



## Statewide Transportation Advisory Committee (STAC)

January 15, 2020

9:00 AM – 11:30 AM

**Video Conference**

### *Agenda*

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the November Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:00 **State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- Break**
- 10:10-10:40 **Statewide Plan Implementation Update (Discussion and Input)** Rebecca White, Division of Transportation Development (DTD), Director & Marissa Gaughan, Multimodal Planning Branch Manager
- Update on Statewide Transportation Plan implementation and progress
- 10:40-11:00 **Stimulus Proposal & SB 267 3<sup>rd</sup> Year Update (Discussion and Input)** - Rebecca White, DTD, Director and Jeff Sudmeier, Chief Financial Officer
- Discussion on Federal Stimulus funding distribution and SB267 update
- 11:00-11:10 **Grant Programs Update (Informational Update)** - Molly Bly, Can Do Grant Program Manager
- Update on recent CDOT grant programs
- 11:10-11:25 **Interchange Approval Process Update (Information Update)** – Aaron Willis, Transportation Planner
- Update on CDOT’s Interchange Approval Process revisions
- 11:25-11:30 **Other Business** - Vince Rogalski, STAC Chair
- STAC representative openings for the Freight Advisory Committee and Safe Routes to Schools Committee
  - February 12 STAC Meeting hosted via Zoom

STAC Meeting Minutes  
November 13, 2020

Location: Via Web Conference  
Date/Time: November 13, 2020; 9:00 a.m.  
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Elise Jones, Ron Papsdorf, Roger Partridge	San Luis Valley:	Michael Yohn, Keith Baker
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Not represented
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sarah Dodson Hill
Intermountain:	Bentley Henderson	Upper Front Range:	Elizabeth Relford
North Front Range:	Dave Clark, Becky Karasko	Southern Ute Tribe:	Not represented
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Archie House Jr., Bernadette Cuthair
Pikes Peak Area:	Norm Steen, John Liosatos, Holly Williams, Jill Gaebler	FHWA:	John Cater, Bill Haas
Pueblo Area:	Terry Hart, John Adams	FTA:	Kristin Kenyon

Shoshana Lew (CDOT Executive Director),  
Karen Stuart (Transportation Commission Chair),  
Don Stanton (Transportation Commissioner),  
Kathleen Bracke (Transportation Commissioner),  
Gary Beedy (Transportation Commissioner),  
Rebecca White (CDOT Director, Division of Transportation Development),  
Jeff Sudmeier (CDOT Chief Financial Officer),  
Craig Hurst (CDOT Freight Programs Manager),  
David Krutsinger (CDOT Director, Division of Transit & Rail),  
Heather Paddock (CDOT Region 4 RTD),  
Mike McVaugh (CDOT Region 5 RTD),  
Mike Goolsby (CDOT Region 3 RTD),  
Richard Zamora (CDOT Region 2 RTD),  
Kay Kelly (CDOT Interim Director, Office of Innovative Mobility),  
David Singer (CDOT Manager, Environmental Policy and Biological Resources Section)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● <u>Motion</u> to approve the October 9, 2020 STAC meeting minutes by Elise Jones, seconded by Dick Clark.</li> <li>● Minutes approved unanimously.</li> </ul>	Minutes approved
Governor's FY21-22 Budget Overview – Shoshana Lew, Executive Director	<p>Shoshana Lew:</p> <ul style="list-style-type: none"> <li>● Statewide budget forecasts our economy is improving relative to previously projected shortfalls</li> <li>● Some one-time fund savings realized in FY20 and FY21 will reduce future deficits and can be used to aid recovery</li> <li>● Governor's proposed budget includes \$1.9 Billion for CDOT</li> <li>● Includes \$200 million in one-stimulus funding: <ul style="list-style-type: none"> <li>○ \$130 million for shovel-ready infrastructure projects from Ten Year Plan, and</li> <li>○ \$70 million for Revitalizing Main Streets (RMS) program and for expanding the Denver area's Safer Main Streets program statewide</li> </ul> </li> </ul> <p>STAC Comments:</p> <ul style="list-style-type: none"> <li>● Heather Sloop: RMS grants are only for projects on the state's priority project lists; There is concern by smaller agencies if they aren't on a project list or in the Statewide Plan, are they going to be eligible?</li> <li>● Shoshana Lew: RMS has brought forth many new local governments that have not previously sought funding through CDOT; We've streamlined the process and worked with entities that weren't eligible to find ways to become so; CDOT ask that any entities in these positions to reach out to us and we'll work to help them find the types of expenditures that are eligible.</li> <li>● Suzette Mallette: How does the Governor's budget get through to approval? What is the timeline?</li> <li>● Shoshana Lew: The Governor's budget, if adopted, has to go through the legislative process like any other, and it's often not adopted in the Long Bill until nearly the end of the Legislative Session; Local stakeholders are encouraged to advocate for the proposals in the Governor's budget with their legislators.</li> <li>● Suzette Mallette: Will the Safer Main Streets program be administered the same as in Denver?</li> <li>● Shoshana Lew: Our intent is to not reinvent the wheel; It'll follow the same eligibility requirements and for the most part the same application process as it has for Denver, with some improvements learned along the way; We would also combine eligibility requirements for both RMS and Safer Main Streets.</li> </ul>	No Action

TPR & Federal Partner Reports	<ul style="list-style-type: none"> <li>● <u>DRCOG</u>: At the last Board meeting, we heard a presentation by Will Toor on the GHG Reduction Roadmap and had a robust discussion about the transportation sector emission reduction opportunities. We also had a discussion of DRCOG's equity initiatives and opportunities to improve equity and inclusion in our decision making processes. At the November 4 work session we discussed recommended project and program investment priorities for our regional transportation plan, which we hope to adopt next week.</li> <li>● <u>CFR</u>: We approved a request by CDOT to move some project savings from a passing lane project west of Peyton to a guardrail repair and upgrade on US50 West in Fremont County; Canon City is on track to complete design of the US 50 pedestrian improvement project by year's end for construction next year; Canon City also applied for a bridge grant to rehab the Four Mile Lane bridge and also applied for a SRTS grant to revitalize sidewalks leading up to its two schools; US285/Hwy9 intersection in Fairplay is underway and will be under construction for a couple years; Also a bridge replacement project on Hwy285 south of Fairplay will get underway next year.</li> <li>● <u>Eastern</u>: We've had no new meetings since last STAC meeting; Hwy86 and CR13 intersection project has completed.</li> <li>● <u>Grand Valley</u>: We have determined the distribution of SB1 money and the TIP amendment for that will be in December; We're concerned about spending that by June 30, 2021 if they're contracted in January; one award is for 6 month's operations. At the November air quality advisory committee, we had a very engaging GHG roadmap discussion, led by Mike King. We've submitted a SRTS application for a countywide bike/ped safety program for schools and also for a web app and website designed to incentivize biking and walking alternatives. We are still waiting on contracts for MMOF; we're eagerly awaiting those so we can get the funds spent.</li> <li>● <u>Gunnison Valley</u>: Chip and seal project on US50 has completed; On the \$40M US50 Little Blue Creek Canyon, bids have been sent out but we've not seen results yet. We're looking at remaining MMOF funds and considering a new project - we will hear on that next month for approval.</li> <li>● <u>Intermountain</u>: The Hwy 9 gap project is nearly completed, making four lanes from Frisco to Breckenridge; The Glenwood Canyon resurfacing project is completed, as well as the Leadville area overlay; There will be a grand opening on Edwards road project;</li> </ul>	No action.

- North Front Range: The Planning Council met November 5; most attended remotely. Commissioner Beady presented on the Commission's Regional and Interstate Mobility Committee; CDOT Freight Advisory member Joe Kiely presented on the Ports to Plains initiative. NFR has hired a new mobility coordinator, Corey Smith, beginning December 1 to develop a one-call one-click center funded by the region's MMOF program; Bridge and road resurfacing on Hwy34 will require a few overnight closures as they build over the railroad there.
- Northwest: Our TPR met yesterday; Most construction in the region will be done in a couple weeks; Hwy13 is very close to completion. There are concerns from all Counties about fires, particularly congestion on evacuation plans and the rerouting impacts on trucks; Many are concerned for fire runoff impacts in the spring also. Steamboat Springs is working on MMOF grant; We're excited about Bustang's new Outrider service coming to the region this year; Steamboat Transit has great concern about the 15-person bus capacity limits due to COVID restrictions; Craig is having another MMOF project for next year.
- PPACG: Reporting on our October Board meeting, since we didn't meet Nov 11 on Veterans Day. One major project in our region is the MAMSIP, or Mobility Access Mobility Safety Improvement Project, which included the CO94 improvements for Shriever AFB for which we received a BUILD grant last year. We also approved three TIP amendments, transferring funds from out-years for: South Academy Bridge over I-25, I-25 Garden of the Gods surface treatment, and US24 surface treatment, westbound into Teller County. Other items included: an update to the EPA ozone advanced program strategies, we had the GHG Roadmap discussion, and we updated our Strategic Plan one more time. We also approved our 2021 COG budget, and we're having our first legislative roundtable with our 2021 legislators on December 2.
- PACOG: Our project at Hwy 50 west of town at the intersection with Purcell is ongoing; On I-25 the shoulder work and box culvert replacement work in the northern part of Pueblo County and into El Paso County is nearing completion; Our Bike & Pedestrian Plan is scheduled for approval in December; and our Long Range Plan is scheduled for approval at our January meeting; Lastly, we're working to finalize the IGAs for our MMOF projects.
- San Luis Valley: At our November 5 TPR meeting, we approved a Resolution adopting our 2045 Region Plan; We're happy to have a public vehicle charger going into City Hall in Alamosa; We did get approved on our airport's 139 certificate that will allow essential commercial air services through United and Sky West; Hwy17 and 160 intersection signal is still ongoing as is Hwy 17 North; and we'll move to COVID Orange status on Monday; Cottonwood Pass is now closed and Independence Pass will close today; The Town of Buena Vista and Chaffee County have been unable to come up with a location for the

Bustang Outrider stop; CDOT will continue funding while we try to work that out; The Tennessee Pass conversation is apparently re-energized; We would like to request CDOT work to keep local elected officials informed on these type of discussion, rather than our finding out about them through local media; Poncha Springs proposed the TPR consider shifting RPP funding to plan for the US50/US285 roundabout project to get that shelf ready; Chaffee Co is talking with Region 5 to use some NHFP dollars for access to the County landfill; Buena Vista intersection improvements on US24 south of the airport may be moving ahead sooner than previously thought.

