



Statewide Transportation Advisory Committee (STAC)

July 10, 2020

9:00 AM – 11:30 AM

Video Conference

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the June 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 **State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:05-10:20 **Budget Forecast Update (Informational Update)** – Jeff Sudmeier, CDOT Chief Financial Officer
- Update on the budget forecast and anticipated impacts.
- 10:20-10:35 **Transit Agency Financial Status (Informational Update)** – David Krutsinger, Division of Transit and Rail (DTR)
- Update on the financial status of Colorado transit agencies.
- 10:35-10:50 **SB 267 Transit Project Update (Discussion Item/Action Item)** – David Krutsinger, DTR
- Review advancing additional projects from the 10-year project list.
- 10:50-11:05 **SB 267 Add Backs (Informational Update/Discussion Item)** –Rebecca White, Division of Transportation Development (DTD)
- Update on additional SB267 projects.
- 11:05-11:10 **Statewide Transportation Plan Update (Informational Update)** – Rebecca White and Marissa Gaughan, DTD
- Update on the Statewide Plan public review and approval process.
- 11:10-11:20 **New Grant Opportunities Update (Informational Update)** – Molly Bly, Healthy Communities Program Manager
- Overview of new local government grant opportunities.
- 11:20-11:30 **Other Business- Vince Rogalski**
- STAC Bylaw Review Subcommittee
 - August 14th STAC Meeting hosted via Zoom

STAC Meeting Minutes
Jun 12th, 2020

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

Attendance:

Denver Area:	Roger Partridge, Steve Cook	San Luis Valley:	Michael Yahn
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Trent Bushner	Southeast:	Stephanie Gonzales, Jim Baldwin
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sara Hill (new Vice Chair)
Intermountain:	Bentley Henderson	Upper Front Range:	-not represented
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Archie House Jr.
Pikes Peak Area:	Norm Steen, John Liosatos, Andres Pico	FHWA:	John Cater, Bill Haas
Pueblo Area:	Terry Hart, John Adams	FTA:	Kristin Kenyon, Tracey MacDonald

Shoshana Lew (Executive Director), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Deputy Directory/Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), Tim Kirby (Manager Statewide & Regional Planning), David Krutsinger (Director, Division of Transit & Rail), Stephen Harelson (Chief Engineer), Heather Paddock (Region 4 RTD), Sophie Shulman (Director, Office of Innovative Mobility), Andrew Karsian (OPGR), Charles Meyer (Traffic and Safety Engineering Branch), Alisa Babler (Traffic and Safety Engineering Branch)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Motion to approve the May 15, 2020 STAC meeting minutes by Norm Steen, seconded by Bentley Henderson. • Minutes approved unanimously. 	Minutes approved

<p>CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director and Jeffrey Sudmeier, Chief Financial Officer (CFO)</p>	<p>Jeff Sudmeier:</p> <ul style="list-style-type: none"> • State Treasurer’s Office has successfully issued the Year 2 SB267 COPs, which were priced on May 27 and closed on June 2; Rates had dipped from the prior week and the memorial holiday week made for fewer competing issuances. • Summary of State legislative budget changes include: <ul style="list-style-type: none"> ○ Two-year suspension of the \$50M/year General Fund transfers intended to pay for SB267 debt service, as anticipated. ○ CDOT’s portion of the SB267 debt service also increased by \$12M/year for the next two years, resulting in an additional \$62M that CDOT will be required to provide. ○ \$49M of the SB267 COP proceeds were redirected to state controlled maintenance services. ○ \$10M of Multimodal Options Fund (MMOF) funds allocated to CDOT’s state portion have been reverted back to the General Fund, reducing the program balance to \$4.1M. • Information on HUTF gas tax revenue declines are on a lag of several months, but we’ll start seeing them this month; In July we hope to have enough information to begin discussions its impacts, including FY21 budget adjustments needed to respond to those impacts. • FY2021 CDOT budgets are being examined to reduce all possible costs while continuing to deliver vital programs and services and preserve asset management services. <p>Shoshana Lew:</p> <ul style="list-style-type: none"> • Grateful to treasurer’s office for successfully issuing the COPs during a challenging time. • TC continues discussion on the program of projects being considered; details coming on I-25 North • Toll credits availability being officially announced today; This is not additional money, but it allows us to defray local match required of federal money. • The remaining state MMOF portion of \$4.1M has been allocated by the TC to a new program, Revitalizing Main Street Program, which offers small grants to local governments to implement local projects to accommodate more bike and pedestrian travel and outdoor dining. <p>STAC Comments:</p> <ul style="list-style-type: none"> • Trent Bushner. Most State Highways are busy; Can you provide examples of where programs like this are working? • Shoshana Lew: In Denver, a number of locations are working; Estes Park is implementing now; Ft. Collins has also. • Heather Paddock: Ft. Collins is proposing using the current diagonal parking on College Avenue (Hwy287) in the median and making it a dining area. 	
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	<ul style="list-style-type: none"> • Shoshana Lew: Program managers are developing project standards and criteria to qualify, particularly on state highway system routes, that ensure they're implemented without creating or worsening safety or mobility issues. It is intended that no state highway lanes may be reduced. • Vince Rogalski: It should be emphasized that staff has indicated that no lanes of traffic may be reduced on State Highway routes using this program. • Trent Bushner: Is glad to see this; truck traffic is always a challenge and a safety issue on highways already and seems very unfeasible to limit on main streets further. 	
<p>Transportation Commission Update/ Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • The TC has created a new Revitalizing Main Street program using the remaining \$4.1M of the state MMOF. • The Statewide Transportation Plan (SWP) is out for public comment June 1 – July 30; TC to adopt in August. • What have been previously called Temporary Resolutions by the TC are now changed to Proposed Resolutions in the agenda, until they are passed. • Commissioners Gifford, Zink, and Beedy were named as members of TC officer Nomination Committee. 	<p>No action.</p>
<p>TPR & Federal Partner Reports</p>	<ul style="list-style-type: none"> • <u>DRCOG</u>: At our May 20 meeting we adopted our Regional Multimodal Plan and also adopted implementation actions on our Vision Zero Plan; We also heard status on our Metro Vision Performance Measures; we are behind on some safety PMs including traffic fatalities and on vehicle miles traveled (VMT); Lastly, the FHWA and FTA has issued our 2020 Planning certification. • <u>CFR</u>: We had a dust up on the issue of removal of a light on Hwy285 in Park County; We would ask that CDOT please work with County governments before issuing public notices of this type. • <u>Eastern</u>: We just had our TPR meeting where we mostly discussed funding; Thanks to Heather Paddock for providing an overview and giving us the confidence that it's not a train wreck; Mostly we just want to keep trying to get stuff in pipeline done. • <u>Grand Valley</u>: The Board made its final MMOF project selection at the June 22 meeting. We're now working on determining how to best use our CARES Act funding; fixed route service is down about 52% and para transit services are down 85% from last year. • <u>Gunnison Valley</u>: We are seeing construction delays on US50 due to some overlays; that's causing some confusion that some think the Little Blue Canyon project between Gunnison and Montrose is happening this summer. It's approved to go out to bid this summer and won't happen until next year. In Montrose they're finishing the ADA ramps project this summer. Our next TPR meeting is at the end of July. 	<p>No action.</p>

