



## Statewide Transportation Advisory Committee (STAC)

October 9, 2020

9:00 AM – 11:45 AM

**Video Conference**

### *Agenda*

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the September 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.
- 9:50-10:10 **FY21 and FY22 Budget Overview (Informational Update)** - Jeff Sudmeier, Chief Financial Officer, Division of Accounting and Finance
- Update on CDOT FY21-FY22 Budget.
- 10:10-10:40 **Front Range Passenger Rail Study Update (Informational Update)** – Randy Grauberger, Southwest Chief & Front Range Passenger Rail Commission, Project Director
- Front Range Passenger Rail program update.
- Break**
- 10:45-11:00 **STAC Bylaws Revision (Action Item)** – John Liosatos, Pikes Peak Area Council of Governments
- Discussion on the revisions to the STAC Bylaws.
- 11:00-11:10 **STAC Elections (Informational Update)** – Vince Rogalski, STAC Chair
- Ideas on how to facilitate the election of Chairperson and Vice-Chairperson.
- 11:10-11:20 **1601 Interchange Process Outreach Update (Discussion and Input)** - Rebecca White, Division of Transportation Development (DTD), Director
- Update on the outreach with stakeholders.
- 11:20-11:35 **Multimodal Options Fund Update (Information Update)** - Rebecca White, DTD, Director
- An update on the multimodal options fund process.
- 11:35-11:45 **Other Business** - Vince Rogalski
- November 13th STAC Meeting hosted via Zoom

**STAC Meeting Minutes  
September 11<sup>th</sup>, 2020**

**Location:** Via Web Conference  
**Date/Time:** September 11, 2020; 9:00 a.m. – 11:50 a.m.  
**Chairman:** Vince Rogalski, Gunnison Valley TPR Chair

**Attendance:**

Denver Area:	Elise Jones, Roger Partridge, Steve Cook	San Luis Valley:	Michael Yohn, Keith Baker
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Grace Erickson, Trent Bushner	Southeast:	Jim Baldwin, Stephanie Gonzales
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Phillip Johnson
Intermountain:	Bentley Henderson	Upper Front Range:	Elizabeth Relford, Barb Kirkmeyer
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Southern Ute Tribe:	Not represented
Northwest:	Heather Sloop, Kristen Manguso	Ute Mountain Ute Tribe:	Archie House Jr.
Pikes Peak Area:	Norm Steen, John Liosatos, Andres Pico, Holly Williams	FHWA:	Bill Haas
Pueblo Area:	Terry Hart, John Adams	FTA:	Kristin Kenyon

Shoshana Lew (CDOT Executive Director),  
Karen Stuart (Transportation Commission Chair),  
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),  
Tim Kirby (CDOT Manager, Statewide & Regional Planning),  
David Ulane (Aeronautics Division Director),  
Craig Hurst (CDOT Freight Programs Manager),  
Stephen Harelson (CDOT Chief Engineer),  
Heather Paddock (CDOT Region 4 RTD),  
Paul Jesaitis (CDOT Region 1 RTD),  
Richard Zamora (CDOT Region 2 RTD),  
Sophie Shulman (CDOT Director, Office of Innovative Mobility),  
Andrew Karsian (CDOT Office of Policy & Government Relations),  
Sidny Zink (Transportation Commissioner),  
David Krutsinger (CDOT Director of Division of Transit & Rail)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
<p>Introductions &amp; STAC Minutes / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● A moment of silence was held in recognition of the events of September 11, 2001.</li> <li>● Motion to approve the August 14, 2020 STAC meeting minutes by Andy Pico, seconded by Elise Jones.</li> <li>● Minutes approved unanimously.</li> </ul>	<p>Minutes approved</p>
<p>CDOT Update on Current Events / Herman Stockinger, CDOT Deputy Director</p>	<p>Herman Stockinger:</p> <ul style="list-style-type: none"> <li>● The PD1601 item was removed from today’s agenda to allow for additional outreach over the next month before review by STAC in October.</li> <li>● Wildfire update: The Cameron Peak Fire is currently at 102,000 acres, Pine Gulch is at 139,000 acres, Williams Fork is at 12,000 acres; the Grizzly Creek Fire at 32,000 acres has been declared a Natural Disaster, allowing CDOT to seek reimbursement for expenses due to the event, which is estimated at \$10 million. CDOT’s Chief Engineer is preparing to send a letter to FHWA requesting that reimbursement. None of the other wildfires have caused CDOT’s expenses to go above the \$750,000 threshold required to be able to seek reimbursement.</li> <li>● There are a number of staff and leadership changes to report: <ul style="list-style-type: none"> <li>○ TC member Irv Halter, who represents Region 9 including Park, Teller, El Paso and Fremont counties, is moving out of state. CDOT will begin the process to replace him.</li> <li>○ Sophie Shulman is departing CDOT; her interim replacement is Kay Kelly from the CEO office.</li> <li>○ Chief Engineer Steve Harelson is filling a new Deputy Chief Engineer position. This is not a new FTE for CDOT, but is a new position in his office; We expect an announcement of the selected candidate next week.</li> <li>○ Charles Meyer, Traffic &amp; Safety Engineering Manager has retired; We will hold off posting his position until after the new Deputy Chief is on board.</li> <li>○ Jane Fisher, Manager of Project Management Office, has taken a position in the City of Denver; her position will also be filled after the Deputy takes office.</li> <li>○ OPRG Local Liaison Erik Richardson is moving to Iowa; Julie George and Jamie Grimm are helping out in his areas until we fill the position.</li> <li>○ Multimodal Planning Branch Manager Tim Kirby has accepted a position outside of CDOT; today is his last day.</li> </ul> </li> </ul> <p><b>STAC Comments:</b> None</p>	<p>No action.</p>

<p>Transportation Commission Update / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● The Chair expressed appreciation and compliments to the person or persons who do the TC Notes and Minutes; they provide a very good sense of what takes place and what's said.</li> <li>● TC is looking at PD1601 and policies related to TDM.</li> <li>● The Budget is reduced by about \$2.2 million; Jeff explained the ramifications of that.</li> <li>● PD703 is being examined, which is about how much money CDOT staff or executive management can authorize without taking it to the Commission. Some felt the current \$1 million threshold was too low.</li> <li>● TC approved a 2045 Statewide Plan and a good deal of recognition was given for the extensive outreach and the quality of the plan; A new dashboard was presented which provides an interactive map allowing you to see the status and progress on projects.</li> <li>● PD14 regarding how we measure our progress and our targets for performance was discussed briefly.</li> <li>● DTR Vulnerable Senior Transportation funding in the amount of \$1 million dollars was provided by the legislature to provide funding for senior transportation agencies that were not funded by the CARES Act.</li> <li>● Mobility Systems Committee – looking at what GHG reduction goals will take to achieve in transportation.</li> <li>● All the proposed actions on the regular agenda were passed.</li> </ul> <p><b>STAC comments:</b> None</p>	<p>No action.</p>
<p>TPR &amp; Federal Partner Reports</p>	<ul style="list-style-type: none"> <li>● <u>DRCOG:</u> The Board didn't meet in August but had a work session last week to discuss Front Range Passenger Rail process; Castle Rock was awarded a \$5.4 million BUILD grant for Crystal Valley Parkway Interchange; our 2050 Metro Vision is under development – the draft is expected to be reviewed and adopted by the Board in Spring 2021.</li> <li>● <u>CFR:</u> Memorial Day weekend backups on US285 extended for 17 miles up to Crow Hill; Sunday and Monday backups went from Antero Junction to Jefferson, 33 miles; Had a TPR meeting August 31<sup>st</sup> – approved our 2045 RTP; approved a resolution amending our project priority list to include the Powers Blvd study being funded by MMOF.</li> <li>● <u>Eastern:</u> Our TPR meeting is this Monday when we'll discuss and try to adopt our 2045 Transit Plan; The Sterling s-curve project is making progress after a couple hiccups; The bridge replacement in Wray experienced a 6" rainfall which wiped out houses and damaged the existing construction; We are developing a Hwy385 plan to determine how we're going to improve that.</li> <li>● <u>Grand Valley:</u> The PEL for a new interchange on I-70 is wrapping up; Our Board met August 24 and approved TIP and UPWP amendments; We're currently awaiting a CPG contract; Region 3 held the FOR meeting for the I-70B &amp; Grand intersection so we're excited to see that get moving.</li> </ul>	<p>No action.</p>

- Intermountain: The quarterly CDOT meeting was held; it was assuring to hear projects are getting done; Eisenhower Tunnel study is underway to assess hazmat travel through tunnel; Summit County has just taken delivery of 3 shiny new, full size battery electric buses.
- Stephen Harelson – StanTech has brought in European experts to develop a risk model for the Eisenhower tunnel;
- North Front Range: The Board met last week; heard a CDPHE wildfire presentation, showing impacts on air quality; Adopted safety vision of zero deaths, which establishes regional policy; Presented a video on I-25 Segments 6-8 progress; Heard a I-25 Coalition presentation from HPTE on TIFIA Loan process, being considered to close the funding gap after COVID-19 revenue impacts.
- Northwest: We had a needs assessment workshop with Colorado Parks and Wildlife (CPW) to discuss forest access; Grand County is getting Red Dirt Hill project design ready where there have been deadly accidents; Routt County had 114 mph winds during a recent storm, sustained lots of tree damage; Steamboat is discussing local transit operations and requesting a variance on transit occupancy to increase to full capacity since we have very low COVID incidence; Is anyone else doing this or seeking this? We would like to work together to make skiing operations possible.
- PPACG: The Board approved two TIP changes; I-25 GAP project is progressing well; We heard an Air Quality report noting the wildfire impacts; CDPHE provided AQ with and without the fire impacts; We're preparing for our October Board retreat, and looking at preparations for a 2050 Plan kickoff.
- PACOG: Our Long Range Transportation Plan should be out in October to the public; Our 2021 work plan is under federal review; the Front Range Passenger Rail study is getting wrapped up to include recommendations for a hub site location; PACOG's bike/ped plan is coming out soon and will provide a framework for expanding our trails system; R2 RTD Richard Zamora attended Board last week; maintenance work on I-25 north of Pueblo on bridges as well as US50 west in Pueblo West is underway.
- San Luis Valley: Construction is ongoing on Hwy 17 & 160; A detour exists to Hwy 285; We're trying to get a 139 certificate for our airport; Sky West has been awarded central air service; with 139 we're able to get bigger planes to Denver; We have only 3 COVID-19 cases in our County and only six in the whole valley.
- South Central: Our next TPR isn't until September 24; We'll approve our 2045 Plans; PEL draft is out for review and should be finalized in the next few weeks.
- Southeast: Our TPR met Aug 26; We adopted our 2045 RTP and our region's Transit Plan; Our Region Coordinating Council (RCC) has been very active with transit; We finished our

	<p>website and brochures on that - thanks to CASTA for their support on that; Passing lanes projects are progressing on Hwy 285 south of Springfield and on US 50 between Manzanola and Fowler.</p> <ul style="list-style-type: none"> <li>● <u>Southwest</u>: Our TPR met in August; We've sent letters of support to FTA for transit funds; Despite budget cuts, CDOT is doing a great job still getting maintenance and improvement projects done, especially the US 160/550 interchange.</li> <li>● <u>Upper Front Range</u>: The TPR met and approved our 2045 RTP; We discussed updating planning area boundaries; we have municipalities wanting to change regions; the big question is what to do regarding counties since Weld County is in three different planning areas; we hope to have that wrapped up by end of the year. CDOT is putting together a guidebook on that process; Hwy 52 at I-76 is causing backups but is necessary to get the work done; We've submitted more PUC applications for rail crossing closures, specifically for O Street; The Hwy 71 study is completed; Weld County hazmat route request has been submitted for County Road 49 between I-76 &amp; Hwy 34; PEL access management plan for Hwy 52 is in public engagement stage; September 13 will be the 7-year anniversary of the floods when every major north-south road was closed in the region.</li> <li>● <u>Southern Ute</u>: no report</li> <li>● <u>Ute Mountain Ute Tribe</u>: No new changes or updates; still looking at projects in grant proposal stage.</li> <li>● <u>Gunnison Valley</u>: We received 10" of snow in our region; the wind took out many trees; TPR meeting is scheduled Oct. 1; There was a Sept 21 Little Blue Canyon project public meeting to get updates on project updates and address some Montrose/Gunnison County complaints; We will discuss results at the next TPR; and we have MMOF funding remaining to be awarded.</li> <li>● <u>FHWA</u>: Bill Haas; Colorado has received \$77M extra obligation limit in the Federal redistribution.</li> <li>● <u>FTA</u>: No report.</li> <li>● Karen Stuart, TC Chair: Interested in hearing about BEB helping GHG reductions.</li> <li>● Sidny Zink: I appreciate hearing the TPRs' reports; I have areas in three TPRs, so it's helpful to hear those here.</li> </ul>	
<p>Federal and State Legislative Report / Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>a) <u>Federal</u>: No Update</li> <li>b) <u>State</u>: <ul style="list-style-type: none"> <li>i) We are preparing for October, which is when legislative topics and strategies start to coalesce;</li> </ul> </li> </ul>	<p>No Action.</p>

	<p>ii) November will bring a new legislative body with a number of senior members being termed out of office.</p> <p>iii) Major topics we expect this year include: GHG Roadmap to meet reduction targets, public project caps for CDOT, signage issues, passenger rail, Enhanced MPO regional transportation funding, funding issues, energy fees; Most conversations are still at a high level, but over the next few weeks specific Bill language will begin to take shape on these topics.</p> <p><b>STAC Comments:</b> None</p>	
<p>Green House Gas (GHG) Roadmap Process - Will Toor, Colorado Energy Office (CEO) and Clay Clarke, Colorado Department of Public Health &amp; Environment (CDPHE)</p>	<p>Governor's Colorado GHG pollution reduction roadmap process:</p> <ul style="list-style-type: none"> <li>● Will Toor provided background and overview of the Governor's GHG Roadmap to attain GHG reduction targets and sought input from STAC.</li> <li>● The draft Roadmap will be released for public comment in October and be finalized in November.</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>● Elise Jones: Roads and infrastructure are still being rebuilt from the 2013 floods; Have we assessed the full cost of the event? Boulder County estimates it may require an additional annual budget of \$150 million for infrastructure costs due to climate change and its impacts on pavement degradation and structure impacts; Has or is CDOT doing something similar for the State to project climate change impacts?</li> <li>● Will Toor: Colorado Resiliency Office has been developing a resiliency plan, but I'm not sure what's reflected for transportation specifically.</li> <li>● Stephen Harelson: CDOT is developing resiliency plans; a pilot program studied I-70 for impacts of floods, fires, etc. to develop benefit/cost model to improvements needed;</li> <li>● Elise Jones: Boulder County's estimation was primarily based on increased temperature impact to roads.</li> <li>● Rebecca White: Resiliency planning also looks at redundancy impacts in the road network.</li> <li>● Barb Kirkmeyer: Regarding the GHG plan, does it reflect the cost to implement? Does it include anything about decommissioning solar/wind facilities? What does it indicate for estimated cost to individual households to achieve the incremental reductions proposed in the plan?</li> <li>● Will Toor: Xcel Energy is required to develop a clean energy plan and plans to submit that in March 2021; It will reflect rate impacts; What we've seen so far is the incremental improvements have resulted in net benefit to consumers; technology improvements have driven costs down; The Colorado Utilities Plan adopted by the PUC in 2018 show, with prices having continued to drop for wind and solar, a net savings of \$200 million for those retirements and replacements; Utilities go through processes to get approval for rates, and reliability and affordability are key to those</li> </ul>	<p>No Action.</p>

	<p>decisions; Most of the modeling indicates cost reduction to customers, and only minimal cost impacts once you start to near the 80-90% GHG reductions.</p> <ul style="list-style-type: none"> <li>● Barb Kirkmeyer: I've heard impacts to grid from solar and wind will require billions in increases to infrastructure that will increase consumers' rates.</li> <li>● Will Toor: Tri-State Energy is now pivoting in the direction of clean energy in response to many of its cooperatives' dissatisfaction with rate increases in its previous plans; Transmission infrastructure is required to accommodate alternative sources, but the cost of infrastructure is part of the cost modeling; Nonetheless, the PUC concludes that there will be net consumer decreases due to wind and solar developments, and we project through 2030 we'll not see cost increases attributed to these GHG reductions. When we get beyond 80-90% reductions, it will require more technology innovations to achieve that 100% zero-emission target in 2050.</li> <li>● Andy Pico: I disagree; CA is seeing 50% rate increases and rolling brown-outs due to what they've done; there is great cost to get power from dispersed wind and solar farms; utilities have to overbuild the grid to accommodate energy generated from renewables; It's cheap when the sun is shining and the wind is blowing, but when they're not, the utilities are stuck. I've seen NASA's climate change numbers, and this awe-inspiring climate crisis amounts to only 3/10<sup>th</sup> of a degree rise since the 1940's; On a rolling average, the peak was in 1934 and from that peak to today it has declined almost a degree; The real peak was in 2012 – it's been coming down since and in the last four years it's come down 6/10<sup>th</sup> of a degree. So if you're measuring how much the higher temperatures are degrading asphalt, which is one of the nonsense things I heard today, how are you degrading asphalt when we've seen a decrease of 8/10<sup>th</sup> of a degree over the last four years, as measured by NASA for the US? This is just nonsense and it's overblown. What you're going to do is crash the electrical grid. You're going to replace 100% of the state's fleet by 2030? – it isn't going to happen, it's nonsense. Let's get a grip on reality here rather than throwing the fear mongering out.</li> <li>● Vince Rogalski: There's a lot to look at here and we'll have to have CEO come back and show us more information to continue the conversation on the GHG Roadmap and we'll have to get more input from the public.</li> </ul>	
<p>Division of Aeronautics Financial Update (Informational Update) – David Ulane, Aeronautics Division Director</p>	<p><b>Presentation:</b></p> <p>a) Director Ulane provided STAC an overview of the Colorado Aviation System Plan containing an inventory of airports, measures of the performance and condition of their assets, revenue projections, assessment of system needs, performance goals and assessment COVID-19 impacts.</p> <p><b>STAC Comments:</b></p>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>● Gary Beedy (via chat): Question for aviation integration planning to state highways such as Hwy 36 to the space port? and freight?</li> <li>● David Ulane: Yes – I do not have specifics on the particular highway and location you’re referring to, but we did have a very robust integration of roadway and freight planning in this plan.</li> <li>● Vince: How is aviation fuel tax calculated?</li> <li>● David: We have three different aviation fuel taxes in Colorado: Jet fuel is taxed 2.9% of the sale price. Non-commercial fuel pays 4 cents per gallon excise in addition to this sales tax. General aviation fuel pays 6 cents per gallon. Therefore, because aviation fuel revenues are based on both volume and price, it is challenging to forecast revenues because we have to project not just volume but the prices.</li> </ul>	
<p>STAC Bylaws Revision (Discussion and Input) – Holly Williams, Pikes Peak Area Council of Governments</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) Holly Williams presented a summary of STAC survey results and the subcommittee’s recommendations.</li> <li>b) STAC Officer selection options included: 1) No change, 2) STAC Chair term limit of two consecutive, 2-year terms, and 3) in addition to these term limits, Chair must be selected on rotational basis from within one of CDOT’s five engineering regions; <ul style="list-style-type: none"> <li>i) Survey indicated support is evenly split among the three options;</li> <li>ii) Subcommittee recommends a STAC vote today on these options.</li> </ul> </li> <li>c) Distribution of STAC Materials options included: 1) Materials distributed one week in advance, approval of the agenda required by STAC vote at beginning of each meeting; 2) packet distribution one week in advance, action items distributed two weeks in advance, 2/3<sup>rd</sup> STAC approval vote required to consider action items delivered less than 2 weeks in advance; 3) all materials delivered two weeks in advance, no exceptions; or 4) No changes – all packet materials delivered one week in advance. <ul style="list-style-type: none"> <li>i) Subcommittee recommends STAC maintains current one-week advance delivery of materials, and emergency items (presented within less than one week of meeting) may be considered upon majority approval of STAC members present.</li> </ul> </li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>● Barb Kirkmeyer: Again, what were the Terms of Office survey results?</li> <li>● Holly Williams: 20 survey responses were received: option 1 received 40%, option 2 35%, option 3 25%; We could vote today for any option, or vote for either option 1 or 2.</li> <li>● Motion by Barb Kirkmeyer to support Option 2, adding STAC Chair term limits to the Bylaws of two 2-year terms, and no regional requirements; seconded by Dave Clark;</li> <li>● Trent Bushner: I’m a No vote.</li> </ul>	<p>No Action</p>

