



## Statewide Transportation Advisory Committee (STAC)

Due to the ongoing COVID-19 situation, the STAC meeting will occur ONLINE with limited in-person attendance for CDOT staff and STAC members are encouraged to participate in person.

**July 9, 2021**

**9:00 AM – 12:00 PM**

**Video Conference**

### **Agenda**

9:00-9:05	<u>Welcome and Introductions</u> – Vince Rogalski, STAC Chair
9:05-9:10	<u>Approval of the June Meeting Minutes</u> - Vince Rogalski, STAC Chair
9:10-9:20	<u>CDOT Update on Current Events (Informational Update)</u> – Herman Stockinger, CDOT Deputy Director <ul style="list-style-type: none"><li>• Update on recent activities within the department.</li></ul>
9:20-9:30	<u>Transportation Commission Report (Informational Update)</u> – Vince Rogalski, STAC Chair <ul style="list-style-type: none"><li>• Summary report of the most recent Transportation Commission meeting.</li></ul>
9:30-9:50	<u>TPR Representative and Federal Partners Reports (Informational Update)</u> <ul style="list-style-type: none"><li>• A brief update from STAC members on activities in their TPRs and representatives from federal agencies.</li></ul>
9:50-10:10	<u>Legislative Report (Informational Update)</u> – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR) <ul style="list-style-type: none"><li>• Update on recent federal and state legislative activity.</li></ul>

### **Break**

10:20-11:00	<u>National Highway Freight Program Project Selection (Consensus Item)</u> – Craig Hurst, CDOT Freight Office and Mike Ogborn, Freight Advisory Committee (FAC) Chair <ul style="list-style-type: none"><li>• Staff is seeking general consensus on the FY21 Freight Advisory Committee project recommendations.</li></ul>
11:00-11:30	<u>SB267 / SB 260 Year 3B Projects (Action Item)</u> – Rebecca White, Director, Division of Transportation Development <ul style="list-style-type: none"><li>• Review and discuss proposed 10-Year Plan projects funded with both SB267 and SB260</li></ul>
11:30-11:45	<u>GHG Rulemaking Update (Discussion Item)</u> – Rebecca White, Director, Division of Transportation Development <ul style="list-style-type: none"><li>• Update on the GHG rulemaking process</li></ul>
11:45-12:00	<u>Other Business</u> - Vince Rogalski, STAC Chair <ul style="list-style-type: none"><li>• Format and scheduling of future STAC meetings</li></ul>



Statewide Transportation Advisory Committee (STAC)  
Meeting Minutes

Location: Via Web Conference

Date/Time: June 11, 2021; 9:00 a.m.

Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Tammy Maurer, Ashley Stoltzmann, Ron Papsdorf	San Luis Valley:	Keith Baker, Vern Heersink
Central Front Range:	Dick Elsner,	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Jim Baldwin
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sarah Hill, Jim Candelaria
Gunnison Valley:	Represented by Vince Rogalski	Upper Front Range:	Elizabeth Relford
Intermountain:	Bentley Henderson	Southern Ute:	Not Represented
North Front Range:	Suzette Mallette, Becky Karasko	Ute Mountain Ute:	Not Represented
Northwest:	Heather Sloop	FHWA:	John Cater, Bill Haas
Pikes Peak Area:	Holly Williams, John Liosatos, Kathryn Wenger	FTA:	Kristin Kenyon
Pueblo Area:	John Adams		

Kathleen Bracke (Transportation Commissioner)

Don Stanton (Transportation Commissioner)

Eula Adams (Transportation Commissioner)

Hermann Stockinger (Deputy Director)

Andy Karsian (State Legislative Liaison)

Steve Harelson (CDOT Chief Engineer)

Keith Stefanik (CDOT Deputy Chief Engineer)

Jeffrey Sudmeier (CDOT Chief Financial Officer)

Rebecca White (CDOT Division of Transportation Development)

Marissa Gaughan (CDOT Multimodal Planning Branch)

Mike Timlin (CDOT Division of Transit & Rail)

Sharon Terranova ((CDOT Division of Transit & Rail)

Julie Constan (CDOT Region 5 RTD)

Heather Paddock (CDOT Region 4 RTD)

Kay Kelly (CDOT Office of Innovative Mobility)

Paul Jesaitis (CDOT Region 1 RTD)

Erik Sabina (CDOT Information Management Branch)

Sally Chafee (CDOT Chief of Staff)

Matt Inzeo (CDOT Communications Office)

William Johnson (CDOT Performance and Asset Management Branch)

Introductions & STAC Minutes	<ul style="list-style-type: none"><li>Motion by Dick Elsner to approve the May 14, 2021 STAC meeting minutes, seconded by Walt Boulden.</li><li>Minutes approved unanimously.</li></ul>	Minutes approved
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– Vince Rogalski, STAC Chair		
CDOT Update on Current Events  – Sally Chaffee, CDOT Deputy Director	<ul style="list-style-type: none"> <li>Sally Chaffee thanked all STAC members who were so helpful in supporting the SB 260 effort, and commented on what a momentous achievement it is to finally have a sustainable funding source for transportation. She also recognized Heather Sloop for testifying in support of the bill after having to wait for several hours.</li> <li>Construction season is in full swing, and going well, but speeding is becoming a really big problem, especially on I-70, so CDOT is doing a lot of outreach and requesting more enforcement to hopefully keep maintenance and construction crews safe while they are working.</li> <li>Central 70 shift has happened and is going well. Currently working on taking down the viaduct without causing damage to the new structures, so it is a pretty delicate demolition job.</li> <li>Three Transportation Commissioners terms are up this month, so CDOT will be filling those positions.</li> <li>CDOT hired Amber Blake from Durango to lead the Division of Transit and Rail. She will be working mostly in Durango out of the Region 5 office.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>No Discussion</li> </ul>	No Action.
Transportation Commission Report (Informational Update)  – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>Joint Transportation Commission (TC) meeting with High Performance Transportation Enterprise (HPTE) on the various financial agreements involved in the Burnham Yard acquisition.</li> <li>Regarding greenhouse gas (GHG) Rulemaking: There is a discussion on what level of authority CDOT should have given the responsibility for implementing these air quality rules and regulations, so there is consensus that CDOT and the TC should be part of the discussion. There is a resolution that would make TC an interested party to the rulemaking process.</li> <li>There was a discussion on the maintenance apprentice program.</li> <li>There was a discussion about how to improve efficiency and effectiveness of maintenance controls.</li> <li>The TC approved the Statewide Transportation Improvement Plan (STIP) unanimously for FY22-25, which will be effective July 1, 2021 with the new fiscal year.</li> <li>Update on the Front Range Passenger Rail (FRPR) was provided through a virtual lunch meeting. Discussed project progress, and different alignments. There is a lot of excitement about getting it done.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>No discussion</li> </ul>	No Action.
Transportation Planning Region (TPR) & Federal Partner Reports	<ul style="list-style-type: none"> <li><u>DRCOG:</u> RTD Fastracks issued its report at a Board meeting on May 19, 2021. The North Metro Line is open for service. DRCOG has its Unified Planning Work Program (UPWP) out for public comment. Congratulated CDOT on success with the Central 70 shift.</li> <li><u>CFR:</u> In Park County area there are a few projects that are moving along. They are working on US 24 over Wilkerson Pass where they are restricting access, and adding an additional passing lane. There is work on a bridge in Fairplay, and they will be working on an Interchange of US 285, which will</li> </ul>	No Action.