- South Central: No TPR meeting since the last STAC. We're still awaiting execution of the MMOF contracts in the region. Roadway projects and maintenance are proceeding normally. Biggest news here is that the new Elk Mine is opening 30 miles west of Trinidad. Production will begin in July, and will bring over 50 trucks daily along that Hwy 12 route that already has safety issues. We're working with the County to try to get that road ready, though we know there's not enough time to fix road and bridge issues; we are discussing transit services for the 50+ workers and hoping to schedule truck movements around the bus school bus times to avoid those conflicts.
- Southeast: (reporting via chat module) In the SE we are excited and thankful for the award for the mobility manager! Transit continues to be a large focus in our area. We have not had a TPR meeting recently; we are planning for a meeting in January. Our Hwy 50 passing lanes project continues. Unfortunately, we've moved to level Orange in many of our counties in our region as we continue to see the virus spike.
- Southwest: No TPR meeting since last month. The COVID guidance for transit services is challenging for us but we're trying to be creative to keep ridership costs down. In Durango, we are wrapping up our funding for the Revitalized Main Streets grant program and that had tremendous positive implications for our sales tax revenues. We're also now on Orange status, so businesses are down to 25% capacity.
- Upper Front Range: No TPR meeting since September; next one is in December. We're still working with CDOT on the Hwy 52 PEL; The existing conditions report on the PEL is complete and we're in the process of developing the evaluation criteria for the health and performance measures; They've met with communities on the access control plan and getting positive feedback on that; public participation has been strong, so hopefully we'll get good response when the PEL goes public. Our region's top project, the I-76/Hwy52 project is well underway; construction impacts will likely continue there for another year, but we are excited to see our number one RPP project getting done. We are continuing to work with CDOT and the railroads to get the Hwy 85 in a perpetual easement going forward to avoid

	<p>paying lease fees; that should finish next year; the 2045 Region Plan has been adopted; and we're awaiting CDOT's RPC boundary guidebook.</p> <ul style="list-style-type: none"> <li>● <u>Southern Ute</u>: No Report</li> <li>● <u>Ute Mountain Ute Tribe</u>: We've not had any recent meetings with CDOT, so not a lot to report there; Off-system road issues under COVID, our road checkpoint is temporary; Lots of confusion around the 491 and Mike Wash Road design and traffic patterns; we've requested a light be installed there and look forward to meeting with Region 5 to find the best solution.</li> <li>● <u>FHWA</u>: John Cater: We completed DRCOG's planning certification last month; many good outcomes that FHWA will share with other regions.</li> <li>● <u>Federal Transit Administration (FTA)</u>: No report</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>● Bentley Henderson: Can Executive Director Lew provide an overview of the letter she sent in November to transit agencies regarding reprioritization of Coronavirus Aid, Relief, and Economic Security (CARES) Act and Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Transit funds in light of operational funding challenges and restrictions due to COVID? What kind of options are available?</li> <li>● David Krutsinger: The number one priority is safety with respect to the COVID-19 pandemic restrictions and we're working with CDPHE to clarify those guidelines as they pertain to different transit services and different transit vehicles. Regarding reprioritizing funding, we want to discuss through the Transit and Rail Advisory Committee how we might reprogram the CARES funding set aside for communications, and also if we might convert FASTER funding typically used for capital to augment the operations funding available statewide.</li> </ul>	
<p>State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>● Post-election: Significant leadership changes seen in the House, while few in the Senate</li> <li>● Senator Donovan is now Senate President Pro-Tem</li> <li>● House Speaker is now Alec Garnet; Majority Leader is Daneya Esgar from Pueblo Area;</li> <li>● Esgar's replacement on Joint Budget Committee (JBC) is Leslie Herod, as well as a new member from the Denver area, Chris Hanson; JBC Chair is Senator Moreno; Senator McCluskie is the JBC Vice-Chair; and Senators Rankin and Ransom are the Republican leaders on JBC.</li> <li>● CDOT is having conversations on fees, impaired driving and off-highway vehicles, but few specifics to share yet.</li> <li>● CDOT provided JBC a briefing; our hearing is coming up the first week of December</li> <li>● Depending on the state of the COVID-19 pandemic, we're waiting to see whether the session gets underway in January or not.</li> </ul> <p>No further STAC discussion.</p>	

	<i>Break at 10:11; resumed at 10:20</i>	
Transportation Commission Report / Vince Rogalski, STAC Chair	<p>Continuing Asset Management discussions:</p> <ul style="list-style-type: none"> <li>● Policy Directive (PD)14 – they’re particularly looking at vehicle miles of travel (VMT) measures; discussion on how EVs will need to contribute funding to transportation</li> <li>● They heard a presentation on Front Range Passenger Rail – which is gaining momentum with Amtrak committing significant funds</li> <li>● Mobility Systems – They heard from the new Interim Director Kay Kelly</li> <li>● The greenhouse gas (GHG) Roadmap is getting much attention – I encourage members to listen in on those discussions if interested.</li> <li>● Four commissioners dissented from voting on the RPP distribution formula; They approved the 50% pop, 35% lane miles, 15% truck VMT formula, though they may look at this again at a “later date”.</li> <li>● After the meeting, the freight committee is working hard with CDOT to improve safety and mobility on the freight network.</li> </ul> <p>STAC Discussion: None</p>	No action.
STAC Bylaws Revision – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● Motion by Terry Hart to adopt revised Bylaws as presented; Seconded by Elise Jones</li> <li>● Approved unanimously, clarifying the one-week notice and requirements for distribution of STAC materials prior to meetings, and for the allowance of emergency items to be considered only upon affirmative vote of STAC.</li> </ul> <p>STAC Discussion: None</p>	Revised Bylaws adopted
STAC Elections – Rebecca White, Division of Transportation Development, Director	<ul style="list-style-type: none"> <li>● Vince Rogalski turned over the Chair temporarily to Aaron Willis</li> <li>● Dick Elsner nominated Vince Rogalski as candidate for STAC Chair</li> <li>● <u>Motion</u> by Chris Richardson to close nominations; Seconded by Terry Hart</li> <li>● Nominations for Chair closed unanimously</li> <li>● <u>Action</u>: Vince Rogalski being the only nomination, is elected unanimously by voice acclimation to a two-year term as STAC Chair, beginning with the December, 2020 STAC meeting</li> <li>● Norm Steen is term-limited as County Commissioner and therefore not eligible to continue as Vice-Chair</li> <li>● Bentley Henderson nominated Heather Sloop as candidate for STAC Vice-Chair</li> <li>● <u>Motion</u> by Dave Clark moved to close nominations for Vice-Chair; Seconded by Terry Hart; nominations closed unanimously</li> </ul>	Chair and Vice Chair elected



	<ul style="list-style-type: none"> <li>● <u>Action</u>: Heather Sloop being the only nomination, was elected unanimously by voice acclimation as STAC Vice-Chair for a two-year term beginning with the December, 2020 STAC meeting.</li> <li>● <u>Motion</u> by Terry Hart to close elections; Seconded by Dave Clark; approved unanimously</li> </ul> <p>STAC Discussion: None</p>	
<p>1601 Interchange Process Update – Herman Stockinger &amp; Aaron Willis, Division of Transportation Development</p>	<p>Aaron Willis:</p> <ul style="list-style-type: none"> <li>● STAC was provided a summary of key components and proposed updates to Policy Directive 1601.</li> <li>● Significant outreach and input received on the Policy Directive and the accompanying Procedural Directive, which covers the policies and process for approval of new or modified Interstate and State Highway System interchanges.</li> <li>● Proposed changes include new Travel Demand Management (TDM) components as considerations in the evaluation of interchange additions or modifications; also proposed updates to streamline FHWA’s Region 8 Interchange Access Request procedures.</li> <li>● CDOT anticipates further workshop with the TC in December or January.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>● John Liosatos: Please add Pikes Peak Area Council of Government’s (PPACG’s) TAC on the outreach schedule</li> <li>● Aaron: agreed, and I am available to attend</li> <li>● Elise Jones: We very much appreciate the care and receptivity given to outreach on the policy.</li> <li>● Roger Partridge: The presentation and outreach on this policy has really been appreciated; there are a lot of concerns for the different challenges in rural and urban area interchanges, so we appreciate all those discussions and opportunities to work through it.</li> <li>● Dean Bressler: We also have appreciated Aaron’s and CDOT’s effort to reach out and include our region in the discussion; we are ok with the current PD changes proposed, but appreciate the attention</li> <li>● Elizabeth Relford: We also invite CDOT to attend December 3<sup>rd</sup> UFR TPR meeting; If we have an interchange that straddles an MPO and rural TPR, which TDM strategies must we follow? We’ll be the first to go through this process, so we need to know which process it will need to follow.</li> <li>● Aaron: CDOT recognizes that your situation is split between categories of interchange processes and will involve Region 4 staff and planning region stakeholders in discussion to outline the process to be followed; We can’t answer that today, but will address that in ongoing discussions.</li> </ul>	<p>No action.</p>

	<ul style="list-style-type: none"> <li>● Relford: In some rural areas, we don't have any of the applicable TDM strategies available, so we need to know what other strategies are to be considered.</li> <li>● Aaron: We clearly need to make some tweaks in the PD to address the rural area TDM strategies so there is flexibility in situations where this is challenging.</li> <li>● Norm Steen: Regarding TDM strategies, should they be scored based on the impact or return on investment (ROI) they provide?</li> <li>● Aaron: Those with the higher point values in the PD are those with greater benefit; we can examine whether those are reflective of relative ROI.</li> </ul>	
Scenic and Historic Byways Update – Lenore Bates, Colorado Scenic Byways Program Manager	<p>Lenore Bates</p> <ul style="list-style-type: none"> <li>● Staff provided an overview of scenic byways program, including current programs and efforts on the State's byways, including EV charging infrastructure programs</li> <li>● STAC was also provided an overview/summary of the 10-year Pipeline projects (map) on the state's scenic byways</li> </ul> <p>STAC Discussion: None</p>	No action.
Other Business and Recognition of Service to the STAC for Departing Representatives - Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● CDOT wished to recognize STAC members Andy Pico, Norm Steen, Roger Partridge, Barbara Kirkmeyer, and Elise Jones who are all term limited and therefore will no longer serve on STAC after the December meeting.</li> <li>● Commissioner Kirkmeyer was not able to attend today, but will attend in December.</li> <li>● Director Lew: Acknowledging the significant role STAC plays in transportation planning, gave a big thanks to all those outgoing members for their many years of contributions and partnership in transportation.</li> <li>● Norm Steen: I've appreciated being part of an organization that listens and takes a passionate approach to its cause. I hope you'll all stay in touch.</li> <li>● Elise Jones: A big thanks to all; I've learned so much and it's been an honor to have been a part of it.</li> <li>● Vince Rogalski: I have much gratitude to all those that have served for so long and I'm looking forward to what new members will join in their place.</li> </ul>	
Other Business / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● Our next STAC meeting will be December 11, 2020 (virtual)</li> </ul>	No action.

STAC ADJOURNED at 11:31am

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

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

## **Transportation Commission Workshop Notes Wednesday, December 16, 2020, 12:00 pm – 2:45 pm**

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

All ten of the existing seated Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Barbara Vasquez, Donald Stanton, Sidney Zink, and Eula Adams. The soon to be sworn in and the seated District 9 Commissioner, Lisa Tormoen Hickey, attended her first TC meeting.

### **Right-of-Way (ROW) Condemnation Authorization (Steve Harelson)**

#### **Post Americo Real Property Condemnation Authorization Request**

Summary presentation on proposed right-of-way (ROW) condemnation related to the I-25 Express Lanes SH 7 to SH 1 project, Project Code 22831.

#### **Discussion:**

- Steve Harrelson, CDOT Chief Engineer, explained that the condemnation is needed for the Highway 60 interchange with North I-25, and is situated on the west side of I-25. The initial offer of \$131,100 was made on Oct. 19, and CDOT has not received a counter offer. The landowners said they would not respond until the Transportation Commission discussed the matter.
- If taken, action will be to authorize the condemnation proceedings. If condemnation is pursued, CDOT would not file until January 2021.
- No comments were raised by the Transportation Commissioners.

### **State of the Plan: Progress Report on Implementing the 10-Year Plan and SB 267/Stimulus Updates (Rebecca White, Jeff Sudmeier, and Marissa Gaughan)**

**Purpose:** The purpose of this workshop is to summarize updates related to implementing the 10-Year Plan and the strategic pipeline of projects.

**Action:** N/A

#### **Discussion:**

- Rebecca White, CDOT Division of Transportation Development (DTD) Director, introduced Marissa Gaughan, the new Multimodal Planning Branch Manager. Marissa updated the TC on the State of the Plan (10-Year Plan): 100+ shovel-ready projects, 1,000+ lane miles touched, 15 rehabbed or new transit facilities, the largest investment in rural road condition, and more than 50 percent of the funds going for asset management and resurfacing.
- The Vision document has been updated to note completed projects and other changes, fact sheets for every project, a new Interactive Story Map, major milestones, and tracking of projects from cradle to grave. It is mobile- and tablet-friendly.
- The Interactive Story Map can be found at [ytp.codot.gov](http://ytp.codot.gov).

