



Statewide Transportation Advisory Committee (STAC)

April 10, 2020

9:00 AM – 11:00 AM

Video Conference

Agenda

- 9:00-9:05** **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10** **Approval of March Meeting Minutes** – Vince Rogalski, STAC Chair
- 9:10-9:25** **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:25-9:35** **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:35-9:55** **TPR Representative and Federal Partners Reports (Informational Update)**
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:55-10:10** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:10-10:40** **Statewide Plan Update (Informational Update / Discussion Item)** – Rebecca White, DTD
- Overview of the draft 2045 Statewide Transportation Plan.
- 10:40-10:55** **Transit Agency Status Report (Informational Update)** – David Krutsinger, Division of Transit and Rail (DTR)
- Update on the status of transit agency operations amid COVID-19.
- 10:55-11:00** **Other Business**- Vince Rogalski
- 11:00** **Adjourn**

STAC Website: <https://www.codot.gov/programs/planning/planning-partners/stac.html>

**STAC Meeting Minutes
March 13th, 2020**

Location: CDOT Headquarters Auditorium
Date/Time: March 13, 2020, 2019; 9:00 a.m. – 11:30 a.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

Vince Rogalski (STAC Chair and Gunnison Valley TPR), Dick Elsner (Central Front Range TPR), Ron Papsdorf (Denver Regional COG), Suzette Mallette (North Front Range MPO), Bentley Henderson (Intermountain TPR), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Deputy Directory/Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), John Liosatos (Pikes Peak Area COG), Heather Sloop (Northwest TPR), Dana Brosig (Grand Valley MPO), Dean Bressler (Grand Valley MPO), John Cater (FHWA), Walt Boulden (South Central TPR), Norm Steen (Pikes Peak Area COG), Jim Baldwin (Southeast TPR), Stephanie Gonzales (Southeast TPR), Roger Partridge (Denver Regional COG), Andy Pico (PPACG), Chris Richardson (Eastern TPR), Doug McDonald (Southern Ute Tribe), Myron Baker (Ute Mountain Ute Tribe), John Adams (Pueblo Area COG), Debbie Condrey (Southwest TPR), Bill Thiebaut (Transportation Commissioner)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Motion to approve the February STAC meeting minutes. 	Minutes approved
CDOT Update on Current Events / Herman Stockinger (CDOT Deputy Director)	<p>Presentation:</p> <ol style="list-style-type: none"> a) TC approved two of the three funding program distributions that staff presented. TC voted down the proposed RPP distribution formula on a 6 to 5 vote, so the current RPP formula remains active until further action is taken. TC may bring it back for a decision in April, but the TC Chair decided it would not be discussed this month to allow time to understand and address any conflicts. The two approved funding program distributions were for the FASTER Safety and Congestion Mitigation and Air Quality programs. b) COVID-19: All directives are coming from the Governor. So far, all out of state travel has been suspended, and the Governor is urging any large gatherings to be rescheduled or suspended out of an abundance of caution. 	No action.

	<p><u>STAC Comments:</u></p> <ul style="list-style-type: none"> • Heather Sloop: So did you say that TC might not even bring back RPP for a vote? • Herman Stockinger: I said that they are not bringing it back next week because they want to discuss it amongst themselves. I think there would have been enough votes to maintain the existing formula, but Chair Thiebaut decided it would be better to just wait a month. It was adopted for the 2040 cycle and now we are planning for the 2045 cycle. We still will need to adopt something for the 2045 cycle. • Heather Sloop: I want to know what we can do to get this decided. Should I start calling Commissioners? • Herman Stockinger: You should feel free to do that. Commissioners want to hear from STAC, so you should feel free to do that. They could vote on the existing formula or split the difference. • Heather Sloop: Who voted for what? • Vince Rogalski: If you take a look at the minutes, it details how each voted. I've been pushing for VMT to be accounted for in the formula, so we think that's more appropriate than population. So that's what the debate comes down to. • Heather Sloop: I agree Vince. Thank you. 	
<p>Transportation Commission Update/ Norm Steen, STAC Vice-Chair</p>	<p><u>Presentation Transportation Commission:</u></p> <ol style="list-style-type: none"> i) <u>CASTA</u>: We had a really good presentation from Anne Rajewski on how CASTA functions, and what needs to be done for transit. ii) <u>Automation</u>: From FHWA, A researcher, Carl Anderson, presented on the latest in automated vehicles, and what challenges need to be overcome for full deployment. He estimates full conversion to automated vehicles would not be possible for another 20-30 years at least. iii) <u>Whole System, Whole Safety</u>: Discussion over what can be done to improve safety. There was a debate over the viability of working toward zero deaths, and looking at the lessons that can be learned from countries such as Norway, where the zero deaths goal appears to be within reach for some cities. Oslo, for example, recorded only 1 death last year. iv) <u>FY20-21 Budget</u>: The new budget format was presented and will be voted on next month. v) <u>10 year pipeline and 2045 Statewide Plan</u>: TC gave mostly positive feedback on the 10 year pipeline of projects. vi) <u>CMAQ</u>: TC approved the proposal for the statewide portion of the CMAQ funds to be used for electric charging. vii) <u>RPP</u>: If you are interested in the voting numbers you can see that in the minutes. 	<p>No action</p>

	STAC Comments: N/A	
TPR & Federal Partner Reports	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: At our February 19, 2020 board meeting our board allocated funds to projects in the TDM program, and reviewed the draft 10 year pipeline for Region 1 and 4, and gave some feedback but were fairly comfortable with the list. And the board gave support to use the regional arterial safety program to create a safety focus funding initiative, • <u>GVMPO</u>: We adopted our 2045 RTP on February 24, 2020, and we also approved our MMOF projects. We haven't had any cases yet, but we are taking all precautions against COVID-19, but we are advising all of our passengers, and working with the health department on that. • <u>NFRMPO</u>: For us we did our MMOF call for projects, and we had 13 projects, one was pulled, and we gave 12 full funding, and we were able to fund all of them. The Planning Council will take action on that at our April 2nd meeting. We have been working with Region 4 on the TA call for Projects. We are working on setting up remote meetings for the next 30-60 days. • <u>PPACG</u>: We had our meeting yesterday, and I want to express appreciation to John Cater for joining us. We got some great comments from the audience expressing appreciation for reduced speeds for the I-25 gap. A couple action items, we did approve TIP amendment 13, primarily used to maximize CMAQ funds which are going away because the maintenance period is up. We also approved an action to open the South Powers extension for federal funding. We have a legislative update and it will be updating the document. I gave an update regarding the adoption at the national level urging congress to approve P3s at rest areas, and that will move forward. • <u>PACOG</u>: A few things, we got notification that we got a grant for a roundabout for highway safety. The TAC committee approved MMOF projects. We are finishing up now a 5339 grant for relocation of a transit facility • <u>Central Front Range</u>: Really not a lot going on. We had a meeting a couple of weeks ago. US 285 was closed most of the time that week, but it's too early to get started. We moved money around so that we can hopefully fully fund an interchange at SH 9 in Fairplay. Other than that, there isn't a lot going on 	No action.

- Eastern: Eastern TPR met Monday of this week. Trent Bushner and I were re-elected to represent the Eastern TPR in this body. We reviewed our Draft 2045 plan and will make final edits prior to next meeting in May. Nothing follows. Eastern also approved MMOF
- Gunnison Valley: One of the things, we had a meeting with Federal Lands with Elijah Henley on 3/5 and it was a 3 hour workshop and it went a little long because there was so much to talk about. We discussed how can we cooperate to make sure we are leveraging those funds. It was very worthwhile. On the 26th it seemed like we are deciding if we will have our meeting, we will be discussing the draft RTP and Statewide Plan, And weather we have concerns or they want to change anything. It's still snowing in the mountains. It gets a little warm in Gunnison during the day, but it's still winter. Right now, everything seems to be working well. We are being told that those 65 years and older shouldn't go to the ski areas, and people are upset about that. As Bentley had said, Little Blue Creek Canyon was awarded \$20M for US 50 improvements through the canyon, but it has been delayed. We expect it to start in the summer of 2021. People are concerned about all the closures and it's the main access to Montrose and Gunnison. Other than that things aren't normal, but trying to press ahead.
- Intermountain: We have finalized our long range planning process, and adopted MMOF programs and projects throughout the region. We are planning to get those going as soon as possible, and getting money out of the pipeline is important for us. One thing to report as STAC's FLAP rep, we met last week and identified projects from the last report, and they have all been moving through, and strangely enough they have come in over budget as we drill down into the details, but it appears the funding streams within Central Federal Lands are such that we will be able to continue to fund and get them completed, but the previous projects are all moving forward. The only one that is still struggling with funding a little is the highway repairs in Alamosa County for Great Sand Dunes where we are struggled a bit with funding issues. Blue Creek Canyon has been pushed back because it is so complicated. There are just a lot of moving parts and pieces that make it more challenging, but we should still be able to move forward once it is worked out, so FLAP is in good shape right now.
- Northwest: We have not met since our last STAC meeting, so the same thing. We did do our MMOF call for projects, and we received only 3 projects, and we have awarded those 3 projects, and then subsequently we did another call because we did have funds left over and so the deadline will be end of March and will award quite quickly by then. So we hope we will get more projects.
- San Luis Valley: *No Update*

	<ul style="list-style-type: none"> • <u>Southeast</u>: We had our TPR meeting on February 26, 2020 and we had the same representatives no change there. We do have a big construction project getting ready to start east of Fowler on Hwy 50, the passing lanes, and they have started moving dirt, but the detours will be in play on the 16th, and detouring around Hwy 50 possibly until October. So, that will be something for locals to deal with. • <u>Southwest</u>: We just had our meeting yesterday and we went over our MMOF projects and TAP projects and approved that. We went over our 2045 Plan, and we will get updates a little and summer construction projects are already starting and they have an entire list of culvert projects, so lots of good changes in this area. • <u>South Central</u>: We haven't had a TPR meeting, but we submitted 3 MMOF projects to TC for match reduction. • <u>Upper Front Range</u>: <i>No update</i> • <u>Southern Ute Indian Tribe</u>: This is Doug. I have no relevant reports • <u>Ute Mountain Ute Indian Tribe</u>: <i>No update</i> • <u>FHWA</u>: <i>No update</i> 	
<p>Federal and State Legislative Report (Informational Update)/ Herman Stockinger and Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p>Presentation</p> <p>a) <u>Federal</u>: There is a good chance that the following dates will get pushed back given the current COVID-19 disruption, but this is what we know now:</p> <ol style="list-style-type: none"> (1) Reauthorization: Peter DeFazio said he would put out the reauthorization bill in March and that it would be ready to be taken up by committee in April. (2) Funding Bill: House Ways and Means Committee Chairman Neal said that the funding bill is pending guidance from the White house, so we can expect to see a continuing resolution at least through the election season. Although, agreement is unlikely we can at least see the policy initiatives coming out of the bill, and give feedback accordingly. (3) Stimulus: They are discussing two sets of measures, one with immediate relief such as providing free testing for the virus, and a long-term stimulus that will include infrastructure spending. (4) AASHTO: There was considerable discussion about the national importance of I70 for economic growth, and a lot of discussion about opening up rest areas to P3s, which seems to have a lot of support <p>b) <u>State</u>:</p>	<p>No action.</p>

