



## Statewide Transportation Advisory Committee (STAC)

August 14, 2020

9:00 AM – 11:45 AM

**Video Conference / Live Stream**

### Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the July Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:05 **Commissioner Chair Introduction (Informational Update)** – Commissioner Karen Stuart
- Overview on Transportation Commission’s direction and focus areas for the year.
- 10:05-10:15 **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.
- 10:15-10:30 **FY 21 Budget Amendment (Informational Update)** – Jeff Sudmeier, CDOT Chief Financial Officer
- Overview of proposed budget reductions based on revised July forecast.
- 10:30-11:10 **Statewide Transportation Plan (Action Item)** – Rebecca White, CDOT Division of Transportation Development
- Review and action on the 2045 Statewide Transportation Plan.
- 11:10-11:30 **STAC Bylaws Subcommittee Report (Information Update)** – Heather Sloop, Northwest TPR
- Presentation by the Bylaws Subcommittee on the revised STAC Bylaws.
- 11:30-11:45 **Other Business- Vince Rogalski**
- September 11<sup>th</sup> STAC Meeting hosted via Zoom.

**STAC Meeting Minutes  
July 10<sup>th</sup>, 2020**

**Location:** Via Web Conference  
**Date/Time:** Jun 12, 2020, 2019; 9:00 a.m. – 11:30 a.m.  
**Chairman:** Vince Rogalski, Gunnison Valley TPR Chair

**Attendance:**

Denver Area:	Elise Jones, Roger Partridge, Ron Papsdorf	San Luis Valley:	Michael Yohn
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Trent Bushner, Chris Richardson	Southeast:	Stephanie Gonzales
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Candace Payne
Intermountain:	Bentley Henderson	Upper Front Range:	Elizabeth Relford, Barb Kirkmeyer
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Archie House Jr. (joined at 9:57am)
Pikes Peak Area:	Norm Steen, John Liosatos, Andres Pico	FHWA:	not represented
Pueblo Area:	Terry Hart, John Adams	FTA:	not represented

Shoshana Lew (CDOT Executive Director),  
Rebecca White (CDOT Director, Division of Transportation Development),  
Herman Stockinger (CDOT Deputy Executive Director/Office of Policy & Government Relations),  
Jeff Sudmeier (CDOT Chief Financial Officer),  
Bethany Nicholas (CDOT Budget Director)  
Tim Kirby (CDOT Manager, Statewide & Regional Planning),  
David Krutsinger (CDOT Director, Division of Transit & Rail),  
Stephen Harelson (CDOT Chief Engineer),  
Heather Paddock (CDOT Region 4 RTD),  
Sophie Shulman (CDOT Director, Office of Innovative Mobility),  
Andrew Karsian (CDOT Office of Policy & Government Relations),  
Charles Meyer (Manager, Traffic and Safety Engineering Branch),  
Molly Bly (Healthy Communities Program Manager),  
Sidny Zink (Transportation Commissioner)  
Richard Zamora (CDOT Region 2 RTD)  
Jordan Rudel (CDOT Region 1 Engineer)

Dave Cesark (CDOT Region 3 Region Engineer)  
 Mike McVaugh (CDOT Region 5 RTD)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• Motion to approve the June 12, 2020, STAC meeting minutes by Bentley Henderson, seconded by Norm Steen.</li> <li>• Minutes approved unanimously.</li> </ul>	Minutes approved
CDOT Update on Current Events / Herman Stockinger, CDOT Deputy Director	<p>Herman Stockinger:</p> <ul style="list-style-type: none"> <li>• On June 18 we received news that CDOT has received a \$60.7 million federal INFRA grant for I-70 improvements on Vail Pass; CDOT thanks its Region and Policy Office staff who worked especially hard and contributed to the successful application.</li> <li>• COVID-19 at CDOT is still limited to just a few cases, despite seeing a few more since the July 4 holiday.</li> <li>• On July 1, the US House of Representatives passed the INVEST Act, a \$1.5 Trillion infrastructure bill. Thus far, that bill is not progressing and is not expected to be passed</li> </ul> <p><b>STAC Comments: None</b></p>	No action.
Transportation Commission Update / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• The Chair summarized the TC's meeting of June 18 to discuss CDOT's budget and revenue shortfalls;</li> <li>• Jeff Sudmeier will provide updates to the STAC on those discussions, including SB267 funding.</li> <li>• The STIP was approved for FY21-24;</li> <li>• Karen Stuart was selected as the new Chair of the Commission, and Kathy Hall was selected as Vice-Chair.</li> </ul> <p><b>STAC Comments: None</b></p>	No action.
TPR & Federal Partner Reports	<ul style="list-style-type: none"> <li>• <u>DRCOG</u>: We had a hearing for amendments to our 2040 Region Transportation Plan to adjust the timing of a widening project at Quincy &amp; I-70. We also heard presentations from the CO Energy Office regarding HB1261, which includes setting GHG targets for the state. We discussed the transportation sector impacts.</li> <li>• <u>CFR</u>: A thanks to CDOT for the meeting yesterday (July 9) on the bridge replacement project on Hwy 285 south of Fairplay and the detour plans; Also there was a meeting last night on the removal of the light in Bailey. I'm not sure if the community is on board with current choice yet; Our primary concern is the amount of traffic building up on Hwy 285. I'm hearing reports of folks in Park County taking 4 hours to get from Fairplay to Denver. It's</li> </ul>	No action.

frustrating that CDOT has no money to fix the problem, but we're very concerned that a fire could cause a traffic jam that keeps firefighters from getting to a fire.

- Eastern: Gave a shout-out to CDOT for work on the I-76 project near Ft. Morgan and Brush, which is coming along. People are happy with the progress including the ramps and new pavement; The bridge replacement in Wray area is going well; The Sterling S-curve is slow-going but is progressing; Weather out east is hot and dry; We've had no rain; the Wheat crop is suffering due to crop harvesting fires like I've never seen before. The Elizabeth realignment project is also progressing well.
- Grand Valley: In June the board approved an option for the CARES Act funding for Grand Valley Transit; We finished our scenario and resiliency planning component in our RTP and presented that to TAC; We are continuing to develop Revitalizing Main Street grant applications - we're expecting 1 or more from our region; Fixed transit levels are creeping back up, but still down 43% from this time last year; Paratransit services are down 80% from last year; MMOF projects are selected and beginning to get underway; CDOT's ADA ramps project county-wide is expected to kick off in the next month.
- Gunnison Valley: The project on Hwy 50 from Gunnison to Montrose is getting underway; The Little Blue Canyon project on Hwy 50 is going to bid this fall which will cause many delays; Construction is expected to start in April or May of 2021; There are some ADA ramps being done in Montrose also in Gunnison. In terms of COVID, wearing masks is a big issue in areas. Crested Butte is issuing new regulations to ensure safety; the town has been realigned for one-way traffic and is having a very busy season.
- Intermountain: There's not much news; just a lot of roads under construction in the height of the season. Our TPR meeting is scheduled for next Friday (July 17) with a routine agenda.
- North Front Range: Our Planning Council didn't meet this month; the next one is August 6. Construction on North I-25 sections 6-8 is continuing; As part of that, the frontage road between Hwy 14, Prospect to Mulberry is closed. We're having discussions on TIFIA loan funding for I-25, based on TC's decision on funding there. The US 34 interchange project is still under construction; that started in April. We're anticipating westbound traffic to switch over starting this winter. It'll be a one- to two-year project and finish in the summer of 2022. Our VanGO program is partially operational; we're waiting to make any changes to the program until we get updated health orders and employers' responses.
- Northwest: Inaudible
- PPACG: We held our board meeting on July 8 where we discussed changes to our process for legislative advocacy on transportation topics. We started a strategic plan a couple of years ago and will do a review in August; We also reviewed the PPACG 2021 budget. Shane Ferguson, CDOT's North Area Program Engineer, provided updates on a few

projects: the US24 overlay, which is progressing during the nighttime; the I-25 cable program between mile marker 115 and 121; the Hwy 94 project which will include a new passing lane and provide benefits to the Air Force Base, particularly with expected new traffic due to the new Space Force; the I-25 Cimarron project completed in 2017 but we still have some warrantee work being done to replace expansion joints; the I-25 Northgate Interchange appears underway. Other than that, we're hoping the Powers project will be considered in the SB267 add-back decisions; it's been on our priority list for over a decade now.

- PACOG: Project on Hwy 50 West at Purcell Blvd widening got its Notice to Proceed, will improve safety greatly. Our long range plan is progressing well. We appreciate that CDOT is working to find the needed funding to complete the I-25/Hwy 50B project. Our MMOF project IGA is coming along between CDOT and the City. Our next Region 2 city/county meeting is scheduled for July 14.
- San Luis Valley: We're glad to get the Hwy 17 & 170 intersection starting, east of Alamosa; There's an overlay on Hwy 160 from South Fork to the tunnel on Wolf Creek Pass that will get underway July 16.
- South Central: Not a lot going on. Projects are progressing and our PEL is going well. The TPR is not meeting again until September.
- Southeast: The Hwy 50 surface treatment project between Fowler and Manzanola is underway; On CO Hwy 116 there's also a resurfacing project; And in Lamar, the waterline project is underway causing some delays to traffic. We've moved our next TPR meeting to August 26.
- Southwest: Region 5 RTD Mike McVaugh provided some updates. Rural Roads Surface Treatment is underway on Hwy 17 north of Alamosa; On Hwy 141 we've combined Surface Treatment and Rural Road Surface Treatment funds to get a total \$35 million into resurfacing there, thanks to SB267; Striping projects are underway region-wide; Our connection project should be breaking ground toward the end of July, early August; That's the \$100 million FASTLANE grant project we've been working on for the past year to year and a half; we're glad to get that underway finally.
- UFR: We're in our Public Comments period on our RTP. We're working on the PEL and access management plan on Hwy 52; the PEL on Hwy 67 is ready to sign; Weld County is working with CDOT on the IGA for I-25 from Hwy 119 to Hwy 402 – that's almost executed; The US 85 corridor CDOT/Union Pacific project is getting closer; we're hoping to get that done in the next five years.
- Southern Ute: We're still under modified work conditions and no tribal members with COVID-19; We have postponed our paving projects after adding some money. I've

	<p>switched roles (Doug McDonald) from being project planner to long range planner as we have some FHWA-required long range plans of the tribe.</p> <ul style="list-style-type: none"> <li>● <u>Ute Mountain Ute Tribe</u>: No report</li> <li>● <u>FHWA</u>: No report</li> <li>● <u>FTA</u>: No report</li> <li>● <u>Vince Rogalski</u>: In Gunnison Valley, we're holding our next virtual TPR meeting on July 30.</li> </ul>	
<p>Federal and State Legislative Report / Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>a) <u>Federal</u>: No Update</li> <li>b) <u>State</u>: <ul style="list-style-type: none"> <li>i) The state legislature has concluded and is in recess until they reconvene for the 73rd Session on January 13, 2021.</li> <li>ii) We are developing our legislative agendas which are due to the Governor on July 15. The Governor will review those proposed items and give us feedback.</li> <li>iii) In October/early November, we'll hear what the Governor's budgetary items will be.</li> <li>iv) Many bills that weren't heard last year are expected to come up in the next session.</li> </ul> </li> </ul> <p><b>STAC Comments: None</b></p>	<p>No action.</p>
<p>Budget Forecast Update / Jeff Sudmeier, CDOT Chief Financial Officer</p>	<p><b>Presentation:</b></p> <p>Jeff Sudmeier:</p> <ul style="list-style-type: none"> <li>a) Update on revenue forecasts and our efforts to balance our budget</li> <li>b) Impacts from the broader state budget included \$62M/year of SB267 COP financing cost for two years, which we are absorbing by limiting priority projects.</li> <li>c) In addition, are the HUTF impacts which will be absorbed in recommended base program reductions;</li> <li>d) We'll discuss those budget recommendations with STAC over the next two months.</li> </ul> <p>Bethany Nicholas:</p> <ul style="list-style-type: none"> <li>e) We still can't reliably forecast, not knowing how COVID-19 will change and affect driving levels in the coming months.</li> <li>f) Currently, CDOT forecasts an estimated 3.65% decrease to FY20-FY21 HUTF revenues and a return of driving volumes in FY22 that will be offset by increasing fuel efficiency resulting in 0.8% decrease; this amounts to revenue decreases for FY20 of \$17.4M and of \$45.4M for FY21.</li> <li>g) The Office of State Planning and Budget (OSPB) and the Legislative Counsel do separate revenue forecasts; CDOT's estimate is right about in the middle of those two.</li> <li>h) Proposed reductions identified include: \$22M Headquarters building COPs, Surplus Debt Service \$21.5M, Work Plan reductions of \$6.3M. We need to find an additional \$13.1M to fill the gap.</li> </ul>	<p>No Action</p>

	<p>i) Options we could consider, but not necessarily a staff recommendation at this point include: Discretionary Programs, Cost Center Reversions and Year-End project savings, or TC Contingency funds.</p> <p>j) Timeline: In August – the adoption of final budget recommendation; September – review of FY2019-20 roll-forwards; October – the adoption of budget amendments.</p> <p><b>STAC Comments: None.</b></p>	
<p>Transit Agency Financial Status / David Krutsinger, Division of Transit and Rail (DTR)</p>	<p><b>Presentation:</b></p> <p>a) CDOT surveyed about 48 transit agencies to ascertain their budget situations and needs, including their current and expected future revenues, plans to adjust capital or operations budgets, or both;</p> <p>b) The CARES Act provided much-needed rural transit stimulus funding of \$30M this year, but the survey indicated significant need still exists in FY21 budgets despite what the CARES Act provided.</p> <p>c) Most agencies expect between 41%-60% drop in services, with senior services being the most impacted;</p> <p>d) 40% of agencies will make significant 2020-21 budget decisions with capital cuts 2-3 times those of operations;</p> <p>e) Agencies are also experiencing approximately 12% of increased costs related to COVID-19 (safety precautions, etc.);</p> <p>f) Staff budget and project recommendations will be refined and reviewed in August;</p> <p>g) Staff recommends the release of VW Settlement funds as planned in the August call for projects.</p> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>● Barbara Kirkmeyer: How much CARES Act funds have been received in the State?</li> <li>● David Krutsinger: We received \$39M total with 15% or \$6M going to inner-city agencies, \$30M going to rural agencies, and the remaining to CDOT for managing the funds and assisting agencies collectively with messaging.</li> <li>● Sidny Zink: With transit expecting fewer riders and fewer transit operations, does that mean fuel use will increase for private travel?</li> <li>● David Krutsinger: Buses have every other seat closed, so the result is relatively the same number of buses operating; Future fuel consumption will tell if private travel is increasing in part due to the reduced ridership.</li> <li>● Andy Pico: Question regarding air travel: We're seeing a 97% drop in Colorado Springs airport travel. What is the statewide air travel situation?</li> <li>● CDOT will invite the Aeronautics Division to STAC for presentation and discussion.</li> </ul>	<p>No Action</p>

<p>SB 267 Transit Project Update / Sophie Shulman, Innovative Mobility Director</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) CDOT awaited the results of the transit survey to inform a strategy to develop project budget recommendations;</li> <li>b) Our goals have been to stay true to Your Transportation Plan, advance timely projects and those with committed partner funding, and to maintain regional equity as much as possible.</li> <li>c) CDOT's worst-case projections were for \$92.4M of COP proceeds;</li> <li>d) Of that, \$27.9M is generally agreed as "committed";</li> <li>e) That leaves \$64.5M plus \$6M COP premiums to consider funding other projects.</li> <li>f) Considerations include projects with Mobility, Safety, Asset Management benefits, and strategic projects with innovative and partnership funding opportunities.</li> <li>g) Staff presented a list of projects previously committed and recommendations on non-committed projects.</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>● Norm Steen: What criteria is used to decide what's important, what projects are on or off-list?</li> <li>● Sophie Shulman: We are targeting regional equity while considering mobility and safety and also the planning process priorities in the regions.</li> <li>● Norm Steen: If we look at why transit exists, is there value in the economic benefit component?</li> <li>● Suzette Mallete: Are we being asked to take action today?</li> <li>● Sophie: No, we are just seeking input today.</li> <li>● Elise Jones: TC approved \$10M in November on Hwy 119 BRT in Region 4 and we have \$10M of needs identified, so we need to make sure that it is specifically called out in staff's recommendations, and to note in the recommendations that it is partial funding of what was already funded by the TC.</li> <li>● Elise Jones: While Boulder County prioritized the Hwy 119 BRT over the mobility hub, we see why CDOT recommends the mobility hub in that it has broader regional mobility benefits. However, we would like to see CDOT show commitment to and support for the BRT connections to the hub. Because this is located just outside of RTD's boundary, here would need to be an agreement between CDOT and local communities to enhance the mobility hub's utility for the entire region.</li> <li>● Sophie Shulman: We totally agree and we look forward to joining you and those communities in those conversations.</li> </ul>	<p>No Action</p>
---	---	------------------