	<p>cause a complete closure, so that will make travel to Buena Vista difficult for those coming from Denver, but it is only a seven minute detour. In Canon City they are putting sidewalks in at SH 115 and 9<sup>th</sup> Street. They are doing guardrail work on Hwy 50 East.</p> <ul style="list-style-type: none"> <li>• <u>Eastern</u>: They haven't had a TPR meeting since last STAC, but summer maintenance and projects continue and the next meeting is next week in Limon.</li> <li>• <u>Grand Valley</u>: They've been making good progress on the mobility hub, and are now adding Glenwood Springs and Rifle transit projects into the application, and there is really great collaboration in preparing for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. They had a successful FTA training review, which was virtual this year. They are advocating for a Grand Valley transit project, which is part of the Colorado Association of Transit Agencies (CASTA's) congressional spending request to Senator Bennet and Senator Hickenlooper. The package is requesting four compressed natural gas (CNG) replacement buses, intelligent transportation system (ITS), and fare boxes for the buses, and there is good progress on the 1<sup>st</sup> and Grant intersection reconstruction and the US 50 project.</li> <li>• <u>Gunnison Valley</u>: A lot of roadwork going on in the area. One interesting thing is the cooperation between Region 3 and Region 5 on the Lake City project. Little Blue Creek Canyon is a \$40M project, and there were a lot of complaints at first, but now going well. There were some unstable rocks discovered on Memorial Day weekend, and they had to close for 4-5 days until it was taken care of. July 1<sup>st</sup> is the next TPR meeting</li> <li>• <u>Intermountain</u>: Not a lot to report except that they are in the thick of construction season, and used the opportunity to encourage everyone to be careful on the roads to keep the construction crews safe.</li> <li>• <u>North Front Range</u>: Had a June 3, 2021 Council meeting. There was a great presentation from Nick Farber. He talked about the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, and also gave an update on an unsolicited proposal that would complete N I-25 segment 2-8, and would cost \$660M to complete. It's a 3 step process and they are in step 2. Had a really good presentation from the directors on the two segments of the North I-25 project, which is about 20 miles long, and they are making great progress on that. The Council also looked at the Active Transportation Plan, which used to be the bike and pedestrian plan, and it's anticipated that it will be adopted at the July 1, 2021 meeting. North Front Range is filing for party status for the rule making process pertaining to air quality and GHG emissions.</li> <li>• <u>Northwest</u>: No TPR meeting since the last meeting. In the midst of construction season. Chip seal project from the top of Rabbit Ears Pass to Steamboat Springs will start soon, and that will really lead to a lot of traffic congestion coming into city. The City of Steamboat Springs passed a bicycle safety initiative that allows cyclists to go through a red light after yielding if safe. They are trying to stay out of fire hazard, and have already been receiving lots of smoke and warning signs, so they are hoping for the best but anticipating a difficult fire season ahead.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>PPACG</u>: They have registered as an interested party in the air quality rulemaking process. They are concerned that some of their projects might be slowed down by air quality rules. They had a ground breaking in Honor of the Military Access Mobility Safety Improvement Program (MAMSIP) grant project which will be a huge improvement for the Fort Carson area and for Peterson Air Force Base. There will be a celebration in two weeks for the SH 21 and Research Pkwy intersection. Doing some overlay on North I-25, and unfortunately there have been multiple closures on I-25 due to an accident resulting in a fatality, so going slow reminders are so important to continue.</li> <li>• <u>PACOG</u>: No Report.</li> <li>• <u>San Luis Valley</u>: County meetings have wrapped up. Site specific visits are going on. Seasonal work is going on. Monarch Pass is open and impacting traffic. They have been working on some chain stations. The Salida Americans with Disabilities Act (ADA) project is underway, and think the Wolf Creek West Fiber program will be underway, and the Teleride program that was testing a central deployment station for transit unfortunately died, and will be closing by the end of month and returning to traditional dispatching.</li> <li>• <u>South Central</u>: Not a lot to report. Maintenance, projects and planning are moving forward.</li> <li>• <u>Southeast</u>: They finished bridge on SH 71 south of Rocky Ford, and are getting a lot of good reports on the new bridge.</li> <li>• <u>Southwest</u>: Thanked Commissioner Zink for her years of service in the Region. The City of Cortez returned \$146,000 of their awarded Multimodal Options Funds (MMOFs), so at the next TPR meeting they will be looking at projects that didn't receive full funding in the first round to make them whole, or at projects that provided an overmatch. They won't have any problems redirecting that funding within the TPR given all the needs. Construction Update- they are busy in the region! Looking forward to an upcoming TPR tour of the US160/US 550 project; There was a supply issue with the Wolf Creek Fiber project- freeze in Texas affected the supply chain, so there's been a delay and it will now be a two season job with completion anticipated in 2022</li> <li>• <u>Upper Front Range</u>: June 3, 2021 was the last TPR meeting. Discussed RAISE grant options, and asked CDOT whether they would be supporting other applications. They had a presentation on various PTC applications, and appreciated the air quality conformity report from North Front Range MPO, they also received a presentation on a bicycle, pedestrian safety study, and Herman Stockinger gave a presentation on SB21-260 funding. They added a new HAZMAT route to the designated roads in their region. The next SH 52 coalition meeting is this month and they will be reviewing the access control maps for that corridor. Weld County completed their first pedestrian trail, and just received notification that they received an award for excellence in road paving for their first roundabout that was installed.</li> <li>• <u>Southern Ute</u>: No Report.</li> <li>• <u>Ute Mountain Ute Tribe</u>: No Report.</li> <li>• <u>FHWA</u>: Still in the full work from home mode, and so they are still not able to go to meetings in person, but there will be a shift soon. Congratulated CDOT on the open house for Central 70 that</li> </ul>	
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	<p>offered the public a view of how complex a highway project is, and it was well done with a great turn out, and it's great to see the traffic using it now, and now that the viaduct demolition is so visible it's great for the public to see all that is involved in infrastructure.</p> <ul style="list-style-type: none"> <li>• <u>Federal Transit Administration (FTA)</u>: Notice of Available Funding opportunities are open. Deadline for RAISE is July 12, 2021, Tribal transit discretionary program is open and closes on August 25, 2021, and there is also a pilot program for transit oriented development closing 6/21/21, and other discretionary programs will be available later this summer. They are still working diligently on getting COVID related funds out. Successfully obligated 90% of the Corona Virus Aid Relief and Economic Security (CARES) funds.</li> </ul> <p><u>STAC Discussion:</u></p> <p>Shoshana Lew commented on how busy CDOT will be with the new funding bill, and starting to transition to in person meetings, and the TC will have the first live meeting next week. Nice to see folks after so long. Work now is focused on the implementation piece of the funding bill. Working on all fronts to get it done efficiently. Certificates of Participation (COPs) also went through for year 3 of SB 267 with more premium than was anticipated.</p>	
<p>State Legislative Report</p> <p>– Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>• The next agenda item will cover SB 21-260 “Fee Bill” in more detail and the legislative update for this agenda item will cover the 2021 Legislative Session generally.</li> <li>• Very Interesting Session, coming back from a recession, interim break of 4 weeks, then transitioning. A record number of bills were heard for transportation. CDOT had a wonderful year.</li> <li>• The maintenance project limit was raised to \$250K from \$150K, and CDOT maintenance workers will be released from federal Davis Bacon requirements from previous legislation.</li> <li>• Made efficiencies on the outdoor advertising statutes that were fixed off of a lawsuit CDOT is facing.</li> <li>• A greenhouse gas (GHG) emissions bill, a bill that allows CDOT to work with partners and quantify GHG emissions coming from materials that CDOT uses on construction projects. This will be a fascinating process as CDOT is nationally in the lead for this type of work and analysis.</li> <li>• Audit recommendations/finding bills and address those regarding fiscal reporting, that brought CDOT into compliance in terms of reporting requirements to the State Controller.</li> <li>• Another bill will allow CDOT to more efficiently manage our internal IT systems.</li> <li>• HB 1076 allows small carpool companies, applications to connect passengers with drivers. The two in Colorado generally bring passengers up to the I-70 Mountain Corridor. Register with CDOT vs the PUC TNC regulations. Lots of efficiencies.</li> <li>• State land being used for renewable energy and affordable housing, CDOT amended the bill to protect the existing TC process for disposing of land (CDOT owns numerous small parcels that would not accommodate renewable energy or affordable housing) so CDOT will continue to dispose of land parcels in the usual way with minimal impact with the amendment.</li> <li>• Rail district bill passed, first major step forward on the development of passenger rail along the Front Range.</li> </ul>	No Action