	<p>i) HB20-1151 has passed to Appropriations where it will likely sit for some time. HB20-1151 aims to fund transportation by giving MPOs the taxing authority of RTAs.</p> <p>ii) SB 20-151, the RTD Governance bill, seeks to amend the Regional Transportation Act to increase transparency in governance and decision-making. It was passed in the Transportation and Energy Committee, and is heading to the Judiciary Committee where there are still a lot of questions and concerns around the legal language, and still some questions about what a “Blue Ribbon” panel is or an accountability panel for the ongoing government studies.</p> <p><u>STAC Comments:</u></p> <ul style="list-style-type: none"> • Herman Stockinger: Has there been any talk about suspending activity at the legislature? • Andy Karsian: Yes, but there is no specific timeline yet. Likely, within the next week they will suspend activity for 14 days, but they will need to go to the Supreme Court first because the constitution says the session will be made up of 120 consecutive days, so that doesn’t allow for a 2 week break, and they have to still do things like pass a state budget. • Norm Steen: We had our CCI transportation committee meeting and Speaker Becker came to address HB 1151, which would permit MPOs to have taxing authority. CCI would oppose this because it would further carve up the state and create more of a patchwork of regions that have funding and those that don’t, and Speaker Becker believes it is a last rescue method if nothing else happens, and I’m concerned that if the session ends early it’s the only funding bill that’s on the table. This would change the landscape of how funding is done statewide. So, I encourage others to take some time to study the bill, and weigh in on it. 	
<p>5) FY2020-21 Final Annual Budget (Informational Update)-Jeffrey Sudmeier, Chief Financial Officer</p>	<p>Presentation: I just want to give you an update on Fiscal Year 2021 beginning June 1, and we will be asking TC to approve this budget next month to meet the deadline for the Office of State Planning and Budget for April 15, 2020. So, hopefully the Governor will sign this by June 30, 2020 to take effect on July 1, 2020.</p> <ul style="list-style-type: none"> • So just to back up we reviewed the budget with STAC in November and that was approved, but it wasn’t finalized and won’t be until March because of all the moving parts that were just being worked out in the first couple months of the year, so we 	<p>No action</p>

	<p>made those changes last month and walked TC through it. We will bring this back to TC next week.</p> <ul style="list-style-type: none">• Complete redesign of the budget: We totally revamped the budget. The CDOT budget is actually a 200 page document that includes a lot more than that one sheet summary that you usually see. We did a lot to organize it so that it is easier to digest.• One Sheet Allocation Plan: We reorganized the one sheet allocation plan. This is where we show what we anticipate in revenue, and how we plan to allocate that to specific programs, and we reorganized that document this year to make it more clear where our revenue is going. For example, it shows how much goes into construction versus maintenance for example• Spending Plan: We developed a new spending plan, and many, or most of you, understand that construction projects take more than one season to complete, and the reality is that almost all projects span multiple fiscal years. Historically, our budget didn't do a good job of communicating multiple year budgets. This one does that better, and it includes our cash balance, and Tim has just brought up that spending plan. If you look at the spending plan it gives projected cash balance, and it's higher simply because of SB1 and SB267 infusions, but it shows the cash balance, and the projected revenue, and it shows outstanding receipts like federal grants we were awarded that we haven't yet received funds for, and then, the spending plan goes through and gives projections of how much you anticipate spending during the course of the fiscal year in each of the functional categories. We think it's a significant improvement to show how we are spending our resources.• In the packet there's a memo and a link to the document, a link to the revenue allocation plan with how we allocate revenue, and a link to the spending plan with what we anticipate spending.• Then we also have a personnel report, which is also new, with full time employees, and how many are associated with construction and maintenance, so that's also included in your packet that is included to increase transparency to meet statutory requirements.• A couple changes in terms of actual allocations: a lot of the changes are administrative, but one to point out is we did, with TC concurrence, add \$5M to the maintenance program, which varies year to year, and it's part of the Asset Management budget – with a finite amount of asset management resources, and how to allocate that between assets. In the last few years it has trended lower which is causing issues, and we are	
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seeing more budget shortfalls, and recognize that we need to set a floor to ensure we are always at a minimum for assets, but in case of 2021 we are helping to mitigate that by increasing it from what was planned by \$5M.

- Other changes are detailed in the TC packet from last month. A number of the changes outlined relate to budget format changes, so we are just changing where items were reflected so that it makes more sense.

STAC Comments:

- Vince Rogalski: How is the bridge fund doing with Central 70?
- Jeff Sudmeier: When the Central 70 funding plan was put together there was an extended commitment of Bridge Enterprise money that extends through construction and for the 20 year payment period. The commitment made by TC was that it shouldn't exceed 50% of Bridge Enterprise revenue available, and that remains the case. So, we continue to have what I would characterize as a balance where we still have a significant ongoing Bridge Enterprise program despite the availability payments that we will make. I can report in more detail to STAC, but the short answer is that there was obviously a lot of sensitivity around that, and that it doesn't limit too significantly our ability to deliver bridges in the rest of the state, and we will still have a robust program.
- Norm Steen: To Jeff, how are personnel vacancies handled in the execution of the budget? Are unspent funds carried over, or reallocated to other areas?
- Jeff Sudmeier: The simple answer is that we budget for all positions and we don't factor in say for example that there is an 8% vacancy rate, we budget for 100% position occupancy, but we know that that doesn't happen because of turnover, but we also don't budget for certain other elements of potential salary increase that includes overtime and reallocations. We do budget for cost of living adjustments, but we don't budget for overtime and promotions. We are looking to change that, but the historic approach of not factoring turnover has allowed us the flexibility to pay for those other things.

<p>Statewide Plan Update- Rebecca White, DTD</p>	<p>Presentation: This draft is just one piece of the Statewide Transportation Plan and seeks to tell the state’s transportation story through the 10 year pipeline of projects. To tell the story the plan breaks the pipeline’s achievement goals into various buckets, and delineates between the funded and unfunded projects to show what the plan aims to deliver, and what additional funding is needed to deliver the unfunded portion. The cover page sets the stage and takes us into that process, and explains how we looked at public comments and put it all together. The goal is to make a strong visual impression while still having details for those that want to dive further into the document.</p> <p>To summarize some 10 year pipeline highlights:</p> <ul style="list-style-type: none"> i) 40% of the funded and 38% of the unfunded project list is dedicated to Colorado Interstates ii) 53% of the unfunded project list would be dedicated to congestion relief iii) 20% of the unfunded project list would be dedicated to mobility options and access in rural Colorado iv) 20% of the unfunded project list would be dedicated to pavement quality on rural roads v) 70% of the unfunded project list will go to asset condition. <p><u>STAC Comments</u></p> <ul style="list-style-type: none"> • Norm Steen: At the NACo conference FHWA made a point that of the total VMT on rural roads more than 40% is from urban drivers, and to say that rural roads are only a rural concern undermines the argument that it is a problem for the entire state. It would be good to include that data on how many urban drivers are using those roads in the presentation. • Tim Kirby: Good point, and we couldn’t agree more, and the tone we are shooting for is that Colorado is a connected system, and we are trying to convey that each piece works together for an overall tapestry, and I would love to hear your thoughts on how to improve that message. • Norm Steen: FHWA provided that data, but I can get you that data to include in the plan. Second point, because 1 in 30 drivers will be involved in a crash, we are already paying for bad roads, but not for maintenance of those roads, and that’s a powerful message for our legislators that we are already paying in delays, loss of employment, and crashes. We are paying for it in lanes and crashes and there is a cost to not 	<p>No action</p>
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maintaining those roads, and if you could somewhat monetize the dollar cost of bad roads that would be compelling.

- Tim Kirby: That's a good point, it's good to expand what we typically talk about in terms of cost to drivers due to damage to cars. So, we will see if we can expand that.
- Suzette Mallette: How is the unfunded need calculated? We want to make sure it is fully represented in the 10 year pipeline of projects.
- Tim Kirby: Internally, we have discussed that we have constrained the unfunded need to \$500M annually, and we are all painfully aware that the actual need eclipses that number. What we are saying is that this is what can we actually reasonably accomplish
- Rebeca White: Good question Suzette. This list represents the \$500M a year carried through the unfunded period.
- Suzette Mallette: So, you are talking about the \$500M coming through and starting in 2024, correct?
- Rebecca White: That is correct. TC agreed we should assume the same level of funding that we are seeing now, and the other thing is that that's about what we can actually absorb administratively, and what a contractor community can deliver. The point you are making is something that we are working on and I think you'll see that message communicated in the cover letter for the document from Director Lew.
- Suzette Mallette: The point is that there is a whole lot more that we could be doing and we have talked about various ways that there will be more that we will be representing, and that's exactly where my question is going to. There's that one project we put in and that's I25 because we really want that to be done, but the need even of tier 2 projects is almost a billion and there's more that keeps getting added to that, and I know our elected officials are very concerned that that message is conveyed loud and clear.
- Tim Kirby: Excellent point. We hear that a lot, and it isn't lost on us. This is still not the overall Statewide Transportation Plan, and that overall need is going to be there. This is the bite size chunk that we can handle and deliver, but there's a much broader need.
- Suzette Mallette: The part where you say unfunded balance, can you define that better?
- Tim Kirby: So are you saying that you want us to give definition or contour to that self-imposed limit?

	<ul style="list-style-type: none"> • Suzette Mallette: Yes • Rebecca White: You all have this copy now, so please take more time to review it and follow up with me or Tim. We look forward to getting your feedback. 	
<p>6) STAC Bylaws (Informational Update)- Rebecca White, DTD</p>	<p>Presentation: The STAC Bylaws have not been reviewed for several years. Staff is proposing that a STAC subcommittee convene to review and suggest amendments to the STAC Bylaws where appropriate.</p> <p><u>STAC Comments:</u></p> <ul style="list-style-type: none"> • Vince Rogalski: I think that would be a great idea and then we can get a good online committee • Rebecca White: And certainly if anyone wants to comment now feel free, but please let us know • Doug McDonald: I just wanted to call attention to Article 3 section3. It's my understanding that the tribes were voting members of the STAC and I have voted a number of times, so I'm curious was that a change or it's something that needs to be changed? Or is that where they want to move? • Tim Kirby: Excellent observation and it highlights that updates and review is a big need. And no, that is not the intent. • Doug McDonald: I just want that noted here and reflected when that's made • Tim Kirby: It looks like we are already getting volunteers coming through and we will follow up with you all offline • John Liosatos, Heather Sloop, Dean Bressler, and Stephanie Gonzales all volunteered for the STAC Bylaws Subcommittee. 	<p>No action.</p>
<p>Multimodal Options Fund Update</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • Next week TC will vote on MMOF match reduction. And, if you go to the CDOT website and go to the packet, you'll see a list there. Send in those requests • From a contracting perspective, it takes time and effort, and there is a subtle but meaningful set aside to help with timely execution of contracts, but not every contract is created equal. 	<p>No action</p>

MMOF Update by TPR:

- Central Front Range TPR: The CFR has not had their MMOF projects submitted for consideration yet, the projects will be selected in May I believe.
- Eastern TPR: We have 5 projects. All requested a match reduction. One a zero percent match, and the others 20%. This pushed us over our allocation. We increased zero percent match request to 20% and allocated the shortfall proportionately across all 5 projects. Applicants indicated they could still complete projects with the reduced amounts. Eastern TPR voted to adopt the new distribution. These five projects will be forwarded to TC for approval.
- South Central TPR: South Central has selected their projects and is asking for match reductions at Commission this month.
- Gunnison Valley TPR: We have 8 project applications that were submitted and approved. The Town of Mountain Village has a bicycle/pedestrian improvement safety project. The County of San Miguel and the RTA there are getting a bicycle/pedestrian underpass. San Miguel County is getting a connector trail, Lake City is looking to make 3rd Street pedestrian and drainage improvements, All Points Transit has 3 applications. One, to improve transit with a micro transit feasibility study, Dial A Ride. This adds to \$2.3M, and we had a bit extra, and we will see where that comes out of. And, two projects submitted requests for match relief.
- Grand Valley: We had 8 projects approved by the board. The Town of Collbran applied for a trail feasibility study to connect the school and workforce to downtown, and they are requesting reduced match. There are two for Grand Valley Transit. One for capital costs and one for operating costs. The capital application is for buses and mobile ticketing, and the operations is to fill a funding gap. The Town of Palisade is doing a multimodal project along Hwy 6, and using TAP for that too. There is a Safe Routes To School sidewalk project in Mesa County. The City of Fruita is doing an active circulation plan, and Fremont Street multimodal design and those two projects are interconnected. We are also using MMOF for the statewide travel survey.
- Greater Denver: We selected MMOF projects as part of the TIP process for 2020-23. And we got all of those selected in August of last year, and that funded 12-13 projects, and then reserved \$500,000 to be eligible for the non-MPO part of DRCOG, and selected one project in Clear Creek County late last year.