- Heather: The subcommittee's intent today was to look at and discuss general options but not wanting to do full vote today on any one option.
- Dick Elsner: I'm a No vote.
- Terry Hart: Our Bylaws require draft bylaw changes be presented two weeks prior to a vote to adopt. But if we were to vote today, I'd be a No vote on Option 2.
- Barb Kirkmeyer: My motion today was to draft Option 2 into the Bylaws to be considered for a vote of adoption in October.
- Terry Hart: I think instead we should prepare to vote for a selection of the various options, and not for one option.
- Heather Sloop: I agree – that was the intent of the subcommittee; we're in no hurry to make a decision, so let's take the time to consider them all.
- Holly Williams: I recommend we eliminate option 3, and consider option 1 and 2 in October, then vote formally in November. I find the argument for Option 1 very compelling in that the relationship built up over many years between a Chair and CDOT and the TC to be very crucial and requires technical understanding; alternatively, I find it valuable for other STAC members to have the opportunity to obtain this experience as well.
- Heather Sloop: The subcommittee's recommendation is to survey one vote from each TPR, either today or even by email
- Norm Steen: I'm generally in favor of term limits, but for the sake of allowing TPRs to weigh in on all options, I would vote No on the current motion.
- Terry Hart: I'm ok with doing an electronic survey, and vote formally in October.
- Holly Williams: I recommend we consider options 1 & 2 in October, then vote on our choice in November.
- Motion died with all regions voting No except UFR.
- Heather Sloop: I'd like to ask if it's ok that we do a vote using Survey Monkey, then we can vote in October.
- Barb Kirkmeyer: Why do we need to do an electronic survey? Isn't that what the purpose of this meeting is? Let's just do a survey right now. Or is there some specific reason why we need to do it electronically?
- Terry Hart: I'm ok with either means, but doing a survey allows us to find consensus among the STAC membership. I think we should just do what the subcommittee recommends.

	<ul style="list-style-type: none"> <li>● Vince: A survey is informal; it allows us to draft what's preferred, then we take an official vote in October.</li> <li>● John Liosatos: I want to know if we are in agreement to drop option 3 and consider only Option 1 and 2. Otherwise, we'll have another survey result that's split and not helpful at determining the preferred option.</li> <li>● Vince Rogalski: Are we having an October election or not until next October?</li> <li>● John Liosatos: Vince's current term is the first one that would count, should term limits be put in place. And he's currently in a two-year term.</li> <li>● Holly Williams: If term limits were adopted next month, it would affect the next election in October 2021.</li> <li>● Vince: So we're considering options 1 &amp; 2; The subcommittee will draft an amended Bylaws that includes Option 2, Two-Year Term Limits, and STAC will have a vote on whether to adopt at the October 2020 meeting.</li> </ul>	
<p>National Highway Freight Program (NHFP) Guidance Document - Rebecca White, DTD, Director and Craig Hurst, Freight Programs Manager</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>a) Rebecca White reviewed the new draft NHFP Guidebook</li> <li>b) Proposes a set of changes that strengthen the process of implementing the program and the selection of projects to be funded by NHFP.</li> <li>c) Streamlines the application process to save CDOT staff investing time developing projects that do not qualify or would not score highly.</li> <li>d) Requires projects first apply during Call For Ideas (CFI) process, which provides a preliminary review for eligibility and likelihood to compete well. Formal application is then only for the strongest qualifying projects to fully apply during the Call For Projects (CFP).</li> <li>e) Maintains stakeholder role throughout the process with involvement of FAC and STAC.</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>● Norm Steen: What is the role of the TC in this process?</li> <li>● Craig Hurst: Final approval on project selections is not taken to TC; Both the FAC and STAC issue their recommendations to Executive Management (EMT), which makes final approval of awarded projects.</li> <li>● Keith Baker: How do counties come into this? Do we propose our bottlenecks and recommended changes?</li> <li>● Craig Hurst: It's best to work through your TPR to develop and communicate recommendations; CDOT is the applicant and submits potential project ideas through the Call for Ideas (CFI); This process helps CDOT put energy toward the best projects</li> </ul>	<p>No Action</p>

	<p>by identifying those that have the necessary requirements and would score well; In the previous selection cycle we found many good projects were not considered because they didn't have the needed data and significant effort had been invested into projects that were ineligible or did not compete well; this supports regions compile the best projects.</p> <ul style="list-style-type: none"> <li>● John Liosatos: Can cities, counties be applicants in this process as well?</li> <li>● Craig Hurst: Individual cities would not apply; they'd apply through the CDOT Region; counties and municipalities work with the Region to develop proposed projects.</li> <li>● Norm Steen: Many roadway projects aren't all freight-related; Does this take existing projects and enhance to include freight elements? Are the CFI and CFP the same?</li> <li>● Craig: CFI determines if it fits in NHFP guidelines and eligibility; NHFP can support larger projects that have freight components and benefits;</li> <li>● John Liosatos: What type of functional class or roadway type is required? Critical Rural Freight Corridors are usually state highways; I don't know about County roads.</li> <li>● Michelle Scheuerman: We are allotted fixed number of miles on critical urban/rural corridors; the projects should be on the primary freight network, and typically are State Highways or Interstates.</li> <li>● John Liosatos: We have so many roadways that are operating like principal arterials but are not on the State Highway System (SHS).</li> <li>● Michelle Scheuerman: CFI is a one-page, very simple submittal; It saves CDOT staff from spending energy developing applications for projects that wouldn't compete well or are ineligible; We have the draft guide document if anyone is interested.</li> <li>● Craig Hurst: The next call is dependent on what happens with the next FAST Act; no set date until and unless it is reauthorized.</li> <li>● Michelle Scheuerman: We are monitoring the current program of awarded projects to ensure they're progressing; If we realize savings from delayed/cancelled projects or cost efficiencies, we'll reprogram any remaining funds to other projects.</li> <li>● Rebecca White: We will share the NHFP Guidance document with STAC members; Please follow up with Craig if you have questions or other comments.</li> </ul>	
Other Business / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● The next STAC election is in 2021.</li> <li>● Our next STAC meeting will be October 9, 2020 (virtual)</li> </ul>	

**STAC ADJOURNED at 11:50am**

**The Transportation Commission (TC) Workshops and the Regular Meeting were held on Wednesday, September 16, 2020 and Thursday, September 17, 2020. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.**

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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, September 16, 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), Sidny Zink (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Barbara Vasquez, Donald Stanton, Kathy Hall, and Eula Adams. The District 9 Commission seat is currently vacant.

#### **Right of Way Condemnation Process Authorization Requests (Steve Harelson)**

**Purpose:** The purpose of the workshop was to discuss proposed right-of-way acquisitions (negotiations).

**Action:** Prepare to act on agreed upon proposed condemnation authorizations at the regular Commission meeting.

The two projects with condemnation process authorizations for September 2020 included:

- Region 3
  - I-70B, SH 340 & 1<sup>st</sup> street – Project Code# - 21986
- Region 4
  - I-25 N: SH 402 to SH 14 – Project Code# - 21506

#### **Discussion summary:**

- No public comments were given; TC members asked about the effects of the conservation easement on the I-25 land in question.
- A conservation easement was discovered on the I-25 land in question after initial appraisals and offers were issued. This resulted in a final value \$40,000 below the amount in CDOT's original appraised value and offer to the property owners.
- The conservation easement does limit development on the property, but CDOT also has the authority for a public taking of the easement. This is necessary for the current project to proceed.

#### **Budget Workshop – FY 20 Budget Roll Forwards (Jeff Sudmeier)**

**Purpose:** This workshop provided an opportunity for the TC to review the FY 2019-20 budget roll forwards and approve the FY 2019-20 cost center roll forward requests according to Policy Directive (PD) 703.0.

**Action:** The TC was asked to approve one cost center roll forward for the High Performance Transportation Enterprise (HPTE), which totals \$2.0 million. Approved FY 2019-20 cost center roll forward requests will be rolled into FY 2020-21 cost center budget allocations.

#### **Discussion summary:**

- There was no further TC discussion.
- TC will consider further revenue and reconciliation adjustments in October.

## **National Performance Measures – Pavement Targets (Rebecca White and Manjari Bhat)**

**Purpose:** This workshop provided the TC with the adjusted 4-year pavement condition targets under the Fixing America’s Surface Transportation Act (FAST Act) National Performance Measures (NPMs). After adoption by the Commission, the adjusted 4-year pavement targets will be submitted to the Federal Highway Administration (FHWA) in the Mid Performance Period Progress Report, required under the FAST Act.

**Action:** Adoption of the proposed new targets will be considered by the TC on the consent agenda on September 17, 2020. After adoption by the Commission, the new, revised targets will be reported to FHWA as part of the requirements of the FAST Act for the Interstate and non-Interstate National Highway Systems (NHS). Future performance reports will use the revised targets for the first performance period.

### **Discussion summary:**

- CDOT tracks both the NPMs for pavement condition as well as the Drivability Life measure to ensure progress on both.
- Commissioner Bracke suggested we track shoulder condition to ensure we improve pedestrian and bicycle safety on roadways.
- Shoulder pavement condition is included currently in the roadway ratings where buses use that surface.
- CDOT has identified high priority bicycle routes, driven by INRIX data; staff suggested CDOT could consider tracking shoulder conditions on those routes.
- Roadway pavement conditions are obtained annually.
- Shoulder width data and maps are available and were included in the SWP; those will be emailed to Committee members.
- Of note: The 4-year pavement targets are revised slightly downward from previous targets.
- Commissioner Beedy would prefer CDOT invest in roadways to maintain pavement condition while delaying building maintenance or replacements if necessary, to ensure CDOT has the budget for pavement maintenance.
- If Interstate pavement conditions aren’t maintained to less than five percent poor, CDOT would need to divert other pavement funds for interstate pavement maintenance, which would greatly hurt those regions without interstates.

## **Policy Directive (PD) 14 Update (Rebecca White, Manjari Bhat, David Krutsinger)**

**Purpose:** This workshop provided the TC with the proposed objectives for Transit Asset performance in the Asset Management Goal Area and proposed objectives for the Mobility Goal Area of Policy Directive 14 (PD-14), for review by the TC. After review by the Commission, a revised Policy Directive 14 with the approved goal areas and objectives will be submitted for adoption.

**Action:** No Action is requested in September 2020. Using the framework and alignment of priorities discussed at the January 2020 TC Workshop, staff has developed a list of proposed, measurable objectives for Transit Asset performance in the Asset Management Goal Area and proposed objectives for the Mobility Goal Area for review by the TC. Staff will revise objectives based on Commission feedback for adoption in a revised Policy Directive 14 presented at a future Commission meeting.

### **Discussion summary:**

- Commissioners Hall and Stuart noted increasing difficulty for some agencies to meet these transit asset condition targets, given the budget impacts from COVID-19. Maintaining transit options is critical to disadvantaged populations and will also support or hinder our ability to achieve greenhouse gas (GHG) reduction targets. CDOT needs to support these agencies to maintain reliable transit as a foundational element of our transportation system.
- Per capita vehicle miles traveled (VMT) has dropped in recent years from 10,000 in 2005 to 9,300 in 2019, while population growth has resulted ultimately in a steady increase of total VMT. Commissioner Bracke recommended CDOT tie VMT reduction targets to what is necessary in

mobile-source reductions to achieve the state's GHG reduction targets. Commissioner Beedy recommended staff look into how CDOT might capture data necessary to evaluate whether and how much congested routes may cause drivers to choose longer routes and contribute to the increase of VMT. Staff suggested that roadway sensor technologies and INRIX origin-destination data may offer some useful information of this type.

- Prolonged incident clearance is to blame not only for a large number of roadway deaths and unsafe conditions for first responders, but incidents are also to blame for 25 percent of the congestion on our roads and often directly affect mobility through high occupancy vehicle (HOV) lanes.
- Commissioners expressed interest in tracking urban vs. rural mobility measures and also freight corridor-specific mobility metrics.
- Commissioner Vasquez pointed out that there is air quality data only for Front Range non-attainment areas, and CDOT should work to obtain similar data for the many rural counties whose air quality is impacted by oil and gas activity.
- Commissioners expressed concern that the suggested new Environmental Impact goals imply that CDOT is responsible for achieving them while in actuality CDOT has little control over them and, in some cases, has authority over no source of funds to help attain them. Staff acknowledged that CDOT is not solely responsible for attaining these goals, but they entail efforts in which CDOT engages and collaborates with other state agencies to achieve them cooperatively. Other Commissioners noted that CDOT does; however, have some responsibility for their attainment. Staff agreed to a rewording of the goals so as to identify CDOT's role in working collaboratively with other agencies and to clarify CDOT's responsibility in attaining them.
- Commissioner Bracke noted and Commissioner Stuart agreed that, while the GHG roadmap is broken out by the transportation sector, it states what CDOT is going to do, but not what will happen if we don't. It does not identify what costs and what impacts will be borne should the goals not be obtained. Staff agreed to look into the cost to the state of not attaining these goals.

### **Virtual Traffic Operations Center Tour (John Lorme and Ryan Tyler)**

**Purpose:** This virtual tour will provide an overview of CDOT's Traffic Operations Centers (TOC), will allow engagement with the Transportation Commissioners and it will provide behind the scenes experience.

**Action:** Division of Maintenance and Operation's staff is requesting the Transportation Commissioners spend 30-45 minutes exploring the behind the scenes operations and engage in an informational update via a virtual tour.

#### **Discussion summary:**

- Commissioner Beedy asked about what type of campaigns existed to inform drivers, either using message signs or otherwise, that congestion can be reduced by slower speed driving. Operations staff indicated that there are locations where devices can detect when free-flowing traffic begins to come to sudden slowing, such as on I-25 between US 36 and 104<sup>th</sup>. These applications are in limited locations, however. Elsewhere, during snowstorms or on approaches to construction zones, CDOT operations will manually provide those kinds of warning messages. The Commissioner urged CDOT and fellow Commissioners to consider applying these types of congestion and safety warning systems elsewhere, particularly on I-70, US 36 and other congested corridors.
- CDOT Operations proposes using videos to inform the public of some of the things CDOT does behind the scenes to monitor and respond to traffic incidents to improve safety. Commissioners also felt this might make the public aware that driver behavior incidents are often seen on roadway cameras, which may cause people to curb poor roadway behaviors.

### **Workshops or Committee meetings not summarized here, but available to watch on YouTube at:**

<https://www.youtube.com/watch?v=RxzdXpqEc1Q>

- Joint HPTE/TC Workshop C-470 & I-25 Segment 3 (Nick Farber) – minutes: 1:19 – 16:45
- Small Business and Diversity Committee (Greg Diehl and Emily Crespin) – minutes 3:09:25 – 4:12:13
- TC/BE Boards and Commissions Compliance Training (Kathy Young) – minutes 4:46:01 – 5:36:30

# Transportation Commission Regular Meeting

## Thursday, September 17, 2020, 9:00 am – 11:00 am

### Roll Call

- All 10 Commissioners were present; the District 9 seat on the TC is presently vacant.

### Public Comments

- One public comment came from Christie Greene of Wild Aware, who sent this written statement before the meeting: “Please place WVC [Wildlife Vehicle Crashes] mitigation on your project list. Wildlife Corridors are being supported across the West: DOI Order No. 3362 and Governor executive order D 2019 011. SH 75 in Evergreen is in dire need of such mitigation. With sections of road that equal I-70 and SH 285 in WVCs, we need funding for reduction of these safety issues which affect drivers year-round. Thank you very much.”