	<ul style="list-style-type: none"> <li>● Elise Jones: Would like to see the regional funding totals resulting from CDOT's recommendations and comparison between MPO and TPR areas of Region 4.</li> <li>● Sophie – We'll provide the regional totals in the recommendations in next month's slides.</li> <li>● Vince: Are we going to add new projects before we commit to those projects approved by the TC last fall?</li> <li>● Sophie Shulman: Our intent was to maintain a holistic set of projects that met the overall intent of the program of projects, from both policy and planning perspectives. In a few cases, this meant adding new projects to the list, and those would have to go back to the TC for approval.</li> </ul> <p>Break at 10:33, returning at 10:40</p>	
<p>SB 267 Add Backs / Rebecca White, Division of Transportation Development (DTD)</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) Staff is developing different possible add-back scenarios that include additional future funds including a subsequent SB267 COP issuance (Phase 3) and Federal stimulus funds;</li> <li>b) Recommendations are remaining true to the 10-Year Pipeline, the goals of the SB267 program, and to Regional equity, with a focus to get dollars into the economy quickly by maximizing project readiness.</li> <li>c) Currently, there is about \$107M to be programmed based on increased proceeds from year 2 COPs, reduced State General Fund suspensions from 3 years to 2, and reduced SB267 debt service commitments.</li> <li>d) Staff's Phase I add-back proposes \$87M for projects and \$20M for pre-construction activities to ready our position for Phase II considerations. Phase II would be for \$500M COP and stimulus funding.</li> <li>e) Tim Kirby presented the staff's proposed Phase I list of projects.</li> </ul> <p><b>STAC Discussion:</b></p> <ul style="list-style-type: none"> <li>● John Liosatos: Is CDOT looking at regional equity as a whole, including all programs of funding affected by COVID such as those discussed earlier related to the HUTF revenues, or are we only looking at it relative to each pot of funds?</li> <li>● Jeff Sudmeier: The much larger portion of dollars considered are represented in the project list. Other reductions are in statewide programs where we're using surplus debt service funds and property dollars set aside to pay down the building COPs, which do not affect any regional allocations. The \$6M in work plan reductions are evenly spread across all CDOT Regions and are administrative in nature. The remaining \$13.1M that</li> </ul>	<p>No Action</p>

Bethany identified earlier would be cuts to regional programs, and for those we will be looking at the overall regional equity of those budgets.

**Presentation:**

- f) Jordan Rudel (Region 1), Richard Zamora (Region 2), and David Cesark (Region 3) each presented their respective Region's proposed Phase I add-back projects.
- g) Tim Kirby shared distribution of funding based on the Phase I add-backs, resulting in Regions 1, 2 & 3 portions below their original distributions, Region 4's being greater than the original, and Region 5's being equal.

**STAC Discussion:**

- Barb Kirkmeyer: I support the proposed Phase I add-backs proposed and I think we should just accept them and move on. Regarding Phase I regional equity, shouldn't we be looking at Interstate projects as projects of statewide significance rather than those regions carrying the burden in equity considerations and therefore don't get any other funding? Those regions with a relatively large share of lane miles being Interstate can almost never get anything else done that's not on the Interstate. I-70, I-76, and I-25 all run through Region 4, which might explain why the Phase I allocations lean towards that Region. How do we ensure regions get some equity in other non-interstate projects?
- Tim: That question has come up at TC meetings before, but so far the process has remained that regions select the projects that matter to them within their regions. For that reason, we have not yet done any analysis to support the discussion.
- Rebecca: We can run some numbers in a variety of ways. At this point, we're not seeing a lot of projects getting done under current circumstances. When and if we see the Phase III of SB267, that's when we'll all see those projects further down the priority list and not on the interstate getting done.
- Barb: Where do the Phase I projects lie in the Pipeline priority?
- Rebecca: All but one of the recommended projects are in the first 4 years of the pipeline. Region 1's priority projects include larger projects such as Floyd Hill at over \$200 million. To bring regional equity to Region 1, the Harlan Street bridge which came from the 10-year pipeline was added to the Phase I list.
- Barb: We all developed and agreed to the 10-year pipeline of projects. I don't understand why we aren't sticking to it. Why are we dipping down into the pipeline when other regions have projects in the first four years that aren't getting done?
- Mike McVaugh: Regions 3 & 5 have no interstates. When the 7<sup>th</sup> Pot was around, Region 5 had the US 50 & 550 project as number one. Because of funding levels, it was not possible to get it done, so we did go further down in the list at the time. Now, we have had funding from SB1, SB267, and a federal grant that has made it possible to get that project done. In Region 4, federal grants have made it possible to address I-

	<p>25 needs. When budgets shift just small amounts for us, it requires we reshuffle the deck of projects altogether and go further down the list to do what we can afford.</p> <ul style="list-style-type: none"> <li>● Barb Kirkmeyer: We have projects in UFR that have been on the list for over 30 years and they still haven't been addressed, such as on I-76, US 85, and others. Meanwhile, other projects come up more recently around the state and they're getting done.</li> <li>● Elise Jones: Other regions deal with this also. Region 1 invests a lot into I-70 &amp; I-25 and our regional equity suffers because of it. We wouldn't want to be penalized again because our next project is something as big as Floyd Hill, and therefore can't get funded. I appreciate CDOT trying to wrestle with the regional equity issue. It's something we all experience in different ways.</li> <li>● Jeff Sudmeier: We have committed to the 4-year list first. But in situations like this, we have to dip down to find projects that can be funded now. The alternative is we program small regionally equal amounts of funding to large projects over time, but that means we have funds sitting idle until we can fund the entire project. If we instead fund a smaller project in a different region, we don't maintain regional equity.</li> <li>● Steve Harelson: Every region has projects that have been on the list for 30 years. We have a \$9B list of projects to build in the state, on and off the interstate. They all need to get done.</li> </ul> <p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>h) Region staff again presented a prospective slate of Phase II add-back projects.</li> <li>i) Tim: Phase II brings all regions very close to the original equity target; it also maintains if not improves the original rural paving plans;</li> <li>j) Tim: Staff will recommend TC support the Phase I proposal; Staff will continue to update STAC on Phase II considerations as we learn more about those possible future funding programs.</li> </ul> <p><b>STAC Comments: No additional comments</b></p>	
<p>Statewide Transportation Plan Update / Rebecca White and Marissa Gaughan, DTD</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) Tim Kirby: Reminder that the Statewide Transportation and Transit Plans are still out for Public Comment through July. We want to make sure everyone takes the opportunity to submit their comments before we consider the plan for adoption.</li> </ul> <p><b>STAC Comments: None</b></p>	<p>No Action</p>

<p>New Grant Opportunities Update / Molly Bly, Healthy Communities Program Manager</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) Molly Bly provided an overview of the Revitalizing Main Streets program; a rolling application period is intended to get funds out quickly; smaller grants of no more than \$50,000 are available to ensure smaller communities have the opportunity to take advantage of the program;</li> <li>b) Community Telework Challenge provides grants to help communities adjust to work-from-home realities; \$5,000 grants; all projects must implement and submit all billings by Dec. 1, 2020.</li> <li>c) Safer Main Streets Initiative (Formerly Urban Arterials Program); July 9 release expected; the application is online at CDOT's website.</li> </ul>	
<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● STAC Bylaw Review Subcommittee was appointed and met yesterday. We'll have a report at the next meeting.</li> <li>● Aaron Willis: The committee met yesterday; we're about 1/3<sup>rd</sup> of the way through the Bylaws review in terms of making necessary revisions based on state statute changes and based on overall improvements for STAC; a representative will attend STAC next month to present recommendations.</li> <li>● Our next STAC meeting will be August 14, 2020</li> </ul>	

**STAC ADJOURNED at 11:43 am**

**The Transportation Commission (TC) Workshops and the Regular Meeting were held on Wednesday, July 15, 2020 and Thursday, July 16, 2020. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.**

---

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

## **Transportation Commission Workshops Wednesday, July 15, 2020, 12:00 pm – 5:00 pm**

### **Call to Order, Roll Call:**

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

Chair Stuart announced that after this month, the TC will resume Wednesday TC workshops and TC Meetings on Thursdays; a breakfast meeting will occur first to talk about presentation schedules and committee assignments; in-person meetings will resume as soon as it is safe to do so. The TC does not anticipate having a retreat this year as in-person is not safe and a zoom retreat is not effective. Commissioner Stuart explained that she would like to consider an annual tour in spring and we ask for members' thoughts on that. In the meantime, a virtual tour is being considered in August of the operations center in Colorado Springs or Golden, possibly Eisenhower Tunnel, and others quarterly. Jennifer is our conduit/liason for communications and administrative matters. The Commission would like an updated organization chart showing recent staff changes, and she asked staff to notify the TC of new staff being introduced to the TC at meetings, and to include TC members at meetings within their districts, where we may interact with their constituents.

### **SB 267 Transit and Survey results (David Krutsinger and Sophie Shulman)**

**Background:** The state legislature provided new transportation funding through Senate Bill 17-267 (SB 267). SB 267 provides \$98.4 million for strategic transit capital projects over two years beginning in FY 2019. The TC approved a four-year project list in December 2019, and the TC was briefed on "committed" projects in May. In June, staff conducted a survey of transit providers and local governments about their current needs, summarized above. Today's workshop focused on proposed transit projects for each CDOT Engineering Region.

Staff will come back to TC to seek final approval on any new projects that were not on the original list as well as to start working through add back scenarios, similar to the steps the TC is going through on the highway side.

### ***Colorado Transit Agencies Financial Needs Survey Results:***

**Purpose:** To report survey results to TC on Transit Agencies Financial Needs.

**Action:** CDOT is looking for comments and suggestions from the TC.

- Summarized survey results presented by David Krutsinger:
  1. The survey received diverse responses from 48 agencies across the state, which covered a range of agency sizes, from very large to very small, from urbanized areas to rural areas, from sub-recipients of FTA-5311 to FTA-5310 and FTA-5307.
  2. Funding shortfalls, maintaining appropriate safety standards and adequate staff/fleet resources, and sustaining ridership are the three major challenges confronting Colorado transit agencies.
  3. More than \$43 million revenue loss was reported through the survey, which represented 22% of rural transit budgets and 39.5% of urban transit budgets.
  4. A majority of transit agencies are experiencing 41-50% decrease in ridership for the year.
  5. Over \$5.5 million of the transit agency budgets have been spent on COVID-19 response equipment, like cleaning supplies, face masks, and related staff/maintenance expenditures.

6. 60.4% of the agencies reported finishing 2020 without significant layoffs or furloughs, while the rest of 40% will have to make difficult or very difficult decisions reducing their force or staff hours.
  7. 68.8% of the respondents said they will need to maintain their agency's current balance between admin & operating (A/O) and capital expenditures, while almost 23% of agencies reported that they will need to sacrifice or defer capital spending and spend more on admin and operating (A&O).
  8. Nearly half of respondents indicated consideration of new service models and are strategizing innovative service models as a result of COVID-19, versus another half of the agencies found difficulties in considering new service models.
  9. Over two-thirds of respondents were either unsure or not planning to apply for 2021 Consolidated Call for Capital Projects (CCCP) in August while slightly under one-third of the agencies were planning to apply for capital funds.
  10. Two-thirds of agencies responded that their agency's budget impacts either might or will affect their ability to meet local match requirements.
  11. Other indications from the survey will be explained further in CARES Act Phase II Memo and SB267 Transit Project Memo.
  12. A separate Transit Asset Metrics memo also explains that up to \$10 Million reduction in the August CCCP may be supportable for one year to make more operating funds available during the pandemic.
- Staff's recommendations are to release the Settlement funds as planned and to reduce Federal Transit Administration (FTA) and Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) of 2009 capital funding in the 2021 CCCP, to make more funds available for anticipated agencies' administrative and operating costs in 2021.

#### **Discussion:**

- Commissioner Stanton commented that he appreciated seeing what flexibility we have in the federal and state fund sources, giving us the ability to help the smaller, rural agencies who are expected to have increased admin and operating needs.
- David Krutsinger, CDOT Division of Transit and Rail Director, responded that yes, small to medium agencies are the most affected - those that depend on fewer sources of funding.
- Commissioner Gifford asked regarding the changes that agencies are considering in response to COVID-19, what are the modifications agencies are doing or considering? I'm concerned that we are trying to promote people use more transit services.
- David Krutsinger explained that many service providers are doing deliveries instead of taking clients to stores – essentially reversing the transportation; they are also doing modifications to seating, including using apps that allow passengers to select their seat and know they are socially distancing.
- Sophie Shulman, CDOT Innovative Mobility Office Director, added that CDOT staff is also working with the Colorado Department of Public Health and Environment (CDPHE) to develop guidance for agencies; On Bustang, CDOT is providing tickets in advance, such as David mentioned, providing mask support, barrier protections for drivers/passengers, heating, ventilation, and air conditioning (HVAC) upgrades to ensure cleaner air. CDOT is trying to support clients that have no other choice, to feel comfortable using transit.
- Commissioner Bracke commented that she appreciates the outreach we are making to varying providers; and wonders if there is opportunity to work with the Colorado Association of Transit Agencies (CASTA) for online webinars to help agencies have conversations about how to build back confidence in public transit, to make passengers comfortable; perhaps we could get some ideas being used nationwide through the American Public Transportation Association (APTA).
- David Krutsinger replied that CASTA is having webinars every couple weeks and bringing speakers in just for those needs and purposes. We can get links to those webinars to Commissioners if you are interested.
- Commissioner Bracke responded that yes, she would appreciate that.
- Commissioner Adams expressed his concern about what we are hearing about larger transit agencies - that they are relaxing some COVID-19 safeguards, such as now allowing front door entrance again; they have Plexiglas separating drivers from riders, but this is not consistently being executed; we need to be insistent that agencies implement these safeguards.

- David Krutsinger noted that some of the guidance being developed with CDPHE could potentially become part of regulations, but we are careful not to infringe upon local decision making. Some of those agencies allowing front door entrances again, are trying to regain much needed fair box recovery.
- CDOT Executive Director, Shoshana Lew added that CDPHE put out guidance for transit operators which is the baseline protocol, and not put out by CDOT, but were established by experts at the health department.
- Commissioner Stuart noted that she watched the process the Regional Transportation District (RTD) uses in allowing front door entry. They have barriers for the driver, are wearing masks, and using hand sanitizers.
- Commissioner Vasquez asked about what kind of promotional campaign that CDOT is using to reduce fear of the public to use transit. And added that CDOT needs to ensure safety protocols in place, but not expose ourselves to liability.
- Sophie Shulman explained that the first important step is to develop guidance and demonstrate we are promoting those practices across the state. CDOT also needs to be aware of agencies' ability to hold up those practices and support them the best we can.

### ***SB 267 Transit Projects:***

**Purpose:** Seek TC input on the proposed list of strategic transit projects to be funded by SB 267.

**Action:** None. Information only.

### **Discussion:**

- No commissioner discussion

### **Policy Directive (PD) 1601 Workshop – Picadilly Interchange (Paul Jesaitis and Aaron Willis)**

**Purpose:** The City of Aurora is pursuing PD 1601 approval from the TC for a new Type 1 Interchange located at I-70 and Picadilly. As part of the PD 1601 approval process, a System Level Study (SLS) has been prepared and reviewed by the appropriate Region 1 staff at CDOT. CDOT Region 1 staff has determined the SLS is acceptable and meets the intent of the policy. The sponsors would like to seek approval from the Transportation Commission in July 2020.

