> <ul style="list-style-type: none"> • <u>San Luis Valley</u>: We are one hour away from summer. Everything is great. The resurfacing project on SH 112 is complete and we are doing striping which is great for safety concerns. We do have flooding, but no structures are in jeopardy at this time. • <u>South Central</u>: Not much but maintenance, PEL study is going well, and looking forward to our 6/27 TPR meeting in Walsenburg; really concerned about flooding in our area, La Veta is on 30-minute evacuation watch right now; I have to say it's greener than I've ever seen it in southeast Colorado. • <u>Southeast</u>: We have a SH 71 Bridge replacement going well, maintenance projects also underway; abundance of rain and it's not letting up so we're going to need some major mowing later on; Southeast TPR Meeting next week followed by a CDOT pop-up community event to get more survey responses. • <u>Southwest</u>: <i>No report.</i> • <u>Upper Front Range</u>: UFR met the first week in June and ED Lew and Tim Kirby attended, we were the 1st guinea pig for that SWP discussion, a 3-hour discussion that was probably about 2 hours too long, it was good, maybe the 4th time I've seen the presentation and I also saw it at DRCOG sub-region meeting, took up our whole meeting for the most part; 4P meeting scheduled for Monday the 24 that 2:30; all of our municipalities were invited but no one else, because this is meant to be our meeting and we want to focus on our issues; about 6 months ago we started a SH 52 Coalition and last meeting we agreed to conduct a PEL for the portions within DRCOG of SH 52 (a portion is also in Upper Front Range) and then an ACP for the areas east of US 85, and we will be using CMAQ dollars for that. • <u>Southern Ute</u>: <i>No report.</i> • <u>FHWA</u>: <i>No report.</i> | |
| <p>Federal and State Legislative Report / Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)</p> | <p>Presentation:</p> <ul style="list-style-type: none"> • <u>State Update</u>: <ul style="list-style-type: none"> ○ CDOT is part of 4 legislatively dictated discussions this summer: <ul style="list-style-type: none"> ▪ The biggest of the discussions (prompted by SB 239) is on emerging transportation technologies and business such as peer to peer sharing, Uber, Lyft and others; CDOT is leading a task force that is looking at the impacts of emerging TNC's. This group will look at quantifying the impact of TNC's, policies that seek to incentivize better behavior through fees to | <p>No action taken.</p> |

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| | <p>address occupancy, electrification, congestion, etc. If you're interested in that let us know - we have a statutorily designated list of members but want to keep others in the loop via updates and a website. The first meeting is next week. The group will report out to the Legislature in January 2020.</p> <ul style="list-style-type: none"> ▪ The second discussion, prompted by SB19-076, is through CDOT's Efficiency and Accountability committee; They will be studying CDOT's use of consultants and the cost of our increasing use of consultants, possibly looking at if there are ways to close contracts earlier and what that looks like; this grew out of a bill by Senator Scott that would have required us to do fixed rate bids rather than the system we use now, no other state does that so we have a group of impacted stakeholders to walk through the options with us; that committee will meet after TC meets on Thursdays in July, August, September and October. The group will report out to the Legislature in January 2020 in the smart hearings. ▪ The other 2 committees/working groups have to do with the I-70 corridor: <ul style="list-style-type: none"> ❖ 1st was the bill to require chains on passenger vehicles as well as commercial vehicles; one legislator thought it was a good idea but wanted to know how it would be enforced, so we're going to have a conversation with the I-70 Coalition, CSP, local communities, and other stakeholders to define what a full compliance check would look like (as is done at Donner Pass in CA) versus a lighter, education and outreach process similar to what we have now. ❖ 2nd is to examine the potential for a safer route for Hazmat vehicles passing through the EJMT, which currently are required to go over Loveland Pass; the two options are sending them over a high mountain pass in the winter or send them through the tunnel while it's shut down to other traffic - both unattractive options with safety and environmental concerns. So this group will look at the costs and potential impacts of looking at an alternative. We will report back in September. ○ In terms of the 2020 Session, the Legislature has asked us to work on our proposals early, so we are preparing our draft agenda to get to them in July and that may include the following items: <ul style="list-style-type: none"> ▪ Items related to a referred measure on Front Range Passenger Rail or extending the authority of the Front Range Passenger Rail Commission up to Cheyenne instead of to Ft. Collins, where it currently ends. ▪ Another item related to Law Enforcement Assistance Fund (LEAF) for DUI enforcements on holidays and specific times; the formula right now is | |
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| | <p>running out of funding, so we are looking for a sustainable dedicated source of funding for that.</p> <ul style="list-style-type: none"> ▪ Other potential topics include a gas tax to sales tax transition, OHV issues in southwest Colorado, and distracted driving. <ul style="list-style-type: none"> • <u>Federal Update:</u> <ul style="list-style-type: none"> ○ No Federal Legislation update was presented <p>STAC Comments:</p> <ul style="list-style-type: none"> • <u>John Liosatos:</u> The first committee you talked about related to TNCs and emerging business models, after the report out to the Legislature, does it disband or come back for further efforts in the future? • <u>Andy Karsian:</u> They would disband; it would be a one-time effort. They will give recommendations to CDOT, we will then bring them to the Legislature in January, and depending on what they opt to do there might be a fee conversation about what and how that would be implemented. • <u>Bentley Henderson:</u> On the Hazmat issue I can tell you that many people in Summit County are interested in this topic and if you reach out to me I can give you some names of people that would be interested in participating in this conversation. | |
| <p>STAC Schedule for Calendar Year 2020 / Vince Rogalski (STAC Chair)</p> | <p>Presentation:</p> <ul style="list-style-type: none"> • Please see the proposed calendar in the packet; The logic behind this change is to allow enough time for us to give TC our input. That was the intent always, but it just ended up lining up so that we were meeting after TC, so we were asked to make this change; so that is what this is. Please give us input. <p>STAC Comments:</p> <ul style="list-style-type: none"> • <u>Suzette Mallette:</u> We are just talking about moving it from the 3rd Friday to the 2nd Friday? • <u>Rebecca White:</u> Just as a reminder the logic behind this is to have this earlier input so we can review and give input to TC. That was always the intent but the way we prepare materials it always feels like it is happening after TC, so we were asked to make this change. So that is what this is. Please give us input. And I think it would be helpful since often this meeting is following TC, so you all had asked to make this change with enough time to adjust your calendars, so that is what this is, so please give us your feedback. We appreciate this is not a minor change. | <p>No action taken.</p> |

- Vince Rogalski: The intent is to fulfill the mission of advising so there is enough time between meetings to do that. The perception was that it was problematic having the STAC meeting after decisions had already been made at TC. Comments, questions?
- Heather Sloop: Do we actually think staff will be able to get the minutes ready and in the packets from Friday to a Wednesday?
- Rebecca White: More than that, we actually have to get TC packets ready a week before, so it would not be possible for it to be in the packets, but Vince already has a standing item on the agenda. Commissioner Thiebaut do you think we make this a standing workshop item on that Wednesday? The problem is we wouldn't be able to get any attachments or documents from STAC in the packet in time for distribution and consideration by TC, but we would be able to give a verbal update.
- Bill Thiebaut: Well let me tell you I just left the Deputy Director, Herman Stockinger's office, who will also be serving as government relations liaison in the Office of Policy & Government Relations, and we have gone over some changes that I intend to apply to the agenda and the format of the packets. It goes back to the policy areas of focus I spoke of earlier. Staff doesn't know about this conversation yet, but there are many changes in terms of how policy matters will be delivered to TC in these areas and what they will be doing in terms of actions as a whole vs its committee action. It's getting complicated because it is so new, but I can tell you all commissioners that are on board are anxious for your advice and counsel. Especially with respect to formulating public policy for our transportation system and budget rests with TC, so we want to be clear that formulating this policy for urban and rural areas and to do that we are establishing a new format for our packet and our agenda presentations, so the long and short of it is that you could get on the agenda easier in the future than you can get on now and that's starting in July. The idea is for transparency and engagement and more opportunity for citizen input at our workshops and committees as well as in our meetings. I'm still developing these thoughts. Your advice and council is important.
- Heather Sloop: I guess I have a follow up then. It doesn't really matter if it is the 2nd week, but it is still important that we get written account within a timeframe that gives enough time for us to prepare. I recommend that we stay where we are and just realize we start in December. My thought is we could keep it the 3rd or 4th week and then do the work for the following month of TC and still be the advisory hand and have that information ready for the TC mailing items due the first Friday

of every month. I think it would be more efficient that way. I think it isn't enough time if we change it. I trust that Vince's verbal would be good, but I'd rather have it in writing.

- Vince Rogalski: The problem is that the TC sometimes makes decisions before we have a chance to even see the information and we want to avoid that.
- Barbara Kirkmeyer: I thought that the idea was in bringing our meeting up that essentially what you would bring to TC you could also to bring STAC. And by bringing STAC and TC meetings closer together, it makes it easier on staff so that they can prepare STAC and TC minutes together. The question is whether we can get the written minutes from this meeting to the TC by the following Thursday so that they have the full information from our meeting when they're making their decisions, in addition to Vince's verbal update. The idea is for STAC to act kind of like Planning Commission. We get the TC minutes and then we also get their verbal description from STAC of what occurred as well. So I think the 2nd Friday might work the best, but I don't really care as long as I have date on my calendar, so I think if you can get the minutes enough even if they aren't perfect that might work best.
- Andy Pico: I think that the specific Friday you pick is not as important as the overall approach of working towards the next TC meeting, whether that's the same month or the next. I kind of like where it is now. It will be more difficult the 2nd but I'll make it work if that's what is decided.
- Rebecca White: Maybe we can bring this back to you in July for a vote, with the added context of the changes that Commissioner Thiebaut mentioned regarding the TC packet and meeting approach. I think the minutes idea is feasible. Could we put this on for July?
- Terry Hart: As far as the STAC I like the concept of the change as long as we have timely hashing over the issues by STAC. But I'd like to point out that the rail Southwest Chief and Front Range Passenger Rail Commission also meets the 2nd Friday of each month so I just ask that whatever date we pick for STAC that we also work with the rail commission to alter their dates so we can do both meetings. That would help a ton.
- Gary Beedy: The big issue is that if there's something that STAC needs to give input on that it needs to get to STAC earlier. If STAC could get a preview on these issues so they have time to produce documentation, so needs to make sure it gets

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| | <p>to STAC and work is getting together. Staff would need to be making sure it is getting to STAC in time to get to TC.</p> <ul style="list-style-type: none">• <u>Turner Smith</u>: Separate from the TC packet, I would ask that we can get those STAC minutes a week earlier than we currently do so we have more time to review ourselves.• <u>Barbara Kirkmeyer</u>: I have a few questions of Commissioner Thiebaut while he is still here.• <u>Vince Rogalski</u>: We will postpone a decision on this issue until after we see the potential agenda changes for TC. The next item on the agenda is a break. But go for it.• <u>Barbara Kirkmeyer</u>: My request to Commissioner Thiebaut would be to have a discussion at some point about how TC plans to meet its statutory 4P commitment, because I feel that the county meetings we are having right now to discuss the SWP process do not meet that requirement. There is a state requirement that the TC has a county hearing process and that changed in 1996 when we started calling it the 4P process. It is supposed to be for the TC and County Commissioners in each region to meet. We need to have a discussion to figure out how to meet this requirement because the 4P meeting that we are having on Monday in my county is not fulfilling that requirement or intent of that statute. I'm requesting TC have a discussion about how the process is happening and how the requirement is fulfilled annually.• <u>Commissioner Thiebaut</u>: That's a good question. I will put that item on our next workshop agenda (7/17) and I would invite you to or anyone else who is interested in this topic to participate in that discussion in some form. I read the statute the same way that you do, and when I became a commissioner 5 years ago I made it a point to attend all of those meetings in the Southeast because I believe that county commissioners provide the most important input of any stakeholder group. I have always attended those meetings and I find them very useful. I also see the value in using those meetings to get a sense of the priorities in the county, and have always seen the 4P meeting as a way to kill two birds with one stone. I have always attended the 4P meetings, and I've always found it very helpful for me to be there to be able to respond to questions, so that's my view, but let me tell you that I think it's important. I just have to remember to call Herman to put it on. | |
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| | <ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: I agree with you and I don't have an issue with having that double intent, I just want to make sure that the original intent is not lost in the process. We fought very hard for it back in 1995. • <u>Commissioner Thiebaut</u>: Yes, and I would say that there are more people involved in the planning process than just county commissioners. I see a lot of value in that as well. At first I thought the planning process was just a waste, but now that I work with Wendy Pettit I see that the process has a lot of merit and I've changed my mind about that, and I support the process, but I think it's fresh eyes looking at old problems, but I don't think it can hurt, but I want to make sure the statute is being followed. • <u>Barbara Kirkmeyer</u>: I agree, but we need to make sure we have the direct communication with decision makers of a state agency. My second request is regarding air quality and specifically the implications of going to a Serious standard in the non-attainment areas (NAA), specifically Governor Polis' decision to withdraw the request for an exemption, the expected effects of moving into Serious status, and how that will impact our transportation projects. I'm going to also request that it go on our STAC agenda as well regarding the increased air quality regulations and whether we can expect those to apply only to the Non-Attainment Area or be expanded to the entire state. We need to look at what the implications of the increased air quality regulations to our transportation system will be. • <u>Commissioner Thiebaut</u>: I will add that to a future agenda, but not July, because I need to learn more about this topic myself in advance. • <u>Rebecca White</u>: I agree that would be a great topic for the STAC as well; we have a lot of staff expertise, and can get some staff experts to participate in that. • <u>Barbara Kirkmeyer</u>: And someone from the Air Quality Control Commission (AQCC) needs to be involved in the discussion to tell us what their intent is. I want to know whether they're planning to expand the NAA further than it is right now. | |
| <p>Comments by Johnny Olson on His Retirement / Johnny Olson (CDOT Deputy Director)</p> | <p>Presentation:</p> <ul style="list-style-type: none"> • I've been coming to STAC for a long time, as region director we work with many constituents and I've found the bottom up approach for what's right is because of everyone in this room and you guys are outstanding at what you do. I wish we had another 100 of you. The only way to be successful in transportation is to find a common mission even in these political environments. Until we can find a common goal; when we had disaster in 2013 no matter what the politics was; no matter what you did, people came together. We always come together when things are hard and | <p>No action taken.</p> |

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| | <p>when we need; this group always has done this well, but we have to find a common goal to motivate the entire state to do this. It doesn't happen without folks like you. It's a pleasure to have worked with you for all these years. I don't have a job so I'll be back. I don't have a plan. So I'll be back to see you and will continue to work with you.</p> <p>STAC Discussion:</p> <ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: I would like to say thank you. You've been a fierce champion for 29 years and I hope you continue to be in your unplanned future. I've been able to work with many RTDs and you are my favorite. We got through it by talking it through. I always knew that he had in his heart what was best for the region. It was a great partnership and I think it's why we got through the flood as well as we did. We are really going to miss you. I wish you nothing but the best. • <u>Suzette Mallette</u>: We've worked together a long time and I want to recognize that Johnny's work on I-25 north was huge, so it started way back right after the flood and CDOT applied for a Presidential challenge grant to get bridges replaced so we wouldn't lose connectivity in a subsequent flood. The grant to complete it didn't come through so we convened a small informal meeting to discuss what was next. There was a Larimer County commissioner and a person from the City of Fort Collins, and Johnny came together. Johnny said, "Well let me take it back and talk about it" and he talked about what the North Front Range wanted to be, and he did take it to the then ED, and he really was the champion that helped start moving the project forward. In the words of the then Executive Director, "Let's go big or go home" and see what we can actually get funded, and that really was what got the project started, and allowed us to get the funding needed. Thank you for all your hard work and dedication. • <u>Johnny Olson</u>: That corridor was the biggest success I had; with all people coming together. Weld County, Larimer County all came together and had my back. • <u>Vince Rogalski</u>: Other comments? A piece of advice I gave to TC yesterday, we always don't all have to be in the same state of mind or in agreement. Disagreement among a group is good because you have good discussion and some people are convinced to change their mind and that leads to better decisions, and we are here for good discussion. Let's continue to work together. | |
| <p>Planning Reset Update / Marissa Gaughan (Division of</p> | <p>Presentation:</p> <ul style="list-style-type: none"> • Our goal is to bring planning efforts together and use data to develop a strategic 10-year pipeline of projects. | <p>No action taken.</p> |

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| <p>Transportation Development)</p> | <ul style="list-style-type: none"> • We have visited 25 counties and 3 TPRs so far, with many more next week, and the rest soon after that. • We would like your input from those of you who have participated in meetings so far on how they have been going so far. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: There was a lot of input, people are really getting engaged. In the past that was not always true and the issues tended to be parochial. Now we're hearing less about what I want here and more about what I want in the state. Safety has become a big issue not only with the TC but also with the people out there in the state. People are focused on how do they get home safely, to their job safely, and to recreation safely. I am encouraged by the communication so far between CDOT and the public on their needs. • <u>Joshua Laipply</u>: I wasn't there but I heard some feedback from people on the TC road trip that some of the data we're throwing at people doesn't feel right to the local audiences, so we should adjust our messaging to acknowledge that if something doesn't feel right you should let us know. • <u>Vince Rogalski</u>: One of the things that I found was when you're looking at this data is sometimes you say to yourself - is that right? Is that what's happening in our region? And then later on when you think about it, you might say - yes, that is happening, I just never noticed it before. • <u>Barbara Kirkmeyer</u>: So I'm going to repeat some stuff. With regard to the 20 year plans that are federally required, that's one thing, but these are our plans and they aren't top down and they aren't cookie cutter. You make sure that the goals, mission, priorities are yours. The data was fine in the presentations, but it is starting to feel like CDOT is telling us what to do. It's supposed to be bottom up, and it is supposed to be our plan. It isn't supposed to look like the other plans. So to all of you, make sure they are the goals of your region and not CDOT's. CDOT needs to remember that it is our plan as well, and you get the one vote. I think it would also be good for CDOT to better explain the differences between the TIP, STIP, 10 year Development Program, and 20-year plan that we're putting together to help people understand the differences. • <u>Turner Smith</u>: When I hear "Reset", it makes me think that existing projects are being taken out of the pipeline and replaced with new ones. • <u>Marissa Gaughan</u>: That's not our intention. When we say Reset we're saying we want to re-listen to what the needs are, as ED Lew has said many times, that is what we mean. It is about listening to the priorities holistically, but not erasing history. | |
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- Joshua Laipply: Yeah, I agree. Anecdotally, I'm hearing that a lot of the local priorities are not new, but we're trying to reset our process for developing plans and putting them together in a more combined and holistic manner, so we are updating it and combining the plans not erasing history.
- Barbara Kirkmeyer: You need to get better at making the distinction between the statewide plan that CDOT is responsible for and the regional plan. When you say reset you make it sound like there's something wrong with these existing distinctions. You say you want to listen to our priorities, but we have been telling you the same priorities for 25 years, and really what we need to discuss is how to get them funded. The priorities haven't changed, so we need to make these distinctions clear. Even though CDOT has determined a need to reset the process, the TPR's have a lot of needs and priorities that still haven't been addressed.
- Vince Rogalski: One thing that bugged me in the past was that when new money came up we needed a new list. Why do we need a new list? We need to clarify what the list is so that we don't have to keep redoing it. That's nuts.
- Heather Sloop: So we are doing that. I've heard loud and clear how this is going from the TPR. We are building a master list based on their priorities. I've gone a step further. We came together and said categorically what do we have as major categories that we need to focus on? And there was a list of 20 things that came out. We sent this to every municipality and asked them to categorize each and let us know where they are in the process, and they will be sending their master lists which are in tabs in a spreadsheet for each category. And then if transit money comes up and there is a list already we can be more aggressive about competing for the different funding streams in the future. We have a spreadsheet that will help us get money as it comes available based on these plans and we don't have to keep reinventing the lists.
- Pete Baier: Similar concept to what you said Vince. I've seeing a lot of different lists but with this new process there is the distinction between financially constrained and somewhat less constrained, and you don't have to answer this question now, but I guess I wonder and I hope that through this process we have a better idea of how do we keep the project list relevant and workable for new federal funding that comes available.
- Barbara Kirkmeyer: At least CDOT went to the 10-Year Development List and that's what it is supposed to be.
- Jeff Sudmeier: The key to the reset is moving more than that. Predating that was consolidating all the lists. Can we better integrate the 10-Year Development Program with the STIP? The Development Program did put together a great list,