- Project status for Years 1-4 of 90 highway projects, 15 are complete, four partially complete, and 40 ready to go to bid. For the same time period, of the 45 transit projects, four projects are completed or under construction, and five are in design.
- Matt Inzeo, Chief of the CDOT Communications Office, noted that at least 580 miles of rural Colorado roads on the state highway system were improved in 2020. The 97 projects included maintenance chip seals and Rural Paving Program projects. A public release of the 2020 rural paving project “report card” is forthcoming.
- David Krutsinger, CDOT Division of Transit and Rail (DTR) Director, discussed the mobility hubs for transit along I-25 from Denver north. Ten of the 18 planned hubs exist in some form today, with a goal of 13 by 2023. As part of the goal to integrate transit into key corridors, Region 2 is working on one transit facility, and three Region 3 transit facilities are either complete or in design.
- Other aspects covered in the presentation were maintenance projects, other accomplishments (Safer Main Streets, wildlife crossings), and focused expansion on key strategic corridors.
- Gov. Polis has recommended to the Colorado Legislature that CDOT receive \$200 million in stimulus money to be used for fixing infrastructure (\$130 million) and to improve safety (\$70 million).
- The third issuance of SB 267 money also is set for this April, and could make it possible for CDOT to add back in \$500 million worth of projects removed earlier due to COVID-19-related reduction in funding.
- What’s next for CDOT is to refine the “add back” list, get ready for the stimulus dollars if the Colorado Legislature approves the governor’s budget, update and confirm the transit projects, and continue to document and celebrate progress.
- Commissioner comments included:
  - The importance of continuing to use the Years 1-4 and Years 5-10 project lists for use of additional money.
  - Praise for all the work on wildlife crossings and for continued coordination with Colorado Parks and Wildlife on them.
  - A request of staff to chart for the TC the initial package of projects the Commission reviewed and approved in November 2019, and the effect of the add-back projects on those lists.
  - A suggestion to use the stimulus funding, if it comes, for rural roads needing improvement.

### **Vehicle Miles Traveled and Travel Patterns Statewide (Rebecca White and Erik Sabina)**

**Purpose:** The purpose of this workshop is to summarize for the Commission staff’s effort to collect and track travel data across the state.

**Action:** N/A. Informational briefing only.

**Discussion:**

- Erik Sabina reviewed the three ways data on vehicle miles traveled (VMT) is collected:
  - Traffic Counts – CDOT has 115 automobile and 17 bike/pedestrian permanent counter locations. In addition, vendors for CDOT have short duration count locations at about 2,500-3,000 locations each year. Traffic counters require much maintenance, but are familiar, having been in use since the 1930s.
  - Surveys – Participants keep household diaries of where they go and when. Now information is put in cell phones. The last survey was done in 2010. DRCOG drove the survey, which included CDOT and the Front Range metropolitan planning organizations of North Front Range, Pikes Peak Area Council of Governments, and Pueblo Area Council of Governments. The Statewide Travel Survey that CDOT is planning to start in 2021 will be statewide and will use smart phone apps for its 50,000 participants. It will include weekend data for the first time, and also will be available in Spanish.
  - Big Data – Purchased from cell phones and GIS devices, big data has the advantage of large sample sizes, but is expensive.
- Applications of VMT data include checking for compliance with COVID-19-related travel restrictions; seeing the effects of road closures; and tracking the relationship among VMT, population, and per-capita VMT. In Colorado, total VMT grew due to population growth, but per-capita VMT didn’t grow as much.

- VMT is fed into the Highway Performance Monitoring System, which FHWA uses to allocate funding to the states.
- Commissioner comments included:
  - Does the insurance industry use the data? Erik said no insurance company has contacted him directly, but the VMT data is on CDOT's OTIS (On-Line Transportation Information System). Anyone can review it.
  - CDOT should include trucks used for hauling agricultural products. They often are not part of a fleet, and their use varies with the harvests. Erik recommended that he and Commissioner Beedy talk more about this recommendation.
  - A Commissioner commented that CDOT data on intraregional travel data has been helpful to the MPO on their area. The question was raised regarding evaluating not just VMT data, but also how many people are moved, and noted interest in obtaining more multimodal data.
    - Erik said vehicle occupancy studies are quite challenging. However, the surveys that will be done will ask how many persons in a vehicle besides the driver.
    - CDOT's DTR staff has access to transit ridership data, and permanent and short-term bike/pedestrian traffic counters help collect some of the non-motorized data. New modes of transportation, such as scooters, pose data-collection challenges currently.
  - The recognition of rural Colorado in making the travel survey statewide was appreciated.

### **Truck Safety Video (Rebecca White and John Lorme)**

**Purpose:** The purpose of this workshop is to share a truck safety video with the Commission.

**Action:** N/A

**Discussion:**

- John Lorme, CDOT Division of Maintenance and Operations (DMO) Director, noted that Colorado's challenging terrain and weather can be hard for truckers who have never driven in the mountains before. For that reason, a safety video about driving I-70 has been created.
- Michelle Scheuerman of DTD and Craig Hurst of the Freight Office worked on the safety video together. The safety video is one of a series of planned safety videos as part of the Mountain Rules safety campaign.
- The Colorado Motor Carriers Association (CMCA) has made the video available to all schools in the state that teach commercial driver license (CDL) classes, as well as to other motor carriers associations in other states. It is posted on YouTube. Plans are in works to translate the video into Spanish.
- After viewing the safety video, Commissioners had these comments:
  - The information in the safety video is good not just for truckers, but for anyone driving through the mountains, including those driving large RVs or hauling boats. The idea of having brochures about driving in Colorado with similar information. Matt Inzio noted that he is aware of flyers that get distributed at Denver International Airport that are distributed and also at rental car establishments.
  - Such information could be provided at welcome centers and rest stops on the west side of the mountains too. Tourists could benefit from this information.

### **Scenic Byways Overview (Rebecca White and Nathan Boyless)**

**Purpose:** The purpose of this workshop is to summarize key elements of the Colorado Scenic and Historic Byways program.

**Action:** N/A

**Discussion:**

- Nathan Boyless, Chair of the Colorado Scenic Byways Commission, narrated the presentation.
- The presentation noted that this year the commission marked its 31<sup>st</sup> anniversary. The celebration has been postponed to May 2021 in Ouray due to COVID-19.

- The presentation covered the evolution of the national program, cooperation with the U.S. Forest Service and Bureau of Land Management, and participation of the Colorado Tourism Office in developing a website about the 26 byways and in working to provide charging stations for electric vehicles along the byways, among other topics.
- Of the 26 Colorado Scenic and Historic Byways, 11 are nationally designated. Ten are byways in the national forests and two are backcountry byways on Bureau of Land Management (BLM) lands. Although they are operated independently, CDOT unites them all in programs, meetings, education, and other services.
- An economic impact study in 2016 estimated that the byways contribute \$4.8 billion to the economy, \$2.25 billion in direct benefits and \$2.55 billion in indirect benefits.
- Rebecca White commented that Lenore Bates, CDOT Coordinator of the Colorado Scenic Byways Program, is nationally recognized for her work.
- The CDOT Regions and DTD conduct environmental and historical studies about the byways. Maintenance folks keep up the columbine signs denoting the byways. Rebecca serves on the Byways Commission as an ex-officio member and Commissioner Bracke represents the TC on the Byways Commission.
- Roadway and other improvements are planned on the byways in the 2045 Statewide Transportation Plan's Vision document.
- Commissioner comments:
  - The byways contribute to the economic vitality of the state, as mentioned earlier. People should check out the Colorado Tourism Office's byways site. With the site, persons can make up their own virtual itineraries and even find road trip music for each one.

## **Transportation Commission Regular Meeting Wednesday, December 16, 2020, 2:45 pm – 3:35 pm**

### **Roll Call**

- All 10 seated serving Commissioners were present, with the new - to be sworn in District 9 Commissioner, Lisa Tormoen Hickey, in attendance.

### **Swear In New Commissioner (Lisa Tormoen Hickey)**

- Lisa Tormoen Hickey was formally sworn in to serve as the District 9 (representing El Paso, Fremont, Park and Teller Counties) Transportation Commissioner.

### **Public Comments**

- None.

### **Comments of Individual Commissioners**

- Commissioner Vasquez welcomed Commissioner Hickey. She commented on the potential boost for the state's electric vehicle (EV) programs that could come from the Energy Secretary nominee, Michigan Governor, Jennifer Granholm if confirmed. She thanked Commissioner Gifford for prompting her to attend the Rocky Mountain Institute's climate change workshop. Some highlights from the workshop included a focus on electrification of freight with a goal by 2030 to electrify 20% of the freight vehicles. Another exciting proposal was to establish an e-trucking demonstration corridor in developing countries around the world with a target of 20% electrification by 2030.
- Commissioner Zink – welcomed Commissioner Hickey to the TC. Commissioner Zink attended the most recent Southwest Transportation Planning Region (TPR) and Gunnison Valley TPR meetings, and that she

was able to attend a guided tour of the US 550/US 160 project, and was pleased to see great progress, with CDOT on track to complete the project on time.

- Commissioner Stanton thanked Paul Jesaitis, CDOT Region 1 Transportation Director, for all of the work on the Safer Streets Initiative, and pointed out the urgent need that the program addresses with the startling rise in pedestrian and bike related crashes. He also called attention to progress in the area of climate change with the 27 countries of the European Union and the People's Republic of China both announcing significant carbon cut back goals in the last week. The Commissioner pointed out the significance of CDOT's role in the Green House Gas (GHG) Initiative in light of the global efforts, and the importance of moving forward with the rest of the world.
- Commissioner Adams expressed excitement after meeting with DRCOG and working with Paul Jesaitis on an initiative on Santa Fe Blvd from C-470 to I-25. He indicated that he has enjoyed working with the different communities along the corridor, and that he has learned a lot from the process.
- Commissioner Gifford expressed gratitude to staff for engaging workshop presentations, particularly the Colorado Byways presentation, which was a nice reminder of how fortunate we all are to live in such a beautiful state.
- Commissioner Bracke welcomed Commissioner Hickey, and remarked on what a busy year it was for the North Front Range MPO and Upper Front Range TPR despite the virtual nature of the work. She looks forward to brighter days ahead in 2021 with the prospect of more transportation funding coming through in the next legislative session, and with the appointment of Pete Buttigieg as the Transportation Secretary, who she anticipates will offer further support for National Vision Zero initiatives and modernization efforts more broadly.
- Commissioner Beedy called attention to one concern that he is hearing a lot about at TPR meetings. He requested that staff reconsider the maintenance budget given increasing material costs. He indicated that the decreasing volume of materials that can be purchased within the budget warrants an evaluation of CDOT's ability to buy the materials needed to maintain lower volume roads. He wished everyone a happy holiday season, and looks forward to meeting in person next year.
- Commissioner Thiebaut welcomed Commissioner Hickey, and expressed excitement for the opportunity to cooperate to make things better in Region 2 in these difficult and unique times. He also wished everyone a great holiday season.
- Commissioner Tormoen Hickey thanked the other commissioners for the warm welcome, and indicated that she is honored to be part of the TC. It is an exciting time to be working on transportation issues. She also expressed praise for the exceptional quality of the staff workshop presentations.
- Commissioner Hall welcomed Commissioner Hickey, and expressed hope that they meet in person soon. She attended the Gunnison Valley TPR meeting, and remarked on how the TPR Chair, Vince Rogalski, does a great job at listening and bringing perspective that is much appreciated. She also expressed excitement for the growing consensus among TPR members on the importance of the highly controversial Little Blue Canyon project. She congratulated staff on a report showing 500 plus miles of rural roads that have been improved. She wished everyone a happy holiday season.
- Commissioner Stuart welcomed Commissioner Hickey, and remarked on the great progress being made on Policy Directive 1601, the Interchange Approval Process, which was included in the packet. She thanked Aaron Willis for all of his hard work engaging the public and stakeholders to refine the more controversial points, and is looking forward to seeing a final version for Commission consideration.

