

## Statewide Transportation Advisory Committee (STAC)

November 13, 2020

9:00 AM – 11:35 AM

Video Conference

### Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the October 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)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:00 **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.
- 10:00-10:15 **Governor’s FY21-22 Budget Overview (Information Update)** - Jeff Sudmeier, Chief Financial Officer
- A brief overview of the transportation elements identified in the Governor’s 2021-2022 Budget.
- Break**
- 10:20-10:35 **STAC Bylaws Revision (Action Item)** – Vince Rogalski, STAC Chair
- Adoption of the revisions to the STAC Bylaws.
- 10:35-10:50 **STAC Elections (Action Item)** – Rebecca White, Division of Transportation Development, Director
- Election of Chairperson and Vice-Chairperson.
- 10:50-11:10 **1601 Interchange Process Update (Discussion and Input)** – Herman Stockinger & Aaron Willis, Division of Transportation Development
- Update on the revised interchange approval policy and procedural directive.
- 11:10-11:25 **Scenic and Historic Byways Update (Discussion and Input)** – Lenore Bates, Colorado Byways Program Manager
- An overview of the Scenic and Historic Byway program.
- 11:25-11:35 **Other Business and Recognition of Service to the STAC for Departing Representatives** - Vince Rogalski, STAC Chair
- December 11th STAC Meeting hosted via Zoom

Statewide Transportation Advisory Committee (STAC)  
**Meeting Minutes**  
**October 9, 2020**

**Location:** Via Web Conference  
**Date/Time:** October 9, 2020; 9:00 a.m. – 11:35 a.m.  
**Chairman:** Vince Rogalski, Gunnison Valley TPR Chair

**Attendance:**

Denver Area:	Elise Jones, Roger Partridge, Jacob Riger	San Luis Valley:	Michael Yohn, Keith Baker
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Not represented
Grand Valley:	Dean Bressler	Southwest:	Sarah Dodson
Intermountain:	Bentley Henderson (arrived at 11:15)	Upper Front Range:	Not represented
North Front Range:	Dave Clark, Becky Karasko	Southern Ute Tribe:	Not represented
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Archie House Jr.
Pikes Peak Area:	Norm Steen, John Liosatos, Andres Pico, Holly Williams, Kathryn Wenger	FHWA:	John Cater, Bill Haas
Pueblo Area:	Terry Hart, John Adams	FTA:	Not represented

Shoshana Lew (CDOT Executive Director)  
Karen Stuart (Transportation Commission Chair)  
Sidny Zink (Transportation Commissioner)  
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)  
Craig Hurst (CDOT Freight Programs Manager)  
Randy Grauberger (CDOT Director, Southwest Chief & Front Range Passenger Rail Commission)  
Erik Sabina (CDOT Manager, Information Management Branch)  
David Krutsinger (CDOT Director, Division of Transit & Rail)  
Stephen Harelson (CDOT Chief Engineer)  
Heather Paddock (CDOT Region 4 Regional Transportation Director [RTD])  
Mike McVaugh (CDOT Region 5 RTD)  
Mike Goolsby (CDOT Region 3 RTD)  
Paul Jesaitis (CDOT Region 1 RTD)  
Richard Zamora (CDOT Region 2 RTD)  
Kay Kelly (CDOT Interim Director, Office of Innovative Mobility)  
David Singer (CDOT Manager, Environmental Policy and Biological Resources Section)

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 September 11, 2020, STAC meeting minutes by Heather Sloop, seconded by Norm Steen.</li> <li>• Minutes approved unanimously.</li> </ul>	Minutes approved
CDOT Update on Current Events / Herman Stockinger, CDOT Deputy Executive Director	<p>Herman Stockinger:</p> <ul style="list-style-type: none"> <li>• Congress approved 1-year Fixing America’s Surface Transportation (FAST) Act extension;</li> <li>• Greenhouse Gas (GHG) Reduction Roadmap is out for public comment; stakeholders are encouraged to review and provide comments</li> <li>• TC will vote on the RPP formula next week; the last formula was related to the last plan; staff are recommending TC continue using the current formula</li> <li>• Staff changes: Keith Stefanik has been hired as the new Deputy Chief Engineer</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• Heather Sloop: Why are CDOT staff recommending an RPP formula other than STAC’s recommendation?</li> <li>• Herman Stockinger: This is not the same formula brought forward a few months ago; Staff is recommending the existing formula</li> </ul>	No action.
Transportation Commission (TC) Report / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• Roll forward budget actions have completed, moving 2020 funding into 2021</li> <li>• TC discussed National Performance Measures (NPM), and how CDOT tracks NPM and Drivability Life; If Interstate pavement isn’t kept at 95% Good or Fair condition, funds from other programs would have to be diverted to surface treatment to do so, disproportionately hurting rural programs</li> <li>• Policy Directive (PD)14 – the extensive discussion was had on new environmental impact and GHG reduction measures; Members noted that CDOT has little control over many of the strategies and goals, and some TC members shared concern about tracking measures that imply we have more control than we do.</li> <li>• Irv Halter has resigned his position from the TC and is, moving out of state</li> <li>• FHWA has awarded a \$13 million Better Utilizing Investment to Leverage Development ( BUILD) grant to Roaring Fork Transportation Authority ( RFTA), and another of \$5.4 million to Castle Rock for the study of a new potential interchange on I-25.</li> <li>• All resolutions proposed were approved by the TC</li> </ul> <p><b>STAC comments:</b> None</p>	No action.
TPR & Federal Partner Reports	<ul style="list-style-type: none"> <li>• Denver Regional Council of Governments (<u>DRCOG</u>): In September our Board approved a Transportation Improvement Program (TIP) amendment of \$29.5 Surface Transportation Block Grant (STBG) funds to the I-70 bridge over Harlan Street in Wheat Ridge; They also awarded \$4.3 million FTA 5301 and STBG funds to 16 projects benefiting Seniors, disabled and low-income transportation; \$14 million to signal systems operations in the Region.</li> <li>• Central Front Range: Fall travel has been exceptionally difficult this year with the weekend congestion increasing and severe safety issues needing to be addressed, especially on Kenosha Pass.</li> <li>• <u>Eastern</u>: The TPR approved our Regional Transportation Plan (RTP) and transit plans last month.</li> </ul>	No action.