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| | <p>but it didn't prioritize well. So the intent is bringing it more to that, so that you don't have to keep making new lists.</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: One of the issues we've looked at is that people have a really tough time looking 20 or 25 years ahead, it's hard to visualize, so refocusing that broader conversation on the next 10 years helps people make it a little more concrete in their minds. • <u>Roger Partridge</u>: I agree with a lot of the comments. One of the things in DRCOG is that we prioritize projects in the shorter-term and those that have decision documents associated with them. One thing I haven't heard is that when we look at local projects we look at projects that already have decision documents, and we have already put a lot of work into that, so when I hear reset it makes me worry about throwing out that work that's already been accomplished, which doesn't make any sense. • <u>Rebecca White</u>: I think you're right that the language is important. And our meaning for reset is more in reference to the process being different in terms of bringing transit into the same conversation which I think has been really helpful. Those process changes have helped so much. And there is a difference in how it plays out, but I encourage you to think about how to do it better because we always can, and another big change with this process is that the list was always limited to the big projects and the way we are looking at this process is that the STIP going forward will look at a corridor and will look at all sized projects along the corridor. So, we are hearing repeat of those projects that have always been there, but public doesn't think of the needs in terms of different lists. They think in terms of corridors. • <u>Barbara Kirkmeyer</u>: Some of that is helpful, but again there needs to be a distinction between the regional plans and the statewide plan. And there needs to be a process to identify which ones we actually consider to have statewide significance. We did that before 2009, back in 1995, and we had a prioritized list that, if the line moved up or down, we knew where we stood. There needs to be criteria and definition on what is a state significant project versus a regionally significant projects, so we can put our limited dollars toward those statewide priorities. • <u>Vince Rogalski</u>: Other Comments? It's pretty quiet out there, but Barb and I went through this process and we did have a discussion. We didn't always agree, but the projects were on the map so we discussed them. We need to go back to what do we see as being of statewide importance? It's important because the scope has increased. The thing of it is that the commission doesn't want to hear about separate pots. Barb is right that the region plan is the region plan and we need to | |
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understand how does that fit into state plan, and what is significant regionally vs. at what is significant to the state.

Presentation

- Public Events so far:
 - Fort Lupton Recreation Center Pop-Up
 - SummerFest on the Rio in Alamosa
 - Montrose Pop-Up at the Library
 - Kremmeling Days
- Upcoming Events:
 - Pop-ups following CFR, SE, and SC TPR meetings
 - Santa Fe Trail Days in Trinidad
 - Greeley Stampede
 - Brush Rodeo
 - Denver Black Arts Festival
 - More to come...
- YourTransportationPlan webpage and survey
 - Please do share this with all of your distribution lists, we have a template email that you can use if you like
 - As of today we've had 3,500 completed surveys
 - Top ranked priorities so far:
 - Growth & Congestion
 - Condition & Safety
 - Lack of Travel Options
 - Air Pollution

STAC Comments

- Barbara Kirkmeyer: Can we get a regional breakout of these to understand our local priorities?
- Marissa Gaughan: We can slice, dice, and package this however you would like - by TPR, by County, by CDOT Region, etc.
- Dick Elsner: Only 30% of people in Park County have access to the internet.
- Marissa Gaughan: So far, we've gotten a good geographic spread in terms of the surveys and the more than 8,000 specific location-based comments that people have given us about local concerns, specific projects, and more. The tool allows us to see where the surveys are being done.
- Vince Rogalski: One of the things that is really important, but isn't necessarily represented in all of the data is near misses. Data doesn't tell you about dangerous

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| | <p>areas that have near misses. That's what people can tell you and that's also really important. That's why each regional plan is different. Because we have different configurations and geographies and all of that is good information to get from people about how they travel.</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: On the survey, after filling it out, it does seem a little skewed to environmental and transit issues in how it is laid out. Just a personal impression after taking it. The layout seems to be leading people to the Governor's agenda and could be skewing the results to those priorities. Other priorities are harder to get to. That was my impression in terms of response selections. I wonder if there's a way to adjust that. • <u>Rebecca White</u>: So we've identified a couple other things to tweak, but we can't change them now that this has launched without messing up the results, but I will point out that road condition and safety come up as the second biggest priority, so people are still getting there pretty quickly. And when we can, we are helping people through it as best we can. But that's good input for the next go around. • <u>Suzette Mallette</u>: What is the timing on the survey? • <u>Marissa Gaughan</u>: We will have it open through the summer. The last event is "Labor Day Lift Off" so that will probably be when it closes. I should mention to Gary that we are getting help from Gary with events and outreach, and we want to hear you outside of Denver. | |
| <p>SB 18-001 Multimodal Options Fund Update / David Krutsinger (Division of Transit & Rail) and Rebecca White (Division of Transportation Development)</p> | <p>Presentation:</p> <ul style="list-style-type: none"> • The TC approved this resolution yesterday. Are there any questions about it? The resolution approves the recommendations from the Multimodal Options Fund committee. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: When TC started discussing it they had difficulties with the resolution so they worked on it and made some modifications so they finally approved the resolution all in agreement yesterday. • <u>Suzette Mallette</u>: Please remind me what the dollar amount is and how it was split? • <u>David Krutsinger</u>: Over 2 fiscal years there will be about \$97 million total, and the first \$2.5 million will be allocated to the Passenger Rail Commission. Thereafter it is split 85% for local pass through funds and 15% for CDOT. That means \$81 million is for pass-through funds to the locals, and 14 million is for CDOT use. There was a committee that was formed with STAC representatives, TRAC representatives, bike and pedestrian advocates and some mobility advocates and over a series of 3 | <p>No action taken.</p> |

meetings they came up with a formula for how to divvy up the \$81 million pass-through funds to the TPRs throughout the state.

- Suzette Mallette: When will we see the dollar amounts for our areas?
- David Krutsinger: That was in the TC memo yesterday. I can send that out to STAC.
- Rebecca White: We can send that out to STAC. The next step is determining the call for projects process. Now that we have final approval from TC on the resolution, we will go back and figure out the next steps for the call for projects process.
- Suzette Mallette: Is there a call for projects process that will be happening through CDOT or is it distributed to the TPR?
- David Krutsinger: The MPO's will hold their own call for projects and then the CDOT Engineering regions will work with TPRs to facilitate the call for projects, and there is a share for each TPR so they won't be competing against each other for those funds.
- Roger Partridge: Can you remind me the specific bill this is based on? Was there a specific bill?
- David Krutsinger: Yes, it was SB18-001.
- Pete Baier: On the local pass through is there a local agency policy manual process or is the local agency going to have a procurement process to get the work done? It matters quite a bit to us for how we plan.
- David Krutsinger: It depends on the project and what projects you select and where they are. If it is an infrastructure project it will follow a local agency process. If it is a bus project on a local road then we are anticipating that CDOT participation will be much smaller, but it will probably still be contracted through CDOT because we have responsibility to report that. So, of the \$81 million the committee then has to track, and about 5% will be taken for this administrative need for now, but based on what gets selected it could be larger or smaller, and will need to be higher if it's all projects on federal highways, but if it is a bunch of buses and bike lanes, sidewalk gap projects then not as much CDOT participation is required.
- Bentley Henderson: There was a question embedded in what the legislature asked the committee to discuss about the ability to have latitude with the local match. Has there been further discussions about local match?
- David Krutsinger: Yes. The AG's office advised the legislation doesn't allow CDOT to delegate this so our compromise position was to set a structure around that. Counties under 50,000, or for those with 20,000 and with a poverty rate higher than 12% (which is the median for the state) are eligible for match relief. So there is a match requirement, but it allows for some flexibility for communities that will have a

harder time with the match requirement. It sets the guardrail, but allows for flexibility in your area. But if poverty rates are not a good indicator in your area but you think you still should be entitled to this then you can come back and still ask for approval of match relief using whatever is a better indicator in your area. If you have a high percentage of something else come back to the commission for approval.

- Bentley Henderson: So the commission will be the one determining for how much?
- David Krutsinger: I don't think that so much or that CDOT transportation will be making that determination. I don't think the commission will really dig into that so much, I think the TC will say you picked good communities and yes we agree with that.
- Bentley Henderson: So the discussion will be filtered by regional CDOT staff?
- David Krutsinger: They'll facilitate, but it's up to you all at the TPR to make the decisions.
- Walt Boulden: Is there a boundary on match based on this?
- David Krutsinger: No, TC doesn't control the match. So that's up to you all. The resolution still allows for anything from 0% to 45% match, or anywhere between 0 and 50% would be possible for some projects. We did reach out to DRCOG and they already started a call for projects, and they started it back in October and they aren't doing any match relief on any of their projects, so we aren't going to upset the call process that has already occurred.
- Vince Rogalski: Is DTR the clearinghouse for the applications?
- David Krutsinger: Those details will still need to be worked out. I think they will go to the TPR and the Engineering regions will be the administering device.
- Turner Smith: What's funding that? Is this for the Amtrak expansion?
- David Krutsinger: The \$2.5 Million off the top for the Southwest Chief and Front Range Passenger Rail Commission is for the commission and it's for studies and work on both the Front Range and Southwest. It is not a grant to Amtrak. It's a legislatively created thing independent of CDOT. The commission is looking at questions surrounding passenger rail. It's independent of CDOT and looking at those questions along the Front Range and preserving Amtrak service in the east.
- Vince Rogalski: That's the next topic on the agenda.
- Turner Smith: I thought it was an upgrade to their system.
- David Krutsinger: This money isn't for an upgrade. There are separate projects though through TIGER programs and BUILD applications that are repairing track, but those are not part of this commission.
- Heather Sloop: Can you tell us the breakout for rural and urban so they know the percentages?

- David Krutsinger: I'll get the distribution table out. The 5 urban MPOs get 81% and 19% goes to the rural areas. The Committee looked at a lot of data and went with the Transit VMT measure, which gave the most to the rural areas in recognition that the population of the MPOs travel and recreate to the rural areas and the more intense needs in the rural areas in terms of longer distances.
- Barbara Kirkmeyer: So if you have no transit system in your rural area you can't get these funds? I'm just going to point out in some rural municipalities they don't even have sidewalks.
- David Krutsinger: That's not the intent. This method was a committee recommendation. CDOT was just the facilitator. In the rural areas there is a sub-allocation formula that was not based on bike lanes or transit vehicle miles traveled because the data doesn't exist. The split was based on the transit vehicle miles traveled as a whole for the state in rural areas, so not having transit in one particular community doesn't mean they can't get any of this funding.
- Barbara Kirkmeyer: So again, you don't get it if you have no transit.
- David Krutsinger: No. Urban and rural were taken as two large groups. So once the split is made then the...
- Barbara Kirkmeyer: I'm concerned about how the split was determined. It's not enough for places that have no transit to get it started.
- Heather Sloop: I was the STAC representative on the committee and I can tell you it was very difficult and a good conversation. We started at 14% and I fought for 25%, but we really thought the 19% was a good outcome and it wasn't just arbitrary. It really was the best way to figure out a good means of splitting up the money. It is defensible based on data and charts.
- Barbara Kirkmeyer: Sure, but if it's based on ridership and there's an area like in the Northeast and they have some but want to expand it. There's no way for rural areas to get that or even do startup stuff with this amount of money. There's no extra dollars to do this in rural areas. There is in the MPOs. You've basically penalized places that don't have transit and prevented them from getting it. There are places like Lamar in Prowers County that doesn't even have sidewalks.
- Vince Rogalski: The questions is since it's multimodal, can there be applications for things other than transit, like for sidewalks?
- Joshua Laipply: I wasn't there, so this is dangerous, but I think the amount that the TPR gets is a separate determination. The transit ridership doesn't determine what a community gets. It was just a way to distribute the funds between rural and urban parts of the state.
- Barbara Kirkmeyer: So I understand that the split still allows us to be competitive this way, but it's the 81/19 that I'm concerned with.

- Joshua Laipply: Understood, but I don't know that it is entirely the case that you can't use the funds for transit if you don't already have it.
- Barbara Kirkmeyer: If we are only getting 1% of it we are not going to start a new transit system. In Lamar they don't even have sidewalks. Funding is too small to do anything with.
- Walt Boulden: I think that Barbara's point for the future is what kind of data are we using to make these decisions and what criteria should be added to the ridership numbers in making these decisions. Such as what other options there are in the area. You're never going to capture that full need with only ridership.
- Suzette Mallete: Is this a one-time infusion of money or ongoing?
- David Krutsinger: From a legislative standpoint it's spread across two fiscal years, but it will all arrive this fall so in that sense it's a one-time infusion.
- Barbara Kirkmeyer: Well then I'm even more upset that it is only 19% for rural. In urban areas you have multiple funding options to go to for these types of projects, whereas in the rural areas this is the only thing available. I'm going to make another point. If you're in an MPO area there are several buckets for you to go to that you can quadruple dip into. In the rural areas we do not have that opportunity. If you are in Lamar trying to get sidewalks so you can walk to the Cow Palace, 19% of the funds going to 10 rural regions is simply not going to cut it, and I don't think it is fair, and the only reason I agreed to it before was because you had a list up there showing the rural regions getting access to other funding streams, but we aren't there right now.
- Joshua Laipply: We need to ask and answer more questions to get there. The committee looked at 9 different criteria and this was the one that gave the most to rural locations of the options that they looked at. So the question will be what criteria do you want us to use in the future to make a different decision?
- David Krutsinger: We considered 9 different criteria including population, elderly population, children and other indicators all are giving less than 19%. There were no other measures that were discussed that give a better outcome to rural areas.
- Jeff Sudmeier: That table is in the packet? I think it would be good to share that now. Do we have that handy? We can share that information.
- Heather Sloop: Yes, please show the graph.
- Rebecca White: I think Mike King has it. I wonder if Ann could speak up because I know she was on the committee.
- Ann Rajewski: I was going to mention what Josh said. This was the highest indicator for rural areas that we could use. And not having transit in your particular area wasn't the determining factor of the 19%.

- Barbara Kirkmeyer: The distribution isn't what I'm talking about. I'm talking about the 81/19 split. Why was transit ridership one of the criteria that was considered?
- Anne Rajewski: Well because that was in the statute. The statute required that criteria to be considered. It was in SB18-001 but the legislation requires that it is based on transit ridership and population. We looked at what the bill asked us to look at. I understand what you are saying, but that wasn't part of the bill.
- Barbara Kirkmeyer: Why does it have to be split up by region?
- Rebecca White: it makes it easier administratively.
- Barbara Kirkmeyer: Why can't it just be a grant process? Then they could have the opportunity to put together a project proposal in rural regions that actually has an opportunity to get funded. Is that from statute?
- Bentley Henderson: I think it should go back to a bottom up process and I think it's best to be decided by locals.
- Barbara Kirkmeyer: It should be through a grant application process.
- Rebecca White: The legislation required this advisory committee, and this was not a quick process, and it followed statute. Heather represented the rural areas very well.
- Barbara Kirkmeyer: I understand that.
- Rebecca White: But this was the process that the legislation required.
- Jeff Sudmeier: Just to clarify, the legislation required distribution through a formula. A grant would not meet the legislative intent even though it might be nice because an open grant process doesn't meet the requirement for a formula distribution.
- David Krutsinger: If we had just interpreted the legislation strictly based on ridership and population we would have only been giving the rural areas 12%. By interpreting it more broadly the committee did a lot of work to get to a place that was as fair to the rural areas as possible within the legislative constraints.
- Barbara Kirkmeyer: If it requires distribution process that doesn't mean there couldn't be a grant process. You could still distribute the other funds and then the rural areas would be able to get some stuff done.
- Rebecca White: The legislation did require a formula and it required a committee. We can consider now if it can be combined with other pots of money like FASTER Transit to make it easier to use for projects in the rural areas.
- Barbara Kirkmeyer: It is a formula - 50% goes to a grant. And these are state funds that are easier to use because there are fewer requirements.
- Rebecca White: True, but maybe there are creative ways to look at different pots.
- Turner Smith: How do you square that with the well-known fact that there are a highly disproportionate number of deaths in rural areas compared to urban areas.
- Josh Laipply: I don't know if that's true anymore. I think it's flipped actually.