**Action:** The City of Aurora is seeking Approval of the System Level Study.

Aaron Willis, CDOT Transportation Planner, presented an overview of PD 1601 Interchange Modification Process:

### **PD 1601 Revisions Discussion:**

- Herman Stockinger, CDOT Deputy Executive Director, explained that most of these PD 1601 changes have been presented previously; this has public facing planning implications and we will bring in all our public stakeholders into the discussion regarding these changes. We will ask the TC to approve tomorrow the Picadilly Road separately from PD 1601 revisions in the future.
- Commissioner Beedy asked about the reason for removing annual report.
- Aaron Willis responded that the type-one interchange modifications are already being reviewed and considered by TC; and for the low frequency of type-two modifications occurring did not justify generation of an annual report.
- Paul Jesaitis, CDOT Region 1 Transportation Director, added that Aaron is correct. It is a frequency issue – we've done only one in five years; therefore, we felt the annual reporting was perhaps unnecessary.
- Commissioner Beedy commented that if there's something to report, we need that, of course. I do also feel we need to be made aware earlier in the process that interchanges are being considered.
- CDOT Executive Director, Shoshana Lew, added that CDOT staff will look to modifying the report to ensure it's useful and effective.

- Commissioner Thiebaut commented that he agreed the reporting should remain in the PD; The Picadilly case is referenced to a 2004 version of PD 1601, but our packet has the 2008 updated version. Can someone clarify?
- Herman Stockinger responded that when Picadilly was going through their public process, they were following the 2004 version; the 2008 hasn't been changed in significant ways that affect that project, so we are comfortable with that fact. Because this is a public facing process that's affected by the PD, we will be updating our practices to publish this PD externally as well as internally.
- Commissioner Thiebaut requested that when the TC gets into the Picadilly item, please highlight relevant parts of the PD. Commissioner Thiebaut noted that he has additional comments that can be added later.

#### **Picadilly Interchange Discussion:**

- The revised preferred alternative design and benefits for the project were presented to the TC.
- Aurora Deputy Director of Public works, Victor Rachael provided an overview of the next steps for the project. The Environmental Assessment (EA) was approved in May of this year; pending the discussion tomorrow with the TC resolution being approved, The system level study will proceed, the interstate access request with FHWA will occur, and then the project team will proceed with a design, build, procurement process to be executed by June or July 2021.
- Commissioner Beedy asked about how freight will be considered and accommodated in the interchange design.
- Keith Borsheim, HDR consultant, explained that freight components would be included during alternative analysis, and that the radii in the initial design are adequate for the very largest sizes of freight vehicles.
- Commissioner Thiebaut asked why the TC being asked to approve this before final design is determined.
- Paul Jesaitis answered that the PD 1601 approval process requires a certain sequence of steps; part of permit approval includes final design review and approval; design must ensure it adequately serves the next 20 years of system level needs; tomorrow, the TC is being asked only to approve the system level study.
- Commissioner Beedy asked about the project removing an overpass on existing Colfax, and if the City of Aurora will assume this cost.
- Paul Jesaitis explained that Aurora has not asked CDOT to participate in any of the cost of the improvements. The existing ramps being removed have been significant safety problems associated with them, and this project will address this issue.
- Commissioner Stanton asked staff to explain how this helps congestion, idling, and how this might encourage higher development in the area.
- Keith Borsheim responded that the project is also required to evaluate air quality impacts, and that a diverging diamond configuration of the interchange results in less delay and reduced idling in the area. The interchange access improvements are necessary to ensure safe and efficient movement in the area.
- Commissioner Bracke asked about the funding sources for the project besides the \$24 million Better Utilizing Investments to Leverage Development (BUILD) grant, and what portion is being born by developers building in the area.
- Mac Callison, City of Aurora Planning Supervisor, responded that Aurora has secured a local government and development partnership to match the project; Aurora is committed to funding the rest.
- Commissioner Bracke confirmed with the project team that there is no CDOT money in the project.
- Commissioner Hall mentioned that she stayed in this area recently, and was astonished at the level of developments recently with no roadway improvements made yet. It sits well with her that this is being addressed without CDOT having to fund it.
- Paul Jesaitis applauded the City of Aurora for all they've done to bring this project to where it is today.
- Commissioner Beedy commented that along I-70 east of this project, the Town of Agate has more than doubled their population in recent years; east of this area overall is going to continue to see major growth, proving further need for this improvement.



## **FY 2020-21 Revenue Forecast and Budget Update (Jeff Sudmeier, Bethany Nicholas)**

**Purpose:** To provide information on the revised Highway Users Tax Fund (HUTF) Annual Revenue Forecast and discuss potential budget reductions to bring the Fiscal Year 2020-21 budget back into balance.

**Action:** No action is requested at this time.

### **Discussion:**

- Commissioner Gifford commented that the difficulty in projecting this unprecedented situation deserves commendation to CDOT staff in keeping us apprised and keep a grasp on the ever-changing revenue forecasts; we could also have other unforeseen events such as weather events, for which we would not be as ready to react as we have in the past. I'm interested to hear perspectives.
- Jeff Sudmeier, CDOT Chief Financial Officer, answered that CDOT staff has similar feelings and wants to avoid going into contingency funding as much as possible. We would rather have it as a tool to adjust as necessary later, rather than using it now when we don't know the actual HUTF revenue outcomes yet.
- Commissioner Halter noted that he appreciates looking at everything that is possible to reduce budgets. It's important to leave all options on the table at this time.
- Commissioner Stanton mentioned that from his industry's perspective, confidence in the economy is very low. He agreed that we need to proceed conservatively so we are hopefully looking at better than expected results a year from now.
- Commissioner Vasquez commented that Colorado is also in a severe drought, which implies or is related to a high wildfire risk. CDOT needs to be ready to react to the impacts wildfires can have on our budget with respect to roads.
- Commissioner Bracke commended CDOT staff for their work on budget; many agencies are beginning to factor in an equity factor in their budget decisions, and asked if CDOT doing this.
- Jeff Sudmeier answered that the bulk of cuts we are proposing are in statewide programs that do not have impact on regions; many are administrative tightening of belts; when we get to the last \$13 million we have to cut, this is where we have to be cautious of unintended impacts disproportionately to anyone or anywhere.
- Commissioner Adams appreciated Jeff and Bethany's difficult task; he expressed being pessimistic at the speed of recovery and agreed that the TC needs to be conservative in their approach regarding the unknown future. We need to preserve contingency funds.
- Commissioner Stuart concurred with Commissioner Adams.
- Jeff Sudmeier thanked and recognized the CDOT division directors and Regional Transportation Directors (RTDs) for the hard look at how and where they can reduce administrative work program budgets; this was in addition to an already greatly reduced budget in FY21.
- Rebecca White, CDOT Division of Transportation Development Director, added regarding considering the equity lens, CDOT is looking at regional and environmental equity even in the smaller programs we've implemented such as Safer Main Streets. We are looking at environmental justice neighborhoods to consider needs for pedestrians and bicyclists. So we're looking at equity not just when making cuts, but also when we have smaller funding opportunities that become available.

## **Budget Impacts – Add Back Scenarios (Rebecca White and Tim Kirby)**

**Purpose:** This briefing reflects the latest addition to a multiple-phase analysis of budget reductions caused by the economic impacts of COVID-19. In this briefing staff presents two phases of "add-backs"; one based on currently available dollars and a second reflecting a future scenario based on receiving a third year of SB-267 COP proceeds or federal stimulus funding. Paul Jesaitis (Region 1), Richard Zamora (Region 2), Mike Goolsby (Region 3), Heather Paddock (Region 4), and Mike McVaugh (Region 5) presented Phase I proposed project add-backs in their respective regions.

**Action:** No formal action.

### **Discussion:**

- Commissioner Adams asked when we invest \$20 million into pre-construction activities, how much construction volume does that relate to?

- Rebecca White responded that our hope is that with that \$20 million we have, the \$500 million will be ready if we are to see the next phase of SB267 funding or a federal stimulus. The \$20 million isn't all we need to prepare those projects, however; a lot of projects already have funding for NEPA or other pre-construction phases.
- Commissioner Adams noted he was hoping for that kind of leveraging and that we would be ready to go. It makes good sense to me that you would do that.
- Commissioner Gifford asked for an overview of what is being improved on the Vail Pass project.
- Mike Goolsby, CDOT Region 3 RTD answered that CDOT has a surface treatment project going to address this fall to address some of the surface defects; the project in the presentation does several things: it adds an auxiliary lane from milepost 185 to milepost 190, it relocates a section of the recreational path up there, it makes some water quality improvements with some technology improvements with variable speed limit signs and automated closure gates, and includes shoulder improvements and curve geometry improvements in the westbound section through the narrows.
- Commissioner Gifford confirmed with staff that the surface treatment work will be done next summer.
- Commissioner Beedy mentioned that considering the effects on regional equity, we are losing some of the partnering opportunities in some regions where surface treatment projects have to be scaled back to fix the pavement, without doing the expanded construction components originally considered.
- Steve Harelson, CDOT Chief Engineer added that he is working with pavement management staff to reinvigorate safety emphasis analysis program to try to address those type of issues.
- Commissioner Bracke expressed concern that there are Region 4 safety issues needing to be addressed. She appreciates the approach to ensure regional equity. We keep hearing the interstate project tips the scales on regional equity, and she hopes in the future we can address that topic and consider non-interstate needs in Region 4.
- Commissioner Halter agreed with the proposed projects for his district, as does the Council of Governments. Particularly the SH 21 Research Parkway – that would go a long way towards helping the fastest growing city right now; Also SH 115 improvements are very important to support the increased traffic and safety for the soldiers from the base there.
- Commissioner Beedy supported the \$20 million proposed for pre-construction. His primary concern is the impact on equity in regions with large interstate projects where they lose all their other projects when it's tied up in the urban interstate.

#### **Policy Directive 703.0 Update (Jeff Sudmeier)**

**Purpose:** To reintroduce the topic of Policy Directive (PD) 703.0, provide a review of proposed changes and obtain feedback from the Commission in order to update the directive with current policies, procedures, and requirements.

**Action:** This review is for informational purposes and no action is requested this month. Staff seeks input from the TC on proposed updates to PD 703.0. Depending on topics of interest and desire for further discussion and review, a subsequent workshop can be prepared, or the Commission can proceed to a final review of the PD at next month's meeting.

#### **Discussion:**

- Commissioner Stuart asked about CDOT staff providing an example regarding project budgets for programs with established project selection processes not requiring TC approval.
- Jeff Sudmeier replied that the most typical example would be your asset management programs which have performance objectives set by the TC; another example are grant programs where we have established competitive project evaluation systems, such as the Transportation Alternatives Program (TAP), where the projects are selected by the process of evaluating projects against established criteria.
- Commissioner Vasquez requested providing the TC with an idea of the frequency that the contingency reserves or maintenance reserves movement of funds has occurred over the last year.

- Jeff Sudmeier noted that it is likely about every other month; some examples are we had a rockfall event on I-70 and we needed some emergency repairs; With the maintenance reserve it's usually due to snow and ice removal, which happen usually January through April, and this year we saw draws every month last year; we don't have a lot of history, but now we're seeing seasonal maintenance reserves for wildfire expenses incurred by various regions.
- Commissioner Thiebaut wanted to know if in August the TC will be asked to approve the modified PD 703.0 policy.
- Jeff Sudmeier responded that CDOT staff go through the document with the TC and pull up notable redline changes. The TC can approve next month, or just review and hold off approval until September.
- Commissioner Thiebaut added that he wants to make sure we are not going too deep into topics that and that we are not wasting time, but also not abdicating our TC responsibilities if, say, it was reviewed by the state auditor. I want to focus on areas where we're changing authority and discuss the rationale for that.
- Commissioner Zink asked if the TC will we have an opportunity to tell staff to replace contingency fund use when it's reported to the TC.
- Jeff Sudmeier explained that if the funds are already committed, for example to address a rock fall event, it's difficult to pull them back. If the TC wants to look at more definition of types or situations for contingency fund use are acceptable, we can stipulate that more explicitly in the policy.
- Commissioner Zink expressed concern that it does seem like even after the fact, regarding contingency funding decisions, that the TC should have the opportunity to review and concur or consider otherwise.
- Commissioner Stuart asked if people start thinking about this later on and have questions, can we get back to you on that.
- Jeff Sudmeier replied, yes. You actually have the red line narrative document and the updated tables along with a lot of information in your packet. If you have questions as you go through it, let me know and we'll come back to the discussion next month.

### **Mobility Systems Committee (Sophie Shulman)**

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

**TC Member Attendees:** All members of the Commission were in attendance.

### **Greenhouse Gas and Air Quality Presentation**

**Purpose:** The purpose of this workshop is to continue discussion from last month's meeting regarding strategies to reduce greenhouse gas emissions and improve air quality from the transportation sector.

**Action:** Information only.

- Commissioner Stanton, Committee Chair explained that this was a team effort to try to get the TC to look at ways that the Department could move the needle on greenhouse gases. We all know that Denver area and Colorado are under threat from the Environmental Protection Agency (EPA) for mandated change. And so this was a really extensive effort by Sophie's team.
- Sophie Shulman added that we recognize that transportation is going to have to face pretty significant reductions based on the House Bill 1261 targets and the air quality issues that Commissioner Stanton mentioned. We are presenting today a number of strategies we can pursue, to get feedback from you. Topics to consider include increased extreme weather events, environmental equity impacts, the impacts on the recreation industry and economy, air quality, resiliency, congestion and mobility, multimodal investments CDOT is already making, including staff time; and conformity with emissions budgets.
- Sophie Shulman continued we have three major tools: Mobile sources and the investments we make to vehicles such as electrification efforts and charging networks; infrastructure of the transportation

system, and our planning processes for the projects themselves; and last, behavioral changes, which is perhaps the hardest one, to motivate people to think differently about their choices in transportation.

- Rebecca White noted that In the past, when we did a National Environmental Policy Act (NEPA) analysis we compare project greenhouse gas emissions to total global emissions, which is small. An area where we can take a harder look, where we haven't necessarily done so in the past, is to look collectively at statewide emissions. An even bigger issue is in land use, where we have limited authority but we can have an influence.

#### Discussion:

- Commissioner Hall: I have some concerns where it appears to assume we can implement urban-focused strategies in rural mountain areas. For example, people work in Aspen but can't live there. What we need to do is fund the Roaring Fork Transit Authority (RFTA). We can't enforce land use in those areas because people can't live there. When it comes to electric vehicles, they just can't do the same in mountainous areas as they can in urban ones. We need to support the whole state and not be controversial.
- Executive Director Shoshana Lew concurred with Commissioner Hall. A conversation we need to have is how to apply certain strategies differently in major metropolitan areas versus rural ones. With respect to trucking, we need to work with the motor carriers to find ways to make trucking cleaner, whether it's electric vehicles (EVs) or just fuel efficiencies.
- Commissioner Vasquez expressed excitement surrounding the announcement regarding the collaborative work with the freight industry. Technically, that is going to support a fairly radical transition in trucking over the next 10 years, and our positioning the state and the carriers that work in the state to participate in that transition.
- Commissioner Beedy cautioned that CDOT can't do it all. He would like to whittle through it to determine what we can do – in the trucking industry, having electric delivery vans in urban areas; focusing on incentives to smaller companies with less capital and owner-operators. The requirement in most programs to destroy old vehicles is counter-productive. Green construction – lifecycle costs should be comparable to traditional materials. For landscaping – non-native plants cause water problems too. We need to break this into manageable parts.
- Commissioner Stanton thanked the Commissioners for their comments. He has been taking notes and you made some really good points about smaller companies needing more help.
- Commissioner Bracke commented that this is a very comprehensive and holistic approach that's valuable and is presented in a good way to facilitate future discussions. She appreciated the collaborative approach, working with the Regional Air Quality Council (RAQC) and others to weave mutual goals into our plans. We need to be thinking about what are our new tools to measure benefits of our projects in terms of air quality and environmental benefits. We need new ideas to model where we want to go and not just the traditional tools designed to build greater roadway capacity. We need to align our investment budgeting with our values and goals around climate change and air quality.
- Commissioner Adams noted that regarding the announcement today from the President to scale back the Environmental Policy Act – How dependent are we on the outcomes of that process to accomplish what we want? If it's successful to scale it back, what does that do to what we want to accomplish?
- Executive Director Shoshana Lew replied that we have expressed our deep concerns in opposition. The process might be improved, but it allows the community to be involved and, for instance provides the means to identify significant environmental impacts on communities adjacent to projects. The process doesn't mean you can't have an impact, but it means that you can't have the impact without identifying and disclosing it. We think that's a step backward if you remove it. Some states have very thin requirements themselves, but Colorado does not and so we'd have to commit to doing it ourselves.
- Commissioner Stuart added that she is glad that we are looking at this comprehensively and holistically, because it will allow us to identify what is needed and what will work in the different parts of the state. Concerning transit, white collar workers aren't riding the trains or buses but they're telecommuting now. But many are dependent on transit and have to ride it. Meanwhile, agencies are struggling to keep operations going and we have to help them sustain that to ensure transit is an option for others to consider. In air quality collaborations, we're talking about employee trip reduction programs for

companies of 100 or more people, because those work. A problem we have been trying to achieve, vehicle miles of travel (VMT) reduction, relates to our growing as fast we might reduce vehicle use.