- Intermountain: We had 9 projects that were approved, and took up our entire budget. RAFTA for a project, There is a SH 82 separated crossing, Snowmass village requested upgrades to the Transit Station, Pitkin County has 2 studies that were awarded, and the Town of Silt was awarded for a pedestrian overpass design project. Aspen is looking to do some multimodal improvements, and then Vail is advancing smart technology and Summit County was awarded funds for the Transit Center in Frisco, and an e-bike feasibility study was also awarded. And one group is applying for match relief for the Town of Silt for their project.
- North Front Range: We had 15 projects all together, and several bike and pedestrian projects and several mobility projects and transit projects, and that made up our call, and we were \$1,900 short of funding everything. We had two that were off the top approved early on. One was a one-call, one-click center for Health and Human Services Providers. That's the one that has the most concern because it is approved for over 3 years, and the other is for an expansion of the premium transit analysis to look at who we are connecting across the region and how.
- Pikes Peak Area: We only have one project approved by the board so far, and it's a Tri-County project. We are doing a call for the remainder of the funds, and will be able to update you better in July.
- Pueblo Area: We have five projects, and Region 2 was involved in our process, and we have already started on an IGA that we will take to the full board on March 26, 2020. Four of the five are bike/pedestrian projects, and one is for the statewide TDM model.
- Southeast: We selected three projects. One is our two phase project across 6 counties for the design and planning for covered bus shelters, and La Junta applied for an off-system trail system that will include sidewalks and bridges and will create a safe route link for non-drivers around the city, and Lamar has a design and planning project for a pedestrian bridge project to address ADA compliance and connects an unsafe crossing at Lamar Community College, and that pretty much took our entire allocation.
- Southwest: We allocated MMOF funds to 9 of the 13 projects that we had applications for, and funded just over \$1.2M, with about \$1M of the total request that we were not able to fund. Most of the things that were awarded were for bike/pedestrian facilities, but we gave money to almost every single entity with the exception of two that didn't get any.

	<ul style="list-style-type: none"> • Upper Front Range: <i>No update</i> 	
Other Business/Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • Our next meeting is March 13, 2020 • Adjourn 	

STAC ADJOURNS

DRAFT

The Transportation Commission (TC) Workshops were Wednesday, March 18, 2020 and the regular meeting was Thursday, March 19, 2020 at the Colorado Department of Transportation (CDOT) 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, March 18, 2020

1:00 pm – 3:30 pm

Attendance: All 11 Commissioners: Bill Thiebaut, Eula Adams, Kathleen Bracke, Irv Halter, Barbara Vasquez, Kathleen Bracke, Karen Stuart, Donald Stanton, Gary Beedy, Sidney Zink, Shannon Gifford, and Kathy Hall were present.

Dashboard of Major Projects & Notification of Developments/Variations (Steve Harelson)

Purpose: The purpose of this workshop was to provide an update of dashboards for major projects and their application in identification of items that may warrant management attention.

Action: Information only.

Discussion:

- Steve Harelson, CDOT Chief Engineer (CE), provided a CY 2020 Construction activity update.
 - CDOT plans to advertise projects this spring, anticipating COVID 19 blows over by first part of June. Projects are categorized as those less than or over \$10 million. Roughly, 40% of projects are small and 60% are large.
 - The project count is 241 with an estimated cost of \$912 million.
 - There is still, at this point, an opportunity to catch up on the construction schedule.
- Commissioner Stanton asked about the concept of reducing risk and if any contingency plans are in place, and what would CDOT do if the worst-case scenario plays out with the virus for the construction season and in the next two years.
- Steve Harelson responded that CDOT is working closely with the Colorado Contractors Association (CCAA) on this. The CCA, that includes most contracts, would be able to extend the schedule. At this point, we don't see a financial risk or a risk to society for this. The concept of encouraging engineers to defer restart until things are certain was noted. Steve Harelson explained that those projects just coming on will be considered for deferral to avoid two mobilizations. CDOT is aware and closely monitoring this situation.
- Commissioner Vasquez asked if CDOT is planning to have a public facing website for project status. Steve Harelson responded that staff is working on this, and the hope is to get it out in the next couple weeks. CDOT wants to make sure the data is accurate before the information is released.
- Commissioner Thiebaut asked if bidding on infrastructure for SB 267 package was suspended. Steve Harelson responded that at this moment, CDOT has 16 projects under ad for one to three weeks. Others to were scheduled open last week, but we deferred them until the market stabilizes. CDOT decided to open next Thursday, the 26th of March instead. The idea is to open five to six projects at a time per week for next three weeks. It takes roughly eight weeks to go to ad and get contracts signed. CDOT and CDPHE are in close contact and having conversations, it is anticipated that things will be much improved by the next 10 weeks. If we do suspend projects, we would start August 1 instead.
- Commissioner Adams asked about the definition of risk that is displayed on the project status dashboard.
- Steve Harelson explained that risk vary and that they are generally things that can occur outside of our control, and each project has multiple risks that project managers need to keep in mind. Financial risk is

one risk. For example, I-70 at Floyd Hill there are geologic risks, but once it is decided how to resolve risks, risks are then retired. Risks are tracked by CDOT project managers. These are factors we recognize we need to continually consider.

- Commissioner Adams confirmed that CDOT keeps risks in mind as staff proceeds and in the choices made that then help in the design process. These concepts then feed into red (urgent), yellow (moderate) and green (no issue) color designations on the dashboards for risk.

FY 20 Budget Workshop/Supplements/Amendments, including Strategic Safety & Urban Arterials Funding (Jeff Sudmeier, Rebecca White)

Purpose: To review several topics related to the FY 2019-20 Annual Budget, including the 8th Budget Amendment.

Action: The Division of Accounting and Finance (DAF) is requesting TC review of proposed adjustments and allocations resulting from the receipt of supplemental federal funding and reconciliation of FY 2020 federal revenues, and review and approval of the eighth amendment to the FY 2019-20 Annual Budget.

Discussion:

- Jeff Sudmeier, CDOT Chief Financial Officer (CFO), introduced the key topics related to the FY 2020
 - The Supplemental federal funding - Notice was recently provided of additional supplemental appropriations from FY 2020 This includes \$10.6 million in Supplemental Highway Infrastructure Program funds and \$8.5 million in Supplemental Bridge Replacement and Rehabilitation funds. The FY 2020 supplemental funds will be reflected in the April TC Program Reserve balance, resulting in a total balance of \$67.9 million.
 - Federal Revenue Reconciliation – The final FY 2020 federal appropriations have come in \$16.7 million less than forecasted and revenue adjustments in budget programs have been made to accommodate this change. Will be determined next month how to adjust the budget.
 - Budget 8th Amendment items:
 - \$16.5 million for metropolitan planning organization (MPO) sub-allocation.
 - \$8.5 million for supplemental bridge funds.
 - \$1.8 million to traffic services.
 - \$1.3 million for MASH guardrail contract.
 - \$5.5 million to Snow and Ice Control.
 - No longer doing this month \$17.2 million for urban arterials and the strategic safety programs, will delay approval until April, due to market volatility.
- Rebecca White noted that the total funding for urban Arterials considering all other program resources, approximately \$50 million from SB 267 funds, and from CDOT/DRCOG partnership funds of \$9.5 million could total potentially \$77 million. The concept would be conducting a competitive process based on need and areas/locations with increased pedestrian/bicycle crash rates.
- Commissioner Beedy stressed the need for any project design to ensure that movement of freight can still continue.
- Commissioner Bracke asked about why the federal funding received was lower than anticipated and if we anticipate less funds due to COVID -19.
- Jeff Sudmeier responded that Congress has ability to set obligation-funding levels as they choose. Sometimes it turns out to be higher or lower for states. Reasons are that these are related to formula programs, and their status. We are seeing the typical process with variability. In terms of COVID 19, currently there is no specific answer for this. CDOT has FY 2020 appropriations; we will need to wait until FY 2021 to see what is appropriated. We are hoping transportation funding is part of any forthcoming stimulus package.
- Commission Thiebaut wanted to draw TC attention to Temporary Resolution 8 – strategic projects for Urban Arterials will be pulled from TC resolution this month, and Jeff Sudmeier will be sending an updated resolution after the workshop. Changes to the resolution were summarized by Commissioner Thiebaut.

- Commissioner Adams asked about CDOT’s financial liquidity and if there is a cash flow concern for SB 267 projects.
- Jeff Sudmeier explained that CDOT is in a good position to weather a delay as CDOT currently has the first year of SB 267 funds. The funding can be used on any SB 267 projects. No delay would occur for project delivery from a cash flow perspective. The quarterly revenue forecasts for state did show a significant drop off in revenue from estimates since December. Much of the decrease due to a TABOR refund. We will learn more in the next quarter.
- The TC agreed to move forward with the revised resolution, removing and then deferring the \$17.2 million for urban arterials and strategic projects program funding request to April.

FY 21 Budget Workshop – Questions Only (Jeff Sudmeier)

Purpose: To present the FY 2020-21 Final Annual Budget Allocation Plan for TC adoption.

Action: The DAF is requesting that the TC adopt the FY 2020-21 Final Annual Budget Allocation Plan.

Discussion:

- Jeff Sudmeier explained that there are no new materials for this, or substantive changes, only change in presentation is an additional table provided and footnotes related to the Revenue Allocation plan.
- Commissioner Stanton thanked Jeff for his work and for the prudent work with quarterly revenue review. He recommended that CDOT be conservative with any approach, as impacts related to the virus may last more than two months.
- Commissioner Thiebaut as if the General Assembly suspended activity would result in budget impacts. Jeff Sudmeier responded that CDOT has not been notified of any changes to the budget timelines at this point.
- Herman Stockinger, CDOT Deputy Executive Director and TC Secretary, explained that there is no word yet. There is another week before the legislature reconvenes, for now we still should have a budget in May.

PD 703.0 (Jeff Sudmeier)

Purpose: To outline essential updates and changes to Policy Directive (PD) 703.0 and align the directive with current policies, procedures, and requirements.

Action: This review is for informational purposes and no action is requested this month. Staff seeks TC input in order to finalize updates to PD 703.0 in preparation for formal adoption at the April TC meeting.

Discussion:

- Jeff Sudmeier presented a marked up redlined version of PD 703.0 for TC review and comment. The redlines generally are intended to Simplify, reorganize, clarify, and/or delete irrelevant information.
- Significant proposed changes include:
 - Addition of the TC Program Reserve concept – all Program Reserve transactions would require TC review and approval.
 - TC Contingency Reserve and Maintenance Reserve expenditures under \$1 million staff/CDOT Executive Management Team (EMT) can approve.
- Commissioner Thiebaut expressed concern that Contingency Reserve could be used to transfer to the Maintenance Reserve for snow and ice removal, and asked if that is an occurrence we can expect. Per Jeff Sudmeier responded yes, we could potentially see this happening again.
- Commissioner Vasquez warned that the COVID 19 arc, in terms of the budget and these resolutions being approved now, will likely be impacted longer than two months, and that this potentially could go

into fall. She echoed the need for move forward conservatively, in alignment with Commissioner Stanton's comments.