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| | <ul style="list-style-type: none"> • <u>Turner Smith</u>: No, it isn't true per 1,000. • <u>Josh Laipply</u>: We can provide that information. • <u>Turner Smith</u>: It would be difficult for me to believe data that says that. • <u>David Krutsinger</u>: We started with population and transit ridership as the legislation required, so fatalities were not part of the criteria that we were directed to look at, but pedestrian and bike fatalities were. The FASTER safety program is definitely dialed into traffic fatalities though. • <u>Rebecca White</u>: I love that this conversation is really showing that there is a strong desire for transit in rural parts of the state and that is coming up a lot at the meetings so it is good to hear it echoed here. • <u>Barbara Kirkmeyer</u>: I don't agree with that take-away. It is that this is further hampering rural areas from getting transit. • <u>Walt Boulden</u>: I just want to mention that I have seen this chart many times before and in different iterations, so I know it has been massaged quite a bit. I can tell you, this was a conversation that needed to happen with the Legislature, and educating them about rural areas is important. • <u>Heather Sloop</u>: It didn't feel good then either. • <u>Barbara Kirkmeyer</u>: What percentage of funding is DRCOG getting? 85,90%? So 50%. • <u>Vince Rogalski</u>: Other questions or comments? Our next item, the Front Range Passenger Rail Update, will have to be postponed until the next meeting. Because it is almost noon we are going to postpone that to the next meeting. | |
| <p>Other Business / Vince Rogalski (STAC Chair)</p> | <ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: Good idea, and can we have a discussion about air quality on the next agenda? It's important that we discuss the implications of going to serious status in the nonattainment areas and whether they are going to expand the rules to other parts of the state. • <u>Andy Pico</u>: I have a lot of questions about that topic. I want to add to that that the rules that the Air Quality Control Commission is developing on carbon dioxide are also important to discuss. All of it is transportation related and how are the rules going to count against the power grid that is going to have to power all of it. • <u>John Liosatos</u>: Real quickly, and maybe this doesn't have to be done, on the standing item of TPR reports, can we reword that to "STAC Representative and their Federal Partners Reports" because I know that even though FTA and FHWA representatives are very involved in the MPO meetings, I think they need to have a standing item on this agenda to have the floor here as well. • <u>Vince Rogalski</u>: Great idea! | <p>No action taken.</p> |

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| | <ul style="list-style-type: none">• <u>Rebecca</u>: Thank you all for being willing to have these tough conversations.• <u>Vince Rogalski</u>: The next STAC meeting is July 26, 2019 and we are adjourned. | |
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STAC ADJOURNS

The Transportation Commission (TC) Workshops were Wednesday, June 19, 2019 at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204, and the regular meeting was Thursday, June 20, 2019 at the Embassy Suites in Loveland, Colorado. The Transportation Commission went on a road trip to visit Sterling via US 6 and I-76, to view 1) the “S-Curve” and then depart Sterling to Loveland to view SH 71 and continue to Loveland via SH 14 to I-25 to view SH 402.

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, June 19, 2019

10:15 am – 11:00 am

Attendance: Commissioners Shannon Gifford, Sidney Zink, Bill Thiebaut, Kathy Hall, Kathy Gilliland, Ed Peterson, Karen Stuart, and Kathy Connell

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss ten right-of-way (ROW) acquisition projects (negotiations).

Action: Prepare to act on agreed upon 10 proposed right-of-way property acquisitions at the regular Transportation Commission (TC) meeting.

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

- Region 1
 - ADA Curb Ramp Pilot – Colfax Avenue, Project Code: 22580
 - US 85 MP 198.3 to MP 200.47, Project Code: 21557
 - I-70 Central, Project Code: 19631
- Region 2
 - SH 12 Critical Scour, Project Code: 21591
- Region 3
 - US 550 Montrose Residency Phase 1 ADA Ramps, Project Code: 22795
- Region 4
 - I 25 North: SH 402 – SH 14, Project Code: 21506
 - I-76 & US 34 Resurfacing: Fort Morgan ADA Ramps, Project Code: 21850
 - I-25 and SH 119, Project Code: 23158
 - I-25 Express Lanes SH 7 to SH 1, Project Code: 22831
 - Longmont ADA Curb Ramps Phase 1, Project Code: 22771

Discussion:

- Josh Laipply, CDOT Chief Engineer, and Kathy Young, General Counsel, invited TC members to make written comments that staff would compile for the record.
- Commissioner Thiebaut noted that, due to a 2019 legislative bill, the TC would not be dealing with acquisitions and settlements from now on, except for when settlements are substantially different from those anticipated. The TC’s obligation to review and approve condemnation authorizations remains.

Multimodal Options Fund Local Funds (David Krutsinger)

Purpose: The purpose of this workshop is to review the recommendation prior to a proposed consent agenda vote.

Action: Consent agenda vote on Thursday, June 20, 2019.

Background: SB 18-001 includes a provision that establishes a Multimodal Options Fund (MMOF). The MMOF has \$96.75 million in dedicated revenue. Of that \$96.75 million, \$2.5 million is dedicated to the Rail Commission. The remaining \$94.25 million is split between CDOT (15% or \$14.13 million) and local governments (85% or \$80.12 million).

The legislation mandates the distribution formula for the local portion be developed in consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations. In addition to these groups, the legislation also states that the MMOF should promote a complete and integrated multimodal system that benefits seniors by making aging in place more feasible; benefits residents of rural areas by providing them with flexible public transportation services; provides enhanced mobility for persons with disabilities; and provides safe routes to school for children.

The legislation also states that recipients shall provide a match equal to the amount of the award. However, the TC may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstance. An advisory committee ("MMOF Committee") to the TC was formed to work on and develop such recommendations. CDOT will use its share of the funds and seek to incentivize partnership projects such as mobility hubs.

The MMOF Committee held three meetings and developed the following general recommendations.

- 5% off the top (or \$4 million of \$80.12 million) for administration, reporting, environmental/design reviews. To be adjusted later based on actual project selection.
- 81% of remaining \$76.12 million to the five urban areas (MPOs), 19% to the ten rural planning regions (TPRs).
- Two sub-allocation formulas, one urban, and the other rural, to each of the fifteen areas of the state, with particular population and employment factors relevant to urban and rural areas.
- Match "relief" or reduction to be decided at the fifteen regions (TPRs) of the state. CDOT provided data to support that decision-making.
- General expectation that minimum transit project size of \$25,000, and minimum capital project size of \$150,000 would be observed for project selections, with reasonable bundling of smaller projects encouraged to reach these minimums.

Match Relief

Most of the available data to analyze need, poverty vs. wealth, ability to pay, disadvantaged, and similar factors are available at the County level. While there are some truly poor & deserving Counties, the Committee for the Multimodal Option Fund discussion felt that many of the "need" and "ability to pay" distinctions might occur at the city/town level, and would be less likely compelling at the County Level. Further some of the "deserving counties" are clustered in single TPRs, which meant at the TPR level "need" and "ability to pay" could be rendered useless for making decisions within TPRs. Some "wealthy" counties would, similarly, be skewed by towns that are wealthy within them, while many other parts of such counties, if taken alone, might easily be as "deserving" as nearby counties. Fixing the inconsistencies and vagaries of the data could easily take many more months to resolve, which would, in turn, delay the distribution of the funds. Finally some TPRs/MPOs have already done a call for projects, anticipating these MMOF funds, so formulizing the match relief decision appeared to be moot and irrelevant for about 50 percent of the dollars. Given all of these reasons, the MMOF Committee recommended that match relief be delegated to the TPR

decision makers themselves. The legal opinion from the Colorado Attorney General's office, however, was that the CDOT Transportation Commission may not delegate such a decision. The formula is therefore:

Eligibility

- Counties of 50,000 or smaller population (as of 2015), and poverty rate of 12% (median) or higher; or
- Cities/Towns of 20,000 or smaller population (as of 2015), and poverty rate of 12% (median) or higher; or
- A County or City/Town which meets the population threshold of either of the above, but not the poverty threshold, but can document other extraordinary circumstances (some other indicator of high need or highly disadvantaged population)

Decision Approved by Transportation Commission

Transportation Planning Region decisions which intend to award such match relief must also have the match relief decisions for those projects approved by the CDOT Transportation Commission.

Discussion:

- Commissioner Thiebaut commented that in general he liked the resolution of approval, although the resolution is not clear regarding procedures. However, he said the resolution should state that it is the intent of the Commission to use designated state funds along with local Multimodal Options Fund match dollars in support of construction of multimodal hubs across the state.
- David Krutsinger explained that the MPOs have weighed in on the match relief issue. Some MPOs have already awarded their share of Multimodal Options Fund money. Denver Regional Council of Government (DRCOG), for example, decided against match relief.
- Commissioner Thiebaut and Herman Stockinger, TC secretary, will work on the language together in time for adoption of the resolution at the regular TC meeting that occurred in Loveland.

Matching Funds for SW Chief BUILD Grant (Randy Grauberger, Tim Kirby)

Purpose: Finish the job to replace the old track, and maintain Amtrak Southwest Chief service in Colorado.

Action: Request approval for \$1 million in CDOT funds towards this grant, with nearly \$8 million in matching funds from other entities.

Background: The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER discretionary grants, Congress has dedicated nearly \$7.1 billion for ten rounds of national infrastructure investments to fund projects that have a significant local or regional impact. This BUILD grant opportunity will be the 11th such opportunity. Colorado has participated with Kansas, New Mexico, Amtrak, and BNSF Railway to pursue funding opportunities to keep the Amtrak Southwest Chief Service in Colorado.

A group of more than 35 city, town, county, state, federal, and private partners has been successful in obtaining \$75.3 million of the \$100 million needed for capital costs. This BUILD grant, if successful, would finish the job. The City of Trinidad will lead and submit the BUILD grant.

Discussion:

- Commissioner Thiebaut and Kathy Young recalled that use of the TC Contingency Fund money to provide a previous \$1 million match violated the law at that time, because of the Attorney General's opinion that CDOT could not use Highway Users Trust Fund money for transit.
- Kathy Young explained that "transit funds", such as SB 267 funds proposed for this potential match, may be used as match money.

- Ann Rajewski of the Colorado Association of Transit Agencies (CASTA) said CASTA is supportive of passenger rail, but hopes that passenger rail will obtain its own source of funding in time. She noted that improving one mile of railroad track could go a long ways toward improving rural transit services.

Transportation Commission Regular Meeting
Thursday, June 20, 2019, 9:00 am – 10:30 am
10:15 am – 11:00 am

Audience Participation – None.

Call to Order, Roll Call:

All Commissioners were present

Comments of Individual Commissioners

- Commissioner Steven Hofmeister expressed that it had been a pleasure to work with the TC members and staff. This meeting may be his last TC meeting. Commissioner Hofmeister also mentioned that it has been a pleasure to get to know the TC members, work with them, and argue with them. Also, to CDOT staff, he noted, it has been great working with them.
- Commissioner Ed Peterson commented that his may also be his last meeting. The last eight years have been incredible and went by too fast. This is a family, and this is like leaving your family. Thanks to the current and past Commissioners, the good discussions, collegiality, and dedication to provide citizens of the state the most reliable and resilient system we can buy with the money we have. The TC tries to be sure they are not just an administrative or policy body but an educational body as well. The level of traffic fatalities is unacceptable. Commissioner Peterson pledged to do whatever he can to encourage and promote safety.
- Commissioner Sydney Zink noted that she has attended meetings with individual counties at their county seats. That's a lot of travel but it is important. She explained that we want to listen to them and hear what they have to say, and understand what their priorities are. Ribbon cutting ceremonies for three projects have occurred, and these ceremonies that recognize what has been accomplished are important.
- Commissioner Kathy Hall commented that she is also participating at the county meetings. Also attended an Associated General Contractors (AGC) meeting. It is important to encourage our cities and counties to be active in the planning process.
- Commissioner Kathy Gilliland expressed that she would like to thank the Commissioners she has worked with over the last eight years. It has been one of best Commission/board gigs she has ever had. Commissioner Gilliland remembers so many important projects accomplished together. It is great to work with others with such a focus on providing the best possible transportation system. CDOT Staff has been outstanding. It has been great having people that work with you so the TC can make informed decisions. Kathy Young was thanked for her input. Region 4 – Heather Paddock and Johnny Olson were thanked for making this experience so good, and being such a great Region to be involved with. Region 4 has urban and rural areas and balancing that commitment has been strong and good. Vince Rogalski was thanked for his efforts with the STAC. John Cater of FHWA was recognized for being outstanding working with the TC. It is sad to go. Commissioner Gilliland requested that everyone keep up the good work.
- Commissioner Rocky Scott expressed his thanks to Heather Paddock, Johnny Olson, and Jennifer Uebelher in organizing the tour. It has been very enlightening. It was the best package put together he has seen to date. The meetings had passion and that's a good thing. It shows how much we all care. Themes raised at county meetings are pretty consistent - You know our needs, just get them done! There are lots of things we know we need to get done. Commissioners anticipated to be leaving the TC were thanked for their service.
- Commissioner Karen Stuart commented that Commissioner Gilliland and she attended a local meeting. Barbara Kirkmeyer noted that she appreciated CDOT coming out to hear Weld County representatives and listen to what is needed. It was great to attend those meetings. Heather Paddock and Johnny Olson were thanked and recognized for their contributions. Commissioner Stuart was so impressed with the

sense of pride of CDOT staff that they got to know the day before this TC regular meeting. Commissioner Stuart thanked the Commissioners who may be leaving. Commissioner Stuart also noted that she is the newest TC member, and thanked the other Commissioners.

- Commissioner Kathy Connell stated a ditto to everything that has been said. She expressed that she can't thank staff enough. Never felt better about the CDOT staff. Loved every second of it. Her car is about 112,000 miles and four windshields later after her years of service on the TC. Hopefully, her replacement will also be willing to drive rural Colorado forward. She is excited about where the Commission is going. We all recognize all of Colorado is important. Loved working with past and present Commissioners. Had a fun time and will miss everyone. So happy that the counties are now getting together and presenting their needs to us. So proud of the SH 9 project, with a 98% reduction in wildlife hits. So impressed with the locals raising the money. Commissioner Connell appreciated the Responsible Acceleration of Maintenance and Partnerships (RAMP) program and hopes to see the audit changes to reflect the value of the program.
- Commissioner Bill Thiebaut thanked Commissioners Hofmeister, Peterson, Connell, and Gilliland, for their service and for sharing their character with the other TC members. You are decent people above all. To Commissioner Scott and Hall, Commissioner Thiebaut expressed that he has confidence that they will be reappointed. He also thanked Johnny Olson for his service. In addition, staff was thanked and recognized for putting together such a great tour and helping him with things he needed.
- Commissioner Shannon Gifford explained that collectively, she admires how each of TC members leaving continue to engage with the issues that are facing us, right up to the end of their service. Commissioner Gifford will miss Johnny Olson. Region 4 still feels like Johnny's Region. Looking forward to the new leadership on the Commission, and happy and excited about how they plan to move forward and engage on the issues.

Deputy Executive Director's Report (Johnny Olson)

- For the last eight years, the Region 4 Commissioners have been awesome. Commissioner Steve Hofmeister represents his region so well and they love him for it. Commissioner Kathy Gilliland and Johnny have been in the trenches together. Commissioner Karen Stuart, knowing her for so long, Karen knows how much Johnny cares. Johnny thanked everyone for their support. Commissioner Shannon Gifford was thanked for her quiet strong leadership. Commissioner Ed Peterson, was thanked for his help with the building. This TC wants to make transportation better, and Colorado is better due to each one of them.

Chief Engineer's Report (Josh Laipply)

- Josh noted that yesterday there were some questions about cost per mile on TIGER projects, and he provided answers to yesterday's questions.
- Commissioner Kathy Gilliland asked about the status of the Union Pacific (UP) agreement.
- Josh responded that there is an updated purchase/sale agreement, and things are still looking positive and moving forward.
- For the US 550/US 160 project we have a shortlist now for contractors.
- Josh expressed his thank you to the Commissioners for helping him grow as a person compared to when he started the job.

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

- Women's Transportation Seminar (WTS) had their annual conference, and FHWA and CDOT presented. The discussion covered efforts to improve transportation with Intelligent Transportation Systems (ITS) and technology.
- Had an American for Disabilities Act (ADA) training course at FHWA CO HQ to help provide an understanding on the challenges people face when they have issues getting around. FHWA is planning to do an encore presentation this fall.
- Was at WASHTO Last week - one of our challenges we face is workforce and hiring the people we need to get projects completed. Reauthorization is coming up again in another 18 months, and FHWA is looking

for ways to improve the bill, such as tolling the interstates, and rest area privatization, along with the ability to reap revenue from them.

- Thanks to Jennifer Uebehler for organizing the tour- it is a very valuable thing to do. The retiring Commissioners have been fantastic. You are selected to represent a district, but you come to TC and really represent the state. Other states have a much more contentious process. So appreciative that you have chosen to be collaborative rather than parochial. John expressed his appreciation as a citizen of Colorado what the TC has done.
- Johnny Olson's work on the 2013 floods was so impressive. Johnny delivered \$700 million in projects. Other states are still struggling with how to deliver emergency funds. That's a credit to Johnny and what has been done with resilience in Colorado. Colorado is a lesson for the rest of the country.

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

- It is healthy to have disagreement, when personalities don't get involved. A healthy discussion makes the decisions better.
- At STAC, Johnny Olson presented on the initiative Whole System, Whole Safety.
- Other topics on the agenda included informational items pertaining to program distribution, BUILD Grants, and upcoming multimodal efforts.

Act on Consent Agenda – Passed unanimously on June 20, 2019 (Commissioner Thiebaut abstaining a vote on the Region 2 ROW acquisition, due to potential conflict of interest)

- a. Resolution to Approve the Regular Meeting Minutes of March 21, 2019 (Herman Stockinger)
- b. Resolution to Approve Devolution: I-25 Frontage Road Mead FY 20 (Karen Rowe)
- c. Resolution to Approve Memorial Designations passed by the General Assembly (Herman Stockinger)
- d. Resolution to Approve Multimodal Options Fund – Local Funds (David Krutsinger) - AMENDED
- e. Resolution to Approve Match for Southwest Chief BUILD Grant
- f. Resolution to Approve ROW Acquisition Requests (Josh Laipply)
- g. Resolution to Approve State Infrastructure Bank (SIB) Updated Loan Rates (Jeff Sudmeier)

Discuss and Act on changes to 2 CCR 601-14 "Rules Regarding Travel Restrictions on State Highways" (Herman Stockinger) – Passed Unanimously on June 20, 2019

The proposed changes are primarily the result of the Department's collaboration with the Colorado State Patrol, Department of Public Safety, Colorado Motor Carriers Association and the Colorado Wyoming Petroleum Marketers Association over the last two years to completely revise these rules and simplify the language to make them easier to understand to the travelling public. The key proposed change removed the codes used to communicate when chains or snow tires were required and replaced them with simpler language.

Discuss and Act on 12th Budget Supplement of FY 2019 (Jeff Sudmeier) –Passed Unanimously on June 20, 2019

- **Region 5 – \$1,287,887 – Transportation Commission Contingency Reserve – Project 23173 Emergency Rockfall Repair on SH 145 at milepost 21.3.**
- **Office of Innovative Mobility - \$500,000 – Transfer from RoadX to Innovative Mobility cost center –** The Office of Innovative Mobility is requesting a transfer of funds from the RoadX pool to its cost center. The funding will be used to hire a consultant or team of consultants to facilitate the requirements dictated by Colorado Senate Bill 19-239 (SB 19-239).

Other Matters:

- Report from the Nominating Committee- Selection for Transportation Commission Chair, Vice-Chair and Secretary for FY 2020 & Commission Vote to Approve Selections (Nominating Committee, Chairwoman Zink)
- Commissioner Thiebaut was selected and approved to serve as the Chair, Commissioner Scott was selected and approved to serve as Vice-Chair, with Herman Stockinger selected and approved to serve as Secretary.