- Intermountain: There is lots of construction on Hwy9 currently which is torn up; I-70 has construction locations through Glenwood Canyon which is down to one lane; Hwy 24 is also under construction, with lots of delays to traffic. Breckenridge is implementing main street modifications, as is the Town of Frisco; each of towns have alternative routes to handle those impacts. Our next TPR meeting is mid-July.
- NFR: We had a June 4 MPO meeting; Director Lew attended and gave an overview of I-25 funding; Council adopted our FY21 budget and 2020-21 UPWP; Our FLEX service and GETS services resumed June 8; We have a Americore volunteer, Sophia Maze, implementing the One-Call One-Click MMOF project. Our VanGo program has been hit hard, going down mid-April; we're finally getting more vans back on the road with 50% staffing levels. The NFR MPO offices remain closed while still working remotely.
- Vince: TC over last several meetings is working hard to determine how to keep the North I-25 project going with budget impacts.
- NW: We've had no TPR meeting and won't schedule one until we have further budget clarity.
- PPACG: The US24 overlay continues from COsprings west; the I-25 Gap project is continuing; Director Lew provided Toll Credits overview at our meeting, which was much appreciated. At the June 10 Board meeting, our 2021-2024 TIP was amended adding 6 new projects. The MMOF projects were selected, in addition to the \$70k Tri-county study previously selected; all 13 MMOF projects proposed were funded, leaving \$800k not yet programmed; those will be awarded during a subsequent call for projects. The MPO is conducting most work remotely and connecting by Zoom.
- PACOG: On our US50 West project on Purcell, we got the notice to proceed out. Our Pueblo Transit station move plans are moving ahead, approved Phase I environmental and site preparation plans; All our MMOF funds are programmed and we're working on IGAs and contracts for those; long range planning ongoing; We recently got our website updated; The Front Range Rail station location discussion is ongoing; we've narrowed that to two location options.
- San Luis Valley: Reflecting on what Bentley and Trent said regarding expanding business space into roadways, we should look to each entity to see how that may impact traffic flows. The HWY17 & 160 project continues ahead. We were awarded a FLAP Grant for the Hwy6 north entrance to Sand Dunes; that's expected to go forward in 2021. We also have rest areas closed, particularly Pinion east and west, which is very inconvenient, per public feedback.
- South Central: Our next meeting is scheduled in Sep. The PEL project is to be released in July and wrapped up in August.

- Southeast: The Hwy50 Fowler to Manzanola project where the highway is closed and routed around is going well; seems it could finish early. We've postponed our TPR meeting, and haven't had one in a while. From Stephanie on chat: Regional Coordinating Council for the SE Transit is applying for funding for a mobility manager to continue the work of the regional transit system. We are close to finishing the website, a rider's guide and a 3-fold brochure. The issue with reduced funding for the Lamar Downtown paving project which we thought was going to pose a problem for the City of Lamar's DOLA funding for installing a waterline has been resolved. I want to give a big thanks to the Region 2 staff for working to address the problem and get a solution identified quickly. That waterline replacement is underway now. For our MMOF projects – IGAs are being worked on now. We were scheduled to have a June meeting but we've pushed it out to August to allow for the public review of the regional plan.
- Southwest: We had our TPR met yesterday, where we discussed MMOF; Debbie Condrey has accepted a new job in New Mexico. We elected new officers, and I'm the new Vice-Chair. Phil Johnson: We are looking forward to the revenue forecasts so we can begin planning.
- UFR: not represented
- Southern Ute: We are continuing on working a modified schedule, non-essential staff are working from home; working out well.
- Ute Mountain Ute Tribe: no report
- FHWA: John Cater, DRCOG certification review including front range TMAs and CDOT and all contributors of planning process; this highlights good practices and what's going well. The DOT is discussing the use of ROW; it may be used without charging you this year; we will assess and see how it goes this year; Often moving dining to sidewalk and walking to parking spaces. In a peer exchange this week, Pennsylvania looked to us in what we're doing - Colorado is seen as a leader in innovative financing and managed lane solutions. We are proceeding in getting things done, approving documents as needed while working remotely.
- FTA: We've been busy getting CARES Act grants out and into use; we've obligated some major grants that are offsetting ridership impacts including \$232M to RTD in Denver, \$22M to Mountain Metro in Colorado Springs, \$10M to Ft Collins and there's more coming to Pueblo and Grand Junction and to helping DTR getting the \$40M out to rurals. The CARES Act doubled normal annual funding and we have been able to get 50% of that out in two months.
- Vince: At the TRAC meeting at 1:00 following STAC today they'll be discussing CARES Act Phase II, the release of the capital call and approving SB267 projects.