- Steve Harelson noted that the irony is that I think some of the technologies that have been developed in the concrete industry that are more carbon beneficial actually result in a better product.
- Commissioner Stanton commented that thinking back to the Picadilly project, we realize that the area is growing so fast – I'm wondering if there's opportunity to reach out to the private sector to consider heavy charging infrastructure, EV buses and managed lanes.
- Commissioner Stuart commented that she thinks that is a great topic for a future conversation. Aurora has had a lot of conversations about just this already. A future conversation might include what has been done already and what we can do to provide support.
- Executive Director Shoshana Lew added that CDOT would like to convene a group of stakeholders, the developers, cities, counties, and conduct a candid conversation about what this level of development will mean in terms of traffic and the emissions impacts. We would very much appreciate TC guidance on what the Commission would like to see out of that conversation.
- Commissioner Beedy added that he would like to see a model for cost benefits. Commissioner Beedy recalled hearing that on US 36 they spent a lot to put in bike lanes, but hear now that they don't get used. The same is true for the electric facilities along the route. Considering human behavior, we need to make sure we are investing wisely.
- Commissioner Vasquez noted that the presentation is broad and deep; there's a lot of opportunity there. We may need to pick and choose from strategies so that we actually can talk about execution. She was delighted to have Chief Engineer Harelson comment that green is not necessarily a poor choice. We need to find an alternative to coal fueling electricity, given coal fired plants are being retired.

#### **Equity, Diversity & Inclusion at CDOT (Shoshana Lew and Kristi Graham-Gitkind)**

**Purpose:** The purpose of this workshop was to inform the TC of CDOT's internal Equity, Diversity and Inclusion initiatives.

**Action:** No Action. Informational only.

#### **Discussion:**

- Commissioner Adams explained that he had a whole arsenal of things he would have suggested you do in this arena, but you've spoke to them already. My question, then, is what resources do you need from us for this program of initiatives?
- Kristi Graham-Gitkind, CDOT Chief Human Resources Officer, answered that CDOT is going to continue working closely with the consultant that they have engaged with the unconscious bias training to help us facilitate these discussions with our steering committee and help us with this mandatory training moving forward. CDOT is hiring another employee relations staff member and that person is really going to focus heavily on Title VII.
- Commissioner Adams added that considering the other public and private organizations he works with, the sort of response that you are describing for CDOT is very much in line with what I would call the top tier organizations are doing. The question down the road will be, how are we different a year from now.

#### **Transportation Asset Management (TAM) FY 21 Overview (Rebecca White)**

**Purpose:** This workshop provided an overview staff's recent review of CDOT's fiscal year 2020-21 asset management program in light of the current economic climate. The presentation included strategic opportunities for efficiencies identified in the review.

**Action:** Informational only.

## **Discussion:**

- Commissioner Stuart reminded the Commission that they will be addressing TAM again in August.
- Rebecca White confirmed that staff will come back to the TC next month with more on this analysis and also pick this topic up as part of PD 14. So there are a couple different opportunities to think more about this.
- Commissioner Beedy noted he thought it is important that we keep the Bridge Enterprise (BE) in here so we can know what it takes to manage our bridges. Also we need to make sure materials for pavement aren't being pulled away to do work on facilities. We just need to be aware of those expenditures.
- Commissioner Adams requested to see some of what our hardware and equipment looks like and some of the assets. So at some point when it's more comfortable for all of us to be out and to travel and would like the opportunity for such a tour.
- John Lorme, CDOT Division of Maintenance and Operations Director, responded that he will be in touch shortly regarding this.
- Commissioner Stanton asked Director Lorme to put him on that list with Commissioner Adams.
- Commissioner Beedy noted that in terms of finding technology cost savings wherever they can, he has other issues he will bring up during the TC regular meeting on trying to find us even more. He believes other agencies are sometimes pushing unreasonable demands on CDOT.
- Commissioner Thiebaut commented that Asset Management has been vitally important to rural Colorado and remains vitally important to rural Colorado. During the trans-bond days a lot of the debt service that was paid on those bonds came out of the line item of surface treatment. Just several years ago that indebtedness was paid down, which gave us a chance as a Commission to use those dollars to boost the surface treatment budget and I'm especially pleased that, under the leadership of our Executive Director Lew, Asset Management is key focus of what we do. In what was presented to us today I think in those strategic opportunities, there's a possibility to even enhance Asset Management.

## **Transportation Commission Regular Meeting**

**Thursday, July 16, 2020, 9:00 am – 11:00 am**

### **Roll Call**

- All 11 Commissioners were present.

### **Public Comments**

- No public comments.

### **Comments of Individual Commissioners**

- Commissioner Vasquez commented that it was great to have a deep look during the workshops yesterday about where CDOT might find savings. Under HB19-1261, the Air Quality Control Commission and the Colorado Department of Public Health and Environment have the responsibility of reducing greenhouse gas (GHG) emissions. CDOT must take an active role because transportation now is the top producer of GHG emissions in the state.
- Commissioner Zink has been attending meetings remotely, including of the STAC. She noted that STAC Chair Vince Rogalski is animated during STAC meetings.
- Commissioner Stanton was impressed with the budget workshop yesterday. In addition, he agreed that it's very important for CDOT to do something about GHG emissions. From a safety perspective, it has been a rough year. Traffic volumes are down, or have been, but speeds are up. It's dangerous to have

so many drivers speeding through construction zones. CDOT is seeing more deaths and injuries despite the reduced traffic.

- Commissioner Adams noted that we are living through extraordinary times. We're also seeing challenges to our own views about racial and social justice. He intends to be more sensitive to those challenges, and do what he can. He is working on a statement that he hopes will help CDOT move forward. He also has been involved in discussions with Aurora on PD 1601 for the I-70 and Picadilly diverging diamond interchange near Denver International Airport.
- Commissioner Gifford recently boarded an airplane for the first time in months. While she thought the airline followed good safety procedures, she said she wished Denver International Airport was more rigorous about asking people to wear masks. In addition, she discussed what she has learned about the possibility of CDOT changing the name of Stapleton Drive in concert with a recent decision to change the name of the Stapleton development. CDOT owns the street, but it must follow City and County of Denver processes to rename the street.
- Commissioner Halter attended, on Monday, an in-person celebration in Colorado Springs of a grant for a project to improve access to the five military installations in the area. He thanked CDOT Executive Director Shoshana Lew for attending the event, which drew U.S. Senator Cory Gardner, county commissioners, and many others.
- Commissioner Bracke thanked staff for its nimbleness in responding to financial and other challenges that the pandemic poses. This past month she attended a meeting of the North I-25 Coalition, and learned more about the financial implications. She praised Region 4 Regional Transportation Director Heather Paddock and others for the progress that has been made on the North I-25 project. She also attended a meeting of the Statewide Economic Recovery Transportation Working Group, which she serves on with Executive Director Shoshana Lew. Executive Director Lew made a presentation to the working group on different funding strategies being used throughout the country. She urged TC members to view the presentation. Scenic Byways will be hosting a webinar on ways to encourage people who drive electric vehicles to visit the byways, and suggested an update on the Scenic Byways program at a future meeting.
- Commissioner Beedy mentioned that eight people died recently in a severe crash on US 287. Apparently the crash occurred because a driver was trying to pass a slower-moving truck where there is no passing lane. With Ports to Plains, Texas and New Mexico have received the authority in a U.S. House bill to name highway segments. The TC needs to consider Ports to Plains improvements being made in surrounding states, and the impact of those improvements in Colorado. He also thanked Commissioner Eula Adams for coming out to see the wheat harvest at his farm and for listening to him discuss the importance of transportation on the agricultural sector. Rural airports also are very important to an area's economy. At the Limon airport, for example, a sky-diving company has started operations in hopes of attracting Denver metro area students. In other activities, he has been visiting some maintenance facilities to find out if certain requirements, such as those concerning water discharges, could be made less stringent in order to reduce costs and to make it easier for lower-income communities to compete for work.
- Commissioner Thiebaut noted that the TC needs to think about smaller airports, not just for their use during emergencies, but to move people and goods. He suggested another TC workshop topic could be aeronautics. He thanked the new TC and vice chair and Region 2 RTD Richard Zamora and his staff for doing a good job. He added with the TPR meetings not taking place in person, it's hard to gauge what people are thinking. He recommended to Commissioner Adams and others a book that he recently finished reading: *A More Perfect Reunion: Race, Integration, and the Future of America* by Calvin Baker.
- Commissioner Hall commented that if eastern Colorado weren't so far from her home, she would have liked to witness the wheat harvest on Gary Beedy's farm. Both the Grand Valley MPO and Summit County had their quarterly meetings via Zoom. On occasional road trips, she is glad to see all the work that is being done on rural highways. The roads seem to be in good condition. What's frightening, though, is the amount of tourism. The restaurants and roads seem more crowded than usual. People seem to be driving to Colorado rather than flying. She also thanked CDOT staff for the thorough workshops yesterday.

- Commissioner Stuart had no report, although she said it's interesting to get an inside look at CDOT as TC Chair.

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

- This month CDOT is making exciting progress on initial projects in the 2045 Statewide Transportation Plan (SWP). She praised Region 1 for its efficient way of accomplishing projects in collaboration with communities.
- About the event she and Commissioner Halter attended in Colorado Springs, she said the project to improve access to military installations will be funded by a federal grant.
- CDOT received a BUILD \$60.7 million grant for Vail Pass improvements on I-70. The grant will be a game changer and job creator for Region 3. One reason why CDOT received the grant could be because the CDOT application included an accelerated timeline.
- Discussions are taking place with the Colorado Motor Carriers Association about making trucking cleaner and less injurious to the environment.
- COVID-19 is not stopping work on state highways, and it's impressive to see CDOT staff pull together.
- Darrell Lingk of the CDOT Office of Transportation Safety is working on keeping CDOT employees safe, including limiting their exposure to COVID-19.

### **Chief Engineer's Report (Steve Harelson)**

- It has been a few months since he has spoken to the TC. When the pandemic struck, traffic dropped 42% in some places. This was advantageous to stone mastic asphalt paving projects such as for the Central 70 project. Work could go forward during the daytime when temperatures in May were more advantageous.
- Although traffic volumes have bounced back, they're still down from where they were a year ago. Traffic counts indicate traffic volumes are about 85%-90% of what they were a year ago. The more traffic, the better for CDOT funding since fuel purchases are the main driver.
- Last week CDOT had eight bid openings for SB 267 projects. CDOT seems to be getting better responses to bids. Only two of the eight projects had just two bidders. In September, CDOT will have bid openings for projects that probably will begin the following summer.
  - Concerning the eight bids, four were within expectations, two were very low, and two were very high.
  - None of the eight were very large, and will not get that many people back to work.
- The biggest thing for continued safety is to avoid complacency. CDOT staff has not had any COVID-19 outbreaks, but needs to be constantly following safety protocols.
  - Commissioner Vasquez said she agreed that we all need to fight complacency about safety. Her son is an emergency room doctor in Arizona. Having COVID-19 once does not guarantee you will not have it again; in fact, the second time could be even worse.
- The C-470 toll lanes are open for public use, but no tolling has started yet.
- Central 70 is making incredible progress; both the I-25 North and I-25 South Gap project are doing well; and work is going forward on I-70 between Fall River and Dumont.
- About the Vail Pass grant that Executive Director Lew mentioned, that project is a perfect example of the wisdom of getting contractors involved in design, one of the ways CDOT proposed in the application to fast-track the project.

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

- Traffic on the Mountain Express Lane eastbound is 50% above traffic from the same time last year, indicating an explosion in tourism traffic.
- Traffic is 18% down on I-25 tolled lanes from last year, but is gradually creeping back up.
- HPTE conducted an hour-long telephone town hall on C-470 on July 16.
- HPTE is very busy with Burnham Yard. It is applying for a loan from the USDOT Build America Bureau for a Railroad Rehabilitation & Improvement (RR&I) loan that could pay all of the cost of improving the rail yard for CDOT transit and transportation purposes. A RR&I offers five years of deferred interest, for



example. HPTE also is applying for a Consolidated Rail Infrastructure and Safety Improvement grant for the project.

- HPTE's Express Lanes Master Plan was completed in late February.
- A staff member, Piper Darlington, is working with USDOT on a master credit agreement for a Build America project.
- For the US 36 tolled lane project, CDOT was able to complete it in 59 days compared to the estimated 150 days due to the reduction in traffic.

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

- The transportation authorization bill, the FAST Act, expires in September. The U.S. House passed a bill to reauthorize it, and now the U.S. Senate needs to pass the bill. Only about 2.5 months are left to get that accomplished. If not, an extension for the FAST Act will be needed.
- In Region 4, only one project remains to be completed with the \$300 million in federal emergency funds provided to help recover from the 2013 floods. That is the project on SH 7 from Lyons west to SH 72. It is using value engineering and Construction Manager/General Contractor (CMGC) services. A national team came to Colorado to assist with melding the two approaches.

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

- Enthusiasm at STAC meetings is very low; COVID-19 seems to have affected motivation.
- At the STAC meeting on July 10, Herman Stockinger updated the STAC on the Vail Pass grant, and the lack of progress on a large infrastructure bill in Congress.
- The Colorado Legislature will reconvene on Jan. 13, 2021, and many bills were introduced but not acted on this year due to COVID-19, that may come up again.
- Gas revenues are down, as we all know, but Crested Butte, for example, seems very crowded. Some municipalities are optimistic they'll see some revenues from online sales for which the sales taxes currently aren't returned to where orders originate.
- David Krutsinger reviewed uses for the \$39 million in the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act statewide and \$90.4 million in SB 267 transit projects.
- The STAC agreed that the 10-year Pipeline of Projects developed during the statewide planning process is still the focus of future efforts.
- The STAC was pleased to see some attention is being paid to working toward regional equity.
- The 2045 statewide plan is out for public comment until the end of July.
- The \$4 million in statewide Multimodal Options Fund (MMOF) that CDOT is making available for local projects encouraging biking and walking should help stimulate local economies. This money is only for new projects; it can't be used to reimburse towns and cities for what they have already done.

#### **Act on Consent Agenda – Passed unanimously on June 18, 2020**

- a. Proposed Resolution #1: Approve the Regular Meeting Minutes of June 18, 2020 (Herman Stockinger)
- b. Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- c. Proposed Resolution #3: Disposal: 1060 CR 231 Woodland Park (Parcel 207X) (Richard Zamora)
- d. Proposed Resolution #4: Legislative Memorial Designations (Herman Stockinger)

#### **Discuss and Act on Proposed Resolution #5, FY2021 - FY2024 STIP Amendment Approval (Rebecca White)** – Passed unanimously on July 16, 2020

#### **Discuss and Act on Proposed Resolution #6, First Budget Supplement of FY 2021 (Jeff Sudmeier)-No item; no action**

- This is a space holder for last-minute items; nothing this month.

#### **Discuss and Act on Proposed Resolution #7, First Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on July 16, 2020**

**Discuss and Act on Proposed Resolution #8, Adopt the proposed amendments to the Rules Governing Practice and Procedures of the Transportation Commission of Colorado, 2 CCR 601-11 (Herman Stockinger and Natalie Lutz) – Passed unanimously on July 16, 2020.**

**Discuss and Act on Proposed Resolution #9, Resolution Related to SB 267 Funded Projects Process (Jeff Sudmeier and Rebecca White) – Passed 10-1, with Karen Stuart opposed, on July 16, 2020**

- Commissioner Bracke expressed that she is confident that financing \$154 million (up from \$50 million) of the total \$310 million for Segments 7 and 8 of the North I-25 project will work.
- Commissioner Stuart questioned why the resolution deals specifically with Segments 7 and 8 of the North I-25 project, and said she wondered what would happen to the rest of the projects.
- Rebecca White said the resolution changes the financing for North I-25 from the resolutions passed in May 2019 and November 2019.
- Jeff Sudmeier agreed, adding that the resolution is to reconcile where the TC is headed today with past resolutions, which had not anticipated taking on so much debt financing for I-25 North. When Colorado entered the pandemic, the out years for SB 267 became much less certain. He agreed with Commissioner Thiebaut that in November 2019, the TC did not prioritize the projects.
- Rebecca White said staff will continue to revisit the principles of achieving regional equity, getting money into the economy, progressing with the SB 267 projects, and continued commitment to projects in the four-year STIP and in the 10-year vision.
- Commissioner Stuart said she thinks the resolution is unnecessary and should not call out one set of projects.