- Commissioner Hall requested an overview of Statewide Transportation Improvement Program (STIP) changes outlined in the proposed PD 703.0, and questioned a deletion in the redlines that did not make sense related to STIP updates.
- Jeff Sudmeier responded that he would look into correcting a deletion noted related to STIP amendments.
- The proposed redlines for PD 703.0 also include:
 - For indirect costs, such as staffing for example, staff proposed tightening this for more scrutiny. Staff recommends that any new indirect cost over \$1 million require TC approval.
 - For Strategic Projects, the legislative funding program, currently under PD 703.0 any dollar amount change in project goes to TC for approval. Staff is recommending that changes for \$250,000 or less allows staff approval, between \$250, 000 – \$500,000 requires EMT approval, and any expenditure over \$500,000 would require TC approval.
- Commissioner Thiebaut asked about the level of urgency for approval for next month and requested more time for review.
- Jeff Sudmeier responded that there is no rush. There is no urgency, this policy is important, and the TC should take time needed to make a decision on this. Comments raised by the TC members included:
 - Commissioner Halter agreed to take more time, but also noted that he is comfortable with the recommended numbers so far. Asked the question about two signatures being required for EMT approval – CFO and CE.
 - Commissioner Zink noted the importance to have two signatures evaluating the project from different perspectives, and for auditing purposes. Another comment was that the language is very vague in terms of what is significant and what is major and minor. The definition section needs more clarification.

Statutory compliance regarding IGAs (Steve Harelson, Kathy Young)

Purpose: Compliance with CRS §43-1-110(4) which requires intergovernmental agreements involving more than \$750,000 must have approval of the Commission to become effective.

Action: CDOT seeks approval for all Intergovernmental Agency projects over \$750,000 that have not been fully executed. CDOT proposes information provided and have approval granted on the consent agenda monthly.

Discussion:

- Steve Harelson proposed to the TC adding these items to the consent agenda for TC approval.
- Commissioner Thiebaut requested that the TC resolutions related to this list project numbers and amounts.
- Steven Harelson expanded on the subject by explaining that usually these funds are pass-through funds and have limited controversy associated with them. If it turns out there is controversy, these can be pulled from the consent agenda and voted on separately by the TC.
- Commissioner Zink noted that once an IGA is approved it can be amended, and asked if IGA changes should also be brought to the TC for approval.
- Steve Harelson responded that in cases where we are adding large dollars, yes. If changes relate to deadlines or slight bid modifications, no.
- Kathy Young, of the Attorney General's Office, noted the need to strike a balance to make this process less cumbersome. Recommended CDOT should get a statutory change for this. Right now, it applies to almost every single IGA. Put it is the TC's decision to make regarding the level of detail for review and approval.
- Resolution is ready for tomorrow. Commissioner Thiebaut asked about the need for any changes to the resolution.

- Marcy Gray, staff person, explained that an updated version of the resolution would be distributed to Commissioners. Original IGA documents stipulate a not to exceed dollar amount. Marcy is willing to share examples to show how in practice these documents would work. Will also add language to the resolution that any substantive changes would require TC review and approval.
- Commissioner Gifford encouraged the concept to seek a statutory change related to IGAs, as the consent agenda is just a list and not a focused TC review and evaluation.

PD 14 Workshop (Rebecca White and Manjari Bhat)

Purpose: This workshop provided proposed objectives for the safety goals areas of Policy Directive 14 for review by the Transportation Commission. Staff will provide objectives for the asset management and mobility goal areas at a future Transportation Commission Workshop. After review by the Commission, the final Policy Directive 14 with the approved goal areas and objectives will be submitted for adoption. An additional topic for Commission review is a potential target adjustment for National Performance Measure (NPM) pavement targets. Staff will provide an overview of the current target this month and then brief on the proposed target change at the April Commission workshop.

Action: Using the framework and alignment of priorities discussed at the January 2020 TC workshop, staff has developed a list of proposed, measurable, objectives in the safety goal area for review by the TC. Staff will revise the objectives based on Commission feedback for adoption in a revised Policy Directive 14 at a future Commission meeting. No action required on NPM target adjustments for this month.

Discussion:

- Commissioner Bracke likes the connections to Statewide Transportation Safety Plan (STSP). However, we need to understand how many years we need to get to zero, and how we can expedite this process.
- Charles Meyer responded that a 2% decrease goal is in alignment with the goal the Governor has identified for the State for all crashes and crash rates. Shown here are more significant and aggressive reductions.
- Commissioner Bracke expressed discomfort with these goals and wants to see a more aggressive plan, e.g., with crash reduction goal percentages rising each year over time.
- Charles Meyer responded that significant changes and funding would be required to achieve the more aggressive goals. Looking at the current trajectory that is a 1-2% reduction. Staff looked at what would be a stretched goal. Four percent would be a stretch, but yet achievable. Charles agreed that we would all prefer to see an acceleration in the pace of change.
- Commissioner Bracke noted that how we invest reflects our priority. We need to be doing different things and provide a policy foundation to prompt change with a paradigm shift. Staying stuck in a tentative position conflicts with the TC's and staff's desire to increase safety.
- Commissioner Beedy requested to see the rural and urban crash data split. He would like to see crash data on the state highway system vs. the total system, to determine more specifically, what we can have impact on to increase safety. Agree it would be great to have faster rates of crash reductions, but we need more funding to get to zero, and we need to make people realize we can't get to zero at the current funding levels. Regarding pavement condition measurements and targets, Commissioner Beedy recommended changing the performance of poor pavement target to 5% based on the current trajectory.
- Rebecca White asked if Commissioner Beedy would like to see differentiating performance targets between urban and rural areas, or to just know the data end results. Commissioner Beedy noted just having the data and comparisons of crash rates would be enough.
- Commission Vasquez confirmed with staff that the reduction rates are absolute rate calculations, and asked about if there is any value in breaking out personal vs. commercial vehicle data, urban vs. rural and state highways vs. overall.

- Charles Meyer responded that yes we are tracking these variances and discussing them with stakeholders prior to identification of safety strategies. We will continue to monitor this granularity. The CDOT annual reporting does go into that level of detail.
- Commissioner Zink suggested to step back from these details, and recommended rewriting the first new goal.
- Herman Stockinger noted that whatever is a goal also needs to be able to be quantified changes/reductions, etc. to track performance over time.
- Commissioner Hall supported separating data as discussed. Wondering if we are seeing a reduction of crashes with COVID-19 pandemic and the lack of travel.
- Commissioner Adams asked about other agencies and our goals aligning with other entities. Charles Meyer confirmed that coordination and alignment is happening. Commissioner Adams noted that this is reasonable and commendable. Everyone is clear about what we are doing and where we are headed.
- Commissioner Stanton noted that the TC, MPOs, Transportation Planning Regions (TPRs) and County Commissions are involved in STSP, and suggested to add a reference to the STSP related to this performance goal.
- Commissioner Bracke noted that the local jurisdictions and counties look to CDOT for leadership regarding goals for safety. That is why this is important to have ambitious targets, as we set the pace for the entire state. The TC has a statewide leadership role regarding this.
- Rebecca White summarized the TC direction on this subject – staff is to look at fixing math and grammar in the new PD 14 objectives. When we report progress, we include a break out of crash data by rural/urban, personal/commercial, SH system/Overall. Include a description of the leadership role of the TC, CDOT and the partnerships.
- Thiebaut recommended staff modify the proposed PD 14 document, based on TC comments, and bring it back next month.
- Commissioner Stanton recommended to Charles Meyer adding a description of the TC’s role of leadership in the STSP.
- It was noted that FHWA has measures and targets for CDOT to meet as well. This spring we have opportunity to adjust these current goals established two years ago. CDOT staff will bring back this information to the TC next month. These updates on the national goals are due to FHWA by May 20. The TC will need to take action next month for this to occur in time.

COVID 19 Update (Shoshana Lew)

- CDOT Executive Director, Shoshana Lew, noted that broadly speaking at CDOT we are keeping operations running and working to flatten the curve of the epidemic through close coordination with the Colorado Department of Public Health and Environment (CDPHE) the lead state agency on this.
- CDOT has focused on identifying how to keep delivery of critical services by keeping the roads open; otherwise, many disruptions for services, such as food supply, healthcare, and maintaining safety, would be compromised.
- Over the weekend, Incident Command distributed a notice to employees encouraging work from home, and stressed the need for social distancing, proper hygiene, etc., among other protocols.
- To ensure productivity, staff at CDOT is addressing IT constraints, etc. Employee access to VPN is one example. We are transitioning employees to adjust to this.
- Director Lew was encouraged by how well things have transpired so far. How we normalize situations for abnormal occurrences. We have risen to the occasion. Noticing a “can do” attitude from staff. Part of our success will be our ability to make folks aware of who is at high risk and get all to understand appropriate health protocols.
- On the ground functions, such as the Division of Maintenance and Operations, is a key area with different challenges to ensure maximum redundancy for staff. Translating Center for Disease Control (CDC) guidance and requirements here is something we are working on. We are constantly in touch with CDPHE for guidance, and sharing and gleaning information with businesses and other entities. This includes coordinating with freight and contractors to keep things moving. John Lorme, the CDOT Director of Operations and Maintenance, is working on development of team and protocols to keep exposure to people

and the virus spread limited. This includes cleaning and hygiene for critical function vehicles and equipment, and social distancing. Frequent check-ins are occurring among various levels of the Department related to keeping vital functions going. CDOT team attitudes are good, and folks are looking out for one another, and are demonstrating adaptability.

- Commissioner Thiebaut expressed his appreciation to Director Lew for her leadership and to CDOT staff for all their work.
- Commissioner Beedy recognized the importance of keeping the Department operational during the COVID 19 crisis.
- Commissioner Adams complimented staff on the comprehensiveness of the response. This will get worse before it gets better. Encouraged taking more proactive and drastic measures now vs. waiting for things to get worse.
- Herman Stockinger explained that it appears that 85% of staff is working from home, after taking a tour of the building today, scoping out who is at the office.
- Commissioner Vasquez cautioned not to be surprised and to plan for a potential spike in the fall for the COVID -19, and stressed that staff and TC members keep doing what they are doing.

Statewide Plan Committee (Rebecca White)

Statewide Transportation Plan (SWP) Committee Members: Commissioners Stuart (Chair), Gifford, Zink, Stanton, Bracke, and the STAC Chair, Vince Rogalski.

Attendees: All 11 Commissioners were present.

Purpose: The Division of Transportation Development has two key topics to bring before the Statewide Plan Committee this month.

Action Requested: Discussion only.

Background: Over the last year, staff has sought input from the TC Statewide Plan Committee to inform the development of the statewide transportation plan. This month, two related topics will be presented: 1) update on refinement to the 10-year project list and 2) draft document details.

10-year Project List: Last month the Committee reviewed the first draft of the project list for the final six years (2025-2030) of the 10-year “project pipeline.” Over the last month, the CDOT Regions have continued to work with their TPRs and MPOs to refine the list. The Regional Transportation Directors will provide a briefing on those changes. Commission is not being asked to take any action on this list this month; only to provide feedback so that staff may incorporate this input into the next version of the document.

Draft Vision Document: Staff has developed a summary document of the 10-year plan, with a focus on what the plan achieves for the state in terms of safety, mobility, pavement condition, etc. This month, staff presented the draft of this document and asked for the Commission’s input.

Next Steps

Staff will bring elements of the statewide plan to this committee over the next several months with the intent to deliver a final document in June.

Introductions - Karen Stuart, Chair

- Commissioner Stuart kicked-off the meeting.

10-Year Strategic Pipeline of Projects - Regional Transportation Directors

Discussion:

- The CDOT Region Transportation Directors (RTDs) all presented on the major changes made to their 10-year pipeline project list for out years five to ten, between February and March
- No substantial comments or concerns were raised by the TC members.
- This document will continue to be refined before a final draft is made available.

