



Statewide Transportation Advisory Committee (STAC)

September 11, 2020

9:00 AM – 11:15 AM

Video Conference

Updated Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- A moment of remembrance for the 9/11 attacks.
- 9:05-9:10 **Approval of the August Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:05 **State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:05-10:20 **Green House Gas (GHG) Roadmap Process (Information Update)** - Will Toor, Colorado Energy Office Clay Clarke, Colorado Department of Public Health & Environment
- Overview of the Governor’s Colorado GHG pollution reduction roadmap process.
- 10:20-10:35 **Division of Aeronautics Financial Update (Informational Update)** – David Ulane, Aeronautics Division Director
- 2020 Colorado Aviation System Plan overview and aviation funding impacts.
- 10:35-10:55 **STAC Bylaws Revision (Discussion and Input)** – Holly Williams, Pikes Peak Area Council of Governments
- Discussion on the revisions to the STAC Bylaws.
- 10:55-11:10 **National Highway Freight Program (NHFP) Guidance Document (Discussion and Input)** - Rebecca White, DTD, Director and Craig Hurst, Freight Programs Manager
- An overview of the NHFP Guidance Document.
- 11:10-11:15 **Other Business- Vince Rogalski**
- October 9th STAC Meeting hosted via Zoom
 - October Officer Elections - Come prepared with nominations for the Chair and Vice-Chair positions

STAC Meeting Minutes
August 14th, 2020

Location: Via Web Conference
Date/Time: August 14, 2020; 9:00 a.m. – 11:30 a.m.
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Elise Jones, Ron Papsdorf	San Luis Valley:	Michael Yohn, Keith Baker
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Grace Erickson	Southeast:	Jim Baldwin
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Candace Payne, Sarah Hill, Phillip Johnson
Intermountain:	Bentley Henderson	Upper Front Range:	Elizabeth Relford, Barb Kirkmeyer
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Archie House Jr. (left at 10am)
Pikes Peak Area:	Norm Steen, John Liosatos, Andres Pico, Kathryn Wenger, Holly Williams	FHWA:	John Cater, 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),
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),
John Lorme (CDOT Director of Maintenance and Operations),
Sidny Zink (Transportation Commissioner),
Katrina Klobberdanz (CDOT Region 4 Traffic Safety Engineer),
Julie Constan (CDOT Region 5 Traffic Safety Engineer),
David Krutsinger (CDOT Director of Division of Transit & Rail),

Gary Beedy (Transportation Commissioner) – joined at 10:42am

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • Motion to approve the July 10, 2020 STAC meeting minutes by Terry Hart, seconded by Elise Jones. • Minutes approved unanimously. 	Minutes approved
Commission Chair Introduction / Commissioner Karen Stuart	<ul style="list-style-type: none"> • Transportation Commission Chair, Karen Stuart addressed the Committee and committed to make an effort to attend future STAC meetings regularly. • A summary of recent Commission topics of conversations was shared. 	
CDOT Update on Current Events / Herman Stockinger, CDOT Deputy Director	<p>Herman Stockinger:</p> <ul style="list-style-type: none"> • Mike Goolsby provided a briefing on the status of the Grizzly Creek and Pine forest fires and their impact and closure on I-70 through Glenwood Canyon. • Heather Paddock provided a briefing on the Cameron Peak Wildfire fire near Rustic, and resulting closures on Hwy 14 • Herman: COVID-19 cases among CDOT employees are down from the recent spike to only 7 cases currently; Work from home is expected to continue at least through October. • Staff are looking at a few things for cost savings to close the budget, items that have not yet come to STAC or TC. These include new processes for right-sizing MLOS and Asset Management budgets to maintain performance targets, without changing how funds are allocated around the state; looking at “systemic” safety issues - allowing Regions flexibility to use FASTER Safety funding on those aspects of rural paving projects. • PD1601 – Interchange Access policy is being looked at to include TDM analysis and requirements in certain 1601 approval cases. • The TC is exploring key policies this month for potential changes to make progress on policy goals to reduce GHG • CDOT’s new grant program, Revitalizing Main Streets, has received 37 applications and made 6 awards to-date; The Telework Challenge program has received 22 requests and made 4 awards. <p>STAC Comments:</p>	No action.

	<ul style="list-style-type: none"> • Vince: This points out the great need for resiliency in our statewide planning and what are the alternatives when roads close. • John Lorme: We have reached out to neighbor states to help message about the highway closures on I-70 especially, routing freight traffic to I-80. • Dave Clark: A question in our area regarding the GHG Roadmap; Some issues particularly Land Use have caused concerns and questions. We'd like an update at STAC to understand what that implies. • Norm Steen asked: What is the correlation of VMT (vehicle miles traveled) to GHG? How effective does reduced driving reduce GHG? • Sophie Shulman – We do have VMT reduction details and GHG reductions can be calculated by linear formula using the average vehicle fuel efficiency rate. • Rebecca White: We will bring back information on GHG reductions related to vehicles to a future STAC. • Suzette Mallette – With the Air Quality Control Commission considering adoption of the GHG emissions Roadmap in October, can we get a discussion in front of STAC before it's released? • Herman – we can arrange an update to STAC in September or October, in time for public comment on the Roadmap. 	
<p>Transportation Commission Update / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • The Chair • The TC will now return to the regular schedule of Workshops on Wednesdays and Regular meetings on Thursdays. • TC discussed GHG reductions. There were a lot of comments by members and they will continue to discuss in September what the policies and strategies are for reducing GHG. • PD1601 will be considered for amendments, which addresses decisions made on interchanges. The STAC too will hear those proposed changes. • PD703 will also be considered for amendments, which speaks to how and what financial transactions are heard by staff or the TC. • Equity, Diversity and Inclusiveness was also discussed, with respect to CDOT and state personnel policy. <p>STAC comments: none</p>	<p>No action.</p>
<p>TPR & Federal Partner Reports</p>	<ul style="list-style-type: none"> • <u>DRCOG</u>: We partnered with CDOT on a Safer Main Streets program; application due date is today; this will invest \$77M in multimodal projects in the Denver region. We are working on Region Plans – sub-regions meetings are happening in the next two weeks to identify region priorities; We'll be drafting the investment priority document over the next couple months. An RTD accountability committee is being formed to provide preliminary recommendations to the board by January, and final recommendations in July. 	<p>No action.</p>

- CFR: Our next meeting is August 31. CDOT is starting to design the fix of the Fairplay lighted intersection and involving the community in those decisions; construction is to begin end of 2021. We've also been discussing the light at County Road 43A on the Bailey side, and we encourage CDOT to consider their local plans and locals' concerns. We appreciate CDOT reaching out to the Counties regarding the high traffic resulting from the I-70 closures.
- Eastern: We saw a small setback on Hwy86 and CR13, with the asphalt being taken back out and set it back a couple months.
- Grand Valley: We had Board orientation last month; Our next meeting is August 24 when we'll adopt our UPWP and consider 2021-24 TIP amendment #2; We've posted the final RTP on our website; We've had some successful Revitalizing Main Street grant applications from GJ, Palisade.
- Gunnison Valley: The ADA ramps project has completed in Montrose and the project on Hwy 50 & 92 is continuing, with some expected traffic delays; Little Blue Canyon project design is completing in Sept (inaudible);
- Intermountain: Not much happening, just fires, floods, pestilence coming soon; Hwy13 is under construction making it a challenging route for detour from I-70; We really appreciate and support Mike Goolsby's effort to get Google Maps to not route travelers over mountain passes; They're hiring a consultant to look at parking on Hoosier Pass for Quandary Peak visitors.
- North Front Range: The Planning Council met on Aug 6 and had a presentation from the RAQC on the SIP; they also discussed the Active Transportation Plan and Environmental Justice Plans, both which will be adopted next year. North I-25 Segments 6-8 construction continues while some detours were needed to allow it to progress; Due to COVID-19, the funding of that has had to be changed, replacing some funds with TIFIA loans. CDOT will be updating the MPO on that as it progresses. Our VanGo was previously shut down; we now have 25 vans on the road which is about 52% of capacity. We're waiting to the end of the year to make any further changes or decisions on that program, presuming the situation improves.
- Northwest: The TPR met last week; detours from Glenwood (inaudible); We have two projects starting next week, one on Hwy40 the other on Hwy131; Resiliency was a priority to the previous Commissioner and is a very important topic of the current TPR as well. (inaudible)
- PPACG: Our monthly Board meeting was held yesterday; We are noticing increased traffic due to I-70; Negotiations are progressing on the Hwy94 BUILD Grant, which will expand access to the Shriever Air Force Base and Petersen Air Force Base for the Space Force

expansion; Action items at the meeting included final MMOF selections; Management of FTA 5310 funds will move from Mountain Metro Transit to the COG – we’re working out details on that now; We also heard a DriveSmart Colorado presentation on traffic safety media campaign to address high speeds on rural roads.

- PACOG: We’re starting next phase Hwy50 West project towards Pueblo West intersections; IGAs are proceeding on our MMOF projects; Santa Fe Streetscaping project using MMOF funds will begin soon; Our Long Range Transportation Plan update is being launched and we have a new webpage set up for that, www.pueblomovestheregion-2045.com; Phase 1 relocation of our transit maintenance facility has experienced a setback – we didn’t get the 5339 grant we hoped for; Passenger rail station location study is coming to completion with virtual meeting on August 18, 6pm; We’re down to 2 location options; I-25 projects north of Pueblo are starting toward Fountain, including a box culvert replacement; Outreach from CDOT on repair of rest stop north of town is getting started; We have adopted our 2021 UPWP.
- San Luis Valley: The Intersection Hwy17 & 170 is under construction finally; the Hwy17 north project widening is progressing; Hwy160 resurfacing is under way and near completion; We have bus service in the region again; A new temporary traffic signal will go in at Hwy285 and US50 in Poncha Springs until ultimately a roundabout can be constructed in the future.
- South Central: We’ve not had a meeting since last month and our next TPR meeting is in September; We’re seeing some resurfacing on Hwy12 and US160; A big thanks to CDOT Maintenance for their response to the flash flood resulting from fire two years ago and getting that reopened quickly.
- Southeast: no report
- Southwest: We’ve received an FTA 5339 award of \$1.8 million in Archuleta Co for a bus shelter and Durango received almost \$500,000 to replace aging fleet vehicles; The contractor will be breaking ground this month on the \$99 million Hwy160 and 550 interchange project – an important project for the region that realigns the interchange and includes wildlife mitigation.
- Upper Front Range: We’ve had no meeting since June; We’re looking forward to reviewing the planning area boundary analysis at our upcoming Sept 3 meeting; Working with CDOT on road closures with Union Pacific to get Right-of-Way in perpetuity; Weld County submitted hazmat designation petition for CR149 between I-76 and US34 to allow a crude oil hazmat designation.
- Southern Ute: no report
- Ute Mountain Ute Tribe: No report

	<ul style="list-style-type: none"> • <u>FHWA</u>: The STIP was approved for 2021-24; Grand Valley and Pikes Peak TIPs being incorporated; We're working on training during COVID-19 – Safe Transportation for Every Pedestrian is being offered online; • <u>FTA</u>: Section 5339 awards have been announced; RFTA was also awarded \$11M to upgrade the Glenwood Maintenance Facility; We're also offering debriefs on unsuccessful applications. 	
Federal and State Legislative Report / Andy Karsian, CDOT Office of Policy and Government Relations	<p>Presentation</p> <p>a) <u>Federal</u>: No Update</p> <p>b) <u>State</u>:</p> <p>i) Staff continues to develop the legislative agenda with the Governor's Office; topics to include GHG reduction efforts, green construction, protecting funding for DUI, statutory language clean up related to recent audit findings plus efficiencies in our rural paving projects.</p> <p>ii) OSPB is having department meetings with legislature - CDOT's will be at the end of August; Non-budgetary items to be approved then, and budgetary items will be developed through November;</p> <p>iii) No interim legislative committees will be meeting, except the Legislative Audit Committee and the Legislative Leadership Committee; No TLRC will be held.</p> <p>STAC Comments: None</p>	No Action.
FY 21 Budget Amendment / Jeff Sudmeier, CDOT Chief Financial Officer	<p>Presentation:</p> <p>Jeff Sudmeier:</p> <p>a) Jeff Sudmeier provided an overview of Proposed Budget Reductions based on July revenue forecasts, including \$2.2 million in Work Plan reductions, \$3.1 million in Program Reviews, \$1.3 million in FY20 Reversions from project savings, plus one-time reductions – altogether adding up to \$50.1 million.</p> <p>b) Resulting budget shortfall is currently \$12.8 million</p> <p>c) TC will consider budget amendment in August for the Work Plan reductions; further reductions outlined will be considered in a subsequent amendment in September.</p> <p>STAC Comments: None.</p>	No Action
Time Critical National Highway Freight Funding Proposal/ Rebecca White, CDOT Division of Transportation Development	<p>Presentation:</p> <p>a) Resulting from NHFP surplus funding, staff recommended its allocation to two additional high-priority projects reviewed and recommended by the Freight Advisory Committee (FAC):</p> <p>b) Recommended projects included \$2 million to close the funding shortfall on passing lanes on US40/287 between Limon and Kit Carson, and for \$400,000 to the Wolf Creek Pass Fiber and ITS project on US160.</p>	Approved to support

	<p>STAC Comments:</p> <ul style="list-style-type: none"> • Norm Steen: Were other projects considered in addition to these? And do any other projects suffer if we fund these projects? • Rebecca: No funds were taken from other projects; the funds resulted from cost savings on other projects. These were selected outside the normal call for projects but were evaluated using same criteria. • Michael Yohn – What the cost of signage with different language and has this been done elsewhere? • Julie Constan: I don't believe it's more expensive; We've worked with FHWA to develop for our VMS boards on Wolf Creek Pass that's not Spanish, but a graphic signage showing a shifting down to slow truck speeds on the pass. • Rebecca: No TC action is needed on this; it will be finalized by staff. <p>Move to support by Norm Steen; seconded by Dave Clark; unanimously Approved</p>	
<p>Statewide Transportation Plan – Rebecca White, CDOT Division of Transportation Development</p>	<p>Presentation:</p> <ol style="list-style-type: none"> a) The Statewide Transportation Plan, which kicked off in May 2019 has been finalized. b) The 60-day Public Comment Period has concluded. c) A big thanks is due to all who have contributed and been involved in its development including CDOT staff. d) Marissa Gaughan presented an overview of how the plan was developed, the outreach conducted, summary of the public comments received and the general organization and content of the Plan. <p>STAC Comments:</p> <ul style="list-style-type: none"> • Vince Rogalski: One of the big differences in this plan is the involvement and integration of transit through the whole process. I saw many transit agencies involved and attending TPR meetings and that's really valuable. • Elise Jones: DRCOG really appreciates the effort that went into this plan and partnership we've had for joint public engagement and we think it does a great job of sending out the state's priorities and providing a framework to move ahead. • Norm Steen: I appreciate the focus on this as an adaptive planning tool that supports ongoing progress and communicates to legislature the state's needs as reflected from its voters and their constituents. 	<p>Approved</p>