### Comments of Individual Commissioners

- Commissioner Halter has resigned effective Sept. 1 in preparation for moving to Philadelphia, PA, to be closer to family. See his resignation letter under Commissioner Stuart’s comments.
- Commissioner Vasquez praised the interim appointment of Kay Kelly to head Office of Innovative Mobility. Because Kay and the previous director, Sophie Shulman, worked closely together, there should be continuity with her leadership. This continuity will be important as Policy Directive (PD) 14 is revised and includes goals and metrics for innovative mobility. Commissioner Vasquez also spoke about a traffic fatality in Jackson County on Saturday on Highway 125, a road with vertical drop-offs and no shoulders.
- Commissioner Zink attended the STAC meeting last week and heard about what is going on around the state. She spoke to an economic alliance in La Plata County about the planning process and the biggest ever project in the area, the US 550 and US 160 connection. That project is under way now, although it’s a little hard to tell. She regretted to say that a drunk driver drove into a bump-out dining area on Main Avenue in Durango that sent four people to the hospital. No life-threatening injuries resulted, but she hopes that is the only such crash that results from the statewide grant program to use some travel lanes for other purposes. In the past week, two trucks went sideways on Red Mountain Pass, which closed the highway.
- Commissioner Stanton said the TC is excited to welcome Kay Kelly as interim head of the Office of Innovative Mobility. Kay Kelly should do a good job given her strong background in the public and private sector. He thanked Paul Jesaitis, Region 1 Regional Transportation Director (RTD), for bridge rehabilitation. While driving on I-25 the last two weeks, he has seen motorists driving at excessive speeds, exhibiting bad driving habits, and distracted drivers. Bicyclists and motorcyclists aren’t always wearing head protection. Commissioner Stanton expressed safety concerns related to these observations.
- Commissioner Adams thanked CDOT staff for the work they’ve done during 2020, which has been one of the most difficult years for all of us. He was happy to broker a meeting among CareerWise Colorado, CDOT, and the Community College of Denver concerning the training of future commercial vehicle drivers. In addition, Commissioner Adams attended a very encouraging meeting about the South I-25 Gap project.
- Commissioner Gifford congratulated Keith Stefanik for his promotion from Central 70 to CDOT Deputy Chief Engineer. She said she was sorry to be called away from the workshops Wednesday during the virtual tour of the Eisenhower Tunnel command control center, but looks forward to seeing the video later. In addition, Commissioner Gifford is happy that transit and mobility measures are being added to PD 14, which fits in with statewide goals for dealing with climate change.
- Commissioner Bracke attended a meeting on the North I-25 project, where the group heard from Nick Farber of High Performance Transportation Enterprise (HPTe) about project financing. North Front Range Metropolitan Planning Organization (NFRMPO) and Upper Front Range Transportation Planning Region (TPR) had good discussions leading up to approval of the 2045 Statewide Transportation Plan (SWP). She also attended an Economic Recovery Working Group that CDOT Executive Director, Shoshana

Lew, is serving as the work group meeting host. The meeting focused on projects that can help get people working again. Commissioner Bracke listened in on an online meeting about the Clean Truck Strategy and the public comments on ways that trucks can run cleaner. This past week was the Scenic Byways virtual annual meeting. A Scenic Byways update to the TC was requested, particularly regarding electrification of the byways. The Cameron Peak fire is affecting northern Colorado, and probably the Denver area also, Commissioner Bracke thanked all those involved with trying to put out that fire and others.

- Commissioner Beedy noted that at the last Eastern TPR meeting, members adopted the regional transportation plan. He also shared with the TPR the dashboard where constituents can track progress on projects. He commented that eastern Colorado is getting a lot of smoke from California and Oregon. At a recent economic development meeting, Commissioner Beedy heard about a warehouse that is being planned for Limon to take advantage of lower land prices and proximity to the Front Range. The manager of the local KOA campground commented that it is the busiest summer yet as people get away from home during the pandemic. Denver Cutlery is planning to move to Limon for cheaper land prices, a trend that is likely to continue as businesses leave the Front Range. Roads will be busy as the fall harvest begins. Farmers are planting winter wheat that will become bread and cereal in two years. In Cheyenne County and local communities, flashing speed signs are intended to get people to slow down. The Commissioner said he would like to better understand how speed limits on state highways are set, and would appreciate an update to TC on that issue.
- Commissioner Thiebaut said that he missed Commissioner Irv Halter, his fellow Region 2 commissioner. He enjoyed Commissioner Halter's positive presence and his character. Commissioner Thiebaut also noted the departure from CDOT of the following staff members and appreciation for the work they did: Eric Richardson of Communications, Charles Meyer of Traffic Safety and Engineering, Tim Kirby of the Multimodal Planning Branch, and Sophie Shulman of the Office of Innovative Mobility.
- Commissioner Hall attended a Mesa County/Grand Valley MPO meeting, and a quarterly meeting with Summit County. The Summit County meeting concerned a legislature-mandated study on using Eisenhower Tunnel for hazmat loads. She, Chair Stuart and CDOT Executive Director, Shoshana Lew, met about rural paving projects and met one of the state legislators from that area. The next day Director Lew met with a lumber mill owner who was concerned about the ability to ship products. Commissioner Hall and Shoshana Lew also did a virtual transportation town hall with Club 20. A Club 20 member suggested planting hemp to hold the soil on the steep canyon walls after the fire in the canyon burned the vegetation.
- Commissioner Stuart read the resignation letter of Commissioner Halter into the record at his request after praising his contributions.

*"Madam Chair Stuart/Executive Director Lew,  
With great regret, I have informed the Governor's office and the Transportation Commission Secretary of my intention to resign my appointment as 9th District Transportation Commissioner effective September 1st. This resignation is precipitated by my upcoming move out of state (to Philadelphia, PA) to be closer to family, which renders me unable to complete my term.*

*I have greatly enjoyed working with you, the Commission members, as well as the great professionals of CDOT. It is fascinating and important work for certain, and I am sorry that I did not get to know everyone better due to my short tenure and recent meeting restrictions. When Governor Polis asked me to consider the position last December, I advised him that I might be leaving the state within the next 2 years. I fully intended to fulfill that time commitment but recent events, most especially the COVID pandemic, accelerated our departure plans for both personal and economic reasons. Our house has been sold and we will depart our beloved Colorado at the end of September.*

*I wish only the best for you, the Commission and the CDOT team. And I thank you for your service to our great State!"*

*With warm regards and deepest respect,  
Irv Halter"*

Commissioner Stuart commented that she appreciated spending two days on the Western Slope with Vice Chair Hall, Director Lew, and Region 3 RTD, Mike Goolsby. They toured the incident command center in Glenwood Canyon and saw the burn areas, some which were still smoldering. The fire jumped a highway and a river. Vice Chair Hall may be the most recognized TC member; everyone seemed to know her and wanted to talk to her. She appreciated Mike Goolsby's perspective about how \$34 million for safety in Region 3 on the Western Slope can make a real difference, and enjoyed discussing transportation issues with the state senator and representative from the area. Commissioner Stuart attended the quarterly US 36 Commuting Solutions meeting with CDOT Division of Transportation Director (DTD), Rebecca White, who gave an update on the 2045 SWP and some of the projects germane to the area. Commissioner Stuart shared with the group the green mobility roadmap and plans for PD 14, and the coordination CDOT is doing with other agencies about GHG emissions and air quality issues. She recently made a presentation to Adams County Regional Economic Partnership about green mobility and policy changes the TC and CDOT are talking about. In addition, Commissioner Stuart and many other residents of the north Denver metro area are very excited about the opening of the RTD N line from Denver Union Station to north area communities like Commerce City. That area has been in a "transit desert" for some time.

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

- Director Lew agreed that a little bit of money can go a long way on the Western Slope.
- Kay Kelly was thanked and recognized for taking on leadership of the CDOT Office of Innovative Mobility (OIM) on an interim basis, and Director Lew is very excited about Keith Stefanik becoming Deputy Chief Engineer.
- Positive comments on the project dashboard are still being received.

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

- CDOT Chief Engineer has hired Keith Stefanik of the Central 70 project as the Deputy Chief Engineer, a new position. Stefanik also worked as a consultant on the Twin Tunnels project, among many other design and engineering positions. Keith will head Traffic and Safety, Staff Bridge, Staff Materials, and the Contracting Unit. The remaining units will remain where they are now.
- The Chief Engineer is trying to flatten the organization of the chief engineer's office, and make each unit a center of excellence. He wants the HQ staff to be like the CSU extension service and populated with the best of the best at CDOT.
- Last week's snow was a rude awakening, but the hope is that construction can move forward into late November. He hopes a saying holds true this year: The earlier the snow, the nicer the fall.
- Last week the Smart 25 project was visited, which uses an Australian technology. Thirty-seven transponders on I-25 between County Line and University shoot infrared beams across the interstate that can detect vehicle type, speed, and which lane a vehicle is traveling with almost 99% accuracy. This tool generates an incredible amount of real-time traffic analysis data.

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

- HPTE had a series of three meetings over the last month to develop a concept of operations for all express lanes so that the users know what to expect while recognizing that some express lanes operate 24 hours and some just during peak times. Taking part in those meetings were representatives of Pikes Peak Area Council of Governments, Denver Regional Council of Governments, and North Front Range MPO; CDOT Regions 1, 2, and 4; and other HPTE staff.
- Proposition 117, which will be on the ballot in November, will require voter approval of all fees raised by new enterprises or those that have temporarily lost their enterprise status. It will not apply to HPTE.

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

- Secretary of Transportation Elaine Chao recently announced the award of two BUILD grants to Colorado: \$13 million to the Roaring Fork Transit Authority for a regional transit center in Glenwood Springs and \$5.4 million to Castle Rock for a study of a proposed new interchange on I-25.

- An annual business meeting of FHWA had some training on kindness, which is very important for all aspects of life. Expiration of the FAST Act happens in 14 days unless it is extended.
- A national team reviewed the Vail Pass project to see where cost savings could be made, and the environmental assessment was signed. This was more complicated than it seems because that section of I-70 on Vail Pass is considered historic.

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

- Herman Stockinger updated the STAC on wild fires. Some of the fires did not exceed \$750,000 in damages, and therefore did not qualify for federal reimbursement, although some do.
- The STAC also recognized Tim Kirby on his last day at CDOT for his work, enthusiasm, and knowledge.
- The Colorado Legislature is mostly talking at a high level about the GHG roadmap to meet reduction targets, passenger rail, enhanced regional transportation funding, funding issues in general, and energy fees. Some of those talks will eventually become legislative bills.
- A discussion about reducing GHG emissions indicated a range of views on the effectiveness, cost, and ultimate impact on the environment and individuals and multiple perspectives regarding climate change.
- A presentation on the Division of Aeronautics' latest master plan led to questions about integration of highways with airports. A decrease in fuel revenues was noted.
- STAC bylaws revision will be voted on next month. Proposed changes pertain to how the chair is elected and the term limits.
- The National Highway Freight Program (NHFP) Guidance document to guide future project selection stated that all NHFP-funded projects must go through CDOT Regions, although the projects can arise from metropolitan planning organizations and transportation planning regions.
- The STAC will next meet on Oct. 9.

**Act on Consent Agenda – Passed unanimously on September 17 2020. Motion by Commissioner Gifford, Second by Commissioner Stanton.**

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of August 19, 2020 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal: US 50 & Dozier (Canon City Parcel) (Richard Zamora)
- Proposed Resolution #4: Disposal: SH 128 & SH 121 (Parcels 1-EX-1 & 1-EX-2) (Paul Jesaitis)
- Proposed Resolution #5: FY 21 Maintenance Project List (John Lorme)
- Proposed Resolution #6: National Performance Measures - Pavement Targets Revision (Rebecca White and Manjari Bhat)

**Discuss and Act on Proposed Resolution #7, Request to Open Rulemaking for Emerging Small Business Program, 2 CCR 604-1 (Greg Diehl) – Passed unanimously on September 17, 2020. Motion by Commissioner Beedy, Second by Commissioner Vasquez**

- The resolution is to open rulemaking for the Emerging Small Business Program. The rules were last updated in 2011.

**Discuss and Act on Proposed Resolution #8, 3rd Budget Supplement of FY 2021 (Jeff Sudmeier) – Passed unanimously on September 17, 2020. Motion by Commissioner Vasquez, Second by Commissioner Gifford**

- \$8 million to restore Glenwood Canyon after the Grizzly Creek fire; some of the cost may be reimbursed later.
- Changes in \$1.6 billion SB 267 project list in light of reduced funding. DTD reviewed the list with the TC in July and August.

**Discuss and Act on Proposed Resolution #9, 3rd Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on September 17, 2020. Motion by Commissioner Adams, Second by Commissioner Stanton**

**Discuss and Act on Proposed Resolution #10, Condemnation Authorization (Steve Harelson) – Passed unanimously on September 17, 2020. Motion by Commissioner Bracke, Second by Commissioner Hall**

- On I-70 Business Route in Grand Junction

**Discuss and Act on Proposed Resolution #11, Condemnation Authorization (Steve Harelson) – Passed unanimously on September 17, 2020. Motion by Commissioner Bracke, Second by Commissioner Adams**

- On the east side I-25 in the Fort Collins-Loveland area

**Other Matters:**

- Commissioner Zink, who heads the TC Audit Committee, asked about an informational item in the packet updating the TC on the status of Office of the State Auditor's June 2019 audit. The memo concerned three outstanding items after 15 issues were resolved. Chair Stuart will attend a meeting next week to discuss resolving the three outstanding issues, since it will not be a virtual meeting, Commissioner Zink would have to travel from Durango to attend.
- Efficiency and Accountability Meeting will be 12:30-2 p.m. Sept. 24; Commissioner Gifford is the TC's representative on the Committee.

**Adjourned at 10:30 a.m.**



**COLORADO**  
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# FY 2020-21 Budget Amendment



# Agenda

- HUTF Revenue Forecast Update
- Fiscal Year 2019-20
  - Revenue Reconciliation
- Fiscal Year 2020-21
  - Budget Amendment
- TC Program Reserve Reconciliation
- Fiscal Year 2021-22 Proposed Draft Budget Allocation Plan





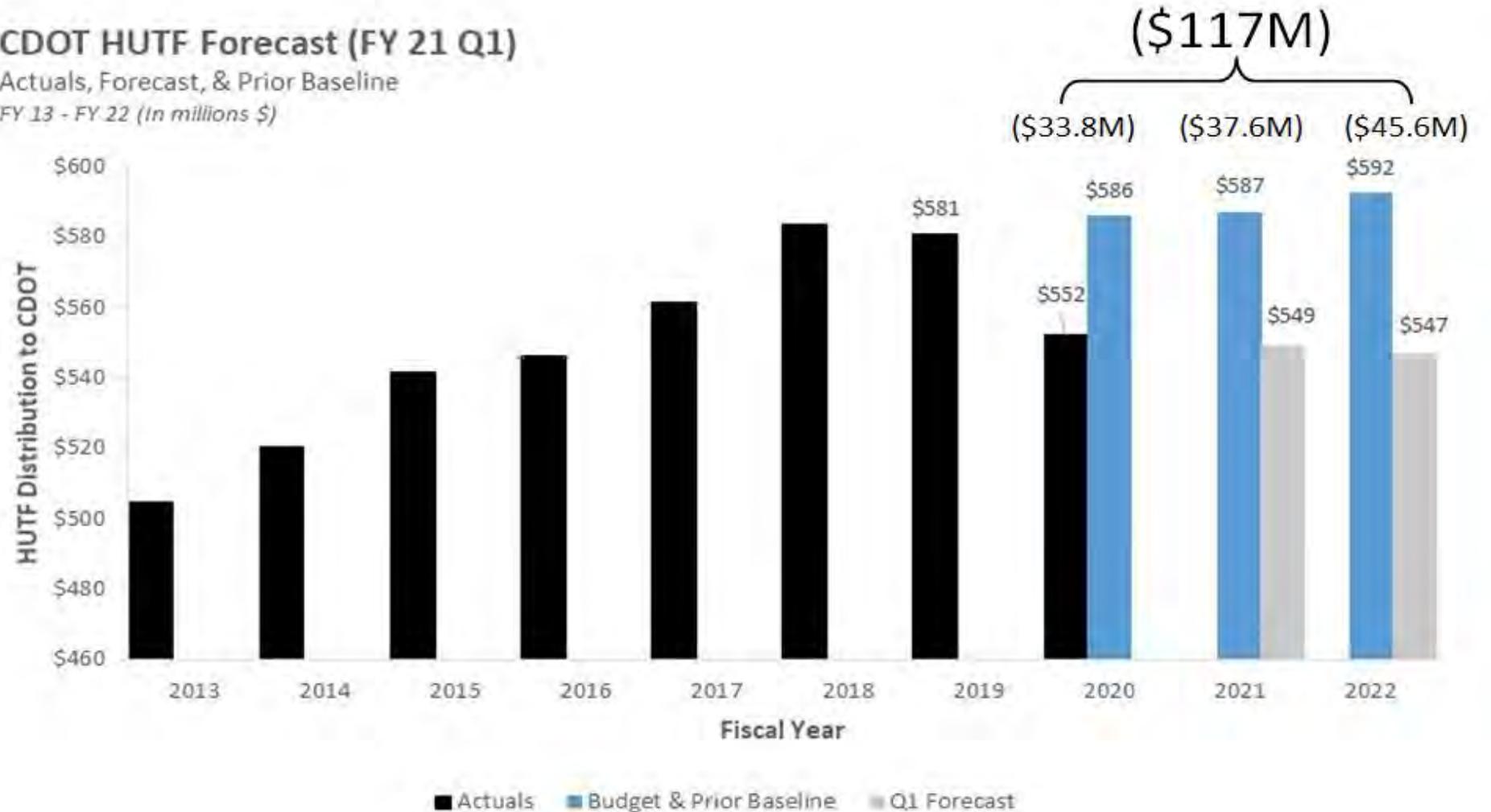
# HUTF Revenue Forecast Update

Actual HUTF for FY20 was \$552M, or \$33.8M less than budgeted.

Compared to what was budgeted prior to the pandemic, the new forecast for FY21 and and FY22 brings the total budget shortfall to \$117M across all three fiscal years.