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

- Welcome to Commissioner Hickey
- CDOT has been working over the last month to pull different threads together in this unprecedented year. Accomplishments to be proud of for 2020 include:
  - Rural Road program,
  - The work with DRCOG on the Safer Main Streets,
  - Revitalizing Main Street program awarded grants to over 60 communities, and just announced a new tranche of grants to continue to encourage out of the box solutions in communities around the state.
  - CDOT made remarkable progress on the Central 70 project and I-25 projects

- CDOT will soon be in conversation about tiering and sequencing projects on the 10 year pipeline for next year

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

- Water quality Program: In the Summer of 2019 we had an audit resulting in an Administrative Order of Consent with many findings that had to be addressed. Over the past year CDOT's Water Quality team has been working to address those findings, and just completed their work to successfully address all of the findings.
- CDOT must continue to report on chronic violators for the next two years, but it is quite an accomplishment to have addressed all of the concerns given CDOT's struggle over the years.
- This development shows progress toward real cultural change in this area. While CDOT can always find areas to improve, the progress that was made is a real accomplishment to be proud of.

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

- Welcoming Commissioner Hickey, Nick gave an overview of HPTE's role at CDOT
- HPTE kicked off the refinancing of the \$25 million loan for the east bound mountain express lane, and for the I-25 N Segment 3 Bank of America loan with Wells Fargo to take advantage of the historically low interest rates.
- Working on the Floyd Hill Revenue study. The results will be ready in the near future
- Working with the US DOT Build America Bureau on the I-25 North Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. Hoping to close by fall of next year.

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

- Every Day Counts (EDC) is an initiative over 10 years old that was launched to support and facilitate better application of technology that is available, but not well utilized.
- At this month's meeting EDC rolled out the 6<sup>th</sup> round of these technologies to promote in the transportation sector:
  - Crowdsourcing data to fine tune operations
  - E-ticketing in the construction industry for greater efficiency
  - Next generation traffic incident management applied to rural and local streets
  - Strategic workforce development focusing on the construction industry
  - Targeted overlay solutions to extend the life
  - Spending more on concrete upfront for bridge decks to reap longer term benefits
  - Virtual public involvement

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

- Welcome to Commissioner Hickey.
- STAC didn't meet, but STAC will be working on a work plan for 2021, and would love to hear suggestions from the TC. Requests can be forwarded to Rebecca White.

### **Act on Consent Agenda – Passed unanimously on December 16, 2020. Motion by Commissioner Hall, Second by Commissioner Adams**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of November 19, 2020 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal: SH 74 & Bear Creek Rd. (Parcel 10 Rev-EX) (Paul Jesaitis)

### **Discuss and Act on Proposed Resolution #4: Condemnation Authorization for I-25 Express Lanes SH 7 to SH 1 project, Project Code 22831 (Steve Harelson) – Passed unanimously on December 16, 2020. Motion by Commissioner Bracke, Second by Commissioner Vasquez**



- The parcels in question are located in the Town of Johnstown adjacent to I-25 Segment 6. One of the parcels in question will be owned in fee, and the others are easements necessary for construction.

**Discuss and Act on Proposed Resolution #5: 6<sup>th</sup> Budget Supplement of FY 2021 (Jeff Sudmeier) – Passed unanimously on December 16, 2020. Motion by Commissioner Stanton, Second by Commissioner Beedy**

- Budget Supplement #6 includes two DTR requests for transit projects to use unallocated SB 267 year 2 funds for:
  - Additional \$200,000 for the Crested Butte Storage Facility
  - \$3.3 million for Firestone Mobility Hub
- Commissioner Zink asked for a more detailed explanation of why mobility hub budget more than doubled.
- Jeff Sudmeier indicated that the increased budget reflected a change in scope.
- David Krutsinger clarified that the original cost was based on a bare minimum design for simple bus stops, but that to meet CDOT's broader goals the decision was made to add charging stations so that it will be a fully functioning mobility hub.
- Commissioner Zink raised questions as to whether it was the best use of funds to achieve CDOT's goals.
- Commissioner Hickey asked if construction costs were changing with COVID-19?
- Steve Harrelson indicated that costs were going down so that bids are starting to come in below estimate.
- Kathryn Hall expressed praise for the added value of the mobility hub, and indicated that she would like to see more of that going forward.

**Recognitions:** FHWA Awards

- John Cater of FHWA recognized Jordan Rudel for his work supporting the C-470 litigation team successfully responding to a 2016 NEPA lawsuit.
- John Cater also recognized Region 5 staff for their exceptional work on the US 160/US 550 Environmental Impact Statement. FHWA recognized the exceptional work of the environmental mitigation team members Emily Byers, Tony Cady, Mike McVaugh, Dan Jepson, David Valentinelli and Greg Wolff.

**Other Matters:**

**Adjourned at 3:35 pm.**

**The Transportation Commission Special (TC) Workshop and the Special Meeting were held on Monday, January 4, 2021. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.**

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

## **Transportation Commission Special Meeting Workshop Monday, January 4, 2021, 10:30 am – 12:10 pm**

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

Nine of the existing seated Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Donald Stanton, Sidney Zink, Eula Adams, and Lisa Tormoen Hickey. Commissioner Barbara Vasquez was absent.

### **Federal Stimulus Update (Jeff Sudmeier and Rebecca White)**

**Purpose:** Provide a briefing on the recent federal legislation that includes both a COVID relief bill and FY 2021 omnibus appropriations package.

**Action:** Approve the comprehensive package of project and program investments based on the regional allocations of stimulus funds, plus the additional FY 2021 supplemental Surface Transportation Block Grant Program (STBGP) and bridge funds.

### **Discussion:**

- Commission Chair Stuart kicked off the special TC workshop and noted that pertaining to the proposed project list that approximately 30 public comments have been received, that will be included in the meeting notes, and that they are somewhat similar with key themes related to concerns for:
  - Projects that impact the effect of harm from COVID
  - Projects that promote health of the economy, such as main street projects, along with transit, walking and biking projects
  - Projects that address safety concerns
- Rebecca White, CDOT Division of Transportation Development Director, explained the funding sources available to CDOT under the Stimulus bill. The Federal government established a \$900 billion COVID relief package that includes:
  - \$10 billion for surface transportation
    - With \$9,840,057,332 set aside for the STBGP
    - Remaining funds to go to Tribal Transportation Program, Puerto Rico Highway Program and Territorial Highway Program
    - About 14% of highway funds are sub-allocated to localities over 200,000 in population, which in Colorado are: the Denver Regional Council of Governments (DRCOG), Pikes Peak Area Council of Governments (PPACG) and North Front Range Metropolitan Planning Organization (NFRMPO)
    - \$2 billion for airports and airport concessionaires
    - \$15 billion for mass transit that will be distributed via Federal Transit Administration (FTA) formula programs
    - No local match is required to expend these funds, and provides flexibility to cover funding for maintenance, salaries and operations
- Jeff Sudmeier, CDOT Chief Financial Officer, reviewed the framework of the \$1.4 trillion Federal Appropriations Bill for FY 2021 that includes the FY 2021 Transportation and Housing and Urban Development (THUD) bill.

- In addition to anticipated federal funds, the FY 2021 Appropriations contained Highway Bridge and STBGP Supplemental funds to Colorado including:
  - \$8.75 million of STBGP funds
  - \$6 million additional bridge funds, and Colorado could potentially receive more based on Colorado's bridge condition status.
  - Normal state/local match requirements apply
  - Scenic Byway (\$16 million) and Competitive Grant (\$50 million) funding is available nationally. Scenic Byway funds are most likely to be nationally competitive.
- Additional Investments with the Stimulus funds were also explained by Rebecca White:
  - Continued support for revitalizing Main Streets (\$2 million)
  - Modernizing environmental clearance processes under the National Environmental Policy Act (NEPA) (\$75,000) that is proposed to cover costs for software for virtual approach to public outreach
  - Bridge Repairs (\$6 million) proposed to cover costs for critical timber bridge retrofits around the state, and critical deck debris fall mitigation in the Metro Area
- Rebecca also explained the Regional and Metropolitan Planning Organization (MPO) allocations proposed based on the SB 267 funding formula used previously, and considerations for the surface transportation projects proposed included project that proposed projects that:
  - Can move quickly
  - Retain the focus of the 10-year Plan
  - Distributes funds equitably
  - Advances public health and sustainability Goals
- Projects for each CDOT Engineering Regions were described to the TC by Regional Transportation Directors (RTD), with Jessica Myklebust, CDOT Region 1 Environmental Manager and Deputy Director of Program Delivery, speaking on behalf of Region 1 RTD, Paul Jesaitis, along with Richard Zamora, RTD for Region 2, Mike Goolsby, RTD for Region 3, Heather Paddock, RTD for Region 4, and Mike McVaugh, RTD for Region 5.
- Commissioner Zink asked about who came together and chose the projects on the list.
- CDOT Executive Director Lew responded that all projects are from the 4-year project list within the 10-year Project list previously approved.
- Commissioner Zink and others wanted more information regarding the noise wall project and its benefits in Region 1, which is on the 5 year list of the 10-year plan. These walls are in poor condition, and have been a concern in the Region with nearby residents for many years and these funds are enough to address this problem presently.
- Commissioner Adams inquired about why not more walking and transit projects were included on the proposed list.
- Executive Director Lew noted there is separate transit funding in the bill to cover these types of projects. \$120 million to \$130 million is going to transit. We are considering other funding sources under the stimulus when reviewing these projects for surface transportation.
- Commissioner Beedy talked about improvements needed along east I-70 and connections to other roads in rural areas.
- In addition, in response to Commissioner Comments Executive Director Lew noted that there's been a demonstrated adverse impact to community's near highways because of being susceptible to serious cases of COVID given long term exposure to air pollution in their neighborhoods. So there's a really specific COVID nexus there.
- Rebecca White noted that at the STAC meeting held just before this meeting Region 2 rural Transportation Planning Region (TPR) members also highlighted the need for better collaboration with the TPRs in making decisions.
- Commissioner Stuart noted the importance to note when projects substantially increase safety to align with Vision Zero goals.
- Region 3 is to add I-70 B project to their list and this project is in the 1-4 year plan (not the SB 267 list).

- Commissioner Bracke expressed concerns for getting some of the transit projects on the 10-year list underway, with Stimulus funds. David Krutsinger, Division of Transit and Rail Director, noted that other Stimulus funds are coming in along with SB 267 – Commissioner Bracke recommended this information on federal transit funds to be provided as background for future TC discussions on projects. There is a need to keep transit in the conversation. The Main Streets program seems mostly infrastructure-based, but could be used for more than infrastructure. We need programs and services to complement infrastructure.
- Executive Director Lew noted that the larger Metropolitan Planning Organizations are making decisions on funds for urban areas. We could take a cumulative look at the list of types of Main Street projects, to confirm that they are not infrastructure only.
- Commissioner Hickey appreciated staff response to the Commission’s questions, and recognized the proposed modernizing of the NEPA process will improve public engagement.
- Next steps were explained by Rebecca White. January 2021 at the Regular TC Meeting the TC is requested to approve budget amendment to formally add stimulus and FY 2021 supplemental funds to the budget, and approve Program Reserve loan to Powers/Research project. In March the TC will review the 1-4 year project list in anticipation of SB 267 Certificates of Participation (COP) issuance, and in April there will be the anticipated issuance of year three COPs, and the TC will be requested to approve three year project list.
- Commissioner Thiebaut expressed concerns regarding trying to get the big picture. When TC approved the \$1.6B had better grasp of total picture. He asked if we shouldn’t coordinate with prospect of Governor’s budget, SB 267, etc. and pre and post COVID add back dollars. Would have liked to see options on how to spend dollars to stimulate the economy. Is not fully comfortable voting on this resolution today as the “what ifs” are unknown. Would have been good to have interest groups review options, understanding the fast-paced nature of business today. Heard from TPRs in his area about concerns regarding the proposed selection of projects. Commissioner Thiebaut is not necessarily opposed to what is being proposed or that it is wrong, but there are still unknowns with other funding sources, and he is not comfortable to vote on this, and most likely will vote no.
- Executive Director Lew noted there is a bigger picture that is the \$1.6 billion project list. Building to the same list before and now. Not changing this plan. We are considering Regional equity. Waiting for Governor’s stimulus, is not necessarily prudent. Slows down putting work out and to more immediately creating jobs. We are getting back to the big list in increments. It is not a lot of money we are considering today, compared to the \$1.6 billion project list of priorities.
- Commissioner Hickey suggested we want to look forward and keep future funding sources in mind.
- Commissioner Gifford agreed that the TC should move forward now, in order to be able to advertise the projects for construction this summer. Also the fact that we are building back a schedule that was cut back due to COVID is a good reminder.
- Commissioner Beedy agreed.
- Commissioner Hall commented that projects were not picked out of the air, they were part of the 10-year list. Lots of safety projects are included also. She believes it is a huge mistake to back off from approving the list of projects proposed today.