Recognitions:

- Chair Gifford presented recognitions for Commissioners Gilliland, Connell, Peterson and Hofmeister
- Kathy Gilliland recognized Johnny Olson and his efforts working with counties that often conflicted. Johnny brought the groups together and onto one page. It would not have been possible to do all that was accomplished without Johnny bringing all the people together.
- Vice-Chair Commissioner Thiebaut recognized Chair Commissioner Gifford for her time as Chair. Commissioner Gifford has been capable, sensitive and intelligent, and Commissioner Thiebaut has learned from observing her at work. Commissioner Gifford has done a great job during both times of certainty and uncertainty over the past year. Commissioner Gifford has demonstrated she can handle it, and has shown courage at times when she didn't have to be courageous.

The Transportation Commission (TC) Workshops were Wednesday, July 17, 2019 and the regular meeting was Thursday, July 18, 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, July 17, 2019

1:00 pm – 5:00 pm

Attendance: Commissioners: Bill Thiebaut, Shannon Gifford, Sidny Zink, Kathy Hall, Karen Stuart, Rocky Scott, Don Stanton, Kathleen Bracke, and Gary Beedy, with Barbra Vasquez excused.

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss three right-of-way (ROW) acquisition projects (negotiations).

Action: Prepare to act on agreed upon the three proposed right-of-way property acquisitions at the regular Transportation Commission (TC) meeting.

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

- Region 1
 - I-70 Central, Project Code: 19631
- Region 4
 - I-25 Express Lanes SH 7 to SH 1, Project Code: 22831
- Region 5
 - US 550: CR 214 North ROW Acquisitions

Discussion:

- Josh Laipply, CDOT Chief Engineer, explained that the Amerco ruling required the TC to approve via resolution, all right-of-way (ROW) acquisitions, settlements, and condemnation authorizations.
- A recent statutory change, via SB 19-017, reversed the Amerco ruling, so now only condemnation authorizations require TC approval via resolution.
- A revised Policy Directive (PD) 1301.0 outlines the procedure the TC is to take in granting approvals for ROW acquisitions, settlements and condemnations.
- Mike McVaugh, Region 5 Transportation Director, noted that even in cases when the TC authorizes condemnation proceedings, the negotiation process does not end, it continues until the court date set happens. It is the intent to prompt indecisive property owners to make a decision.
- There were no members of the public present to provide comments on the ROW acquisitions. TC had no comments on the three projects in question for ROW acquisition, that are to be part of the regular meeting consent agenda.
- Kathy Young, Attorney General Council to CDOT, explained that with the new bill, the TC will not ratify dollars.
- The plan is to come back to the TC in August to approve the revised PD 1301.0.
- The American with Disabilities Act (ADA) Curb Ramp Program pilot was described. For projects where temporary easements are required for CDOT to have access to land temporarily while new sidewalks or

curb ramps are installed, they normally require CDOT conducting a survey under the Uniform Act. The pilot project for ADA curb ramps is to get property owners to waive their rights under the Uniform Act in order for CDOT to avoid the time and cost of doing a survey, with property owners receiving payments faster. The pilot is finished and a report is in the process of being produced. The initial findings indicate that roughly \$49,916 (almost \$50,000) was saved on the first three projects. Approximately 90% of property owners are willing to waive their Uniform Act rights to promote an expedited process.

Whole System. Whole Safety Workshop (Darrell Lingk)

Purpose: To provide the TC with a brief update on CDOT's Whole System, Whole Safety Initiative

Action: Information provided will assist in fueling a broader policy/financial conversation with the TC on the importance of safety and the ways the Department, and TC, can impact safety across the state.

Background: The Department has adopted a goal to "Improve the safety of Colorado's transportation network by reducing vehicle crashes by 2,500 by June 30, 2020 and by 7,500 by June 30, 2022." The department has further adopted a number of strategies to assist in reaching the goal, including:

- In coordination with the Department of Public Safety and Colorado State Patrol, increase the number of lane miles covered by Traffic Incident Management (TIM) Coalitions from 5,846 lane miles to 8,928 lane miles by June 30, 2020, and 10,000 lane miles by June 30, 2022.
- Increase the use of 6" reflective striping on Colorado roadways from 114 striped miles in 2018 to 7,657 striped miles by June 30, 2020 and 9,000 striped miles by June 30, 2022.
- Perform outreach with Colorado's future drivers on driver education, emerging technologies, and safe usage of the transportation system by performing 20 middle school visits by June 30, 2020 and 60 school visits by June 30, 2022.
- Increase the amount of funding delivered by the Strategic Safety Program for improvements in safety related roadway assets including cable guard rail, six inch reflective striping, and rumble strips from \$0 in 2018 to \$11.3 million by December 31, 2019 and \$34 million by December 31, 2021.
- The TC has already assisted in these key strategies by recently approving \$11.3 million to be made available to the Strategic Safety Program for projects which improve safety related roadway assets, including 6" reflective striping.
- The "face" of this safety initiative is CDOT's new "Whole System, Whole Safety" effort, which ties three key facets of improving safety into one complete, or "whole" program. These include Behavior, Organization, and Build environments.

Discussion

- Commission Chair: Bill Thiebaut explained that there will be three standing agenda items for future TC workshops that will include: Whole System. Whole Safety (WSWS), Infrastructure and Mobility Systems, and Funding, Finance, and Budget workshops.
- Executive Director Lew explained the goals surrounding this initiative are supported by Governor Polis.
- Darrell Lingk, CDOT Safety Program Manager, provided an overview of the elements of WSWS. Three components of the initiative consider activities that support the change behavior, Organizational structure, and Built Environment (Infrastructure).
- San Lee of the Division of Maintenance and Operation spoke on WSWS in terms of CDOT's culture, organization and operations. Money budgeted to safety improvements were highlighted. See background information highlighted above and the TC packet for more details.
- Commissioner Scott asked If we know the amount of money CDOT spends as a percentage of the budget on safety improvements. Need to know we are investing on projects with the biggest return on investment (ROI). We need to step back and consider this.
- Commissioner Hall conveyed to the group that roadway condition plays into safety.
- Commissioner Zink noted that all three goals are related and are difficult to isolate and silo.

- A discussion led by Executive Director Lew took place; there is much overlap between the key goals of safety, mobility, and maintenance. We need to report them but also balance the varying emphasis areas of a given project.
- Commissioner Theibaut expressed gratitude for the WSWs initiative and the incremental steps occurring at CDOT to improve safety.
- Herman explained that CDOT would always like to do more to enhance safety, we are stretching dollars as best we can. We have a performance plan with the state legislature and a State Highway Safety Plan (SHSP) – CDOT goals are consistent with these documents.
- Commissioner Stanton commented that safety increases with awareness. The most vulnerable travelers are bicyclists and pedestrians.
- Commissioner Beedy noted that rutting in roads is also a safety concern for motorcyclists. When spending dollars we need to consider the entire annual budget and weigh options available.
- A source of budget for safety includes Section 164 penalty dollars – states that fail to meet safety measures determine a percent of their flexible funding sources and spend it on their highway safety improvement program (HSIP) instead of other programs.
- The TC determines how HSIP is spent.
- Mike McVaugh noted that we also need to consider when making safety investments the benefit and cost analysis (BCA), for example widening shoulders is expensive compared to something like traffic incident management systems (TIMS) program expenditures.
- Josh Laipply concurred that TIMS investments make sense.
- Commissioner Scott noted we need to understand the causes of crashes in assessing situations.

Infrastructure and Mobility Systems Workshop.

Purpose: The purpose of this workshop is to update the Infrastructure & Mobility Systems Committee on the status of priority projects in the Office of Innovative Mobility.

Action: No Action is necessary.

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 (DTR), 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 vehicle miles traveled (VMT) per capita in the state, and look to curb the growth of greenhouse gas and ozone causing emissions from transportation related activities.

Discussion

- Sophie Shulman, CDOT Innovative Mobility Division Director, provided an overview of current short-term efforts occurring under the Office of Innovative Mobility.
- 2019 Priorities Include:
 - Bustang Expansion - Provide transit connections with Bustang and local transit services for more of the State's rural communities.
 - Mobility Hubs - CDOT will enhance multimodal options by expanding the current infrastructure to support interregional multimodal transport and to support mobility programs statewide. The Department plans to re-envision the traditional park-and-ride transit locations into "Mobility Hubs," transportation centers, which emphasize multimodal options, seamless transitions mode to mode, real time passenger information, and convenience.
 - Elements in Mobility Hubs could include: Bustang or other interregional transit services, local transit service connections, electric vehicle charging stations, parking spaces, bicycle and pedestrian connections, and Wi-Fi service for first mile/last mile services.

- These hubs could help build demand for future Front Range mobility options, such as possible rail service along the Interstate 25 corridor, and well as other essential service corridors. See the Transit Expansion memo in TC Packet for detailed information.
 - Commissioner Scott noted the need for a robust working relationship with real estate developers to promote Transit Oriented Development (TOD) projects.
 - Sophie agreed that public private partnerships (P3s) are key and the ideal.
 - Executive Director Lew noted that CDOT has started reaching out to the development community, and we are in an early engagement process.
 - Front Range Rail - A cross-functional team of CDOT staff is supporting the mission of the Southwest Chief & Passenger Rail Commission. In May 2019, CDOT released an RFP for a Service Development Plan and NEPA support, which will be awarded this summer.
 - SB – 19-239 Emerging Mobility Impacts Study and Stakeholder Working Group – the first working group meeting was held on June 28 th to engage Working Group members, understand the Working Group purpose, and identify roles and responsibilities and sub-committees. The next Working Group meeting is scheduled for August 19th. Many interested parties attended the first meeting, that was very well-attended.
 - Important to keep future and evolving technology in mind.
 - Executive Director Lew explained that we need to keep in mind that for every area of the state not one size fits all for mobility hubs.
 - FTA Integrated Mobility Innovation (IMI) Demonstration: CDOT intends to apply for a grant to support a concept to pilot Bustang Advanced Driver Assistance and Platooning.
 - Commissioner Beedy expressed his concerns testing with passengers on board and the liability risks for Bustang. Not sure Bustang is the best fit for this type of project.
 - Zero-emission vehicle (ZEV) Standard - In July, CDOT and CEO submitted a joint pre-hearing statement to the Air Quality Control Commission (AQCC) in support of revisions to Regulation 20, which will create a zero-emission vehicle standard. The statement indicated the Department's support of the rulemaking in order to achieve the Governor's goal of 940,000 electric vehicles on the road by 2030, and offers an alternative option to provide more flexibility to the automakers.
 - Commissioner Beedy suggested improved incentives for rural areas under the zero emissions program, and encourages a statewide perspective for zero-emission program.
 - Volkswagen Settlement - Earlier this year, CDOT issued nearly \$14 million to transit agencies to help support purchases of cleaner buses. In response to Governor Polis's Executive Order B 2019-002 "Supporting a Transition to Zero Emission Vehicles," the agencies recently revised the Beneficiary Mitigation Plan (BMP) in a manner that focuses "all remaining, eligible investments on supporting electrification of transportation, including transit buses, school buses, and trucks." The document was posted for public comment for 30 days through July 14, 2019.
 - Clean Transportation Plan: Another deliverable from Executive Order B 2019-002 "Supporting a Transition to Zero Emission Vehicles," tasked CDOT with developing a CDOT Zero Emission Vehicle and Clean Transportation Plan to be developed over the next several months.
 - Transportation Demand Management (TDM): CDOT is committed to reducing congestion on the road and in the air, and this includes looking at a variety of strategies to reduce VMT across the State. Later this summer, CDOT plans to release the second Phase of its TDM Strategic Plan.
 - Commissioner Stuart expressed her enthusiasm for TDM and recommended engaging the Transportation Management Organizations (TMOs) who have experience with this type of program. CDOT website needs more information on this topic of TDM, CDOT should work with TMOs to improve this.
- Overview of SB267 Process, Bustang Expansion and Passenger Rail (David Krutsinger)
 - David Krutsinger, DTR Director, provided an overview of the history of Bustang.
 - Bustang is capturing roughly 43% farebox return, which is very high.
 - Roughly \$2.6 million is collected from fare revenues.
 - The purpose of this overview is for the DTR to provide updates, and receive guidance from the TC on several key areas, including SB 267 fund allocation, increasing operating funds for Bustang,

- the investment of funds for mobility hubs, integrated ten-year-pipeline of projects, and a discussion on status of Front Range Rail.
- No action is necessary in July. TC members may expect action items in August or September to dedicate some funds to Bustang operational expansion, some to design of new facilities (leading to construction in 2021), and some to construction projects now (bid Fall 2019/Winter 2020, starting construction Spring 2020).
 - Snowstang – will conduct a pilot of service to ski areas. A shorter pilot occurred in 2017 for two days. This current pilot will last longer – from December 2019 to April 2020.
 - Commissioner Hall asked about Service to Steamboat Springs. The presentation noted that resort areas will be solicited to contribute to 60% of the costs to provide service and wanted to know if any conversation with the resorts has taken place yet.
 - According to CDOT DTR staff, no conversations with Steamboat Springs yet. However, Arapahoe Basin is committed. Loveland is anticipated to commit. Cooper Mountain is committed with a wrap of their logo on a bus to contribute 60%. In August a meeting with the Mountain Division of Vail Resorts is occurring at CDOT HQ.
 - Commissioner Bracke asked about Steamboat Springs service linkage to other communities, and hopes expansion to Colorado Springs and Fort Collins happens.
 - It was noted that currently service will be out of Denver to Steamboat Springs.
 - Commissioner Bracke strongly supports Bustang service and asked if service to Estes Park being offered will travel along US 36 and US 34.
 - David Krutsinger, answered only along US 36 for now.
 - Commissioner Bracke asked if interagency fare structure was considered like is being done at the Regional Transportation District (RTD) with a Transportation Network Company (TNC). It would be great to have interface with Transfort.
 - Commissioner Hall noted the main complaint with Bustang is that it is too full. Folks are relocating to her area to avoid traffic congestion in urban areas. Happy the service has grown.
 - Commissioner Stuart commented that the 43% farebox return is astounding. She is a big Bustang fan. Requested service up to SH 7.
 - Commissioner Gifford noted for Bustang to entice single and couple occupant vehicles off the road is the true intent of the service.
 - Commissioner Scott noted the anticipated increase in the population over age 65, and that we need to think about how travel demand will change in response to this growth. CDOT should provide more coverage at county meetings, regarding where will we with this age group over time.
 - Commissioner Beedy commented that we need to determine where we want to direct growth to. We need to consider freight and infrastructure needed to accommodate freight in response to growth. Example move freight traffic from I-25 to SH 71 as an alternative. Rural areas with roads in poor condition, will not easily entice growth. CDOT needs to partner with local communities more to keep the transportation system free flowing. Texas is expanding I-27 to Oklahoma and New Mexico. Need to consider where Colorado wants freight growth from east to south.

Funding, Finance & Budget Workshop (Jeff Sudmeier)

Purpose: To updated the TC on matters concerning CDOT funding, finance and budgets.

Action: None this month, information only.

Background:

- FY '20 Budget Update and Amendment
 - To present an updated FY 2019-20 Annual Budget utilizing the newly developed budget format, and to review proposed amendments to the FY 2019-20 Annual Budget.
 - Other topics covered included:

- New One-Sheet Budget Format
 - Amended FY 2019-20 Budget
 - Rollforward budget has also been incorporated based upon initial estimates of closing balances on June 30, 2019. Rollforward budget is budget remaining from the prior fiscal year that has not yet been expended from a cost center or budgeted to a specific project. Staff plans an August workshop to review rollforward balances, and consider recommendations for potential reallocation of some of these balances.
 - Additional Potential Budget Amendments for August.
- Update on FY '21 Budget Process
 - To review progress to date on the FY 2020-21 Annual Budget, define the next steps, and propose a timeline for the formulation of the budget.
 - Next Steps include:
 - Budget Scenarios - on August 3rd, CDOT will present to Office of State Planning and Budgeting (OSPB) at a hearing to review the scenario submissions (one scenario with 2% more budget and another with 5% less)
 - September 9th – OSPB will provide feedback on the scenarios
 - CDOT will further assess reduction strategies identified for consideration as part of the FY 2020-2021 budget development cycle through workshops in subsequent months.
 - August workshop will include further discussion based on budget scenarios, and additional discussion focused on key budget topics and decisions.
 - Workshops in September and October will include a presentation of decision items, a newly updated Budget Allocation Plan (Narrative Budget) and adoption of the proposed budget in October.
 - On November 1, after TC approval of the FY 2020-21 Budget Allocation Plan, CDOT Division of Accounting and Finance (DAF) will submit the corresponding Legislative Budget Request to the Joint Budget Committee.
- Update on Audit Findings and Department Efforts
 - The Office of the State Auditor (OSA) completed its performance audit of the Department this spring, and the audit “Operational Risk Areas” was released at the Legislative Audit Committee hearing on June 10, 2019. The audit included findings and recommendations in the following areas:
 - Budget Transparency
 - Annual Spending
 - Prevention and Detection of Fraudulent Payments
 - Construction Project Debudgeting and Closure
 - Master Task Order Contracts
 - Next steps will include staff providing periodic updates to the TC through the fall as efforts progress. OSA staff will visit the Department later this year or early next year to assess efforts to implement audit recommendations
- BE Workshop to Discuss Bridge Enterprise Bond Refunding & Issuance Opportunities
 - Purpose of the workshop was to provide the Bridge Enterprise Board of Directors (Board) with background information and details regarding opportunities to refund a portion of the Senior Taxable Build America Bonds, Series 2010A (Series 2010A Bonds) and potentially issue new money revenue bonds. Bridge Enterprise (BE) Program Staff requests consideration and feedback from the Board regarding these opportunities.
 - The BE Board will provide staff with direction on how to proceed with refunding and/or issuance of new money revenue bonds. Today’s workshop was to get a feel for the pulse of the TC regarding these matters.

Discussion:

- Commissioner Scott expressed his support of the new format for the budget and noted it is terrific.
- Executive Director Lew explained that the intent of the new format is to provide crosswalks between goals and strategies in planning documents to budgets and expenditure reports.

- Commissioner Scott noted that In terms of the audit findings, this was not complimentary coverage of CDOT in the media. Would like a 1-2 page white paper developed to help answer questions from the public that may arise.
 - Executive Director Lew agreed with Commissioner Scott’s comment. CDOT is working proactively with the Legislative Audit Committee to respond.
 - Herman Stockinger, TC Secretary, Deputy Executive Director, and Director of the Office of Policy and Government Relations, noted that the Efficiency and Accountability Committee is taking on the audit and it is an open conversation.
 - Commissioner Thiebaut noted that it was good that CDOT is responding proactively and not reactively to the audit.
- In terms of the BE workshop staff is recommending:
 - The TC to approve refunding at a lower interest rate via resolution next month.
 - Regarding new money – taking on more debt service, staff recommends this decision to be a future conversation with the TC.
 - Josh Laipply asked the TC members if there was any data or information the TC would like to see. Consider one bridge per Region is one option.
 - Commissioner Gifford requested two pieces of information:
 - The CDOT Financial Advisor’s recommendation
 - A reasonable risk profile from Josh Laipply.
 - Josh Laipply noted some information could be provided now and other information will be provided in next month’s packet.
 - For \$300 million, CDOT would be in a better position now to meet the requirements, but we need to check with pay-as-you-go (PAYGO) – a budget management tool’s regulations.
 - Jeff Sudmeier noted that the timing is good now in terms of the market and interest rates.
 - Commissioner Thiebaut reiterated that the staff recommendation is no final decision today, a refunding approval next month, and for new money. more information is coming next month.