10-Year Strategic Pipeline of Projects Document Review – Draft Vision Document - Rebecca White and Tim Kirby

Discussion:

- Tim Kirby, CDOT Multimodal Planning Branch Manager, provided an overview of 10-year Pipeline document. CDOT staff is soliciting comments. A massive public and stakeholder outreach effort provided input into this document and helped inform both SB 267 and the 10-year Project Pipeline list of projects. The document is intended to be reader-friendly with lots of graphics and visual impressions. The document emphasizes and highlights freight, veterans, aging populations, and rural pavement needs. A map of the projects demonstrates the comprehensive nature of improvements proposed for the pipeline out years five through ten. Transparency and accountability is a new section added to highlight CDOT’s work to track and monitor project implementation.
- Commissioner Stuart solicited feedback from TC members on this document, and noted she thought the document is very well done.
- Commissioner Vasquez noted that she agreed the document is well done; just replace a photo of snowplow in conjunction with bridge and tunnel text.
- Commissioner Beedy also expressed that the document looks good, and he also had a question about the use of the snowplow photo. Otherwise, the document represents things well.
- Commissioner Bracke had comments, but had audio issues and staff will follow up off-line to obtain her comments.
- Commissioner Thiebaut explained that he attended STAC last week, and that STAC comments on this document will be addressed.
- Commissioner Zink commented that on Page 4 of document at the bottom, that the symbols on map on page 2, are the same but in reverse order. Staff is to address this comment.
- Rebecca White invited TC members to take more time to review and submit any comments to staff. Rebecca also mentioned that she would bring the first draft of the 2045 SWP to the TC and this Committee next month.

Mobility Systems Committee (Don Stanton):

Mobility Committee Members: Commissioners Stanton (Chair), Hall, Bracke, Beedy, and Vasquez

Attendees: All TC members were present.

Update on DTR Activities (David Krutsinger)

2020 Consolidated Call for Capital Projects (CCCP), including Senate Bill 267 and Settlement Programs.

Purpose: Inform the TC of the projects recommended for funding under DTR’s 2020 Consolidated Call for Capital Projects

Action: Information and feedback only.

Discussion:

- Commissioner Stanton, Mobility Committee Chair, kicked-off the Mobility Committee meeting.
- David Krutsinger, CDOT Division of Transit and Rail (DTR) Director, highlighted a few items as DTR has awarded more funds than usual.
 - A total of \$34 million state and federal funds were available.
 - \$46 million of state and federal funds were requested.

- \$32 million of state and federal funds were awarded.
- A brief overview of the projects awarded was presented (see packet for more details).

Informational Items (more details are available in the March 2020 TC Packet):

- David Krutsinger provided an update on the following DTR programs.
 - Bustang Quarterly
 - Snowstang & DTC Outrider Quarterly
 - Transit Grants Quarterly
 - SB 228 Quarterly
 - SB 267 Quarterly
 - Southwest Chief & Front Range Passenger Rail Commission Update

Discussion:

- Commissioner Vasquez strongly supported the concept of waiting to expend funds for transit vehicles until EVs could be purchased as replacements.
- Commissioner Beedy stressed the importance of letting folks who ride transit for free (such as students) be made aware that some entity, if not them, is paying for the service, and let folks know who.
- David Krutsinger noted that the Southwest Chief has been successful in obtaining a grant award of \$450,000 for a study of early action from La Junta to Pueblo and Colorado Springs.
- Commissioner Vasquez asked about influences of COVID 19 on the Office of Innovative Mobility (IMO) and efforts to promote transition to EVs. Sophie Shulman responded that CDOT is certainly paying attention to economic impacts and its relation to EVs, and will keep the TC updated regarding this matter.
- Commissioner Stanton noted that COVID 19 has reduced fare box receipts and requested an update to the TC on this. David Krutsinger responded that he would keep TC posted on updates related to transit service fare box receipts, and any other transit impacts related to COVID 19.

Small Business Diversity Committee Update

- Commissioner Hall, Chair of this committee, decided to postpone this committee meeting on Small Business Diversity. Commissioner Hall prefers to conduct a workshop in person in summer or fall instead.

Discussion of Traffic Management System Software Upgrade (Ryan Tyler, John Lorme)

Purpose: The purpose of this workshop was to summarize and inform the TC about the Operation Centers Advance Traffic Management System (ATMS), and to request a decision regarding options to move forward.

Action: Staff seeks support from the TC to upgrade the ATMS through a competitive Request for Proposal (RFP) process. The RFP is in process and needs to move forward, with expected funding from FY 20 Roll Forward funds (remaining balances in programs after year-end, available for reallocation), FY 21 Innovative Mobility Program funds, and savings from the final close out of remaining RoadX projects.

Discussion:

- Herman Stockinger explained that this request is for the TC to approve proceeding with an RFP process for an update of CDOT's Advanced Traffic Management System (ATMS).
- Bob Fifer, CDOT ITS Manager, and John Lorme, CDOT Division of Maintenance and Operations Director, gave a description and provided a rationale for the desire to move forward with an RFP, and the need to update the CDOT ATMS.
- Commissioner Adams asked about the underlying operating system for this and who owns the code. He also asked about how long this update would serve CDOT. Other questions and concerns he has relate to scalability, and bandwidth requirements, he would like more details to understand this better. Commissioner Adams also offered to participate in the project.
- John Lorme explained that an updated ATMS would allow the system to continue to grow. There would be continuous upgrades like as what happens for cell phones. The current system is custom built and it is expensive to maintain. CDOT owns the data that would be stored in the Cloud. In addition, the request for

today is to get head nod from TC today to move forward with RFP and then he can come back to TC as details evolve.

- Commissioner Thiebaut asked if any funds were being requested today.
- Herman Stockinger responded that the RFP has gone out, and that FY 2021 is where the funds would be coming from. Potential funding options being considered include roll forward unexpended maintenance funds, is one source after FY 2020 closes out. The other would be to use funds previously set aside for the RoadX Program. Herman explained that between these two potential funding sources, it is not anticipated funds would be pulled from the TC Program Reserve or the Contingency reserve. No TC approval or action is required today.
- Commissioners Thiebaut and Adams supported this approach.
- Commissioner Stanton suggested the TC taking a tour of the ATMS or revisit this idea at a future date.
- Commissioner Vasquez recommended a potential virtual tour, and John Lorme noted that this is a feasible option.

Transportation Commission Regular Meeting Thursday, February 20, 2020, 9:30 am – 11:00 am

Call to Order, Roll Call:

All 11 of the Commissioners were present: Commissioners Bill Thiebaut, Sidney Zink, Eula Adams, Irv Halter, Shannon Gifford, Gary Beedy, Kathleen Bracke, Barbara Vasquez, Donald Stanton, Kathy Hall, and Karen Stuart.

Public Comments

- None – No comments received via email or other means for the virtual TC meeting.

Comments of Individual Commissioners

Commissioners praised CDOT staff for carrying on with the work despite the COVID-19 pandemic. Other comments:

- Commissioner Gifford, District 1 – She is excited about progress on the possible CDOT acquisition of the Union Pacific Burnham Yard.
- Commissioner Stanton, District 2 - The increased number of fatalities and crashes on Colorado roads, up from last year; show how hard it will be for CDOT to reach its goal of zero deaths on the highways by 2035.
- Commissioner Adams, District 3 – All should be safe and follow the rules for avoiding infection.
- Commissioner Bracke, District 5 – A meeting at North Front Range MPO on I-25 North was very helpful. As the TC representative on the Scenic Byways Committee, she reported that a Scenic Byways symposium originally planned to take place very soon would take place later this year due to COVID-19. Last week she and others went to Washington D.C. to discuss transportation funding with the Colorado delegation.
- Commissioner Vasquez, District 6 – Despite everything, the work of the Office of Innovative Mobility continues.
- Commissioner Hall, District 7 – CDOT Executive Director Shoshana Lew gave a well-received talk to Club 20 about how CDOT is improving transparency and cost savings.
- Commissioner Zink, District 8 – It snowed in Durango, where she lives and was attending the virtual meeting. She was glad to be safe at home in Durango rather than in Denver.
- Commissioner Halter, District 9 – Karen Rowe, regional transportation director for Region 2, is retiring and moving on to something “very exciting,” although it is unknown what that is. He thanked RTD Rowe for all her help to him as a new commissioner. He urged all blessed with health and wealth to give generously to food banks and organizations that help the homeless and others. Charitable donations have been going down during the COVID-19 pandemic. “Give until it hurts, and then give a little bit more,” he urged.
- Commissioner Beedy, District 11 – He hoped northeastern Colorado would weather the coming blizzard. At the Freight Advisory Council (FAC) meeting on Feb. 25, he learned of a pending BUILD grant to

improve freight movement. He also noted the retirement of Travis Miller, resident engineer in his area, who he said has done a great job. He attended the March 9 meeting of the Eastern Transportation Planning Region (TPR), where attendees made final comments on the draft Eastern TPR regional transportation plan. He also noted that attempts to stop the spread of COVID-19 are difficult for the freight industry. Truckers need to use restaurants that may be closed and park their trucks at rest areas that some want to close. The freight industry, he said, is a sector of the economy that needs to keep moving, and we need these services to continue to do so.

- Commissioner Stuart, Vice Chair, District 4 – She attended the 25th anniversary of Denver International Airport (DEN), at which she spoke to former CDOT Chief Engineer John Laipply and former Maintenance and Operations Director Kyle Lester. She noted that Regional Transportation District ridership is down 60 percent. She predicted similar ridership decreases for Bustang and Bustang Outrider. People who work in service jobs need transportation if they don't have their own vehicles. Some valuable lessons in transportation demand management will come from the pandemic.
- Commissioner Thiebaut, Chair, District 10 – Of course a blizzard happens on the first day of spring. He said that he and Vice Chair Stuart would work on a plan for future TC meetings that keep everyone safe, yet follow the law. He echoed Commissioner Halter's comments about RTD Rowe, adding that she has earned the trust of all 14 counties in her region.

Executive Director's Report (Shoshana Lew)

- A document on transparency and accountability, and the first draft of the 2045 Statewide Transportation Plan, pull together various sources of information into one place.

Chief Engineer's Report (Steve Harelson)

- On March 26, 16 projects will go to bid, and will be followed by five or six at a time every Thursday.
- So far, CDOT hasn't noticed any slowdown in construction. Workers are staying out of the job-site trailers to avoid getting too close to each other, and are trying to work a distance from each other.
- Traffic is so light that CDOT might waive restrictions on paving roads to allow the work to take place during the day rather than at night.
- He paid tribute to Rick Lawrence, whose firm built many bridges in Colorado. Recently deceased, Rick Lawrence was a gentleman, with the admirable ability to defuse tense situations with a joke.

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

- The board approved the FY 2020-2021 HPTE budget.
- Toll rates for the North I-25 Segment 2 and 3 will increase 6.5 percent because of debt service on construction of the toll lanes.
- He toured the 59-acre Union Pacific Burnham Yard in Denver. Region 1 will do non-invasive testing of areas needing cleaning, and will determine if cleaning the yard is feasible. CDOT has 90 days to perform due diligence. The purchase will take place only if cleanup is possible.
- About 1,800 people participated in discussions about tolling on North I-25.
- The South I-25 Gap project from C-470 to Monument might qualify for a TIFIA (Transportation Infrastructure Finance and Innovation Act) loan for about 25 percent of the cost.
- Commissioners Vasquez and Thiebaut both asked about the effect on HPTE of decreased traffic due to COVID-19. Nick said I-70 Mountain Express Lanes have had a 50 percent decrease in traffic and I-25 North experienced a 25 percent drop. It's possible that the C-470 HPTE project will get a credit downgrade due to decreased traffic. However, he said, the foundation of the economy is strong, and should recover quickly once the pandemic is over.
- Commissioner Bracke said CDOT should order toll equipment for the express lanes on North I-25 this summer or fall, and in 2-3.5 years, the express lanes should be operating on a dynamic pricing scheme.

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

- On Monday, FHWA learned that two FHWA workers at the Colorado Division offices in Lakewood tested positive for COVID-19, and all FHWA employees began working from home. FHWA Colorado Division is trying to make the best of it with remote meetings.

- Two weeks ago, FHWA and CDOT's Rebecca White traveled to Iowa to learn about the Iowa DOT research program, which has a very strong relationship with the University of Iowa and Iowa State University. Both universities have institutes that perform transportation research for Iowa DOT.
- As they retire from CDOT, he recognized Martha Miller, an engineer in Region 3, and Karen Rowe for their contributions to transportation in Colorado.