**Discuss and Act on Proposed Resolution #10, Discuss and Act on Proposed Resolution #10, State Infrastructure Bank (SIB) Program Bi-Annual Rate Update (Jeff Sudmeier) – Passed unanimously on July 16, 2020.**

**Discuss and Act on Proposed Resolution #11, 1601 Picadilly Interchange (Paul Jesaitis) – Passed unanimously on July 16, 2020.**

- Commissioner Thiebaut had an edit to the resolution that clarifies that Aurora is operating under the 2004 version of PD 1601, the policy directive for CDOT that deals with interchanges. The City of Aurora confirmed that they concur with this change.

**Discuss and Act on Proposed Resolution #12, PD 1601 Revisions – Passed unanimously on July 16, 2020.**

**Recognitions:**

Recognitions were discontinued during the pandemic in hopes that the TC could recognize awardees personally later. But so much time has passed that the practice is being revived virtually.

The Colorado Contractors Association (CCA) Project Manager Awards were granted to the projects listed in the image below and were presented to the recipients by Steve Harelson, CDOT Chief Engineer as follows:



## The Awards

Category	Project Location	Contractor	Project Manager or Superintendent	CDOT Project Engineer
Alternative Contracting, less than \$100M	SH 82 Grand Avenue Bridge	Granite/Ralph L Wadsworth	Pat Kalisz, Gaylen Stewart	Josh Cullen, Adam Cornely, Graham Riddile, Joe Urnise
Alternative Contracting, over \$100M	US 34 Big Thompson Canyon Permanent Flood Repair Construction	Kiewit Infrastructure Company	Jason Hagerty, Brett Bergdolt	James Usher, Monte Malik, Mark Hamilton
Safety	Loveland ADA Curb Ramp	Can do Concrete Construction, Inc.	John Gutierrezq	Travis Howlett
Pavement, less than \$3M	I-70 EB Auxiliary Lane	Hamon Infrastructure	Adam Gisi	Colleen King
Pavement, \$3-6M	SH 121 Wadsworth Blvd, Bear Creek to 4 <sup>th</sup> Resurfacing	Martin Marietta Materials, Inc.	Joe McKernan	Richard Wenzel
Pavement, \$6-10M	SH 141 South of Divide Road	United Companies, a CRH Company	Mike Termenozzi	Damian Leyba
Pavement \$10-20M	US 285 North & South of Fairplay, Passing Lanes & Overlay	APC Southern Construction Co., LLC	Clint Buringa	Randy Johnson, Mike Schreiber
–Outstanding Subcontractor	US 285 North & South of Fairplay, Passing Lanes & Overlay	Dynamic Deflections, LLC		
Major Structure	Vine Drive Over I-25	Zak Dirt, Inc.	Ben Jordan	Justin Pipe
–Outstanding Subcontractor	Vine Drive Over I-25	Merge Resource Group		
Minor Structure	US 160-550 Durango Signal Operations	Blxby Electric Inc.	Chet Weirick	Chris Maurer



News From

[www.codot.gov](http://www.codot.gov)  
[www.facebook.com/coloradodot](https://www.facebook.com/coloradodot)  
Twitter: @coloradodot

August 3, 2020

Contacts:

Bob Wilson, CDOT Statewide Communications Manager, (303) 916-1456  
Matt Inzeo, CDOT Communications Director, (240) 381-7051

## First Batch of *Revitalizing Main Street* Grants Awarded

**DENVER** - Cities and towns working to begin or expand their efforts to promote public health during the COVID crisis have been awarded the initial six grants through the Colorado Department of Transportation's *Revitalizing Main Streets* program.

The \$4.1 million initiative is providing financial assistance to communities seeking to make creative modifications to state roadways or other public spaces as a way of promoting social distancing and economic activity.

CDOT is providing grants to the following:

- **Aspen** - Enlarging the city's Roadway for Restaurant and Retail Recovery program to increase the number of customers served within COVID-19 health guidelines. Expanding e-bike capacity and increasing the number of downtown docking stations (\$50,000).
- **Alamosa** - Reducing its one-way Main St. (U.S. 160) from three to two lanes, repurposing the closed lane for public use, including dining and retail activities in downtown. It will provide permanent space that is more pedestrian friendly and accommodating for COVID-19 mitigation measures (\$50,000).
- **Littleton** - Increasing its Weekends on Main initiative - closing Main Street on summer weekends to let restaurants expand table service and extending the program for several more weekends, while also helping the city adhere to and promote social distancing guidelines. (\$50,000).
- **Frisco** - Providing new parklets (a sidewalk extension utilizing parking lanes) to increase pedestrian activities and enhance business access along Main Street (\$50,000).
- **Silt** - Improving two sidewalk segments connecting residential areas to downtown and improve the walking spaces surrounding a senior living facility (\$32,421).
- **Oak Creek** - Converting an empty lot into a park, providing outdoor eating space and constructing a resting and repair station for bicyclists (\$11,709).

-

Each entity is required to provide an additional 10 percent match to qualify for a grant.

"In the applications received thus far, we have seen creative examples ranging from expanding downtown business capacity to encouraging multi-model access to a park in a small, rural community," said CDOT Executive Director Shoshana Lew. "The program has additional capacity, so we encourage localities to take a look at other cities' solutions and explore how these funds could benefit their own community."

Grant applications are available at: <https://www.codot.gov/programs/communitychallenge/assets/revitalizingmainstreetsgrantapplication.pdf>.

For awarded projects on the state's right-of-way, temporary special use permits will be required, including safety plans that address traffic flow for vehicles, bicycles, pedestrians, freight/delivery and detour plans. More information on these permits can be found here: <https://www.codot.gov/business/permits/utilitiesspecialuse/online-permit-application>.

This initiative is supporting the Can Do Community Challenge, as part of the Can Do Colorado campaign. Another CDOT "Can Do" initiative is the *Community Telework* program, which builds on the existing efforts to offer healthy and safe transportation options for employees who can work from home. More information is at: <https://www.codot.gov/programs/communitychallenge/assets/communityteleworkapplication>.

Please submit questions about either program to [dot\\_candocdot@state.co.us](mailto:dot_candocdot@state.co.us).

More information about the Can Do Colorado campaign is available at: [CanDoColorado.org](http://CanDoColorado.org).

- # # #

--  
Bob Wilson  
Statewide Communications Manager





**COLORADO**

Department of Transportation

# Fiscal Year 2020-21 STAC Budget Presentation

August 14, 2020



# Agenda

- Proposed Budget Reductions based on revised July Forecast
  - One-Time Reductions
  - Program Review
  - FY20 Reversions from Project Savings
  - Work Plan Reductions
- Next Steps and Timeline





# Revised HUTF Revenue Forecast

## FY 2019-20 and FY 2020-21 Revenue Forecast (\$62.9M)

### One-Time Reductions

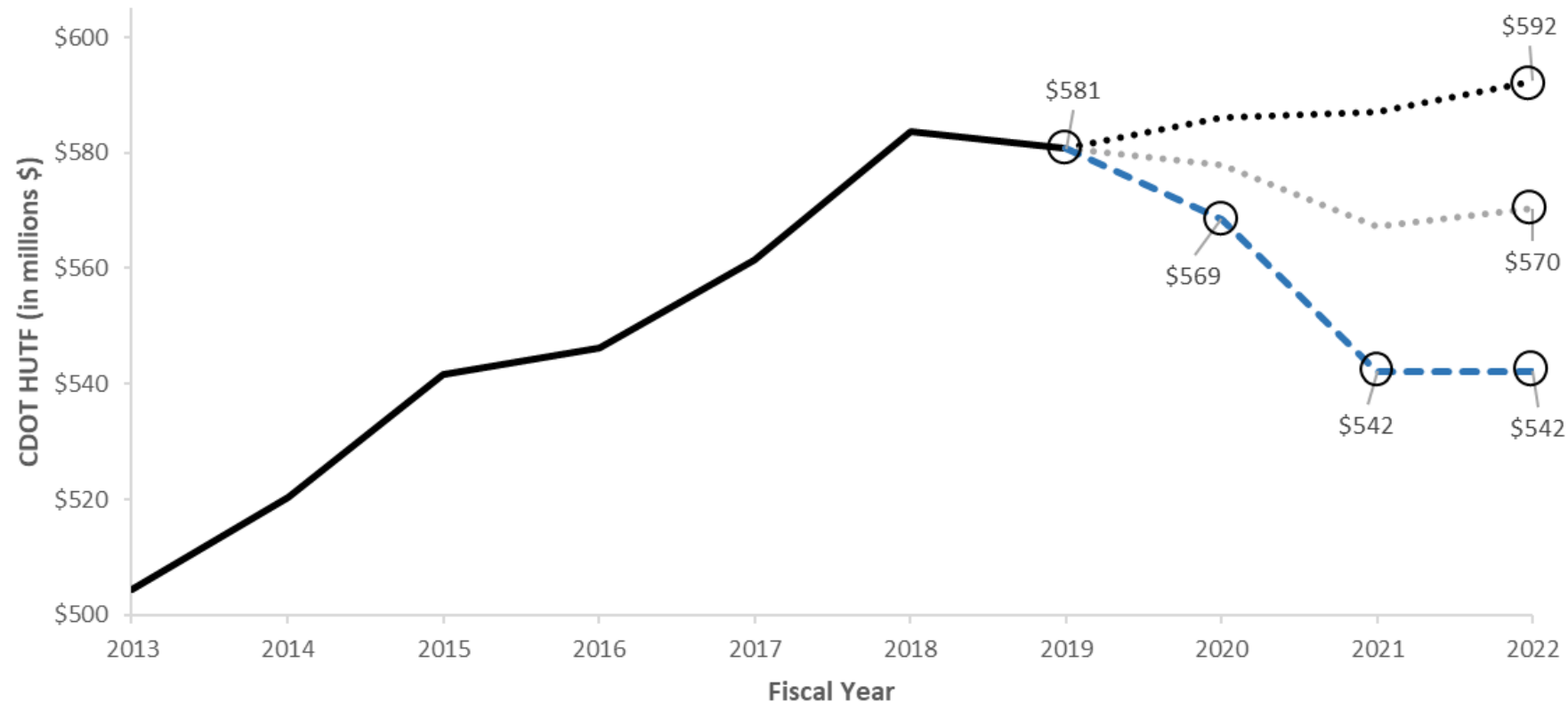
- 2016 Building COPs (\$22 million)
- Surplus Debt Service (\$21.5 million)

### Remaining Gap

(\$19.4M)

## CDOT HUTF Forecast (FY 20 Q4)

Q4 Forecast vs. Q3 Forecast & Prior Baseline  
FY 13 - FY 22 (HUTF in millions \$)







# Proposed Budget Reductions Remaining (\$19.4) Shortfall

## Program Review **\$3.1 million**

Item	Description	Amount
Signals	FY20 unbudgeted savings	\$1,174,137
Hot Spots	FY20 unbudgeted savings	\$53,797
Structure Inspections	FY20 unbudgeted savings	\$41,413
Safe Routes to School	Reduction of admin support, vacancy savings	\$110,000
Bridge Off System Inspections	FY20 unbudgeted savings	\$218,000
Civil Rights	Cancelled National Summer Transportation Institute partner training	\$50,000
Headquarters Initiatives	Cancelled Work Force of the Future initiative	\$1,500,000
<b>TOTAL</b>		<b>\$3,147,347</b>



# Proposed Budget Reductions Remaining (\$19.4) Shortfall

## FY20 Reversions from Project Savings **\$1.3 million**

Staff has reviewed year end funding program pools and identified all available project closure savings from pool budgets. Unspent funds will revert to the State Highway Fund and can be used to offset the revenue shortfall



# Proposed Budget Reductions Remaining (\$19.4) Shortfall

## Work Plan Reductions **\$X.X million**

At the request of executive leadership, division directors and regional transportation directors extensively reviewed all key spending decisions within Region and Division work plans for FY 2020-21 to find potential budget reductions wherever feasible.

Work plan reductions are undergoing further review and validation. Those reductions that are fully validated by publication of the August TC materials will be included in the amendment.



# Proposed Budget Reductions Summary

## (\$19.4) million Remaining Gap

The Department will bring a proposed amendment to the Commission in August to balance the budget to the revised revenue forecast.

Item	Amount	
Program Review	\$3.1 million	
FY20 Reversions from Project Savings	\$1.3 million	
Work Plan Reductions	UNK	} \$15.0 million
Transportation Contingency Reserve Loan	UNK	



# Summary Timeline

**August**

- Budget Amendment to balance the FY 2020-21 budget to forecasted revenue

**September**

- Rollforwards
- Additional Work Plan Reductions

**October**

- Federal Redistribution

**November**

- Revenue Reconciliation



**COLORADO**  
Department of Transportation

# Questions?

August 14, 2020



# COLORADO

## Department of Transportation

Division of Transportation Development

2829 W. Howard Place 4<sup>th</sup> Floor  
Denver, CO 80204

**DATE:** August 14, 2020  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Rebecca White, Director, Division of Transportation Development  
Marissa Gaughan, Manager, Statewide and Regional Planning Section  
**SUBJECT:** 2045 Statewide Transportation Plan Adoption

### Purpose

To present to STAC the final 2045 Statewide Transportation Plan.

### Action

The Transportation Commission (TC) has statutory authority pursuant to §43-1-106 Colorado Revised Statutes (C.R.S.) to approve, accept, and amend various planning documents resulting from 23 United States Code (U.S.C.) 135 and §43-1-1101 through 1105 C.R.S. Staff is seeking a recommendation from STAC that the 2045 Statewide Transportation Plan go before the Transportation Commission (TC) for approval at their August meeting.

### Background

Our job is to make every long-range plan better than the last one. Our focus for this plan was to:

- Expand in-person outreach
- Hear from new voices
- Create one set of conversations around all modes and deliberately co-create this plan with the Statewide Transit Plan
- Retain focus on key corridors but also identify specific prioritized projects that would be feasible to deliver

Statewide Plan documents include:

- The 10-Year Vision
  - Focuses on a more tangible timeframe
  - Lists specific projects across the state (Strategic Pipeline of Projects)
  - Describes outcomes according to the themes we heard during outreach process (e.g. fixing rural roads)
  - Includes projects identified for SB267 (next four years)
- The 10 Rural Transportation Plans (RTPs)
  - Heavily directed by the rural Transportation Planning Regions (TPRs) but drafted by CDOT.
  - Corridor Visions and Profiles were updated as part of the rural RTP development. As projects move through the pipeline and are delivered, new projects will enter into the pipeline based on the priorities identified in the rural RTPs and corridor profiles.
  - Each of the five Metropolitan Planning Organizations (MPOs) also have long-term plans but those are created by MPO staff in coordination with CDOT. CDOT will work closely with the MPOs on future urban area projects that will flow into the pipeline.
- The 2045 Statewide Plan
  - Essentially the “mother plan” because it incorporates the above documents.
  - Meets state and federal requirements.
  - Is performance based and describes CDOT’s budget.
  - Integrates all the various modal and functional plans under one umbrella. The Statewide Transit Plan was created in tandem with the Statewide Plan.

### Public Comment Period

The public review period for the 2045 Statewide Plan was held from June 1, 2020 - July 30, 2020. CDOT used a variety of methods/tools to encourage public comment, including:

- Social Media
- Email distributions

- Stakeholder/community help to spread the word using email and other virtual/electronic means of communication
- Circling back with stakeholder groups we engaged with during the beginning of the planning process to make sure we got it right. (Freight Advisory Committee, Transit and Rail Advisory Committee, Club 20, etc.)
- Engagement with Spanish communities - Given Colorado's demographics, Spanish outreach is critical. Not only is it state and federally required, it's the right thing to do for the public good. To this end, six Spanish media outlets hosted interviews with CDOT. This outreach yielded affirmation that the Statewide Plan addressed the critical needs we heard articulated during the first stages of the planning process. Additionally, the high level of engagement and interest from the Spanish-speaking population, as well as other planning partners, will help inform future plans and projects.
- We received comments from about 100 commenters in total, including thoughtful letters from many partner agencies and stakeholder groups.