<p>Federal and State Legislative Report (Informational Update)/ Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p>Presentation</p> <ul style="list-style-type: none"> a) <u>Federal</u>: No Update b) <u>State</u>: <ul style="list-style-type: none"> i) The state legislature has passed the budget, reducing it by \$3.3B; the session ends 6/13. ii) The SB1 trans bond ballot question directed to November’s election has been delayed; we may still see that come to the ballot next year, however. iii) An additional \$1M was appropriated for CDOT to distribute to senior transportation service agencies not covered by CARES Act grants. iv) The next session starts in only six months; We expect several transportation issues to be heard. <p>STAC Comments: none</p>	<p>No action.</p>
<p>Budget and Project Impacts (Informational Update) – Rebecca White, Division of Transportation Development (DTD) and Sophie Shulman, Office of Innovative Mobility</p>	<p>Presentation:</p> <p>Rebecca White reviewed recent TC budget discussions:</p> <ul style="list-style-type: none"> a) The TC indicates it is staying committed to the Statewide Transportation Plan (SWP) and the agreed 4-year list of projects even if phasing or longer executions are necessary; also b) TC agreed to honor awarded projects, proceeding with those awarded but not given notice to proceed, and those receiving federal grant or partnership funding; c) TC currently supporting a list of 28 projects, including I-25 North project proposed to receive \$50M of Year-2 SB267 COPs and financing to be pursued immediately for the remaining needs. d) \$75M would be allocated in Regions 1, 2 & 3 to partially restore regional equity; Staff’s goals are to stay true to the SWP and to projects previously approved by TC, given their state of project readiness. e) Next couple months’ discussion will be about add-back projects, presuming the actual revenues are better than the worst-case scenario; selection will be grounded in TC priorities, plus the additional criteria identified based on current economic situation and the pandemic. <p>Sophie Shulman:</p> <ul style="list-style-type: none"> f) Staff are reaching out to transit providers to understand current needs and whether their priorities and funding availability changes what projects to consider; 	<p>No Action</p>

	<p>g) CDOT is using a similar approach to transit project selections as for highways but taking time to move ahead in a well-informed manner.</p> <p>h) STAC Discussion: DTR is commended for getting the CARES Act funding distributed so quickly.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • Sara Hill: DTR is commended for getting CARES Act funding issued so quickly. 	
<p>Express Lanes Master Plan (Informational Update) – Nick Farber, High Performance Transportation Enterprise (HPTE)</p>	<p>Presentation:</p> <ol style="list-style-type: none"> Phase II corridors were identified, with a range of design alternatives and the level of construction impacts on those corridors based on the design alternatives; Financial Feasibility is based on travel demand, traffic & revenue modeling and construction cost; Financial optimization strategy is to balance revenue maximization with congestion relief; Alternatives are rated using a Financial Index which indicates a corridors' financial feasibility, where a score of 2 is perfect; Alternatives also rated on Mobility Scores, where 5 is perfect. <p>STAC Comments:</p> <ul style="list-style-type: none"> • Vince Rogalski asked about the next steps; where are we taking this plan? • Nick Farber indicated the resulting data supports our future planning and supports federal grant applications. The comprehensive look at the system also provides a more valuable and effective alternative in planning to one-off considerations of the individual corridors. 	<p>No Action</p>
<p>Multimodal Options Fund Update (Informational Update / Discussion Item) – Rebecca White, DTD and Jeffrey Sudmeier, CFO</p>	<p>Presentation:</p> <ol style="list-style-type: none"> Overview of funding The remaining \$4.1M of state MMOF funds are going to the Revitalizing Main Streets Program described earlier. Funding and application announcements are coming next week for the new program, which will have a rolling application period designed to get funds out the door quickly. David K: The \$1M Transportation Services legislative transfer will support FTA 5310 senior transit agencies left out of the CARES Act grants; money will be distributed based on agency operating budgets. DTR will return to STAC in July with more details. 	<p>No Action</p>

	<p>d) Summary of Local MMOF projects: 106 projects have been selected including 19 transit, 68 bike/pedestrian construction projects and 19 Multimodal plans and studies. \$2.4M remains to be programmed by TPR/MPOs.</p> <p>e) CDOT has an estimated 21 IGAs underway or executed currently, while this number likely underestimates how many are progressing towards execution.</p> <p>f) Jeff Sudmeier: CDOT is utilizing the \$4M MMOF administrative set-aside to ensure we have the resources and staff needed to manage the projects; once we have a scope and other project documentation required from project sponsors, we can have a contract or IGA to sponsors in under a month.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • Vince Rogalski asked whether the Revitalizing Main Streets applications are ready. • Sophie Shulman indicated they are not ready. A webpage with program information, and a final application will be provided next week. • Vince Rogalski asked whether the deadline on the MMOF funds may be extended? • Jeff Sudmeier indicated that if it becomes clear that an extension is needed as we draw closer to expiration dates, CDOT will return to the legislature with a request and justification for an extension. 	
<p>Safety Performance Measures (Informational Update) – Charles Meyer & Alisa Babler, Traffic and Safety Engineering Branch</p>	<p>Presentation:</p> <p>a) Status was provided on the 2014-2018 5-year targets and an overview of national trends and Colorado’s ranking relative to national target measures; Colorado met all its safety targets;</p> <p>b) CDOT now setting 2017-2021 5-year targets based on STSP, safety, demographic, economic and traffic factors;</p> <p>c) Draft targets: Fatalities – 603; Fatality Rate – 1.113; Serious Injuries – 3161; SI Rate – 5.828; non-motorized users – 551; Other targets: reduction of 2% in crashes, 2.5% of fatalities and rate, 2.9% serious injuries and rate;</p> <p>d) CDOT will be looking at how recent improved safety data reporting effects actuals in the future;</p> <p>e) Draft targets coming to MPOs, STAC and TC (final) in June; finals to NHTSA by July 1, and to FHWA by August 31.</p> <p>f) MPOs targets must be set by Feb. 28, 2021.</p> <p>STAC Comments: none</p>	<p>No Action</p>