	<ul style="list-style-type: none"> • Vince Rogalski: I hope we consider that transit is a really important part of our transportation plan and look forward as to how we can keep improving our transit services. • Terry Hart moved to recommend adoption of the final 2045 Statewide Transportation Plan; Elise Jones seconded; • The Statewide Plan was unanimously approved and recommended for TC adoption. 	
<p>STAC Bylaws Subcommittee Report – Heather Sloop, Northwest TPR</p>	<p>Presentation:</p> <p>a) Holly Williams provided the Subcommittee’s overview of recommended changes, which included:</p> <ul style="list-style-type: none"> i) Required and Clarifying Revisions ii) Options for STAC Officer selections and terms of office iii) Timing for Distribution of Meeting Materials, and iv) Other STAC Meeting recommendations not for inclusion in the Bylaws <p>STAC Discussion:</p> <ul style="list-style-type: none"> • Dave Clark: Does this get approved by TC, or does the STAC have authority over this? • Holly Williams: The STAC approves its own Bylaws. • Suzette Mallette recommended language be added to address emergency action items and emergency meetings. • Rebecca – We understand the intent of the revised language for materials delivery, which enables STAC Representatives opportunity to seek input from their members. We really can’t meet the two-week requirement for materials distribution, however; with STAC being the week before Commission, we are often seeking STAC input that we want TC input on the following week; the Commission usually gets their packet one week before their meetings; with a two-week delivery requirement that forces we occasionally skip meetings, we really won’t be able to bring all the items to STAC that we want input on. • Vince Rogalski: I do think it’s difficult to achieve two weeks and one week is better. • Liosatos: The actual intent, I believe was to have a one-week requirement, but two weeks on items requiring action; The way the Bylaws are written now, we haven’t been following them as it is. I also don’t think that decisions that involve millions of dollars are ones that shouldn’t be allowed time to properly be heard and discussed. I might suggest that we are given ample time as a rule, but perhaps put in the emergency language of the Bylaws that exceptions may be made to that advance material delivery rule. • Rebecca White: The one-week requirement is very achievable; the two-week really is not. 	<p>No Action</p>

- Holly Williams: I want to make sure that CDOT staff are ok with one week and we don't want to hinder our ability to give input on important matters.
- Terry Hart: I think putting in a "preference" rule is best, not a rigid two-week requirement that hinders our ability to provide input on items.
- John Liosatos: When the committee initially considered the one-week requirement, it became clear that it really hinders our ability to gain input from our members prior to the discussion items. I recommend having a two-week requirement with a clause that allows for an exception to that as necessary.
- Barb Kirkmeyer: I suggest a provision requiring 2/3rds vote to allow voting on an item that was not given two-week notice.
- Norm Steen: when the STAC votes, it needs to be an informed vote; PPACG has several alternates attend to provide viewpoints; I agree STAC could vote to approve voting on an item; I'm support of a two-week requirement with a 2/3rds vote required for an item not afforded two weeks' notice.
- Terry Hart: If we do go with a rigid two-week requirement, I agree we'd need an exception clause.
- Elise Jones: I had a question about whether or not if we're too rigid on this, we end up basically taking STAC out of the discussion.
- Barb Kirkmeyer: I think at a minimum we state that we prefer two weeks, but it must be at least one week, and if not – allow 2/3 vote to allow; we can do both.
- Norm Steen: one week on non-vote items, two on votes
- Holly Williams: I think the subcommittee will have to meet again to discuss this. I agree with Norm on the two-week and we add a section clarifying the purpose of the STAC and have an emergency provision.
- Suzette: Our Bylaws already say we need to get the packets a week ahead; we're not consistent on current one-week requirement; why two weeks now?
- Liosatos: Bylaws are to govern STAC; staff are not bound by them, they abide by their own procedures;
- Vince: Something we could do, is we could approve the agenda and each meeting. As it is now, everything is on the agenda and we just approve it as is.
- Terry Hart: I'm ok with any of the mechanisms and I'm not worried about law; I'm concerned about why we're here, and that we're able to give input on TC matters; I think we could do a better job of getting input from our members; however, I've seen when organizations make their rules so strict that it harms their ability to do their job;
- Holly Williams: there's a difference between reality and what we'd like.
- Elise Jones: On article 3 section 3, it should say the tribes "may each appoint a voting member"; I think it's good to have the full vote of the STAC to elect its officers;

	<ul style="list-style-type: none"> • Terry Hart: I'm fine with rotation concept; and it should definitely have the full vote of the STAC; • Barb Kirkmeyer: I do not agree with rotation of STAC Chair; it results in less-engaged members with less availability to attend CDOT and TC committee meeting to become Chair; STAC can select who best serves the committee without being forced to choose from a particular region; • Vince Rogalski: The Chair attends not only TC meetings and committees, but tours and other events around the state; it's a big commitment that not many can afford to do and do well; • Terry Hart: I agree with Barb; politics is about relationships; term limits hinders the ability of the Chair to build those productive relationships. • Holly: Recommend we consider the committee amend draft language based on today's discussion and discuss next month; no hurry to approve • Andy Pico: I agree that term limits serve no benefit here; • Herman Stockinger: Holly, I'm happy to sit and discuss with the Bylaws committee to talk about staff's processes and what will work to inform your decision on this. 	
Other Business / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • Norm Steen: Our next meeting is September 11 during Patriots Day event at 9am; many elected officials will be attending that, so many of us will miss voting on a number of items; I recommend moving voting items to the end of the agenda. • Our next STAC meeting will be September 11, 2020 (virtual) 	

STAC ADJOURNED at 11:56am

The Transportation Commission (TC) Workshops and the Regular Meeting were held on Wednesday, August 19, 2020 and Thursday, August 20, 2020. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.

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

Transportation Commission Workshop Notes

Wednesday, August 19, 2020, 12:00 pm – 4:00 pm

Call to Order, Roll Call:

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

TDM Presentation (Audry DeBarros and Stuart Anderson)

Purpose:

As the TC begins to consider the inclusion of Transportation Demand Management (TDM) strategies into policies like the 1601, this presentation gives an introduction to DRCOG's region's 7 Transportation Management Organizations (TMOs), the definition of TDM, and examples of successful TDM strategies currently being implemented by these TMOs whose services are quite diverse.

Action: None. Information only.

Discussion:

- Commissioner Adams asked about how much additional work or bureaucracy is added to what Transportation Management Associations (TMAs) are doing by having a TDM program within CDOT. And how CDOT operates/works with TMAs throughout the state to be complementary and productive without duplicating what these organizations are already doing?
- Sophie Shulman, CDOT Office of Innovative Mobility Chief explained that CDOT does work complementary and cooperatively with what the TMAs are doing. We work directly with them for TDM related to specific projects. CDOT is also currently hiring a Healthy Communities Coordinator, whose role in TDM will be to work more closely with TMAs to help find additional funding opportunities, to organize efforts for efficient use of existing funds.
- Commissioner Vasquez enquired about the GHG reduction legislation in HB1261, and asked, have the TMAs presented to The Colorado Department of Public Health and Environment (CDPHE) on this subject and have they provided any funding to support your efforts?
- Steve Erickson (DRCOG) responded that DRCOG staff has been in close contact with Kay Kelly and the Energy Office (CEO). The Transportation Solutions TMA has representation on the Air Quality Council work group developing our version of the Employee Trip Reduction Plan (ETRP).
- Stuart Anderson (Transportation Solutions) responded that they are speaking with CDPHE today. They want to know if the ETRP can be incorporated into the House Bill, making it a statewide initiative. Many rural mountain areas of the state have successfully implemented TDM strategies, and it's not necessarily difficult for small rural areas to implement TDM solutions.
- Commissioner Bracke stressed that it's important that we've highlighted this as a regional and shared challenge, considering the geographic extent of the air quality attainment area on the Front Range. It would also be of benefit to make this presentation to the communities in northern Colorado. The Denver area has already exceeded ozone standard thresholds and it does appear we are headed into

that severe designation. Our TDM, air quality and climate goals are all related to one another and we need to accelerate these TDM efforts.

- Commissioner Stanton suggested that when presenting on TDM programs, recognized that reducing congestion also improves safety. I would also suggest this apply to companies down to 40 people instead of 100. I know transit use is down since COVID-19 and this needs to be reflected in the alternative transportation data.
- Commission Chair Stuart noted that the TC will reconvene with the TMAs in the next year once the pandemic has eased to hear what we've learned about its long term effects on safety and air quality.

Budget Workshop (Jeff Sudmeier and Bethany Nicholas)

Purpose: To provide information on the revised Highway Users Tax Fund (HUTF) Annual Revenue Forecast and discuss potential Fiscal Year 2020-21 budget reductions to offset a portion of the revenue shortfall. This amendment in combination with reductions from Fiscal Year 2019-20 roll forwards and revenue reconciliation will bring the Fiscal Year 2020-21 budget back into balance with the revised forecast.

Action: The Division of Accounting and Finance (DAF) is requesting the Commission review and approve a resolution to amend the Fiscal Year 2020-21 budget. This will be the first action towards aligning the budget with the revised revenue forecast.

Discussion:

- Commissioner Thiebaut commented that his first question is why we are looking at \$2.2 million in operational cuts rather than it being decided by administration. But I've learned that Policy Directive (PD) 703.0 is unclear as to the TC's role in decisions on such an amount. As a matter of practice, I'd prefer to see the whole picture of how we intend to address the \$63 million shortfall and not just make a \$2.2 million cut on its own.
- Jeff Sudmeier, CDOT Chief Financial Officer, expanded on why CDOT is making these cuts before having the whole picture: 1) The Work Plan reductions we've identified are ones we feel could and would be made regardless of our budget shortfalls. They were the result of a very granular look at work plans to eliminate line items no longer needed or where efficiencies could be realized. 2) We wanted to make the work plan cuts as early in the fiscal year as possible to avoid their being committed and therefore could no longer make the reduction. As to why the TC is being asked to consider a budget cut as small as \$2.2 million, the updated PD 703.0 says TC approves line item amendments greater than \$1 million. That topic remains open for Commission discussion, whether that amount is not the right threshold.
- Commissioner Vasquez asked about what we are doing to the Workforce of the Future program by making the \$1.5 million cut, and asked if it affects any equity initiatives.
- Jeff Sudmeier further explained that this program, which was created during the previous administration, had not actually been fully defined and is an example of a program we believed should be cut because we felt CDOT was not ready to implement its next phase.
- Commissioner Beedy asked if while we are looking ahead into the next budget cycle, are staff preparing for the TC to look particularly at the balance and trade-offs between different areas of maintenance as we are expecting to have further budget shortfalls.
- Jeff Sudmeier responded that the Asset Management Unit in the CDOT Division of Transportation Development (DTD) has actually been starting to take a look at those programs to determine how we can assess and measure those trade-offs. They're also looking at the process of setting those budgets and considering the planned budgets into the next few years to determine whether those budgets are appropriate.
- Rebecca White, CDOT DTD Director, added that if Commissioners are interested, she would be happy to have conversations offline about the specific things we are looking at.

Policy Directive 703.0 Update (Jeff Sudmeier)

Purpose: To provide additional information on proposed updates to Policy Directive (PD) 703.0 and request TC action. This includes an explanation of the broader context of the PD and how staff evaluated levels of risk

against efficiency and delivering increased performance outcomes in order to determine the appropriate level of TC oversight to recommend for each proposed update.

Action: The CDOT Division of Account and Finance (DAF) is requesting TC to review and approve the proposed revised Policy Directive 703.0. This will ensure there is a complete, updated policy in place for the Department to guide day to day operations. The TC may request a subsequent review of the policy at any time in the future if a need arises to incorporate further refinements or changes.

Discussion:

- Commissioner Halter noted that he thought the \$1 million threshold was too low considering the size of the overall budget, but is ok with it if the Commission is. He also wanted to know from staff whether the changes being made make staff work harder.
- Jeff Sudmeier responded that the changes being made makes it possible for staff to respond to changes more quickly while avoiding the unnecessary involvement of TC in decisions that are of relatively low risk and importance. With respect to the revenue change – this merely codifies what is required already. The indirect budgets will not create very much additional work but is necessary to ensure a proper level of controls. Regarding the \$1 million threshold, what we’ve seen over time is that it shouldn’t create an unnecessary amount of additional work. We can reexamine later if that proves to be different, however.
- Commissioner Halter observed that the presentation indicated that high risk items would come to Commission, medium to low risk would be decided by executive management. Also, how CDOT defines the level of risk was asked about.
- Jeff Sudmeier explained that the PD does not define criteria that specifically defines or measures risk. Rather, the intent is to put into common terms what considerations we look at to generally ascertain the level of risk in transactions. In the appendix we identify some types of transactions that are high or moderate risk, but these are subjectively assessed. The Commission may want to consider specific definitions for risk levels for future iterations of this policy.
- Commissioner Zink added that the language also does not identify what constitutes a “transaction”. And asked if those definitions also be in the appendix.
- Jeff Sudmeier clarified that the term ‘transaction’ in the narrative policy means generally what specific transactions are characterized in the appendices. In the appendices there should be tables of project-related transactions, budget transactions, other transactions, and cash management.
- Herman Stockinger, CDOT Deputy Executive Director added that perhaps staff should add a simple definition of “transaction” into the Definitions section of the policy.
- Jeff Sudmeier responded that staff will draft a definition and present that to the TC all at breakfast tomorrow.
- Commissioner Zink asked about the Fund 400 term, and if it was a common term or a CDOT term.
- Jeff Sudmeier answered that Fund 400 is a State Treasury term that identifies the State Highway Fund.
- Commissioner Thiebaut commented that It would be helpful to understand the sources of revenue that flow into the Program Reserve, Contingency Reserve and Maintenance Reserve, and pertaining to PD 703.0, how are those reserve funds maintained as different events lead to expenditure of those reserves.
- Jeff Sudmeier answered that in order of process - the Commission approves allocation of funds to the reserve programs during the budget setting. We typically aim to start each fiscal year with \$25 million in the Contingency Reserve. The Maintenance Reserve is typically set at \$10 million for Snow & Ice and \$2 million for wildfires, for a total of \$12 million. We’ve used more than these amounts in recent years, so the TC might consider increasing these Maintenance Reserve targets in the future. We don’t have a target for the Program Reserve, but in strong years when we’ve fully funded most programs we try to replenish those reserves to a reasonable level. We don’t typically add to any of the reserves during the fiscal year, but in cases where it’s been necessary, we will seek approval to move funds from the Program Reserves to the Contingency or Maintenance Reserves. During the fiscal year, we will add new incoming flexible funds to the Program Reserves, such as Federal re-distribution funds, and then seek

approval from the Commission how they want to move those additional flexible reserve funds to different programs or projects.

- Commission Chair Stuart asked if the \$20 million we put to the US36 repair last year taken from Contingency Reserves, and when that sort of thing happens, is it then replenished later from the same program.
- Jeff Sudmeier answered yes, it was taken from Contingency Reserve. And often requests for Contingency Reserves come with essentially a loan agreement to pay back those reserves from the same program at a later time. When that happens, the transaction is identified as a line item in the Budget noting that understanding so that the Commission doesn't have to replenish those funds in the next budget cycle.

2045 Statewide Transportation Plan – Review and Adoption (Rebecca White)

Purpose: To present the final 2045 Statewide Transportation Plan for adoption.

Action: The TC has statutory authority pursuant to §43-1-106 Colorado Revised Statutes (C.R.S.) to approve, accept, and amend various planning documents resulting from 23 United States Code (U.S.C.) 135 and §43-1-1101 through 1105 C.R.S. Staff is seeking formal TC approval of the 2045 Statewide Transportation Plan.