## **Transportation Commission Special Meeting Monday, January 4, 2021, 12:10 pm – 12:23 pm**

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

Nine of the Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Sidney Zink, Eula Adams, and Lisa Tormoen Hickey. Commissioners Donald Stanton and Barbara Vasquez were absent.

### **Public Comments**

Please see attachment A - Public Comments for January 4, 2021 Special Meeting of The Colorado Transportation Commission. A total of 33 public comments were submitted, with three received during the TC Special Meeting.

**Discuss and Act on Proposed Resolution #1: Requested Action, Resolution Related to Federal COVID-19 Relief Package –on January 4, 2021. Motion by Commissioner Hall and Second by Commissioner Beedy – this resolution passed –Eight (8) approve, and One (1) – opposed by Commissioner Thiebaut.**

- Commission Chair Stuart kicked off the special TC meeting and noted that pertaining to the proposed project list in the resolution brought forward today, that 33 public comments have been received, expressed appreciation and thanked the commenters for their time and their submittals. Comments will be included in the meeting notes, and that they are somewhat similar with key themes related to concerns for:
  - Projects that impact the effect of harm from COVID
  - Projects that promote health of the economy, such as revitalizing main street projects, along with transit, walking and biking projects
  - Projects that enhance and increase safety
- Commissioner Stuart acknowledged the projects proposed consider:
  - Economic recovery
  - Revitalization of main streets and main street planning
  - Significant safety components
  - Support for multimodal projects for biking, transit and walking
  - Air quality reduction impact mitigation
- Revisions to the resolution was shared with TC prior to their voting:
  - Add Region 2 PPACG “\$8.5 million (or other PPACG STBG funds)”
  - Add “I-70 B (Region funded in 10 year plan) stimulus funds would be swapped with Region funds (Funding Advancement for Surface Transportation Economic Recovery [FASTER] Safety, Surface Treatment, Regional Priority Program (RPP), and these funds would be placed in the” US 6 Fruita to Palisades Safety Improvements....

**Meeting Adjourned at 12:23 pm.**

**Attachment A**  
**Public Comments (Redacted) for January 4, 2021 Special Meeting of**  
**The Colorado Transportation Commission**

***December 31, 2020 – sent to Jennifer Uebelher via email***

As a physician at Denver Health who has been working the COVID ward since March, I feel strongly that COVID-19 relief funds be used to mitigate the harms of the pandemic in our communities and not to cover the cost of previously planned highway expansions. Projects such as the Floyd Hill reconstruction and I-270 widening do not provide COVID-19 relief. These funds should be prioritized towards efforts that positively affect the health of our state such as Revitalizing Main Streets, public transit and vision zero infrastructure. It is unacceptable that only \$2 million out of \$134 million in COVID relief is allocated to the Revitalizing Main Streets program when that is CDOT's leading effort to assist pandemic-stricken communities. When voting on the COVID-19 resolution I ask the commissioners to please consider the health of our communities and how CDOT can best provide relief during this difficult time.

David Mintzer, MD

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***From Public Comments***

John Riecke  
Comment

The stimulus money received should not be spent on capacity increases. Instead you could use the money to improve roads which replaced the main streets of small Colorado towns with high speed thoroughfares. Using these funds to increase car and truck traffic rather than catch up with maintenance obligations or make material improvements to safety and walkability in small towns would be fiscally irresponsible and environmentally destructive.

---

THOMAS C CLARKE  
Comment

CDOT can keep dumping \$\$\$ into ill-conceived highway projects until Hell Freezes and Colorado never have a sensible, sustainable transportation system - or clean air. COVID has reduced highway traffic but imperiled our public transportation systems. Shouldn't we put COVID relief funds where needed? When is CDOT going to become a Transportation Department? Tom Clarke

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Andrew Alger  
Comment

Hello! It would be amazing to use the COVID relief fund money to build infrastructure for humans and not for cars. More protected bike lanes, more walkable streets and more public transportation. We know that bigger roads with higher speeds make cities less livable and yet we continue to build more lanes. Please shift our direction and build for a future that is focused on people not on cars.

---

Autumn Martin  
Comment

I'm writing to encourage more funding be used toward multimodal transportation and Vision Zero initiatives. Please make our streets more livable and safer, we have now seen the impact first hand with open street programs this year plus the increase in biking across the city and country.

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**Attachment A**  
**Public Comments (Redacted) for January 4, 2021 Special Meeting of**  
**The Colorado Transportation Commission**

Allen Cowgill

Comment

Please allocate more of the upcoming COVID relief dollars to revitalizing main streets projects, multimodal projects, transit, and vision zero projects. To give the vast majority of these dollars to highway projects only accelerates climate change and the inequities we've seen due to COVID. Thank you.

---

Edward Lasley

Comment

Highway expansions only increase traffic in the long term, and while providing short term relief cycle back to the same exact problems of congestion, slowdowns as before, while actively worsening climate issues. We need to focus entirely on multimodal transportation and begin phasing regular car traffic out more and more, not increase it.

---

Nicole McSpirit

Comment

Please stop funding car infrastructure! We cannot continue to promote the least efficient and most destructive mode of transportation. The age of Covid has made these needs abundantly clear. We must reprioritize our public space to promote active travel and safe streets. Continuing to subsidize and promote car-dependency will not get us to our climate goals or Vision Zero.

---

Jordan Denning

Comment

The freeways through the front range should never be expanded. Spending money on freeway expansion is, in effect, spending money that will increase congestion, increase respiratory disease, decrease racial equitibility, and hurt progress towards the state's climate change goals. Frankly, I'm disappointed that our state's leadership continues to waste money on outdated and harmful freeway expansion projects.

---

Andrew O'Brien

Comment

Any and all covid related funding should be used on public transportation (busses) and pedestrian/bike infrastructure. Car pollution already reduces lifespans and makes people more susceptible to respiratory disease. Walking and biking makes people healthier.

---

Mark Donovan

Comment

I would like to see more biking and alternative transportation infrastructure. We need less parking and roads. Please accommodate electric bikes and scooters better. Make it so it is safe and fast to get anywhere in Denver self powered!! Thanks.

---

**Attachment A**  
**Public Comments (Redacted) for January 4, 2021 Special Meeting of**  
**The Colorado Transportation Commission**

Nathan Sanzone-McDowell

Comment

Stop making highways wider. Just. Stop.

---

Jordan Hoffman

Comment

Hardly any of this funding is going towards public transit, main street resiliency, nor pollution reduction. For the people most impacted by covid, these are the important transportation issues. Spending this money on highways is a complete waste and has nothing to do with covid relief.

---

Josh Montague

Comment

The newly appropriated funds for COVID-19 relief must be directed towards communities most impacted by the pandemic. Public transit, main street resiliency, pollution reduction and vision zero should be CDOT's priority at this moment - it is irresponsible to reapportion such funds to highway expansion.

---

Josh Gipper

Comment

Regarding funding from the COVID relief bill, widening highways will intensify the climate crisis we saw to terrifying effect this past year in our own state. It's shameful these funding priorities also worsen air quality during a respiratory illness pandemic! 25% of your objectives speak to public health & sustainability goals. 1.33% of monies is actually put where your mouth is in supporting the Main Streets Revitalization program. I ask you to seriously reconsider CDOT's priorities.

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Amanda Roberts

Comment

COVID-19 relief dollars should be spent on our most critical transportation needs: improving transit, reducing pollution, increasing safety, and repairing roads. The Revitalizing Main Streets program would help solve these issues, so it should receive the majority of the funding. CDOT should adopt the expert approach recommended by T4America: prioritize maintenance, design for safety over speed, and connect people to jobs and services.

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Ben Ollett

Comment

I urge the CDOT Transportation Commission to reconsider the lack of funding going towards Vision Zero-related projects. We need more money to go towards multi-modal transportation



**Attachment A**  
**Public Comments (Redacted) for January 4, 2021 Special Meeting of**  
**The Colorado Transportation Commission**

options - it should be just as safe to walk or bike as it is to drive.

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Brent Mowery

Comment

Covid money should not go towards highway expansion

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Stephen Foster

Comment

We need trains, we need better main streets that haven't been turned into 6 lane highways, we need equal access for all coloroadans to be able to move efficiently around the state, and we need a transportation department that is not stuck in the 60s where all they do is harm our minority communities by building and expanding massive roadways through them.

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Rob Toftness

Comment

COVID-19 relief dollars should be directed towards communities most impacted by the pandemic. Public transit, main street resiliency, pollution reduction and vision zero should be CDOT's priority at this moment not highway widening masquerading as "safety improvements"

---

Daniel Anderson

Comment

There are way to many people being hit by cars on main street intersections for a state that pedestrians have the right of way they don't! Please make that a priority on future and current projects!

---

Evan Derby

Comment

I am incredibly disappointed that CDOT wants to spend COVID relief funds on highway expansion. Highways make people sick through pollution. Highways promote climate change. CDOT must NOT spend ANY dollars on highway expansion. Expanding highways is climate change denial. Suicide by climate change.

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Ashby Sachs

Comment

Covid 19 relief dollars should not be spent on highways. We need this money for the main Street program and not just two million dollars. We need Vision zero pedestrian improvements and street calming in our cities. Really disappointed to see most of this money going to highway expansions which has nothing to do with the pandemic.

**Attachment A**  
**Public Comments (Redacted) for January 4, 2021 Special Meeting of**  
**The Colorado Transportation Commission**

---

Jonny Rotheram

Comment

I note that CDOT is intending to use Covid aid funding to widen roads. This seems inexplicable to me in a day and age where we're all extremely concerned about climate change. This is not a sustainable way to grow Colorado and preserve our quality of life. CDOT has been dragging old, tired policies from the 80s for too long, please think about a sustainable future, and where best to use this aid. Widening highways is not the answer.

---

Cord Montoya

Comment

Hello All, Re: Allocation of COVID relief. It is my view that COVID relief funding should NOT be used for highway projects. The increased capacity is quickly outstripped by increased usage. Secondly, as highway funding has not been significantly impacted by COVID, we should direct the relief to promoting density solutions, walkability, and intercity/intracity mass transit options. Thank you for your time.

---

Areli Alcazar

Comment

The next time you come to my people, hats in hand, saying that you really care about equity and you care about Latino lives and livelihoods, I will know that you're lying. It's just nice to confirm once and for all that you don't truly care about the people of this state.

---

David Chen

Comment

COVID relief funds should primarily be spent on Revitalizing Main Streets and not diverted to unrelated projects. Provide multimodal equity so that Coloradans have freedom from fear and the freedom to choose modes other than a private automobile. Please recognize the cost-benefit metrics that show how multimodal infrastructure investments create commercial, environmental, and public health benefits to a much greater degree than the marginal dollar spent on highway expansion.

---

Layton Hill

Comment

Fund walking, rolling, and transit. Highway expansion is poisoning our air, worsening our wildfires, and furthering the fracturing of our communities who only see each other through windshields. Fund main streets!