<p>2045 Statewide Plan and STIP (Informational Update) – Rebecca White, DTD</p>	<p>Presentation:</p> <ul style="list-style-type: none"> a) Jaime Collins: The FY2021-2024 STIP is going to TC for adoption on June 12 and will be active July 1. b) Rebecca White: The 2045 Statewide Transportation Plan is out for public comment currently along with the Statewide Transit Plan. The comment period will be open for 60 days rather than normal 30 days due to COVID limitations. STAC will review the final plan in July and make recommendations for the TC's adoption in August. <p>STAC Comments: none</p>	<p>No Action</p>
<p>Other Business/Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • Our next meeting will be July 10, 2020 • Vince Rogalski reminded all to please stay safe and wear your masks and remember that your mask keeps others safe too. • STAC adjourned at 11:19am. 	

STAC ADJOURNS

DRAFT

The Transportation Commission (TC) Workshops and the Regular Meeting were held on Thursday, June 18, 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

Thursday, June 18, 2020, 9:00 am – 10:45 am

Call to Order, Roll Call:

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

Right of Way Condemnation Authorization Request (Steve Harelson)

Project: I-25 N: SH 402 to SH 14, Project Code: 21506, Schmer Family Farm – Condemnation Authorization Request.

Action: Approve Condemnation Authorization Request for CDOT Region 4 due to dispute on property valuation.

Discussion:

- Steve Harelson, CDOT Chief Engineer, provided a description of the related highway project and property and an overview of the timeline, events and actions taken leading up to the recommended condemnation action.
- CDOT's property valuation and purchase offers to the landowner were based on the existing agricultural zoning of the land, while the landowner's valuation and counter-offer was based on the land as if it were up-zoned to a higher land use. CDOT attempted to negotiate a purchase agreeable to the property owner by increasing the originally offered purchase amount, which was rejected by the property owner and therefore led to Staff's recommendation to proceed with condemnation authorization proceedings.
- Chair Thiebaut confirmed with CDOT staff that the TC has been presented the following:
 - A description of the portion of highway to be established, opened, added to or changed;
 - A description of the property to be acquired, including its address (which it has none currently);
 - The size of the parcel or parcels to be acquired;
 - The size of the acquisition itself;
 - The purpose of these necessary parcels to the highway project; and
 - A demonstration as to how and why the condemnation is in the public interest.
- No additional Commissioner, property owner or other public comments were made or submitted.

Budget Amendment and Supplement – Maintenance Request (Jeff Sudmeier)

Purpose: To review the eleventh amendment to the FY 2019-20 Annual Budget in accordance with Policy Directive (PD) 703.0. To get approval from the TC to repurpose wildfire reimbursement funds.

Action: The Division of Accounting and Finance (DAF) is requesting the TC to review and approve the eleventh amendment to the FY 2019-20 Annual Budget. The eleventh amendment consists of one item that requires TC approval, described below, resulting in the reallocation of \$2.0 million from Maintenance Reserve Fund to the Maintenance Program Areas (MPAs).

Background: The TC approved \$2 million to be set aside in the Maintenance Reserve fund to reimburse maintenance sections for unexpected expenses incurred from supporting wildfire response operations. With only one three weeks left in this fiscal year, only one wildfire has been reported in the southeast portion of the state of Colorado. This fact is in stark contrast to FY 2018 when the state was dealing with eight wildfires during

this same time of year. Currently, CDOT has only been asked to mobilize limited resources to assist in wildfire mitigation operations.

With the approval of the TC, the Division of Maintenance and Operations (DMO) would like to repurpose the \$2 million left in the Maintenance Reserve fund intended for Wildfire expenses to help two maintenance sections responsible for servicing the Joint Operations Area (JOA) Corridor along Interstate 70, primarily for snow and ice. Costs for Wildfires currently burning will be paid as reimbursement next month and therefore not realized until the FY21 budget.

FY21 Budget; overview of legislative budget impacts (Jeff Sudmeier and Bethany Nicholas)

Jeff Sudmeier, CDOT Chief Financial Officer (CFO) explained:

- The Commission was provided an overview of State budget shortfalls and impacts to CDOT due to COVID-19-related revenue reductions.
- State budget changes affecting CDOT have been assumed in the worst-case scenario revenue discussions and project funding proposals discussed by the Commission in previous months' meetings.
- The total legislative impacts to CDOT revenues expected over FY2020 through FY2023 amount to approximately \$183.5 million.
- Discussions in July will again include considerations to add-back in projects to the budget should the actual revenue projections be better than the worst-case scenarios.