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

- STAC met remotely last Friday for the first time, which worked fairly well.
- The STAC was concerned about the TC's vote against STAC's recommendation on the formula for distribution of the Regional Priority Program (RPP) funds. Some STAC members might be reaching out to their TC representatives before the TC considers the RPP formula again, possibly at the April meeting.
- Norm Steen of Pikes Peak Area Council of Governments (PPACG) expressed his opposition to HB20-1151, which he said could carve up the state in many small regional transportation authorities in both metropolitan and rural areas.
- The STAC received assurance that the Central 70 project would use less than half the Bridge Enterprise funds.
- The STAC reviewed the 2045 Statewide Transportation Plan. One comment was that the condition of rural roads is an urban concern as well since urban dwellers use those roads, too.
- A committee will review the STAC bylaws, which still states that representatives of tribal governments are non-voting members of the STAC. A 2016 law made them voting members of STAC.
- The STAC will meet next on April 10, perhaps in another remote conference meeting.

Act on Consent Agenda – Passed unanimously on March 19, 2020, in two votes

1. Temporary Resolution #1: Approve the Regular Meeting Minutes of February 20, 2020 (Herman Stockinger)
2. Temporary Resolution #2: Approve Referral of CDOT Region 3 Access Appeal to the Office of Administrative Courts (Kathy Young)
3. Temporary Resolution #3: Region 3 Disposal: I-70B & F 1/2 Road (Parcel 5A-X) (Mike Goolsby)
4. Temporary Resolution #4: Region 1 Disposal: SH 88 & 7th Ave. (Parcel 200Rev-EX) (Paul Jesaitis)
5. Temporary Resolution #5, MMOF Match Relief (Rebecca White)
6. Temporary Resolution #6, IGA Approvals by TC (Steve Harelson)

Staff amended Temporary Resolutions #5 and #6 from the versions in the TC packet based on additional information. Changes are:

- Temporary Resolution #5 – Adds Phillips County as one of the counties eligible to receive an exemption from the 20 percent match requirement for state Multimodal Options Fund money after receiving additional information from the county.
- Temporary Resolution #6 – The revised resolution moves all 37 intergovernmental (IGA) contracts for more than \$750,000 to a separate list attached to the resolution. The list includes project number; total project cost; federal, local agency, and state funding; and project description. The resolution states that beginning with the March 2020 TC meeting, all projects of more than \$750,000 will be on the consent agenda and will allow for execution of the IGAs and any contributing agencies, follow-on contracts, option letters, and amendments. (The 1991 law required the TC to approve all IGAs of more than \$750,000, but over time, the Chief Engineer assumed that duty.)

A motion to approve all the temporary resolutions, including amended Temporary Resolutions #5 and #6, was made and seconded, but then rescinded because Chair Thiebaut wanted to sever consideration of Temporary Resolution #5 from the others. He said he hadn't seen the revised resolution.

Two votes passed unanimously:

- Approve all consent agenda resolutions but Temporary Resolution #5.
- Approve the amended Temporary Resolution #5.

Discuss and Act on Temporary Resolution #7, 9th Budget Supplement of FY 2020 (Jeff Sudmeier) – Passed unanimously on March 19, 2020.

Discuss and Act on Temporary Resolution #8, 8th Budget Amendment of FY2020 (Jeff Sudmeier) – Passed unanimously on March 19, 2020.

Discuss and Act on Temporary Resolution #9, Adoption of the FY 2021 Budget (Jeff Sudmeier) – Passed unanimously on March 19, 2020.

- The resolution on the Final Budget Allocation Plan has a revenue allocation plan of \$1.984 billion and a spending plan of \$2.459 billion. Both the revenue allocation and spending plans include the Bridge Enterprise and High Performance Transportation Enterprise funds.
- Not in the resolution but included in the TC packet are:
 - Estimated revenues of \$3.102 million, including anticipated carryover from FY 2019-2020.
 - A total workforce of 3,324 employees
 - A total capital construction budget of \$973.6 million
 - \$325.2 million for asset management
 - \$127.6 million for safety
 - \$520.8 million for mobility
- The Final Budget Allocation Plan will go to the Governor’s Office by April 15. The TC can adjust the budget throughout the year.

Discuss and Act on Temporary Resolution #10, Approval of STIP Amendment #1 of FY 2020 – FY 2023 STIP (Rebecca White) – Passed unanimously on March 19, 2020.

- The TC asked that a chart of the three projects in STIP Amendment #1 become part of the resolution.
- The STIP policy amendment went out for public comment Feb. 7-March 13; no comments.
- The three projects, considered regionally significant for their areas, are:
 - Region 2 – US 287 Bridge Preventive Maintenance, STIP 25216.146, \$5 million in SB 267 funds.
 - Region 3 – I-70 Vail Pass Auxiliary Lane, STIP SIN7021 (was SR36607.028), \$13.5 million in SB 267 and \$3.5 million in National Highway Freight Program funds.
 - Region 3 – Auxiliary Lane East Frisco to Silverthorne (Mileposts 203-205), STIP SIN7022, \$24 million in a combination of SB 1, SB 267, and SB 262 funds.



COLORADO

Department of Transportation

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2045 Statewide Plan

An Overview

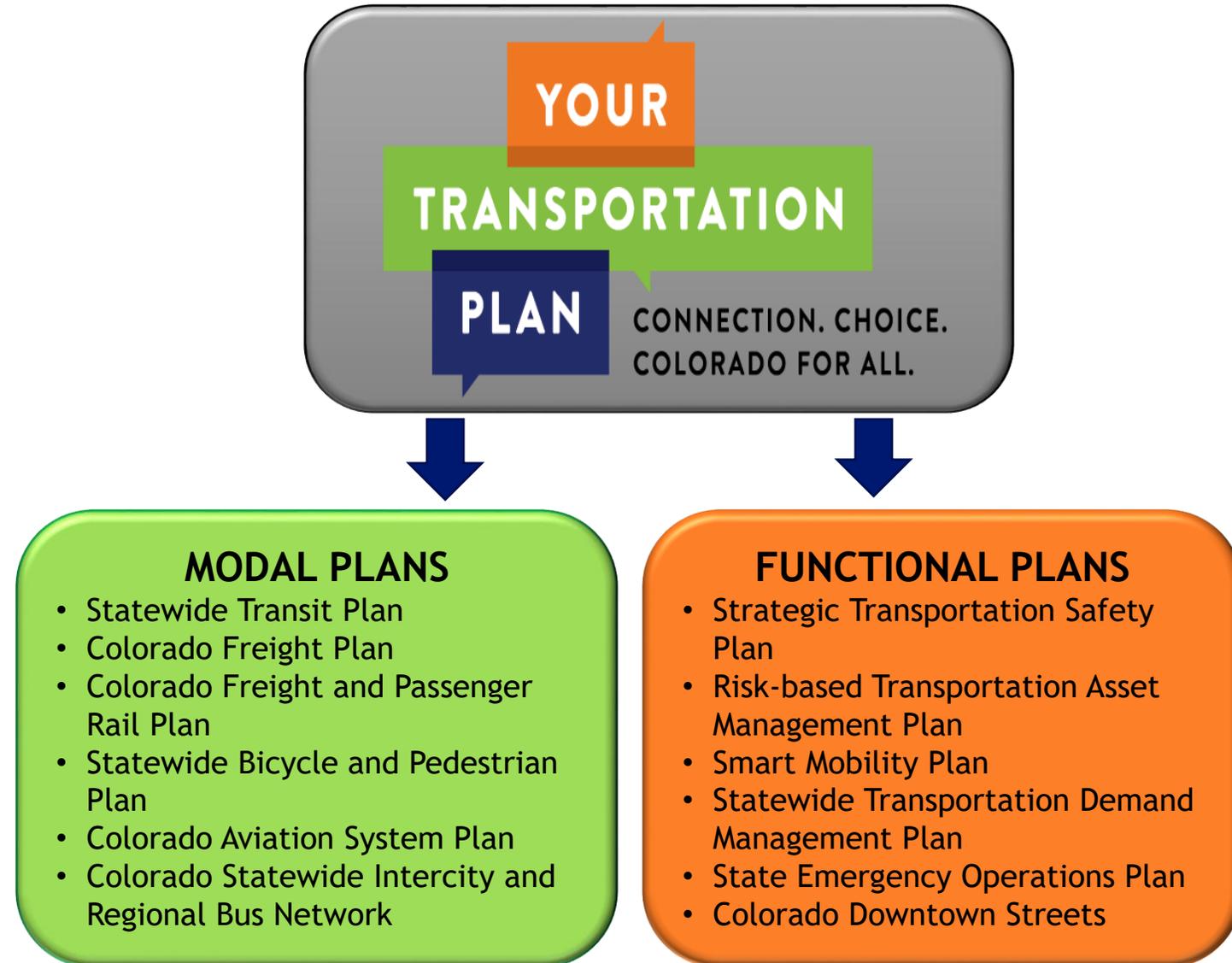
April 10, 2020



Introduction

- The 2045 Colorado Statewide Transportation Plan is the overarching planning document that brings all planning efforts under one umbrella.
- It includes the integration of:
 - 10 Rural Regional Transportation Plans and 5 MPO Long Range Plans
 - Functional plans
 - Modal plans
- The Statewide and Regional Transportation Plans are anticipated to be ready for public review and comment by the May 2020 Transportation Commission meeting.

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2045 Statewide Plan - Federal

- Federal and state law provide the basis for the transportation planning process.
- The Fixing American Surface Transportation Act (FAST Act), enacted by Congress in December 2015, requires the states to produce a Statewide Transportation Plan and a Statewide Transportation Improvement Program (STIP).
- The FAST Act revised planning processes by emphasizing National Performance Goals and focusing on Operations, Freight, Asset Management, and Performance-based Planning.





2045 Statewide Plan - State

- State law requires the development of a comprehensive, long-range (20+ year) Statewide Transportation Plan (SWP).
- This plan incorporates the priorities and needs of Colorado's 15 Transportation Planning Regions (TPRs), 5 of which are urban Metropolitan Planning Organizations (MPOs).



Statewide Transportation Plan

DRAFT
April 2020



2045 Statewide Plan - Overview

DOCUMENT SECTIONS

- *Executive Director and Commission Letters*
- *Introduction*
- *Public and Stakeholder Involvement*
- *Vision, Goals, Objectives Framework*
- *Mobility, Safety and Asset Management*
- *Performance Measures*
- *MPO, TPR, and Tribal Planning Integration*
- *Corridor Profiles and Project Pipeline*
- *CDOT's Investment Strategy*
- *Environmental Consultation*
- *Environmental Justice*
- *Public Health*
- *Land Use Coordination*
- *Implementing the Plan*





Executive Director and Commission Letters

SECTION OBJECTIVES

- *Welcome to Your Transportation Plan*
- *Key Insights and Messages*
- *Brief discussion of process and purpose*

Dear Neighbor

At the Colorado Department of Transportation, we exist to protect people's lives and promote our state's economic vitality. When we succeed, we provide the public freedom, connection and experience through travel. We believe we can fulfill our purpose by becoming the best department of transportation in the country.