Key themes from public comments include:

- Safety
  - Consider roadway design as a strategy to reduce severe crashes
    - For example, lane and shoulder widths
    - However, avoid roundabouts and widening because it encourages speeding
  - Prioritize the safety of pedestrians and bicyclists
  - Widening does not support sustainability and safety
- Mobility
  - Many comments about reducing VMT
  - Increase transit options, more buses & links between providers
  - Strong viability for commuter rail, especially along the Front Range
  - Higher gas tax to reduce driving and emissions
  - Concerns about induced travel - additional capacity to highways will increase congestion and urban sprawl into natural lands and open spaces
  - Environment/human health costs of over reliance on auto use; Interest in seeing environmental topics more prominent in the planning documents
- Asset Management
  - Routine maintenance of CDOT's existing roadways is critical.
  - Worn off or faded striping contributes to traffic crashes and fatalities; especially important considering our aging population.
  - Many positive comments about the emphasis on maintaining our existing infrastructure, including a large investment in rural paving.
  - Well-maintained roads benefit everyone from trucks to buses to bicycle users of the roadway.
  - With the proper design standards, a newly paved road would also include safer pedestrian crossings and sidewalks.
- There were several comments on specific locations/projects:
  - These are being passed on when relevant to the CDOT regions / MPOs.
  - We will bring comments specific to each rural TPR to their next meeting to consider as projects move forward.
  - Of the comments received, they were consistent with the themes we heard at the beginning of the planning process.

Changes made to the Statewide Plan based on public comments received include:

- Minor spot edits (grammar, etc.)
- Minor project detail clarifications in pipeline and corridor profiles
- Some themes we reinforced slightly in the Plan document by making certain sentences bold, adding a callout box, etc. The intent being to emphasize language that was already in the Plan.

Examples of Plan edits include:

- Minor edits to emphasize CDOT's vision of zero deaths and serious injuries
- References to transportation systems maps in the Appendix
- One additional sentence to emphasize electrification commitments
- Ensuring addressing needs for people with disabilities are included at four key points



- Enhance corridor profiles to emphasize continuity with neighboring states

Examples of positive feedback received include:

- Support for several individual projects
- Impressed with final document and comprehensive multimodal nature of plan, good balance, covering all topics, and readable with good graphics
- Endorsement for inclusion of public health material
- Support for CDOT including discussion of land use and transportation
- Commending plan for taking important steps toward a cleaner, safer, more accessible, statewide transportation system and bringing all modes together
- Support for air quality discussion throughout the document
- Applause for community engagement strategy and translation

#### Next Steps

Our work is not done - CDOT will never stop planning and building for a better tomorrow. We will keep the momentum going by:

- Maintaining strong partnerships
- Keeping the conversation going - CDOT is still listening
- Conducting a lessons learned assessment (What worked well, what could be done better, etc.)
- Building resiliency into the Statewide Plan as we recover from the pandemic
- Evaluating our performance - Adjusting for updates to PD-14 & investment strategy goals
- Continuing to develop data-driven tools to allow TPRs and MPOs to make informed decisions
- The Statewide Plan is a living document that we can amend.

#### Recommendation for TC adoption of 2045 Statewide Transportation Plan

- CDOT is requesting that STAC recommend the Statewide Plan be taken to the Transportation Commission for adoption at their August meeting.
- The Transit and Rail Advisory Committee (TRAC) has recommended the Statewide Transit Plan for TC adoption as a component of the 2045 Statewide Transportation Plan.
- Rural TPRs may take action to formally adopt their RTPs at their next TPR meeting.
- The 2045 Statewide Plan is available on the CDOT website here:  
<https://www.codot.gov/programs/your-transportation-priorities>

# VISION FOR COLORADO'S TRANSPORTATION SYSTEM



---

## 2045 Statewide Transportation Plan

---

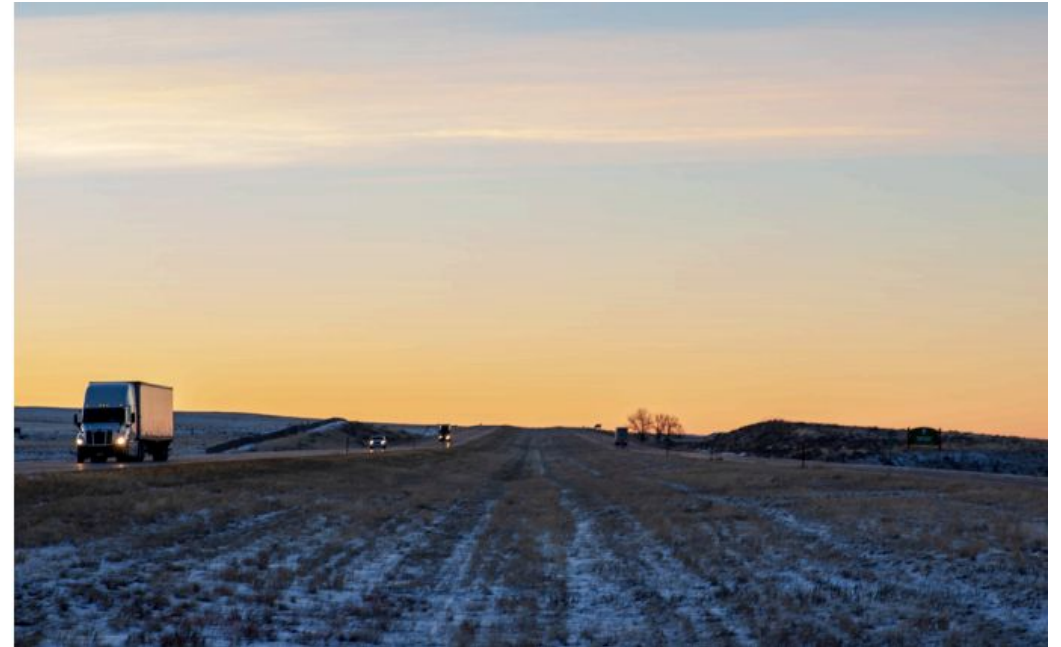
Briefing to Finalize Plan for Adoption  
STAC - August 2020



# Goal of this Planning Effort

Our job is to make every plan better than the last one. Our focus for this plan was to:

- Expand in-person outreach
- Hear from new voices
- Create one set of conversations around all modes and deliberately co-develop this plan with the Statewide Transit Plan
- Retain focus on key corridors but also identify specific prioritized projects that would be feasible to deliver





# Statewide Plan Documents

## 1) The 10-Year Vision

- Focuses on a more tangible timeframe
- Lists specific projects across the state (Strategic Pipeline of Projects)
- Describes outcomes according to the themes we heard during outreach process (e.g. fixing rural roads)
- Includes projects identified for SB267 (next four years)

## 2) 10 Rural Transportation Plans

- Heavily directed by the Transportation Planning Regions but drafted by CDOT.
- Each of the 5 MPOs also have long-term plans but those are created by MPO staff in coordination with CDOT.

## 3) The 2045 Statewide Plan

- Essentially the “mother plan” because it incorporates the above documents.
- Meets state and federal requirements.
- Is performance based and describes CDOT’s budget.
- Integrates all the various modal and functional plans under one umbrella. The Statewide Transit Plan was created in tandem with the Statewide Plan.

Spring 2020 STATEWIDE PLAN INFORMATION YTP.cdodt.gov

THE LATEST ON TRANSPORTATION PLANNING YOUR TRANSPORTATION PRIORITIES POWERED BY YOU COLORADO Department of Transportation

# VISION FOR COLORADO'S TRANSPORTATION SYSTEM

## 10-YEAR STRATEGIC PROJECT PIPELINE

**“** In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system. **”**

*Shoshana Lee*  
—Shoshana Lee, CDOT Executive Director

LEARN MORE YTP.cdodt.gov | YTP@state.co.us



# Statewide Transportation Plan: Appendices

The Statewide Transportation Plan is a shorter document that rolls up:

- Other plans
- Corridor profiles
- Other technical analyses

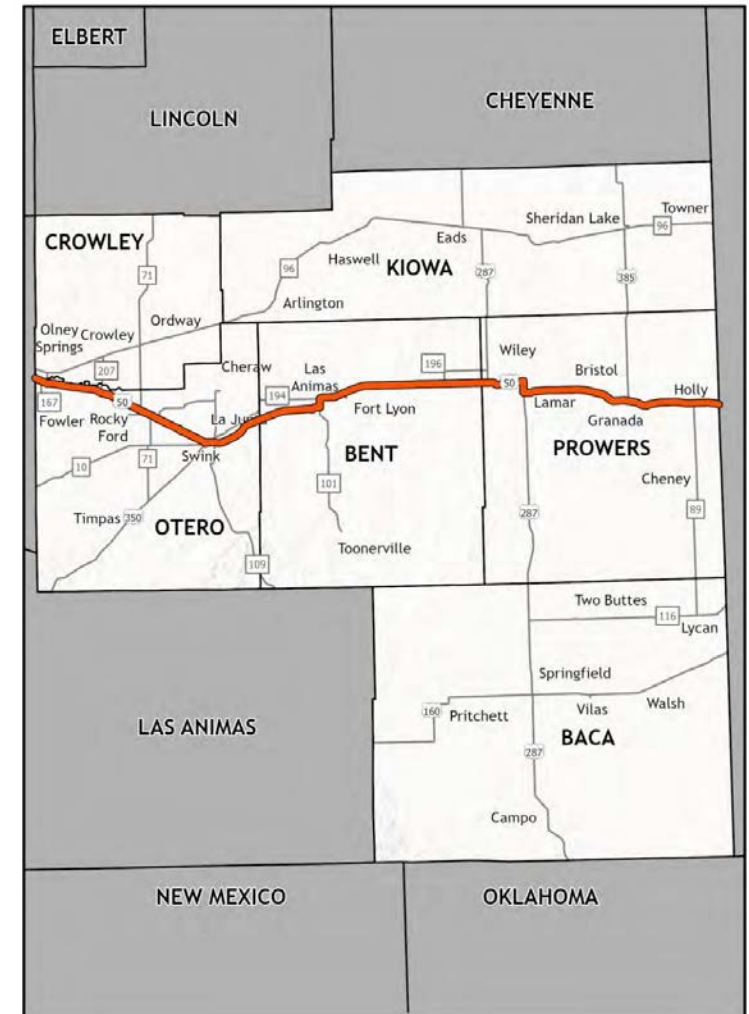
These documents serve as appendices to the Statewide Transportation Plan.

- Appendix A – Vision for Colorado’s Transportation System
- Appendix B – Midpoint Report - Public Involvement
- Appendix C – Transportation, Economic, and Demographic Trends Appendix
- Appendix D – Transportation System and Plan Integration Appendix
- Appendix E – Corridor Profiles
- Appendix F – Regional Transportation Plans
- Appendix G – Performance Measures
- Appendix H – Environmental Justice
- Appendix I – Summary of Environmental Consultation
- Appendix J – Statewide Transit Plan
- Appendix K – Strategic Transportation Safety Plan



# Corridor Profiles and Project Pipeline

- Corridor Visions and Profiles were updated as part of the rural Regional Transportation Plan (RTP) development.
- All projects identified through the corridor needs identification process are inventoried in the Corridor Profile Appendix.
- As projects move through the pipeline and are delivered, new projects will enter into the pipeline based on the priorities identified in the rural RTPs and corridor profiles.
- MPO areas have their own plan development process and CDOT will work closely with the MPOs on future urban area projects that will flow into the pipeline.





# Public Comment Period

- Public Comment Period was held June 1 - July 30
- We used a variety of methods/tools to encourage public comment, including:
  - Social Media
  - Email distributions
  - Stakeholder/community help to spread the word using email and other virtual/electronic means of communication
  - Circling back with stakeholder groups we engaged with during the beginning of the planning process to make sure we got it right. (Freight Advisory Committee, Transit and Rail Advisory Committee, Club 20, etc.)
  - Engagement with Spanish communities - Given Colorado's demographics, Spanish outreach is critical. Not only is it state and federally required, it's the right thing to do for the public good. More on this in following slides.
- We received comments from about 100 commenters in total, including thoughtful letters from many partner agencies and stakeholder groups.



# Public Comment Period - Spanish Outreach

## Six Spanish media outlets hosted interviews:

- La Nueva Mix (TBC)  
Location: Aspen/Vail (10,982 total unique listeners)
- KNVR 1150 AM  
Location: Denver metro area, Colorado Springs, Pueblo (30,500 listeners per hour)
- La Invasora 87.7  
Location: Denver metro area (Front Range, Boulder, Arvada) (23,776 listeners)
- El Comercio de Colorado (Newspaper)  
Location: 1,500 locations covering Denver Metro, Northern Colorado and Colorado Springs (30,000 issues bi-weekly, 6,699 Facebook followers)
- La Jota Mexicana 1630 AM  
Location: Greeley, Northern Colorado, and Cheyenne, WY (260,000 coverage, 6,450 followers on Facebook)
- KVAY 105.7 FM  
Location: Lamar, La Junta (150,000+ population coverage)





# Public Comment Period - Spanish Outreach

## Key takeaways

- CDOT was able to engage with constituencies from around the state, including the Denver metro area, northern Colorado, southern Colorado and in mountain communities.
- This outreach affirmed that the Statewide Plan addressed the critical needs we heard during the first stages of the planning process.
- Additionally, the high level of engagement and interest from the Spanish-speaking population, as well as other planning partners, will help inform future plans and projects.





# Key Themes from Public Comments

## Safety

- Consider roadway design as a strategy to reduce severe crashes
  - For example, lane and shoulder widths
  - However, avoid roundabouts and widening because it encourages speeding
- Prioritize the safety of pedestrians and bicyclists
- Widening does not support sustainability and safety

## Mobility

- Many comments about reducing VMT
- Increase transit options, more buses & links between providers
- Strong viability for commuter rail, especially along the Front Range
- Higher gas tax to reduce driving and emissions
- Concerns about induced travel - additional capacity to highways will increase congestion and urban sprawl into natural lands and open spaces
- Environment/human health costs of over reliance on auto use; Interest in seeing environmental topics more prominent in the planning documents



# Key Themes from Public Comments

## Asset Management

- Routine maintenance of CDOT's existing roadways is critical.
- Worn off or faded striping contributes to traffic crashes and fatalities; especially important considering our aging population.
- Many positive comments about the emphasis on maintaining our existing infrastructure, including a large investment in rural paving.
- Well-maintained roads benefit everyone from trucks to buses to bicycle users of the roadway.
- With the proper design standards, a newly paved road would also include safer pedestrian crossings and sidewalks.



# Key Themes from Public Comments

There were several comments on specific locations/projects:

- These are being passed on when relevant to the CDOT regions / MPOs.
- We will bring comments specific to each rural TPR to their next meeting to consider as projects move forward.
- Of the comments received, they were consistent with the themes we heard at the beginning of the planning process.





# How Public Comments were Addressed

- Minor spot edits (grammar, etc.)
- Minor project detail clarifications in pipeline and corridor profiles
- Some themes were reinforced slightly in the Plan document by making certain sentences bold, adding a callout box, etc. The intent being to emphasize language that was already in the Plan.





# Examples of Plan Edits

- Minor edits to emphasize CDOT's vision of zero deaths and serious injuries
- References to transportation systems maps in the Appendix
- One additional sentence to emphasize electrification commitments
- Ensuring addressing needs for people with disabilities are included at four key points
- Enhance corridor profiles to emphasize continuity with neighboring states



# Examples of Positive Feedback on Plan

- Support for several individual projects
- Impressed with final document and comprehensive multimodal nature of plan, good balance, covering all topics, and readable with good graphics
- Endorsement for inclusion of public health material
- Support for CDOT including discussion of land use and transportation
- Commending plan for taking important steps toward a cleaner, safer, more accessible, statewide transportation system and bringing all modes together
- Support for air quality discussion throughout the document
- Applause for community engagement strategy and translation



# Adopting a Plan in Uncertain Times

- Planning for the worst, preparing for the best.
- We have a strong plan (10-yr pipeline of projects)
- Serves as mutually developed “north star” for future investment.
- CDOT stands ready to take action as we recover from this global crisis.