Bethany Nicholas, of the CDOT Division of Accounting and Finance noted:

- The TC was provided an overview of expected impacts to CDOT's HUTF revenues;
- The total impacts to CDOT HUTF revenues expected over FY2020 through FY2023 amount to approximately \$52.7 million. Total legislative and HUTF revenue impacts combined amount to approximately \$236.2 million combined.
- The HUTF revenue shortfalls will impact CDOT's base programs and will need to be addressed as the TC considers budget changes needed in the coming months;
- Current traffic volumes are down from 2019 as expected, with a 29% decline in May revenue receipts over May of 2020;
- Revenue receipts lag approximately 3 months from the time of traffic volume downturns, therefore we won't know actual FY2020 impacts for another month;
- In July revised revenue amounts will be received and CDOT will present preliminary budget amendment proposals to the Commission;
- In August, staff's final budget amendment proposals will be presented for approval.
- Roll-forward revenue information may also be available later in the summer, and in October – year-end reconciliation will be complete.

Discussion:

- Commissioner Bracke commented that this makes it very clear the vulnerability of transportation to the gas tax model of funding. This reinforces the need we have to continue looking for new and alternative means to fund our future transportation needs. Regarding the SB267 funding – was there to be a resolution considered by the Commission on the project selections?
- Jeff Sudmeier responded that the TC is expected to consider such as resolution, but not until July. The reason for this is that we had been waiting for the results of the SB267 Certificates of Payment (COP) funding and the legislative long bill to be passed to know the final numbers. In July, we will also be able to include some preliminary information in the budget and hold discussions on add-back opportunities.
- Commissioner Beedy expressed that he generally feels that we need to keep base maintenance and system preservation program funding steady if not increased, and then look at adding back in capital projects that also preserve the system.

2019 COP Building Re-funding (Jeff Sudmeier)

The COPs used to fund construction of the Region 1 and Headquarters facilities included options to redeem or pay them off early. Because of fallen interest rates the COVID-19 budget impacts, staff proposes to not do the

\$22.3 million defeasance and instead use those proceeds to offset reductions being considered in the FY2021 budget and allow CDOT to also pay off the \$1.9 million loan approved by the TC last August to do the defeasance. This proposes doing a refinancing of the remaining \$22.3 million remaining, which presents an opportunity to save approximately \$9.3 million in interest over the life of the loan and benefit from the use of these funds now, rather than later. Of note, another opportunity exists in FY2026 to pay down or refinance another \$31 million of other COP securities. The resolution presented delegates authority to the CFO to proceed by signing the certificates, and includes threshold triggers, not-to-exceed amounts in the transaction and annual maximum payment amounts. CDOT expects the transaction to price the week of July 20 and close the week of August 4.

Discussion: none

SB 267 Transit Update (Sophie Shulman)

Purpose: The purpose of this memo is to seek input on the proposed list of strategic transit projects to be funded by Senate Bill 267.

Action: Staff is providing an informational update regarding current ongoing efforts, and on next steps regarding SB 17-267 transit spending.

Background: The state legislature provided new transportation funding through Senate Bill 17-267 (SB 267). SB 267 provides \$92 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 was briefed on “committed” projects last month, and these projects will move forward. These committed projects are already contracted, bundled with highway projects, or tied to federal grant applications.

CDOT has developed and began conducting a survey of transit providers to gain a deeper understanding of the current situation facing agencies in light of COVID impacts on revenues and recent federal Coronavirus Aide, Relief, and Economic Security (CARES) Act stimulus funding. CDOT is taking this extra time before we begin project selections to understand how these financial realities affect stakeholders’ project priorities.

Discussion:

- Kathleen Bracke expressed her Appreciation for the careful approach staff is taking to ensure we maintain Colorado’s transit services. She also encouraged staff in its outreach to providers, that it’s not just the transit agencies, but also local governments, which often contract out their services. We need to make sure we are reaching out to local governments as well.
- Sophie Shulman noted that the survey has been sent to over 400 entities, including local governments.
- CDOT Executive Director Lew recognized the notice received of Colorado’s award of \$61 million in federal funds towards the I-70 Vail Pass project, and commended the exceptional CDOT teamwork that contributed to the successful award application.

CRISI Grant Application (Herman Stockinger)

Purpose: To discuss project for submittal under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) discretionary grant program.

Action: CDOT is seeking TC adoption of \$10.0 million in grant match, if an award is received, for a \$50.0 million CRISI grant application to acquire Burnham Yard from Union Pacific Railroad (UPRR).

Of the \$311 million available in the program is a portion of \$45 million set aside for the acquisition of Right of Way. Grants may not exceed 80% federal dollars on a project. This request approves the necessary match funding on the proposed \$50 million application. Applications are due tomorrow, June 19.

Discussion:

- Commissioner Gifford noted that it feels it's not appropriate for CDOT to be investing its transportation dollars, especially at this unprecedented time, in purchases of land because they benefit the opening up of Denver's neighborhoods, as is noted in the benefits of this proposal. That is Denver's responsibility. However, once this land is through environmental remediation and cleaned up, it will be substantially more valuable. The remaining, unneeded portions beyond our needs for transportation can then be sold and its increased value will greatly reduce our overall long-term expense in acquiring the land.
- Commissioner Gifford also asked about what is the chance and a likelihood of successfully winning the CRISI grant award.
- Executive Director Lew responded that this program is less competitive given its narrow purpose, which results in fewer competing applications, and believes we have a strong application. Local letters of support, even if sent after the application deadline, are welcome and can go a long way to strengthen the application.
- Commissioner Stuart observed that during the last CRISI grants, there were several we supported, including one for Front Range Rail and another along US85 to make the corridor safer. She asked if we have provided letters of support for Front Range Rail. In addition, if we are successful, what is our obligation moving forward to complete that very large construction project?
- Executive Director Lew noted that CDOT has devoted a team of staff to support the Front Range Rail, thus our support for the project is evident, and we felt a letter was not necessary. While we plan to purchase the Burnham Yard land, we would not assume the burden to conduct the environmental cleanup on the portions of that property that are not of use to transportation, but instead we would partner with the business interests in those areas to get that done.
- Commissioner Bracke feels it is the right thing to do to pursue the grant, and to purchase the land. As noted that as we pursue the interstate project, we must consider equity impacts of highways, and be mindful as we move forward on this, and conduct strong public outreach to communities affected by the proposal to move the highway.
- Commissioner Stanton asked about the level of financial support Denver and other entities are offering to this project.
- Executive Director Lew explained that other parties have not committed anything to this project at this time. As mentioned, we look forward to working with partner entities to ensure CDOT is not shouldering non-transportation portions of the project, and we would expect those financial partner commitments before moving ahead. CDOT recognizes how transportation hits close to home and we take it very seriously to develop alternatives to the proposed project with the involvement of the communities that are impacted, and are aware of the sensitivity to how air quality impacts are measured, including particulate matter measurements and impacts on respiratory health.
- Commissioner Bracke commented that when she looks back at the Commission's past guiding principles, she does not recall seeing equity among them. Therefore, the TC should take the time to have a workshop specifically to consider equity, as TC guiding principles are refined.