Statewide Plan Committee

Update and Overview of Progress on Planning Outreach (Rebecca White)

- The purpose of this month’s Committee meeting will be to provide an update on the process to date, including the extent of CDOT’s outreach and what input we have received. Staff is also seeking input on a corridor-based approach to the plan and the STIP.
- Progress to date includes:
 - Over 7 million media impressions
 - Over 5,000 responses to online survey!
 - 47 county / tribal nations meetings
 - 8 TPR meetings
 - 5 festivals /community events
- What we’ve heard so far:
 - Growth and congestion are the highest ranking concerns
 - Road condition and safety are important
 - Maintaining the system through Asset Management is a top priority
 - More travel options and expanding intercity transit are some of the best strategies
- A Corridor Profile Structure for Statewide and Regional Transportation Plans were described along with a structure for project-based strategies to address corridor issues and needs.
- A list of upcoming County/TPR meetings through summer were presented to the Committee.

SWP Update Discussion:

- The planning process of the 2045 SWP is a key priority for CDOT.
- It is an exciting process reaching out across the state.

- Planning team is in the process of digesting what the input means.
- CDOT is hosting a telephone town hall tonight for CDOT Region 5.
- CDOT is partners with the Division of Motor Vehicles to get word out on the planning process.
- This week CDOT completed conducting 50 of the 64 county meetings.
- This is a concerted effort across the state.
- Commissioner Beedy stressed the importance of freight movement that does not generally get consideration in urban areas. Southeastern Colorado has a comparatively high truck volume.
- Commissioner Gifford noted that in metro areas the stores are always full, which is not the case in rural areas of the state.
- Commissioner Hall noted that folks in her area do think about freight and goods movement.
- Rebecca solicited comments on the proposed approach and framework for corridors.
 - Tells the story of a given corridor.
 - Considers Asset Management (Maintenance), Safety and Mobility.
 - Identifies project-based strategies working with our planning partners.
- Commissioner Stanton noted that this planning process and corridor analysis are great ideas. This approach divides state by region and gets closer to customers. Allows us to get more feedback and buy-in from stakeholders.
- Commissioner Bracke commented that she concurs with Commissioner Stanton. Likes the translation to improvements and the investment program.
- Commissioner Gifford asked about the plans to link priorities identified with the fiscal constraints.
- Rebecca White explained that the priorities identified will live in the ten rural Transportation Planning Region (TPR) plans. We will develop Regional Transportation Plans on these priorities. To obtain a ten-year pipeline of projects is the intention.
- Executive Director Lew noted that we will optimize our vision using a corridor-wide approach considering asset management and safety.
- Josh Laipply mentioned that we are attempting to avoid not having key priorities in long-range plans, e.g., the I-25 Gap project's Planning and Environmental Linkages (PEL) study and Environmental Assessment were not included in plans.
- Commissioner Gifford asked about the process to identify projects for 4-year Statewide Transportation Improvement Program (STIP).
- Josh Laipply responded that we will go through a process. The TC will decide based on funding available. Asset Management lists projects for a six-year horizon now.
- Commissioners expressed concern with the 10-year list of projects as it might convey to some stakeholders that the 10-year list of projects will be built. There is a need to manage expectations.
- Commissioner Zink noted the \$9 billion of Proposition 110 still exists and we need to inform folks that list is still there.
- Vince Rogalski, STAC Chair, cautioned TC members and reminded them that the list from Proposition 110 was not thrown away. Planning process is a re-look at priorities. More opportunities for transit with the list we have as well. Vince noted at county and TPR meetings that the perception is broader with a greater understanding of a statewide planning process beyond their own areas. Rural people have a desire to have safe access to the cities, and want city folks to come to them to recreate. The high traffic volume criteria for drivability life is a problem for the rural areas.
- Commissioner Scott expressed concern over staying away from the no money message and producing a wish list with no means to pay for what is on it. When we do share the list we need to differentiate between aspirational conversations and available funding.
- The plan is work with the SWP Committee on the 10-year list referencing a summary report of input obtained from the outreach and engagement efforts.

Discussion on 4P and Other Outreach Efforts as it Relates to Commission Statutory Responsibilities (Herman Stockinger, Kathy Young)

- Commissioner Barbara Kirkmeyer attended this session to raise comments regarding the planning process.
 - Commissioner Kirkmeyer served as chair of the STAC for seven years when it first convened in 1994. Also served on North Front Range MPO Board.
 - Commissioner Kirkmeyer's concern is that the current planning process does not preserve the original bottom-up Priority Project Planning and Programming (4P) process. The law states to consolidate Regional Transportation Plans (RTPs) into the SWP. If the state statute is not honored the integrity of the process will be lost. Need to keep County hearing process intact. The TC comes to us and talks to us, it starts at the regional level.
 - The Regional Planning Commissions (RPCs) prioritize projects – not the public. Please stop asking for project lists. Capital Development Plans are good. With a 10-year Capital Development Plan projects move through the pipeline through Regional Transportation Plans. Upper Front Range projects should feed into the pipeline of the 4-year STIP. Preserve the Regional Planning Process and follow the statute. If you change the process, let us know the new TC rules and the direction for the SWP for Colorado.
- Herman Stockinger, and Kathy Young both responded to Commissioner Kirkmeyer's comments
 - Kathy Young noted that the Attorney General's (AG's) Office reviewed the statute to confirm that the county hearing process was in compliance.
 - The formal hearing process for board of county commissioners the TC is not required to meet with County Commissioners.
 - The Planning process invites all county commissioners to participate. The AG's office determined that the current process complies with the statute. Other people are involved but the process is still in compliance.
 - Rebecca White commented that some county meetings were formal while others were more informal. This is an extra effort into an existing process. For CDOT Engineering Regions this process occurs annually, with a heightened effort every four years in association with the SWP process.
- Commissioner Kirkmeyer noted that the statute requires a formal planning hearing with at least one TC member. County Commissioners had no input on the agenda.
- Commissioner Thiebaut responded that he attended the 4P meetings in his district.
- Commissioner Bracke stated that she would be glad to participate with Weld County engaging in an interactive process to develop projects.
- Paul Jesaitis, Region 1 Transportation Director explained that the planning process is continuous and cooperative. Most counties have the same priorities as before. New process includes sharing data and having discussions on planning that are welcome. Issues are maintenance, need for transit, and increased safety. The new process meetings are in addition to the traditional RPC process.
- Commissioner Kirkmeyer reiterated a request that the TC not lose the formal county process.

Next Steps (Karen Stuart, SWP Commission Chair)

- Periodic updates to SWP Committee on SWP to include information on:
 - Planning Team compilation of key findings from outreach efforts and data analysis for corridors.
 - TPR meeting #2 will identify project-based strategies
 - 10-year SWP Project Pipeline to be compiled by November 1, 2019.

Transportation Commission Regular Meeting Thursday, July 18, 2019, 9:30 am – 11:00 am

Call to Order, Roll Call:

All Commissioners were present, with the exception of new Commissioner Barbara Vasquez, who was excused. They are continuing commissioners Bill Thiebaut, Shannon Gifford, Sidney Zink, Kathy Hall, Karen Stuart, and Rocky Scott. New commissioners are Donald Stanton, Kathleen Bracke, and Gary Beedy.

Swearing In of New Commissioners (Herman Stockinger)

- TC Chair Bill Thiebaut swore in Donald Stanton, Kathleen Bracke, and Gary Beedy as TC members.

Chairman's Opening Comments (Bill Thiebaut)

- Commissioner Bill Thiebaut shared a slide of a sculpture at a hotel of people rowing a long boat entitled E Pluribus Unum by Jane Decker, meaning From Many, One. He said it portrays the importance of working together.
- Whole System Whole Safety is getting more money from the TC for safety. It addresses the three aspects of safety: behavior, organizational, and the built environment.
- The TC continues to use taxpayer dollars prudently.

Audience Participation

- Craig Cannon came before the TC for the second time, representing a small business called Zone Crew that specializes in safety products for work-related accidents on highways. He again asked CDOT to obtain permission from FHWA to use new safety products.
- Danny Katz of Colorado Public Interest Research Group presented to the TC a large card signed by more than 100 public officials noting the fourth anniversary of Bustang, the vendor operated, CDOT owned bus lines on I-25 and I-70. He thanked the TC for providing this well-received alternative to single vehicular travel.

Comments of Individual Commissioners

- Shannon Gifford, District 1 – She serves on the board of Nature Conservancy and on the Colorado Forum. She said the two groups have more in common about climate change than one might think.
- Donald Stanton, District 2 – He said he grew up on a farm. Although he lives in a Denver suburb, he is very sensitive to the transportation needs of rural areas.
- Karen Stuart, District 4 – She thanked Shannon Gifford for her leadership in the past year. She also thanked some members of the audience for helping with the TC's tour of the Big Thompson area where serious flooding occurred in 2013. The road is back, better than before. Heather Paddock, Johnny Olson, and Herman Stockinger were among the people she thanked for the tour.
- Kathleen Bracke, District 5 – She said she appreciates the opportunity to serve on the TC, and is excited about her new role.
- Barbara Vasquez, District 6 - Absent
- Kathy Hall, District 7 – She thanked Shannon Gifford for her past leadership, and welcomed new members. She said she is continuing to attend planning meetings in her district.
- Sidney Zink, District 8 – She said she is about halfway through the 4P county-level counties in her district. Her district in southwestern Colorado has 13 counties.
- Robert "Rocky" Keith Scott, District 9 – He welcomed the new commissioners and echoed Karen Stuart's comments on the value of the Big Thompson tour. He also called out Norm Steen, who was in the audience, for his large number of community commitments, including serving on the STAC.
- Gary Beedy, District 11 – He has been involved in transportation planning for some years as a member of STAC, representing Eastern TPR. He's looking forward to the next 4 years.
- Bill Thiebaut, TC Chair and District 10, welcomed the new commissioners.

Deputy Executive Director's Report (Shoshana Lew)

- She thanked the many at CDOT who helped with the US 36 emergency to get the traffic moving again. Yesterday CDOT selected a contractor, thereby transitioning from an emergency to a construction project.
- As part of the planning process, she met with veterans in Colorado Springs in a meeting that Norm Steen helped organize. She also met with Pro 15 about transportation needs of the eastern plains.
- She said CDOT has announced more than 600 projects for this construction season.
- CDOT and others submitted three BUILD grants to FHWA: guardrail, passing lanes, and a set of improvements accessing military sites in the Colorado Springs area.

Chief Engineer's Report (Josh Laipply)

- Josh Laipply described what happened on US 36, beginning with cracks being detected on US 36 on Thursday and growing larger, deeper, and more numerous. CDOT needed to close down US 36 to find out what was happening. While repairs were going on, failure continued to happen.
- CDOT and its emergency contractors added fill at the bottom to counteract the cracking.
- An independent group examined submittals under the request for proposals. The group reviewed the responses and selected the contractor, with the winning contractor announced Wednesday. The selected construction team is Kraemer North America, with consultants David Evans and RJ Engineering.
- The group weighed the bids from several perspectives such as resource commitment, project approach, traffic control, and safety of workers.
- Commissioner Scott asked why the soil dropped an inch an hour after having been in place for a few years.
- Josh Laipply said a layer of "fat clay" has gotten wet and failed. Why that happened is under investigation.
- Commissioner Bracke said CDOT has done a heroic job of addressing the issue and letting the public and the TC know what is going on.

High Performance Transportation Enterprise Director's Report (Piper Darlington)

- Piper Darlington attended in Nick Farber's place because Nick was attending a conference.
- The HPTE Board appointed Nick Farmer as the director yesterday. Commissioner Scott said that as a member of the HPTE board, he was involved in finding a permanent director. After interviewing several candidates, the board concluded that Nick Farber, the interim director, was the best candidate.
- HPTE soon will post its policy on HPTE's toll-setting process on the website in an effort to improve transparency.
- HPTE public outreach and partnership work that Piper Darlington highlighted included bus shuttles and taking children on tours in association with the Central 70 project. In addition, HPTE took part in an international peer exchange about public-private partnerships, and took attendees to such sites as Central 70 and the Stock Show.
- HPTE has revamped its website to improve accessibility of documents, including how to acquire transponders.

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

- John Cater thanked the three new commissioners for being willing to serve.
- From information obtained from attending a recent conference, there are several ways that the transportation sector can improve conditions for pollinators in the right of way of highways. I-76 is a recently designated Pollinator Highway. Among the techniques are planting native plants for groundcover, and adjusting mowing times so that it does not affect pollinators.
- Commissioner Beedy asked if conference attendees discussed the danger of introducing invasive species while planting native plants. John Cater answered yes, attendees discussed the topic. Commissioner

Beedy also suggested that workers mow the grass often enough for safety, but at times that do not affect pollinators.

- John Cater said transportation agencies typically keep the grass mowed within a few feet of the highway for safety reasons.

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

- Commissioner Thiebaut told STAC that his priorities in the coming year are safety, infrastructure, mobility, and funding and finance.
- STAC meets Friday the week following the TC meeting. The STAC is considering moving its meeting to the Friday before the TC meeting.
- The STAC wished CDOT Deputy Director Johnny Olson well in his new endeavors.
- CDOT staff has met with 50 of the 64 counties and eight of the 10 transportation planning regions to date as part of the planning process.
- The term “planning reset” causes some unease among the STAC members because it implies to some that all planning before is being ignored. That isn’t really the case.
- On the distribution of funds for the two-year Multimodal Options Fund, the STAC rural representative, Heather Sloop, advocated using bus ridership because that measure would yield the highest amount of funds for the rural TPRs.
- Kathy Hall said likes to see the STAC and TC working together so well.

Act on Consent Agenda – Passed unanimously on July 18, 2019

- a) Resolution to Approve the Regular Meeting Minutes of June 20, 2019 (Herman Stockinger)
Kathy Hall said she attended the Northwest TPR, not the contractors association.
- b) Resolution to Approve Region 5 Disposal: SH 550 & Short Place (Mike McVaugh)
- c) Resolution to Approve ROW Acquisition Authorization Requests (Josh Laipply)
- d) Resolution to Approve Update to PD 1301.0 Regarding Commission Process Related to CDOT Property Acquisitions (Kathy Young, Josh Laipply)
- e) Resolution Concerning Rules Governing Practice and Procedures of the Transportation Commission and Adoption of FY 2020 Calendar of Meetings (Herman Stockinger)
- f) Resolution to Approve SH 119 Traffic and Revenue Study Inter Agency Agreement (IAA) between CDOT and HPTE (Nick Farber)

Discuss and Act on changes to Resolution to Approve FTA Triennial DBE Goal (Josh Laipply) – Passed unanimously on July 18, 2019

- CDOT is required to establish an overall Disadvantaged Business Enterprise goal for the Federal Transit Administration (FTA) every three years using the federally-required methodology set forth in 49 CFR 26.45.
- CDOT requested the TC to approve a proposed overall goal of 2.5% for FTA-assisted contracts for Federal Fiscal Years (FFY) 2020-2022.

Discuss and Act on 1st Budget Supplement of FY 2020 (Jeff Sudmeier) –Passed unanimously on July 18, 2019

- Emergencies:
 - Region 1 - \$20 million for US 36 repair. Commissioner Thiebaut was involved in the discussion. Expenses will include engineering work to determine cause, free RTD bus service for which CDOT will reimburse RTD, and other expenses.
 - \$950,000 – Region 3 for damage on SH 325.
- Region 5 - \$748,978 – Construction Bridge Program – Project 20680 Region 5 FY19 Bridge Preventative Maintenance.
 - Shannon Gifford thanked staff for providing an explanatory memo.

- Office of innovative Mobility - \$66,000– Innovative Mobility (formerly RoadX) for the development and implementation of Travel Demand Management strategies on the I-70 Corridor between Eagle and C-470 in Golden.

Report on Cash Management (Josh Laipply):

- About 7 years ago, CDOT started using cash management. This allowed CDOT to move ahead with projects without having to wait until it had collected all the money. Before cash management began, CDOT had \$1.5 billion in the bank. The Responsible Acceleration of Maintenance and Partnerships (RAMP) program started chipping away at that large amount of money.
- The graph shown in the accompanying memo does not include all funds just yet.
- Commissioner Scott asked for an explanation of SB 267 and SB 1 funds for the new commissioners. After hearing the explanations, Commissioner Scott summarized them by saying they are one-time sources of funds.



COLORADO
Department of Transportation
 Division of Transit & Rail
 2829 W. Howard Place, 4th Floor
 Denver, CO 80204

DATE: July 26, 2019
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Randy Grauberger, Project Director, Southwest Chief & Front Range Passenger Rail Commission
SUBJECT: Update from the Southwest Chief & Front Range Passenger Rail Commission

Purpose

This memo provides an update on the activities of the Southwest Chief & Front Range Passenger Rail Commission (“Passenger Rail Commission”) since the last update on January 27, 2019.

Action

For Discussion Only.

Background

On December 1, 2017, the Rail Commission outlined a conceptual 15 year vision for implementing at least major segments of a Front Range Passenger Rail System, and including connection of the Amtrak Southwest Chief service from La Junta through Pueblo and Walsenburg. Table 1, below, revisits the major phases of that vision. The vision also included support for shorter-term, starter-rail or extensions of existing passenger rail lines prior to full build-out.

Table 1: Key Steps to Implementing Front Range Passenger Rail

| Phase | Schedule | Goals | Status |
|---|-------------------------------------|--|--|
| Phase I: Define the Service Vision | Up to 2.5 Years, \$8.7 M | Hire Project Director Hire Consultant to Conduct the Passenger Rail Service Development Plan (SDP) | SB 18-001 Funded the Rail Commission with \$2.5 Million, enough to hire the Project Director, match federal grants, and start the Rail Passenger Service Development Plan (SDP) |
| Phase II: Form the Governing Authority | Years 2.5 to 4, \$0.5 M | Determine Governance, Go to Voters in 2020 | Governance options and funding structures are elements of the SDP |
| Phase III: Federal Project Development Process | Years 4 to 6, \$150 M to \$300 M | 30% Design Complete Environmental Clearances | TBD based on funding |
| Phase IV: Final Design & Construction | Years 7 to 15 Cost TBD | Complete Final Design Construct according to available funding | TBD based on funding |
| Phase V: Open the Service | Year 15 | Operate starter to full- build based on available funding. | TBD based on funding & operating plan |

Details

Key Questions of Defining the Service Vision, Governing Authority, and Federal Project Development Process:

- What would make Front Range Passenger Rail a compelling investment for the entire Front Range?
- What service plan (frequency, days of week, hours of day, fares, speeds) make it compelling?
- Strategic choice: serve downtown Denver/Denver Union Station, serve Denver International Airport, or both?
- What is the “right” combination of freight rail, highway, and new right-of-way, to achieve the vision?
- How to balance the benefits vs. costs, and pair that with appropriate funding choices?