# Positive Economic Impact from Transportation Investments



*Every **\$1 billion** in public infrastructure spending creates **13,000** direct and indirect jobs that provide ladders of opportunity into middle-class career pathways.*

—U.S. Department of Transportation

*In 2018, the construction industry contributed **\$21.3 billion** to Colorado's Gross Domestic Product (GDP). Construction wages and salaries alone totaled **\$11 billion** statewide.*

—U.S. Department of Commerce



# Next Steps

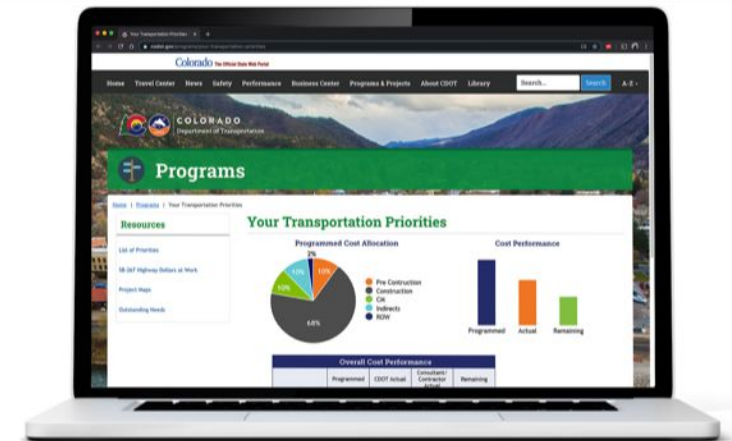
- Our work is not done - CDOT will never stop planning and building for a better tomorrow.
- The Statewide Plan is a living document that we can amend.
- We will keep the momentum going by:
  - Maintaining strong partnerships
  - Keeping the conversation going - CDOT is still listening
  - Conducting a lessons learned assessment (What worked well, what could be done better, etc.)
  - Building resiliency into the Statewide Plan as we recover from the pandemic
  - Evaluating our performance - Adjusting for updates to PD-14 & investment strategy goals
  - Continuing to develop data-driven tools to allow TPRs and MPOs to make informed decisions



# Transparency and Accountability

Just as important as establishing a project pipeline is creating transparency and accountability structures that let the public see the progress on these projects and how dollars are being spent. Measures include:

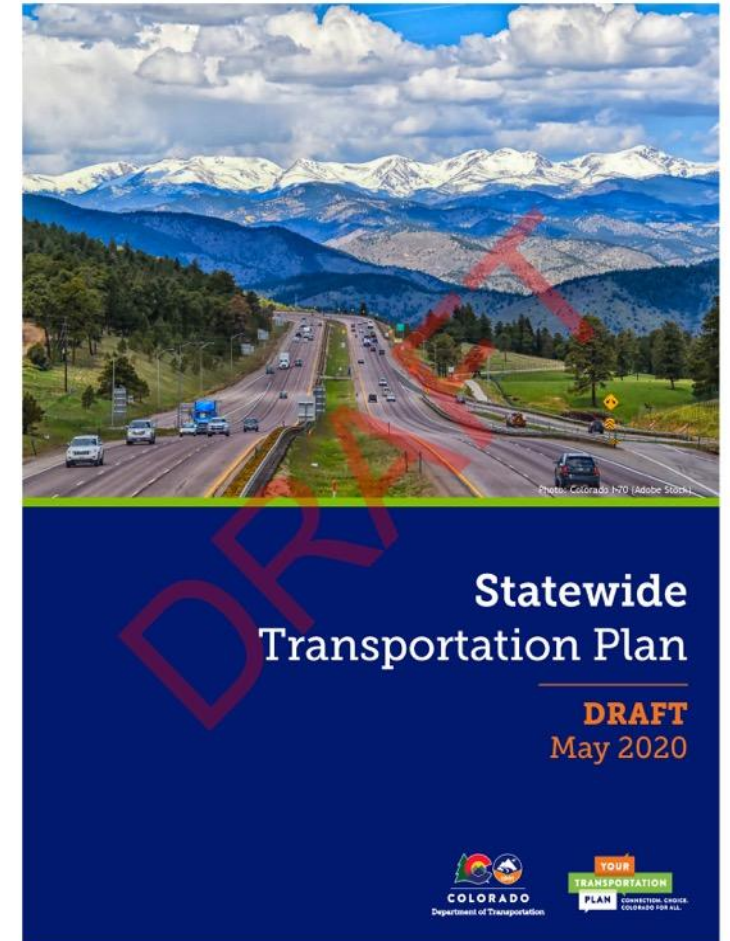
- Increasing project transparency through public reporting on project management and project costs.
- Setting new spending targets to maximize dollars going to transportation improvements that people can see.
- Clearly showing expenses that track multiple years.
- Spending every dollar – across the department – as wisely as possible by cutting discretionary costs within CDOT.





# STAC Recommendation

- CDOT is requesting that STAC recommend the Statewide Plan be taken to the Transportation Commission for adoption at their August meeting. Formal adoption of the Statewide Plan is required per state statute.
- TRAC has recommended the Statewide Transit Plan for TC Approval as a component of the Statewide Plan.
- Rural TPRs may take action to formally adopt their Regional Plans at their next TPR meeting.





Thank You

Website Link:

<https://www.codot.gov/programs/your-transportation-priorities>

Marissa Gaughan

CDOT Statewide & Regional Planning Section Manager

Marissa.Gaughan@state.co.us | 303-512-4235



# VISION FOR COLORADO'S TRANSPORTATION SYSTEM

## 10-YEAR STRATEGIC PROJECT PIPELINE

### We Heard You

In 2019, CDOT embarked on a statewide effort to hear directly from Coloradans about what they need from our transportation system. Thousands of conversations, comments and ideas gave us the input we needed to develop a comprehensive list of projects to deliver the transportation system our state deserves – we call it the 10-Year Strategic Project Pipeline. Projects either fall into Years 1-4, which are funded, thanks to recent action taken by the Colorado Legislature, or Years 5-10, which are currently unfunded.

### Transportation Planning:

- Identifies future needs for our transportation system
- Establishes a transportation vision and goals for the state and the types of projects and investments that will help achieve these goals
- Connects current and future funding realities to deliver an effective and efficient transportation system that works for Colorado today and in the future

To align with what we heard from Coloradans, CDOT placed proposed projects in five categories:



### IMPROVING TRAFFIC CONGESTION

The 10-Year Strategic Project Pipeline invests \$1.2 billion into improving the condition and efficiency of the major Colorado's corridors, such as rebuilding pavement on I-70 East and I-76, delivering extra capacity and options on I-25 North, and tackling congestion across I-70 West.



### RELIEVING TRAFFIC

Solutions include a mix of highway capacity improvements and transit expansion projects in urban areas, such as improvement of intersections, expanding highway capacity at strategic locations, and increasing access to transit and carpooling.



### IMPROVING RURAL ACCESS STATEWIDE

An investment of roughly \$600 million in projects that would add passing lanes, improve intersections, expand CDOT's Bustang and Bustang Outrider services, and provide more revenue to local transit operators.



### FIXING RURAL ROADS

The first four years of the plan allocates over \$300 million to improving rural pavement. CDOT proposes maintaining this focus throughout the decade to repair 1,300 miles of rural pavement across the state.



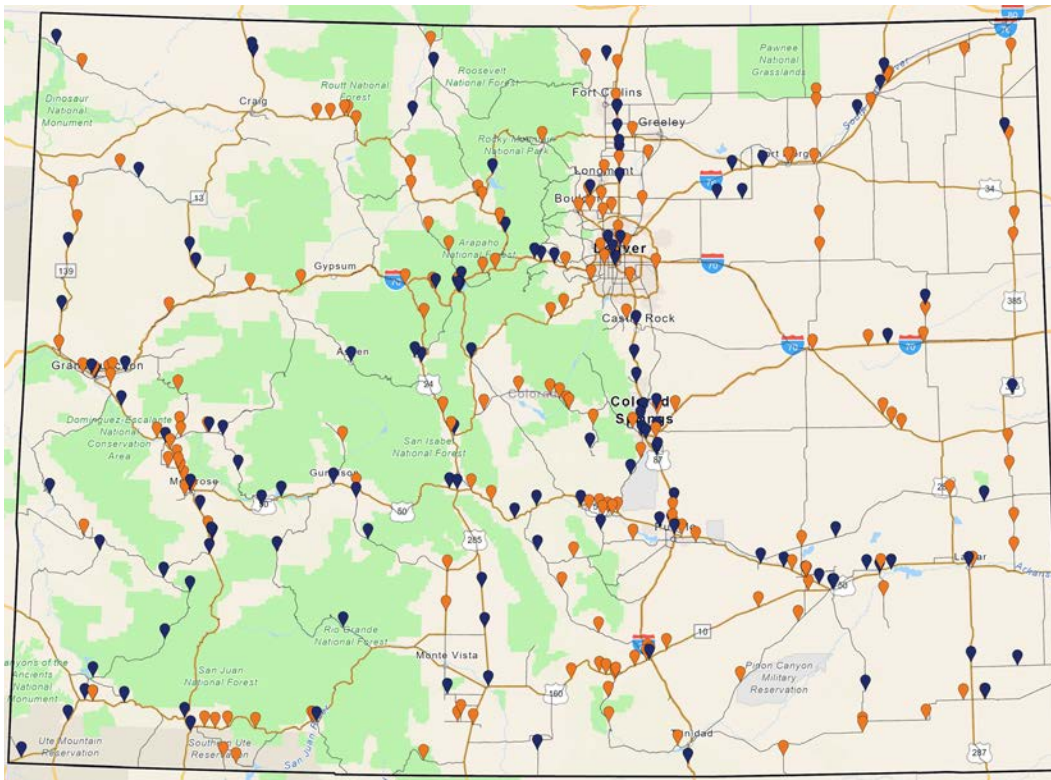
### IMPROVING THE CONDITION OF OUR ROADWAY SYSTEM

Approximately 50 percent of new funding received will be allocated toward improving our existing system, including roads, bridges, culverts, traffic signals, cameras and more.

## Tracking Project Progress

CDOT is working to create new transparency and accountability structures that let the public see the progress on projects and know how dollars are being spent. These efforts include:

- Increasing project transparency through public reporting on project management and project costs.
- Setting new spending targets to maximize dollars going to transportation improvements that people can see.
- Clearly showing expenses that track multiple years.
- Spending every dollar – across the department – as wisely as possible by cutting discretionary costs within CDOT.



 Project in Years 1-4  Project in Years 5-10

For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

## Years 1–4 Highlights

Recent legislative funding enabled a range of projects around the state totaling **\$1.8 billion** over a four year period.

Includes the largest investment in rural pavement in CDOT history.

Leverages other CDOT funding sources to accomplish large projects like rebuilding I-270 and the first phase of Floyd Hill on I-70. The first set of projects will go to construction in spring of 2020.

## Years 5–10 Highlights

This plan describes an additional **\$3.2 billion** in needed investments and hundreds of additional projects.

Includes six years of projects, completing CDOT’s 10-year plan.

Projects were selected based on public input and prioritized by local government officials, transportation planning experts and CDOT.

To learn more and view the complete list of projects, visit [YTP.codot.gov](http://YTP.codot.gov).





**DATE:** August 14, 2020

**TO:** Statewide Transportation Advisory Committee (STAC)

**FROM:** **(STAC Bylaws Subcommittee Members)**  
Dean Bressler, Grand Valley MPO  
Stephanie Gonzales, Southeast TPR  
John Liosatos, Pikes Peak MPO  
Heather Sloop, Northwest TPR  
Holly Williams, Pikes Peak MPO

**CC:** Tim Kirby, Division of Transportation Development, Multimodal Branch Manager  
Aaron Willis, Division of Transportation Development, Transportation Planner  
Rebecca White, Division of Transportation Development, Director

**SUBJECT:** Revisions to the STAC Bylaws

#### **Purpose**

This memo provides an overview and recommendations on editorial and substantive revisions to the current STAC Bylaws, put forth by the STAC Bylaws Subcommittee.

#### **Action**

After a comprehensive review of the existing Bylaws, the Bylaws Subcommittee is requesting a review and discussion of the proposed revisions by the full STAC and adoption at the September 2020 STAC meeting.

#### **Background**

A STAC subcommittee, composed of members from both urban and rural areas, was formed to revise and update the existing STAC Bylaws. The subcommittee discussed changes over the course of three (3) meetings addressing each article contained in the Bylaws in detail. The subcommittee reached consensus on each topic discussed and advanced recommendations for sections that require a full STAC membership discussion.

#### **Details**

Throughout the three (3) Bylaws subcommittee meetings the members made the following recommended updates to the current Bylaws version:

#### **Required and Clarifying Revisions**

- Update the entire 'Objective' article to be consistent with current state statute
- Update the voting status for the Tribal Governments to be consistent with state statute
- Update the Officer elections section stating that regular elections are to take place in October of even years, with exceptions for an instance where an Officer may need to resign before the end of their term



- Add clarifying language stating that meetings can be held virtually, in-person or a combination and that representatives can participate via phone, internet or in-person

#### Options for STAC Officers Selection

The Bylaws subcommittee discussed several options for how to select the Chairperson and the Vice-Chairperson positions. After considering options that strike a balance between urban and rural representation, selecting strong leadership and leadership development, the subcommittee advanced the following two recommendations for full STAC membership discussion:

- Term limits for the STAC Chairperson and Vice-Chairperson - Officers would serve a term of 2 years for a maximum of two consecutive two-year terms. A period of two consecutive years would pass before elected officers would be re-eligible.
- STAC Chairperson and Vice-Chairperson Rotation - Officers would be selected among the TPRs and MPOs within a CDOT engineering region based on a rotation table.

#### Distribution Timing for Meeting Materials

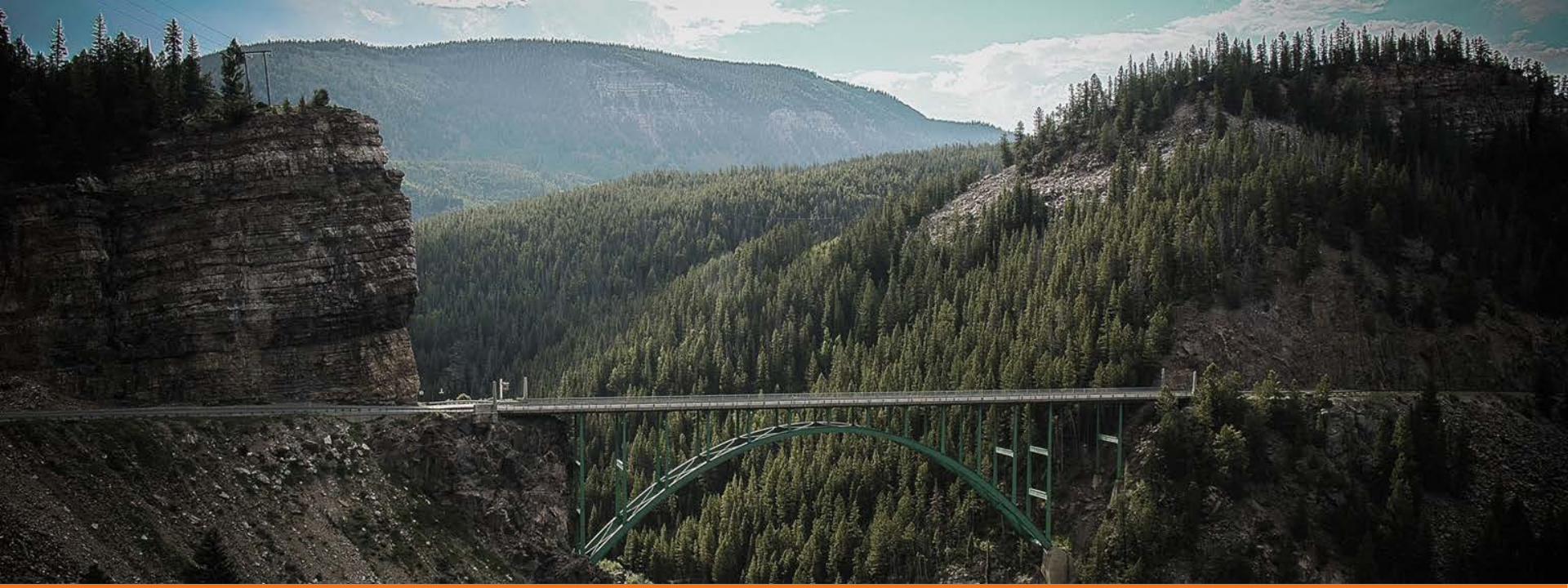
- STAC meeting materials and agendas will be distributed at least one week in advance.
- If there is an item that requires action, then those materials would be sent a minimum of two-weeks in advance.
- If materials are sent that contain an action item without meeting the two-week requirement, then those items could be discussed but not voted on until the following STAC meeting.