	<ul style="list-style-type: none"> <li>One bill that CDOT opposed was the bill that sought to bring transparency into how CDOT chooses alternative delivery projects and limited CDOT's ability to choose alternative delivery projects in the future. The Bill died on a party line vote, but CDOT did not ignore the intent of the bill and added language in SB 260 that provided more transparency to the alternative delivery project selection process.</li> <li>A bill that will fund DUI enforcement with funds that pass through to local law enforcement agencies passed to carry on the program for an additional year. The Highway Safety Office will distribute the funder to locals for 12 high visibility enforcement actions over the year. Kudos were given to Mothers Against Drunk Driving to get this through along with a CDC grant to get money for a weather forecasting tower and future modeling for future precipitation in the four corners area.</li> <li>Understanding SB 260 is of the most interest to folks so Jeff and Rebecca will talk more on this.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>None</li> </ul>	
SB 260 Transportation Bill Overview (Informational Update)  – Jeff Sudmeier, CDOT Division of Account and Finance (DAF) and Rebecca White, CDOT Division of Transportation Development (DTD)	<ul style="list-style-type: none"> <li>Jeff Sudmeier explained he will cover what it means for CDOT in terms of dollars, that is awaiting the Governor's signature. Rebecca will cover its impact on the planning and environment aspects of the bill.</li> <li>This bill will provide CDOT with \$5.635 billion of new funding over the next 11 years through to FY 2032. But that \$5.4 billion in funding is composed of about \$3.8 billion that is provided through a series of new fees and about \$1.6 billion that would be provided through upfront stimulus dollars and ongoing general fund revenue.</li> <li>It would include a road usage fee and a bridge and tunnel enterprise fee, which would essentially sit on top of the existing gas tax. And an equalization fee to expand the EV registration fee in an attempt to make EVs pay their fair share in alignment with what drivers of conventionally fueled vehicles.</li> <li>TNC fees are a 30 cent per ride fee, and a 27 cent delivery fee for home deliveries like Amazon and doordash would apply. Also includes rental car fees</li> <li>Bill creates several new enterprises – three focused on electrification with the Colorado Energy Office, CDPHE and for CDOT with the Clean Transit Enterprise. Also creates a non-attainment enterprise focused on air quality mitigation activities in the non-attainment areas of the Front Range. Expands the Bridge Enterprise to a Bridge and Tunnel Enterprise, with an expansion of funding for this enterprise. Many elements focus on accountability and transparency, maintain and update the 10-year plan,</li> <li>\$3.4 billion over 11 years are for CDOT to oversee. Jeff provided estimates of how HUTF revenues would be broken down. A large portion will go to CDO COPs/upfront funding for debt service. Some amount will be spent to backfill projects. Most funds for projects will be used to fund the 10-year Plan projects. Plus since we still have two years of SB 267 funding to consider, we will have a substantial amount of funds to move projects forward.</li> </ul>	No Action