- Grand Valley: The region has received several Revitalizing Main Streets grants; two in Grand Junction are both done, one in Fruita is underway to enable diners to use outdoor space; Palisade received another for their downtown area. Our Multimodal Options Fund (MMOF) roadway infrastructure projects are all underway and under contract; the Grand Valley Transit projects are still awaiting contracting from CDOT. The MPO will lead a Safe Routes to School (SRTS) application to seek funding for deploying an application to help students find the safest routes to schools.
- Intermountain: No report.
- North Front Range: We held a hybrid meeting on October 1, both in-person and remote attendees; that worked well. We discussed our GHG roadmap comments - lots of issues that affect us; We also discussed transit services for vulnerable populations; The MPO received \$115,000 for the region for these services. The week of Sept 20-26 staff partnered with Greeley and Loveland on the NOCO active transportation challenge to encourage people to change one route to alt mode; 110 participants, Greeley came in first place on that. Construction on I-25 Segments 6, 7, and 8 continue with overnight closures; A virtual public meeting was held the next day by CDOT on the next phase.
- Northwest: The region is still in full construction season – Highways 13, 141, and 40 from Steamboat to Granby are under construction, Hwy14 is currently closed due to fires; The Steamboat area is surrounded by fires on all sides; air pollution is dangerous and reached an air quality reading of 566 yesterday. On the local Steamboat US40 pinch point from the west, CDOT added an additional lane at downtown, hopefully alleviating those issues.
- Pikes Peak Area Council of Governments (PPACG): We had no board meeting since the last STAC meeting. The first of the Military Access Mobility Safety Program projects have begun. CDOT finished the resurfacing of US24 in Teller County. Reportedly, an arsonist attempted to start a fire in the Ute Pass area.
- Pueblo Area Council of Governments (PACOG): Hwy50 west project expansion at Purcell is ongoing; Region 2 acquired \$2.5M to continue the I-25 project for ROW purchases; Our Long Range Transportation Plan (LRTP) is in final review and will be out for public comment the end of the month. The final will be adopted in December. This Tuesday is our region coordinating meeting; The Rail Commission heard a presentation on the draft Front Range Passenger Rail study. On I-25 north we have several box culverts being replaced.
- San Luis Valley: Hwy17 & 160 signalization project is ongoing; Hwy17 north into Moffat is also ongoing; Locally, Lane 6 into The Sand Dunes had a kicked off meeting; that'll start next year; We're working on a 529 certificate for our airport. November 5 is our next TPR meeting. Keith Baker: The Chaffee Shuttle received a grant to study transit services in the north SLV area; which will enable us to hire a consultant to do a thorough study for service and hardware needed to serve the area.
- South Central: Virtual TPR meeting was held on Sept 24; We approved our RTP and Transit Plans, and heard a presentation on the Southern Mountain Loop Planning and Environmental Linkages (PEL) final draft; The Transportation Planning Region (TPR) discussed Trinidad's exits after hearing a presentation on it; The bridge on exit 59 is moving forward. All our MMOF are still awaiting progress on contracting.
- Southeast: No report.

	<ul style="list-style-type: none"> <li>● <u>Southwest</u>: At our TPR meeting yesterday, we adopted our RTP and transit plan; Thanks to CDOT for the excellent outreach efforts on that. We heard a Federal Lands study presentation, and we'll be diving deeper into the list of needs identified at future meetings. CDOT is very busy on several large projects in the region, including the US160&amp;550 project.</li> <li>● <u>Upper Front Range</u>: No report</li> <li>● <u>Southern Ute</u>: No report</li> <li>● <u>Ute Mountain Ute Tribe</u>: We're still working on grants for some ongoing projects; News from our transportation department, Bernadette Cuthair will be leaving that position; we will be refilling that position soon.</li> <li>● <u>Gunnison Valley</u>: The TPR met on October 1 to approve our RTP. We also heard the Federal Lands presentation and improved coordination with federal agencies to improve getting funding to access projects. Resurfacing in Region 5 is underway to upgrade chain up areas before winter; Region 3 is doing a big intersection surface treatment project at Hwy92 and 50; Repair work is also underway on Hwy 92 that's expected to cause detours; It's a \$40M project, and many have concerns about access along Hwy 50; the road can't handle large vehicles for detours; legislators talked about those issues; there are communities within the construction zone, so those will be getting done first; Some folks are suggesting bridges or tunnels as an alternative, but those are cost-prohibitive.</li> <li>● Federal Highway Administration (<u>FHWA</u>): John Cater: FAST Act extension is for 1 year at current funding levels; reauthorization conversation is put off for a year. The Omnibus bill appropriation was extended through December. The State TIM conference (incident management), had 150 attendees, brings owners of roads, first responders, towing, etc. to coordinate efficient, safe incident response and clearing. Over 55% of all first responders in Colorado have been trained; that's about 12<sup>th</sup> highest in the nation; This is reducing closure times; FHWA is also working on non-freeway incident management initiatives.</li> <li>● Federal Transit Administration (FTA): No report.</li> </ul>	
<p>FY21 and FY22 Budget Overview – Jeff Sudmeier, Chief Financial Officer</p>	<p><u>Jeff Sudmeier</u>: Items coming before TC next week:</p> <ul style="list-style-type: none"> <li>● Updated Highway Users Tax Fund (HUTF) Revenue projections for FY21 and FY22</li> <li>● FY20 &amp; FY21 Budget Balancing in response to updated revenues and projections</li> <li>● First draft FY22 proposed draft allocation plan</li> <li>● FY2020 revenues are \$37 million below forecasts, which is slightly lower even than what was projected in June.</li> <li>● FY2021 &amp; FY2022 projections, however, are slightly better than projected in June.</li> <li>● Relative to pre-pandemic forecasts, HUTF revenues are projected to be reduced by a combined \$117 million for the three FY20-FY22 fiscal years.</li> <li>● Combined FY20 and FY21 revenue shortfalls of \$71.3 million must be balanced in the FY21 budget.</li> <li>● CDOT's FY2022 budget draft will be reviewed by the TC in November and must be submitted to the Colorado Office of State Planning and Budget (OSPB) in December, but not finalized until March 2021. Despite revenue shortfalls due to the COVID-19 pandemic, we expect to be able to maintain core program funding through FY2022.</li> </ul>	<p>No action.</p>