DRAFT TEXT TAKEN FROM PREVIOUS ANNUAL REPORTS: FOR POSITION ONLY

We all rely on our transportation system for virtually every aspect of daily life—getting to work, getting to school, accessing affordable health care or the grocery store, or ordering goods online. Indeed, issues like access to good schools, health care options and multimodal transportation options—some of Governor Polis' and this Administration's key priorities—are deeply interconnected. Whether or not we can do these kinds of things safely, efficiently and sustainably are the measures of our success or failure. That perspective constantly motivates my perspective on transportation, and I feel that the commonalities of our experiences with transportation can bring us together to make good decisions, even when they are hard and come with tradeoffs, which they always do. I would note that, right now, we are in the midst of a particularly dynamic moment for infrastructure and transportation—with forces like population growth and movement, technology and expanding mobility options, and climate change placing rapidly evolving pressures on the systems that connect people and economies. We see these forces coming to a head in Colorado, and, as stewards of much of the state's transportation network and cumulative budget, we have unique opportunities to prepare for them. I believe that CDOT will play a pivotal role in managing the transition towards a future that meets those demands. Indeed, CDOT's operational responsibilities for resource allocation and land use bring critical questions and tensions to a head at transportation departments: how do we manage the infrastructure that we have to achieve and maintain a state of good repair, while also recognizing that investments made in today's dynamic environment can last nearly a century? How do we successfully pair traditional road maintenance and expansion projects with strategic investments in new technologies and different transportation modes to keep up with our growing population and equip our infrastructure for the 21st century? I look forward to working together with CDOT staff, Colorado's elected officials and our stakeholders over the coming months and years, as we continue to grapple with these kinds of questions—none of which have easy answers—so that we can build and support transportation that provides better opportunity for the citizens of Colorado.



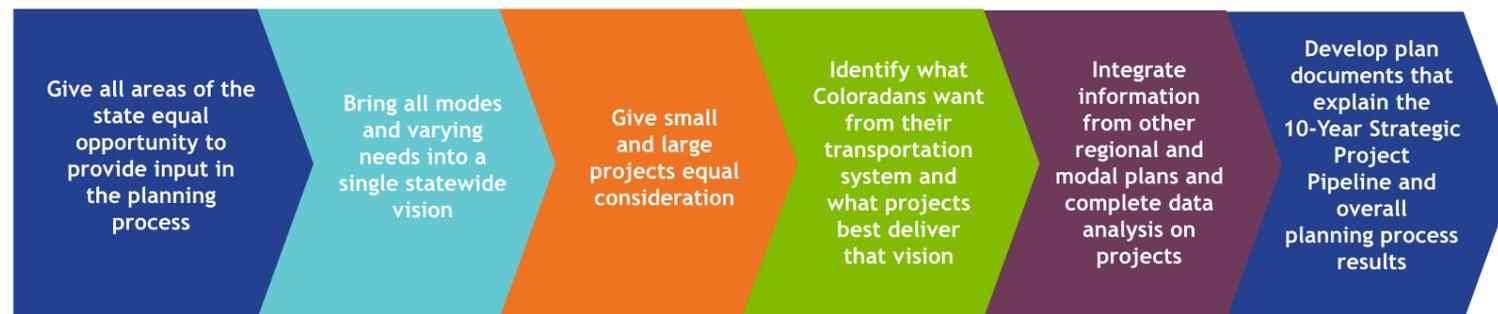
SECTION OBJECTIVES

- *Brief explanation of contents of plan*
- *Process*
- *Emphasis of Performance Based Plan*
- *Guidance followed*

FEDERAL AND STATE REQUIREMENTS

- *Overview of FAST Act Guidance*
- *Integrated systems plans into a long-range 20-year multimodal transportation plan*

Elements of Your Transportation Plan Process





Public and Stakeholder Involvement

SECTIONS OBJECTIVES

- *Discussion of the input process*
- *Key input from public and stakeholders*

SUBSECTIONS

- *Public Involvement*
- *Agency Involvement*
- *Stakeholder Input*
- *How Involvement was Used?*

FEDERAL AND STATE REQUIREMENTS

- *Federal public and stakeholder involvement requirements*
- *Early and continuous opportunity for public participation in the transportation planning process (State)*
- *Providing a mechanism for public perspectives, needs and ideas to be considered in the planning process (State)*

81

Local Elected Official and Community Leader Meetings; Including 64 County Meetings and Two Tribal Meetings
Averaged 2-3 hours each with local leaders to identify local transportation needs and ideas.

15

Stakeholder Meetings
Held meetings to receive input from key stakeholder groups, including the military community, freight groups, business groups, and bicyclists.

6

Telephone Town Halls
Hosted regional telephone town halls, an over-the-phone event where thousands of Coloradans asked transportation questions and participated in live polling.



Vision, Goals, and Objectives

SECTION OBJECTIVES

- *How CDOT merged Executive Director Goals*
- *Governor's Priorities*
- *PD-14*
- *Three goal areas with objectives*

FEDERAL AND STATE REQUIREMENTS

- *Addresses many Federal Planning Factors*
- *State Factors:*
 - Safety enhancement
 - Strategic mobility and multimodal choice
 - Reduction of greenhouse gas emissions
 - Preservation of the existing transportation system



Mobility

- Significantly expand travel options
- Improve air quality by reducing emissions
- Data Driven Needs Assessment



Safety

- Improve Safety
- Data Driven Needs Assessment



Asset Management

- Infrastructure Improvement
- Data Driven Needs Assessment



Mobility, Safety and Asset Management

SECTIONS OBJECTIVES

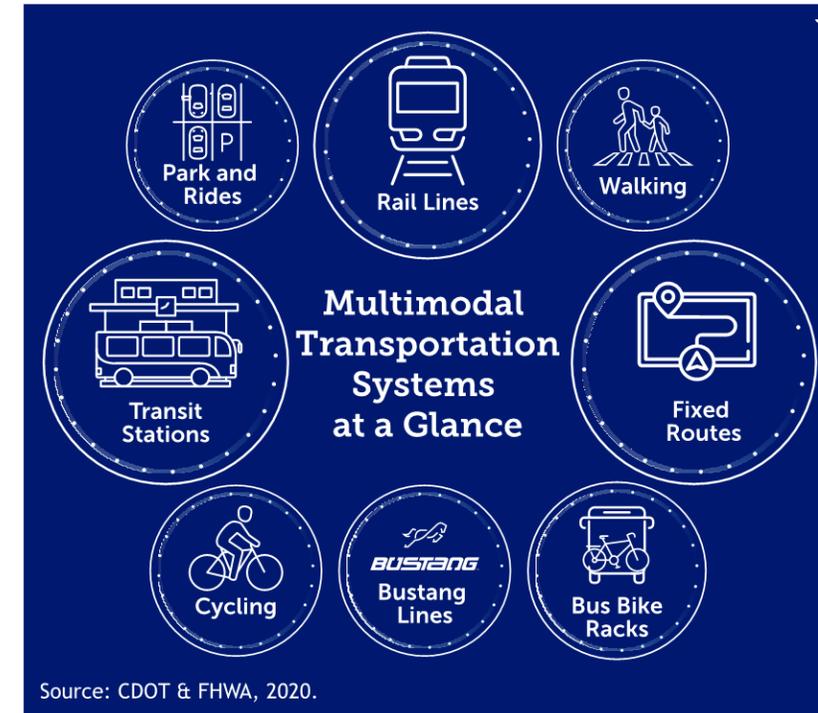
- *The Colorado Transportation Story*
- *Growth is driving needs in all areas/modes*
- *Many plans integrated as part of SWP*

SUBSECTIONS

- *Mobility*
- *Safety*
- *Asset Management*

FEDERAL AND STATE REQUIREMENTS

- *All Federal Planning Factors*
- An integrated multimodal transportation systems planning approach (*State*)
- Consider and integrate all modes into the Statewide Transportation Plan (*State*)





Performance Measures

SECTIONS OBJECTIVES

- *The SWP is performance based*
- *PD-14 drives performance at CDOT*
- *CDOT has reporting tools*

SUBSECTIONS

- *Performance Measures and PD-14*
- *National Performance Measures*
- *Other CDOT Performance Reporting*

FEDERAL AND STATE REQUIREMENTS

- *Provide for the establishment and use of a performance-based approach to support the national goals (Federal/State)*

CDOT's Performance Measures Framework through Policy Directive 14 is based around the goals areas of Mobility, Safety, and Asset Management.



MPO, TPR, and Tribal Planning Integration

SECTIONS OBJECTIVES

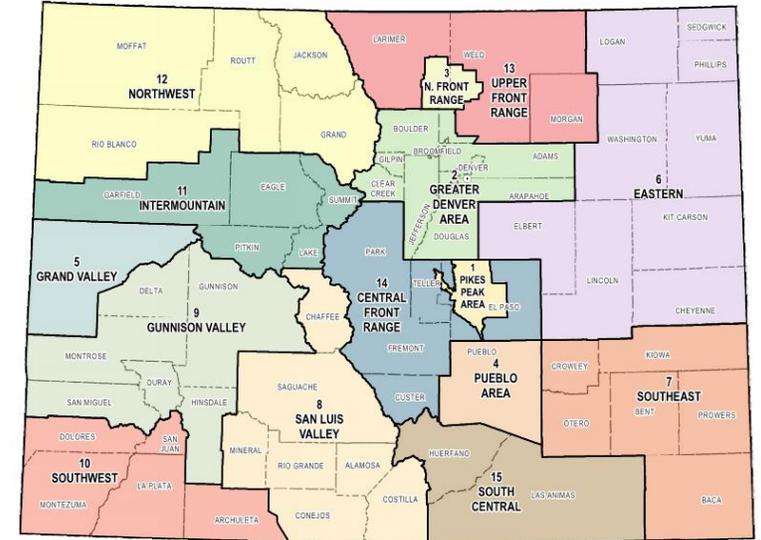
- *Plans integrated/rolled-up*
- *Serve as a means for regional input, needs identification, and project planning to achieve the three goal areas*
- *Tribal coordination*

SUBSECTIONS

- *MPO Plans*
- *Regional Transportation Plans*
- *Plan Integration*
- *Tribal Plans*

FEDERAL AND STATE REQUIREMENTS

- *Required integration of MPO plans (Federal/State)*
- *The Statewide Transportation Plan shall include priorities as identified in the RTPs (State)*
- *Include the long-term transportation concerns of the Southern Ute Indian Tribe and Ute Mountain Ute Tribe (State)*





Corridor Profiles and Project Pipeline

SECTIONS OBJECTIVES

- *Story of how the Corridor Visions were updated and project pipeline formed to meet the needs identified.*
- *Summary information on corridor visions and pipeline linked to appendix.*
- *Link to performance measures and TC criteria*

SUBSECTIONS

- *Identification of Needs: Corridor Visions/Profiles*
- *Regional Project Lists*
- *Project Pipeline*

FEDERAL AND STATE REQUIREMENTS

- Identification of transportation facilities and services to meet transportation demand (Federal)
- Statewide Transportation Plan shall include priorities as identified in the RTPs (State)



Improving Our Interstates



Relieving Traffic



Improving Rural Access Statewide



Rural Paving



Improving the Condition of our Roadway Systems



CDOT's Investment Strategy

SECTIONS OBJECTIVES

- *High level story of how CDOT will make/guide investments to achieve goals and objectives and implement the pipeline*
- *Discussion of available funding*

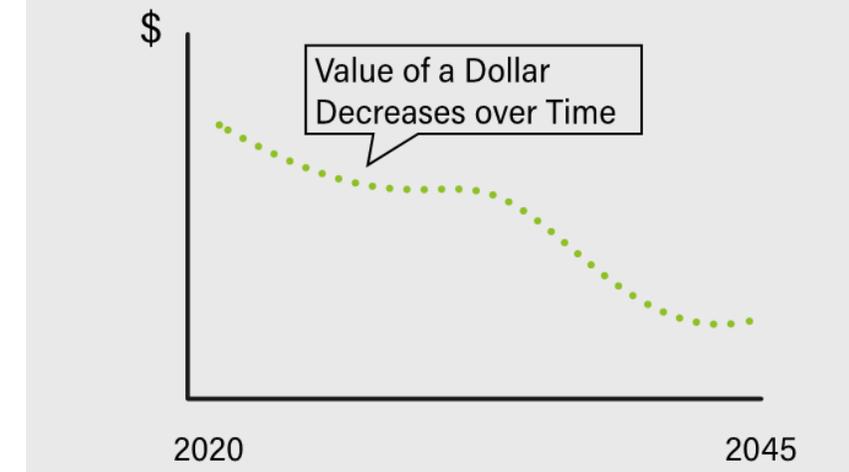
SUBSECTIONS

- *Transportation Funding*
 - *Base Budget*
 - *With SB 267*
- *How CDOT would Invest*