Transportation Commission Regular Meeting

Thursday, June 18, 2020, 10:45 am – 12:00 pm

Roll Call

- All 11 Commissioners were present.

Public Comments

- No comments

Comments of Individual Commissioners

- Commissioner Vasquez commended CDOT Executive Director, Shoshana Lew and staff for nimble and adaptive leadership in the wake of the Covid-19 pandemic. She also pointed out that it is a great example of what's needed in the face of rapid change, and in the face of climate change, it's exactly what is needed. In addition, Commissioner Vasquez complimented Executive Director Lew and staff on their commitment to focusing on what is needed for the future, given these budget constraints. She pointed out that there is now a plan to install a DC charging station in Walden, Colorado.
- Commissioner Zink reported that there are multiple fires affecting Southwestern Colorado, but that so far they have yet to impact the state highway system, and that all work on the highways continues. She commended Chair Thiebaut for being the most involved, structured, and diplomatic of the Chairs in her 7 years as a Commissioner.
- Commissioner Stuart expressed appreciation for Chair Thiebaut's excellent leadership, and presented Chair Thiebaut with a gavel as a token of commemoration of his excellent leadership in this unprecedented situation.
- Commissioner Stanton thanked the employee from Region 1 for sharing his COVID-19 survival story. He expressed appreciation for CDOT's efforts on setting performance safety targets, and the planning efforts involved in Vision Zero. He pointed out that the current crisis presented new opportunities to reassess old assumptions, and was happy to see that there was reduced pollution. Commissioner Stanton also expressed a desire to continue to hear from taxpayers to make sure there is buy in given changes presented by COVID-19.
- Commissioner Adams thanked CDOT staff for all of their hard work during the challenging times, and commended staff for showing restraint in responding to protesters on state highways to limit interference with free expression and to prevent escalating the situation unnecessarily. As an African American, he expressed appreciation for everything that is being done to ensure that voices, that have typically been ignored, are being heard. He thanked staff for the thorough update on the I-25 gap project, and for all of the thoughtful efforts on that project. As a member of Denver Airport's Advisory Board, he encouraged more attention and information regarding aviation and asked for an update on activities in that area.
- Commissioner Gifford thanked Chair Thiebaut for his excellent leadership, and echoed Commissioner Adams's request to hear more about aviation given the dramatic drop in traffic, and expressed a desire to be better informed about problems we might be facing in that sector. She thanked CDOT for moving forward with construction during this time. She expressed appreciation for how nimble and thoughtful CDOT staff has been throughout the pandemic. While the virtual meeting format has worked well for enabling response to the rapid changes, she expressed a desire to get back to the more thorough meeting formats that they enjoyed before the pandemic. Commissioner Gifford called attention to the need for CDOT to change the name of an access road named after Benjamin Stapleton given the fraught history with the Ku Klux Klan. She pointed out that this is needed for consistency with the local renaming efforts, in response to protests.
- Commissioner Halter thanked Commissioner Thiebaut for his leadership, and expressed appreciation for the update on the I-25 Gap project. He indicated that the improvements are already evident. Commissioner Halter commended Richard Zamora for the great job he's doing in reaching out to the community, and thanked CDOT for their excellent response to COVID-19.
- Commissioner Bracke thanked Chair Thiebaut for all of his help and leadership offered as a Freshman Commissioner. She thanked CDOT staff and Executive Director Lew for all of the work on developing innovative funding solutions to keep the North I-25 project moving, and also for her willingness to look at new ways to help local communities in these challenging times with efforts such as the Multimodal Options Fund (MMOF) grant program, helping local communities to have access to streets to support downtowns and business communities. Commissioner Bracke echoed Commissioner Stanton's comments on how to rethink the future in light of what we have experienced in this crisis. Rather than thinking in terms of going back to normal, she expressed hope that CDOT can think about how to bounce forward.

- Commissioner Hall apologized for arriving late. She expressed gratitude to CDOT Region 3 for their successful INFRA Grant submittal. In addition to improving the I-70 corridor, she indicated that it would also likely spur job creation in the region.
- Commissioner Beedy thanked Chair Thiebaut for his leadership. He reported that the Eastern Transportation Planning Region (TPR) reviewed the Regional Transportation Plan at their last meeting. He reported that construction projects are moving forward, and that they are facing more drought in his region.
- Commissioner Thiebaut reflected on his time as Chair, and asked that TC continue to work toward a common goal, such as safety. He reminded them of the companion effort to understand the mobility systems more broadly and greater investment planning. Commissioner Thiebaut thanked the Vice Chair and other Commissioners for stepping up in an unprecedented way during the pandemic and throughout his year as Chair.