	<ul style="list-style-type: none"> <li>● Rebecca White – other provisions that impact planning and environment requirements. Section 30 is where it can be found in the 200 page piece of legislation. Regionally Significant Projects – Larger projects make a difference in capacity and modeled for performance. Will assess projects in 10-year plan to see how the GHG emissions and VMT are generated or reduced. Work to meet GHG emission reduction by treating GHG emissions the way that ozone is currently evaluated and analyzed. Another provision for planning get two MPO's in non-attainment – update plan by October 2022 or most spend funds on projects that help bring areas into compliance, resulting in a loss of flexibility. The idea is to encourage use of transit and other alternative modes of transportation.</li> <li>● Environmental Study requirements – for Regionally Significant projects – more NEPA requirements that are additional, Particulate Matter and GHG emission are a focus. Provide monitoring on criteria pollutants before construction. Requires a construction plan that accounts for particulate matter and includes continuous monitoring and public alerts to let communities know if there are air quality issues on a project site and action plans to prevent issues from occurring.</li> <li>● Includes language particular sensitivity and focus CDOT should have on adjacent disproportionately impacted communities. This language is included throughout the bill. Similar to EJ there are three distinctions – housing, income and percent of minority populations. For Regionally Significant Projects develop a mitigation plan for Particulate matter and GHG emissions. Will apply to projects that don't have a signed NEPA document by July 1, 2022. However I-270 is focusing on adjacent disproportionately impacted communities, and we are well on our way there.</li> <li>● Bill asks us to look at our public engagement plan for these capacity projects to evaluate them to determine if they have a robust plan and sensitive public engagement plan to cover the DI communities.</li> <li>● Jeff Sudmeier covered the timeline for decision points and key milestones Initial dollars available to program - \$170 million for shovel ready stimulus funds, and \$65 million in additional year 3 SB 267 funds (\$53 million highway and \$12 million transit) to 10-year plan projects (July).</li> <li>● Identification of resource needs to deliver expanded capital construction program and local pass-through programs, establish and operate new enterprises, provide program management and oversight, coordinate recovery activities with other state agencies and the Governor's Office and meet new reporting requirements (June – August)</li> <li>● Deployment of additional rounds of Revitalizing Main Street and Multimodal and Mitigation Options Fund grant funding (Ongoing; building from current programs)</li> <li>● Establishment of new organizational infrastructure to support new Enterprises, new revenue sources and new programs (i.e. new funds and budget pools, new reports, new governance structures, etc.) (Next 12 months)</li> <li>● STAC Discussion:</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Suzette Mallette</u> – Regarding upfront stimulus federal funds presented, is this what we know or are anticipating to get – Jeff responded it is what we know is coming.</li> <li>• <u>Sarah Hill</u> – How will amendments to the 10-year plan occur, as TPRs have projects in mind that are not in the 10-year Plan?</li> <li>• <u>Rebecca White</u> – The 10-year Plan is a living document. We want to go through an organized process in the next few months regarding how we look at amending the plan, but the projects now in the near-term we are focused on the projects that are in the plan.</li> <li>• <u>Vince Rogalski</u> – A question came in regarding when the dollars will be made available to the local communities.</li> <li>• <u>Jeff Sudmeier</u> - The collection starts in FY 2023 – and money will start flowing sometime in FY 2023 starting at around 30-40 million initially but will grow each year. The Multimodal Options Funds (MMOF) are front loaded and will flow not quite immediately, but soon. Also the Revitalizing Main Streets funds will flow earlier like the MMOF.</li> <li>• <u>Liz Relford</u> – Regarding the \$170 million if there would be a different list from the year 3 SB 267 list.</li> <li>• <u>Jeff Sudmeier</u> – The projects mostly would come from the 10-year Plan at this point.</li> <li>• <u>Liz Relford</u> – it would be great to see what projects would be applied to that funding.</li> <li>• <u>Jim Baldwin</u> – What will the CDPHE requirements cost a project percentage wise?</li> <li>• <u>Rebecca White</u> – I don't have a percentage to offer, but I don't think the percentage will be substantial as it only applies to the larger Regionally Significant projects.</li> <li>• <u>Liz Relford</u> – Don't think additional NEPA will take an additional timeline for approval</li> <li>• <u>Rebecca White</u> – requirements are more analysis, but will be simultaneously conducted with existing analysis practices.</li> <li>• <u>Liz Relford</u> – How will these state requirements interface with federal requirements for NEPA?</li> <li>• <u>Rebecca White</u> – Not an uncommon practice for additional environmental requirements by states. Coordinating closely with FHWA on this.</li> <li>• <u>Liz Relford</u> – Consider local agency check lists for these state requirement to expedite compliance.</li> <li>• <u>Commissioner Stanton</u> – Any effect on diesel truck with these regulations for PM.</li> <li>• <u>Rebecca White</u> – Monitoring at construction sites is where the PM monitoring will apply – can reduce idling at construction site focus across the state – highway impacts to PM is more complicated. We will provide more information on this but Colorado is not in non-compliance for fine PM.</li> <li>• <u>Ron Papsdorf</u> – Understand need to move quickly – July is not enough time to consult with MPOs and TPRs. DRCOG would like an opportunity to coordinate with CDOT before projects are identified. We do have a tier four for Sb 267 and welcome opportunity to talk with you, and bring to STAC and TC in July, but let's talk about opportunities to engage.</li> </ul>	
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<p>Induced Travel Demand (Informational Update)</p> <p>– Erik Sabina, CDOT Information Management Branch (IMB)</p>	<ul style="list-style-type: none"> <li>● The phenomenon of induced demand has been the subject of considerable interest and some controversy in recent years. Prior to the development of its statewide travel model, CDOT had very limited ability to evaluate such effects in planning or design efforts. With the completion of the statewide model, CDOT is now working to encourage and support its use, including explanation/clarification of some of its design and capabilities, such as analysis of induced demand.</li> <li>● One of the most basic insights of economic theory is that if a “product” becomes cheaper, on average the public will “buy” more of it (and conversely, if a product becomes more expensive, the public will buy less of it.) The term “product” doesn’t describe only objects that a person obtains at a store and carries home, but also services (haircuts, tax accounting, ,etc.) and use of facilities (gym memberships, visits to the zoo, etc.) Trips taken on public roads fall into this last “use of facilities” category.</li> <li>● It is also important to note that the “cost” of a product often is measured in more than simply cash paid: the time required to obtain the product usually is also a key component of cost. For example, the amount of time required to conduct a shopping trip also influences our perception of the “cost” of the product we obtain. In the case of trips taken on public roads, travel time clearly is a very important aspect of the overall cost of the trip (and absent a toll being charged, it is the primary cost that travelers perceive for the trip.)</li> <li>● So returning to the initial point, shorter travel time on public roads corresponds to a cheaper “price” for the “good” (the trip on the road), and both data and theory demonstrate that shorter travel times will tend to produce more driving (that is, “induce” more driving.)</li> <li>● Six elements of induced demand are: change of - route, destination, daily activity pattern, mode, time of say, and development pattern. Induced demand is real.</li> <li>● In terms of how much induced demand actually happens – the answer is it depends on if the region/road is already congested – if yes – you will get increased induced demand, if no – you will get little or none; Is the region growing? – if yes – over the long-term, you will see more induced demand; If no - over the long-term, you may see less.</li> <li>● Induced demand is why we need travel models; we all have had the experience of a road being congested shortly after widening. Examples are I-25 NW/O University Boulevard, I-25 N/O I-225 Denver,</li> <li>● CDOT’s model is quite new – only 1.5 years old, some MPO modeling programs have been around for 50 years, we are still learning what induced demand it shows and in what circumstances, but experience so far is quite promising.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● <u>John Liosatos</u> – Great presentation – not sure that induced demand is the phenomenon we are experiencing in a lot of these cases. How do you look at population growth as the population is growing faster than our capacity is growing.</li> </ul>	<p>No Action</p>
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	<ul style="list-style-type: none"> <li>• <u>Erik Sabina</u> – One concept not being modeled yet, might be if our state widens more roads than another state, would we create more latent/ induced demand than the other state? Hold development constant and then wash out effect of population growth.</li> <li>• <u>John Liosatos</u> – Not sure roads cause the demand as there are many cases where development goes in first due to the location being the cheapest option and roads go in later. Not sure the roads are causing the induced demand. How do we get our arms around the development problem? Development happens where it doesn't belong.</li> <li>• <u>Erik Sabina</u> – many factors for development sites not just roads. DRCOG has a sophisticated land use model that could be shared with this group.</li> <li>• <u>Ron Papsdorf</u> – Complicated and unsettled issue – in terms of growth – volume and VMT align with Population growth – use SDO data. Have a land use sophisticated model estimate throughout counties and local land use plans. Concern with T-REX project and I-25 and increase in traffic volume identified as induced growth – growth that led up got tamped down due to construction constraints, once construction was done the diverted traffic returned.</li> <li>• <u>Erik Sabina</u> – agreed construction does suppress traffic. Still could model on widened vs. existing to analyze results with constant land use. Don't disagree with your points.</li> <li>• <u>Suzette Mallette</u> – See our models do a good job of recognizing induced demand. We pick up induced demand in our travel models already, and would like to hear your thoughts on this.</li> <li>• <u>Erik Sabina</u> – The six items that contribute to induced demand – without including the NFR model, but an activity based model we cover all the green –first five route, destination, daily activity, mode and time of day. All models in Colorado get some of the induced demand, with the activity-based models essentially hit all of them, and trip-based models get a subset.</li> <li>• <u>Ashley Stolzmann</u> – Generally the issue is complex. The real question to answer is vs. discussing the causes is how to equitably assign a cost to this additional analysis, get past the why and get to how we are going to fund things on an ongoing sustainable basis. So ensuring that when you do know if you do choose to locate in a very cost effective piece of land, but it causes society to have to put in transit or expensive highway infrastructure that we ensure that there are impact fees and appropriate ways to recover that revenue.</li> </ul>	
Transportation Asset Management Demand (Informational Update)  – William Johnson and Toby Manthey, CDOT Performance and Asset Management Branch	<ul style="list-style-type: none"> <li>• William Johnson - this presentation will be a joint effort between myself and Toby Manthey.</li> <li>• The purpose of this presentation is to inform the STAC on the revised performance reporting section of the Colorado Department of Transportation Website (<a href="http://www.codot.gov/performance">www.codot.gov/performance</a>), features within the new website sections, and new performance dashboards for major performance reporting efforts.</li> <li>• CDOT's performance reports provide details on the progress of our short- and long-term strategic goals. Reports include annual reporting to the Governor's Office through the SMART Act of 2013, national performance measures from the Fixing America's Surface Transportation (FAST) Act of 2015, and Policy Directive 14, which outlines the objectives and goals of the 10-year, long-range transportation plan.</li> </ul>	No Action