---

John Hubbard

Comment

Do not spend COVID relief funds on highway expansion! This is ludicrous. Did you not live through the wildfires in our state, made worse by climate change? Did you not observe that car traffic has gone down as people worked from home? Remember how more people got outside to walk and bike in the outdoors, and there's not enough protected bike lanes?

**Attachment A**  
**Public Comments (Redacted) for January 4, 2021 Special Meeting of**  
**The Colorado Transportation Commission**

It is an affront to the environment and to common sense to propose expanding lanes on highways that CDOT already can't afford to maintain.

---

Leslie Gehring

Comment

The COVID-19 relief funds should be spent to improve the health of those most affected by COVID-19, not worsen things. The money should be spent on Main Street improvements, bike and pedestrian infrastructure, and transit improvements. No money should be spent on highway widening and repaving, as that only increases air pollution and susceptibility to respiratory diseases like COVID-19.

---

***Emails/comments to commission after meeting started – sent to commission during meeting***

Adam T. Lancaster

Commissioners

We received CDOT's plan for the COVID-19 Emergency Relief Package late last week and discussed with CDOT staff this morning.

Concerns I have are the speed at which decisions are being made without considering options other than what has been presented and how that may not be equitable to rural communities.

It was obvious for the Region 2 allocation that discussions were had with PPACG prior to CDOT's presentation and while there was some last minute outreach by CDOT staff to other region stakeholders, meaningful conversation was not had.

Rather than commit all of Region 2 allocation to one project in the largest metropolitan area with loan commitments, why not give anything to rural areas except promises of future dollars?

I believe these funds are intended for recovery, not to advance a list of ready projects. Projects are already under way that need a boost for cost increases due to delays, material cost inflation, and match dollars from local communities struggling to keep the lights on. We have a number of current CDOT projects that are impacted in these ways.

I ask that you slow the process for allocation long enough to consider other options that include impactful ways these funds may help rural communities recovering in their transportation efforts as well.

Thank you

Adam Lancaster  
CFR TPR Chair

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**Attachment A**  
**Public Comments (Redacted) for January 4, 2021 Special Meeting of**  
**The Colorado Transportation Commission**

Kimberly Morse  
Comment

Representatives of the Transportation Commission

I am writing to request that you utilize the COVID-19 Emergency Relief funds for infrastructure that will contribute to the well-being and health of Coloradans, not jeopardize further jeopardize our health.

Study after study shows that living close to highways increases incidents of asthma and other diseases. COVID-19, being a respiratory virus poses tremendous risk to your constituents whose health is already compromised by living in proximity to high traffic areas, including major highways.

As COVID relief dollars were NOT budgeted at the time these highway projects were planned, these new found dollars should be utilized to invest in redesigning streets for human activity such as cycling and walking, for achieving CDOT's Vision Zero goals, for public transit and for maintaining existing road infrastructure.

The time is right now to think beyond you and me. It is a critical time to think about our children and those who will inhabit this state after our children. Stop covering our beautiful state with asphalt. Keep Colorado wild and colorful and beautiful and healthy. Our children are depending on you to make the right decisions for the well-being of themselves and their families today and tomorrow.

Regards,

Kimberly Morse

---

Rebekah Dumouchelle  
Comment

I do not support using COVID Relief funds to fund highway expansion. Those funds should be used to improve or expand safe streets, bike lanes, and support/keep transit afloat during this time which all work to improve health outcomes. Highways increase pollution (harmful for respiratory illnesses and have outsized effect on lower income neighborhoods), are ugly, and are not as useful now while more people work from home.



DATE: January 15, 2021

TO: Statewide Transportation Advisory Committee (STAC)

FROM: Rebecca White, Director, Division of Transportation Development  
Marissa Gaughan, Multimodal Planning Branch Manager

SUBJECT: State of the Plan and Stimulus / SB 267 Year 3 Next Steps

### Purpose

This memo summarizes updates related to implementing the 10-Year Plan and strategic pipeline of projects.

### Action

N/A

### Background

The 10-Year Plan was adopted by the TC in August 2020 and includes 100+ shovel-ready projects, 1,000+ lane miles touched, 15 rehabbed or new transit facilities, and the largest commitment to improving the condition of our roadway system in CDOT's recent history.

As we work to implement the plan, staff has committed to regular reports to the TC on the "state of the plan" and funding strategies. For the January briefing to the STAC, CDOT would like to share the following key updates:

- New tools to describe the plan
  - Fact Sheets for every single project
  - Online Story Map that users can explore projects in areas they care about.
  - Linkages to accountability and transparency dashboard to track real time project status
  - Report cards and announcement to celebrate and note progress
- Progress to Date
  - Years 1-2 Allocations include \$984 million in SB 267 funds; \$325 million in SB 1 funds; and \$105 million in Transportation Commission funds to highway and transit projects. This includes all the year 1 and 2 SB funds, excluding the \$100 million of year 1 funds allocated to asset management programs, and the additional TC funds put towards the year 1 and 2 project list.
- Future Dollars
  - CDOT is preparing for the federal COVID-19 relief package, Year 3 of SB267 and Governor Polis' Stimulus Proposal. CDOT will continue to use the 10-Year Plan as the "north star" to guide funding investments.
  - CDOT will look at prospective add back discussions from where we left off in July 2020 and look at statewide equity.

### Attachments

State of the Plan PowerPoint Presentation  
Stimulus Proposal /SB 267 Year 3 Presentation

# VISION FOR COLORADO'S TRANSPORTATION SYSTEM



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State of the Plan - January 2021

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- New tools to describe the plan and what we are accomplishing
- Accomplishments to date
- Future funding - “Stimulus Proposal / SB 267 Year 3” Agenda Item



# 10-Year Plan at a Glance

## The 10-year plan includes

- 100+ shovel-ready projects
- 1,000+ lane miles touched
- 15 rehabbed or new transit facilities
- Largest investment in rural road condition in CDOT history
- A focus on taking care of our system: over 50% of funds go to improving the condition of our roadway system (asset management & resurfacing projects)





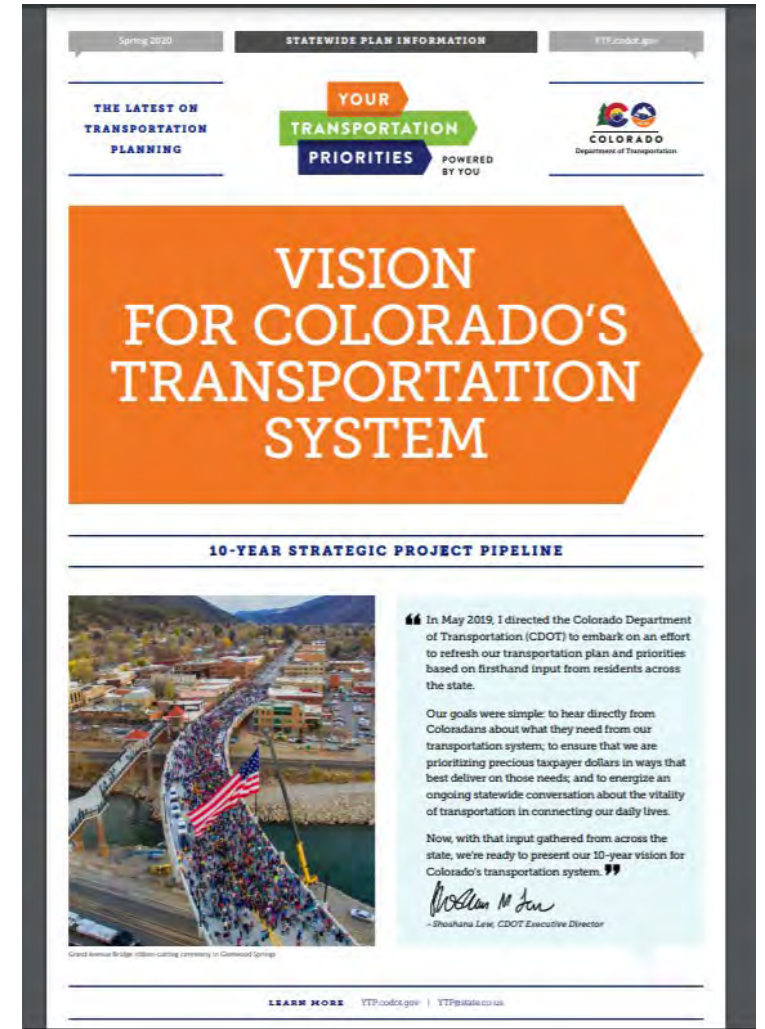


# New Tools to Describe the Plan and What We Are Accomplishing



# Telling the Story

1. Vision doc that lists primary themes of the plan and projects in years 1-4 and 5-10
  - Now updated to note completed projects and other changes
2. Fact sheets for every single project **NEW**
3. Online “story map” **NEW**
4. Periodic “report cards” and other celebration announcements as major milestones are reached **NEW**
5. Accountability and transparency tracking and website





# Interactive Story Map

- Launched Dec 2020: [ytp.codot.gov](https://ytp.codot.gov)
- Interactive tool through the ArcGIS mapping system. Users can explore projects in the areas they care about.
- Organized by region & includes highway, transit and rural road improvement projects.
- Each project entry includes key project info such as the project name, description, and cost and funding information.
- Linked to accountability and transparency dashboard to track real time project status.





# Interactive Story Map

Organized by region of the state

The screenshot shows a web interface for a story map. At the top, it says "10-Year Strategic Project Pipeline". Below this is a navigation bar with tabs for "Rural Road Projects", "Central Projects", "Southeast Projects", "Northwest Projects", "Northeast Projects", and "Southwest Projects". The "Central Projects" tab is selected. On the left side, there is a grid of 12 project thumbnails, each with a title and a small image. The titles are: "I-25 South Gap - Package 3", "I-270 Widening from I-76 to I-70", "I-25 Valley Highway Phases ...", "I-70 West: Floyd Hill", "I-70 Peak Period Shoulder Lanes ~...", "Safer Main Streets Initiative", "I-25 Interchange Reconstruction at...", "I-25 Valley Highway Phases ...", "I-70 Westbound at Floyd Hill", "US 6 and Wadsworth...", "C-470 — US 285 to Morrison Road...", and "I-70 and Kipling Street Interchang...". On the right side, there is a map of the Denver area with various project locations marked by colored pins and lines. The map shows major highways like I-25, I-76, I-70, and US-285, as well as geographical features like the Front Range and South Platte River. The map is powered by Esri.



# Interactive Story Map

## Project View

- Users can click on a project from the grid on the left or select a point on the map for project-specific information.
- Individual fact sheets available for every project in the 10-yr plan.

The screenshot displays the '10-Year Strategic Project Pipeline' interface. At the top, there are navigation tabs for 'Rural Road Projects', 'Central Projects', 'Southeast Projects', 'Northwest Projects', 'Northeast Projects', and 'Southwest Projects'. The 'Central Projects' tab is selected. The main content area is titled 'I-25 South Gap - Package 3'. Below the title, a paragraph describes the project: 'This project will continue work on the I-25 South Gap, which includes an Express Lane both north and southbound, pavement improvement, bridge reconstruction, and communication modernization. The funding also covers the removal of newly discovered unsuitable excavated materials to allow for roadway completion.' Below this, the 'Cost and Funding' section states: '\$26 million (fully funded through SB 267) and \$35.25 million in local contributions'. At the bottom of the text area, there is a link: '[Click to view the full project fact sheet.](#)' To the right of the text is a map of the project area in Douglas County, Colorado, showing the I-25 corridor and surrounding towns like Castle Rock, Larkspur, and Monument. The map includes a zoom control and a close button (X) at the bottom left.



FACT SHEET | Planning Project ID 0001

## I-25 South Gap Package 3

FUNDED THROUGH  
SENATE BILL 267

- [ytp.codot.gov](http://ytp.codot.gov)

### Location

I-25 from Monument to Castle Rock

- Douglas County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

### Description

This project will continue work on the I-25 South Gap, which includes an Express Lane both north and southbound, pavement improvement, bridge reconstruction, and communication modernization. The funding also covers the removal of newly discovered unsuitable excavated materials to allow for roadway completion.