## CDOT HUTF Forecast (FY 21 Q1)

Actuals, Forecast, & Prior Baseline  
FY 13 - FY 22 (In millions \$)



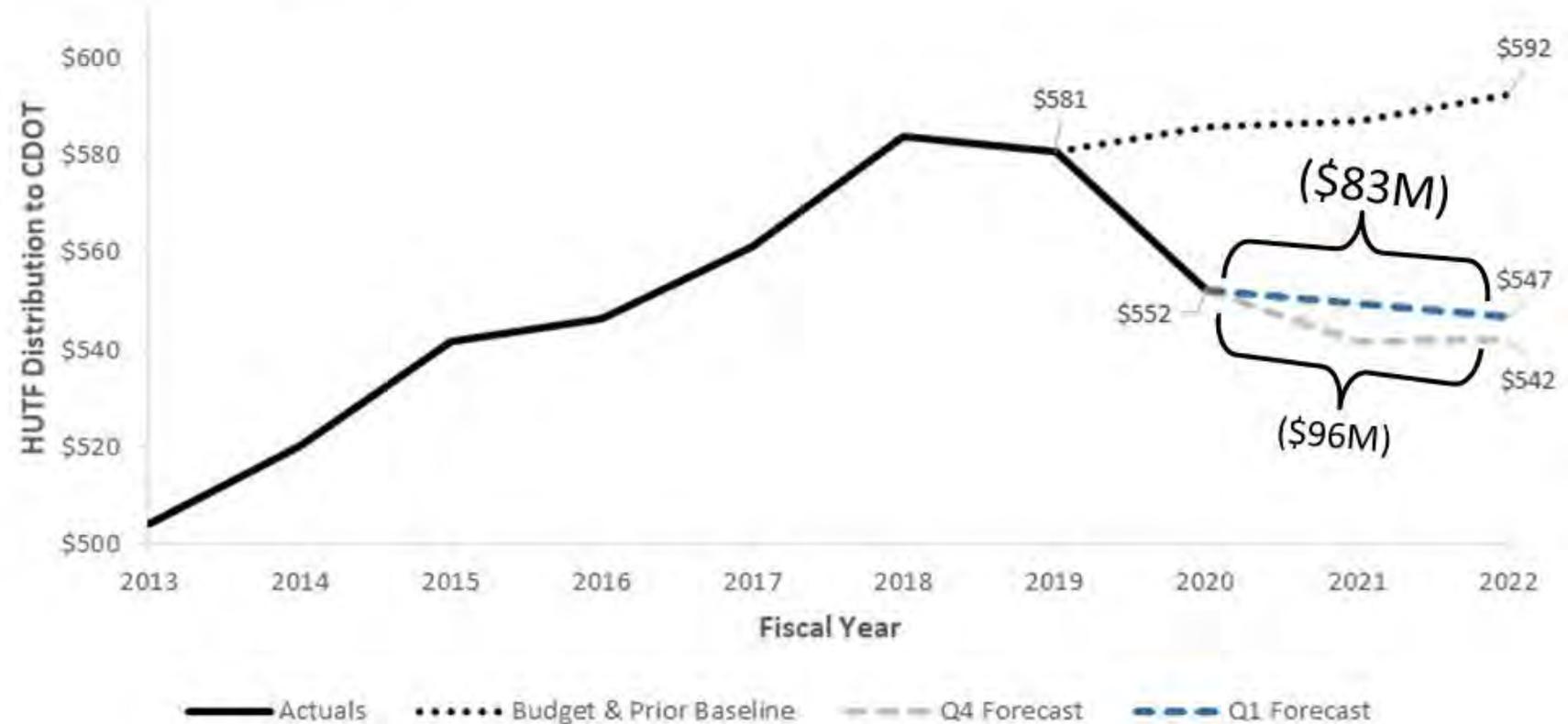


# HUTF Revenue Forecast Update

- When compared with the prior baseline projections, revenue losses between FY 21 and FY 22 combined could total about \$83.2M less than previously budgeted and forecasted.
- This represents a \$12.6M improvement in the projected shortfall compared with June's forecast due to the relative stabilization of Colorado's economy from the pandemic's initial disruption, and a revised expectation of growth in vehicle miles traveled for FY 21 & FY 22.

## CDOT HUTF Forecast (FY 21 Q1)

Actuals, Forecasts, & Prior Baseline  
 FY 13 - FY 22 (In millions \$)



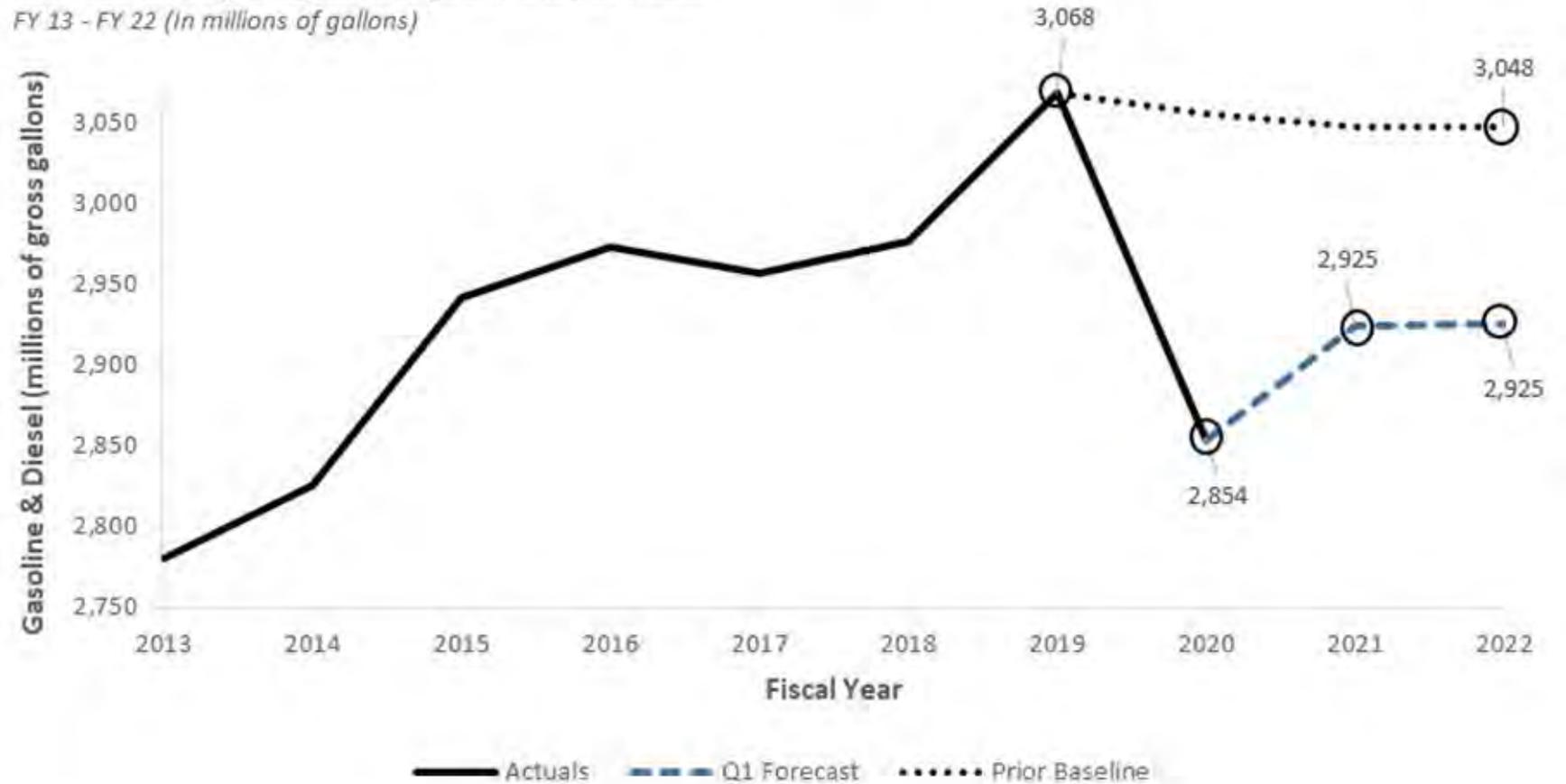


# Forecasted Motor Fuel Consumption

- Based on the gallons of gasoline sold in FY 20, it's estimated that VMT last fiscal year dropped by about 6.8 percent compared with FY 19. However, it's expected that the largest impact on traffic patterns as a result of the pandemic occurred largely in Q4 of FY 20, and that FY 21 will witness 4% growth in VMT comparatively with last fiscal year.
- FY 22 is assumed to resume normal, "baseline" VMT growth of 1.37% as previously rebounding traffic patterns plateau, as does fuel consumption.

## Forecasted Motor Fuel Consumption (FY 21 Q1)

Total combined gross gallons of gasoline & diesel sold  
FY 13 - FY 22 (In millions of gallons)





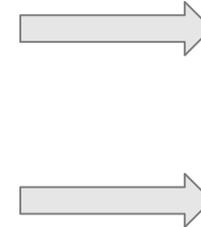
# (\$71.3) million Shortfall

## What does this mean for the budget...?

The revised forecast indicates a revised combined budget shortfall of (\$71.3) million.

FY20 Q4 Forecast (Where we last left off...)

FY 2019-20	(\$17.5) million
FY 2020-21	(\$45.4) million
Combined Shortfall	<b>(\$62.9) million</b>



FY21 Q1 Forecast

(\$33.7) million
(\$37.6) million
<b>(\$71.3) million</b>



# FASTER Safety

Of the **(\$71.3) million** shortfall, a portion of that revenue is from 3rd Stream HUTF revenues which, per statute, fund the FASTER Safety Program.

- (\$4.8) million in FY 2019-20
- (\$3.8) million in FY 2020-21

➔ **(\$8.6) million** total

Therefore, these funds are inflexible and the reduction must be taken from the FASTER Safety Program.

Depending on the overall impact to the program, staff may return in the future to propose backfilling some portion of those funds, if needed.



# Previously Identified Budget Reductions

## Where we last left off...

Based on the anticipated revenue shortfall staff had identified various reductions that could be taken from the budget.

Item	Amount	Transaction
FY21 Work Plan Reductions	\$2.2 million	Completed
FY20 & FY21 Funding Program Reversions	\$3.4 million	Completed
Cost Center Roll Forwards	\$16.2 million	Completed
Surplus Debt Service Budget	\$21.5 million	Proposed TC Amendment
FY21 Innovative Mobility Reductions	\$0.9 million	EMT Approval
<b>TOTAL</b>	<b>\$44.2 million</b>	

<b>Delayed Defeasance of Building COPs</b>	<b>\$21.1 million</b>	<b>Revenue Reconciliation</b>
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# (\$71.3) million Shortfall

## Where we are now...

Based on the revised forecast staff anticipates a revenue shortfall of \$71.3 million in FY20 and FY21 combined.

Item	Amount
Revised FY21 HUTF Revenue Shortfall	(\$71.3) million
FASTER Safety - Inflexible funds	\$8.6 million
Previously Identified Reductions	\$44.2 million
FY20 Revenue Reconciliation*	\$22.5 million
<b>Resolution from TC Program Reserve Balance</b>	<b>(\$4.0) million</b>

→ This will result in an additional \$4.0 million in Program Reserve

\*This includes funds that were previously set aside for the planned defeasance of the building COPs, which was delayed as part of the budget balancing strategy



- **HB20-1376 *Modify Transportation Funding Mechanisms***
  - Discontinued annual \$50.0 million General Fund transfers for FY 2019-20 and FY 2021-22
  - Increased CDOT's share of the debt service by \$12.0 million for both years,
    - This combined impact is \$124.0 million
  - The Department set aside \$124.0 million in the Strategic Projects program pool to address the impacts of HB20-1376 for both fiscal years
  - The fourth budget amendment, therefore, reallocates \$124.0 million from the Strategic Projects line (Line 18) to Debt Service (Line 66) to pay for debt service in FY 2020-21 and FY 2021-22.





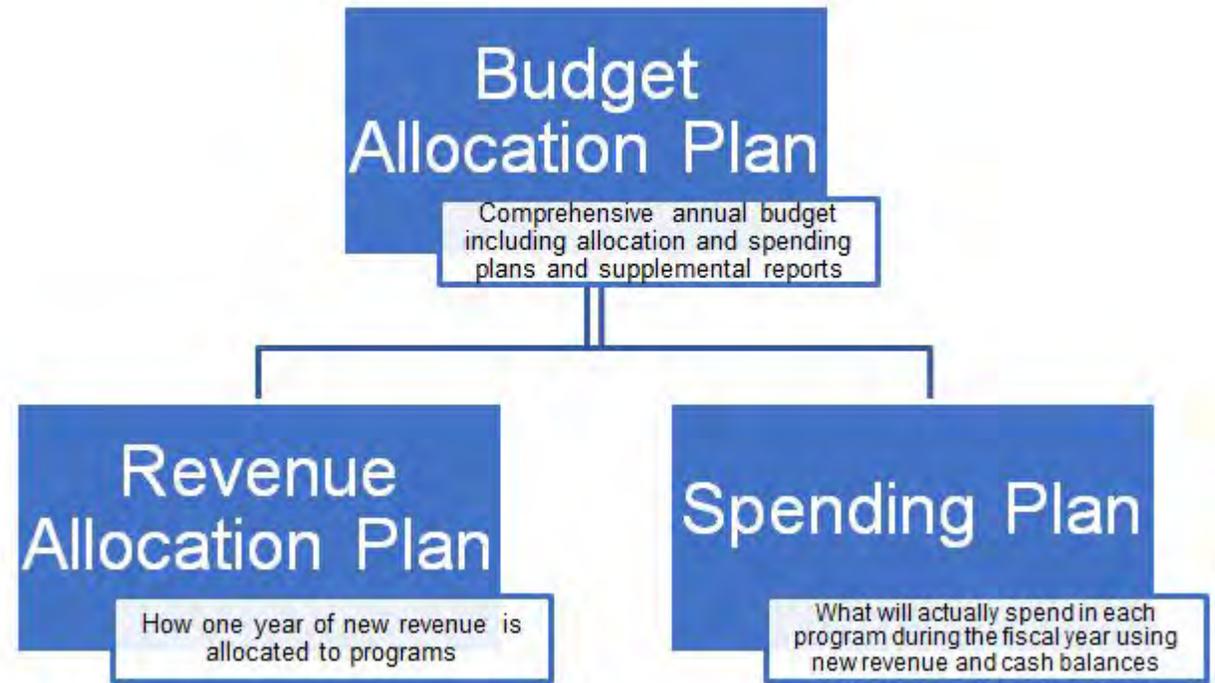
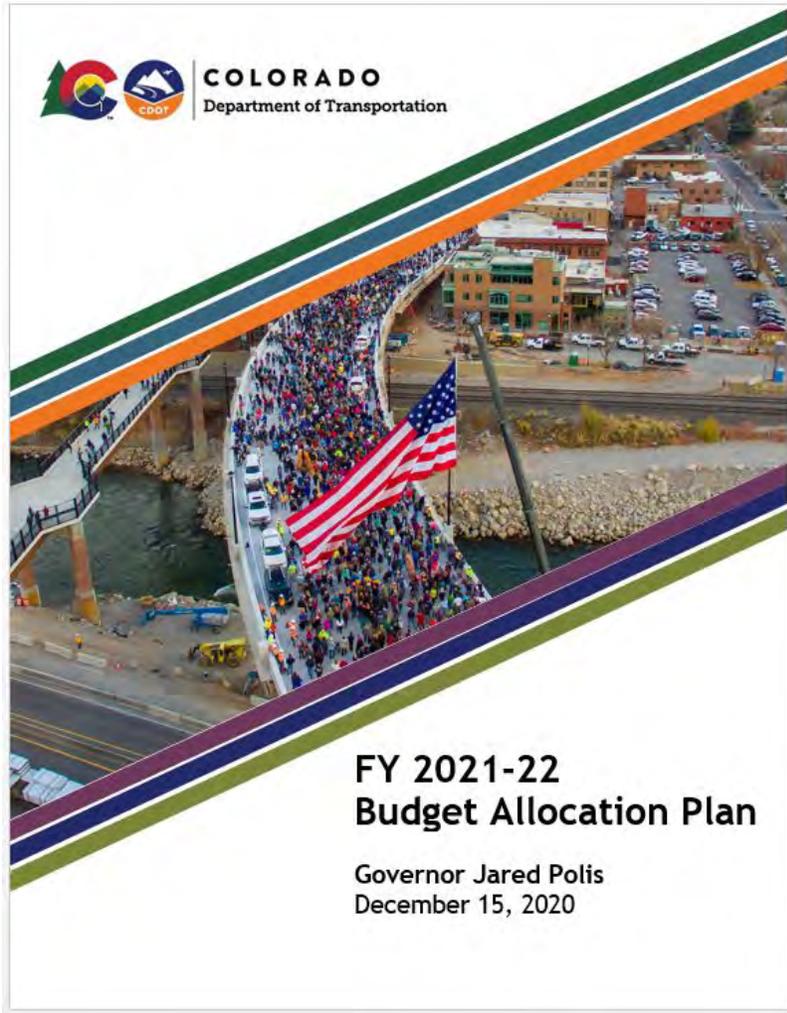
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# FY 2021-22 Proposed Draft Budget Allocation Plan