	<ul style="list-style-type: none"> <li>• The new site has four information pages and two links to other sections of the external website. The pages illustrate current and historical performance, current performance targets, and context information on the data. This new performance website includes information on :</li> <li>• 1. Revenue and Expenditures a. Includes links to the Colorado Transparency Online Project (TOP) system, listing all revenues and expenditures, as well as payroll expenditures by job classification. b. Links to the CDOT Annual Budget section of the external website, allowing users to view the current annual budget and historical budget documents. This site is maintained by the Division of Accounting and Finance.</li> <li>• 2. Project Accountability Dashboard a. Links to the CDOT Project Accountability Dashboard, presenting project and program specific information. This site is maintained by the CDOT Program Management Office.</li> <li>• 3. Performance Plan and Strategic Goals <ul style="list-style-type: none"> <li>a. Access to the Department's Annual Performance Plan, which outlines the current fiscal year strategic goals. Additionally, this page provides quarterly reports on the progress of goals and related strategies.</li> <li>b. New dashboards for each strategic goal, including monthly updated data on the progress towards meeting the goals and the strategies that support them. This information mirrors the Department's section of the Governor's Dashboard</li> </ul> </li> <li>• 4. National Performance Measures – FAST Act Metrics <ul style="list-style-type: none"> <li>a. Displays performance information on federally required metrics each state DOT is required to set targets for and report on annually. Users are able to view current performance targets and navigate to federal sites on the topic.</li> <li>b. Illustrates the annual performance for each performance metric, sorted by goal area category.</li> <li>c. Links to federally required plans which illustrate current improvement efforts for different programs managed by CDOT and its partners.</li> </ul> </li> <li>• 5. Statewide Plan Goals and Objectives <ul style="list-style-type: none"> <li>a. Outlines all the performance objectives and goal areas developed in the current 10-year long range transportation plan. These metrics are approved by the Transportation Commission through Policy Directive 14.</li> <li>b. New dashboards are currently in development to illustrate annual performance for all objectives in Policy Directive 14.</li> </ul> </li> <li>• 6. CDOT Projects <ul style="list-style-type: none"> <li>a. Links to the current CDOT projects page on the external website, for users to learn about current transportation projects statewide. This site is managed by the Office of Communications.</li> </ul> </li> <li>• Next Steps <ul style="list-style-type: none"> <li>• Performance and Asset Management Branch will update WIG dashboards on a monthly basis. Other dashboards and website pages will be updated annually.</li> </ul> </li> </ul>	
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	<ul style="list-style-type: none"> <li>• A new page will be developed for the FHWA-CDOT Stewardship and Oversight Agreement, which manages and illustrates the health of the federal aid program.</li> <li>• See the STAC Packet for more details.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• None</li> </ul>	
Other Business / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• A discussion ensued regarding how frequently STAC should meet in person:</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• <u>Dick Elsner</u> – Would like to get back to the in-person meetings. Fifty percent of how I learned after joining the STAC was just sitting around talking to people.</li> <li>• <u>Keith Baker</u> – I agree with Dick, but we should have a choice of in-person and virtual. Let's move to a hybrid format.</li> <li>• <u>Heather Sloop</u> – Like a hybrid, maybe meet quarterly in-person, make a real effort to attend and steer around the winter months for mountain travelers.</li> <li>• <u>Holly Williams</u> – Like the idea of some more virtual ones during the winter months. I will be out of town that day and will dial in.</li> <li>• <u>Jim Canelaria</u> – Agrees with virtual meetings in winter months as traveling over the passes can be treacherous, but you learn a lot more by participating in-person.</li> <li>• <u>Dana Brosig</u> – Likes the idea of having quarterly in-person meetings or every other month as it is easier. Also Virtual is nice in a lot of different ways (avoids Friday afternoon traffic back to the mountains).</li> <li>• <u>Walt Boulden</u> – Hates the drive to Denver, but agrees face to face is much more beneficial. Suggested we come up with and stay with a hybrid option.</li> <li>• <u>Vince Rogalski</u> – Should we for July do an in-person meeting and talk about the quarterly meeting after that?</li> <li>• <u>Walt Boulden</u> – I would be fine with that.</li> <li>• <u>Vince Rogalski</u> – Okay so right now we are going to have modified in-person meeting again in July on July 9 and talk about the structure, possibly with virtual meetings with quarterly in-person meetings. CDOT needs to know how many of us will be attending in person, so they can set up the room accordingly. STAC members will receive an email asking whether you intend to join in person or remotely. The next STAC meeting is July 9, hosted in-person at CDOT Headquarters, with remote participation also supported.</li> </ul>	No Action

STAC ADJOURNED at 11:50 am

**The Transportation Commission Workshops were held on Wednesday, June 16, 2021 and the Regular Meeting was held on Thursday, June 17, 2021. These meetings were held in a hybrid format with TC and CDOT staff meeting participants invited to participate both in-person and remotely, with members of the public invited to participate via streaming, 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 Workshops**

**Wednesday, June 16, 2021, 12:15 pm – 5:00 pm**

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

All 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, Barbara Vasquez, and Lisa Tormoen Hickey.

### **Commission Working Lunch/Right of Way Condemnation (Steve Harelson)**

Region 4 Condemnation Authorization Request

- I-25 Express Lanes SH 7 to SH 1, Project Code 22831

#### **Discussion:**

- The project I-25 Express Lanes from SH7 to SH1, Segment 6 (“Project”) is necessary for widening and improving I-25 including the addition of a northbound and southbound express lane and reconstructing the SH56 and SH60 interchanges. This will improve safety and improve connectivity for the community and is therefore, desirable.
- Property is a sign/bill board. Land ownership negotiation is proceeding normally. Sign is under different ownership.
- Sign price based on competitive appraisal.
- Commissioners expressed concern over the project cost of \$344,000. Their questions were adequately answered, and no further controversy was expressed regarding approval for this proposal.

### **Staffing needs related SB 260 stimulus/recovery/fee bill (Jeff Sudmeier, Steve Harelson, and Kristi Graham-Gitkind)**

**Purpose:** To review the Department’s initial request to address staff resource needs associated with the growth of the construction program since 2007, the delivery and oversight of new State and Federal Stimulus funding, sustained additional fee revenue provided by SB 21-260, reporting and coordination requirements associated with the State’s economic recovery efforts, and HB 20-1153 Colorado Partnership for Quality Jobs and Services Act.

**Action:** The Department requests Transportation Commission approval of a request to increase the Department’s Full Time Equivalent position (FTE) cap by 14 FTE.

#### **Discussion:**

- A discussion ensued regarding increases in funding compared to costs for the 14 FTEs.
- Part of the additional 14 FTEs requested will build upon existing internal subject matter expertise not covered presently that will be needed; and also provide additional staff to cover types of work previously conducted by consultants.