### Cost and Funding\*

- \$26 million | Fully funded through SB 267
- \$35.25 million in local contributions
- Priority project for years 1-4 of 10-Year Strategic Project Pipeline

\* As of 08/20/20. Please see the updated financial dashboard at <https://www.codot.gov/programs/your-transportation-priorities/projects-funded> for more information.

### Urgent Need

- **Safety:** The geometric limitations of this segment restrict the ability to address safety and operational concerns effectively; widening is a critical component needed in order to address such concerns effectively.
- **Mobility:** Congestion is a severe problem and includes residents traveling between Colorado Springs and Denver, as well as to and from I-70.

### Benefits If Funded

- **Safety:** Widened shoulders allow for vehicle pull-off and emergency response, and provide overall safety benefits. New wildlife crossings and deer fencing will help keep animals off the roadway and reduce animal-vehicle collisions.
- **Mobility:** The Express Lane gives drivers the choice of carpooling/paying a toll and reduces congestion on the two general purpose lanes.



For more information, visit [codot.gov/programs/your-transportation-priorities](http://codot.gov/programs/your-transportation-priorities) In collaboration with DRCOG | Learn more at <https://drcog.org/>



# Interactive Story Map

## Mobile- and Tablet-Friendly

Story Map automatically resizes for different devices and screen sizes.





# Accomplishments to Date





# Dollars Received to Date

## Years 1-2 Allocations

- \$984 million in SB 267 funds
- \$325 million in SB 1 funds
- \$105 million in Transportation Commission funds to highway and transit projects.

This includes all the year 1 and year 2 SB funds, excluding the \$100 M of year 1 funds allocated to asset management programs, and the additional TC funds put towards the year 1 and 2 project list.



## Highway Project Status (Years 1-4)



Out of the 90 highway projects with SB funding:

- 15 projects are complete
- 4 projects are partially complete
- 40 projects are approved to go to ad  
(some are pending funding for years 3 and 4)

## Transit Project Status (Years 1-2)



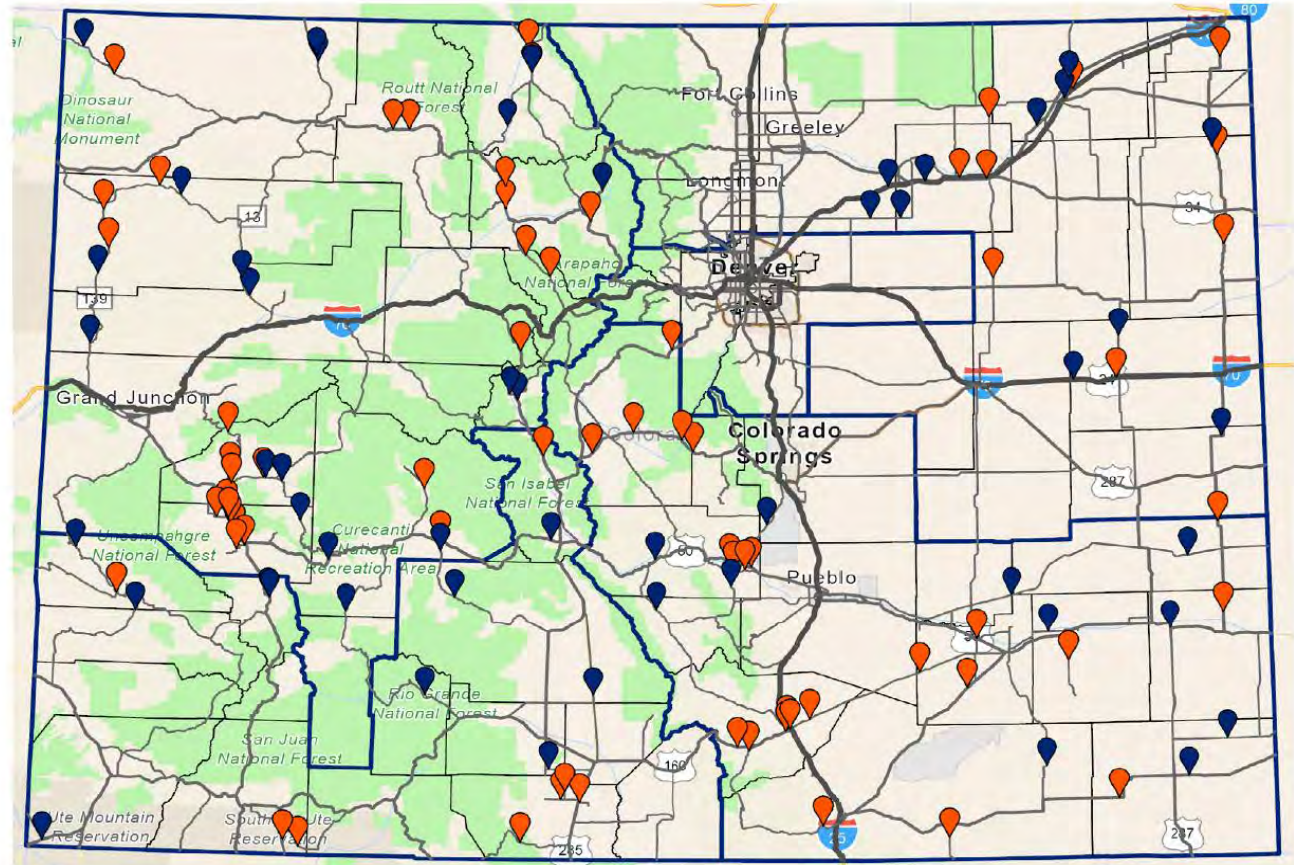
Out of the 45 transit projects with SB funding:

- 4 projects are complete or in construction
- 5 projects are in design



# Plan Goal: Fixing Rural Roads

- The funded projects in Years 1-4 represent a \$337 million program. This is the largest investment in Colorado's rural road network in recent history.
- Each corner of the state has been enhanced with the Rural Pavement Program.
- This focused investment has had ripple effects...

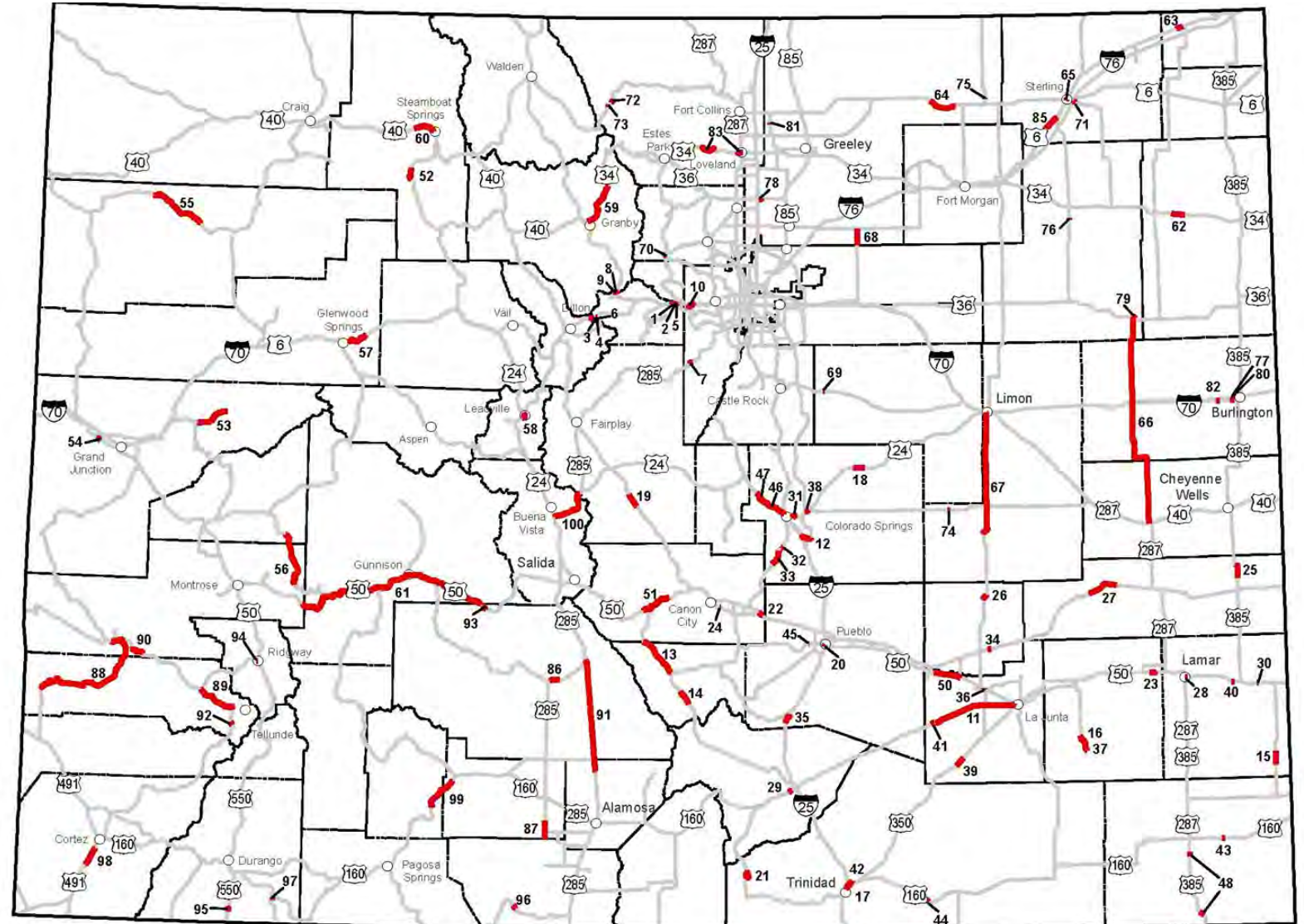


📍 Funded projects for Years 1-4      📍 Unfunded projects for Years 5-10



# Rural Roads Report Card

- At least 580 miles of rural Colorado roads on the state highway system improved over the course of 2020.
- 97 tracked projects of all sizes and funding sources, from maintenance chip seals to Rural Paving Program projects.
- Public release of 2020 rural paving report card.





# Rural Roads Report Card



## Each corner of the state has been enhanced with the Rural Pavement Program.

- Region 1 completed work on several different surface treatment improvement projects in Clear Creek County during the summer months of 2020.
- Region 2 recently completed work on a surface treatment, bridge rehabilitation, and guardrail improvement project on US 50 in Fremont county.
- Region 3 resurfaced and upgraded guardrail along an important stretch of Colorado Highway 64 in Rio Blanco County.
- Region 4 is resurfacing I-76 at two separate work zones near the cities of Fort Morgan and Brush.
- Region 5 recently completed a project to enhance safety and improve the driving surface on two state highways. The improvements on CO 141 were made along 44 miles of roadway from Slick Rock to Naturita. Additional resurfacing was performed on a four-mile section of CO 145, extending north and south of the community of Redvale.