Detailed Activities in 1st 2 Qtrs. 2019

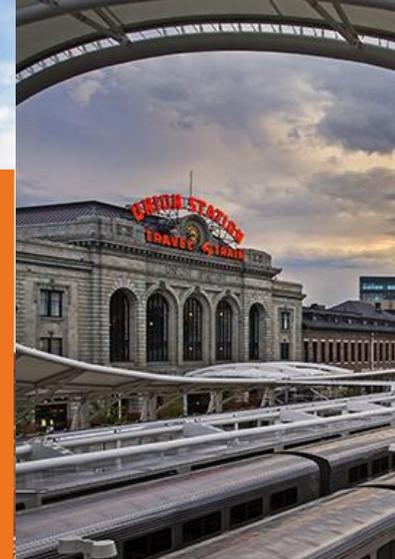
- Jan 2019 - Supplemental Budget Request made to the legislature (JBC) for remaining \$1.6 M of \$2.5 M.
- Feb 7 - Supplemental Budget request approved
- Feb 19 - Commission Project Director hired
- March - Blended Team approach to RFP suggested by CDOT Executive Director Lew; discussed with Division of Transportation Development.
- March 8, April 12 May 10, June 14 - Commission meetings in Denver, Colorado Springs, Denver and Fort Collins;
- May - Begin effort to apply for 2019 Build Grant for multi-state Southwest Chief infrastructure improvements
- May 23 - Request for Proposals (RFP) released.
- June 13 - Deadline for submission of Consultant Team proposals

Next Steps

- July 2 - Interview shortlisted Consultants
- July 15 - Deadline for 2019 Build Grants
- Monthly Southwest Chief & Front Range Passenger Rail Commission meetings: July 12 in Denver, August 9 in Pueblo
- Early August - Hire Consultant to work with Blended Team of CDOT staff to initiate the development of a Passenger Rail Service Development Plan (SDP) and NEPA document
- Continue updates to Commission website
- Update the conceptual 15 Year Vision developed in December of 2017 (see Table 1)
- Continue to make Commission related presentations throughout the Front Range
- Work on “Long Term SW Chief Financial Plan” with Amtrak, BNSF Railway, Kansas and New Mexico DOTs and local communities to ensure continued service of SW Chief in southeast Colorado
- Participate with Federal Railroad Administration (FRA), Amtrak, BNSF, neighboring states and communities in completing work related to recent TIGER and CRISI grant awards.

Attachment

- PowerPoint



SW Chief and Front Range Passenger Rail Commission

Presentation to STAC Meeting
July 26, 2019



**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**

**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**





SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION

Southwest Chief and Front Range Passenger Rail Commission

- Legislature's Senate Bill 17 – 153 created the Commission (effective July 1, 2017); replaced the previous Southwest Chief Commission which had existed since 2014
- Housed under CDOT; similar to HPTE and Bridge Enterprise in terms of independence reporting to a Board/Commission other than the Transportation Commission
- 11 voting Commissioners
 - Five appointed by the Governor: two Class I railroad representatives (BNSF and UP), two advocates for passenger rail, one resident of Huerfano, Las Animas, Otero, Prowers or Pueblo counties that advocates for passenger rail.
 - One each from the four Front Range MPOs and one from South Central Council of Governments
 - One from RTD
- 3 non-voting members
 - CDOT
 - Amtrak
 - Cheyenne, Wyoming

Commission's Purposes

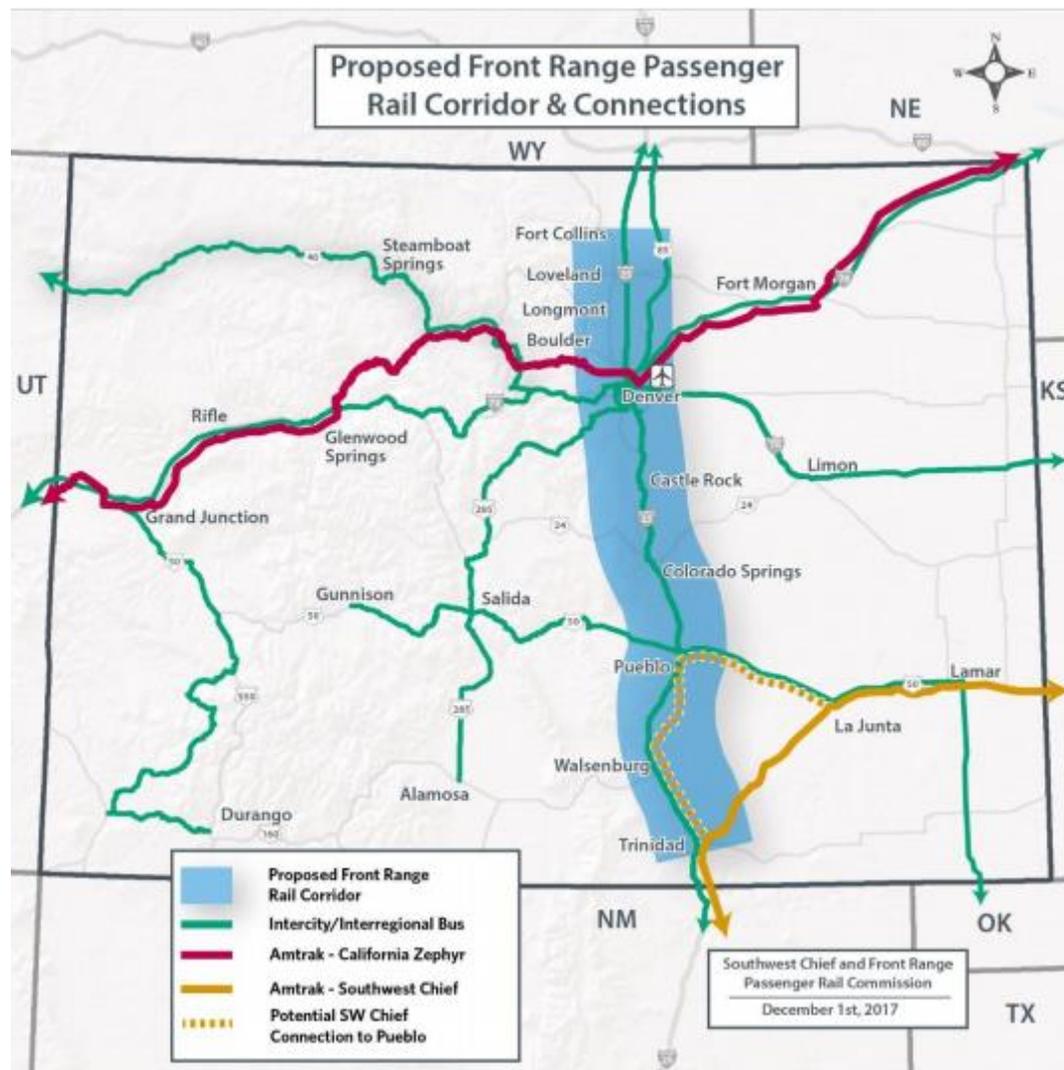


- Work to preserve Amtrak's Southwest Chief service across southeast Colorado
 - Work with neighboring states of Kansas and New Mexico to upgrade rails, ties, signal systems and other rail infrastructure on BNSF's Amtrak Southwest Chief route across the three states
 - Pursue possible Amtrak Southwest Chief service extension into Pueblo and possibly Colorado Springs from La Junta
 - Consider re-routing the Southwest Chief service between La Junta and Trinidad by way of Pueblo and Walsenburg to better serve southern Colorado
- Facilitate the development of Front Range Passenger Rail service



SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION

Proposed Front Range Passenger Rail Corridor, Amtrak, and Intercity/Interregional Bus Routes





Why the Renewed Interest in Passenger Rail?

- Highway congestion is getting worse; travel time is increasing and is less predictable
- State's population grew by 2.2 million from 1990 – 2016
- Fort Collins to Pueblo Front Range Corridor has 83.5 % of state's 5.6 million population; Corridor will gain 84% of state's additional 3 million residents by 2050.
- Population 65 and over to increase by 61% between 2010 and 2020 and an additional 39% between 2020 and 2030
- Front Range may be losing ability to be economically competitive with other major US population bases; most having existing or planned Passenger Rail Service to provide mobility options for residents and other travelers
- Younger population groups prefer reliable "Transit" over owning a car and associated costs



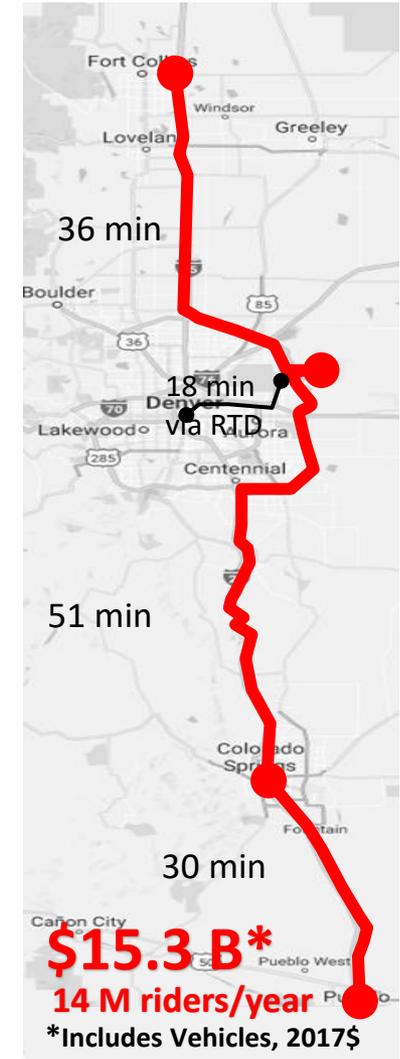
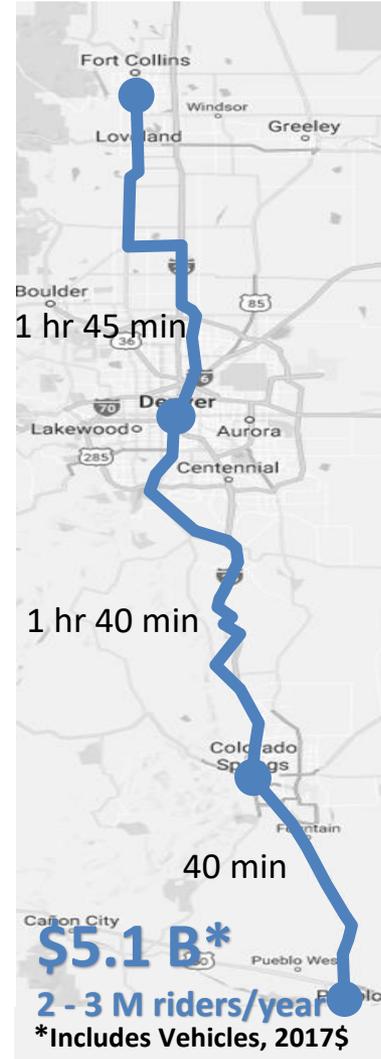
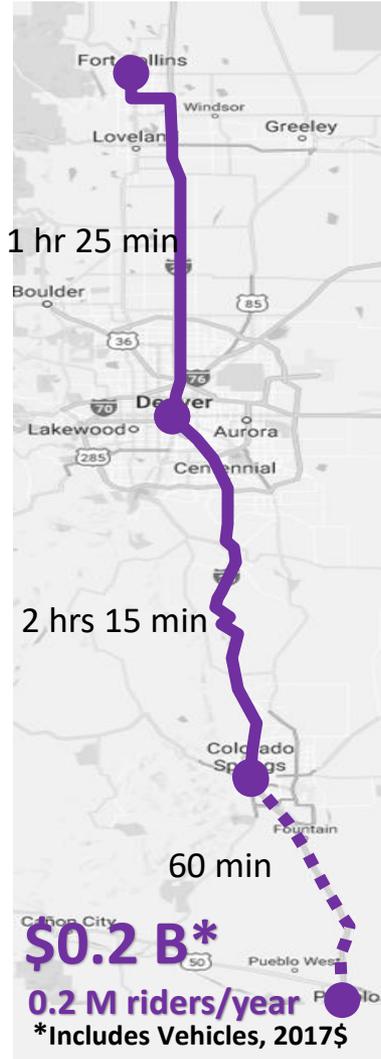
**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**

FRONT RANGE:

BUS TRANSIT & STUDIED RAIL OPTIONS

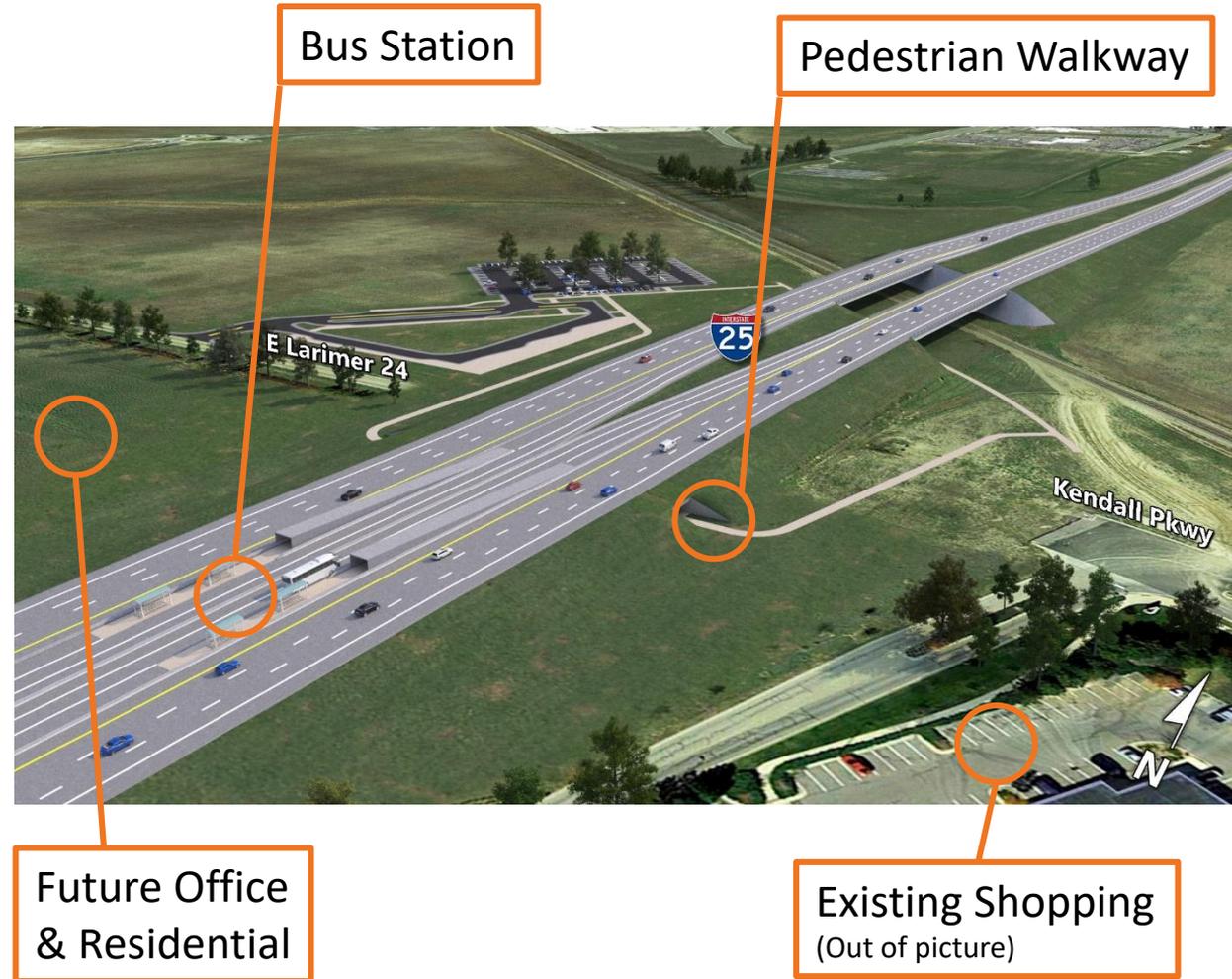
Bustang (w/ future Park & Rides) Commuter Rail + RTD

High Speed Rail ICS





HIGHWAY MOBILITY HUB CONCEPT ON I-25 N/O US 34 (EAST OF LOVELAND)



Mobility Hubs along the Front Range serve as precursor investments for eventual Front Range Passenger Rail stops



2018 Accomplishments

Funding

- March – \$16.0 million TIGER IX grant received to replace 60-year old bolted rail, turnouts and at-grade crossing surfaces on the BNSF's trackage in KS, CO, and NM utilized by Amtrak's Southwest Chief connecting Chicago and Los Angeles by way of southeast Colorado. Also, some funding for signal system upgrades to New Mexico's Rail Runner Commuter service.
- May 31 – Senate Bill 18-001 is signed by Governor with \$2.5 million for Passenger Rail Commission. (studies, staffing and federal grant match)
- December – Received \$9.16 million CRISI Grant to install Positive Train Control (PTC) on 179 miles of BNSF track between Dodge City, KS and Las Animas, CO as required by Amtrak for continued operations.



Next Steps: Planning and Environmental

ELEMENTS REQUIRED IN RAIL PASSENGER SERVICE DEVELOPMENT PLAN

- Purpose and Need for Front Range Passenger Rail Service
- Corridor options/potential feasible alignments, including possible connections to RTD's Passenger Rail Corridors
- Potential speeds/technology
 - Ridership forecasting based on speed/technology
- Levels of service (number of trains per day)
- Stations/Mobility Hubs/transit connections
- High level cost estimates for Pre-construction, Construction, Equipment, Operating, etc.
- Benefit - Cost Analysis
- Potential Service operator (Amtrak, BNSF Railway, Herzog, etc.)
- Governance (Special District, Regional Transportation Authority [RTA], etc.)



Current Commission Activities

Hired Consultant for Rail Passenger Service Development Plan and environmental work; Notice to Proceed expected in early August

Communications Sub-Committee Created

- Created Passenger Rail Commission logo
- Updating Commission's Website
- Creating Metro Quest Survey for Front Range Passenger Rail, similar to survey for Statewide Transportation Plan.

Work with Amtrak, neighboring states of Kansas and New Mexico on long-range Southwest Chief "Business Plan"

Worked with Amtrak, BNSF and neighboring States and communities on July 15 application to USDOT for "2019 BUILD Grant" to finish upgrades to BNSF's track on the Southwest Chief route.