- Jeff Sudmeier, CDOT Chief Financial Officer, noted a future workshop to discuss options on how to be more efficient with overhead costs is one approach to ensure the best expenditures.
- Executive Director Shoshana Lew noted the additional staff will help with implementing studies that would otherwise sit on the shelf.
- Commissioner Hall would like a workshop on analysis of maintenance of infrastructure. Need that transparency and balance that with the additional FTE so the TC can explain decisions to their constituents.

### **Budget Workshop (Jeff Sudmeier and Bethany Nichols)**

#### **FY 2021 Budget Amendment**

**Purpose:** To review the eleventh amendment to the FY 2020-21 Annual Budget in accordance with Policy Directive (PD) 703.0.

**Action:** The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) review and approve the eleventh amendment to the FY 2020-21 Annual Budget. The eleventh amendment consists of three items that require TC approval and one item that is informational only, described below, which includes increasing the Department's FTE cap by 14.0 FTE for CDOT and by 4.0 FTE for the High Performance Transportation Enterprise (HPTE), reallocating \$359,252 from TC Program Reserve to HPTE for Burnham Yard, and allocating \$120.6 million for the premium associated with the 3rd tranche of SB267.

#### **Discussion:**

- Commissioner Thiebaut stressed the importance of the TC tracking and monitoring the reserve fund status and confirmed with Jeff that SB 267 year three funds will go to the strategic project fund, and that these funds will be discussed in more detail next month.
- Commission Stuart asked for the specific dollar amount spent by CDOT related to the US 36 Settlement project funds. Steve Harelson, CDOT Chief Engineer, noted that the total CDOT expenditure for this project was roughly \$18 million.
- Commissioner Hall asked about if the loss toll revenue was included. Steve Harelson confirmed the \$18 million included Plenary being paid for lost toll revenues on US 36.

### **Greenhouse Gas Rulemaking Update (Rebecca White and Executive Director Shoshana Lew)**

- CDOT Executive Director Shoshana Lew, kicked-off the discussion and overview of a GHG Transportation Rulemaking paper explaining the GHG Rulemaking process and providing an update on the process. This document was only very recently released to the TC for review (as it was still being finalized this morning), and was not part of the initial TC packet.
- Various stakeholders have been involved in the Transportation GHG Rulemaking process. In addition, SB 260 has been revised to capture stakeholder input received from this process.
- Any policy CDOT develops shouldn't exist in a vacuum and this document is not the last word on our thoughts. CDOT is considering a suite of tools to help with GHG emissions reduction, the document outlines and explains the rulemaking process and more specifically explains what this process is and what it isn't. CDOT is now conducting a deep dive with TC for this process.
- Through this document, CDOT is looking to explain in clearer language how and what was considered during discussions that took place.
- There are no standards or threshold numbers provided in this memo. It provides information on the theory of the case, and how this policy would work for all involved – CDOT, locals, etc. This document is a draft and is a living/evolving document. We used the drafting of this paper to hash out questions.

CDOT worked with peer agencies to develop this document as late as this morning. We believe the paper is useful. A lot of verbiage in this document may end up in the regulation.

- Rebecca White, CDOT Director, Division of Transportation Development, recognized Commissioner Hickey for her support and involvement in drafting the paper, encouraged the TC to review the paper and reach out to staff with questions. She noted she will be well positioned to speak more on this with the TC next month, and then provided an overview of the document.
- It was explained that an executive summary and a table of contents due to the length of the document, and due to the fact that it is for public consumption. The executive summary and the overview are important sections to review in order to understand the framework and considerations in developing the document.
- There is reference to only one of the nine strategies in the Greenhouse Gas (GHG) Roadmap document; therefore, this is not the only piece of work to be done.
- An overview of CDOT work completed on this GHG emission reduction is included. The mid-section of the paper covers staff changes along with the various areas of expertise that will be enhanced, and includes a discussion regarding the modeling of GHG emissions and its reliance on the Colorado travel demand model developed in an effort led by Erik Sabina, CDOT Manager of the Information Management Branch.
- The section on page 8 explains the work completed during development of the 2045 Statewide Transportation Plan, and page 9 includes thoughts on the policy that proposes revisions to the current planning rules to incorporate GHG emission reduction elements, and some items CDOT is still taking under consideration such as coordination with Metropolitan Planning Organizations (MPOs) and role of personal choice. As energy sources get cleaner, vehicle miles traveled (VMT) would become less of a factor related to GHG emissions reduction. Staff is planning to bring to the TC information on emission reduction levels outlined to discuss next month. Enforcement is also a topic covered before the document's conclusion.

**Discussion:**

- Commissioner Hickey noted that we all will need time to contemplate all of this and it is complicated. It has taken a lot of work and appreciate all the work gone into this. Original thoughts are put into this memo. Rules based on modeling and personal behavior is a new thing, and no template exists – CDOT is in the lead here.
- Commissioner Adams commented that the role CDOT will play here is important to understand. And asked about what other partners (locals) have been engaged, how far along with their thinking and in sync is their thinking with our thinking? How do we intend to market, share and socialize this initiative?
- Executive Director Lew responded that there is a lot in this question. The role of TC vs. CDOT is explained in the paper. Essentially there is a reinforcement role between TC and CDOT. The document does not address the Air quality Control Commission (AQCC) role. Funding will flow through CDOT. SB 260 precedent multimodal options funds dollars after year one are tied to these requirements. More conversations are to come, and the memo intends to get conversation started with all stakeholder entities. No one size fits all answer to the problem. Right now not all stakeholders on the same page. Anticipate a full range of responses and points of view in response to this document.
- Commissioner Adams thanked Commissioner Hickey for her role in this too. We haven't answers to all questions yet, and we know that what is right for urban areas may not be right for the rural areas. We will determine answers down the road.
- Commissioner Stanton commented on Page 3 Colorado Way and suggested to embellish this section more. His interpretation is it covers the respect for the individual and the link to driver behavior. A leading pickup truck entity is going bankrupt. We need to consider how we change mindsets. Will we

have TC representation where it counts with CDPHE – interface with them? We need interface with the AQCC.