Discussion:

- Steve Harelson, CDOT Chief Engineer, shared CDOT's newly developed project status dashboards which gives the public transparency and accountability into the status and funding of projects identified in years 1 through 4 of the Plan.
- Commission Chair Stuart added that she really appreciates the value of what this plan offers. It is similar to municipal Master Plans, which citizens and stakeholders often cite and reference to either promote or refute decisions that come before the governing body. I can see this being a similarly effective tool for decisions that will come before the TC.
- Commissioner Vasquez noted that it might be a good idea just to add the years 1-4 timeframe for that funding on the program summary pages. The Plan is to be commended and contains many fine useful details. With respect to the Plan being a living document that responds to changing conditions and priorities – how does CDOT manage or balance responding to those changes and the work required in amending the Plan to align to them?
- Rebecca White answered, that Commissioner Vasquez is correct, an amendment would require a good deal of work to follow the proper process, so we don't want to have to go down that road very often. We'd like to present quarterly reports to the Commission on how we're doing and how we're implementing the Plan and the 10-year vision. Changing the appendices to add things like Resiliency is certainly feasible. On the vehicle miles of travel (VMT) issue, staff needs to look into some focus groups of interested Coloradans and determine whether that's a time sensitive amendment for the current plan or if it's a theme to pick up in the next Plan.
- Commissioner Bracke commended the great work of CDOT on this Plan and for the extensive outreach and public input obtained in shaping the Plan. She also appreciated the inclusion and alignment of the Plan with the State's greenhouse gas reduction goals, climate goals, public health and air quality and its alignment with social and economic equity issues and needs. She agreed with the idea of quarterly updates that will allow us to stay up to date with expected rapidly changing times and trends. It will be important for us as the Commission to refresh our policies and guiding principles in light of the new Plan and perhaps an opportunity for us to consider adding more to our guiding principles around social equity, climate and air quality. In addition to the VMT topic, she expressed that she would like to add more on the topics of reducing congestion by reducing demand. In the Transit Plan appendices, there are two important routes I think should be added: The US34 route is showing need for transit from Greeley to Sterling, and Greeley to Estes Park should also be added. Similarly, a connection should be added on US287 from Fort Collins to US36. That's reflected in the 10-year Pipeline and should be identified here as well. I also think there's opportunities to look at working with CDOT and universities to update our air quality conformity modeling for transportation to ensure the Federal air quality conformity modeling isn't out of line with our goals.

- Commissioner Beedy commented that he always thought VMT was a measure we have always used. And asked about how the VMT issue is being raised.
- Rebecca White answered that the topic that came up so much in comments on the Plan was on reducing VMT, so we need to look more into how people may be thinking differently about travel choices and working more from home.
- Marissa Gaughan, CDOT Statewide and Regional Planning Manager, added that some of the concerns were about how additional capacity induces more travel and just increases congestion and urban sprawl. We also heard a lot about how we're going to analyze and reflect the data reflecting the shifts of people working from home. Over the coming months or years, staff will look at the long term effect of that and consider either amending or adding to the current Plan, or new considerations for the next Plan.
- Commissioner Beedy noted that we have also had increased cross country travel, where it used to be most travelers to Colorado were from Missouri and west. Now there's more travelers from all the way from Vermont and New York to Colorado. He did think also that it's a little light on the year 2045 piece, that we need to have more financial analysis on longer-term funding situation beyond the first four years. Especially as we start switching to alternative fuel vehicles that don't have a funding mechanism to support the system, there is need to have a little more to educate legislators and the public.

Policy Directive 14 (Rebecca White)

Purpose: This workshop provided the TC a review of the proposed safety objectives presented at the March 2020 Commission Workshop and a proposal for revised Asset Management Goal Area objectives for Policy Directive 14. Staff will provide proposed objectives for the Mobility Goal Area at a future TC workshop. After review by the Commission, a revised Policy Directive 14 with the approved goal areas and objectives will be submitted for adoption.

Action: Using the framework and alignment of priorities discussed at the January 2020 TC workshop, staff has developed a list of proposed, measurable objectives for the Safety and Asset Management Goal Areas for review by the TC. CDOT staff will revise objectives based on Commission feedback for adoption in a revised Policy Directive 14 at a future Commission meeting.

Discussion:

- No Comments

DTR Capital Call and Vulnerable & Senior Transportation Fund (Sophie Shulman and David Krutsinger)

Capital Call

Purpose: Choose a direction for releasing a Consolidated Call for Capital Projects in August 2020 in light of the input CDOT received on the Transit survey and transit providers' operations and capital budget responses to the COVID-19 pandemic.

Action: Input Requested on staff's recommendation to hold back some capital funding to increase the funding offered later in the year in the Operating Call for Projects.

Discussion:

- Commissioner Hall asked about flexibility in using the VW Settlement funds to help stabilize agencies funding hardships?
- Sophie Shulman answered no. That program is specifically for air quality benefits through electric vehicle investments only.

Vulnerable & Senior Transportation Fund:

Purpose: Distribute \$1 million in Vulnerable & Senior Transportation Funds to Appropriate Transit Agencies

Action: Approve the distribution of this \$1 million in funds, with responsibility delegated to the five Metropolitan Planning Organizations (MPOs) in the state for the urban funds.

Discussion:

- Commissioner Stanton agreed with staff recommendation of 75/25 split between urban and rural. It's important we get this funding to serve the poorest and oldest in remote areas as much as we can.
- Commissioner Gifford – noted that she understood the rural transit dependent populations, on the eastern plains for example, require transit longer distances all the way to Denver for medical visits.
- David Krutsinger, CDOT Division of Transit and Rail Director answered that this is correct, and it's for that reason that we are recommending a 75/25 split that's slightly tilted towards rural.
- Commissioner Gifford noted that in support of that, rural vulnerable populations are more reliant on transit during COVID-19 because it's not as likely for, say, a neighbor to be willing to sit in a car for a long ride to Denver if they're not in the "bubble". She supported the 75/25 urban-rural split of these funds.
- Commissioner Beedy added that he didn't see any of the agencies in his district on the list of recipients for these funds. And asked if they just did not request it.
- David Krutsinger answered that in the eastern, central and northeastern parts of Colorado, those agencies are 5311 recipients. So they're already beneficiaries of the Coronavirus Aid, Relief, and Economic Security (CARES) Act funding.

Mobility Systems Committee – GHG (Shoshana Lew and Sophie Shulman)

Committee Members: Commissioners Adams, Beedy, Bracke, Gifford, Hall, Halter, Thiebaut, and Vasquez

Committee Member Attendees: All committee members were present.

Purpose: The purpose of this workshop was to continue discussion from last month's meeting regarding strategies to reduce greenhouse emissions and improve air quality from the transportation sector. Specifically, this month's conversation further refined potential actions to those within CDOT and the TC's scope of influence, and staff seeks feedback on these potential actions.

Action: Information only.

Discussion:

- Commissioner Stanton suggested that if any Commissioner has ideas, they should send them to Sophie Shulman directly. She has a very aggressive schedule between now and November with respect to budgeting, etc.
- Commissioner Hall added that all these wonderful ideas apply to the Front Range and the congestion there. The biggest issue to the western slope is the resilience and the ability for our system to handle closures such as we've had on I-70. Highways 13 and 50 need to be maintained in good condition to handle those overflows and let trucks through. Resilience has fallen back and it needs to be addressed so that the system supports our whole state.
- Sophie Shulman explained that they did hit on that subject on our first slide, but we don't specifically call out any strategies for resilience.
- Commissioner Hall expanded that a few years ago, resilience was really important and now it's not as much. As the Commission, we need to remember that we are all Colorado and we don't just serve Denver.
- Commissioner Vasquez commended Sophie for drawing from many aspirational goals and strategies to put together what can really be accomplished. As to resilience, we've seen the streams of traffic over the past couple weeks for folks trying to get home from Steamboat Springs through Laramie, so she concurred that we need to look at redundant routes. Much of the reason we're seeing these fires is a

result of drought and much of that is linked to human caused climate change and the accumulation of greenhouse gases over time. So we have to keep a balance on improving local ozone attainment on the Front Range, our contribution to global climate change along with resilience.

- Commissioner Bracke added that the opportunity in front of us is how we are linking together our new statewide transportation plan and our goals and objectives with our safety plan and our holistic 10-year pipeline. All these issues are important in addressing our equity, climate and air quality goals and it's important we distill this down to a key set of strategies that works for everyone.
- Commissioner Adams noted that he is fully supportive and understand Commissioner Hall's and Commissioner Zink's perspective, representing constituents outside of the Front Range area.
- Commissioner Beedy expressed that he thought it was important to control access to our highways so they act as they should, whether that's trucks, buses or cars. But it seems we have more and more houses being built along our freeways and they all get approved without a thought to density. So I think we need to work more closely with local land use policies statewide and to try to stop urban sprawl. In 1974 or 1975 subdivision regulations were passed, breaking everything into 40-acre lots. This just encouraged sprawl. So we have to consider policies today and not cause further unintended consequences. On Hwy 79 north of Bennet housing development is substantial. CDOT and the TC needs to work with the County out there to limit access and force them to develop more closely together. There is need to find corridors like that of Hwy 24 in El Paso County and Hwy 52 and 71 and really focus on those initially. Even out in Limon, many more houses going up here and there. It's people wanting more space from the urban area, but we have to do something. Not sure about what data or information is needed or how we work through that. But that's part of the regional planning we need to work with as a Commission to coordinate those efforts and limit access. Green construction are fine, so long as the materials last as long and are cost-effective. In terms of updating fleets, not sure it is feasible for updating heavy trucks. Not seeing that the technology is there yet and it'll be a few more years until it is feasible. He supported the telework ideas, but doesn't see CDOT having much of a role in that.
- Sophie Shulman answered that CDOT too thinks the Land Use discussion is a critical point and hopes the TC continues to push that point. As to the heavy vehicles, there is definitely technology development that needs to happen. We're not suggesting we build out a heavy charging network tomorrow, but to take a holistic view now and identify what we need to do to be ready for when that technology is there.
- Commissioner Beedy added that CDOT and the TC could consider waiving fees statewide on businesses for installation of electric charging infrastructure as an incentive.
- Commissioner Stanton asked if it would be possible to get this through to Vince Rogalski and the Statewide Transportation Advisory Committee (STAC) to get bottom-up input.
- Sophie Shulman explained that CDOT does plan to brief the STAC on the GHG Roadmap so they'll be aware of the discussions taking place here.
- Commission Chair Stuart observed that including TDM in the PD1601 is really important with respect to the Land Use issue. How we do it is the challenge. Developers are typically involved with town councils very early in the process, when the land gets sold. Councils can sometimes require developers contribute to a City's burden of development at that point, but once they've approved there's really no way to add that to a development plan. What happens later comes as a big cost to a city with no way to fund it. So as soon as we start discussing this, we need to let communities know that we're going to be considering these things. It's a good thing that more and more developments are including some multi-modality. She also wants to look at how we manage lanes as we need to reserve more of those for buses and transit that provides reliable travel times. When this happens more people ride transit and it's a win-win for GHG reduction, congestion and mobility.
- Rebecca White responded that CDOT staff is happy to provide an overview of the resilience efforts we have been making at a future meeting.

Transportation Commission Regular Meeting

Thursday, August 20, 2020, 9:00 am – 11:00 am

Roll Call

- All 11 Commissioners were present.

Public Comments

- None. Members were referred to a letter from the US 36 Mayors and Commissioners Coalition and a transportation demand management group, Commuting Solutions, regarding the 2045 Statewide Transportation Plan (SWP). The letter praised the inclusion of several projects from the Northwest Mobility Study in the plan's 10-Year Pipeline of Projects, and requested a managed lane study for I-25 from US 36 to 20th Avenue.

Comments of Individual Commissioners

- Commissioner Vasquez thanked Julie George of the Office of Communications for helping her with attending meetings remotely. She recently was able to participate in the Northwest TPR meeting. The Commissioner Vasquez and the TPR are in agreement about the importance of a goal in the 10-Year Pipeline of Projects of the 2045 Statewide Transportation Plan (SWP) to devote 25% of CDOT resources to rural paving projects in the first four years of the SWP. TC Chair Karen Stuart was thanked for moving the TC back to its pre-COVID-19 schedule of workshops on Wednesdays and regular meetings on Thursday.
- Commissioner Zink using Zoom, attended all three TPR meetings in southwestern Colorado: Grand Valley, San Luis Valley, and Southwest. She also attended the STAC meeting on Friday, and praised STAC Chair, Vince Rogalski, for his leadership. Others in the Durango area are looking forward to the ribbon-cutting for the beginning a project to improve the US 550/US 60 intersection. Commissioner Zink and Region 5 Regional Transportation Director (RTD), Mike McVaugh, have given many talks and presentations about the project.
- Commissioner Stanton thanked Charles Meyer for his hard work on safety at CDOT, and wishes Charles well in his new position. There is concern about the increase in traffic fatalities within the state, and he suggested more focus on speed control and reducing distracted driving. Commissioner Stanton added that he appreciates all the work CDOT is doing on assisting with fighting the many wildfires and dealing with their impacts.
- Commissioner Adams noted that Douglas County Commissioners are very excited about the progress being made on the South I-25 Gap project. Referring to the Small Business, Diversity, and Inclusion group at CDOT, he said many issues around racial and social injustice can be addressed through small, diverse businesses, which are crucial to economic recovery. In addition, Commissioner Adams met with Community College of Denver officials about helping train more people to obtain commercial driver's licenses. More CDL drivers could help CDOT as well.
- Commissioner Gifford – No comments.
- Commissioner Halter said most of the meetings he has attended have been virtual, and his non-essential travel has been limited. While taking his wife to Denver International Airport via I-25 recently, he was pleased with the progress on the South I-25 Gap project. All the fires are making a difficult time during COVID-19 even harder.
- Commissioner Bracke praised Charles Meyer for his leadership with the State Highway Strategic Safety Plan that has Vision Zero as its goal. She thanked Region 4 RTD, Heather Paddock, and Heather's staff for all the work taking place on North I-25. Commissioner Bracke attended a state group focused on recovering from the economic downturn. CDOT Executive Director, Shoshana Lew, shared financial information with the group, which will help the different agencies figure out shared solutions. She attended a meeting about the Greenhouse Gas (GHG) Reduction Roadmap last week, which is a fantastic opportunity for CDOT and Colorado Department of Public Health and Environment (CDPHE) to

work together on improving air quality and reducing GHG emissions. As a TC representative on the Scenic Byways Commission, she encouraged all to plan trips on the scenic byways.

- Commissioner Beedy attended a meeting of the Cheyenne County commissioners concerning the need for passing lanes on US 287, a need heightened by a recent fatal crash on the highway. He attended another meeting of the Freight Advisory Council Steering Committee, at which the FAC Steering Committee recommended approval of two projects using leftover National Highway Freight Program funds. One project would use the funds for more passing lanes on US 287. Resurfacing projects in the area seem to be going well, and he's happy to report that his area had a little bit of rain recently.
- Commissioner Thiebaut thanked his fellow commissioners for the leadership roles they've taken in serving the state. CDOT Executive Director, Shoshana Lew, is doing a tremendous job. Commissioner Thiebaut also praised Region 2 RTD, Richard Zamora, and Richard's team for their work so far. In addition, he recommended that TC members listen to the presentations made by 17 interns about the work they're doing for CDOT. He appreciated their presentations and contributions.
- Commissioner Hall – She has traveled many of the state's scenic byways. One closed this morning. Commissioner Hall is confident that Region 3 workers will get I-70 open through Glenwood Canyon.
- Commissioner Stuart also watched the presentations by the CDOT interns, and is drafting a letter thanking them for their participation in the program. She read the names of the 17 interns who took part in the internship program. Commission Chair Stuart also attended via Zoom a design charrette for Vasquez Boulevard in Commerce City. Conducted by Region 4 online and in person, the charrette was a good opportunity for others to listen to the stakeholders as the design for improvements takes shape. Vasquez Boulevard experiences a large percentage of truck traffic.