Executive Director's Report (Shoshana Lew)

- Certificates of Payment (COPs) for Year 2 of SB 267 have gone through smoothly to move forward the planning and execution of projects.
- An Infrastructure for Rebuilding America (INFRA) Grant was awarded to Region 3. A collective ability to be competitive in these programs is particularly important now.
- With discussions about prioritization and sequencing of projects, project management has become more important.
- A dashboard for SB 267 projects is up and running now, so there will be a tutorial on that tool in an upcoming meeting. It will be an important accountability tool for the public to monitor project progress.

Chief Engineer's Report (Steve Harelson)

- No report

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

- No report

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

- John Cater recognized CDOT for completing the Strategic Highway Safety Plan, and pointed out how important the plan is for project prioritization.
- On the National level, John Cater indicated that there is some concern surrounding the National Highway Trust Fund. It hasn't increased since 1991, and cars are more efficient, so the deficit is growing. The FAST Act helped to make it solvent, but it won't be able to pay all claims against it this upcoming May. This is more problematic now because the FAST Act expires in September. Generally, that requires extensions, but if a new bill hasn't passed by April 2021, then it won't be possible to get an extension.
- John Cater highlighted a successful peer exchange with Pennsylvania about tolling. As one of the first states to do tolling after WWII, they wanted to hear about how Colorado works with public private partnerships (P3s) on tolling. Because it was conducted virtually, this event had great participation.
- Commissioner Beedy asked if there is research or guidance available on whether left over fiberglass from wind turbine production can be reused for highway signs.
- Steve Harelson pointed out that there has been adaptive reuse of fiberglass for fencing in Trinidad.
- John Cater said that he would look into the topic further and report back.

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

- The STAC met last Friday, and Jeff Sudmeier gave a thorough update on COPs on the 2nd year of SB 267.
- They also received a report on toll credits and how that might help locals proceed with projects given unprecedented financial constraint.
- There was an update on a grant program for the state portion of MMOF. The STAC raised concerns about how this program could be implemented successfully on busier state highways.
- There was a CDOT Budget and Project impact report.

- There was a presentation on the Express Lanes Master Plan, which did a great job of explaining how data supports future planning.
- There was an MMOF discussion at the local level and how it's coming along, and questions arose as to whether the MMOF deadline may be extended due to COVID-19. Staff indicated that it could be possible to return to the Legislature closer to the deadline if necessary.
- Charles Meyer, CDOT Traffic Safety Branch Manager, gave an update on safety information.
- There was a brief update on the Statewide Plan.
- One interesting thing is that while we had 70 people listening, there wasn't a lot of active participation or comments raised during our meeting.

Act on Consent Agenda – Passed unanimously on June 18, 2020.

a) Proposed Resolution #1: Approve the Regular Meeting Minutes of April 16, 2020 (Herman Stockinger)

- Commissioner Thiebaut pointed out that the date of the meeting needed to be corrected to the actual May 21, 2020 date.

b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)

c) Proposed Resolution #3: Disposal: C470 & W. Harvest Ave. (Parcel 280 Rev.) (Paul Jesaitis)

- Sidney Zink commented that she was surprised to see that CDOT owns houses on this property.
- Paul Jesaitis clarified that the property was given to CDOT years ago, and that because there isn't good access, it was decided that there is no good use to the state highway system.

d) Proposed Resolution #4: Disposal: SH 121 & W. 12th/13th Ave. (Parcels PE-31EX and PE-33EX) (Paul Jesaitis)

e) Proposed Resolution #5: Disposal: US 36 & 88th Street (Parcel 39-EX) (Paul Jesaitis)

f) Proposed Resolution #6: Disposal: I-70 & SH6 (Parcel 2LR-EX) (Paul Jesaitis)

g) Proposed Resolution #7: FY 21 Maintenance Project List (John Lorme)

h) Proposed Resolution #8: Resolution to Prohibit Bicycles and Pedestrians in Eisenhower Edwin C. Johnson Memorial Tunnel and Hanging Lake Tunnel (Herman Stockinger)

- Commissioner Bracke asked if there were any public comments from stakeholders such as Bicycle Colorado, and what public engagement efforts had been made.
- Herman Stockinger, CDOT Deputy Executive Director, indicated that no comments were received, and all of the material was posted online as required. He clarified that this resolution is in response to an unsuccessful lawsuit related to a group that wanted to run bicycles through the Eisenhower Edwin C. Johnson Memorial Tunnel, and Kathy Young from Attorney General's office is here to respond to more detailed questions.
- Commissioner Hall commented that she thought bicycles riding through the tunnel was a frightening idea.
- Commissioner Bracke clarified that she was not opposed to the substance of the resolution, but just want to know about the public process around it, and how we are engaging with the stakeholders on it.
- Kathy Young, from the Attorney General's Office, responded that many witnesses testified about CDOT's objection. One thing that came up as a potential issue for the future was that the TC hadn't passed a resolution that stated affirmatively that it didn't want bike traffic through that tunnel. She indicated that because they are anticipating future requests they want to avoid problems in the future by passing this resolution.
- Commissioner Bracke noted that it is still important to make sure that there is buy-in from the bicycling community.
- Karen Stuart commented that she is confident that the bicycle community is on board based on Betsy Jacobson's recommendation and that her involvement makes her completely comfortable with the resolution and public process around it.

i) Proposed Resolution #9: Resolution for Northwest TPR MMOF Review Committee Match Reduction Request (Rebecca White)

- Sidney Zink pointed out that the inclusion of Craig and Silt in the Resolution seemed like an error that needed to be corrected.
- Herman Stockinger clarified that it was a two-part resolution, and that they had already acted on the portion dealing with Craig last month, and that this resolution only takes on the portion relating to Hayden. He acknowledged that the inclusion of the Town of Silt was an oversight that will be corrected prior to signing.

j) Proposed Resolution #10 CRISI Grants (Jeff Sudmeier)-Changed to Resolution #15 (See Resolution #15)

Discuss and Act on Proposed Resolution #10, FY 2021 – FY 2024 Statewide Transportation Improvement Program (STIP) Adoption (Rebecca White) – Passed unanimously on June 18, 2020.