- Commissioner Thiebaut noted that the Ad Hoc Committee has met and expressed concern that AQCC would be approving rules that impact transportation – TC needs a place at the table when decisions are made. As progress with SB 260 and page 11 of outline – our role as Commissioners – has greatly increased. The TC needs to establish their rules first. There exists a good chance that the AQCC may defer rule making for transportation to the TC. Commissioner Thiebaut is comfortable that TC will take the lead on transportation regarding Air Quality issues. The next agenda item will cover this in more detail.
- Commissioner Vasquez provided kudos to CDOT for a thoughtful approach. The GHG Roadmap shows transportation impacts are the most difficult to address and is complicated. She stressed the point that all the other segments in the GHG Roadmap are stationary sources that are easier to address and reduce their emissions. Related to the inference that transportation is the biggest contributor is only true looking at methane levels 100 years out, which is inaccurate. We should only be looking out 20 years. If one does, the oil and gas industry is the biggest contributor. We need to keep that in mind. There are fraught relationships with the Public Utilities Commission (PUC) and the oil and gas Industry - who does what and when is important to reducing GHG emissions. Thank you to Executive Director Lew and for the work identified to navigate through all of this.
- Commissioner Beedy noted that on page 5 under Tourism and Byways that we need more discussion on rural interstate connections and to understand and accommodate the type of demand as we transition. Can't imagine there are enough charging stations, and we also need to know where the electric power (strength of power grid) will come from. Has the Colorado Energy Office (CEO) done any analysis on this? Especially regarding rural highways to meet the current demand? We need to be thinking about for the future for EVs. There are large gaps for gas let alone electric fueling stations. We need to have answers now to plan for it. Folks may need at least 400 miles of power when filled up to feel comfortable with EVs. In language highlight the daily use (commuting) where EVs are great for that, and not just the recreational uses. In terms of transit vehicles – putting handicap ramps on vans, we need to look for efficiencies that leverage and balance resources. Need to consider how to provide service to the most people too.
- Kay Kelly responded that analysis has started on electric vehicle (EV) infrastructure etc. Commissioner Beedy has lots of good points. We are trying to keep up with the latest information.
- Commissioner Bracke thanked CDOT staff for the work that went into this. The section on bringing more folks to the table, would like to see a reframing of the wording with more common language. It is important to acknowledge interconnectivity among strategies related to safety goals. Many strategies in the Statewide Transportation Plan are in alignment with these policy goals. It is also about providing the choices for people to have in terms of affordability, access, etc. Providing a visual depiction to show that we are here now and what comes next in a timeline would be helpful. Also include how the TC fits in to the conversations.
- Rebecca White mentioned that she would be happy to talk one on one with TC members, if desired, and that she will talk more on this next month.

### **Transportation Commission Party Status for Air Quality Control Commission Greenhouse Gas Rulemaking (Kathy Young and Bill Thiebaut)**

#### **Discussion:**

- Commissioner Thiebaut noted that this topic was mostly covered in previous discussion this agenda item. No contemplation for resolution is needed right now. No clear path forward. Will discuss more when more is known. Please read memo more thoroughly between now and next month.

- Commissioner Vasquez noted that this includes consideration of three concepts: CDOT Rulemaking, TC Rulemaking and AQCC rulemaking. Herman Stockinger, CDOT Deputy Executive Director and TC Secretary, clarified that there is only TC Rulemaking no CDOT Rulemaking.
- Commissioner Stuart noted that the Ad Hoc Rulemaking Committee still has work to do and will keep the TC informed.
- Commissioner Vasquez is the leader of this committee.
- Commissioner Thiebaut recognized Kathy Young assigned to keep him informed.
- Commissioner Hickey explained that consultation with legal council is occurring on these issues, with one TC representative and another representative from CDOT – all are working closely so far.
- Commissioner Beedy confirmed that the recommendation is not to pursue party status at this point with the AQCC, but we will keep monitoring the situation for opportunities for TC to engage.

### **Adoption of Transportation Asset Management (TAM) Planning Budgets and Funding Cap (William Johnson and Toby Manthey)**

**Purpose:** This workshop summarizes draft planning budgets for Transportation Asset Management (TAM) for fiscal year 2024-25. Also described is the proposed TAM Cap for FY2024-25, which represents the total dollars dedicated to the TAM program. CDOT staff is requesting consideration of these items, which are adopted by resolution by the TC under Policy Directive 1906.0.

**Action:** 1. CDOT staff seeks commission approval of TAM planning budgets for fiscal year 2024-25 for the 12 asset classes in the program. 2. Staff also seeks commission approval of the TAM Cap, which is the sum of the planning budgets for the individual assets and the total dollars initially dedicated to the TAM program for FY25.

#### **Discussion:**

- Commissioner Adams pointed out the fine line between what is defined as maintenance vs. a construction project.
- William Johnson noted that PD 1906.0 outlines definitions for this and FHWA also has their definitions.
- Steve Harelson, noted that larger roadway rehab paving projects considered improvements, where the \$250,000 threshold for CDOT maintenance staff is a distinction.
- Commissioner Vasquez noted that many of the performance ratings for asset condition shown in red (poor), could be yellow (fair) as they are right on the threshold.
- Commissioner Adams asked if CDOT were to receive \$400 million annually to put towards Asset Management (the noted annual deficit for Asset Management) if would this convert all performance ratings to green (good). Toby Manthey responded that by 2030 they would be green as this is a 10-year Asset management Plan.
- Commissioner Beedy strongly recommended that the TC add \$125 million for pavement (fill one-third of needed funds) – chip seals within a 5-year window, especially on rural roads. Need to increase this line item as it has been sitting at same level for many years now. Make maintenance budget a floor and not a cap. Encouraged TC to get our preventative maintenance program improved to slow the spread of pavement deterioration. Requested Jeff and team to figure out a way to get these funds increased, or we are perpetuating this problem. Rebecca noted the investment in the rural pavement program, and explained that for I-70 we are trying where we can to invest in pavement improvements.
- Commissioner Vasquez observed that PD 1609 may have unintended consequences of policy to address and we need to follow up with a discussion when appropriate. What is the forecast with SB 260 with changes in funding? Would it make it more difficult to place funding for paving?
- Jeff Sudmeier noted that surface treatment is different than pavement. Additional funding we can put towards pavement like the rural pavement program. The fee bill focuses on the 10-year plan, and a large portion of revenues go to the 10-year plan, but there are a lot projects in the 10-year plan. One of the

ways make significant process – choosing projects from 10-year plan that address condition. Orange truck projects are not in the 10-year plan, we are in the process of re-evaluating the process for budgeting maintenance work. SB 260 is in front of us now. Federal funding from the infrastructure bill may influence how budget works out for maintenance projects. We can look at ways to bring up pavement program funding.

- Commissioner Hall agreed with Commissioner Beedy. We need to maintain what we already have.
- Commissioner Stanton thanked staff for thorough briefing, on concern is inflation is 5% will eat into future budgets, we need to do what we can now to save costs.
- Commissioner Adams - \$400 million, and comments on inflation, about 2 years ago – what was \$400 million worth? If number getting lower making progress. If higher losing ground.
- Wm Johnson:
  - Last time we looks at this it was \$300 million annually based on performance targets in PD 14.
  - We are having effect on the condition, doing the right things, but we have deficits.
  - Colorado is ranked 47<sup>th</sup> on rural paved roads.
- Commissioner Adams asked if the situation is getting worse. Commissioner Beedy noted yes, and William Johnson confirmed the pavement condition is worsening over time.
- Steve Harelson noted that the beauty of Asset Management, is the 10-year model, which can help CDOT identify the things we can do to stop deterioration of bridges. The Asset Management model helps inform our decisions. The model recommends to us how to either spend now for improvements, or to keep condition up or rebuild not worth repairing in the long run. Items that extend the life of the infrastructure is what Asset Management does.
- Commissioner Adams asked are we ok with being 47<sup>th</sup>? If we do something about that – would another \$50 million or \$100 million elevate us any from 47<sup>th</sup>?
- Commissioner Stuart noted that policy decisions are difficult without enough funds. Nobody wants to be 47<sup>th</sup>.
- Commissioner Bracke appreciated the information shared and dialogue, and asked if there was a way to have a more fine grained discussion on asset condition to stretch the asset or do replacement. Otherwise we will always be \$400 million annually in the hole. Some trends are rising green, we need to know how to move money so greens are maintained and reds move out of red.
- Commissioner Adams commented that there is never is enough money, and we need a plan on how to achieve our objectives. How much to spend with the greatest results. Via technology, innovations find a way to get things done. Need to find a way to get from 47<sup>th</sup> to something else. Referred to Commissioner Bracke's suggestion.
- Commissioner Stuart agreed with other TC members that we don't want to remain ranked 47<sup>th</sup> in the nation for rural pavement condition, and recommended the TC have a discussion about how to change this at a TC retreat.