	<p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• Andy Pico: Have you adjusted forecasted revenues for the planned increase of electric vehicles in the market according to the state’s plans for expanded electric vehicles (EVs)?</li> <li>• Jeff Sudmeier: Yes. Revenue models account for the makeup of the vehicle fleet in Colorado, which increases over time the number of EVs; the model does not, however, account for possible future policy impacts. Over the short term forecast, as this one is, those possible impacts would be very small. Long-range forecasts used assumptions that were available, at which time the state’s EV and GHG reduction plans had not been created.</li> </ul>	
<p>Front Range Passenger Rail Study Update – Randy Grauberger, Project Director, Southwest Chief &amp; Front Range Passenger Rail Commission</p>	<p>David Singer:</p> <ul style="list-style-type: none"> <li>• Presented an update on the Front Range Passenger Rail Study which examined rail alignments from Pueblo to Ft. Collins;</li> <li>• Included three alignments: freight rail alignments, commuter rail alignments, and highway alignments;</li> <li>• Reviewed components of the study and planning outreach, including agency coordination, environmental, engineering, operations (travel model), stakeholder engagement, and governance - legislative proposals for the creation of authority or district(s);</li> <li>• Route comparisons included operational, environmental, economic, and feasibility considerations;</li> <li>• All alternatives are technically feasible and can be mixed and matched to find the best components and minimize impacts;</li> <li>• Future steps include a comparative analysis of alternatives; National Environmental Policy Act (NEPA) scoping package, which includes public involvement, existing conditions, coordination, and decisions on rail technology used, station locations, phasing of segments and service characteristics</li> </ul> <p>Erik Sabina:</p> <ul style="list-style-type: none"> <li>• Travel Demand Modeling shows significant demand for rail transit on all alignments;</li> <li>• Future TDM will consider transit-oriented development (TOD) development around stations, fewer trains, different sets of stations, lower fares</li> <li>• Modeling uses the most advanced, current modeling techniques available.</li> <li>• Ridership projections fall approximately in the middle of the range for other successful passenger rail lines in the country;</li> <li>• Special events ridership is also considered, as is GHG reduction projections.</li> </ul> <p>Randy Grauberger:</p> <ul style="list-style-type: none"> <li>• Reviewed public outreach efforts and successes, survey results, and evidence of significant public and private support for rail on the Front Range;</li> <li>• Governance options include a Public Rail Authority, Front Range Passenger Rail Authority, or to Expand the current commission authority;</li> <li>• Amtrak’s Network Modernization Program puts Colorado’s Front Range Rail as its number one priority with potential for \$2.1 billion federal investment.</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• Dave Clark: This is a controversial issue, and it’s not advised to brush off the negative feedback received; People will say they want rail, but if asked if they want to pay for it, they don’t. In the</li> </ul>	<p>No action.</p>

	<p>northern part of the corridor, we're concerned that people think it's going to eliminate vehicle traffic, and it's not. There's concern this will take funding away from vehicle transportation system needs, which aren't going away; this all needs to be considered in the modeling and planning.</p> <ul style="list-style-type: none"> <li>• Terry Hart: We do consider the negative comments, and we know transportation must be addressed in all modes. Rail will take vehicles off the road, but not all of them; Rail transit is critical to our future considering our population growth expectations; It's also the best alternative for GHG reduction. We do consider the negative comments, but we are hearing a very positive response, especially when people see how rail would integrate with existing transit networks. Amtrak has budgeted \$2.1 billion toward Front Range rail and nationally, we've seen as far ahead of the game because of this planning.</li> <li>• Elise Jones: In the DRCOG region we recognize funding mechanisms are difficult; need to look to federal money; need to do a lot more to attain our air quality targets; we've done little to reduce VMT; Denver and NFR currently are not in attainment, but the nonattainment area (NAA) will only expand to other Front Range areas if we don't do something.</li> <li>• Andy Pico: This is controversial because of the price tag; should not be a fully subsidized service, people who use it need to pay the tab; need to hear more on the financial feasibility and solutions</li> <li>• Dave Clark: past conversations were either transit or roads, and that's not the message anymore; it must be both if we want any chance of it moving forward.</li> <li>• Terry Hart: Agreed, that is the challenge statewide</li> <li>• Steve Harelson: Is the rail south of Pueblo to Trinidad, does it connect to the Raton Pass Line?</li> <li>• Randy: Yes, it connects in Trinidad; eventually re-route Southwest Chief (SWC) from La Junta to Pueblo, then south to Trinidad</li> <li>• Walt Boulden: The rail proposal from La Junta through Pueblo will find no support from South Central; People are not happy with the current alignment proposal and people will not go from Trinidad to La Junta just to get to Denver.</li> <li>• Terry Hart: South Central commission representative, Mayor Rico, is fighting for that; None of the commission's proposals are to avoid service to Trinidad</li> </ul> <p>Break at 10:56; resumed at 11:01</p>	
<p>STAC Bylaws Revision – John Liosatos, Pikes Peak Area Council of Governments</p>	<p>John Liosatos:</p> <ul style="list-style-type: none"> <li>• A survey of only 10 STAC respondents was again split 50/50 on Option 1 and Option 2</li> <li>• STAC materials are currently required two weeks in advance; that's not happening and needs to be honored or changed.</li> <li>• Subcommittee recommends the meeting materials be delivered one week prior and emergency items are considered only with a voting approval by STAC.</li> </ul> <p><b>STAC Discussion:</b></p> <ul style="list-style-type: none"> <li>• Dave Clark: I'm in favor of Option 1, making no change to the Bylaws</li> <li>• Heather Sloop: Option 2 is preferred by the committee; I believe that it would benefit STAC for other members to have the opportunity to rise to the top, to develop Chair leadership capabilities</li> <li>• Dave Clark: Are elections usually last of December?</li> </ul>	<p>No action.</p>

- Heather Sloop: We can change when our elections are to November
- Aaron Willis: Officer elections currently planned for November
- Dean Bressler: There were five of us on the committee, we deliberated this through three meetings; Option 2 was favorable. So considering the 50/50 split on the survey, the fact the committee favored it, we might consider Option 2.
- Elise Jones: I'm leaning toward Option 1; I believe it takes away choice; If we want Vince to continue, we can, and if we want to find someone new, we can do that too. But the Chair commitment is really big, and I don't see anyone else readily, myself included, with that time and ability to commit that much.
- Norm Steen: The power of incumbency is powerful; Term limits is a polite way to move on to new leaders; Can we consider separate Chair and TC liaison officers?
- Heather Sloop: That's in the Articles of Incorporation, that Chair is also the TC representative; the subcommittee already went through this.
- Vince Rogalski: There was legislation passed designating representation; chairman or not?
- John Liosatos: Still pretty split; vote may be close enough to take a name vote; Motion by Heather Sloop to draft Bylaws including changes in Option 2 – officers may serve 2-year terms for two consecutive terms and period of two years must pass before elected officers are again eligible for the same office.
- Vince Rogalski: This is only to agree on drafting changes to the Bylaws
- Rebecca White: Officer elections must be held this year, so it's not another 4 years possible for Vince.
- Motion seconded by Norm Steen
- Heather Sloop: Rebecca has indicated that it's likely possible for STAC members to participate in TC remotely, even after the pandemic.
- Aaron Willis called for STAC members' votes individually:
  - CFR: No
  - Eastern: No
  - Grand Valley: Yes
  - DRCOG: No
  - Gunnison Valley: No
  - NFR: No
  - Northwest: Yes
  - Intermountain: Yes
  - PPACG: Yes
  - PACOG: No
  - SLV: not present at time of vote
  - SC: No
  - SE: not present
  - Southern Ute: not present
  - SW: Yes