- Rebecca White indicated that the STIP met all regulations, fiscal constraint, and the public comment period requirement. A public hearing was held May 21, 2020. No comments were received during the hearing; however, staff did receive comments from technical and federal partners. All comments have been fully addressed.

Discuss and Act on Proposed Resolution #11, 12th Budget Supplement of FY2020 (Jeff Sudmeier)

- Jeff Sudmeier indicated that there were no requests this month, so he asked that the Transportation Commission move on to the next item.

Discuss and Act on Proposed Resolution #12, 11th Budget Amendment of FY2020 (Jeff Sudmeier) – Passed unanimously on June 18, 2020.

- Jeff Sudmeier indicated that the 11th amendment includes one item requesting to reallocate \$2 million of the maintenance reserve to line 23 for roadway surface and line 28 snow and ice control for the Division of Maintenance and Operations to cover year-end budget shortfalls due to record snowfall amounts.

Discuss and Act on Proposed Resolution #13, 2019 COP Building Refunding (Jeff Sudmeier) – Passed unanimously on June 18, 2020.

- Jeff Sudmeier requested approval of a resolution authorizing the refunding of \$22.29 million 2041 term bond from the series 2016 building COPs. The resolution limits the authorization to only the \$22.29 million 2041 maturities, and it limits the term of repayment and maximum repayment amount.

Discuss and Act on Proposed Resolution #14, ROW Condemnation Authorization (Steve Harelson) – Passed unanimously on June 18, 2020.

- Steve Harelson, CDOT Chief Engineer, explained that the condemnation authorization concerns a 125-acre property. This proposal is to acquire 2.7 of those acres and another .9 acre for a utility easement for the expansion of express lanes on I-25 just south of US 34 on the Westerly side of I-25 and Larimer County.
- The land owner, Nancy Graham had no comment.
- Commissioner Bill Thiebaut clarified that the resolution is not to condemn the property as an entity, but just to move it along to the Attorney General's office for the ultimate filing of the legal action.

Discussed and Act on Proposed Resolution #15 CRISI Grant (Jeff Sudmeier) – Passed unanimously on June 18, 2020

- Herman Stockinger requested approval of the resolution committing to a \$10 million match if successful for the CRISI Grant proposal that will be submitted to US DOT tomorrow. The \$40 million requested CRISI Grant submittal is a for a \$50M acquisition.

Recognitions:

Discussion:

- No recognitions

Other Matters: Report from Nominating Committee for Chair, Vice Chair and Secretary

Discussion:

- Commissioner Shannon Gifford said that she met with Commissioner Beedy and Commissioner Zink, and that they have concluded that Vice Chair Stuart should continue as Chair in keeping with the tradition of alternating between urban and rural commissioners. They offered the position of Vice Chair to Commissioner Hall, and hope that Herman continues as secretary.
- A motion to accept these new roles from Commissioner Gifford was seconded by Commissioner Zink, and the motion passed unanimously on June 18, 2020.



COLORADO

Department of Transportation

CDOT Grant Update

Molly Bly
Healthy Communities Program Manager
July 9, 2020



Revitalizing Main Streets

- In an effort to protect health and environment, CDOT is utilizing up to \$4.1 million of the state portion of the SB 1 Multimodal Options Fund.
- Grants up to \$50,000 will allow communities to bolster their ability to improve the built environment in their communities to facilitate safe and healthy active transportation, outdoor dining and business.
- Grant application and instructions are available at <https://www.codot.gov/programs/community-challenge/about>
- Rolling application process to facilitate quick deployment
- Goal to disburse funds before January 2021
- Eligible applicants include local government or other transit/governmental agencies





Community Telework Challenge

- Promote teleworking as a healthy and sustainable transportation option
- Building on existing efforts to offer options for employees who can work from home
- Microgrants up to \$5,000 to local communities and nonprofits
 - Help promote best practices for teleworking, provide staff capacity or otherwise incentivize continued telework
 - Rolling application process to facilitate quick deployment
- Grant application and instructions are available at <https://www.codot.gov/programs/community-challenge/about>
- All eligible and funded projects must be able to complete all activities and submit all billings by December 1, 2020.
- Eligible applicants include, local government and other governmental agencies, nonprofits and transportation management associations/organizations (TMA/Os)



Safer Main Streets Initiative

(Formerly Urban Arterials)

Program Purpose:

- The former *Urban Arterials Multimodal Safety Improvements Program* was renamed **Safer Main Streets** and supports quick delivery infrastructure projects that improve safety and transform urban spaces, especially for vulnerable users.
- The Initiative is focused on busy arterials within the DRCOG (MPO) area by seeking to support practical, simple and cost efficient projects that transform the way we use streets and adjacent spaces to improve safety.

Safer Main Streets Announcement:

- July 9, 2020 release in partnership with DRCOG, FHWA, Walk Denver, Bicycle Colorado, etc.
- Initial \$26.5M Program (\$17M CDOT and \$9.5M DRCOG) STBG federal funding
- Up to \$77.5M with waitlist projects selected and to be awarded as funding is available
- Application available at: <https://www.codot.gov/programs/safermainstreets>

Funding Distribution:

- Notice of Funding Availability jointly developed by CDOT and DRCOG
- Projects would be selected through a joint review process
- Overall focus on projects that can be delivered relatively quickly so the benefits are also realized in a short timeframe⁴



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Questions?

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