Executive Director's Report (Shoshana Lew)

- Region 3 is dealing with more than one fire, including the Grizzly Creek fire that led to the closure of I-70 in Glenwood Canyon. Region 4 also has been faced with fire. She thanked the public for their patience as the closure of I-70 is forcing the traveling public, including freight truck drivers, to take long detours.
- CDOT is doing all that it can to open I-70, once they determine it is safe to do so. A CDOT team is checking the canyon for rock falls and coordinating with the incident command team, which is using I-70 as its base of operations.
- Discussions are taking place at CDOT about what to do if COVID-19 extends into the winter.

Chief Engineer's Report (Steve Harelson)

- Besides the fire that led to the closure of Glenwood Canyon, SH 14 at Cameron Pass also is closed, another blockage of an east-west corridor. Most of the firefighting equipment is using US 14, which is closed to other traffic. So far, fires are not threatening US 40, one of the alternate routes.
- The State Engineer's Office is planning some resiliency analysis aimed at stabilizing the fires and preventing mudslides and rock falls.
- To track the fires in Colorado and other western states, this website was recommended to visit: inciwe.nwcg.gov.
- Some good news is that CDOT began collecting tolls on C-470 this week, and has issued a notice to proceed with the US 160/US 550 intersection in Durango.

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

- On Tuesday at midnight, CDOT began collecting tolls on C-470, thanks to the hard work of the C-470 team, HPTE staff, and others. This was a major milestone.
- HPTE is applying for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the North I-25 project, and hopes to have a letter of interest to Build America Bureau by next week.
- HPTE also plans to submit a letter of interest to Build America for purchase of Burnham Yard.

Federal Highway Administration (FHWA) Colorado Division Administrator's Report (Bill Haas)

- FHWA Colorado Division is actively monitoring the Grizzly Creek fire in Glenwood Canyon, and reports developments to FHWA headquarters daily. John thanked CDOT staff for keeping him up to date on what is going on there.

- FHWA is operating under a travel ban, but received high-level approval to send its bridge engineer to Glenwood Canyon to take part in safety assessments.
- FHWA is willing to assist CDOT in its preparations to receive a federal declaration of an emergency due to the fires.

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

- Vince thanked Commissioners Zink and Stuart for attending the Aug. 14 STAC meeting.
- Herman Stockinger, CDOT Deputy Executive Director, reported on the fires, the number of COVID-19 cases down to seven among CDOT employees, a plan for most CDOT employees to work from home through October, and ways to cut costs.
- Savings might be realized from “right-sizing” maintenance level of service and Asset Management budgets that still help CDOT attain performance targets, and permitting Regions to use Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Safety funds for safety aspects of rural paving projects.
- The TC is exploring key policies this month in order to make progress on policy goals to reduce greenhouse gas (GHG) emissions. In September, the STAC will receive information on the GHG Emission Reduction Roadmap, which the Air Quality Control Commission may adopt in October.
- CDOT’s new grant program, Revitalizing Main Streets, has received 37 applications and made six awards to date. The Telework Challenge program has received 22 requests, and made four awards.
- No interim meetings of the Transportation Legislative Review Committee (TLRC) will take place, although the Legislative Audit Committee and the Legislative Leadership Committee will meet.
- CDOT had a projected \$12.8 million shortfall after making \$50.1 million in cuts.
- The STAC unanimously recommended that the TC approve the use of \$2.4 million in National Highway Freight Program leftover funding for two projects. One would be used to close a \$2 million funding gap on US 40/US 287 passing lanes between Limon and Kit Carson, and the other for \$400,000 for a fiber and ITS project on Wolf Creek Pass on US 160.
- The STAC also unanimously recommended that the TC adopt the 2045 SWP, which Vince termed the best plan he has seen since he started serving on the STAC in the 1990s. One of the best things about the plan is that it is the result of very extensive outreach to the public that included county fairs, rodeos, and festivals, and presentations to many stakeholder groups.
- The STAC discussed some changes to its bylaws that a STAC subcommittee recommended. Some changes reflect changes in state law or regulations. Others were term limits for the chair and a regional rotation of the chair’s position, as well as a requirement to get materials to STAC on items that would be voted on two weeks in advance. The bylaws subcommittee will meet again to consider the discussion, and will report back in September.
 - From his perspective as a long-time member of the STAC, Commissioner Beedy, cautioned against the STAC having such strict rules about advance distribution of materials that the STAC might be prevented from advising the TC on issues in time.

Act on Consent Agenda – Passed unanimously on August 20, 2020. Motion by Commissioner Hall, second by Commissioner Adams

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 15, 2020 (Herman Stockinger)
- Proposed Resolution #2: Approve STIP Amendment 2 for FY2021-FY2024 STIP (Rebecca White)
- Proposed Resolution #3: Adopt CDOT Divisions (Kristi Gitkind)
- Proposed Resolution #4: Adopt TC Committee Membership (Herman Stockinger)
- Proposed Resolution #5: DTR Vulnerable Seniors (David Krutsinger)
- Proposed Resolution #6: Maintenance Project \$50-\$150k Addition (John Lorme)
- Proposed Resolution #7: Devolution: I-76 and Market Street Keenesburg (Heather Paddock)
- Proposed Resolution #8: Disposal: Hugo Rest Area US 40 (Parcel 1)(Heather Paddock)
- Proposed Resolution #9: SB267 Re-approval (Sophie Shulman and David Krutsinger)
- Proposed Resolution #10: PD 703 (Jeff Sudmeier)
- Proposed Resolution #11: 2045 Statewide Plan (Rebecca White)

Discuss and Act on Proposed Resolution #12 Authorize the Commencement of Permanent Rulemaking for 2 CCR 601-4, Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (Herman Stockinger & Natalie Lutz) – Passed unanimously on August 20, 2020. Motion by Commissioner Gifford, second by Commissioner Halter

- Herman Stockinger said the resolution is presented to initiate the rules about transport permits for movement of extra-legal vehicles or loads. The rules were repealed because of the pandemic to permit larger loads. The emergency ended July 28, 2020.
- He said consideration of the resolution was placed outside the consent agenda because rules have the force of law.
- The reinstated rules may not be ready for TC action until this fall.

Discuss and Act on Proposed Resolution #13, 2nd Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on August 20, 2020. Motion by Commissioner Vasquez, second by Commissioner Adams

- Reductions of \$2.2 million came from three Regional and Division programs

Discuss and Act on Proposed Resolution #14, 2nd Budget Supplement of FY 2021 (Jeff Sudmeier) – Passed unanimously on August 20, 2020. Motion by Commissioner Beedy, second by Commissioner Gifford

- About \$6 million in additional funds came from two adjustments to account for bid awards higher than projected (\$900,000 for a cable barrier Phase IV project in Region 2 along I-25; \$741,542 in Region 4) and one using FASTER Safety funds to match a grant (\$4.4 million in Region 5)

Recognitions:

For 2045 SWP:

- Commissioner Beedy said the TC was remiss in adopting the 2045 SWP without more fanfare. The resolution to adopt was part of the consent agenda. He praised staff for the list of projects in the 10 Year Pipeline of Projects.
- Commissioner Bracke said she wanted to echo Commissioner Beedy's comments. She said the public engagement used in developing the 2045 SWP truly made it a people's plan. She looks forward to working with staff on implementing the plan. Commissioner Bracke also called out development of the statewide and regional transportation plans with the statewide and regional transit plans. She appreciates that the staff views the plan as a living document that will be referred to and used throughout the next four years, and to Commissioner Stuart for helping guide the plan as Chair of the TC Statewide Plan Committee.
- Commissioner Vasquez said praise for staff is well deserved. In particular, she likes the accountability and transparency tool that helps members of the public track progress on projects that are in the 10-Year Pipeline of Projects.
- Commission Chair Stuart explained that CDOT staff and its consultants put a lot of effort into data collection and data reporting in a visually pleasing way. CDOT Executive Director, Shoshana Lew, set the stage for a different approach than was used in the past for the state transportation plan.

Adjourned at 10:05



Melissa Trecoske Houghton, CDOT Safe Routes to School Program Manager
720-307-6704
Bob Wilson, CDOT Statewide Communications Manager
303-916-1456

Aug. 26, 2020

Safe Routes to School Grants Now Available

DENVER — Grant applications to help fund projects promoting safe and accessible opportunities for K-8 children to walk and bike to and from school are now available from the Colorado Department of Transportation.

The state's Safe Routes to School program will distribute up to \$7 million for infrastructure and non-infrastructure projects. Applicants must be a political subdivision of the state, including but not limited to schools and school districts, cities, counties, towns, and local improvement districts. Interested entities can register and apply through early November at: <https://www.codot.gov/programs/bikeped/safe-routes>.

Previously funded projects have included:

- Construction of a pedestrian bridge along with enhanced bike and pedestrian improvements at Lyons Elementary and Lyons Middle/Senior High Schools
- Improved intersections, sidewalks, curbing, and signage at Lincoln School of Science and Technology in Cañon City
- Expansion of Walk and Roll-a-thon programs in Durango

"We understand there is a lot of uncertainty around how schools will look and operate during these evolving times," says CSRTS Program Manager Melissa Trecoske Houghton. "Perhaps now more than ever, we see the significant impact of safe, accessible routes for students to travel to and from school. Improvements like expanded sidewalks, bike and roll lanes, safe crossings and more may go beyond supporting students and their families with healthy options; they may even yield outdoor space for multiple purposes."

Additional information on the CSRTS grants will be provided throughout the open application period. To sign up, please email wendy.mcmillan@state.co.us.

SRTS is a federally-funded reimbursement program. It was established in Colorado in 2004 to help get more children to bike and walk to school.

In addition to SRTS, other grant opportunities are available from CDOT to help communities make improvements to their infrastructure during COVID-19 and over the long-term. This includes:

- *Revitalizing Main Streets*, which is providing funding to communities seeking to make creative modifications to state roadways or other public spaces as a way of promoting social distancing and economic activity.
- *CanDo Community Telework* is building on existing transportation demand management efforts, providing information, incentives, resources, and support to entities that want to make the best possible use of available transportation options.

Information regarding both programs is
at: <https://www.codot.gov/programs/community-challenge>.

- *Safer Main Streets* helps fund projects in the Greater Denver area that improve safety and accessibility along non-freeway corridors for vulnerable users who depend on a reliable urban street network, such as pedestrians, bicyclists, motorcyclists, transit users, the elderly, and those with disabilities. This initiative is a collaborative effort between CDOT and the Denver Regional Council of Governments. More information is available
at: <https://www.codot.gov/programs/safermainstreets>.

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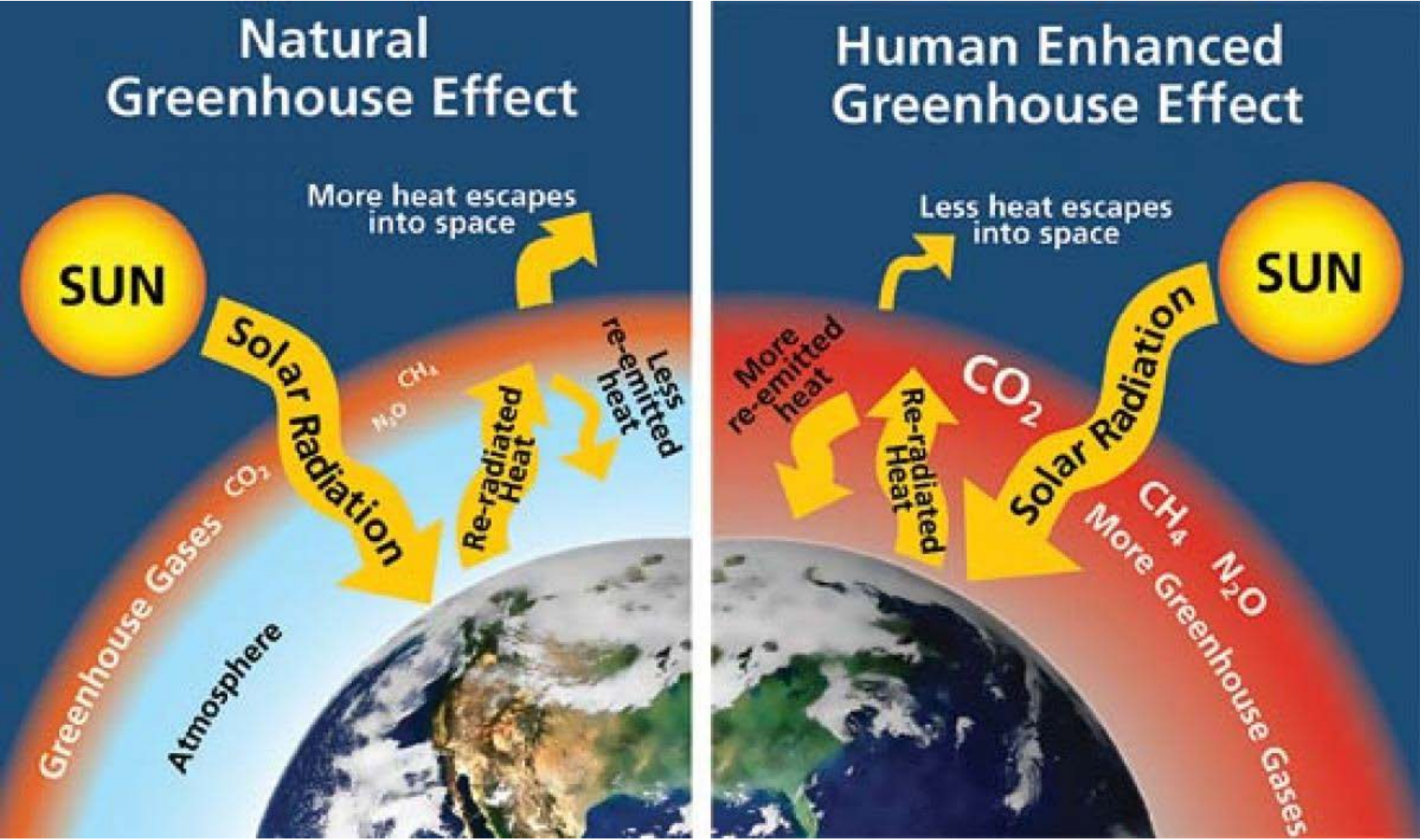
###