# Plan Goal: Fix the Basics

## Example Projects:

### US 287 Bridge Preventative Maintenance

- Current Milestone: Construction

### I-70 Harlan Bridge Replacement

- Current Milestone: Scoping

### SH 13 Fortification Creek Safety and Condition Upgrades

- Current Milestone: Advertisement





# Plan Goal: Focused Expansion on Key Strategic Corridors

## I-25 North: Segment 7 & 8

- Current Milestone: Construction

## I-25 South Gap Package 3

- Current Milestone: Construction

## I-70 West: Floyd Hill

- Current Milestone: Prescoping (EA and funding package underway)

## I-70 West Vail Pass Safety Improvements

- Current Milestone: Scoping (Fed grant received; made possible with SB 267 match)

## US 550/160 Connection

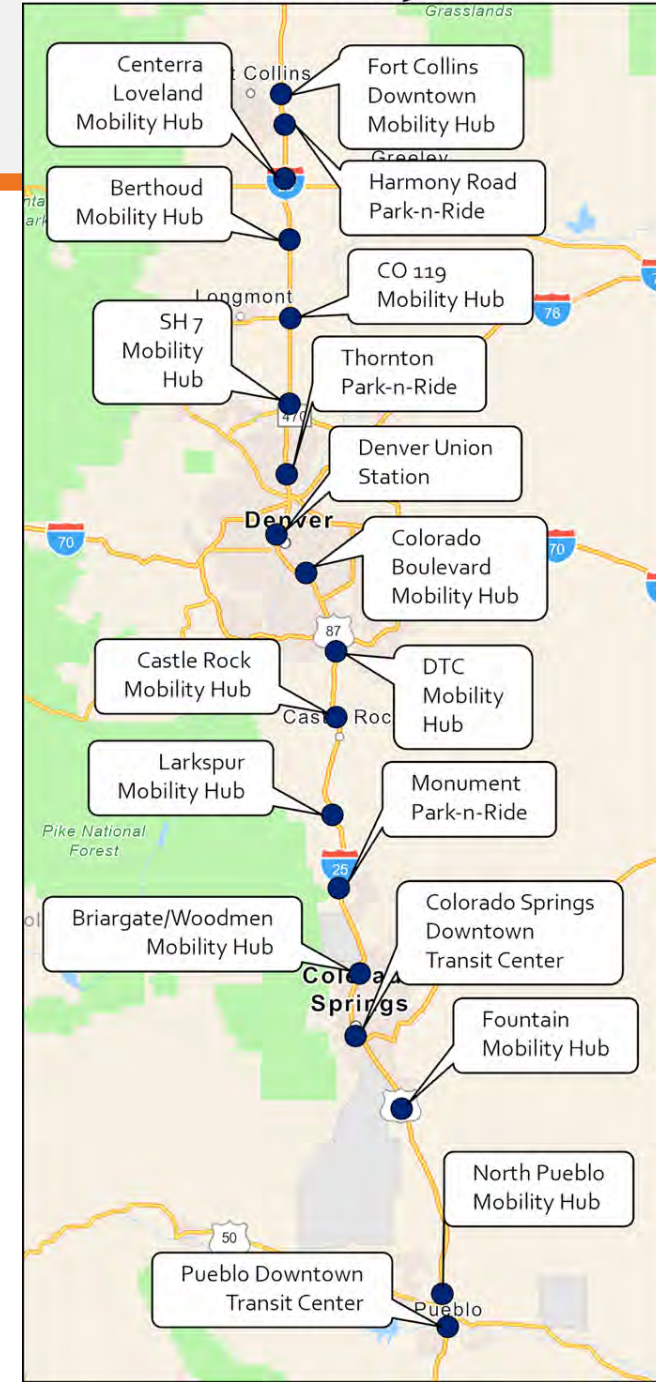
- Current Milestone: Construction





# Plan Goal: Integrating Transit into Key Corridors

## I-25 Mobility Hubs



## Mobility Hubs

10 of 18 hubs exist in some form today. Goal 13 of 18 by 2023

- Centerra-Loveland (US 34)
  - Under construction
- Berthoud (CO 56) Pedestrian Tunnel & Parking
  - Under construction
- Longmont/Firestone (CO 119)
  - Design is nearly complete.
  - ROW acquisition is in-process
  - Construction can start Spring 2021
- Lone Tree (DTC)
  - Under site selection.
- North Pueblo
  - Under site selection.





# Plan Goal: Integrating Transit into Key Corridors

## Transit Facilities

- Region 2, Bijou Street Storage and Maintenance Facility
  - Current Milestone: Construction
- Region 3, Winter Park Maintenance Facility
  - Current Milestone: Design
- Region 3, RFTA - Aspen Maintenance Facility Improvements
  - Current Milestone: Complete
- Region 3, Summit County Transit Operations Center
  - Current Milestone: Design



# Other Notable Accomplishments: Improving Safety Along Urban Arterials

## Safer Main Streets Grant Program

Developed to support infrastructure projects that improve safety and accessibility along urban arterials.

- 30 projects recommended
- 83% include or are near existing transit
- 65% on or along state highways
- \$83M total project leverage from \$58M program, including local match





# Other Notable Accomplishments: Wildlife Crossings

## Projects with Wildlife Components Under Construction Now

- I-25 South Gap - Project includes 150,000 feet of deer fence, 28 gates, 65 jump-outs and 21 deer guards, four new grade separated wildlife crossings.
- US 550/160 - Includes the installation of two wildlife underpass structures, two bridges designed to facilitate big game movement, deer fencing, and small mammal crossing structures.
- US 160/SH 151 Wildlife Mitigation - Project includes one overpass, one underpass, and 3 miles of deer fencing. Partnership with CPW, SUIT, NFWF.
- US 24 Wildlife Fencing - Includes 4 miles of wildlife fencing tied to 5 existing bridges and culverts.
- SH 13 Design - CPW partnership to design fencing and an underpass on SH13.



# VISION FOR COLORADO'S TRANSPORTATION SYSTEM



Stimulus Proposal /SB 267 Year 3



## Near term funding opportunities

- Federal COVID-19 Relief Package + FY21 Federal Appropriations
  - Funding allocated January 2021
- Gov Polis Stimulus Proposal: FY21 State Budget Proposal
  - Pending 2021 legislative session
- Year 3 of SB267
  - Spring 2021



- Initial info suggests likely issuance of Year 3 in spring (April)
- In July of 2020 staff presented project options for Year 3: “prospective add-back” in the amount of \$500M
- Focused dollars on regions 1, 2, 3 and 5 to achieve equity (balance out funding received from stimulus)



- Revisit and refine \$500 M “add back” list from July to prepare for SB 267 Year 3 funding.
- Identify additional projects in 10-year plan beyond the \$500 M “add back” list that would be pulled forward to achieve statewide equity.
- Update and confirm transit projects.
- Continue documenting and celebrating/sharing progress.



## January 20-21 TC Meeting

- Budget Amendment/Supplement to formally add stimulus and FY21 supplemental funds to budget and approve Program Reserve loan to Powers/Research Project

## March TC Meeting

- Review Year 1-4 SB 267 list in anticipation of SB 267 COP issuance

## April

- Anticipated issuance of Year 3 COPs
- TC approval of Year 3 list





# CDOT Grant Update January 2020



## *Applications and Tracking Map:* Can Do Colorado Community Challenge

### Revitalizing Main Streets | \$6.1M Total Funding | Grants up to \$50,000

Funding: State portion of S.B. 1 Multimodal Options Fund

Applications Received to date: 72      Applications Approved to date: 61 (approx. \$2.84M)

Funding Remaining: Approx. \$3.26M

#### Program Intent:

- » Innovative ideas to encourage healthy communities in the COVID-19 crisis; funding can be used for capital, equipment and operating purposes.

#### Project Examples to date:

- » Repurpose select streets or parts of streets for biking or walking
- » Expand sidewalks to allow for activities such as dining or walking
- » Converting streets to one-way to create space for community use
- » Weekend-only use of streets for bike/ped only access



*Salida, Colorado - Beginning stages of repurposing F Street to accommodate commerce amid COVID precautions.*

#### Eligibility:

- » Local government or other transit/governmental agencies
- » A minimum 10% match, cash or in-kind, is required.
- » Expenses incurred before contract execution are not eligible for reimbursement.
- » Funded projects must be able to begin activities within 30 days of an executed contract.

### Community Telework Challenge | Grants up to \$10,000

Funding: Office of Innovative Mobility Funding

Applications Submitted to date: 30      Applications Approved to date: 27 (~\$124k)

Funding Remaining: ~\$176k

#### Program Intent:

- » Innovative ideas to encourage teleworking and “safer-at-home” TDM activities to promote public health in the COVID-19 crisis.

#### Project Examples to date:

- » Promotion of community-wide initiatives for teleworking, including coordination with large employers, sharing of best practices, etc.
- » Marketing materials and training to encourage effective telework, work-life balance support
- » Additional staff capacity to promote teleworking and other active transportation options.

#### Eligibility:

- » Local government or other governmental agencies, nonprofits, and transportation management associations/organizations (TMA/Os)
- » Grants are being extended into 2021 and increased from \$5k to \$10k to facilitate slightly larger projects as the need for teleworking continues across Colorado.



**COLORADO**  
Department of  
Transportation

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

DATE: January 15, 2021  
TO: Statewide Transportation Advisory Committee (STAC)  
FROM: Aaron Willis, Transportation Planner, Division of Transportation Development  
SUBJECT: Update on the 1601 Interchange Approval Policy and Procedural Directive

### Purpose

The purpose of this memo is to provide an update to the STAC on the proposed revisions to the Department's interchange approval process and outreach conducted with planning partners, ahead of the discussion with the Transportation Commission.

### Action

Informational Update

### Background

Earlier this year staff began a process to update and refine the Department's policies and procedures used to approve new interchanges and interchange modifications on the state highway system. While a large part of the proposed revisions are administrative in nature, a new Transportation Demand Management (TDM) requirement has been included. For this reason, staff has spent several months obtaining input on this proposed change.

### Planning Partners Conversations

To date, the CDOT team has presented the draft policy, including the proposed TDM requirements section, to the following planning partners:

- Staff at all 5 Metropolitan Planning Organizations
- Metro Area Transportation Management Associations/Organizations (TMAs/TMOs)
- The cities of Aurora and Westminster
- Jefferson, El Paso, and Douglas Counties
- North Front Range, Pikes Peak, DRCOG and Pueblo MPO Technical Advisory Committees
- Upper Front Range Transportation Planning Region
- Consultants who are currently working on interchange projects

### Summary of Planning Partner Comments and CDOT Responses

While the overall tone of planning partner conversations has been supportive of the policy change, CDOT staff has also received input on areas where greater clarity or additional thought is needed:

- Planning Partner Comment: The TDM requirements should apply to interchange modifications on the interstate system in MPO boundary areas.
  - Result: Staff has updated the current draft to include TDM requirements for interchange modifications.
- Planning Partner Comment: CDOT should consider traffic reduction not just at the interchange location but also include traffic reduction on adjacent or parallel facilities or at a corridor level.
  - Result: Staff has modified the current draft TDM section to include consideration for TDM strategies on adjacent facilities where appropriate.

- Planning Partner Comments: CDOT should provide additional clarity in the TDM requirements waiver section. This was an issue of specific concern for potential interchanges in rural areas.
  - Result: Staff has modified the proposed language detailing the Chief Engineer's ability to exempt or reduce the TDM requirement under the following circumstances:
    - The primary purpose of the interchange is to serve a freight transfer or intermodal facility (i.e. the movement of goods by truck, rail, air, etc.)
    - There are sufficient functioning TDM strategies already in place able to reduce future traffic at the interchange location.
    - The interchange project is rural in nature and is intended to address safety, resilience, or redundancy issues.
- Planning Partner Comment: There are rural areas that are both inside and outside of MPO boundary areas where TDM strategies are more difficult to implement due to low population densities. Additionally, the range of potential TDM strategies could be limited due to the lack of supporting infrastructure like the presence of a transit operator.
  - Result: Staff has updated the current draft to include a rural area consideration section that provides additional options to applicants for interchanges in rural areas that consider corridor based strategies where appropriate.
- Planning Partner Comment: Consideration needs to be made to address new interchanges that serve Colorado's military bases.
  - Result: Discussions have been scheduled to further explore this issue.
- Planning Partner Comment: Planning partners are requesting the addition of time commitment durations for certain TDM strategies.
  - Result: The revised list of TDM strategies includes time commitment requirements for each strategy.

#### Next Steps

Staff will provide the Transportation Commission with a full update at the January 2021 workshop. Additionally, staff anticipates further planning partner outreach and follow-up in February.

#### Attachments

None