Hold monthly Commission meetings (2nd Friday of each month); every other meeting is at a Front Range location outside of the Denver metro area. Next meeting in Pueblo in August.



PRINCIPLES FOR RAIL MOBILITY BUILDOUT

- Preserve rights-of-way in corridors where future passenger rail may be located (existing railroads, highways, etc.)
- Provide choices/options to driving and related parking availability/cost
- Phasing (Starter Rail) may be a less expensive way to initiate service
- Connectivity to transit (Mobility Hubs) is critical to success
- Highway congestion relief and economic development are key reasons for building rail
 - The willingness to accept dense development at stations will determine the market for private investment and Public Private Partnerships (P3s)
- The faster the technology, the straighter the alignment needs to be, and the more environmental / community impacts there will be
- Ensure future connections to Regional or National High Speed Rail networks are not precluded

CDOT ABILITY TO LEVERAGE & PLAN



- CDOT Offer of In-Kind Staff Resources to Passenger Rail Commission
 - Technical environmental experts who know I-25 North, I-25 South, and other corridor locations
 - Travel Demand Modeling staff
 - Office of Communications support
 - Traffic Experts who have highway/rail/bus connection experience
 - T-REX Project on Denver Southeast I-25 Corridor
 - North I-25 Kendall / Centerra-Loveland Station
- CDOT can Pursue External Funding as an “Eligible Applicant”
 - TIGER 7, TIGER 9, CRISI grant examples for Southwest Chief
 - TIGER 8 example for North I-25
 - BUILD and other grants, i.e. US 550, Southwest Chief
 - Prior and current investments by CDOT could leverage future corridor level funding

Questions?



SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION

SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION



Randy Grauberger, Project Director
Southwest Chief & and Front Range Passenger Rail
Commission

randall.grauberger@state.co.us

303-512-4005





YOUR
TRANSPORTATION
PLAN CONNECTION. CHOICE.
COLORADO FOR ALL.

Statewide Transportation Advisory Committee

July 26, 2019



Agenda

- Planning Process in Practice
- Progress to Date
- Corridor Profile Structure
- Upcoming County and TPR meetings
- Next Steps



COLORADO

Department of Transportation

PLANNING PROCESS IN PRACTICE



Planning Process in Practice

- **Launched 17th May**
- **Elected Officials and Stakeholder Groups**
 - 64 county meetings
 - Over 50 TPR and MPO meetings
 - Stakeholder discussions with key groups (e.g. veterans)
- **Public Outreach**
 - Online survey tool
 - 25 public pop-up and booth events statewide (e.g., County fairs, state fairs, farmers markets, etc.)
 - 6 telephone town halls (two in Denver metro, four throughout the state) in July/August
 - DMV Partnership
 - Electronic billboards (Spanish and English) in 35 DMV's throughout the state (over 100,000 visitors per month) direct Coloradans to fill in the survey.
- **Media outreach (Facebook, Print, TV, Radio, etc.)**



COLORADO

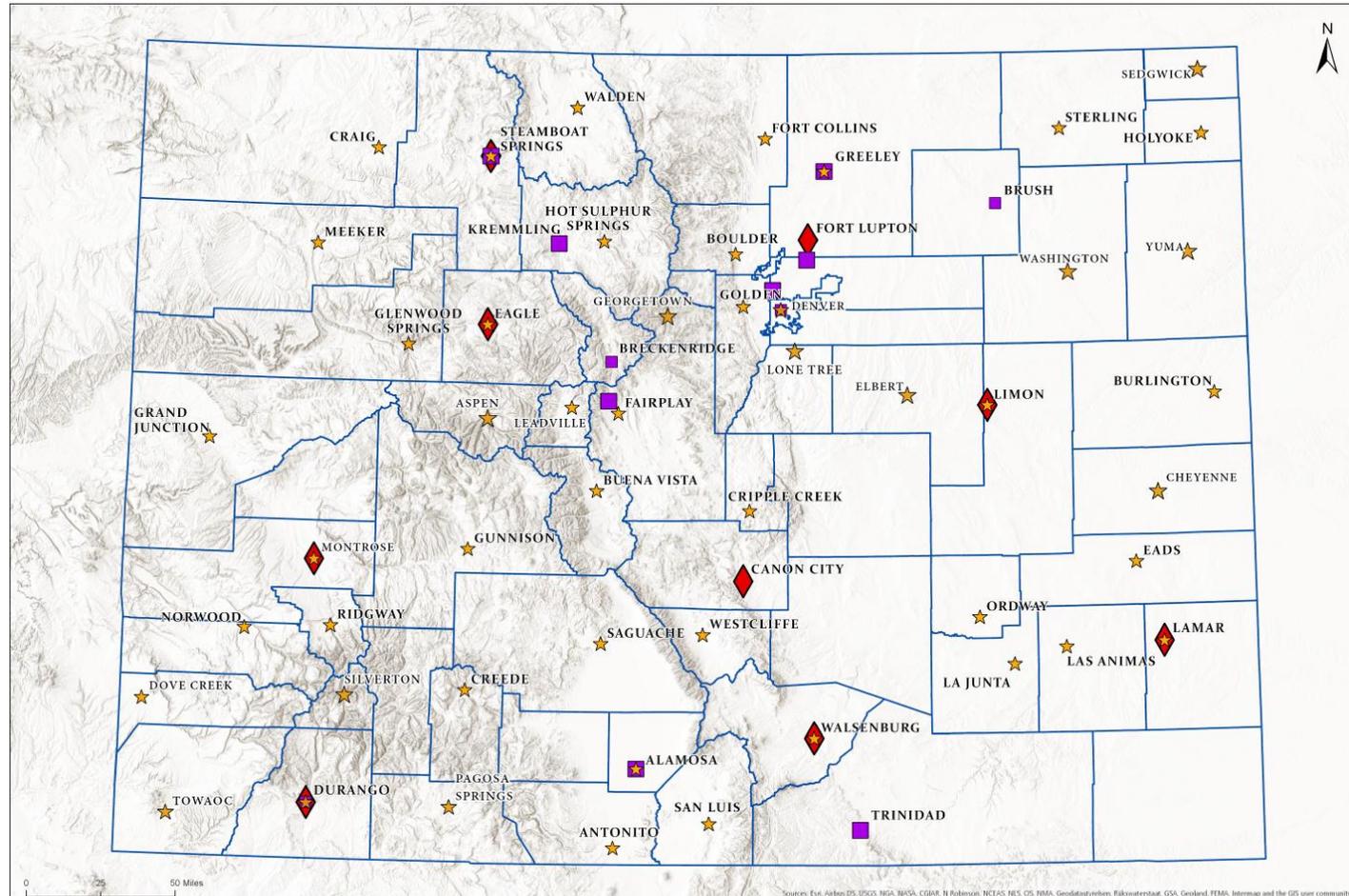
Department of Transportation

PROGRESS TO DATE



Progress to Date

- Over 7 million media impressions
- Over 5,600 responses to online survey!
- 50 county / tribal nations meetings
- 9 TPR meetings
- 12+ festivals /community events



Sources: Esri, DeLorme, USGS, NGA, NPS, CGIAR, H. Robinson, NCEAS, NES, O.S., FEMA, Geodatasystem, Pijonkrantz, GSA, Geoport, FEMA, Intermap and the GIS user community

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

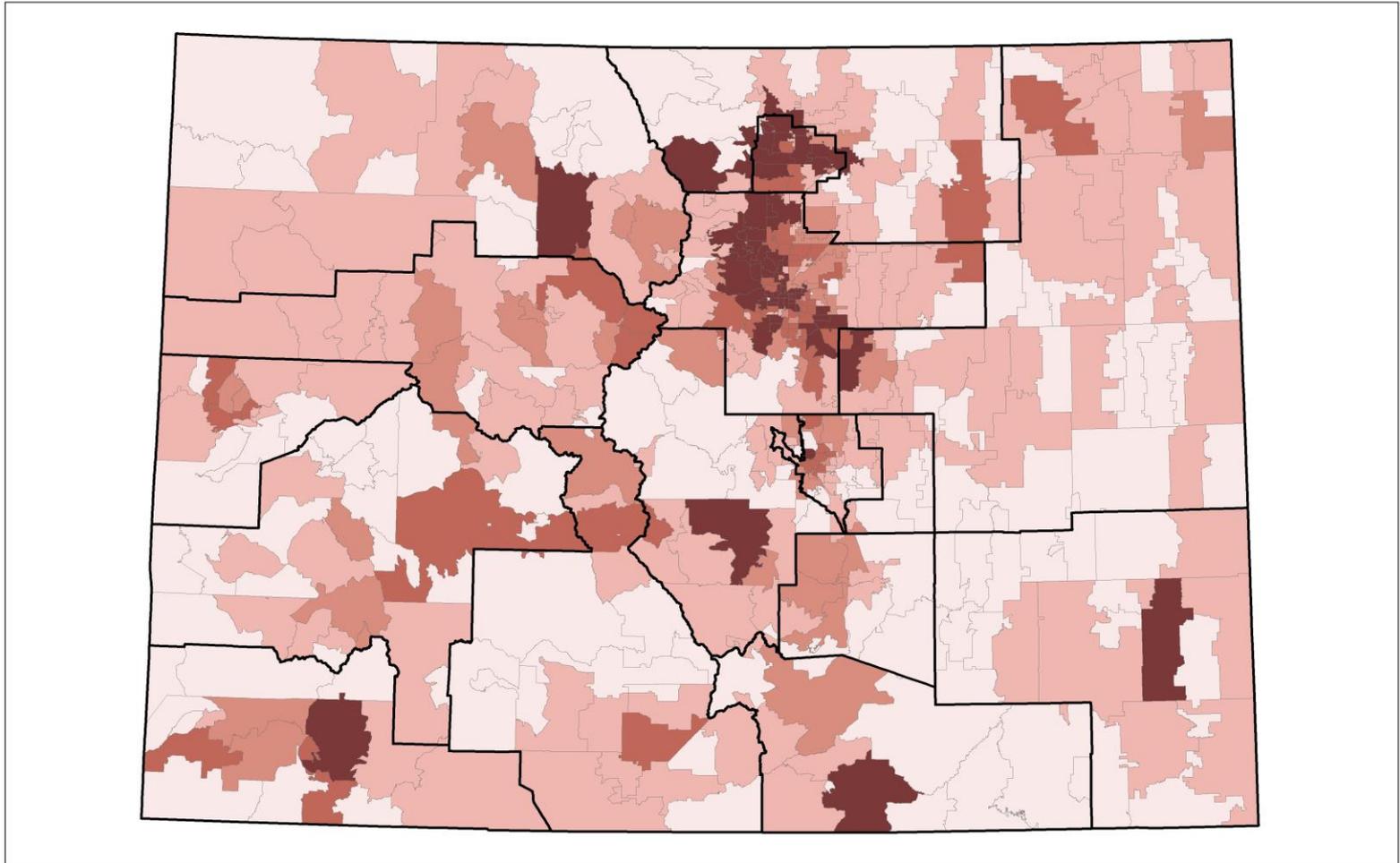


Progress to Date

- What we've heard so far:
 - **Growth and congestion** are the highest ranking concerns
 - **Road condition** and **safety** are also important
 - Maintaining the system through **Asset Management** is a top priority
 - More travel options and **expanding intercity transit** are some of the best strategies



Survey Results – Statewide



Legend

Responses By Zip Code

No Response
0 - 5 Responses

5 - 10 Responses
10 - 20 Responses
< 20 Responses

TPR Region



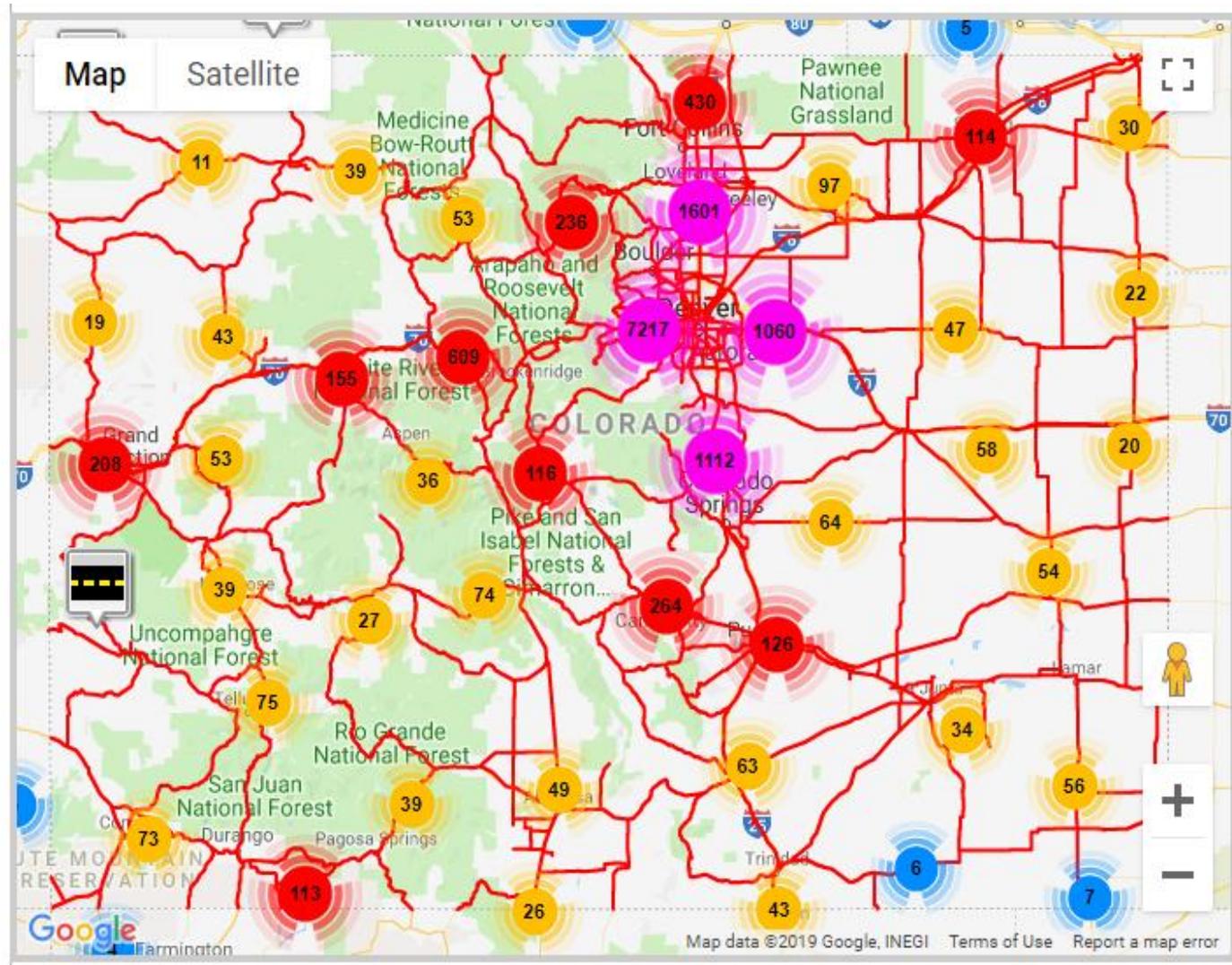
0 40 Miles



Survey Results – Statewide

Totals comments received by type of marker:

- Truck Freight: 526
- Pavement: 1,101
- Safety: 1,634
- Bicycle and Pedestrian: 1,948
- Rail and Transit: 2,219
- Traffic: 2,756





Survey Results

MetroQuest Priority Rating Responses

Priority Ranking as of July 22, 2019 for the Rural Transportation Planning Regions

Top 3 priorities by both popularity and average rank (1 being highest):

| TPR | Growth and Congestion | Road Condition and Safety | Lack of Travel Options | Air Pollution | Access to Jobs | Aging and Disabilities | New Technologies | Moving Goods |
|---------------------|-----------------------|---------------------------|------------------------|---------------|----------------|------------------------|------------------|--------------|
| CENTRAL FRONT RANGE | 2 | 1 | 3 | | | | | |
| GREATER DENVER AREA | 1 | 2 | 3 | | | | | |
| EASTERN | 2 | 1 | | | | | | 3 |
| GRAND VALLEY | 2 | 1 | 3 | | | | | |
| GUNNISON VALLEY | 2 | 1 | 3 | | | | | |
| INTERMOUNTAIN | 2 | 1 | | 3 | | | | |
| NORTH FRONT RANGE | 1 | 3 | 2 | | | | | |
| NORTHWEST | 2 | 1 | 3 | | | | | |
| PUEBLO AREA | 2 | 1 | | 3 | | | | |
| PIKES PEAK AREA | 1 | 2 | 3 | | | | | |
| SAN LUIS VALLEY | 2 | 1 | | 3 | | | | |
| SOUTH CENTRAL | | 1 | 2 | 3 | | | | |
| SOUTHEAST | 3 | 1 | | | | | | 2 |
| SOUTHWEST | 2 | 1 | 3 | | | | | |
| UPPER FRONT RANGE | 1 | 2 | | 3 | | | | |
| STATEWIDE | 1 | 2 | 3 | | | | | |



COLORADO

Department of Transportation

CORRIDOR PROFILE STRUCTURE



Corridor Profile Structure

- Summarizes what was heard through the Planning Reset
- Conveys key pieces of information:
 - Corridor Vision
 - Corridor Description
 - What CDOT heard through the planning process
 - What the data shows
 - Corridor Needs
 - Project Based Strategies
- Sets the vision for potential CDOT future investment

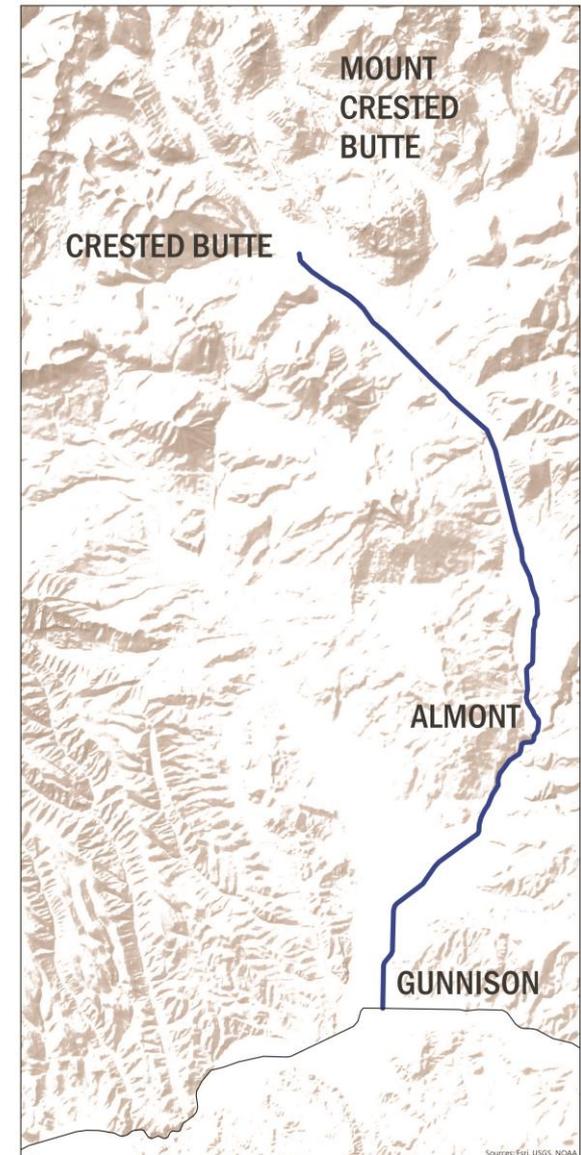


Corridor Profile Structure - Example

Corridor: State Highway 135

Corridor Vision: Maintain system quality, increase mobility and improve safety.