Colorado Roadmap to Address Climate Change

**Statewide Transportation Advisory Committee
September 11, 2020**



Greenhouse Gas (GHG) Pollution and Climate Change



Source - U.S. National Park Service



Climate Change is Impacting Colorado Now



Reduced snowpack & warmer streams



Drier soil & thirsty crops



Poorer air quality



Increased wildfire risk



More intense and frequent floods



2019 Colorado Climate Change Legislation

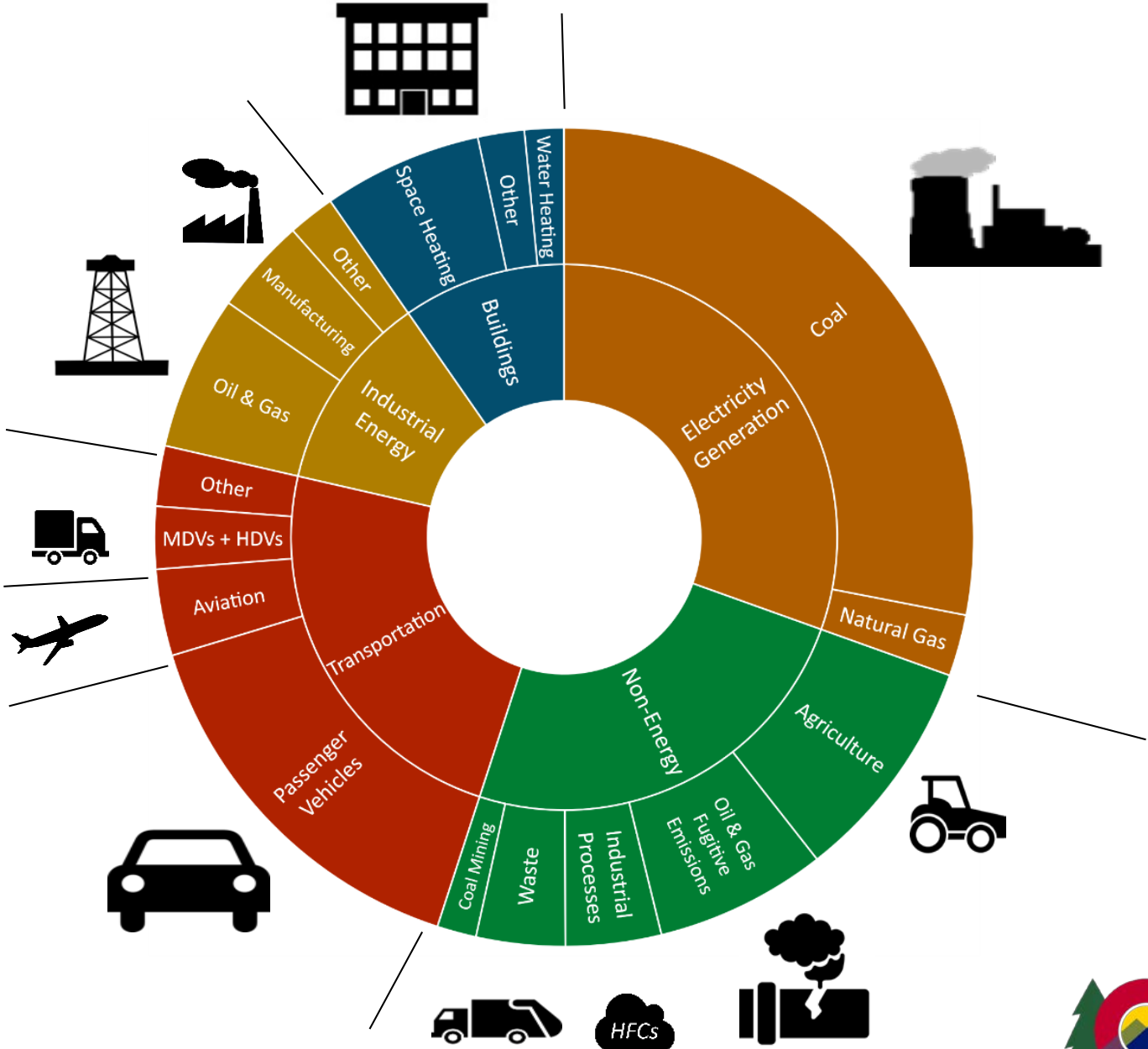
- ❑ Senate Bill 19-096 - GHG reporting, GHG reductions & inventory

- ❑ Senate Bill 19-1261 - State GHG reduction goals
 - 26% reduction by 2025
 - 50% reduction by 2030
 - 90% reduction by 2050


- ❑ Senate Bill 19-236 - Clean Energy Plans
 - 80% reduction by 2030



What is driving GHG pollution in Colorado?



Governor Polis' Bold Four



Energy & Renewables

Set Colorado on a path to 100% renewable energy by 2040



Tax Reform & Economic Development

Fiscal reform that serves hard-working Coloradans



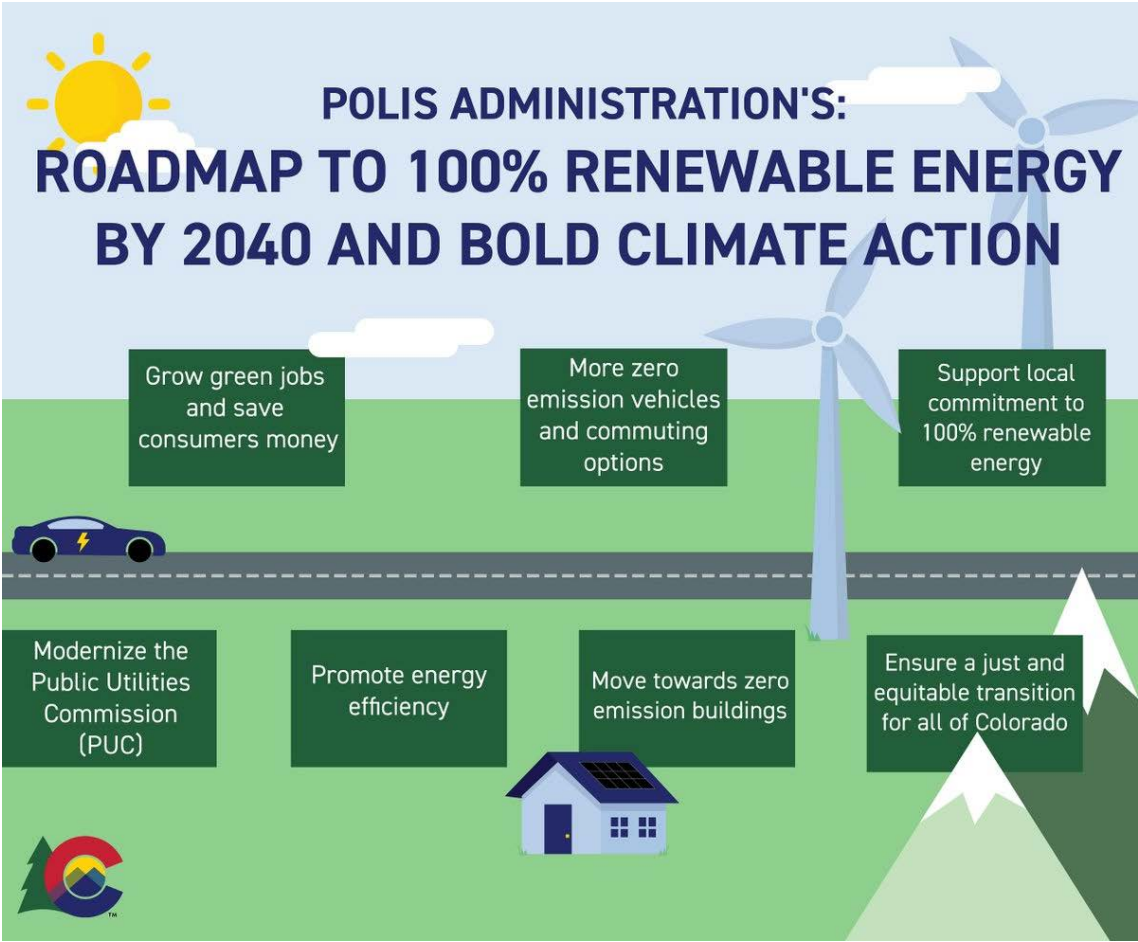
Health

Reduce the cost of healthcare



Education & Workforce

Implement free full-day kindergarten for all and expand preschool



POLIS ADMINISTRATION'S: ROADMAP TO 100% RENEWABLE ENERGY BY 2040 AND BOLD CLIMATE ACTION

- Grow green jobs and save consumers money
- More zero emission vehicles and commuting options
- Support local commitment to 100% renewable energy
- Modernize the Public Utilities Commission (PUC)
- Promote energy efficiency
- Move towards zero emission buildings
- Ensure a just and equitable transition for all of Colorado



Colorado GHG Roadmap Timeline

May 30, 2019

Colorado passes HB
1261 setting
climate goals

Spring/Summer 2020

Public engagement on
action plan

December 2019

Start development
of action plan to
meet climate goals

Fall 2020

Action plan
released



Recent State Actions to Reduce GHG Pollution



Utility clean energy plans, State GHG Reporting Rule



State Electric Vehicle (EV) plan, 2019 EV legislation, Zero Emission Vehicle rule



Building codes and appliance efficiency legislation



Oil and Gas reforms, Hydrofluorocarbon (HFC) rules



Recent State Actions to Reduce GHG Pollution



Utility clean energy plans, State GHG Reporting Rule



State Electric Vehicle (EV) plan, 2019 EV legislation, Zero Emission Vehicle rule



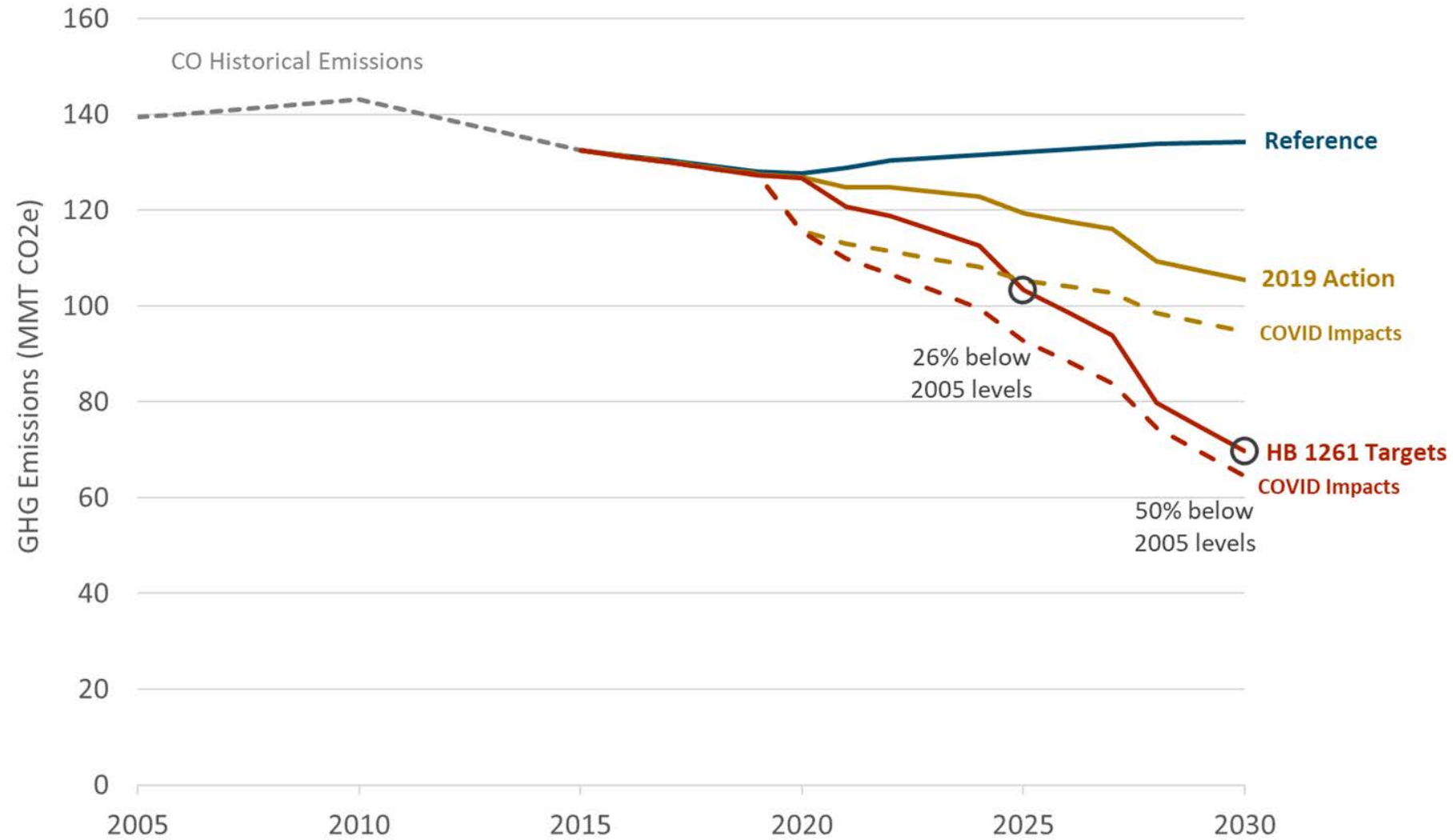
Building codes and appliance efficiency legislation



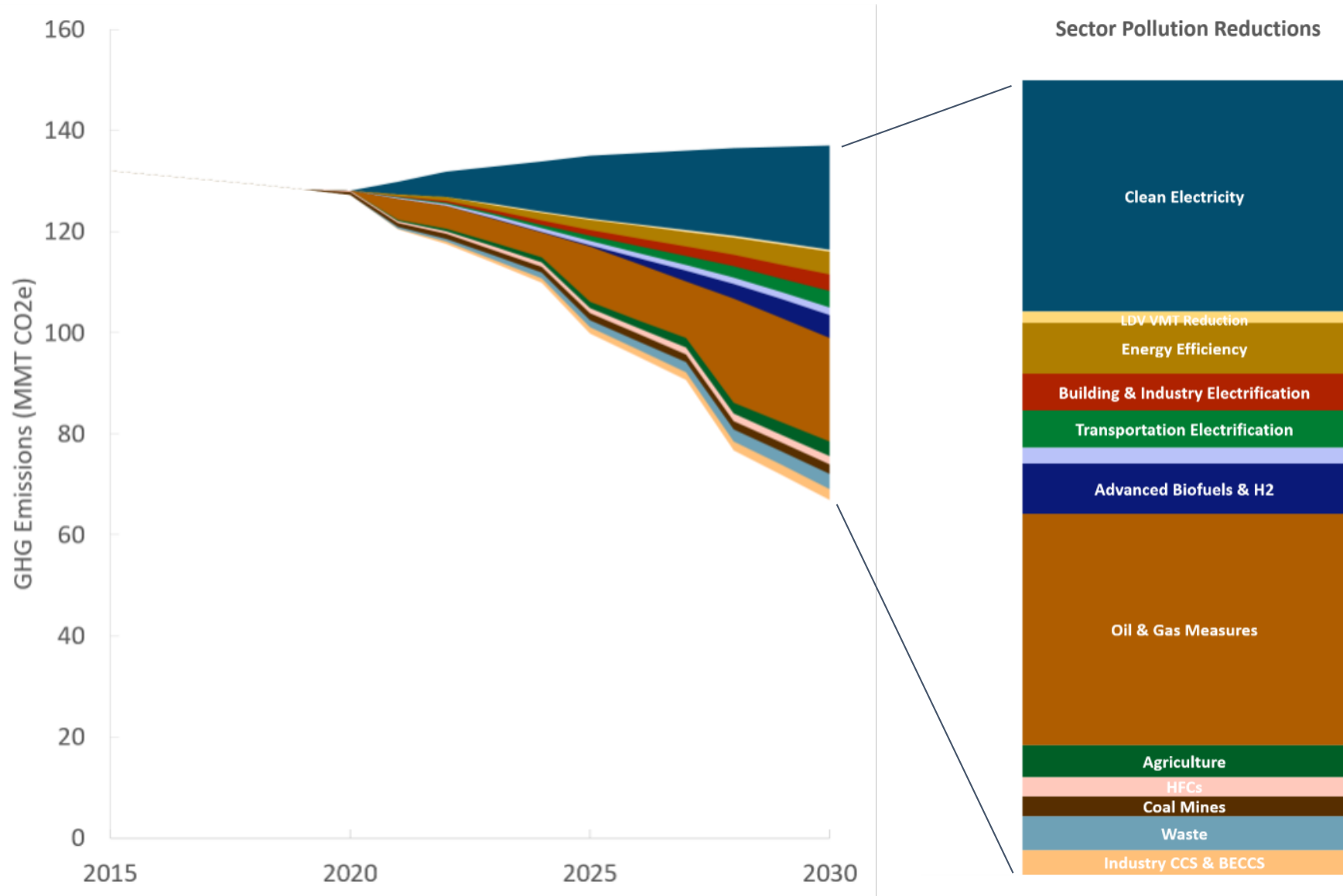
Oil and Gas reforms, Hydrofluorocarbon (HFC) rules