	<ul style="list-style-type: none"> <li>○ UFR: not present</li> <li>○ Ute Mountain: Yes</li> <li>● <u>Motion failed</u>, 6 to 7; no change to Officer terms will be considered.</li> <li>● John Liosatos: The survey indicated a strong majority for amending the Bylaws to require delivery of materials one week before meetings, and to allow emergency items be considered with approval of the STAC agenda.</li> <li>● Vince Rogalski: These Option 4 elements will be drafted into the Bylaws and voted on next month for adoption as the first item on the agenda, followed by chair/vice-chair elections.</li> <li>● John Liosatos: Hopefully we can have the Bylaws considered early in the agenda and then have the elections after that.</li> <li>● Norm Steen: My limited term as County Commissioner ends in January; December will be my last STAC meeting as Vice-Chair.</li> <li>● Vince Rogalski: And I am willing to serve another two years as STAC Chair.</li> </ul>	
<p>1601 Interchange Process Outreach Update - Rebecca White, Director, Division of Transportation Development (DTD)</p>	<p>Aaron Willis:</p> <ul style="list-style-type: none"> <li>● CDOT has sought broad input on proposed revisions to PD1601, which considers new Interstate interchanges and interchange modifications; Input has been obtained from most MPOs; we have a meeting scheduled next week with DRCOG; We are also kicking off outreach with local governments and with Colorado transportation management organizations (TMAs).</li> <li>● Next month's presentation of a draft PD will have incorporated this broad input for STAC's consideration.</li> <li>● Rebecca White: Please reach out to me or Aaron if anyone wishes to discuss or provide more input.</li> </ul> <p><b>STAC Discussion:</b> None</p>	<p>No action.</p>
<p>Multimodal Options Fund Update - Rebecca White, Director, Division of Transportation Development (DTD)</p>	<p>Michael Snow:</p> <ul style="list-style-type: none"> <li>● CDOT is tracking closely the progress to getting MMOF project Intergovernmental Agreements ( IGAs) and/or contracts executed, their expected start dates, and their project durations to limit the risk of any MMOF funds expiring before projects complete.</li> <li>● Projects are expected to complete by the end of FY2023.</li> <li>● MPOs and TPRs are urged to stay closely informed by the awarded local agencies of any potential delays to projects that may threaten to extend them beyond FY2023.</li> <li>● Some local agencies are also at risk of being unable to deliver projects due to COVID-19 revenue impacts; Any of these impacts to MMOF projects may cause previously awarded funds to be returned.</li> <li>● MPOs/TPRs are urged to be ready to respond in these situations should they have to decide how to program unused funds to projects that can also be completed by end of FY2023.</li> </ul> <p><b>STAC Discussion:</b></p> <ul style="list-style-type: none"> <li>● Vince Rogalski: Gunnison Valley TPR has some un-programmed funds. We are reserving these funds for a while in case any of the already awarded projects require additional funding.</li> <li>● John Liosatos: Was there a mistake in the memo regarding PPACG having some remaining, un-programmed funds?</li> </ul>	<p>No action.</p>

	<ul style="list-style-type: none"> <li>Michael Snow: Yes, there is a mistake in the memo, which states that PPACG carries an un-programmed balance of approximately \$951,000; That is incorrect – it is the DRCOG region that has \$951,000 remaining to be programmed.</li> </ul>	
Other Business / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>A survey request went to all STAC members; Please take the time to fill this out as it helps inform CDOT's planning staff on how to continue improving the transportation planning process.</li> <li>Our next STAC meeting will be November 13, 2020 (virtual).</li> </ul>	No action.

**STAC ADJOURNED at 11:35 am**

The Transportation Commission (TC) Workshops and the Regular Meeting were held on Wednesday, October 14, 2020 and Thursday, October 15, 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 Workshop Notes Wednesday, October 14, 2020, 12:00 pm – 5:00 pm

### Call to Order, Roll Call:

All ten of the existing Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Barbara Vasquez, Donald Stanton, Sidny Zink, and Eula Adams. The District 9 Commission seat is currently vacant.

### FY 21 Budget Workshop (Jeff Sudmeier)

**Purpose:** This workshop summarized the new quarterly HUTF revenue forecast, the Fiscal Year (FY) 2019-20 revenue reconciliation, and adjustments needed to balance the FY 2020-21 Annual Budget, including four items requested as a budget amendment.

**Action:** The Division of Accounting and Finance (DAF) is requested the TC review and approval of the fourth amendment to the FY 2020-21 Annual Budget. The fourth amendment includes four budget adjustments.

Budget Amendment Description	From Line	To Line	Amount
Budget Reduction - Surplus Debt Service	Debt Service	TC Program Reserve	\$21.5 million
Impacts of HB 20-1376	Strategic Projects	Debt Service	\$124.0 million
FY 2020-21 Budget Balancing Amendment	TC Program Reserve	--	\$33.0 million
New Funding Requests - HPTE	TC Program Reserve	Agency Ops, HPTE	\$7.3 million

### Discussion Summary:

- The net impact of HB 20-1376 on selected strategic projects has not caused any projects to be removed from the list. While the \$124 million moved to Debt Service in this amendment results in a reduction of \$62 million project funding annually over each of two years, the increased premiums from SB267 offset that loss. It did, however, require some re-prioritization of the projects in the first two years.

### FY 22 Budget Workshop (Jeff Sudmeier)

**Purpose:** To review the FY 2021-22 Proposed Annual Budget, set for approval in November.

**Action:** The Division of Accounting and Finance (DAF) is requesting TC review of the FY 2021-22 Proposed Annual Budget Allocation Plan, and feedback to the Department in preparation for the approval of the FY 2021-22 Proposed Annual Budget Allocation Plan in November 2020. Staff will return in February 2021 to present the proposed Final Budget Allocation Plan and the TC will be asked to adopt the final budget after the revenue forecast is updated in March 2021.

### **Discussion Summary:**

- Staff's general strategy is to maintain some funds in the Program Reserves that can later be moved as needed to Contingency and Maintenance Reserves. Otherwise, new FY21 or FY22 revenues would have to be used to fulfil Contingency and Maintenance Reserve needs. This is consistent with how staff have tried to manage the uncertainty in our future revenues overall, by projecting and managing cash conservatively, so as to minimize the chance of having to take away from previously committed programs.
- CDOT's revenue projections are more conservative than those provided by the State. This allows us to maintain approximately \$85 million in Program Reserves, which would also cover about \$25 million for Contingency and Maintenance Reserves in FY22. This leaves a good reserve as well should we have to carve out additional money for other programs such as Surface Treatment, Regional Priority Program (RPP), etc.

### **Asset Management (Rebecca White)**

**Purpose:** This workshop provided updates to CDOT proposed changes to CDOT's Transportation Asset Management (TAM) program, which were first discussed at July's Transportation Commission meeting. These changes have resulted in part from staff's recent review of FY21 TAM projects and processes in light of the current economic climate.

**Action:** Informational only.

### **Discussion Summary:**

- Regarding efficiencies and cost saving measures proposed within our Asset Management programs, staff was urged to also consider the rate at which CDOT invests in the latest technology and improvements offered on equipment, particularly maintenance vehicles. Staff were encouraged to examine whether there are long-term benefits to the latest tools and technology or if they actually just result in increased maintenance costs over the long run.
- The Legislature is expected to consider adopting a statutory change that would raise the project cost cap above the current \$150,000, which would allow CDOT to save money by completing more surface treatment projects in-house.
- CDOT's asset management planning process dovetails with regional planning partners where organizations like the Denver Regional Council of Governments (DRCOG) project their asset management needs in the future.
- The Commission would like staff to bring to a future discussion, how CDOT might address asset management and safety needs that are distributed widely throughout rural regions, but that aren't funded because they are too expensive for the budgets afforded outside urban areas.