Corridor Description: This corridor serves as a multi-modal local facility, provides commuter and recreational access, and makes north-south connections within the Gunnison to Crested Butte area. This Highway also serves as access to the North Fork and the I-70 corridor in the summer.





Corridor Profile Structure - Example

What CDOT heard from the planning process

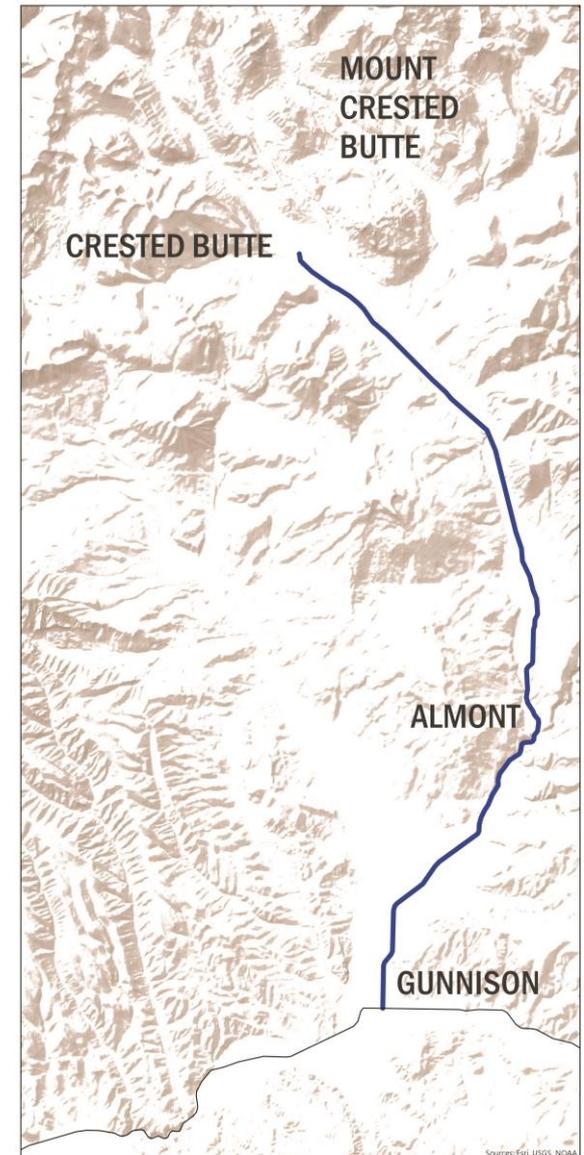
- XXXX
- XXXX

What the data shows

- XXXX
- XXXX

Corridor Needs:

- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition including sweeping to improve bicycle safety
- Expand transit usage





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



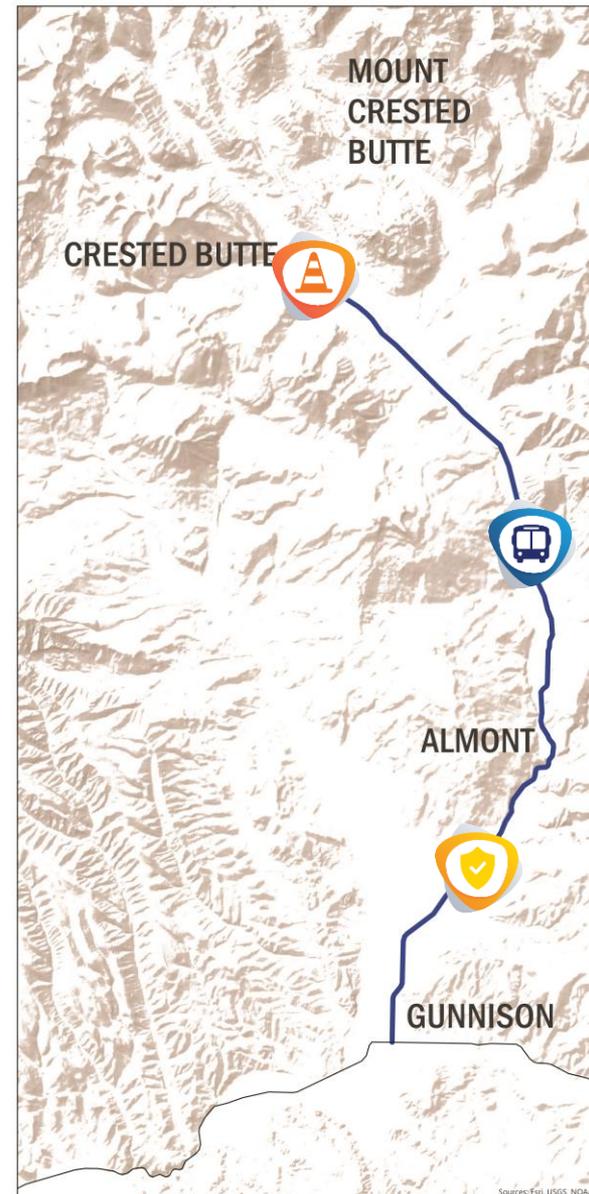
Mobility

- 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





What are your thoughts are the corridor profile structure?

Does the iconography make sense?

Are we providing the appropriate level of detail?



COLORADO

Department of Transportation

UPCOMING COUNTY AND TPR MEETINGS



Upcoming County / TPR Meetings

Upcoming County Meetings:

- Fremont - July 29
- Gilpin - July 30
- Montezuma - July 30
- Adams - July 31
- Morgan - July 31
- Rio Grande - July 31

Upcoming TPR Meetings:

- San Luis Valley - August 1
- Southwest - August 8
- Northwest - August 22
- Upper Front Range - Sept. 5

DRAFT 2020

| JANUARY | | | | | | |
|---------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

| FEBRUARY | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
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| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |

| MARCH | | | | | | |
|-------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
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| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

| APRIL | | | | | | |
|-------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | | |

| MAY | | | | | | |
|-----|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
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| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

| JUNE | | | | | | |
|------|----|----|----|----|----|----|
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| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

| JULY | | | | | | |
|------|----|----|----|----|----|----|
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| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

| AUGUST | | | | | | |
|--------|----|----|----|----|----|----|
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| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

| SEPTEMBER | | | | | | |
|-----------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
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| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

| OCTOBER | | | | | | |
|---------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
| | | | | 1 | 2 | 3 |
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| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| NOVEMBER | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

| DECEMBER | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | R | F | S |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

• TC Agenda Requests

- TC Mailing Items Due &
- STAC Packet is Due

• STAC Meeting

- TC Workshop/Meeting

00 Holiday

2020 Holidays and Observances

- Jan 1 New Year's Day
- Jan 20 MLK Day
- Feb 14 Valentine's Day
- Feb 17 Presidents' Day
- April 12 Easter Sunday
- May 10 Mother's Day
- May 25 Memorial Day
- Jun 21 Father's Day
- July 4 Independence Day
- Sep 7 Labor Day
- Oct 12 Columbus Day
- Oct 31 Halloween
- Nov 11 Veterans Day
- Nov 26 Thanksgiving Day
- Dec 7 Pearl Harbor Rem. Day
- Dec 25 Christmas Day
- Dec 31 New Year's Eve



Renewable and Clean Energy Challenge Planning, Infrastructure, and Implementation Projects

Funding Available: \$12,000,000

Purpose:

The Department of Local Affairs (DOLA) is launching a catalytic Renewable/Clean Energy Challenge grant program, to spark efforts in reaching Colorado's 2040 100% renewable energy goal.

\$2 million has been set aside for planning efforts; the remaining \$10 million will be allocated for implementation.

Projects funded by this initiative should achieve renewable energy, energy efficiency, and energy conservation efforts; support innovations in renewable energy; achieve multiple objectives and/or serve those with the greatest need; develop plans, studies, and policies that further long-term, large-scale renewable energy generation and energy conservation. Projects considered will be those that respond to needs and opportunities identified by the local government.

Eligible Entities

Municipalities, counties, school districts, special districts and other political subdivisions.

Process

Grants will be accepted for planning and implementation projects. Notice of Funds Available will open July 1, 2019 and close August 1, 2019. Funding decisions for planning grants will be made in November 2019; letters of inquiry for implementation projects will be due September 1, 2019.

Invited applicants will submit applications by December 1, 2019, and funding decisions will be made in March 2020.

Planning

Planning activities may be undertaken by individual local governments, multijurisdictional collaboration, or on a regional basis to identify opportunities, infrastructure needs, and to identify potential partnerships among public and private entities to achieve this renewable energy goal. Local governments applying for planning grants must contribute a minimum of 25% match. Request amount will be limited to the Tier I cap of \$200,000.

Implementation

DOLA will support efforts by local governments to implement demonstration projects that will move recipient communities towards 100% renewable energy by 2040. In an effort to make the most impact with these dollars, an emphasis will be placed on funding large scale demonstration projects statewide that will serve as models for future projects throughout the state. There will be no cap on the amount of funds an applicant can request. As with other capital construction projects, applicants are required to match grant funds on a dollar-for-dollar basis. In cases where the applicant's financial condition does not permit a 50/50 match, a minimum match of 25% is required.

Contacts

Colorado Department of Local Affairs, Division of Local Government

Please contact your [Regional Manager](#) for more information

| CRITERIA (points per criteria) | | CRITERIA DESCRIPTION |
|---|-------------------------------|---|
| Demonstration of Need (1-20) | | <ul style="list-style-type: none"> ● Problem, Opportunity or Challenge is clearly identified. ● Quantifiable need is well described and documented. ● Urgency and Severity of Need may increase score ● Health and Safety projects may increase score ● Project is a mandatory priority that must be completed |
| Priority, Community Goal, Outcome (1-10) | | <ul style="list-style-type: none"> ● The project is identified in their comprehensive or other plan ● Project is the local priority ● Completing the project solves the problem ● Identified expected outcomes ● Projected energy reduction over baseline (energy efficiency) in kwh, therms (or goals, for planning applications) ● Energy production over baseline (renewable energy generation) in kwh, therms (or goals, for planning applications) ● Greenhouse gas reduction over baseline, measured as total CO2 equivalent (or goals, for planning applications) ● Project involves/benefits multiple jurisdictions ● Project achieves multiple objectives (i.e., disaster preparedness, benefits vulnerable communities, additional economic or environmental benefits) ● Project utilizes innovative approaches |
| Local Effort | Pre-scored (1-5) | <ul style="list-style-type: none"> ● Cash Match is worth a potential 5 points: (50% match required, unless financial circumstances warrants reduction) % are rounded to nearest whole number <ul style="list-style-type: none"> ▪ Less than 25% match, 1 point ▪ 25% - 35% match, 2 points ▪ 36% - 49% match, 3 points ▪ 50% - 74% match, 4 points ▪ 75% or higher match, 5 points |
| | Committee Scored (1-10) | <ul style="list-style-type: none"> ● Cash match is appropriate given unrestricted fund balance ● In-Kind Match is appropriate leverage given the low unrestricted fund balance ● Attempted/Succeeded to raise rates, fees or voter initiative to raise revenues. ● Have made every effort to contribute to as much of the project as possible. ● Rates are higher than statewide average ● Exhausted all matching partner options (when |

| | | |
|-----------------------|-------------------------|--|
| | | applicable) <ul style="list-style-type: none"> Deferred due to lack of funding |
| Readiness to Go | Pre-Scored (1-15) | Pre-scored based on: <ul style="list-style-type: none"> Project financing secured Preliminary engineering, plans, permits, zoning, final design etc. has been completed, is being completed, has not begun at all, etc. Experts have been consulted/involved in project concept development to ensure technical soundness |
| Energy/Mineral Impact | Pre-Scored (1-10) | <ul style="list-style-type: none"> Pre-scored using metrics |
| | Committee Scored (1-10) | <ul style="list-style-type: none"> Project directly addresses or mitigates industry impacts (current or historic). Project diversifies economy – post industry |
| | | Maximum Possible Score = 80 TOTAL SCORE |



Renewable and Clean Energy Challenge Planning, Infrastructure, and Implementation Projects Timeline

2019

- July 1, 2019** August 1, 2019 EIAF NOFA available on the EIAF webpage and in the portal
- August 1, 2019** EIAF Application closes, Tier I planning grants must be submitted by this date
- September 1, 2019** Letters of Inquiry for Tier II implementation grants due
- October 15, 2019** Invited Tier II applicants will be notified on or by October 15, 2019 of their invitation to submit a full application for implementation projects
- November 1, 2019** December 1, 2019 EIAF NOFA available on the EIAF webpage and in the portal
- November 5-7, 2019** EIAF Hearings, funding recommendations by committee to Executive Director
- December 1, 2019** August 1 planning grant award decisions announced
- December 1, 2019** EIAF Application closes, invited Tier II implementation grants must be submitted by this date

2020

- March 10-11, 2020** EIAF Hearings, funding recommendations by committee to Executive Director
- April 1, 2020** December 1, 2019 application cycle award decisions announced





Policies for Funding of Local Government Renewable and Clean Energy Challenge Planning, Infrastructure, and Implementation Projects

I. Introduction/Background

The Department of Local Affairs (DOLA) is launching a catalytic Renewable/Clean Energy Challenge grant program, to spark efforts in reaching Colorado's 2040 100% renewable energy goal.

DOLA has earmarked \$12 million in Energy Impact Assistance (EIA) grant funds to assist local government efforts in achieving the 2040 100% renewable goal. \$2 million has been set aside for planning efforts; the remaining \$10 million will be allocated for implementation and infrastructure.

EIA grants are directed by statute to communities that are economically or socially impacted by the development of energy and mineral resources. Grants are also awarded based on financial need, among other review criteria. As a consequence, the majority of grant funding is directed to smaller and more rural communities.

Eligible entities include: Municipalities, counties, school districts, special districts and other political subdivisions.

Projects funded by this initiative should achieve renewable energy, energy efficiency, and energy conservation efforts; support innovations in renewable energy; achieve multiple objectives and/or serve those with the greatest need; support zero emissions vehicles; develop plans, studies, and policies that further long-term, large-scale renewable energy generation and energy conservation. Projects considered will be those that respond to needs and opportunities identified by the local government.

Impact Grants within this initiative are made available to support two general areas - planning and implementation.

II. Planning

A. Tier I Planning Grants

DOLA will support efforts by local governments and regional collaborations to engage in planning to create strategic roadmaps and to determine optimal projects that will advance the goal of 100% renewable energy. Planning activities may be undertaken by individual local governments, multijurisdictional collaboration, or on a regional basis to identify opportunities, infrastructure needs, and to identify potential partnerships among public and private entities to achieve this renewable energy goal. Any new applications for regional planning activities should take into account and coordinate with any recently completed or currently in-process regional plans.



Applications for planning must meet the following criteria:

- The planning process must assess the current needs of the community and an analysis of how the proposed project will help move the community or region towards 100% renewable energy and should include prioritization of needs and possible options for implementation.
- Once plans have been completed, DOLA will support efforts to develop more detailed applications for implementation grant applications.

B. Match

- Local governments applying for planning grants must contribute a minimum of 25% match (cash or in-kind).

C. Request Amounts

- Request amount will be limited to the Tier I cap of \$200,000.

III. Implementation

DOLA will support efforts by local governments to implement demonstration projects that will move recipient communities towards 100% renewable energy by 2040.

In an effort to make the most impact with these dollars, an emphasis will be placed on funding large scale demonstration projects statewide that will serve as models for future projects throughout the state.

A. Applications for implementation grants should consider the following in project development

- How does the project advance the Governor's 100% renewable energy by 2040 goal?
- What specific, measurable outcomes will the project achieve?
 - o For example:
 - Energy reduction over baseline (energy efficiency) in kwh, therms
 - Energy offset over baseline (renewable energy generation) in kwh, therms
 - Greenhouse gas reduction over baseline in total CO2 equivalent
- How innovative is the project?
- Is it multi-jurisdictional?
- Does it achieve multiple objectives?

B. Match

As with other capital construction projects, applicants are required to match grant funds on a dollar-for-dollar basis. In cases where the applicant's financial condition does not permit a 50/50 match, a minimum match of 25% is required.

C. Request Amounts

There will be no cap on implementation grant request amounts; however, budgets must be reasonable and defensible.



IV. Application Process

1. Planning Grants

Applications for planning grants will be submitted during the three annual application cycles, beginning with August 1, 2019. Applications will be reviewed by the Impact Assistance Advisory Committee and awarded by the executive director.

2. Implementation Grants

All requests for implementation funding are required to submit a letter of inquiry prior to being invited to submit a full application. Letters of Inquiry must be submitted to your regional manager by September 1, 2019. Letters will be reviewed by regional and program staff and selected applicants will be notified that they are invited to submit a full application on or around October 15, 2019 with applications due by December 1, 2019.

Applications for implementation do not compete with applicants' other projects submitted through the regular cycle.

3. Letter of Inquiry

All letters of inquiry will follow this structure:

- Summary statement
 - o What, briefly, is the project
 - o Amount requested
 - o Timeline
- How it achieves renewable energy generation or advances a clean energy economy Statement of need
 - o Describe the project in more detail
 - o Why are you utilizing this approach
 - o Why is it important for your community
 - o Who benefits
- Outcomes
 - o What are the specific outcomes you hope to achieve
 - o How will the project be evaluated
- Project activity
 - o Overview of activities
 - o What stage of planning are you in/how ready to go is the project
 - o Note collaboration/who are the partners. What partners have you already consulted with
 - o What experts have you already consulted, what role have/will they play throughout the project
 - o Highlight any innovative techniques being utilized
 - o What steps have you taken to ensure established best practices will be used?
- Budget
 - o General overview of activities/costs



4. Agency Review Required

Applications for both planning and implementation are subject to review and comment by the Colorado Energy Challenge partners: the Colorado Energy Office, Colorado Office of Economic Development and International Trade, and the Departments of Agriculture, Natural Resources, Public Health and Environment, and Transportation. Pre-application review by these agencies is encouraged.

5. Rating Criteria

Applications will be subject to existing EIAF rating criteria and, including outcome evaluation. Rating criteria is available here ([link to rating criteria once finalized](#)).