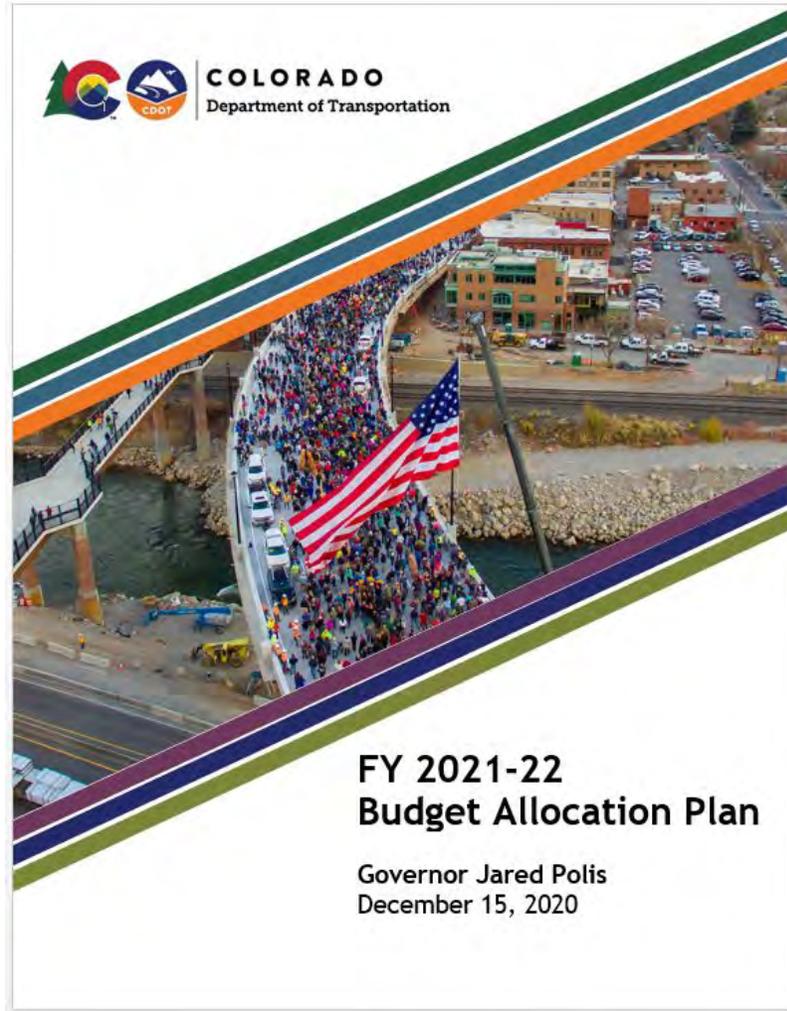


# FY 2021-22 Proposed Budget Allocation Plan





# Narrative and Other Budget Appendices



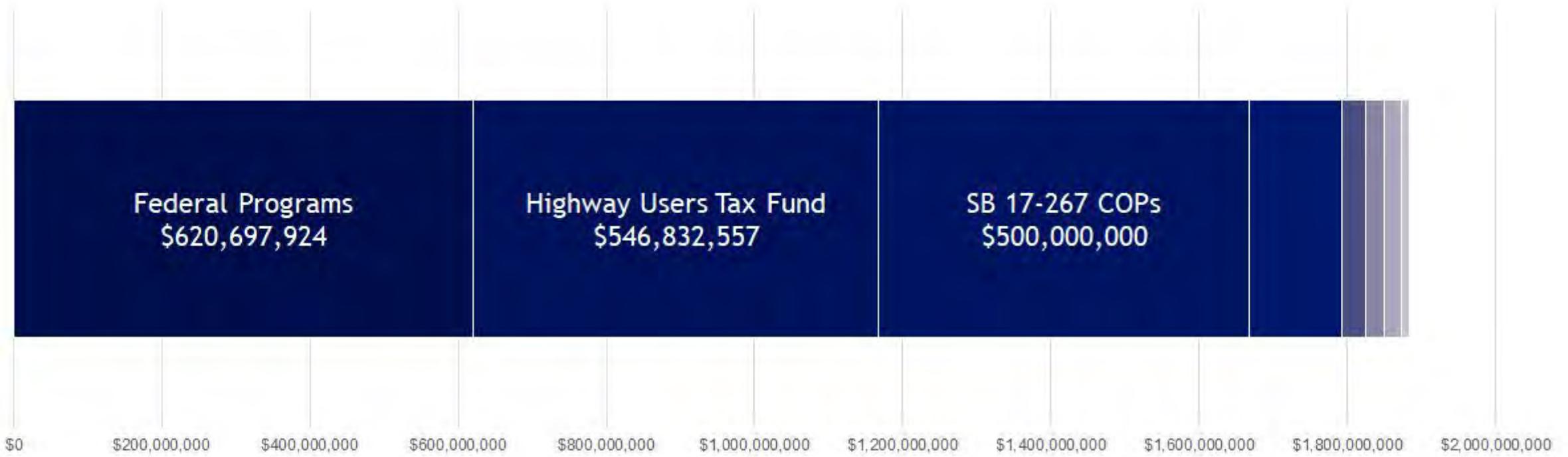
## Review the Narrative and Other Budget Appendices on CDOT's Website

### Other Budget Appendices:

- Appendix C - Open Projects
- Appendix D - Planned Projects
- Appendix E - Construction Budget
- Appendix F - Indirect and Construction Engineering Budget Allocations
- Appendix G - CDOT Personnel Report



# FY 2021-22 Sources of Funding



- Bridge Enterprise - \$124,141,441
- Miscellaneous - \$31,856,809
- Aeronautics - \$25,999,999
- High Performance Transportation Enterprise - \$22,813,417
- Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank - \$9,942,000

**Total Budget**  
**\$1,882,557,147**



# FY 2021-22 Uses of Funding



- Bridge Enterprise - \$124,414,441
- Administration & Agency Operations - \$103,489,445
- Multimodal Services - \$69,901,157
- Support Programs, Debt Service, Contingency - \$55,178,749
- High Performance Transportation Enterprise - \$22,616,728

Total Budget

**1,928,007,598**



**DATE:** October 2, 2020

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

**FROM:** Randy Grauberger, Project Director, SW Chief and Front Range Passenger Rail Commission

**SUBJECT:** Update from the Southwest Chief and Front Range Passenger Rail Commission

### Purpose

This memo provides an update on the activities of the Southwest Chief and Front Range Passenger Rail Commission and its Staff.

### Action

For Information Only

### Background

The SW Chief & Front Range Passenger Rail Commission was created by SB 17-153 in 2017. There are 11 voting members of the Commission (MPOs, Class I Freight railroads, passenger rail advocates, local leaders) and three non-voting members (CDOT, Amtrak and Wyoming rep.). The Rail Commission has two purposes: 1) facilitate the development of passenger rail along the greater I-25 corridor, 2) ensure existing Amtrak Southwest Chief service remains in SE Colorado.

### Details

The Rail Commission held its most recent monthly meeting virtually on September, 25<sup>th</sup>. It is expected that the next 2 meetings scheduled for October 23<sup>rd</sup> and December 4<sup>th</sup> will also be held remotely.

Work related to successful TIGER IX and 2018 CRIS grant applications continues. A Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant of \$9,157,600 was awarded for the design, installation and testing of positive train control (PTC) wayside technology on 179 miles of track between Dodge City, KS and Las Animas, CO. Notice to proceed occurred in August.

Also, the TIGER 9 Grant of \$16,000,000 that was awarded for track upgrades to the Southwest Chief's route between Hutchinson, KS and Las Animas in addition to improvements to New Mexico's route carrying New Mexico's Rail Runner commuter service moves ahead. Work on track improvements has begun in Kansas.

The Commission was notified in February that it had been awarded a 2019 CRISI grant for a Southwest Chief Thru-car Service to Colorado Springs Alternatives Analysis. This \$450,000 Study will look alternatives related to extending the existing Southwest Chief service from La Junta to Pueblo and from Pueblo to Colorado Springs. Matching funds for this study were provided by the Rail Commission, CDOT, Pueblo County, La Junta and ColoRail. A Request for Proposals (RFP) for this work is expected to be released this fall after the Grant is obligated.

The Rail Commission's 2020 CRISI Grant Application for Preliminary Service Development Plan and Rail Simulation Modeling was approved by the Federal Railroad Administration (FRA) in late September. Work related to this effort will bring the Front Range Rail Project to the point where the

effort will be ready to enter into NEPA in 2022. Total project funding (local match and CRISI Grant) will be \$685,000.

The Front Range Rail Project has moved into Level Two of the analysis of alignment alternatives where alternatives are being compared against each other utilizing agreed upon criteria. Passenger Rail ridership modeling continues as well for the various alignments. The existing BNSF freight rail corridor from Denver to Fort Collins and the Joint Line (both BNSF and UP) rail freight corridors from Denver to Pueblo remain as potential alignments for future Front Range Passenger Rail. Additionally, the right of way of the I-25 corridor is still being considered outside of the Denver Metro area.

Rail Commission staff continue to make presentation about the Front Range Passenger Project with Front Range communities, MPO Boards, US Air Force Academy, and other Regional Organizations (NATA, Pro 15, US 36 Corridor Mayors and Commissioners Coalition, etc.).

On June 29<sup>th</sup>, the Rail Commission initiated an online Public Meeting. Nearly 10,000 participants “attended” this 24/7 virtual meeting. Additional detail regarding the results will be presented to the STAC at their October 9<sup>th</sup> meeting.

A fourth round of Segment Stakeholder Coalition meetings were held for the North, Central and South segments of the 180-mile corridor between Pueblo and Colorado Springs on September 15 – 17. Information related to the level 2 Analysis taking place within the Project Team were provided to Segment Coalition members. This related to alignment alternatives refinement, preliminary ridership findings, and pre-NEPA environmental analysis. This information will also be presented to the STAC at their October 9<sup>th</sup> meeting.

The Project team continues to have very productive meetings on a 6-week schedule with both Class I railroads (BNSF and UP) as well as RTD and Amtrak in terms of identifying possible partnerships in regard to developing Front Range Passenger Rail.



COLORADO  
Department of Transportation

# Front Range Passenger Rail: Program and Project Updates

October 14th, 2020



# Rail Commission's Purpose (SB 17-153)

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- Work to preserve Amtrak's Southwest Chief service across southeast Colorado
  - Work with Kansas and New Mexico to upgrade rail infrastructure on BNSF's Amtrak Southwest Chief route
  - Pursue service extension into Pueblo and possibly Colorado Springs from La Junta
  - Consider re-routing service between La Junta and Trinidad by way of Pueblo and Walsenburg
- Facilitate the development of Front Range Passenger Rail service

# Agenda



- Background
- Project Development:
  - Engineering, Planning & Ridership
- Public Outreach
- Next Steps

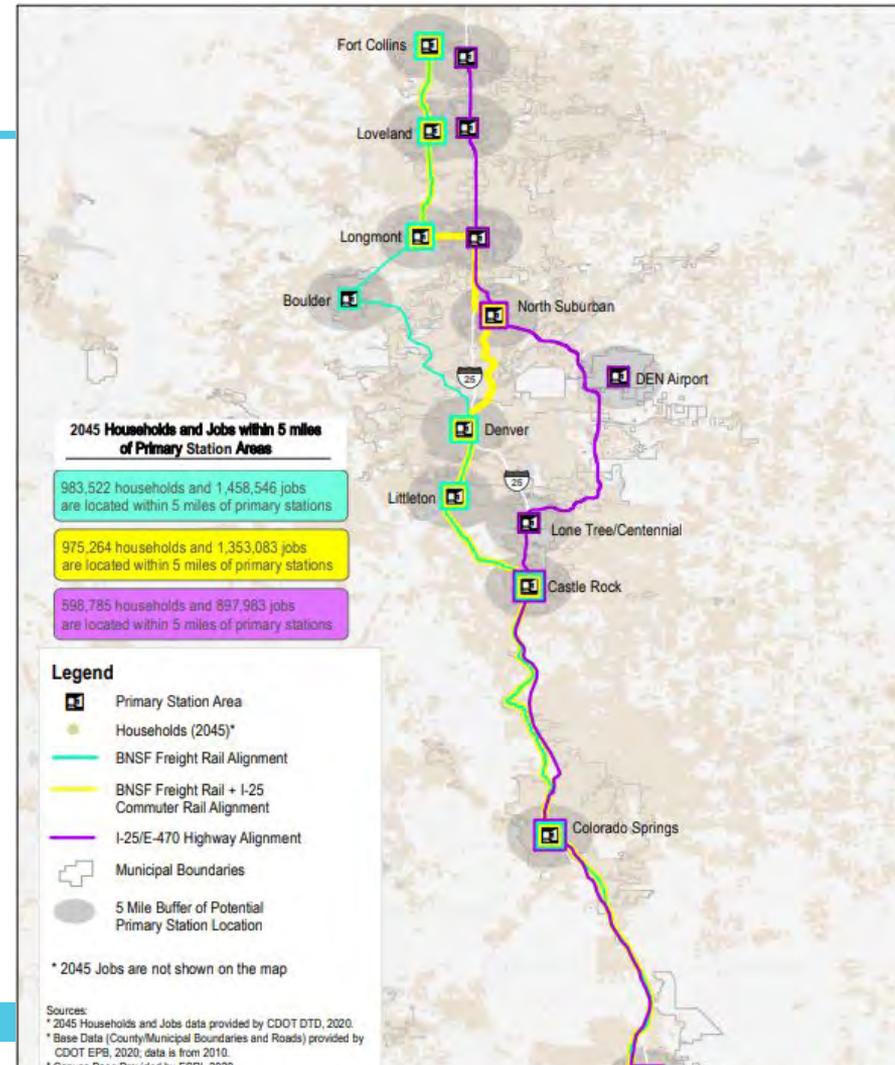
# Front Range Passenger Rail Vision



- A safe, efficient, and reliable transportation option for travel between major population centers and destinations
- Pueblo to Fort Collins
- Create a backbone for connections and expanding rail and transit options in the state and region

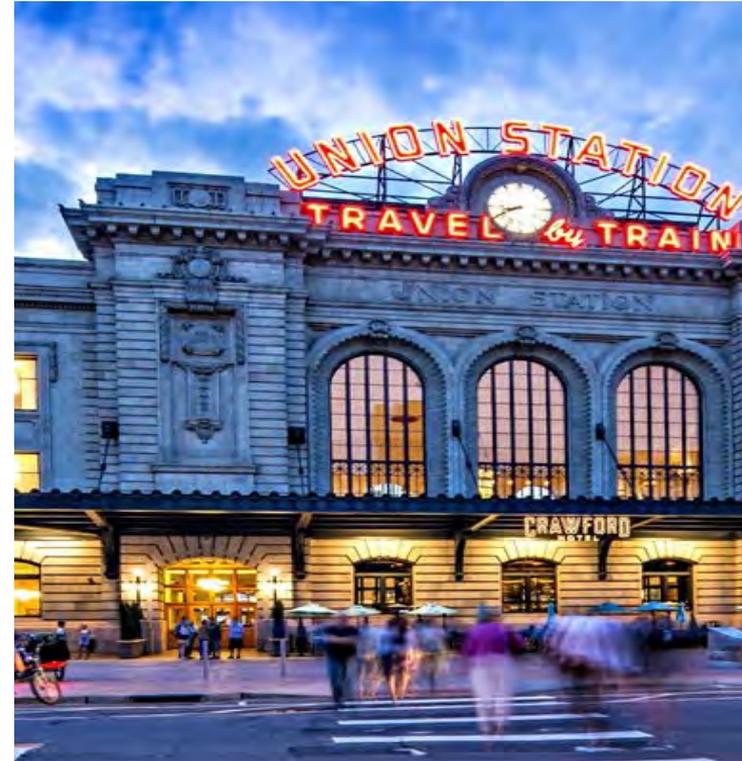
# Alignments under Consideration

- Three “backbone” corridors carried forward as feasible from the fatal flaw review
  - **BNSF Freight Rail Alignment**
  - **BNSF + I-25 Commuter Rail Alignment**
  - **I-25 + E-470 Highway Alignment**
- Corridors were refined and engineered as alignments
  - Refined horizontal and vertical curves to meet design standards and improve speeds and travel times
  - Refined station areas to improve transit connections / support land use to increase ridership base
- Distinct alignments in three segments
  - Represent a range of options (needed for NEPA) that can be mixed and matched, to a certain extent



# Project Development: What we have done so far

- **Federal Agency Coordination:** Establish relationships with regulatory agencies to help ensure a streamlined NEPA process
- **Engineering:** Alternatives meet USDOT criteria and standards for speeds, grades, cross sections, distance between stations and markets
- **Environmental:** Gathered existing conditions (GIS) to understand and document sensitive natural, cultural and community resources (i.e. historic, hazmat, parks, city centers, Air Force Academy, Union Station)
- **Operations:** Coded and ran scenarios using Statewide Travel Model. Understanding of preliminary ridership and travel times.
- **Stakeholder Engagement:** Segment Coalitions, multi-disciplinary coordination and online public meetings
- **Governance:** Drafted legislative proposals that allows for creation of authority or district(s)

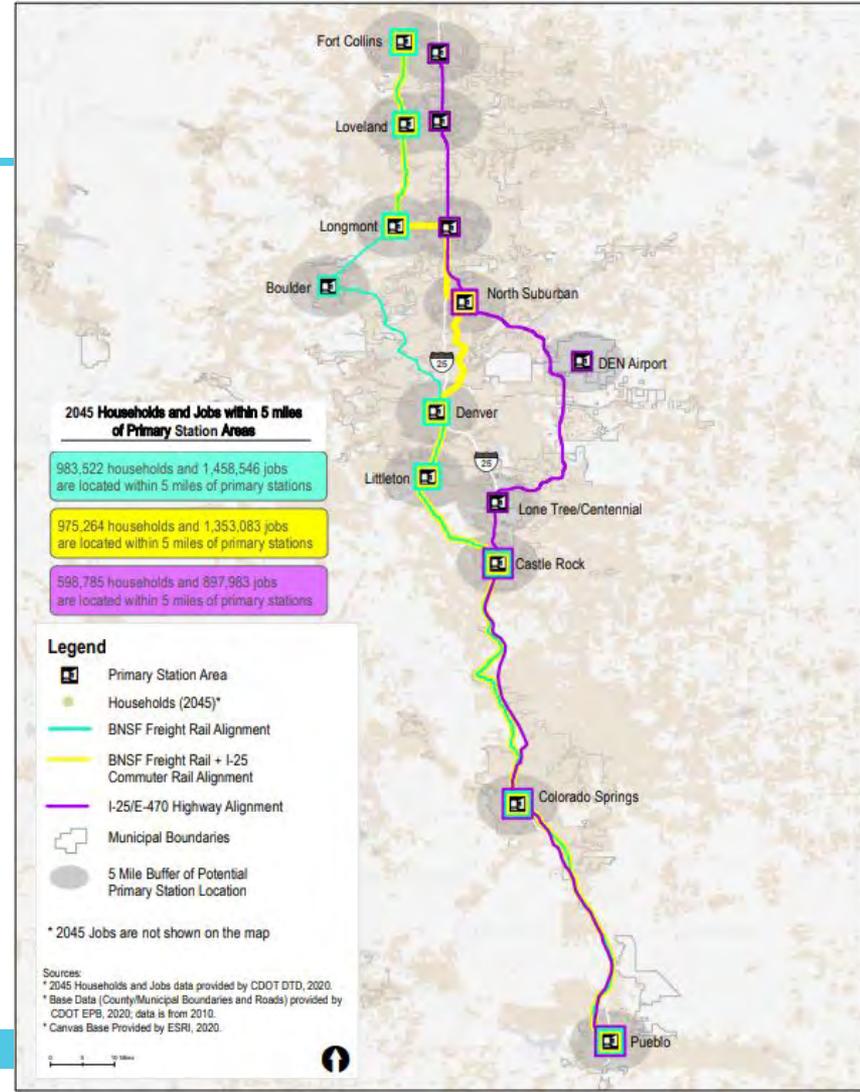


# Comparative Evaluation

Operational Considerations	Community / Environmental Impacts	Economic Considerations	Feasibility / Implementation
<ul style="list-style-type: none"><li>▪ Travel Time</li><li>▪ Ridership</li><li>▪ Operating Speed</li><li>▪ Reduction in Vehicle Miles Traveled (VMT)</li><li>▪ Ability to Interconnect with Other Modes (Existing or Planned Transit)</li><li>▪ 2045 Population Served</li></ul>	<ul style="list-style-type: none"><li>▪ Community Disruption</li><li>▪ Utilities and Energy</li><li>▪ Air Quality</li><li>▪ Natural Environment</li><li>▪ Historic</li><li>▪ Hazardous Materials</li><li>▪ Recreational Resources</li><li>▪ Noise and Vibration</li></ul>	<ul style="list-style-type: none"><li>▪ Capital Cost</li><li>▪ Operating Cost</li><li>▪ Revenue Potential</li><li>▪ Cost Effectiveness</li></ul>	<ul style="list-style-type: none"><li>▪ Interaction with Freight Railroad Operations /</li><li>▪ Customer Access</li><li>▪ Ease of Implementation</li><li>▪ Constructability</li><li>▪ System Flexibility</li><li>▪ Public Support</li></ul>

# Alternatives Analysis

- All are *technically* feasible to advance into federal NEPA process
- Differing partnership opportunities
- Differing impacts and benefits
- Ability to mix and match best components/minimize impacts



# Project Development: Schedule



STEP 1

## PROJECT INITIATION & SCOPING

What do we want Front Range Passenger Rail to be?