### **PD 14 Measures (Rebecca White)**

**Purpose:** This workshop provided updated objectives for the Mobility Goal Area of Policy Directive 14 (PD-14), for review by the TC, following the receipt of feedback on this goal area at the September 2020 TC Workshop. After review by the Commission, a revised Policy Directive 14 with the approved goal areas and respective objectives will be submitted for adoption.

**Action:** Using the framework and alignment of priorities discussed at the January 2020 TC Workshop, and in consideration of feedback provided at the September 2020 TC Workshop, Staff has developed an overview of updated, aligned, and measurable objectives for the Mobility Goal Area for review by the TC. Staff will make final changes to the objectives based on Commission input and provide a revised Policy Directive 14 for review and adoption at a future Commission meeting.

**Discussion Summary:**

- Many Commissioners shared the view that vehicle miles of travel (VMT) per capita was a more meaningful measure to use over Total VMT in that it more closely reflects what CDOT can affect; VMT per capita is not dependent or skewed by population growth and it carries more meaning to the public than just a large VMT number. The Denver Regional Council of Governments (DRCOG) and other Metropolitan Planning Organizations (MPOs) track only Total VMT, as does CDOT currently. This supports their air quality and emissions modeling.
- CDOT will include both Total VMT and Per Capita VMT in Mobility Goal Area.
- Commissioners acknowledged the need for shaping the revenue programs so that electric vehicle (EV) users are paying their share of the transportation system costs relative to traditional vehicle owners.
- Staff described the difficulty in projecting how COVID-19's effects on transit ridership choices and on transit capacity restrictions will affect future revenue projections and future ridership goals. Further analysis on this will be provided in summer 2021.
- PD14 will be drafted incorporating comments and suggestions received today and in previous meetings.

**Southwest Chief & Front Range Passenger Rail workshop (David Singer & Randy Grauberger)**

**Purpose:** Update from the on the Front Range Passenger Rail study.

**Action:** For information only.

- The blended team, comprised of Rail Commission Staff, consultants and CDOT subject matter experts are progressing with its project development and stakeholder engagement.
- The team's accomplishments and initial findings include: defining and comparing alignments, developing service characteristics, understanding critical partnerships, and preparing for NEPA and a federal approval process. The team is also ready to report on ridership projections using CDOT's statewide travel model.
- The team has also completed two significant stakeholder engagement activities. There will be an update on the online public meeting results as well as feedback heard at the most recent round of segment stakeholder coalition meetings.

**Discussion Summary:**

- Staff explained that the modeling of the three different passenger rail corridors includes the related households, jobs and job locations as key inputs; Modeling outputs of the different corridor alignments through the middle of the Denver area and the 3<sup>rd</sup> alignment along C470 reflect the projected growth along those corridors.
- Trip projections presented are total daily trips projected across all modes; Ridership projections along various segments of corridors also reflect where those trips are from and to. It was pointed out that the model does not indicate many end-to-end riders, and that is what is expected because not many people do travel the length of it.
- The TC was interested to know what kind of funding mechanisms are being considered, not just for the capital investment but also for the maintenance and operations of the service. The study has looked at state sales tax, use taxes, fare revenues; Ridership is highly elastic relative to fare rates, so that's going to be an important consideration. The potential for \$2 billion of capital investment by Amtrak is going to be critical; The Federal Rail Administration (FRA) now has a stake in the project and is involved in the Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants; Having FRA funding for National Environmental Policy Act (NEPA) planning and pre-NEPA activities has shown to be instrumental in securing further Federal funding for construction; The particular funding mechanisms that will be sought is not included in this part of the study, but will be in the next Service Development Plan phase.

- Commissioners recommended that future analyses be done to determine how the ongoing, variable expenses of transit will be addressed and how maintenance and operations needs are addressed in the context of all transportation modes and needs. Also, if funding initiatives are moved to voters, we need to be careful not to run into the same problems that have played out with FasTracks in the northwest area; we need to ensure that we can follow through with the commitments made to voters.

### **Mobility Systems Committee – Office of Innovative Mobility (OIM) Budget (Kay Kelly)**

**Purpose:** This Committee meeting provided an update on the state’s draft greenhouse gas (GHG) roadmap study, reviews FY20 accomplishments from OIM and proposes an OIM budget for FY21.

**Action:** Updates on the state GHG roadmap process and FY20 OIM accomplishments are informational items. A vote on the proposed FY21 OIM budget is being requested for the November TC meeting.

**Discussion:**

- Bustang automation technology investments have been put on hold due to COVID-19; the \$1 million funding for that has been reprogrammed into FY21’s \$3.4 million mobility services area budget.
- Generally, the EV market and sales have shown to be steady since the economic downturn, relative to traditional vehicle sales.
- Commissioners were interested to know how EVs are being considered in terms of Emergency First Responder training to identify EVs and know how to handle them safely during roadway incidents. CDOT’s work with Colorado’s Traffic Incident Management program teams will afford opportunities to address those unique challenges as EVs become more prevalent on our roads. CDOT’s tunnel operations has considered EVs specifically in its planning for emergency response to vehicle incidents in the Eisenhower Johnson Memorial Tunnel.
- CDOT has matched funding for fiber expansion along Interstates to support connectivity and operations for mobility technologies. The private partnerships that leverage that conduit also reflected favorably with the Federal Highway Administration (FHWA) on CDOT’s applications for funding.
- Other FY20 funds have been rolled forward into FY21, as some funds were for programs that were created in FY20 and were not able to start given the OIM’s current capacity. Commissioners urged CDOT to execute the many great ideas coming out of the office while we have the funding.
- Some of the office’s micro-mobility efforts include investment in Transportation Demand Management (TDM) improvements on highway interchange projects and in mobility hub locations. These investments will make it easier for Transit Oriented Development (TOD) around these areas that support alternative mode choices.
- Some of CDOT’s ideas around the land use effort considers how to incentivize communities that are making smart land use decisions that support the goals of the GHG Reduction Roadmap, such as warehouse locations that lessen the impact of truck traffic on neighborhoods, and providing charging infrastructure to support electric freight movements.

### **Employee Safety Update (Darrell Link)**

**Purpose:** To provide an update on CDOT’s Employee Safety Program entitled; “Excellence in Safety”. This update included information about how the program has evolved since 2012 and some of the successes and challenges that it has gone through over these last 8+ years.

**Action:** Information only.

**Discussion:** to view this workshop please visit:

<https://www.youtube.com/watch?v=0pbZTsXTVw&feature=youtu.be> time: 4:11:00 to 4:40:00

## **Transportation Commission Regular Meeting**

### **Thursday, October 15, 9:00 am – 11:00 am**

#### **Roll Call**

- Nine Commissioners were present, with the District 9 Commission seat vacant. Commissioner Bill Thiebaut was excused for the early part of the meeting. He joined the meeting for passage of the resolutions.