Colorado GHG Pollution Over Time

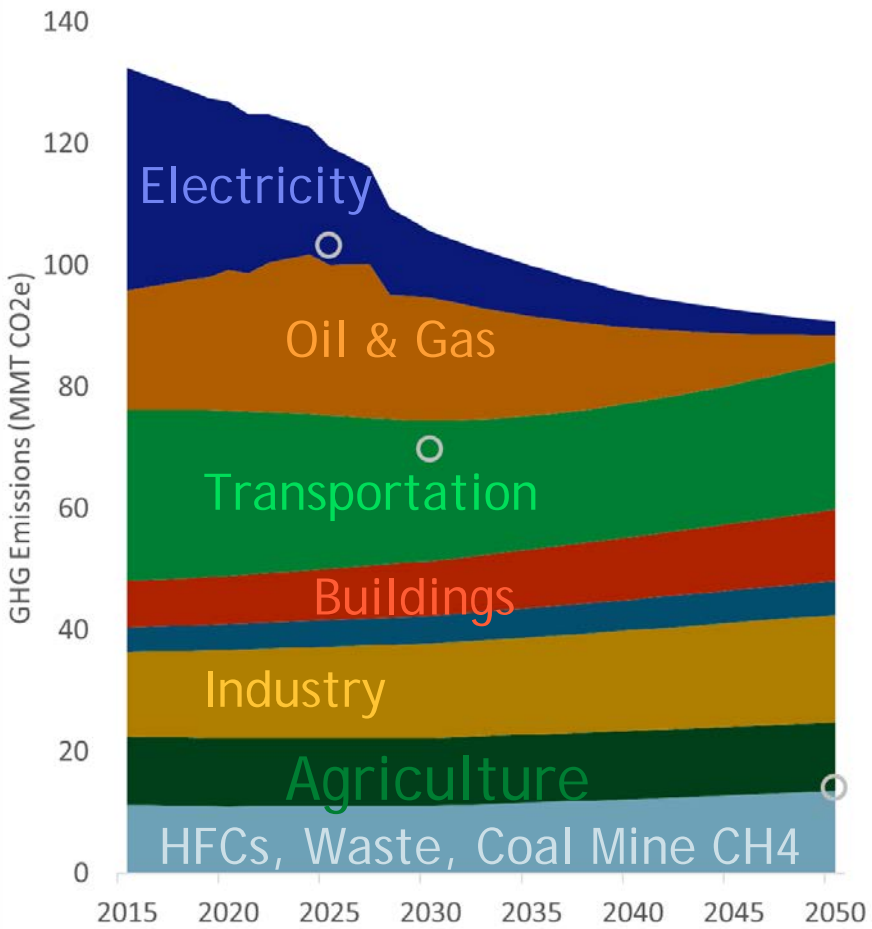


Meeting Colorado's 2030 Goals

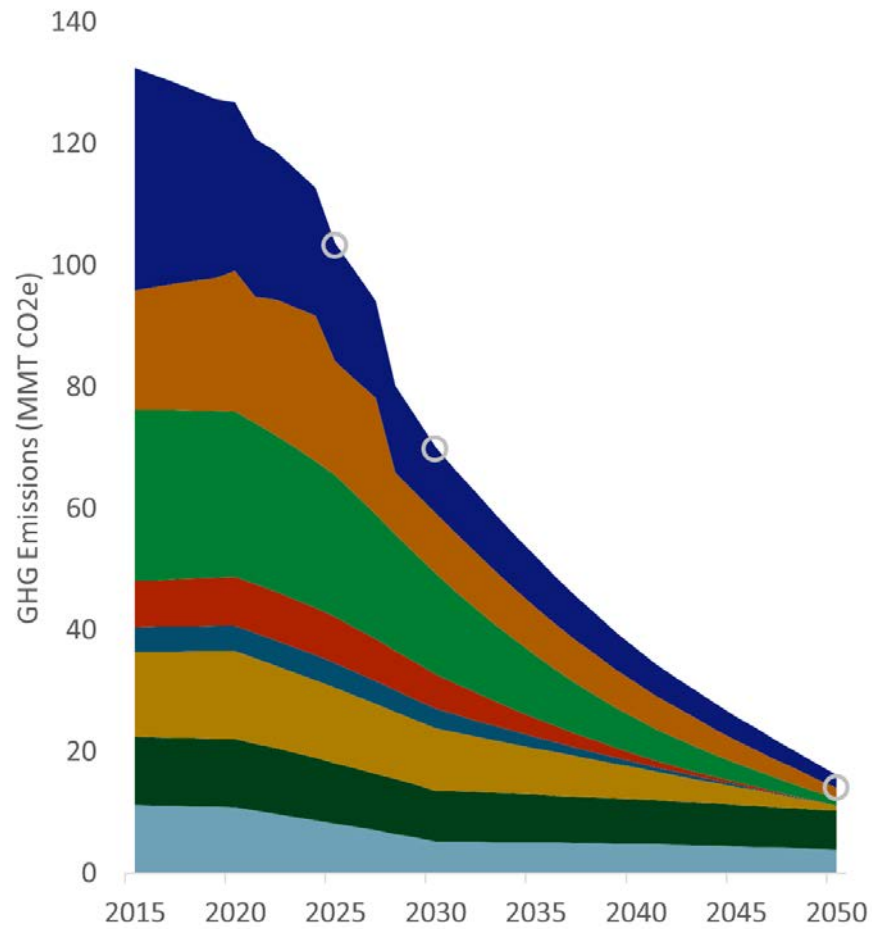


Meeting Colorado's 2050 Goals

2019 Action Scenario



HB 1261 Targets Scenario



% reduction
by sector
(vs. 2015)

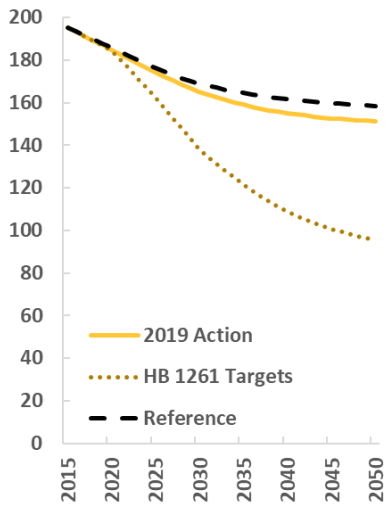
- 94%
- 91%
- 96%
- 100%
- 94%
- 43%
- 65%



Opportunities to reduce emissions

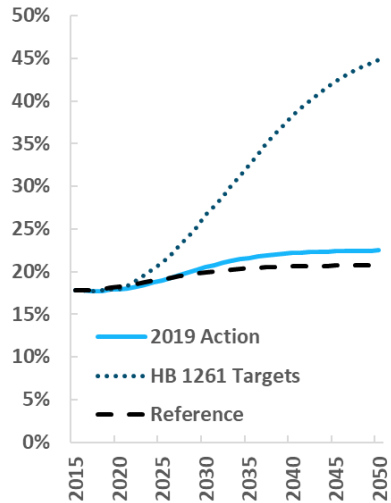
Energy Use

Energy Use Per Capita (MMBtu/person)



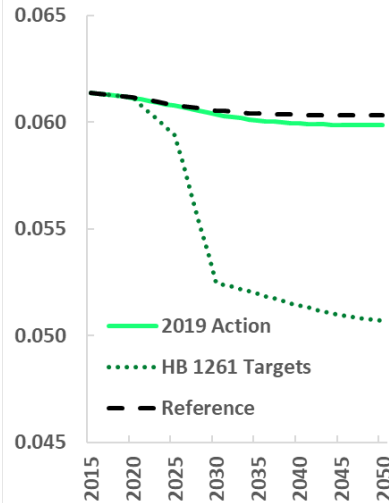
Energy efficiency

Share of Electricity in Total Final Energy (%)



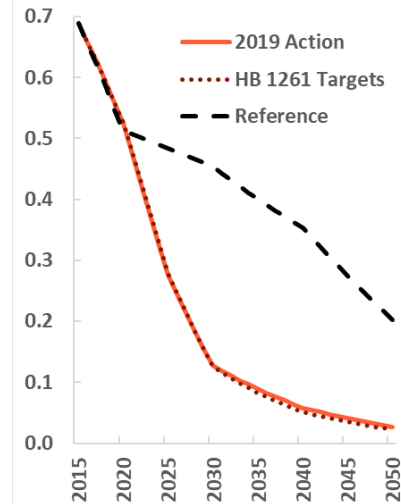
Electrification

Fuel Emissions Intensity (tCO₂/MMBtu)



Fuels

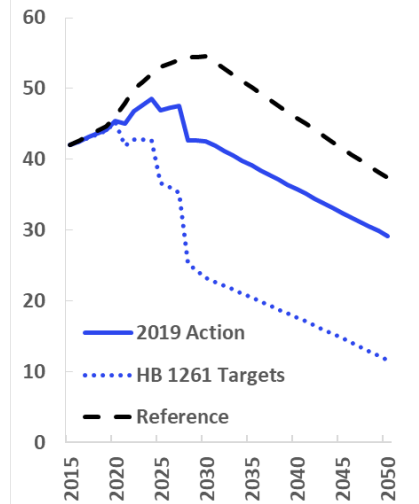
Electricity Emissions Intensity (tCO₂/MWh)



Electricity

Other

Non Energy Emissions (MMT CO₂e)



Non-Combustion



Investing in Fighting Climate Change

Likely Cost Savings



- Per capita VMT reductions (e.g. telecommuting, transit)



- Building efficiency programs



- Industrial efficiency programs



- LDV Electrification

Lower Cost



- MDV/HDV electrification



- HFC measures



- Oil and gas fugitive emissions measures



- Clean electricity



- Building electrification



- Conventional biofuels

Higher Cost Today



- Industry CCS and BECCS



- Coal mine methane measures



- Industry electrification



- Advanced biofuels



- Hydrogen production



Ongoing Conversations and Input



How to Stay Engaged

- Provide comments via the web portal <https://energyoffice.colorado.gov/ghg-pollution-reduction-roadmap>
- Email written comments to climatechange@state.co.us
- Request to get email updates on Greenhouse Gas regulations on the Colorado Air Pollution Control Division (APCD) website



Thank You!

<https://energyoffice.colorado.gov/ghg-pollution-reduction-roadmap>

climatechange@state.co.us





COLORADO

Department of Transportation

Division of Aeronautics

MEETING DATE: September 11, 2020
AGENDA ITEM: 2020 Colorado Aviation System Plan Update
FROM: David Ulane, Aeronautics Division Director

Agenda Item Summary:

David Ulane, CDOT's Aeronautics Division Director, will provide a brief update on the 2020 Colorado Aviation System Plan, which was adopted by the Colorado Aeronautical Board on August 26, 2020.

Background:

On August 26, 2020, following a 23-month effort, the Colorado Aeronautical Board adopted the 2020 Colorado Aviation System Plan (CASP). The 2020 CASP was designed from the beginning to be a bottom up, "fresh start", with a completely new look at our airport system- not simply an update to the previous 2011 plan.

The primary purpose of the 2020 Colorado Aviation System Plan (CASP) is to study the performance and interaction of the Colorado aviation system to understand the interrelationship of the member airports and to identify state airport system needs. The CASP is intended to guide planning decisions and funding priorities, and to educate those who oversee the system, including local, state and federal policy makers. Additionally, the CASP assists airport managers, operators, owners, local and state businesses, aircraft owners, and the public by allowing for better planning and policy, leading to a high performing aviation system.

Per state statute, one of the duties of the Division is to develop and maintain the state aviation system plan. Although timing is not dictated by statute, the Division typically updates the system plan approximately every five years. The previous two updates to the plan occurred in 2011 and 2005. The Division had anticipated an update in the 2016 timeframe, but that was delayed due to lack of Division financial resources at that time.

The CASP is the culmination of efforts beginning in September of 2018 with the project team consisting of Division staff, Kimley-Horn and Associates, EBP, KRAMER aerotek and the Project



Advisory Committee (PAC). The PAC was diverse in its representation and included Colorado Aeronautical Board members, airport managers, the Colorado Airport Operators Association (CAOA), the Federal Aviation Administration, Division staff and CDOT planning staff. The PAC met four times throughout the project and was instrumental in reviewing and developing much of the CASP's content including its goals, performance measures, system indicators, and the airport facility & service objectives. The inventory for the CASP was developed from calendar year 2018 survey data provided by Colorado airports that was collected and compiled throughout the project.

Although the 2011 plan was long overdue for an update, the 2020 CASP will serve as much more than an update to the 2011 plan as the Division truly started from scratch with this plan. This was done through the development of new airport roles, goals and performance measures which are the primary determining factors for identifying system needs. The 2020 CASP also includes several additional items not typically included in state aviation system plans such as multi-modal and environmental analysis as well as including qualitative information about airports rather than just quantitative analysis. The Division will also be integrating the newly developed system performance measures into our Web-based Information Management System (WIMS), which we use to manage our Discretionary Aviation Grant Program. This will allow us to tie Division grant funding to system goals and to track and report on the progress of system performance relative to Division investment.

The four newly developed overarching system goals, which were modeled in relation to the broader CDOT goals, are Safety and Efficiency, Access and Mobility, Economic Sustainability, and System Viability.



Safety and Efficiency

Advance Colorado's airport system by promoting and preserving safe and efficient facilities, on and off airports.

Access and Mobility

Provide Colorado's airports with infrastructure and sufficient capacity enabling the public adequate access and mobility utilizing the aviation system.

Economic Sustainability

Support sustainable economic growth and development and continue Colorado's existing status as a leader in technology, testing, and the aerospace industry.

System Viability

Preserve airport system assets to promote fiscal responsibility and sustainable, cost-effective investments to ensure the system's long-term viability.