FEDERAL AND STATE REQUIREMENTS

- *Discuss capital, operations and management strategies, investments, procedures, and other measures to ensure transportation system preservation (Federal)*
- *Should include capital, operations, maintenance and management strategies, investments, procedures (State)*

Reduced Future Purchasing Power





Environmental Consultation

SECTIONS OBJECTIVES

- *How CDOT will address/mitigate for key environmental impacts caused by implementing this plan and projects (high level based on key procedures)*

SUBSECTIONS

- *Environmental mitigation measures chosen for highlight*
- *Environmental Consultation*

FEDERAL AND STATE REQUIREMENTS

- *Include potential environmental mitigation activities and areas (Federal)*
- *Protect and enhance the environment (Federal)*
- *Coordinate with other state and federal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation (State)*
- *Include a discussion of potential environmental mitigation activities (State)*





Environmental Justice

SECTIONS OBJECTIVES

- *How CDOT addresses Federal Executive Order on Environmental Justice in connection with the SWP*

SUBSECTIONS

- *Identification of Historically Disadvantaged Populations and Key Locations*
- *Outreach to Historically Disadvantaged Populations*
- *Potential Mitigation Measures*

FEDERAL AND STATE REQUIREMENTS

- *Federal Executive Order on Environmental Justice*
- *Title VI Compliance*

74%

Of all projects are located in a historically underserved community

145

Projects located in a historically underserved community will be beneficial

SECTIONS OBJECTIVES

- *How Public Health is being considered in the Statewide Plan: key impacts and considerations*

FEDERAL AND STATE REQUIREMENTS

- Improve quality of life
(part of a Federal Planning Factor)



Source: Bicycle CO, 2020



Land Use Coordination

SECTIONS OBJECTIVES

- *How CDOT is meeting requirements on land use coordination with some key examples*

SUBSECTIONS

- *Discussion of impact of land use on transportation and air quality*
- *Examples of coordination*
 - *Mobility Hubs*
 - *Main Streets*
 - *Military/Veterans*

FEDERAL AND STATE REQUIREMENTS

- *Promote consistency with land use/ economic development patterns (Federal)*
- *Coordination with county and municipal land use planning, including examination of the impact of land use decisions on transportation needs (State)*



Business along a Colorado Main Street
Source: Colorado.gov, 2019



Implementing the Plan

SECTIONS OBJECTIVES

- *What steps CDOT will take to implement the plan (e.g. connection to STIP)*
- *Further initiatives related to the plan and the process for update.*

SUBSECTIONS

- *Strategic Focus Categories*
- *Planning to Programming*
- *Partner Roles and Responsibilities*
- *Project Implementation 101*
- *CDOT is Listening*
- *Performance Monitoring*

FEDERAL AND STATE REQUIREMENTS

- *Provide for development and integrated management and operation of transportation system and facilities (Federal)*
- *Provide for overall multimodal transportation system management on a statewide basis (State)*

**CDOT is
still listening**





Appendix

- Appendix A** - Midpoint Report - Public Involvement
- Appendix B** - Transportation, Economic, and Demographic Trends Appendix
- Appendix C** - Transportation System and Plan Integration Appendix
- Appendix D** - Corridor Profiles
- Appendix E** - Regional Transportation Plans
- Appendix F** - Ten Year Project Pipeline Report
- Appendix G** - Performance Measures
- Appendix H** - Environmental Justice
- Appendix I** - Summary of Environmental Consultation
- Appendix J** - Transit Plan
- Appendix K** - Strategic Highway Safety Plan
- Possible Health Appendix
- Presentations to be built based on plan infographics

TO LEARN MORE:
YourTransportationPlan.com

COLORADO
Department of Transportation

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TRANSPORTATION
PLAN** ENGINEERING CHOICE.
CO-DESIGNED FOR ALL.



- **STAC Review of 2045 SWP: April 20-May 4**
- **Goal of June 2020 Transportation Commission Adoption**
- **Submit comments to:**
marissa.gaughan@state.co.us



COLORADO
Department of Transportation
 Division of Transit & Rail

2829 W. Howard Place
 Denver, CO 80204-2305

DATE: April 10, 2020
TO: Statewide Transportation Advisory Committee
FROM: Sophie Shulman, Chief, Office of Innovative Mobility
 David Krutsinger, Director, Division of Transit & Rail
 Brodie Ayers, Project Coordination Unit Manager, Division of Transit & Rail
SUBJECT: Status of Colorado Transit Agencies

Purpose

This memo responds to a TC request at the March meeting to provide an update on the status of Transit Agency operations during the COVID-19 Outbreak. This information is being shared with STAC and TRAC as well.

Action

Information only.

Background

As the Corona Virus Disease (COVID-19) began appearing in Colorado, many sectors of the economy responded by curtailing or shutting down services. As of early April, 30% of transit agency services around the state were suspended, 60% were operating with reduced services, and 10% were operating at normal levels. There are over 5,400 transit employees in Colorado affected by these changes.

Details

March 5, 2020 was the first diagnosed case of the Corona Virus Disease (COVID-19) and it occurred in Summit County. By March 15 2020, nearly 150 cases has been diagnosed, much of that in mountain counties, and Governor Polis issued an executive order closing all Ski Areas for at least one week. Transit agency operations began following suit in that part of the state.

By March 27th Colorado’s case count was up to 2,037. Nationwide numbers had escalated as well, and on March 27th the U.S. Congress signed the stimulus bill known as the Coronavirus, Aid, Relief and Economic Security Act (CARES Act). The Federal Transit Administration (FTA) made the following apportionments, and CDOT is responsible for distributing the Rural portion (\$39.75 Million) to 57 of the smaller transit agencies in Colorado, affecting approximately 2,000 employees.

Agency	FTA	Area	Amount	Percent
RTD	5307	Denver-Aurora, CO	\$209,393,920	64%
Rural	5311	Colorado	\$39,754,866	12%
MMT	5307	Colorado Springs, CO	\$21,562,532	7%
TransFort	5307	Fort Collins, CO	\$12,787,733	4%
RTD	5307	Boulder, CO	\$11,612,002	4%
RTD	5307	Longmont, CO	\$7,737,883	2%
GET	5307	Greeley, CO	\$7,228,214	2%
PT	5307	Pueblo, CO	\$6,164,018	2%
GVT	5307	Grand Junction, CO	\$5,408,461	2%
RTD	5307	Lafayette-Louisville-Erie, CO	\$3,510,141	1%
		All Colorado	\$325,159,770	100%

Through CDOT's Statewide Plan process, CDOT estimates that these smaller transit agencies spend \$6.5 to \$7.0 million per month, combined, including operations, fuel, and maintenance. These expenses are paid through a combination of Federal, State, and Local taxes, and passenger fare revenues.

Based on a Colorado Association of Transit Agencies (CASTA) Board meeting call, transit agencies are worried about the following:

- Furloughs or layoffs of employees due to a lack of funding
- Increased costs of cleaning and supplies/materials related to the COVID-19 response
- Economic recession may cause significant reduction in local sales tax revenues for up to 6 months *after* stay at home orders are relieved
- Transit industry was already experiencing a driver shortage. If drivers are not paid during this time, the industry could lose drivers other industries which are still operating during COVID-19 outbreak. This could make return-to-normal even more difficult after the outbreak if the transit industry loses drivers.

Under normal circumstances CDOT's pass-through funds cover about \$1.0 to \$1.5 m of that cost per month, with the rest coming from passenger fare revenues, local sales taxes and local general fund money. The regular pass-through funds can only pay for services actually operated, not the suspended or reduced services.

The CARES Act funds, however, are intended to cover costs of services not operated, drivers furloughed, put on reduced-pay or laid off, as well as the increased costs of responding to COVID-19. CDOT estimates that the needs of transit agencies, outside of normal or reduced operations, is in the range of \$5.2 to \$5.6 million per month. This amount of funding would last 7 to 7 ½ months. It appears stay-at-home orders will be in effect through April 30th, roughly 1 ½ months since they began taking effect, leaving approximately 6 months of recovery funding.

Next Steps (if applicable)

CDOT is working with Transit Agencies to get the CARES Act funds flowing.

Attachments

- List of transit agencies (81 total) by status
- Map of transit agency status by location

Operating Status	Agency Name
Normal	Archuleta County
Normal	City of La Junta
Normal	Colorado Nonprofit Development Center (CNDC)
Normal	Estes Park, Town of
Normal	Lake County
Normal	Neighbor to Neighbor Volunteers
Normal	Pueblo, City of
Normal	Southern Colorado Community Action Agency, Inc.
Reduced	A Little Help
Reduced	Bent County
Reduced	Broomfield, City and County of
Reduced	City of Aspen
Reduced	Colorado Springs, City of
Reduced	Continuum of Colorado
Reduced	Cripple Creek, City of
Reduced	Daybreak
Reduced	Developmental Pathways
Reduced	Disability Services, Inc.
Reduced	Discover Goodwill of Southern and Western Colorado
Reduced	Dolores County
Reduced	Douglas County
Reduced	Durango, City of
Reduced	Eagle County
Reduced	East Central Council of Governments
Reduced	Easter Seals Colorado
Reduced	El Paso Fountain Valley Senior Citizens Program Inc.
Reduced	Fort Collins, City of
Reduced	Goodwill Industries of Denver
Reduced	Greeley, City of
Reduced	Gunnison Valley Rural Transportation Authority
Reduced	Huerfano/Las Animas Area Council of Governments (SCCOG)
Reduced	Inspiration Field
Reduced	Johnstown Senior Center
Reduced	Lakewood, City of
Reduced	Littleton Omnibus
Reduced	Loveland, City of
Reduced	Mesa County RTPO
Reduced	Montezuma County
Reduced	Montrose County Senior Citizens Transportation, Inc.
Reduced	Mountain Valley Developmental Service
Reduced	Mountain Village, Town of

Operating Status	Agency Name
Reduced	Northeastern Colorado Association of Local Governments (NECALG)
Reduced	Northwest Colorado Council of Governments (NWCCOG)
Reduced	Regional Transportation District (RTD)
Reduced	Roaring Fork Transportation Authority (RFTA)
Reduced	Rocky Mountain Health Care Services (RMHCS)
Reduced	San Miguel Authority for Regional Transportation
Reduced	Senior Resource Development Agency, Pueblo, Inc. (Pueblo SRDA)
Reduced	Seniors' Resource Center, Inc. (SRC)
Reduced	Silver Key Senior Services
Reduced	Snowmass Village, Town of
Reduced	Steamboat Springs, City of
Reduced	Summit County (Summit Stage)
Reduced	Teller Senior Coalition
Reduced	Town of Avon
Reduced	Via Mobility Services
Reduced	Winter Park, Town of
Suspended	Baca County Seniors Van
Suspended	Black Hawk, City of
Suspended	Blue Peaks Developmental Services
Suspended	Breckenridge, Town of
Suspended	CDOT Bustang & Bustang Outrider
Suspended	Clear Creek County
Suspended	Community Connections, Inc.
Suspended	Community Services & Supports
Suspended	Family Health West
Suspended	Glenwood Springs, City of
Suspended	Grand County Council on Aging
Suspended	HopeWest
Suspended	Horizons Specialized Services
Suspended	La Plata County Senior Services
Suspended	Laradon Foundation
Suspended	Mountain Express
Suspended	Mountain Family Center
Suspended	Northwest Colorado Center for Independence (NWCCI)
Suspended	Prowers County
Suspended	Routt County Government
Suspended	Town of Platteville
Suspended	Town of Telluride
Suspended	Upper Arkansas Area Council of Governments
Suspended	Vail, Town of