STEP 2

## LEVEL 1 EVALUATION

What are the possibilities for corridors and operations?

STEP 3

## LEVEL 2 EVALUATION

How do alternatives compare?

STEP 4

## ADVANCE TO NEPA

Federally required process to advance major infrastructure projects

STAKEHOLDER ENGAGEMENT AND GOVERNANCE

# Next Steps for Project Development

- Comparative analysis of and recommendation of range of NEPA alternatives
  - Complete cost estimates
  - Refine ridership
  - Model effects of passenger rail on freight operations
- Finalize NEPA scoping package
  - Agency Coordination Plan : USAFA, EPA, CDPHE, USFWS, CPW, USDOT
  - Public Involvement Plan
  - Existing Conditions
  - Identify Necessary Permits & Mitigation Strategies
- Decisions that will be made during NEPA and Service Development Plan (SDP) process:
  - Rail Technology (NEPA)
  - Primary and Secondary Station locations (NEPA)
  - Phasing/Segments (NEPA)
  - Service Characteristics (headways)



# *Ridership Observations*

# Big Takeaway: Model Projects a Notable Demand for Rail

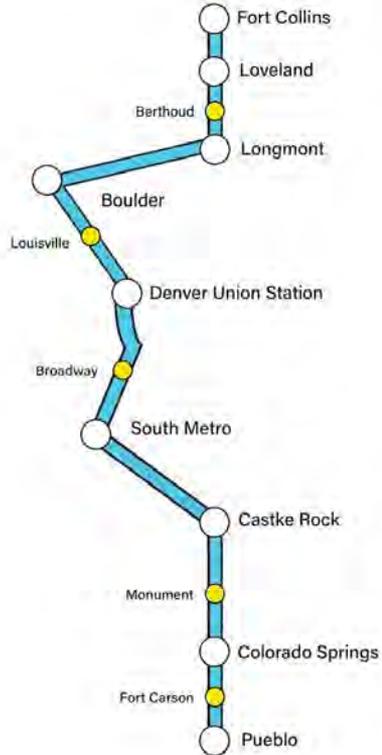
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After months of data-intensive work and many simulated runs, we found:

- There would be demand for rail service along the Front Range.
- Demand is highest for commuters, but there's also substantial demand for recreation and special events.
- Front Range Passenger Rail ridership projections fare well when compared to other successful intercity rail lines across the country.
- There would be real reductions in emissions and vehicle miles traveled.

# Three alignments

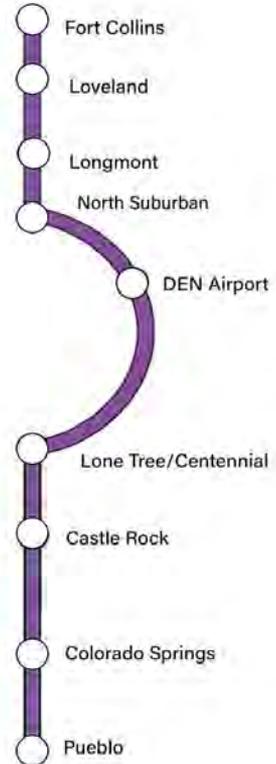
BNSF FREIGHT RAIL ALIGNMENT



BNSF FREIGHT RAIL + I-25 COMMUTER RAIL ALIGNMENT



I-25/E-470 HIGHWAY ALIGNMENT



# Where are we in the modeling process?

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Roughly halfway done. Future model runs will consider:

- We are looking at additional development around stations (TOD)
- Fewer trains (More limited service scenarios)
- Different sets of stations
- Already examined lower fare (matching Bustang)
  - Increases ridership by 50%

# CDOT Model Uses the Highest Scientific Standards

- “Behavioral”
  - Survey data on people and their travel
  - “Revealed preference”: not “what would you do?” but “what did you do?”
- Detailed
  - Each person modeled individually
  - Each house and business located at its address
  - High level of realism in the model
- Checked and double-checked
  - U.S. Census data, vehicle and transit ridership counts, compare to “big data” sources

# CDOT's Model Is Better Than Most States'

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- One of the most advanced state-level models in the US
  - “Activity-based” models are now common in large metro areas
  - Now starting to be used at state level
- Part of a long practice of travel modeling in the U.S and around the world
  - Earliest such models date to the 1960s
  - CDOT's model is a “next-generation” model
  - Represents best practice in the field
- Adapted DRCOG's model for state use
  - DRCOG has used their model for 10 years

# Model Uses Specific Speeds and Geographic Details

- Stay with existing transportation corridors and past studies
- Engineering
  - Horizontal & Vertical Alignments
    - Avoid sharp curves & steep grades to meet railroad design standards
    - Minimize right-of-way and environmental impacts, excessive cut and fill
  - Speeds
    - Assume higher speed capability (90-125 mph maximum)
    - Use appropriate operations in urban vs. rural areas
    - Factor in climbing and reducing speeds for stations
- Potential Markets and Station Locations
  - Identified in the planning process
  - Modeling tests different scenarios
- Other - \$2 parking cost, 32 cents/mile fare

# Model Results for three alignments

System	Length	Population	Trains/day	Stations	Annual ridership	Weekday ridership
Frontrunner (SLC)	81	1.2M	28	17	4.9M	16,180
Souder (Seattle)	82	3.7M	6	9	4.6M	15488
CalTrain (San Fran)	77	4.6M	47	32	4.6M	15,437
South Florida (Miami)	72	6M	25	18	4.3M	14,291
South Shore (Chicago)	90	2.7M	17	19	3.4M	11,435
BNSF Alignment (Alg 3)	191	7M	25 (each way)	14	2.9M	9,200
I-25/E 470 Alignment (Alg 6)	191	7M	25 (each way)	9	2.18M	6,800
Capital (Sacramento)	168	6.9M	7	17	1.6M	5,447
BNSF + N-Line Alignment (Alg 4)	184	6.9M	25 (each way)	9	1.55M	4,800
Altamont (Stockton)	86	2.7M	4	10	1.32M	4,407
Orlando	62	2.5M	20	16	852k	2,840
Hiawatha (Milwaukee)	80	11.1M	7	5	836k	2,788

# Other Modeling Outputs: Demand for Special Events and Emission Reductions

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“Special” trips (weekends, stadium events, etc.)

- About 20% of yearly boardings

Greenhouse Gas reduction

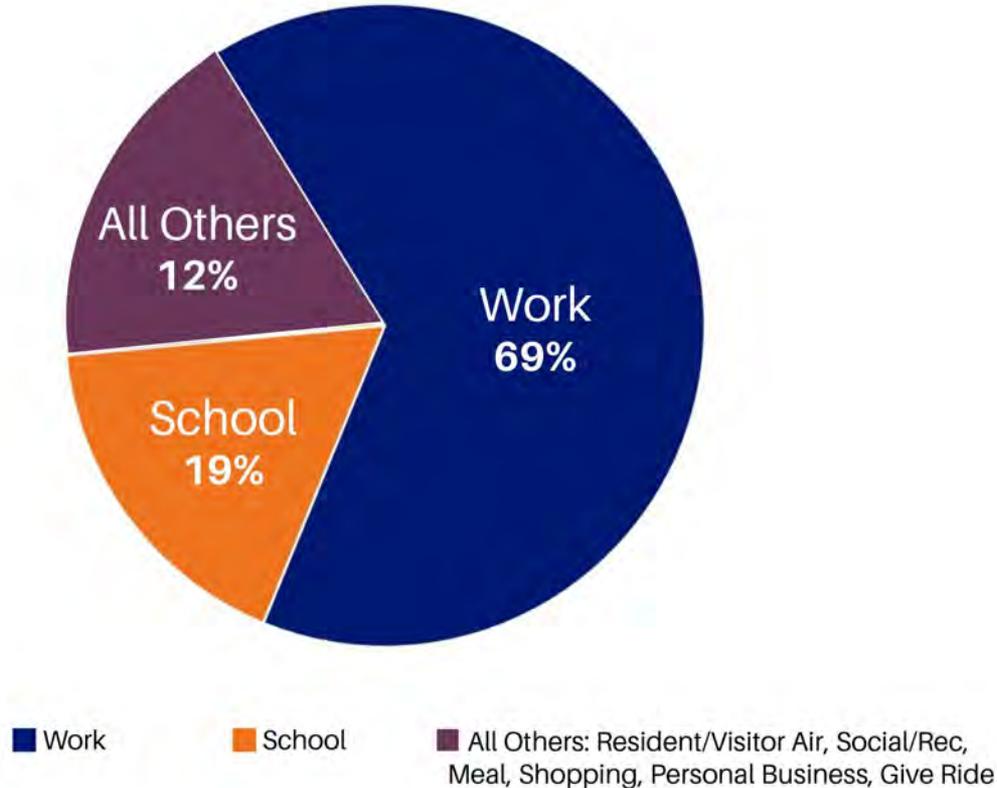
- About 210,000 vehicle miles traveled (VMT) saved per typical weekday
- 411 grams per mile for a typical car (EPA figure)
- Means 94 tons saved per typical weekday

# Where will the trips begin and end?

Most trips would be within MPO areas. For context, this table shows actual total person trips (all modes) along the Front Range, both inter and intra-regional.

From / To	NFRMPO	DRCOG	PPACOG	PACOG	Total
NFRMPO	3,300,000	135,000	1,400	300	3,400,000
DRCOG	135,000	15,600,000	52,000	2,100	15,800,000
PPACOG	1,200	53,000	3,400,000	19,000	3,500,000
PACOG	300	2,400	19,000	682,000	703,000
Total	3,400,000	15,800,000	3,500,000	703,000	23,400,000
				inter-MPO	420,000

# Strongest Demand Would Be for Commuting



# Points in Closing

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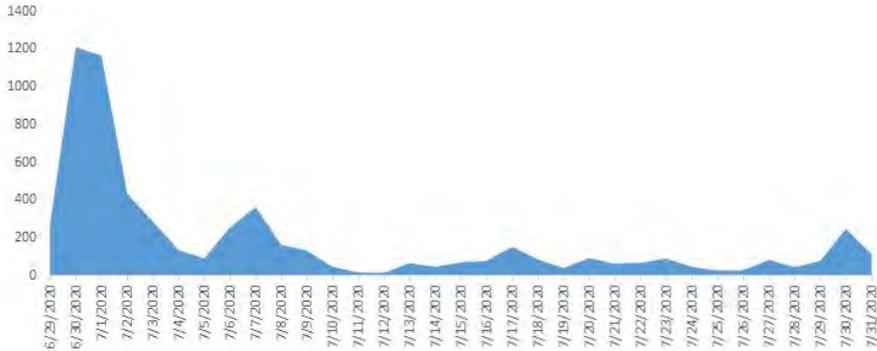
- Speed matters, but urban operation and some rural grades limit how fast we can go
- Connectivity and schedule can have an impact, because out-of-vehicle time is disliked more than in-vehicle time
- FRPR ridership much higher for a Denver Union Station stop versus Burnham Yard
- We'll be examining a number of other service and development characteristics that will affect ridership, both up and down, and affect cost, both up and down, as we look for the technical and policy “sweet spot”.

# *Online Public Meeting Summary*

# General Statistics

## Website Traffic: June 29 – July 31:

- Total Users: 8,279 (CO: 6,662)
- Total Sessions: 9,678 (CO: 7,834)



## Session by Device (CO only):

Mobile: 4,424  
Desktop: 3,021  
Tablet: 389

## Acquisitions by Session (CO only):

### Referral: 2,821

- KRDO.com: 1,869
- Frontrangepassengerrail.com: 456
- Coloradoan.com: 177
- Denverpost.com: 140
- CoDOT.gov: 87
- Direct: 3,740

### Social: 1,194

- Facebook: 882
- Twitter: 145
- Reddit: 92
- LinkedIn: 66

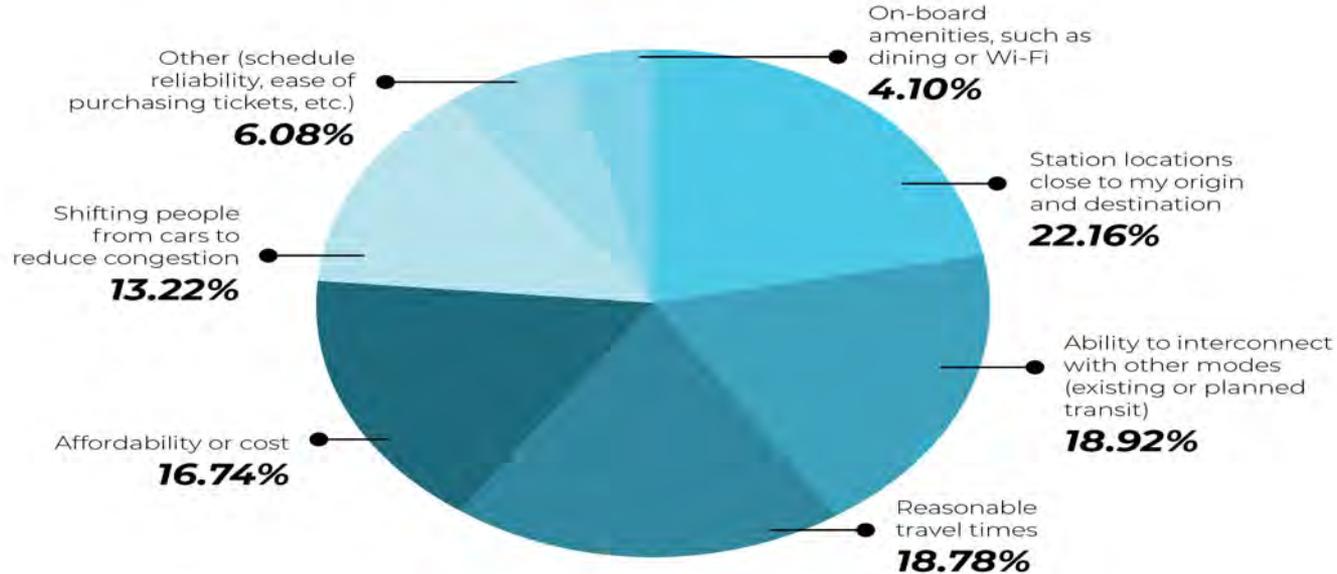
**Average Time on Page (CO): 4 minutes, 26 seconds**

Organic: 79

# Input Survey Question #1

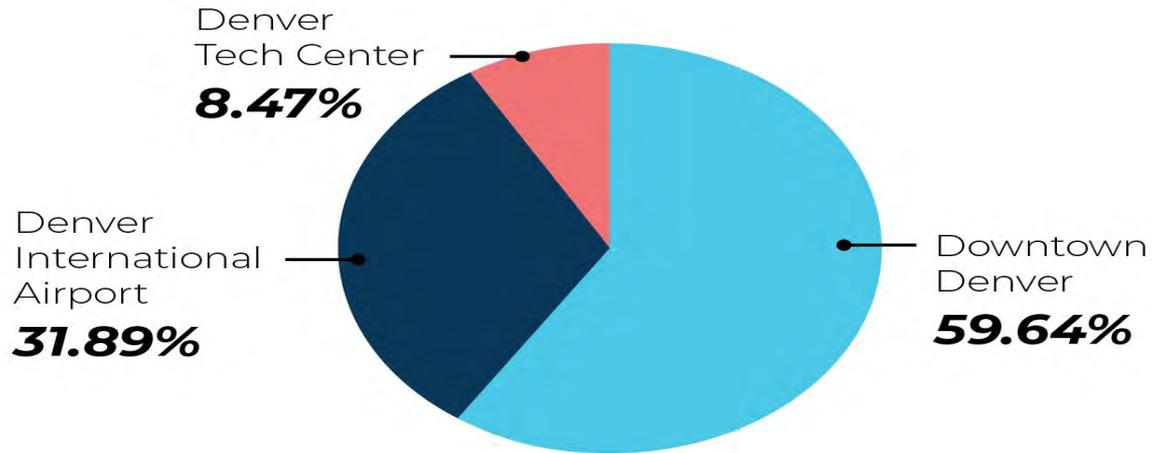
## WHAT ARE THE MOST IMPORTANT OPERATIONAL CONSIDERATIONS TO YOU?