Performance measures and system indicators were developed that relate to each goal. Performance measures directly relate to measuring the system's performance in meeting the goals while system indicators provide informational analyses that inform and indirectly relate to the system's performance. Facility and service objectives were also developed for airports and provide the minimum recommended guidelines by airport classification and offer specific guidance on how airports can improve their abilities to serve constituents and enhance the statewide aviation system. The performance measures, facility and service objectives, and airport Capital Improvement Plans (CIP)s help to determine the total system needs over a 20 year planning horizon (2018-2038). When considering all of these factors, the total system needs conveyed in project costs are \$9.1 billion including Denver International Airport (DEN) CIP costs. Excluding DEN, CIP cost results in an estimated 20-year system need of \$1.75 billion.

The finalization of the CASP was slightly delayed from the expected April timeframe due to the COVID-19 pandemic, however this also allowed us to include additional analysis of the pandemic's effects on the aviation system. This additional information was developed from interviews and surveys of Colorado airports conducted through June. Since this analysis was done after the other content of the CASP was complete, it has been incorporated as the first item in the technical report as chapter zero, which can be accessed [here](#).

The result of the project are several deliverables which combined are the 2020 CASP. These include the CASP Technical Report, the CASP Executive Summary and individual airport brochures that highlight each airport's role in the system and their development needs. The 2020 CASP Executive Summary is attached, and can also be downloaded [here](#), and the full technical report can be found [here](#). The individual airport brochures are available at [this link](#).





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2020 Colorado Aviation System Plan Update

Statewide Transportation Advisory Committee Meeting | September 11, 2020





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2020 Colorado Aviation System Plan



Safety and Efficiency

Advance Colorado's airport system by promoting and preserving safe and efficient facilities, on and off airports.

Access and Mobility

Provide Colorado's airports with infrastructure and sufficient capacity enabling the public adequate access and mobility utilizing the aviation system.

Economic Sustainability

Support sustainable economic growth and development and continue Colorado's existing status as a leader in technology, testing, and the aerospace industry.

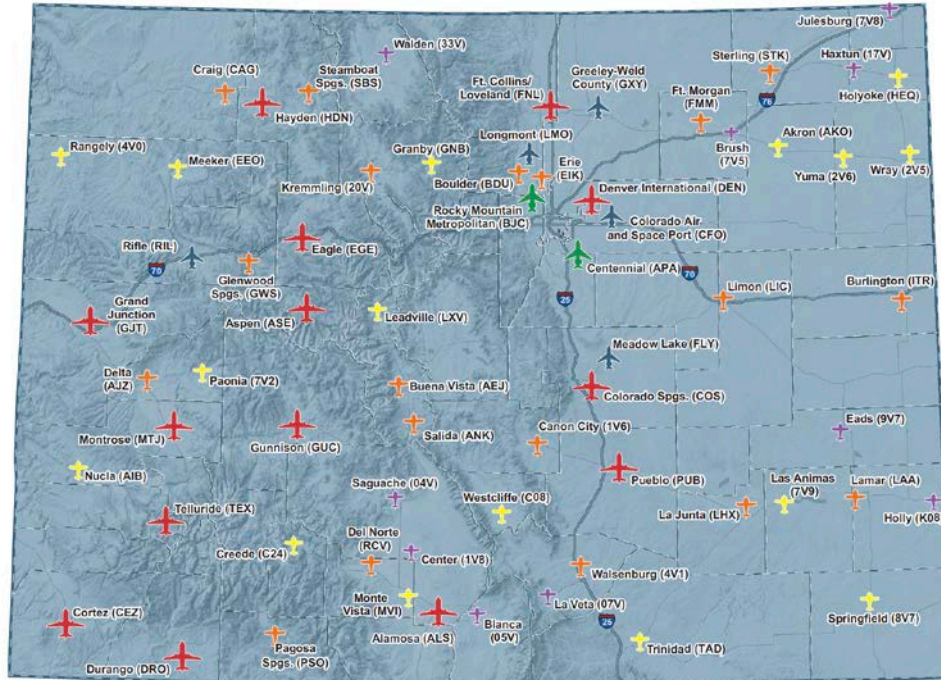
System Viability

Preserve airport system assets to promote fiscal responsibility and sustainable, cost-effective investments to ensure the system's long-term viability.



CASP

Airport Classifications



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural



Performance Measures (PM)		2018 System Performance	Future Performance Target
Percent of NPIAS Airports that Meet Current Federal Aviation Administration (FAA) Design Standards Under AC 150/5300-13A	Meets Runway Safety Area Design Standards	78%	100%
	Meets Taxiway Design Standards	10%	100%
Percent of Airports that have Adopted Appropriate Land Use Controls	Adopted Appropriate Land Use Controls	62%	100%
	Adopted Appropriate Height Controls	58%	100%
Percent of Airports That Have Full Perimeter Wildlife Fencing		49%	85%
Percent of Airports with Approaches Negatively Impacted by Obstructions		35%	0%
System Indicators (SI)		2018 System Performance	
Percent of Airports that Support Medical Emergency/Evacuation Aircraft		76%	
Percent of Airports with Adequate Crosswind Coverage		67%	
Percent of Airports that Support Aerial Firefighting		64%	
Percent of Airports that Meet Runway Length Requirements for Existing Critical Aircraft		44%	
Percent of Communities with Emergency Responders that Have Basic Training in Aircraft Rescue and Fire Fighting (ARFF)		30%	
Percent of Airports that have a Formalized Process for Receiving, Managing, and Responding to On-/Near-Airport Unmanned Aircraft Systems (UAS) Use Requests		29%	



Performance Measures (PM)		2018 System Performance	Future Performance Target
Percent of Population Within a 30-Minute Drive Time of an All-Weather Runway		83%	85%
Percent of Airports with Adequate Terminal Capacity	General Aviation Terminal Capacity	58%	100%
	Commercial Service Terminal Capacity	29%	100%
Percent of Airports with a Dedicated Snow Removal Equipment (SRE) Building		35%	61%
Percent of Airports with Adequate Transient Hangar Spaces		24%	61%
System Indicators (SI)		2018 System Performance	
Percent of Airports that Provide Ground Transportation (Courtesy Car or Other)		91%	
Percent of Population Within a 30-Minute Drive Time of a System Airport		85%	
Percent of Airports Providing Access to Remote and Rural Communities		61%	



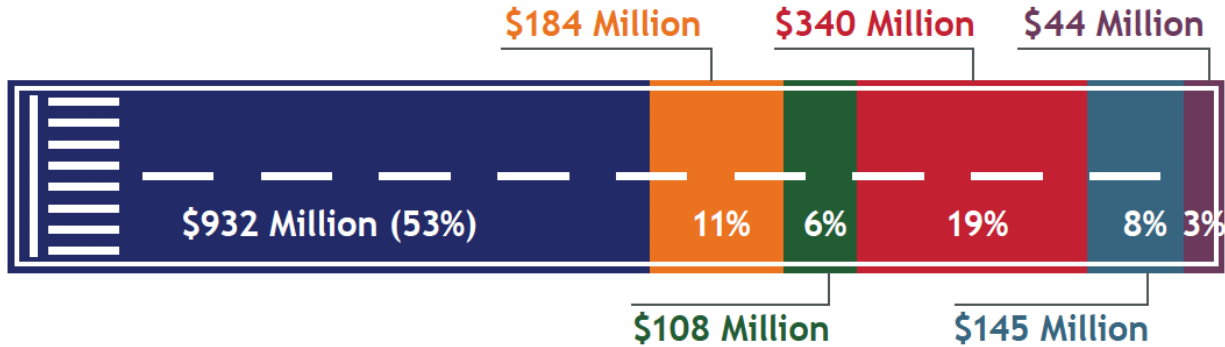
Performance Measures (PM)	2018 System Performance	Future Performance Target
Percent of Airports with the Necessary Fuel Type, Available 24/7	94%	100%
Percent of Airports with Adequate Utilities	53%	85%
Percent of Airports that Support the Aerospace Manufacturing, Technology, and/or Testing Industry	36%	No Target Established
System Indicators (SI)	2018 System Performance	
Percent of Airports Recognized in Local and/or Regional Comprehensive Plans	67%	
Percent of Airports with Active Development Partnerships with Chambers of Commerce, Tourism Bureaus, Organizations, Industries, Governments, and Recreational User Groups	52%	
Percent of Airports That Support Aerial Agricultural Application	39%	
Percent of Airports with Business Parks or Landside Real Estate Development	23%	

Performance Measures (PM)	2018 System Performance	Future Performance Target
Percent of Airports with Certified On-Site Weather Reporting (AWOS or ASOS)	77%	85%
Percent of Airports with Pavement Maintenance Programs	64%	95%
Percent of Airports with an Average Runway and Taxiway Pavement Condition Index (PCI) of 70 or Greater	47%	95%
System Indicators (SI)	2018 System Performance	
Percent of Airports that Support Aviation Educational Programs	45%	
Percent of Airports with a Sustainability Plan	14%	
Number of Colorado Pilots Per Capita	0.004	

Automated Surface Observing System (ASOS); Automated Weather Observing System (AWOS)



Total Recommended System Project Costs by Airport Classification Excluding DEN CIP Costs **\$175 Billion**



Commercial Service

GA-National

GA-Regional

GA-Local

GA-Community

GA-Rural



FY 2020 Division Revenue

FY20 Final Revenue Reports

Final FY20 Revenue: \$26.6M.

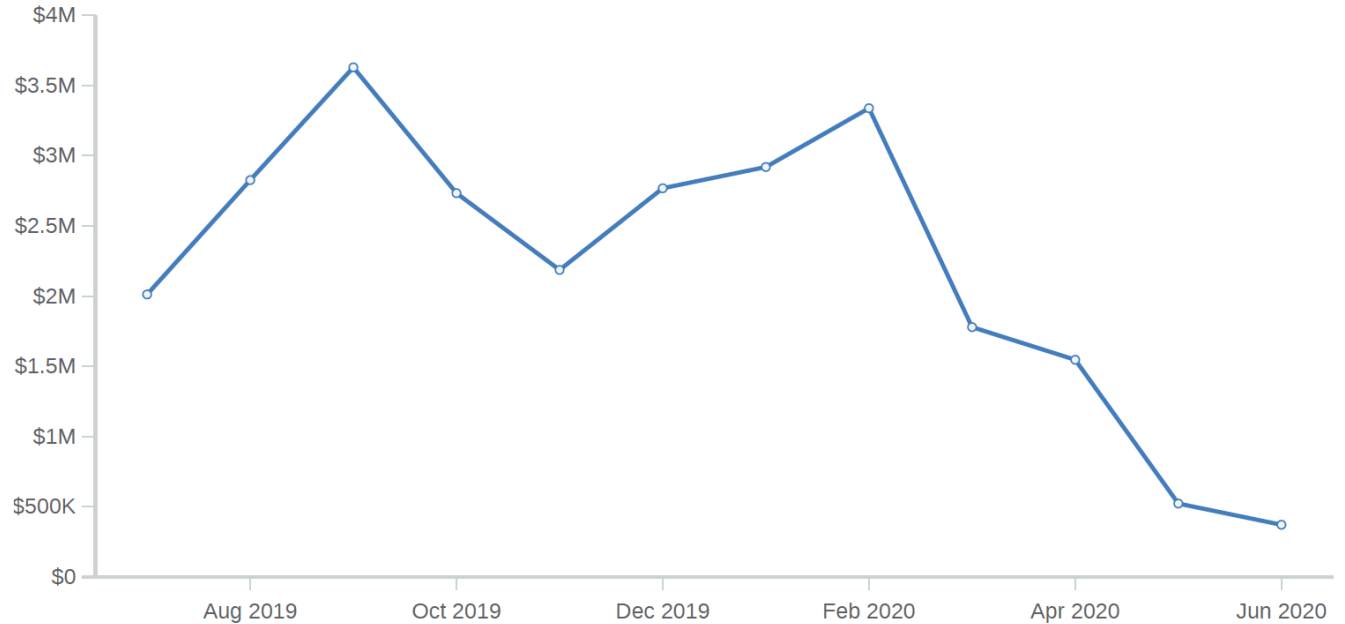
Monthly Revenue Breakdown

Total revenue for June came in at \$377K which was 67.0% of forecast. In comparison, this is 11% of the \$23.4M of revenue for June 2019.

Context Information

Revenues continued to be low as June revenue was based on May flight numbers, which was in the heart of the COVID-19 pandemic and limit of flights.

Revenue forecasts are updated quarterly when required



\$376,812.68

Revenues in Jun 2020



DEN Fuel Flowage

DEN Fuel Flowage

FY20 Year-End Analysis

Due to the large impact of fuel flowage at DEN has on the Division's finances, we track and forecast fuel flowage on a monthly basis to ensure revenue forecast accuracy.

Current Month Data

Flowage at DEN in June was 13.8M gallons. This was up 66% from May's 8.4M gallons, and down 70% from June 2019.

Next Month Data

Total fuel flow at DEN for FY20 was 394M gallons. Which is 81% of the 485M in fuel flow from FY19.

For future months, we show a forecast based on historical month over month trends





COVID-19 Analysis



- Overview of the COVID-19 Pandemic
- Aviation Industry Impact
- Impact of the Pandemic to Colorado Airports
- Potential Recovery Scenarios
- <https://bit.ly/2ZirYfW>



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Division of Aeronautics



Colorado-Aeronautics.org



DATE: September 11, 2020

TO: Statewide Transportation Advisory Committee (STAC)

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

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

SUBJECT: Revisions to the STAC Bylaws

Purpose

This memo provides recommendations on the substantive revisions to the current STAC Bylaws following an initial discussion by the entire STAC in August 2020.

Action

After a comprehensive review of the existing Bylaws and discussion at the August STAC meeting, the Bylaws Subcommittee is requesting action on two remaining substantive revisions by the full STAC ahead of Bylaw's adoption at the October 2020 STAC meeting.

Background

A STAC subcommittee, composed of members from both urban and rural areas, was formed to revise and update the existing STAC Bylaws. Following the discussion by the full STAC at the August meeting, the subcommittee reconvened to discuss two critical articles contained in the Bylaws. Members of the STAC also filled out an online survey to help the subcommittee to reach a consensus on how STAC officers are selected and the distribution of meeting materials.

Details

Options for STAC Officers Selection

The Bylaws subcommittee discussed several options for how to select the Chairperson and the Vice-Chairperson positions. The subcommittee also solicited the opinions of the entire STAC through an online survey. Below are the results of that survey:

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	40%	8

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.	35%	7
Option 3: (Rotation) Officers would be selected among the TPRs and MPOs within a CDOT engineering region based on a rotation table.	25%	5

Distribution of Meeting Materials

The subcommittee also considered what it the correct amount of time needed to fulfill the STAC's duty in advising the Transportation Commission. 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.	40%	8
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.	15%	3
Option 3: (No change) Meeting materials will be sent at least two weeks in advance.	5%	1
Option 4: (Current Practice) Meeting materials will be sent at least one week in advance.	40%	8

After reviewing the opinions of STAC members and discussing existing staff deadlines required to provide materials to the Transportation Commission, the subcommittee developed the following recommendations:

- Distribution of Meeting Materials: 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.
- Election of Officers: A full vote on the aforementioned options should be taken to resolve the issue of STAC officer selection.

Next Steps:

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



BYLAWS

ARTICLE I—Name and Objectives

Section 3—Objectives

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Department of Transportation

STAC Bylaws Revision

Statewide Transportation Advisory Committee

Holly Williams, El Paso County Commissioner, PPCOG

Representative

September 11, 2020



Key Bylaw Topics

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



STAC Officer Selection Options

Option 1: No Change

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.