#### **Public Comments**

- Peter Van Schack sent a statement to the TC about safety issues surrounding Lone Creek Farm off of SH 83 just north of Castle Oaks Drive. There is a horrible traffic backup due to the large volume of cars turning and trying to enter the road with no place to decelerate or accelerate. Mr. Van Schack requested some traffic control improvements, such as turn lanes.
- Matt Frommer of Southwest Energy Efficiency Program (SWEET), who works on clean transportation policy in Colorado, also sent a statement to the TC. The new mobility goals in CDOT's Policy Directive (PD) 14 will better align transportation planning with the greenhouse gas (GHG) reduction targets. Mr. Frommer's opinion is that in order to decarbonize the state's transportation sector, all vehicles on the road need to be electrified, and that vehicle miles traveled need to be reduced through greater investment in multimodal transportation, climate-friendly land use policies, and transportation demand management programs. The SWEET strongly supports the proposed new mobility goals and the proposed budget increase for the Office of Innovative Mobility.

#### **Comments of Individual Commissioners**

- Commissioner Vasquez said that she had to be evacuated from her home briefly because of a Wyoming fire that nosed into northern Jackson County and closed SH 125 and SH 127. The Cameron Peak fire blew 10 miles east towards Fort Collins. The Commissioner listed the acreages consumed by various wildfires in the state, and noted that fires are occurring throughout the West. The wildfires are a reminder that climate change and the drought driven by climate change are real. Firefighters are pleading for more resources. It's clear that substantive actions are needed. Commissioner Vasquez thanked Will Toor of the Colorado Energy Office for lending Key Kelly to be interim director of the Office of Innovative Mobility (OIM) at CDOT. The work of the Colorado Energy Office headed by Will Toor and CDOT's IMO is invaluable to help slow the impacts of climate change.
- Commissioner Zink mentioned that she has been attending meetings all over the state. According to what has been heard, organizations have budgeted for the worst but are finding that the actual financial situation is not as bad as the worst, at least in tourist-oriented communities in southwestern Colorado. CDOT's stance to plan for the worst but hope for the best is a good tactic.
- Commissioner Stanton expressed his appreciation for the work that is being done to save on costs, as described in the workshops on Wednesday. He also praised the presentation that the Office of Innovative Mobility (OIM) provided. On Sept. 28, Commissioner Stanton attended a Traffic Incident Management conference for first responders. Traffic incidents are the main cause of deaths of first responders. The Commissioner was concerned about a spike in recent deaths in work zones. The bottom line is that we need to do everything possible to protect CDOT employees, first responders, and the public.
- Commissioner Adams thanked the CDOT staff members for their support and patience during this incredibly difficult time, and the TC's constituents for getting through this time as well.
- Commissioner Gifford said that she is really excited about the efforts of the OIM, which is starting to bear fruit.
- Commissioner Bracke continues to work with the North I-25 Coalition and the North Front Range MPO remotely. Commissioner Bracke echoed comments on work on the budget. She appreciated the work of Rebecca White and staff on updating PD 14. In addition, she acknowledged the contributions and the

“amazing service” of Betsy Jacobsen on bike and pedestrian matters at CDOT and before that, with the City of Fort Collins. The Commissioner noted the heartbreaking spread of the Cameron Peak fire west of Fort Collins, and thanked all the CDOT employees and others who have been helping fight the fire.

- Commissioner Beedy explained that construction and resurfacing on I-70 is wrapping up for the season. The drought is continuing to get worse in eastern Colorado, which means that there will be less agricultural freight coming from that part of the state. Commissioner Beedy has received reports about SH 94 being very rough. On Sunday, while taking his daughter to a steer show, he was struck by the difference in road maintenance between Region 4 and Region 2. CDOT needs to fund and maintain these rural, lower-volume roads that provide critical alternatives to the interstates. On the return trip, the Commissioner was driving slowly due to the roughness and blowing smoke and dust, and was passed by someone driving a Tesla. He said electric vehicles need to pay their fair share of the roads.
- Commissioner Thiebaut – Excused at this time.
- Commissioner Hall heard that the I-70 Coalition doesn’t want CDOT to abandon Snowstang this winter. Snowstang was effective last year in reducing congestion on I-70.
- Commissioner Stuart visited Region 2 with CDOT Executive Director, Shoshana Lew, where they met with CDOT Region 2 Transportation Director, Rich Zamora, for a ribbon cutting outside Pueblo for safety improvements on US 50. They also toured a paving project on US 50 at Texas Creek between Canon City and Salida, where \$1 million in project savings was identified. Commissioner Stuart misses the ability to do field trips with the entire TC due to the pandemic.

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

- Executive Director Lew was able to conduct a ribbon cutting on a project in Glenwood Canyon a few weeks ago. It was remarkable that the project could get done on time despite the fire, thanks to coordination with CDOT, the contractors, and the emergency response team.
- CDOT is working to get variety of projects into a steady state before winter arrives.
  - For example, the final westbound I-70 shoulder work is being accelerated to get that stretch of highway ready for winter before ski season.
- The Central 70 project is making good progress. Traffic will move to a new alignment shortly.
- Region 4 is being challenged by the fire on Cameron Peak, and it is possible US 34 may need to be closed.
- CDOT Director of Maintenance and Operations, John Lorme, led a pre-storm readiness session.
- Recent work zone incidents remind all of us the importance of safety and what seems to be a pattern of dangerous and aggressive driving, since the pandemic began. This pattern of behavior has been observed elsewhere.

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

- Engineering projects around the state have made lots of progress due to the good weather from a construction perspective. However, we would all welcome some moisture.
- The TC could dial in to maintenance calls that marshal resources during bad storms and in the face of fires. Maintenance crews are the heart and soul of CDOT.
- Concerning the work zone fatalities, he said safety is a function of engineering, enforcement, and education. Safety is never done because the state has new drivers, employees, and residents. CDOT tries to separate the traffic from work zones. We need to set reasonable speed limits and those speed limits need enforcing.
- Last month Steve participated during contractor safety week on a project. He met with the crews and the president of the contracting firm, Peter Kiewit Sons, Inc., and conversed with all involved. Peter Kiewit Sons, Inc. has a remarkable safety culture.
- Steve recognized Betsy Jacobsen, whom he called “a very good egg”, for her leadership on bike and pedestrian projects and issues. Betsy was an important resource when he was involved in building the Genesee bike path several years ago. Chair Stuart seconded Steve’s appreciation of Betsy, who is retiring.