7,003 total selections



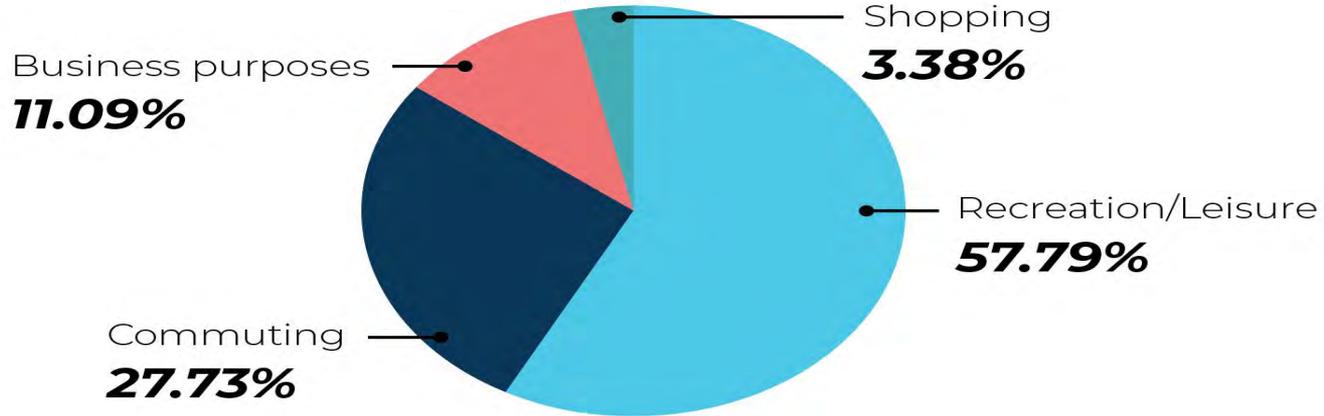
# Input Survey Question #2

*WHERE WOULD YOU MOST WANT THE  
ALIGNMENT OF FRONT RANGE RAIL TO GO?*



# Input Survey Question #3

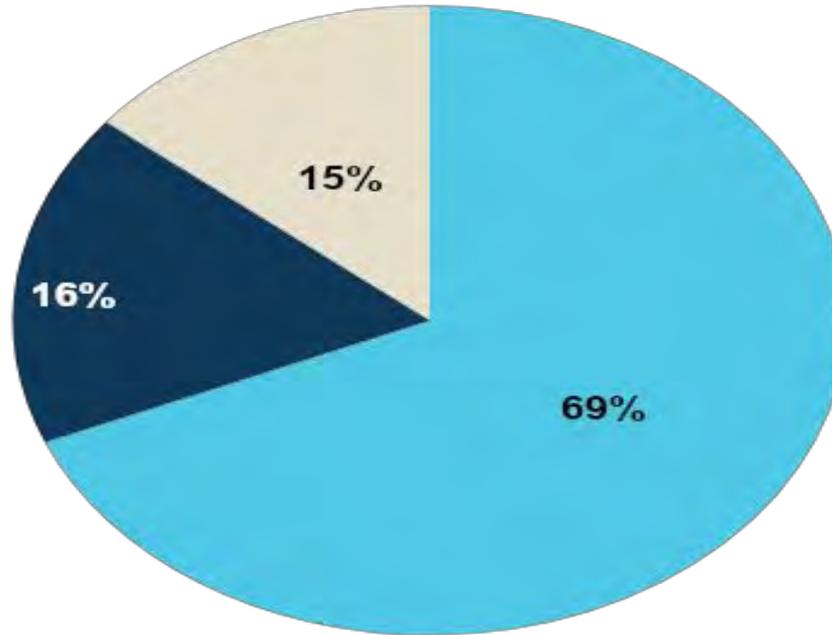
**WHAT WOULD BE YOUR PRIMARY PURPOSE FOR USING FRONT RANGE PASSENGER RAIL?**



# General Open Ended Comment Sentiment

The following graph reflects the sentiment of the open-ended comments provided.

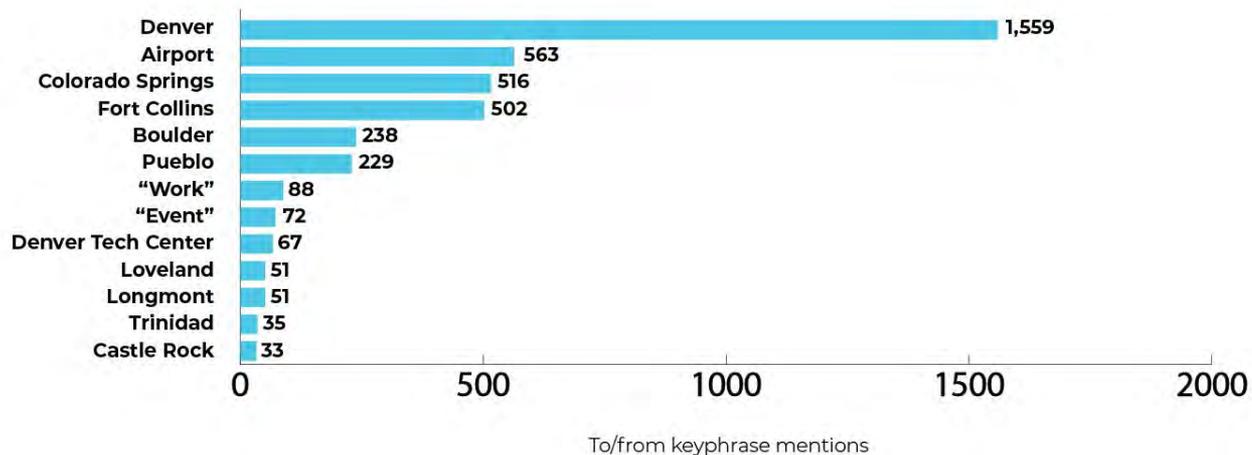
general sentiment of open-ended comments  
■ Positive ■ Neutral ■ Negative





# Online Public Meeting Input Survey Question #4

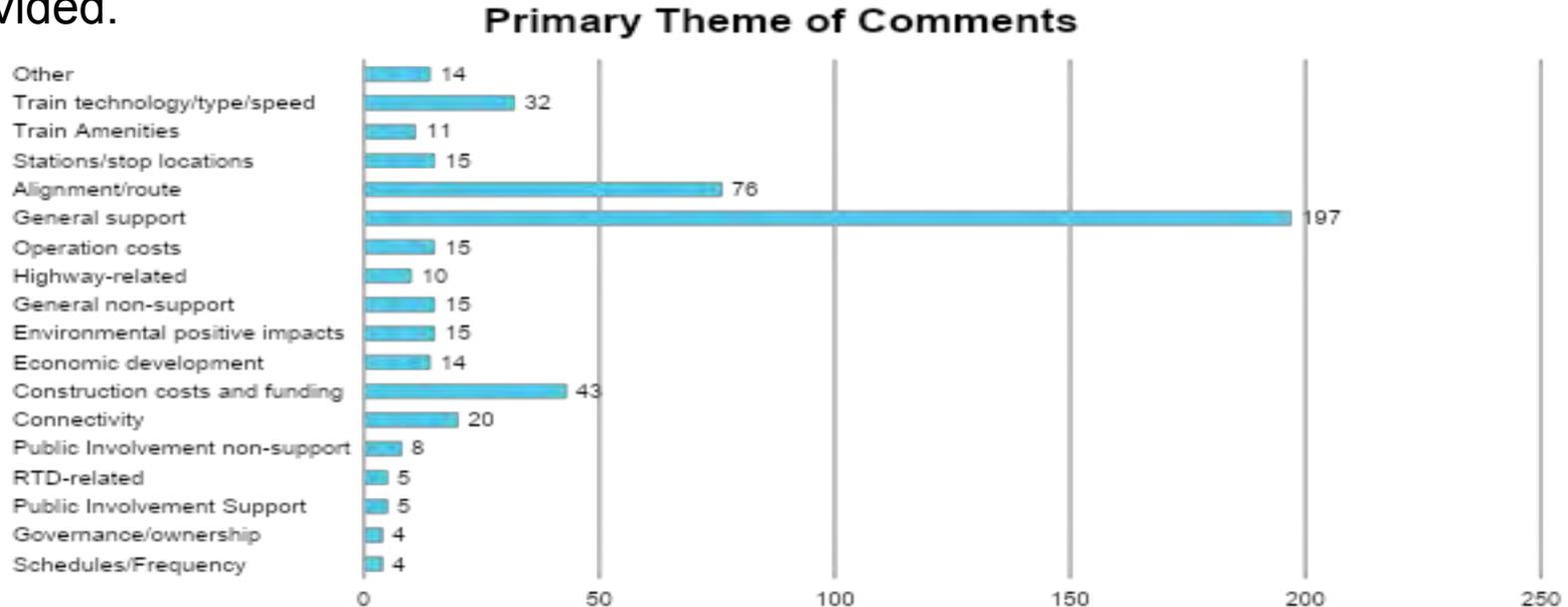
WHERE WOULD YOU BE MOST LIKELY TO GO ON FRONT RANGE PASSENGER RAIL?





# Online Public Meeting General Open Ended Comment Themes

The following graph reflects the primary themes of the 503 open-ended comments provided.



# *Advancing FRPR – Next Steps*

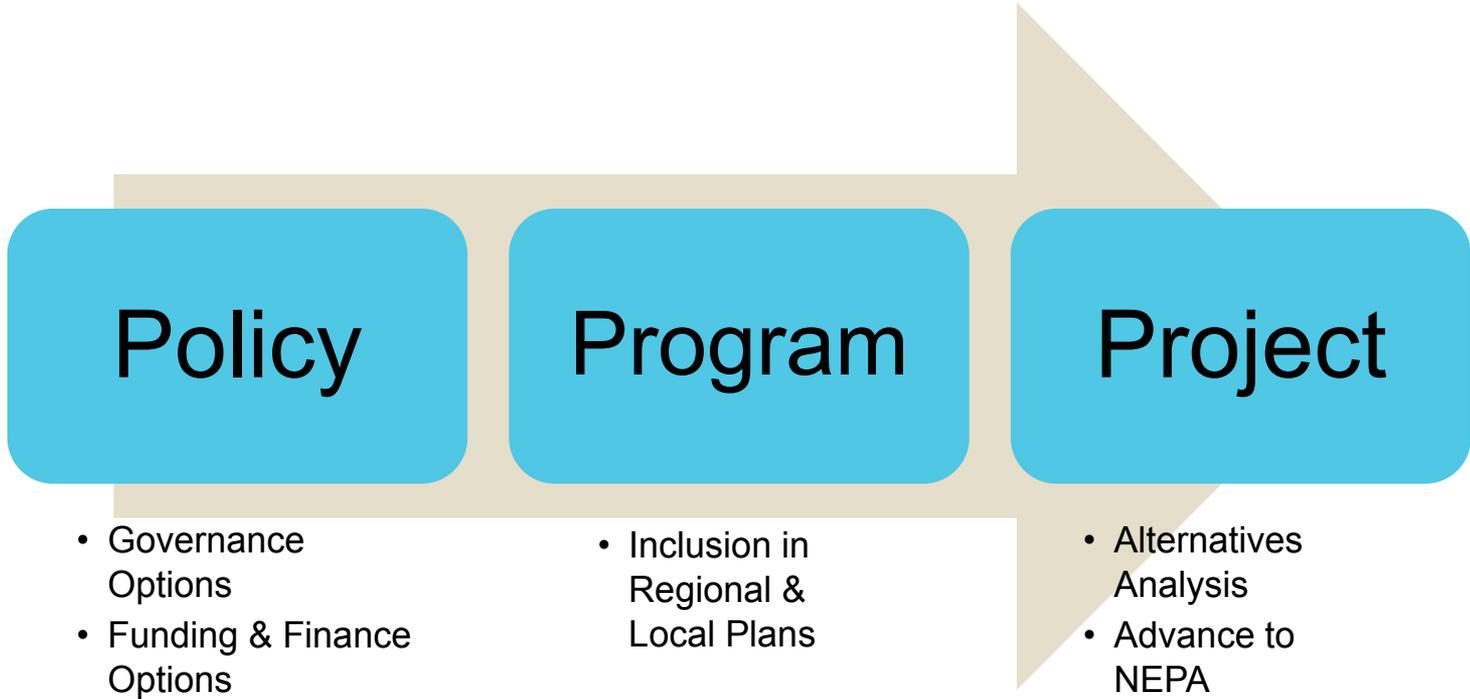
# FRPR Has Momentum!



- Three different survey mechanisms show measurable support for advancing FRPR
- Legislative and local elected interest
- Amtrak interest
- Class 1 RR interest
- Potential Partnership Opportunities

# Framework for Advancing to Next Steps

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# 2020 CRISI Grant

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- The Southwest Chief and Front Range Passenger Rail Commission received a grant award for \$548,000 in federal funds to complete critical remaining service planning efforts prior to NEPA as well as Rail Simulation Modeling
- Efforts funded under this grant will position the Rail Commission to issue a Notice of Intent for the full NEPA process.

# Governance Options

## Public Rail Authority:

- Legislatively created option to allow formation anywhere in the state.
- Provide the power to plan, design, fund, finance, build, operate and maintain a passenger rail system.
- Would require adoption and contracts among participating entities

## Front Range Passenger Rail Authority (FRPRA):

- Legislatively create the Front Range Passenger Rail Authority
- Specific powers to plan, design, fund, finance, build, operate and maintain with preferred conditions for the Front Range Passenger Rail system including specific Board structure and boundaries
- **The Southwest Chief and Front Range Passenger Rail Commission was leaning toward this approach.**

## Expand Current Commission Authority:

- Amend the current statutory authority of the Southwest Chief and Front Range Passenger Rail Commission to expand its directive to further review the options above and allow more in depth evaluation before recommending an approach for advancing the implementation for Front Range Passenger Rail.

# Near Term Strategies

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- Initiate conversations with legislators in terms of FRPR Governance and funding for Rail Commission and its ongoing/future planning efforts.
- Continue to identify network of local elected officials along corridor
- Continue regular meetings with Class 1 Railroads, RTD and Amtrak on technical issues

# Southwest Chief Grants

## **TIGER IX Grant (CDOT Match:\$1,000,000)**

- Construction work for infrastructure improvements along the line utilized by the Southwest Chief have begun.
- Work is currently being completed from the furthest east portion at Mile Post 381 (near Ingalls, Kansas) towards the west.
- Improvements include: replacing 60-year old bolted rail, associated turnouts and crossings

## **2018 CRISI Grant: PTC Installation (CDOT Match: \$100,000)**

- Notice to Proceed issued to grantee for installation of Positive Train Control (PTC) infrastructure along the Southwest Chief line.
- PTC being installed between Dodge City, KS to Las Animas, CO. 2019

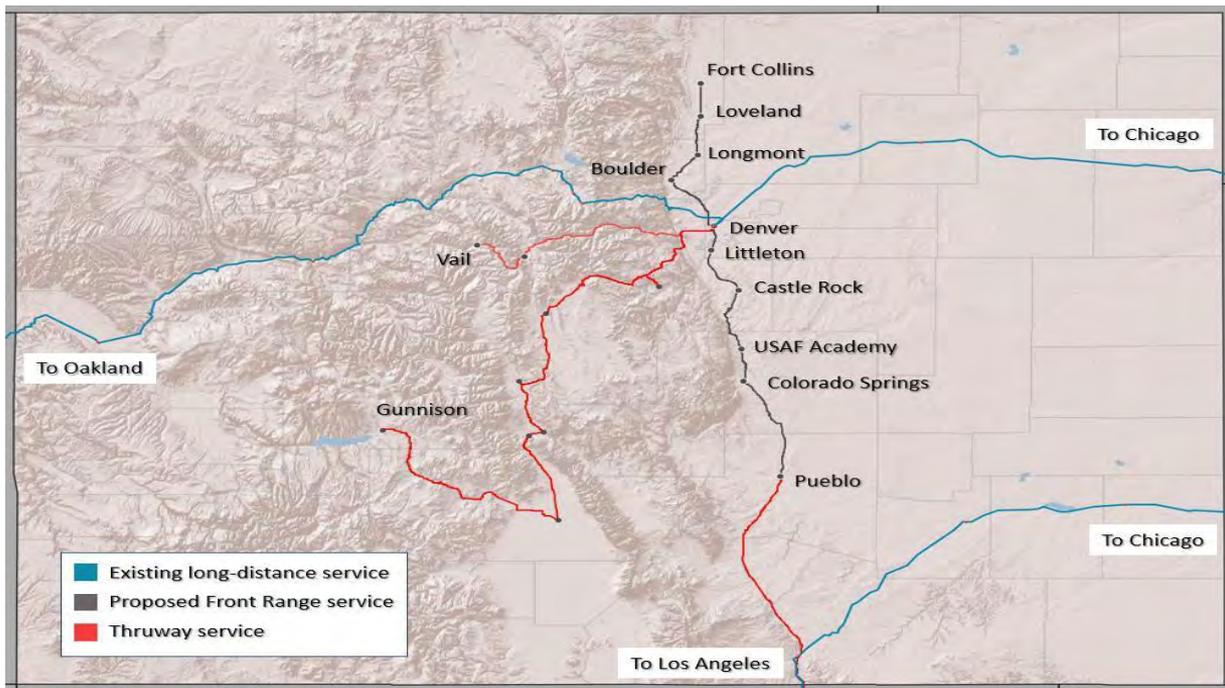
## **CRISI Grant: Southwest Chief Thru-Car Alternatives Analysis (CDOT Match: \$50,000)**

- Rail Commission staff continue coordination with USDOT and FRA regarding the awarded 2019 CRISI Grant.
- FRA staff recommended the study conduct an Alternatives Analysis instead of a Feasibility Study.
- Rail Commission staff are working with FRA staff to agree on a Scope of Work for the study, a schedule, and a budget so that an RFP can be released mid-Fall.