Option 3: Selected Among CDOT Regions

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

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



Distribution of STAC Materials

- Option 1: Approval of the agenda at the beginning of each meeting.
- 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.
- Option 3: (No change) Two weeks in advance.
- Option 4: (Current Practice) One week in advance.
- **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.



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 October



DRAFT VERSION FOR STAC REVIEW –September 11, 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.

****Option 3 – Chair/Vice Chair Selected among Regions:** The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. The officers will be selected among the Transportation Planning Regions (TPR) and Metropolitan Planning Organizations (MPOs) represented within a specified CDOT engineering region as outlined in the rotation table below.

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

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

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

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

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

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

ARTICLE V – Meetings

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

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



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members present shall be required to carry any motion. A representative may participate via, phone, internet, or in-person.

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

ARTICLE VI – Records

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

ARTICLE VII – Amendment

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

ARTICLE VIII – Ad Hoc Committee

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



COLORADO
Department of
Transportation



DATE: September 11, 2020

TO: Statewide Transportation Advisory Committee (STAC)

FROM: Rebecca White, Division of Transportation Development, Director
Craig Hurst, Freight Office Manager
Michelle Scheuerman, Sr. Transportation Advisor and FAC Secretary

SUBJECT: DRAFT National Highway Freight Program (NHFP) Guidance Document

Purpose:

To provide STAC with a high-level overview of the Draft NHFP Guidance Document.

Action:

Informational only.

Background:

NHFP was created within the Fix America's Surface Transportation (FAST Act) The FAST Act authorization included authorization of five years of Federal funding for the NHFP. The NHFP is a formula-based funding program, from which Colorado received approximately \$83 million combined funding in the FY2016-FY2020 time period. Those funds have been programmed in previous award cycles to projects targeted to improve the performance and condition of Colorado's surface transportation system for the movement of goods.

Details:

This a relatively new funding program that is being administered by CDOT freight staff. Staff has had the opportunity to gain experience and insights from undergoing multiple years of project calls and award. Based on the lessons learned in administering the Program, it became clear that the Project Selection and Award process needed additional structure, consistency, and clarity. Therefore, it was determined that a guidance document should be developed that would serve as a useful tool to project applicants.

In February of 2020, CDOT freight staff created a NHFP Guidance Document Working Group to provide thoughts and ideas on how to improve the process and the development of the guidance document. The Working Group consisted of representation from: CDOT Region Planners, Office of Financial Management and Budget (OFMB), Office of Project Management (PMO), CDOT Rail Planning, FHWA and CDOT freight staff.

The following are key elements that the work group brainstormed and discussed.

- Defining the Project Application and Selection Process
- Call for Ideas - Concept- new form
- Project Application - refined form with added detail and data
- Stakeholder Engagement (including planning partners and FAC)
- FAC Pitch Concept - new form
- Project Scoring and Ranking
- Final Selection

- Program Monitoring and Evaluation

In addition, to assist project applicants, a narrated training presentation has been developed.

Benefits:

The brain trust of the working group based on their areas of expertise led to the development of a detailed and clear guidance document. This guidance document lends consistency to the process, avoids multiple asks of information from the applicant and avoids duplication in efforts resulting in time savings and gained efficiencies. In addition, a method for monitoring and reporting of Program success is also being implemented.

Next Steps:

- Finalize Draft Document for internal distribution
- Utilize NHFP Guidance Document for a future call for projects



National Highway Freight Program (NHFP) Guidance Document

STAC September 11, 2020



COLORADO
Department of Transportation

NHFP Lessons Learned

- Relatively new program of the 2015 Fixing America's Surface Transportation (FAST) ACT (\$83 million for five-year period)
- CDOT gained experience and insights undergoing five years worth of project calls and awards from FY 2016 through FY 2020
- Based on lessons learned during NHFP administration there was a recognized need for:
 - Additional structure
 - Consistency
 - Clarity
- Determined a guidance document be developed serving as a useful tool for project application and selection

About NHFP Funding

Purpose: To contribute to the efficient movement of freight



FAST Act

Federal funding provided through Fixing America's Surface Transportation Act



Freight Investment Plan (FIP)

States must establish a Freight Investment Plan



National Highway Freight Network (NHFN)



\$83 Million to Colorado (FY2016-FY2020)

NHFP Program Goals

Environmental
Sustainability

Safety

Economic Vitality

Infrastructure Condition

System Reliability

Congestion
Reduction

Qualifying Projects

For a complete list of FAST Act qualifying projects:

- 23 U.S. Code § 167
- CDOT NHFP Guidance Document



**Study &
Design**

Planning
Environmental Review



**Construction &
Mitigation**

Highway
Bridge
Safety



**Technology
Improvements**

ITS
Alternative Fuels



Intermodal*

Up to 10% of NHFP
* conditions apply

Establishment of Working Group

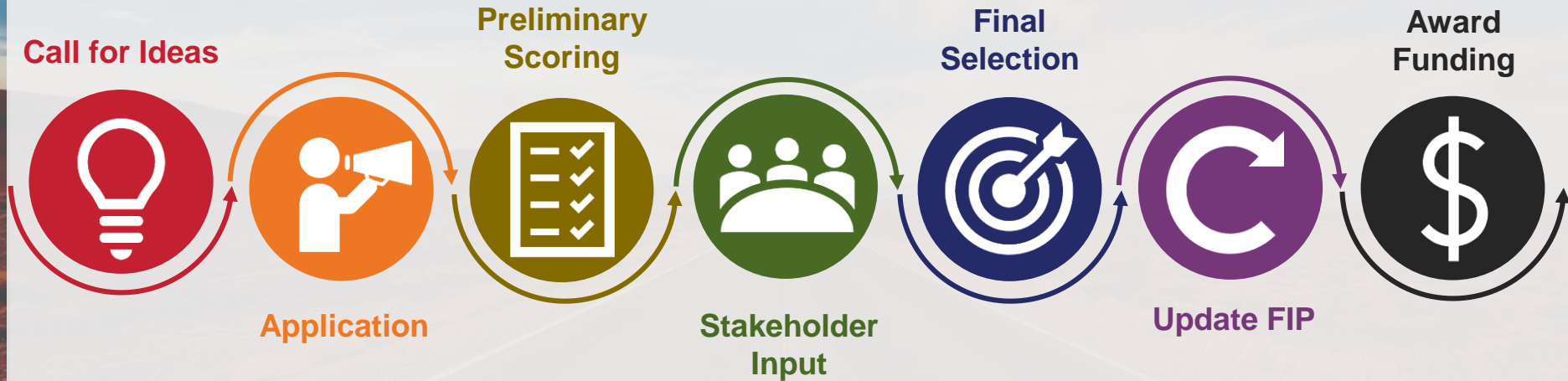
- Established in February 2020
- To provide thoughts and ideas on how to:
 - Improve the project selection process
 - Develop a guidance document
- Membership included :
 - Region Planners
 - Office of Financial Management and Budget (OFMB)
 - CDOT Rail Planning
 - CDOT Freight Staff
 - Federal Highway Administration (FHWA)

Working Group Input

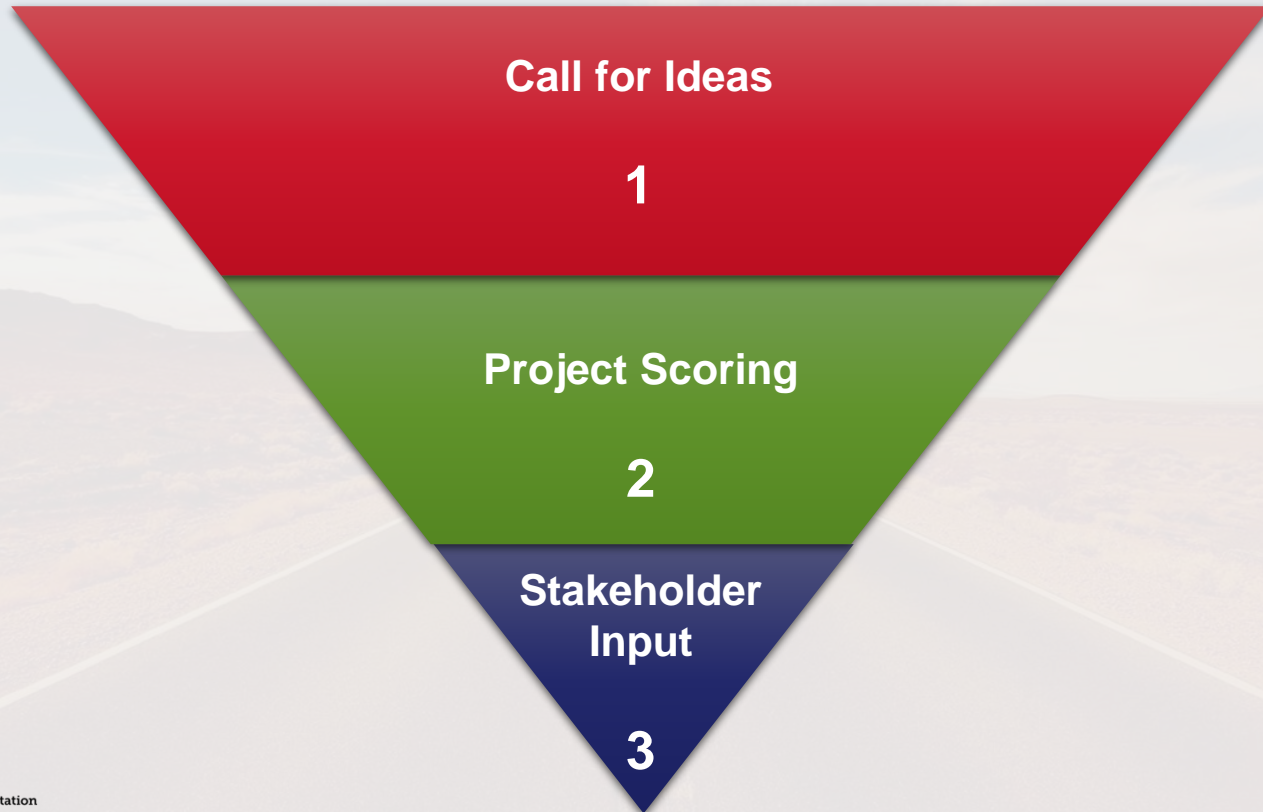
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Selection and Funding Process

- 2 Year Call Cycle -



Project Evaluation Stages





Call for Ideas (Qualitative)



Basic requirements

Within PHFS network, NHFP qualifying projects, cost estimates, year requested



Performance Targets Addressed

VMT, Truck Travel Time Reliability, CO2, etc.



Matched Funding

Assume a maximum of 80% in federal funds



Partnerships

P3's, Leveraging larger projects within CDOT



Goal Alignment

CDOT Emphasis Areas, PD-14, FAC priorities



Statement of Need

Opportunity to express value of project beyond defined metrics

First Screen

Projects that qualify can move to next application phase

*Define ways to score/evaluate

Application (Quantitative/Qualitative)



Accessible Data

All criteria draws from data publicly available or within CDOT



Grouped by Project Phase

Study, Design, Implementation



Transparent Scoring


Applicants can calculate score prior to submission



Linked to CDOT Goals

Truck Parking, Truck Safety, Truck Mobility

National Highway Freight Program (NHFP)
Project Application
Cycle Years: 2021-2022



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Project Criteria

18. What is the *total* LOSS in the project corridor or adjacent area of influence?
N

19. What is the total LOSS in the project corridor or adjacent area of influence?
N

20. What is the percent of crashes involving a commercial vehicle (truck)?
80%-100%

21. Does the project implement any of the following to address issues in corridor (select all that apply)?
 a. Improves signage or pavement markings
 b. Improve roadway geometry or provide shoulder widening
 c. Add centerline or shoulder rumble strips
 d. Widen a shoulder that is 2' or less
 e. Install systems to improve truck driver behavior

22. Does the project provide other safety improvements to address known issues in the corridor?
Yes
If yes, describe:

23a. Evaluate the overall impact this project has on improving safety in the corridor or adjacent area of influence (applicant):

23b. Evaluate the overall impact this project has on improving safety in the corridor or adjacent area of influence (reviewer):

24. What is the Truck AADT within the corridor?
Urban, AADT-Med (10,000-15,000)

25. What is the V/C ratio within the corridor?
1.05 - 1.13

26. Does the project mitigate a low bridge vertical clearance? If yes, indicate bridge height.
Yes, Under 13 feet

27. Does the project remove any other geometric barriers for trucks?
Yes

28. Does the project mitigate a bridge weight limit restriction? If yes, indicate color code.
Yes, Black

29. Does the project achieve any of the following (select all that apply)?
 a. Take action to improve congestion at a bottleneck location identified in the current Freight Plan
 b. Mitigate an oversize/overweight restriction
 c. Separate at-grade crossings
 d. Add a passing lane

30. Does the project add other mobility improvements to address known issues in the corridor?
Yes
If yes, describe:

31a. Evaluate the overall impact this project has on improving mobility in the project area (applicant):

31b. Evaluate the overall impact this project has on improving mobility in the project area (reviewer):

32. Does the project replace / rehabilitate the pavement? If yes, indicate pavement drivability life.
Yes, Low (<4 years)

CDOT Emphasis Areas

- Greater scoring weight will be applied to criteria that align with CDOT's emphasis areas
- Considering assigning funding by project-type (i.e. preconstruction projects get 10% of available funding)
- Considering themed calls to focus on single emphasis area

Truck Parking



Truck Safety



Freight Mobility



Step-by-Step Instructions

INDEX	ELEMENT	DESCRIPTION
1	Project Name	Name convention should be in accordance with the Project Development manual and be consistent through project life
2	Region	Type answer based on CDOT Transportation Region map
3a	Project Champion / Applicant (one point of contact)	Point of contact for application; this may or may not be the project manager
3b	Phone #	Phone number for point of contact
3c	Email	Email address for point of contact
4a	Project Manager	Name of project manager
4b	Phone #	Phone number for project manager
4c	Email	Email address for project manager
5a	Route (###X)	CDOT Route Number in the format of ###X; as listed in OTIS Highway Data Explorer
5b	Beginning Mile Post (X.XX)	Beginning reference mile post in the format of X.XX, carried to the hundredth of a mile; as listed in CDOT OTIS Highway Data Explorer
5c	Ending Mile Post (X.XX)	Ending reference mile post in the format of X.XX, carried to the hundredth of a mile; as listed in CDOT OTIS Highway Data Explorer
6	What phase is the project currently in?	Select most accurate statement from dropdown menu: Planning, Study, Design, Delivery
7a	Is this part of a larger project?	Select Yes/No from dropdown menu; defines if this is a stand-alone NHFP project or a component of a project
7b	If Yes, Total Project Cost Estimate	Provide Estimate of total project
7c	Project's Other Funding Source(s)	Provide additional funding sources

Stakeholder Coordination

**Freight
Advisory
Council
(FAC)**

1. Recommended projects brought to FAC for concurrence
2. Applicants present project proposals to FAC

**Statewide
Transportation
Advisory
Committee
(STAC)**

FAC present recommendations to STAC for concurrence

**Executive
Leadership**

Final project approval by executive leadership

Final Project Selection and Award

- Final approval granted by CDOT Executive Management
- Update the Freight Investment Plan to reflect new projects
- FHWA approves the FIP
- Projects Awarded

Reporting & Evaluation Requirements



**Delivery
Schedule**

**Project
Reporting**

**Project
Evaluation**



Questions?