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

- I-25 North Transportation Infrastructure Finance and Innovation Act (TIFIA) loan letter of interest went to the U.S. Department of Transportation credit council for initial review. CDOT should hear back in the coming weeks, and hopes to close the loan in spring 2021.
- Last month Nick, Piper Darlington and Simon Logan recorded a webinar with the World Bank on best practices on unsolicited proposals for the U.S. Department of Commerce's commercial law development program. The webinar will go live on November 15, and will be shared specifically with African and Southeast Asia countries. HPTE formed its process for dealing with unsolicited proposals based on World Bank guidelines.
- Nick said he also participated in a forum on public private partnerships (P3) for roads and bridges with the executive director of the Louisiana DOT and with other P3 developers.

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

- John took part in a recent conference on traffic incident management that Commissioner Stanton also attended. The next conference is planned next fall.
- FHWA also approved the latest modernized CDOT noise analysis and abatement guidelines. The older guidelines were the crux of a lawsuit on C-470 noise walls through a neighborhood.
- A Safe Transportation for Every Pedestrian (STEP) virtual event took place with Front Range communities. Another one is coming up at Denver Regional Council of Governments (DRCOG). The first one was with Western Slope communities.
- John also thanked all those working on safety within the Central 70 project.

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

- Vince Rogalski reviewed the items the STAC discussed last week.
- CDOT Chief Financial Officer, Jeff Sudmeier, discussed the FY 20-21 budget and the financial impacts of COVID-19. One question concerned the revenue impact of more electric vehicles. Jeff said the estimates for the budget were made before release of the Greenhouse Gas Reduction Roadmap and did not account for future policy impacts.
- Randy Grauberger, project director of the Southwest Chief & Front Range Passenger Rail Commission, discussed potential rail alignments from Pueblo to Fort Collins. Some STAC members expressed concern that some people might think passenger rail will reduce congestion and take away the need to invest in highways. But investment in all modes is needed.
- Passenger rail seems to have a lot of support, but many people are not likely to want to pay for it.
- One alignment from La Junta to Pueblo is opposed in the South Central Transportation Planning Region (TPR) because of the belief that it would eliminate a direct route from Pueblo to Trinidad.
- A discussion about revision of the STAC bylaws revision resulted in a 6-7 vote against setting term limits for the chair and vice chair. There was general agreement that STAC meeting materials should go out a week before the STAC meetings, and that the STAC should have the ability to approve consideration of emergency items on the agenda.
- The STAC heard that t Policy Directive (PD) 1601 on interchanges is undergoing an extensive review, and should go to the STAC for action in November.
- On the Multimodal Options Fund (MMOF), STAC members were encouraged to get regular input from local agencies awarded MMOF funding, and to be prepared to notify the rural TPRs and Metropolitan Planning Organizations (MPOs) about any projects that might be at risk. June 2023 is the deadline for expenditure of all the MMOF money.
- The next STAC meeting will be Nov. 13.

### **Act on Consent Agenda – Passed unanimously on October 15, 2020. Motion by Commissioner Gifford, Second by Commissioner Hall.**

Note: Corrections were made to the minutes and a typo in the intergovernmental agreement.

- Proposed Resolution #1: Approve the Regular Meeting Minutes of September 17, 2020 (Herman Stockinger)

- Proposed Resolution #2: Intergovernmental Agreement (IGA0 Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal/Exchange: US 6 Clear Creek (Parcels RW-10, RW-10A, RW-10B & RW-10C) (Paul Jesaitis)
- Proposed Resolution #4: Disposal: SH 103 (Parcel 80-EX) (Paul Jesaitis)
- Proposed Resolution #5: Disposal: I-70 & 12th Ave (Parcel 21-B-EX) (Paul Jesaitis)

**Discuss and Act on Proposed Resolution #6, FY 2021 Budget Supplement (Jeff Sudmeier) – Passed unanimously on October 15, 2020. Motion by Commissioner Zink, Second by Commissioner Beedy.**

**Discuss and Act on Proposed Resolution #7, Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on October 15, 2020. Motion by Commissioner Zink, Second by Commissioner Adams.**

**Discuss and Act on Proposed Resolution #8, Program Distribution for the Regional Priority Program (RPP) (Rebecca White) – Passed 6-4 on October 15, 2020. Motion by Commissioner Gifford, Second by Commissioner Thiebaut. Voting against were Commissioners Vasquez, Hall, Zink, and Beedy.**

- Rebecca White explained that CDOT staff had added an amendment to the resolution stating that the formula applies to RPP only and that the staff will seek TC input and approval in developing any allocation methodology for new funding the Department will receive. Commissioner Bracke had offered the amendment.
- The allocation methodology presented is based on 50% population, 35% on-system lane miles, and 15% on-system truck vehicle miles traveled (VMT).
- Commissioner Bracke expressed appreciation to staff making the modification to the resolution.
- Commissioner Zink said the methodology is too heavy on population, and doesn't consider the nature of the traffic (agricultural, interstate, and tourism). RPP isn't a big amount of money in the greater scheme of things. The impact of RPP dollars is greater in Region 5 than in Region 1. She said she would vote against it.
- Commissioner Beedy said he echoed Commissioner Zink's comment. He added that population centers must have a statewide system to support safe and efficient traffic movement. Moving more to a population basis pulls the funding into urban areas and neglects roads with lower traffic volumes. Region 4 has major interstates, and doesn't have the money like Region 2 has to maintain the rural roads. Commissioner Beedy said he will be voting against the resolution.
- Commissioner Hall said she will join with her fellow rural commissioners in opposing the resolution. It's not a very large amount of money, but that small amount of money makes a huge difference in safety. She said her area had an enormous, unbelievable amount of traffic from the Denver area over the summer, when people were supposed to stay home. A population-centered allocation formula doesn't serve rural areas. She too will vote no on the resolution.
- In making her motion to approve, Commissioner Gifford said safety issues in the metro areas are compelling also.
- Commissioner Thiebaut confirmed with Rebecca White that Resolution #8 continues the current formula. If the resolution fails, Rebecca said, CDOT would be unable to give guidance to the MPOs on RPP formula through 2045.
- CDOT Deputy Executive Director, Herman Stockinger, said if the resolution fails, staff would need to keep putting different formulas before the TC until an RPP formula passes.
- Commissioner Zink asked if an amendment could be made to the resolution. Commissioner Stuart said a substitute resolution would need to be offered instead, which Herman confirmed.
- After the vote, Chair Stuart commented that the RPP formula has been a difficult issue to address.
- In response to questions from Commissioner Adams, Rebecca White said the TC will revisit the RPP formula and the five other formulas that make up program distribution in four years, but the TC could look at the formula again sooner if it wished.
- Commissioner Adams said he would like to see existing statistical data on population and vehicle miles traveled (VMT) around the state for all traffic and for trucks. Commissioner Adams said he is empathetic with rural concerns, and would like more information.

- Commissioner Thiebaut apologized for his tardiness, and noted he was present for action on all eight resolutions.
- Commissioner Hall appreciated Commissioner Adams' willingness to understand rural issues better.
- Commissioner Stuart commented that she wanted to point out that the RPP chart shows that the rural MPOs do better under this current formula. She said it's a difficult call to determine what works best. She thanked the commissioners for taking the time to consider the issue.
- Commissioner Vasquez said the TC members need to "wear the big hat" to consider what's best for the state.