# AMTRAK: Proposed Service Improvements

## Front Range Corridor: three round trips daily, Fort Collins—Boulder—Denver—Colorado Springs—Pueblo\*

\* with intermediate stops



### **Proposed Grant Program Could Help Fund Front Range Service**

Amtrak is proposing creation of a **Network Modernization Program (NMP)** as part of our reauthorization to support rail network evolution and expansion, including efforts to plan, develop, construct, and operate intercity passenger rail service in high-potential short-distance corridors like the Front Range.

As envisioned, the program would make federal grant funds available to Amtrak to cover up to 100% of the capital costs and initial operating costs of new corridor service; states would then gradually assume a greater share of operating costs over a five-year transition period. After this five-year period, if the states want to continue service, long-term costs would be allocated in accordance with the existing Passenger Rail Investment and Improvement Act (PRIIA) Sec. 209 methodology as currently used by many states throughout the nation.

### **Existing Grants Continue**

Amtrak intends for the NMP to supplement existing grant opportunities (e.g., BUILD, SOGR, CRISI,

# *Closing*

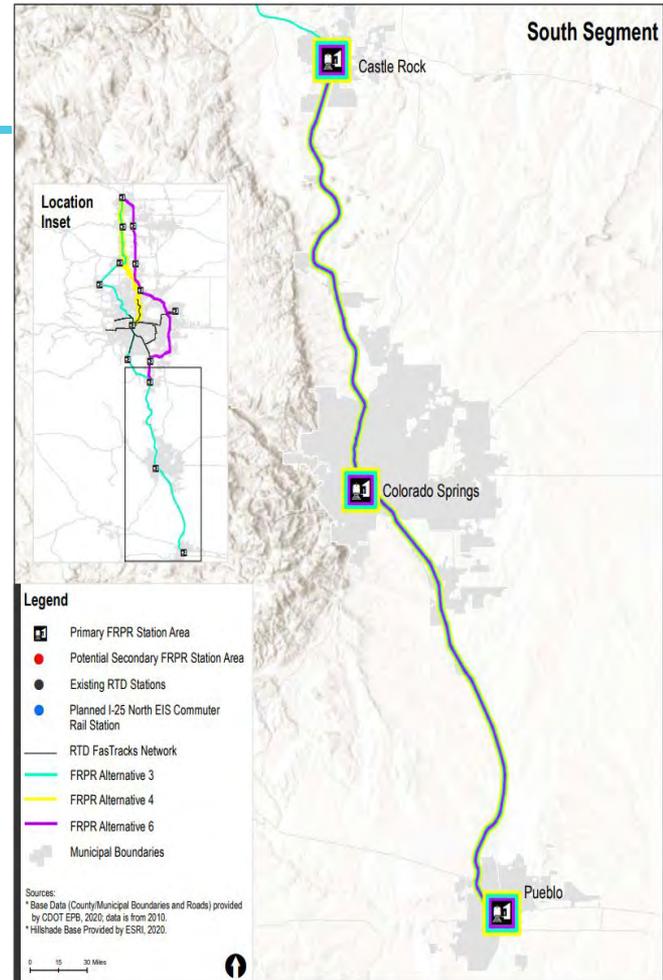


***FRPR***

**FRONT RANGE  
PASSENGER  
RAIL**

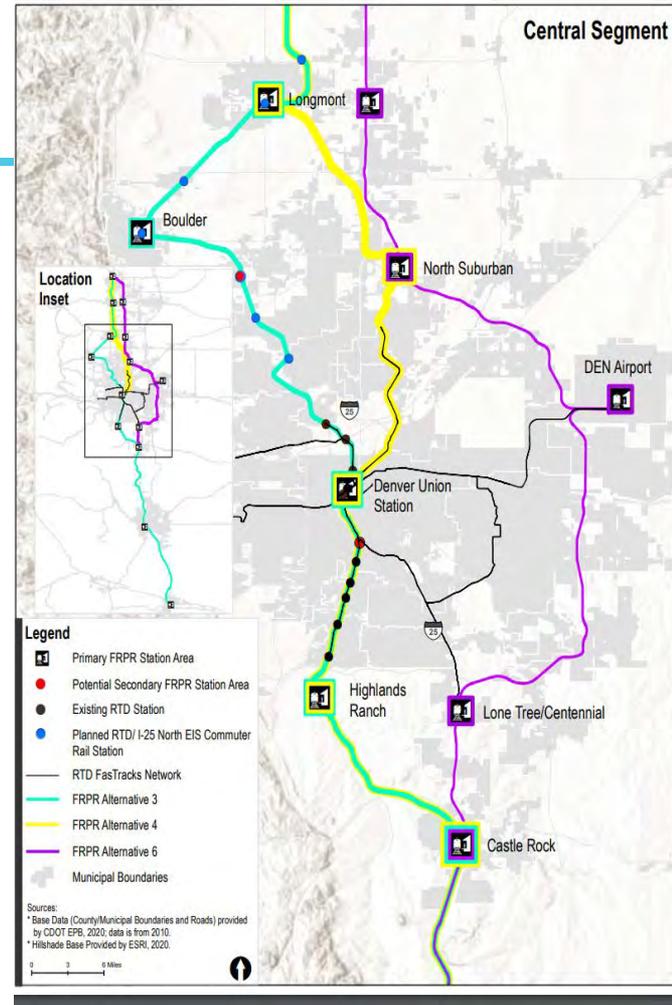
# South Segment: Pueblo to Castle Rock

- Interstate and freight corridors serve the same communities for the entire segment
- Bustang building ridership demand
- Fastest speeds and longest distances between communities / primary station locations
- Environmental and community impacts are similar because the alignments are similar



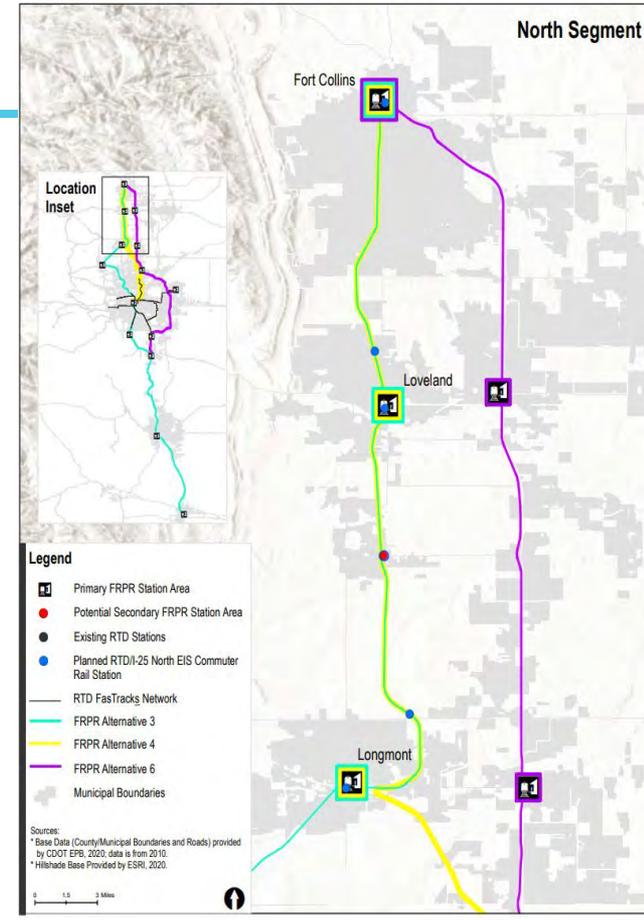
# Central Segment: DRCOG Region

- Largest and most complex segment with dispersed but concentrated households and employment centers
- Key activity centers = DUS, DEN Airport, and DTC
- Highway alignment serves DTC and DEN Airport but not central Denver
- Freight alignment serves central Denver and shares DUS hub with RTD
- Coordination with RTD mutually beneficial to both programs
- Highway alignment's easterly route has far fewer impacts to environmental and community resources
- BNSF Alignment affects more streams, open space, recreational areas, and habitat in the Boulder area



# North Segment: Longmont to Fort Collins

- Purple alignment operates within and around the I-25 Corridor, six miles east of city centers but has opportunity to leverage planned mobility hubs and reduces noise, vibration, and other impacts to established communities
- Northern communities have a commuter rail vision shown along the BNSF alignment from Fort Collins to Longmont (in Yellow and Teal) that serves their city centers.
- Intraregional travel in Northern Colorado supports commuter rail operations and higher ridership on the BNSF alignments





**DATE:** October 9, 2020

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

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

**CC:** Marissa Gaughan, Division of Transportation Development, Acting Multimodal Branch Manager  
Aaron Willis, Division of Transportation Development, Transportation Planner  
Rebecca White, Division of Transportation Development, Director

**SUBJECT:** Revisions to the STAC Bylaws

**Purpose**

This memo provides recommendations on the substantive revisions to the current STAC Bylaws following the discussion by the entire STAC in September 2020. This memo also provides a summary of the Bylaws survey that was provided to STAC members on September 22, 2020.

**Action**

The Bylaws Subcommittee is requesting the adoption of the revised STAC Bylaws.

**Background**

A STAC subcommittee, composed of members from both urban and rural areas, was formed to revise and update the existing STAC Bylaws. In September, STAC members requested staff deploy an online survey to help reach a consensus on how STAC officers are selected and the distribution of meeting materials. A total of 10 STAC members filled out the online survey.

**Details**

**Options for STAC Officers Selection**

To the question of how STAC Officers should be selected, below are the survey results:

Options	Percentage	Responses
Option 1: (No change) 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.	50%	5

Option 2: (Term Limits) Officers would serve a term of 2 years for a maximum of two consecutive two-year terms. A period of two consecutive years would pass before elected officers would be re-eligible.	50%	5
<i>Comment:</i> STAC by majority vote may elect a person other than the STAC Chairman to represent STAC to the Transportation Commission.		

Distribution of Meeting Materials

Below are the results from the distribution of meeting materials question:

Options	Percentage	Responses
Option 1: STAC will approve the agenda at the beginning of each meeting.	0%	0
Option 2: Meeting materials will be sent at least one week in advance and action items will be sent two weeks in advance. If action items are provided one week in advance, those items must meet a 2/3 majority to be placed on the agenda for consideration.	10%	1
Option 3: (No change) Meeting materials will be sent at least two weeks in advance.	20%	2
Option 4: (Bylaws Subcommittee Recommendation) STAC meeting materials will be provided one week before the meeting. Emergency agenda items may be considered with a majority vote of the STAC members.	70%	7

Next Steps:

Upon resolution of these two outstanding issues, the subcommittee would recommend STAC action on the revised bylaws at the November 2020 meeting.



# BYLAWS

## ARTICLE I—Name and Objectives

### Section 3—Objectives

The objectives of the Society shall be to promote those  
forms in which the moral, legal, empirical  
and only discussed and widely  
with business



**COLORADO**

Department of Transportation

# STAC Bylaws Revision

Statewide Transportation Advisory Committee  
*John Liosatos, Pikes Peak Area Council of Governments*

October 9, 2020



# Key Bylaw Topics

- Options for Officer Selection
- Options for Meeting Materials Distribution
- Next Steps



# STAC Officer Selection Options

## Option 1: No Change

- 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.

## Option 2: Term Limits

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

### Survey Results

Option 1: No Change - 50%

Option 2: Term Limits - 50%



# Distribution of STAC Materials

Options and Description	Responses
Option 1: Approval of the agenda at the beginning of each meeting.	0%
Option 2: One week in advance and action items will be sent two weeks in advance. If action items are provided one week in advance, those items must meet a 2/3 majority in order to be placed on the agenda for consideration.	10%
Option 3: (No change) Two weeks in advance.	20%
Option 4: ( <b><u>Subcommittee Recommendation</u></b> ) STAC meeting materials will be provided one week before the meeting. Emergency agenda items may be considered with a majority vote of the STAC members.	70%



## Next Steps

- Changes to the Bylaws requires both a 2/3 vote and a two-week notice
- Action to approve the Bylaws could take place in November ahead of election of officers



*DRAFT VERSION FOR STAC REVIEW –October 9, 2020*

## **BYLAWS OF THE STATEWIDE TRANSPORTATION ADVISORY COMMITTEE**

### **ARTICLE I – Name**

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

### **ARTICLE II – Objective**

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

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

### **ARTICLE III – Members**

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

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

**Section 3.** The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint a voting member 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.

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

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

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

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

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

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

## **ARTICLE V – Meetings**

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

**Section 2.** A notice meeting, materials, and agenda will be sent to each STAC member by the Division of Transportation Development (DTD) for regular meetings at least one week in advance. 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**



**COLORADO**  
Department of  
Transportation

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



**COLORADO**  
Department of  
Transportation



MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE  
FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT  
DATE: OCTOBER 9, 2020  
SUBJECT: MULTIMODAL OPTIONS FUND, PROGRAM UPDATE

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**Purpose**

To provide STAC an update on the status of the Multimodal Option Fund (MMOF) program and selected projects.

**Action**

Informational only.

**Program Overview**

The Multimodal Options Fund, created in Colorado Senate Bill 2018-001, was funded through transfers of \$71.75 million in FY2019 and \$22.5 million in FY2020, for a total of \$94,250,000. Of these funds, \$80,112,500 was dedicated as MMOF Local Funds for local or regional multimodal investments, and \$14,137,000 was dedicated to CDOT for statewide investments. In the FY2021 adopted State Budget, \$10 million of the state MMOF program was returned to the general fund in response to COVID-19 revenue impacts. Approximately \$4 million of the MMOF Local Funds have been set aside for direct expenses incurred by CDOT to support the program and oversee the portfolio of projects. The remaining \$4,137,500 of MMOF State Funds are dedicated by the TC to the Revitalizing Main Streets program and managed by the Office of Innovative Mobility.

**Projects**

The MMOF Local Funds, having been distributed by formula among the state's 15 planning regions, are awarded to eligible projects solely by the urban MPOs and rural TPR organizations. As of June 2020, all regions had made their official project selections:

- 106 multimodal projects selected, including
  - 15 Transit projects, \$10.4 million total MMOF funding
  - 68 Bicycle/Pedestrian projects, \$60.5 million MMOF
  - 19 Multimodal Studies, \$2.6 million MMOF
  - 3 Multimodal Mobility Technology projects, \$1.0 million MMOF
  - 1 TDM project, \$150,000 MMOF
- 21 of the 106 awarded projects are considered "personal services", which include equipment or capital purchases, operations, or non-engineering consultant services.
- 85 awarded projects are "professional services", which include physical capital construction projects and any phases of planning, environmental, design, or engineering for construction projects.
- The currently awarded \$74.7 million MMOF funds are matched at an average rate of 61.5 % by a total of over \$119.1 million of Local and Federal dollars. Individual project match rates range from 0% to 94%.
- PPACG currently has \$950k not yet awarded to a project; Gunnison Valley has \$507k not yet awarded.

Revitalizing Main Streets program has currently made 49 awards of a total of \$2.2 million.



## Project Status & Projections

The “one-time appropriations” of state funding in the MMOF program carry different statutory limitations than “continually” appropriated funds such as those in other on-going programs or in state operations, in that they expire at the end of the fifth fiscal year they were appropriated. This means the majority of MMOF funds must be expended and reimbursed to the Local Agencies by June 30, 2023. For this reason, all MMOF project expenditures are required by CDOT to complete and be reimbursed by this date.

The portfolio of projects awarded have an anticipated range of duration from one month to 39 months. Thus even without any unexpected project delays, it is likely some projects will extend beyond the end of FY2023. With the project start dates and durations currently anticipated by Local Agencies and CDOT’s project managers, MMOF Local Funds expenditures are projected as follows:

- FY2021: \$19.7 million (26%)
- FY2022: \$34.9 million (46%)
- FY2023: \$17.5 million (23%)
- FY2024: \$4.0 million (5%)

The latter, FY2020 appropriation of MMOF funds will fortunately afford CDOT and Local Agencies some flexibility to continue projects forced to extend into FY2024. To minimize any risk of project impacts by MMOF funds expiring and being returned to the General Fund, CDOT will be closely tracking project progress to monitor expenditures and is helping to expedite the delivery of projects most at risk of delays into FY2024. At present, the MMOF Local Fund projects are progressing as follows:

- Project IGAs/Contracts Executed: 20
- Project IGAs/Contracts Initiated: 23

Before any projects can begin, Local Agencies must finalize and submit project scope and budget documentation so that the contract and IGA processes can be initiated by CDOT. The MMOF program’s \$4 million Administrative Set-aside funding is available to support CDOT’s project managers, planners, accounting and contracting staff to support and effectively oversee local projects. Administrative funding is currently supporting necessary temporary staff and consultant support for construction oversight, while much of the program support is being absorbed in staff’s normal operations.

## COVID-19 Impacts

Local municipal, county and public agency revenue shortfalls are likely to impact the ability of some MMOF project awardees to meet previous match funding commitments. CDOT has already learned of at least one likely project that will be cancelled entirely, and others are expected. Project sponsors that experience match funding shortfalls may also propose a reduced scope to the original proposed project. MMOF funds that are released back to MPOs/TPRs due to project cancellations must be programmed to other projects that can be completed by the end of FY2023.

## Recommendations

- Urban MPO and rural TPR organizations are encouraged to regularly seek input from their Local Agencies awarded MMOF funding to provide status on anticipated project delivery, delays, and anticipated impacts or cancellation of projects due to revenue shortfalls.
- Important: Any projects that are forced to change scope and funding must be approved by the MPO/TPR.
- Changes to project scope or funding that cause project match rates to fall below 50% must also be submitted to the TC for approval of minimum match reduction.
- MPOs/TPRs with remaining MMOF funds not yet awarded to a project or that experience project cancellations and funds returning to their allocation, should be prepared to quickly make decisions on how to utilize their funds.