#### Additional STAC Meeting Recommendations Not for Inclusion in the Bylaws

- The subcommittee recommended that an update from the Southwest Chief and Front Range Passenger Rail Commission be placed on the STAC agenda as a new standing agenda item.
- The subcommittee also suggested the development of a STAC operational manual that would detail other procedures that do not rise to the level of being placed in the STAC Bylaws.

#### Next Steps:

There are two requirements to make changes to the STAC Bylaws. Those requirements are a vote of two-thirds of the membership and a two-week notice for any Bylaw changes. The subcommittee would recommend STAC action on the revised bylaws at the September 2020 meeting.



# STAC Bylaws Revision

Statewide Transportation Advisory Committee  
Heather Sloop, Northwest TPR

August 14, 2020



**COLORADO**

Department of Transportation



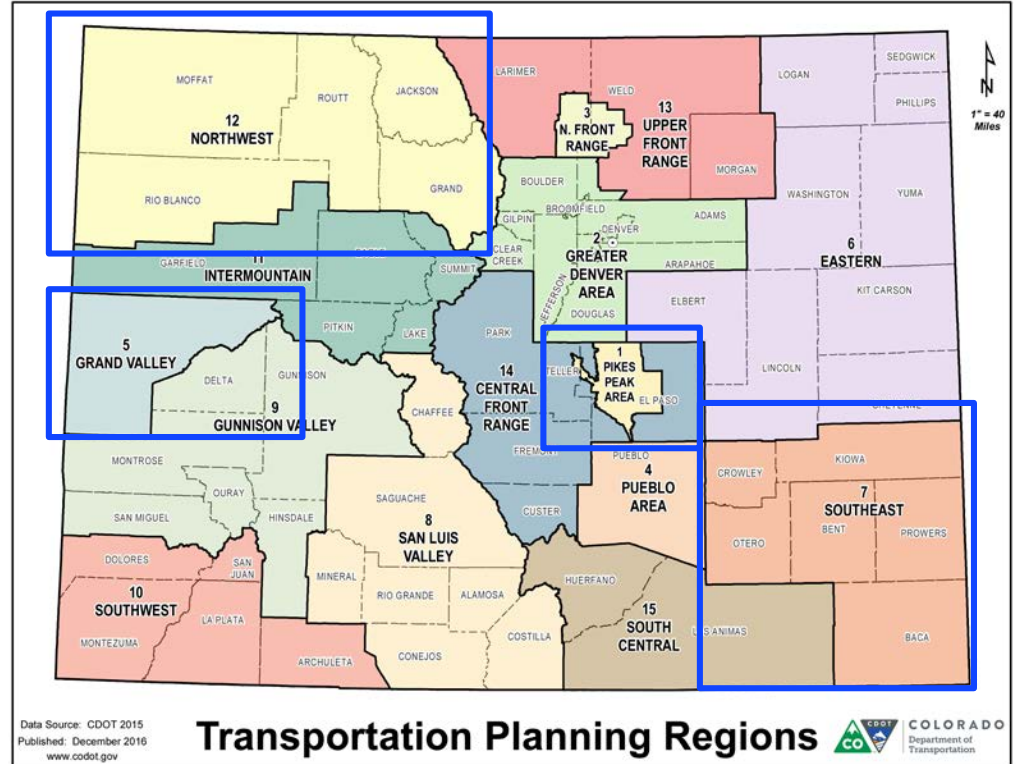
# Key Bylaw Topics

- Subcommittee Composition
- Required Bylaw Edits/Updates
- Options for Officer Selection
- Other Subcommittee Recommendations
- Next Steps



# Subcommittee Composition

- **Dean Bressler**, Mesa County
- **Stephanie Gonzales**, Southeast TPR
- **John Liosatos**, Pikes Peak MPO
- **Heather Sloop**, Northwest TPR
- **Holly Williams**, Pikes Peak MPO





# Recommended and Required Changes

- Update the entire ‘Objective’ article to be consistent with current state statute
- Change the voting status for the Tribal Governments constant with state statute
- Officer elections will take place in October
- Clarifying language on STAC representatives
- Clarifying language stating that meetings can be held virtually, in-person or a combination
- Representatives can participate via phone, internet or in-person



# STAC Officer Selection Options

## Option 1: Term Limits

- Officers would serve a term of 2 years for a maximum of two consecutive two-year terms. A period of two consecutive years would pass before elected officers would be re-eligible.

## Option 2: Selected Among CDOT Regions

- Offices would be selected among the TPRs and MPOs within a CDOT engineering region based on a rotation table

Rotation	Chairperson	Vice Chairperson
Rotation 1	Region 1	Region 2
Rotation 2	Region 2	Region 3
Rotation 3	Region 3	Region 4
Rotation 4	Region 4	Region 5
Rotation 5	Region 5	Region 1



# Distribution of STAC Materials

- The current version states STAC notice will go out two weeks ahead of the meeting
- STAC meeting materials and agendas will be sent at least one week in advance.
- If there is an item that requires action, then those materials would be sent a minimum of two weeks in advance
- If materials are sent that contain an action item without meeting the two week requirement, then those items could be discussed but not voted on until the following STAC meeting.



## Next Steps

- Changes to the Bylaws requires both a 2/3 vote and a two-week notice
- Action would need to take place in September





**DRAFT (CLEAN) VERSION FOR STAC REVIEW**  
**BYLAWS OF THE**  
**STATEWIDE TRANSPORTATION ADVISORY COMMITTEE**

**ARTICLE I – Name**

The name of this committee shall be the Statewide Transportation Advisory Committee (STAC)

**ARTICLE II – Objective**

The Statewide Transportation Advisory Committee provides advice to both the department and the commission on the needs of the transportation systems in Colorado, including but not limited to budgets, transportation improvement programs, the statewide transportation improvement program, transportation plans, and state transportation policies, and shall review and provide comment to both the department and the commission on all regional transportation plans submitted for the transportation planning regions. The activities of the committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.

The Statewide Transportation Advisory Committee reviews and comments on all regional and statewide transportation plans submitted by the transportation planning regions and/or the Colorado Department of Transportation.

**ARTICLE III – Members**

**Section 1.** Each Transportation Planning Region (TPR) shall select a representative to the STAC pursuant to §43-1-1104 C. R. S. (1991).

**Section 2.** Each Transportation Planning Region shall select alternate(s) to provide representation, in the case of the absence of the STAC representative.

**Section 3.** The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint voting members to the STAC.

**Section 4.** The TPR must notify the Director of the Division of Transportation Development (DTD) in writing the name, title, mailing address, telephone number, and electronic mail address of any change in STAC representation within 30 days.

**ARTICLE IV – Officers**

**Section 1.** The Offices of the STAC shall consist of a chairperson and a Vice-Chairperson.

**Section 2.** The Chairperson shall preside at all meetings of the STAC. The Chairperson shall represent STAC with the Transportation Commission. The Chairperson shall work with CDOT staff on agenda setting. The Chairperson shall be a member of the STAC and shall hold office until successor is elected.

**Section 3.** The Vice-Chairperson shall, in the case of the absence or disability of the Chairperson, perform the duties of the Chairperson. The Vice-Chairperson shall be a member of the STAC. The term of office as the Vice-Chairperson shall be until a successor is elected. In the absence of both the Chairperson and the Vice-Chairperson selection by those present shall preside.



**COLORADO**  
Department of  
Transportation

**Section 4.** The officers shall perform the duties described in the parliamentary authority (Roberts Rules of Order) and these bylaws.



~~**Section 5.** The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place.~~

Section 5 Options:

**\*\*Option 1 – Term limits:** The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Any persons elected as officers shall serve in such capacity for a maximum of two (2) consecutive two-year terms (the “Maximum Term Limit”), whereafter a period of two (2) consecutive years shall pass before such persons are re-eligible to serve again in such capacity. The term of office shall begin upon adjournment of the regular meeting during which the election took place.

**\*\*Option 2 – Chair/Vice Chair Selected among Regions:** The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. The officers will be selected among the Transportation Planning Regions (TPR) and Metropolitan Planning Organizations (MPOs) represented within a specified CDOT engineering region as outlined in the rotation table below.

Rotation	Chairperson	Vice Chairperson
Rotation 1	Region 1	Region 2
Rotation 2	Region 2	Region 3
Rotation 3	Region 3	Region 4
Rotation 4	Region 4	Region 5
Rotation 5	Region 5	Region 1

**Section 6.** Elections shall be held at the first STAC meeting in October in even years.

**Section 7.** In the event, the Chairperson should resign from the STAC, the Vice-Chairperson shall assume the position until the end of the term.

**Section 8.** In the event the Vice-Chairperson also resigns, a special election will take place at the next scheduled STAC meeting.

**Section 9.** No person shall hold office if he/she is not a representative, and no representative shall hold more than one office at one time.

**Section 10.** Each TPR or Tribal Entity shall cast one vote for the chairperson and vice chairperson

**ARTICLE V – Meetings**

**Section 1.** A regular meeting of the STAC shall be held at least quarterly.

**Section 2.** A notice meeting materials, and agenda will be sent to each STAC member by the Division of Transportation Development (DTD) for regular meetings at least one week in advance. If there is an item that requires a vote of the STAC, then those materials would be sent a minimum of two weeks in advance of the meeting. If meeting materials are sent that contain a STAC decision item without meeting the two week requirement, then those items could be



discussed but not voted on until the following STAC meeting.

**Section 3.** All meetings of the STAC shall be open to the public.

**Section 4.** The majority of the membership shall constitute a quorum. A majority vote of the members present shall be required to carry any motion. A representative may participate via, phone, internet or in-person.

**Section 5.** Meetings may be held virtually, in-person or a combination.

#### **ARTICLE VI – Records**

The records of the STAC shall be public records and shall be open for public inspection. Minutes shall be recorded for all STAC meetings and shall be approved by the STAC. After approval by the STAC, minutes shall be made a part of the STAC record.

#### **ARTICLE VII – Amendment**

These bylaws may be amended at any regular or special meeting of the STAC by a two-thirds vote of the membership, provided that previous notice of the amendment was given to all members at least two weeks in advance.

#### **ARTICLE VIII – Ad Hoc Committee**

Ad Hoc committees can be formed by STAC or appointed by the Chairperson as necessary.



**COLORADO**  
Department of  
Transportation



**DRAFT VERSION FOR STAC REVIEW**

**BYLAWS OF THE  
STATEWIDE TRANSPORTATION ADVISORY COMMITTEE**

**ARTICLE I – Name**

The name of this committee shall be the Statewide Transportation Advisory Committee (STAC)

**ARTICLE II – Objective**

~~The object of the Statewide Transportation Advisory Committee is to~~ provide advice to both the department and the commission on the needs of the transportation systems in Colorado, including but not limited to budgets, transportation improvement programs, the statewide transportation improvement program, transportation plans, and state transportation policies, and shall review and provide comment to both the department and the commission on all regional transportation plans submitted for the transportation planning regions. ~~The activities of the committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.~~

Formatted: Font: (Default) +Body (Calibri)  
Formatted: Font: (Default) +Body (Calibri)

Formatted: Font: (Default) +Body (Calibri)  
Formatted: Font: (Default) +Body (Calibri)

~~provide advice to the Colorado Department of Transportation (CDOT) on the needs of the transportation system in Colorado and to~~

Formatted: Font: (Default) +Body (Calibri)

~~The Statewide Transportation Advisory Committee reviews and comments on all regional and statewide transportation plans submitted by the transportation planning regions and/or the Colorado Department of Transportation. The activities of the committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.~~

Formatted: Font: (Default) +Body (Calibri)  
Formatted: Font: (Default) +Body (Calibri)  
Formatted: Font: (Default) +Body (Calibri)  
Formatted: Font: (Default) +Body (Calibri)

**ARTICLE III – Members**

**Section 1.** Each Transportation Planning Region (TPR) shall select a representative to the STAC pursuant to §43-1-1104 C. R. S. (1991).

**Section 2.** Each Transportation Planning Region shall select ~~an~~ alternate(s) to provide representation, in the case of the absence of the STAC representative.

**Section 3.** The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint ~~a non-~~ voting members to the STAC.

**Section 4.** The TPR must notify the Director of the Division of Transportation Development (DTD) in writing the name, title, mailing address, telephone number, ~~FAX number~~ and electronic mail address ~~(if available)~~ of any change in STAC representation within 30 days.

**ARTICLE IV – Officers**

**Section 1.** The Offices of the STAC shall consist of a chairperson and a Vice-Chairperson.

**Section 2.** The Chairperson shall preside at all meetings of the STAC. The Chairperson shall represent STAC with the Transportation Commission. The Chairperson shall work with CDOT staff on agenda setting. The Chairperson shall be a member of the STAC and shall hold office until successor is elected.

**Section 3.** The Vice-Chairperson shall, in the case of the absence or disability of the



**COLORADO**  
Department of  
Transportation

Chairperson, perform the duties of the Chairperson. The Vice-Chairperson shall be a member of the STAC. The term of office as the Vice-Chairperson shall be until a successor is elected. In the absence of both the Chairperson and the Vice-Chairperson selection by those present shall preside.

**Section 4.** The officers shall perform the duties described in the parliamentary authority (Roberts Rules of Order) and these bylaws.



Section 5. The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place.

Section 5 Options:

**Option 1 – Term limits:** The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Any persons elected as officers shall serve in such capacity for a maximum of two (2) consecutive two-year terms (the "Maximum Term Limit"), whereafter a period of two (2) consecutive years shall pass before such persons are re-eligible to serve again in such capacity. The term of office shall begin upon adjournment of the regular meeting during which the election took place.

- Formatted: Highlight
Formatted: Highlight
Formatted: Font: Bold, Highlight

**Option 2 – Chair/Vice Chair Selected among Regions:** The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. The officers will be selected among the Transportation Planning Regions (TPR) and Metropolitan Planning Organizations (MPOs) represented within a specified CDOT engineering region as outlined in the rotation table below.

- Formatted: Indent: Left: 0", First line: 0"
Formatted: Highlight
Formatted: Highlight
Formatted: Font: Bold, Highlight

Table with 3 columns: Rotation, Chairperson, Vice Chairperson. Rows show Rotations 1-5 corresponding to Regions 1-5.

- Formatted: Indent: Left: 0", First line: 0"

Section 6. Elections shall be held at the first STAC meeting of in October the state's fiscal year in even years.

Section 7. In the event, the Chairperson should resign from the STAC, the Vice-Chairperson shall assume the position until the end of the term.

Section 8. In the event the Vice-Chairperson also resigns, a special election will take place at the next scheduled STAC meeting.

Section 9. No person shall hold office if he/she is not a member representative, and no member representative shall hold more than one office at one time.

Section 10. Each TPR or Tribal Entity shall cast one vote for the chairperson and vice chairperson

- Formatted: Indent: First line: 0.07"

ARTICLE V – Meetings

Section 1. A regular meeting of the STAC shall be held at least quarterly.

Section 2. A notice meeting materials, and agenda will be sent to each STAC member by the DTD-Division of Transportation Development (DTD) for regular meetings at least two-one weeks in advance. If there is an item that requires a vote of the STAC, then those materials





**COLORADO**  
Department of  
Transportation

would be sent a minimum of two weeks in advance of the meeting. If meeting materials are sent that contain a STAC decision item without meeting the two week requirement, then those items could be discussed but not voted on until the following STAC meeting.

**Section 3.** All meetings of the STAC shall be open to the public.

**Section 4.** The majority of the membership shall constitute a quorum. A majority vote of the members present shall be required to carry any motion. A representative may participate via, phone, internet or in-person.

**Section 5.** Meetings may be held virtually, in-person or a combination.

Formatted: Indent: Left: 0", First line: 0"

#### **ARTICLE VI – Records**

The records of the STAC shall be public records and shall be open for public inspection. Minutes shall be ~~made recorded in for~~ all STAC meetings and shall be approved by the STAC. After approval by the STAC, minutes shall be made a part of the STAC record.

#### **ARTICLE VII – Amendment**

These bylaws may be amended at any regular or special meeting of the STAC by a two-thirds vote of the membership, provided that previous notice of the amendment was given to all members at least two weeks in advance.

#### **ARTICLE VIII – Ad Hoc Committee**

Ad Hoc committees can be formed by STAC or appointed by the Chairperson as necessary.



**COLORADO**  
Department of  
Transportation

or  
it