**Recognitions:**

- None

**Other Matters:**

- None

**Adjourned at 10:17 a.m.**

## **Freight, Regional, and Interstate Mobility Committee**

**October 15, 2020**

**10:30 am to 11:30 am**

**Attendees:** Freight Committee Chair, Commissioner Gary Beedy, and the other nine Transportation Commission members were present. The District 9 Commission seat is vacant.

**Purpose:** The purpose of this Committee meeting is to provide an overview of staff's initial thoughts and ideas on what might serve as useful background information to this newly created Committee.

**Action:** No action required.

### **Agenda**

**Introductions** – Rebecca White noted that as indicated on the agenda that the Committee will hear from Jenyce Houg, Chair of the Freight Advisory Committee (FAC), and Craig Hurst, CDOT Freight Office Manager.

#### **Freight Office Overview – Craig Hurst, CDOT Freight Office Manager**

- Craig's presentation covered the creation of the Freight Office in January 2020, that was done to elevate importance of freight considerations at CDOT, with existing CDOT staff working jointly on freight tasks between the Division of Maintenance and Operations – for freight permitting services and operations tasks, and the Division of Transportation Development (DTD) – for freight planning work.
- Personnel additions could potentially include an engineer and a communications position.
- The Freight Office offers the following to the TC freight committee: a one-stop freight website; a quick resource for data sharing; centralized coordination with key freight stakeholders; a continued freight maintenance and permitting resource; and a direct point of contact with the FAC.
- CDOT has received about \$15 million a year with roughly \$80 million over a 5-year period for National Highway Freight Program (NHFP) funding. A guidance document on the NHFP project selection process should be released soon.
- Plans guiding freight-related planning work are the Colorado Freight Plan, finished in 2019, and the Colorado Freight and Passenger Rail Plan, completed in 2018.

**Discussion:**

- Commissioner Stanton asked about inclusion of air freight in the Freight Office since air freight is becoming more important during the pandemic, and said he is personally opposed to expanding bureaucracy.
- Craig agreed that freight movement is multimodal, and said creation of the Freight Office did not lead to more full-time positions.
- CDOT Executive Director, Shoshana Lew, said the Colorado Motor Carriers Association pushed for creation of the Freight Office. The timing was excellent because it provided a mechanism for dealing with freight issues, and seamless supply-chain conversations during the pandemic.
- Due to a state law, hazardous materials permitting has been moved from the Public Utilities Commission (PUC) to CDOT. Commissioner Vasquez asked if CDOT has someone on staff to deal with hazardous materials spills. CDOT Chief Engineer, Steve Harelson, said there is a point person at CDOT that has the responsibility to respond to hazmat spills, and that he would get back to Commissioner Vasquez about what sort of monitoring CDOT does after spills occur.

**Jenyce Houg - Colorado FAC Chair**

- Jenyce Houg reviewed the FAC, which was established in 2016 to advise CDOT on freight issues. Jenyce has been chair of the self-directed FAC since it was established.
- FAC successes have included the Mountain Rules Truck Safety Campaign; truck parking workshops and assessments; the Freight Industry Sector Partnership to address freight and truck driver workforce issues; and providing a freight perspective on highway projects, among others.

**Freight Issues & Challenges in Colorado - Craig Hurst**

- Craig discussed safety, congestion, along with delivery and safety issues related to freight, as well as responses to state and national surveys of people working in the freight industry.
- For future meetings, the Committee could discuss:
  - What short-term business needs or challenges are you seeing?
  - Are there short-term needs or opportunities that CDOT can help address?
  - What long-term shifts, benefits, or challenges may impact Colorado's trade and logistics businesses?

**Discussion:**

- The Colorado Motor Carriers Association (CMCA) and the Colorado Wyoming Petroleum Marketers Association (CWPMMA) are two organizations on the FAC that include the petroleum industry.
- The Veterans Administration and a Workforce Development Council in Denver that meets monthly could potentially be sources for recruitment of future truck drivers and electric vehicle mechanics.

Rebecca White asked the Committee what it would like to address at future meetings. Ideas proposed included:

- Outreach to freight stakeholders in agriculture and oil and gas, and to the state legislature about freight activities taking place at CDOT
- CDOT could gather community assessments that have been done on freight routes
- Effect of I-70 closures on local communities and the impact of Amazon "fulfillment centers" on local traffic patterns and congestion
- Freight routing and resiliency
- Truck platooning
- Truck parking, especially in the winter, and the possibility of public-private partnerships (P3s) to provide truck parking with amenities
- Lessons from Wyoming on dealing with high-wind incidents
- Routing of oversize and overweight trucks

**11:38 a.m. adjourned**



**BYLAWS OF THE  
STATEWIDE TRANSPORTATION ADVISORY COMMITTEE  
October 27, 2020**

**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 a 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.

**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 6.** Elections shall be held at the 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. Emergency agenda items may be considered with a majority vote of the STAC members.

**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

**DATE:** November 13, 2020

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

**FROM:** Lenore Bates, Division of Transportation Development, Colorado Byways Program Manager

**CC:** Rebecca White, Director, Division of Transportation Development

**SUBJECT:** Colorado Scenic and Historic Byways

### Purpose

This memo summarizes key elements of the Colorado Scenic and Historic Byways program. The attached slide deck provides a fuller overview of the program including its history, current state, and plans for the future.

### Action

N/A

### Background

Colorado Scenic and Historic Byways program was established in 1989. Today Colorado has 26 Byways, eleven of which are designated as America's Byways®. Colorado has more national designations than any other state. The state's collection also includes ten National Forest Scenic Byways and two Bureau of Land Management Back Country Byways.

CDOT plays an active role in supporting the state's byways. The Department helps to staff the Scenic Byways Commission and has two seats on the Commission itself (Kathleen Bracke represents the Transportation Commission and Rebecca White is an ex-officio member representing CDOT). CDOT also produces maps of the Byways, develops partnerships with DOLA and OED to support the economic and tourism benefits of the Byways, and supports the Byways to develop corridor management plans.

In recent years, there has been minimal federal support or funding for the Byways. However, there are some indications that may be changing. In 2019, the passage of the Reviving America's Scenic Byways Act opened up a call for byway nominations. Colorado submitted two corridors for national designations. FHWA is expected to announce their decision later this year. In July of 2020, the House passed H.R. 2, the Moving Forward Act. H.R. 2 authorizes funding for the National Scenic Byways Program for the first time in 8 years, a total of \$325 million over 5 years. The Senate, however, has not acted on its own legislation.

Within Colorado, support and momentum around the byways is strong. New outreach and tourist info is being produced by the Colorado Tourism Office (e.g. revamped websites) and multiple agencies are working together to "electrify the byways" by providing electric vehicle charging stations along each route.

### Attachments

Colorado Scenic and Historic Byways PowerPoint Presentation