### **Overview of Floyd Hill Project Delivery Method CMGC (Mike Keleman)**

**Purpose:** The purpose of this workshop is to outline the staff recommendation to deliver the I-70 Floyd Hill to Veterans Memorial Tunnels Project (Project) utilizing Construction Manager/General Contractor (CM/GC) as the main Alternative Delivery Method. Two alternative alignments – Viaduct and Tunnel, with the Viaduct being the preferred alternative in the Environmental Assessment document.

**Action:** TC is asked to adopt a resolution that supports the staff recommendation

#### **Discussion:**

- Commissioner Stuart asked about the viaduct alternative, the preferred alternative for this project, and how will it look different from the tunnel. The answer was that the bridges will be bigger, roadway curves will be straightened. The Tunnel alternative would require blasting through the mountain. Also road grade will be raised for a smoother transition under the Viaduct alternative.

- Commissioner Beedy asked if the evaluation looked at replacement costs and providing a ground level structure. Just trying to keep future costs down. The response was that no ground level option is available/feasible. EA did take into account maintenance costs. The two alternatives both have maintenance costs, and the Viaduct is the best option. Steve Harelson added that the ground level would require lots of blasting of rock cliffs and lead to other big maintenance costs.
- Commissioner Vasquez asked if weighting of delivery methods was considered, and how delivery approaches were evaluated. The answer was that the result of the analysis strongly pointed to CM/GC. Taking into account the surprise factor and disruptions was good and she was glad risk was a big part of the analysis.
- Commissioner Thiebaut asked about the variety of participants (14 people) who decided upon the CM/CG delivery method and how bias was neutralized. Steve Harelson explained that they have a facilitator who is neutral and holds people accountable. Mostly participants are Clear Creek County residents and CDOT project and resident engineers, project manager and HPTE staff. The Mayor of Idaho Springs participated and CDOT has a robust context sensitive solution (CSS) system established, where no one person steers discussion. It works like a self-policing system. Steve noted he is sold on CSS system of discussion.
- Commissioner Stanton asked about traffic risks for the project, and the response was having a Contractor on board is a big benefit to alleviate risks for traffic, and they are working with Colorado State Patrol too.
- Commissioner Hall confirmed that the EA is anticipated to be done this summer and once the EA is done then 60 day public comment period will occur with virtual engagement so folks can take their time reviewing materials. Commissioner Hall also asked if the EA is being done in-house or by a contractor. It is a Combination with Vanessa Henderson of CDOT and consultants. Commissioner Hall also confirmed all is done in one bid process for contractor and construction manager, with a three opportunities to negotiate the contract price before a low bid process would take place.
- Resolution is prepared for approval tomorrow. The EB portion of this project highlighted in the EA is not included in this project, it will be a separate project.

### **Union Pacific Railroad Purchase and Sale Agreement on US 85 (Heather Paddock)**

**Purpose:** The purpose of this workshop is to provide the TC a status update of the CDOT/UPRR Purchase and Sale Agreement and request approval for the funding shortfall approach to complete the terms and conditions outlined in the CDOT/UPRR Purchase and Sale Agreement (PSA)

**Action:** TC review and approval of the 12th budget supplement for \$36,160,000 in TC Program Reserve for the CDOT/UPRR Purchase and Sale Agreement. \$23,160,000 will be a loan from Program Reserve and returned once SB267 Year 3 or 4 funds are identified and become available.

#### **Discussion:**

- Commissioner Vasquez asked to have a work session to look at other locations where there is railroad to prevent similar situations in the future.
- Commissioner Thiebaut commented on how this is a statewide issue developed from good intentions, but doesn't think it is the role of Region 4 to bear the burden of what went wrong. Resolution #5 is broken into 2 categories, and one of them appears to be a loan, and he objects to Region 4 having to carry the burden of a loan for this, and supports it as a gift. He noted how this could impact Region 4's ability to deliver the 4<sup>th</sup> year of SB 267 project priorities, and he can't vote for Region 4 taking on a loan for something that is not their responsibility, so I will have to vote against this. It doesn't say it is a loan, but I think it appears to be the intent, and I can't support that part of it. But it is also pretty confusing, so I also think that it should be clarified.
- Director Lew applauded Heather Paddock for cleaning up a messy situation. Acknowledge that the way it was pulled together was not ideal. There were conditions between Weld county and CDOT that weren't documented as clearly as they should have been, so the reality is that the RTD was the lead

negotiator for CDOT at the time, and we were left with a lot of jagged edges that Heather Paddock was left to clean up. She pointed out that this just attests to how important it is to get things cleaned up fiscally. And she also thinks it is important to show in a transparent way that budget issues have implications.

- Commissioner Bracke thanked Heather Paddock for figuring out such a difficult problem, and gave her support to the resolution commenting on how important it is to take care of the situation as soon as possible because of all the risks that Heather delineated. She agrees that it shouldn't rest on Region 4 alone, but in the end all regions are on one team.
- Jeff Sudmeier clarified that the resolution intent is that there is a \$13 million commitment without strings and \$23.6 million commitment with strings, so a good portion of it is not on Region 4 alone.
- Commissioner Stuart asked about the down side of Commissioner's Thiebaut's suggestion of having it all come out of the reserves.
- Jeff Sudmeier explained that that would draw us down to \$7 million in program reserve which is below the balance that we try to maintain for emergencies. In FY22 CDOT is not allocating additional funds to program reserves as is typically done because budgets are so tight right now. Additionally, while SB 260 is a huge help, CDOT is still experiencing HUTF losses that still have to balance making a robust reserve important.
- Commissioner Thiebaut asked about transferring contingency to program reserve, so that is a lot of movement. He suggested instead of categorizing it as a loan to request future reexamination by Transportation Commission
- Director Lew said the 10 year plan tries to bring it all together to get away from that type of thinking because it has led to bad decision making in the past. CDOT assumes that money comes in and it goes to priorities and so there is a bigger problem of holistic budgeting. Everything we allocate money to comes from something else so for the sake of transparency it is good that we are being clear about where the money is coming from. This has been part of the Region 4 dialogue for many years.
- Director Hall asked if this came from the general fund before.
- Jeff Sudmeier said it was originally allocated out of program reserve. The construction price is really what would be on the Region's shoulders
- Commissioner Beedy suggested a compromise to make the SH 52 project whole and to add safety benefits. He suggested taking some out of program reserves to finish a project that is really important
- Commissioner Stuart agreed with Commissioner Beedy suggesting an additional \$5.1 million from reserve to bring the loan portion down to \$18 million and bring up the non-loan portion to \$18.6 million.
- Commissioner Vasquez reiterated the importance of maintaining a robust program reserve for the unexpected problems.
- Jeff Sudmeier clarified that the intent of the proposal as it stands is to prevent the full cost from falling on Region 4. The purchase price is \$40 million and RR purchase price is \$34 million. Even within this proposal as is the TC will be covering most costs with exception of Peckham interchange. While it is part of this settlement it is also a project with a lot of benefits to the region.
- Chair Stuart summarized the 3 possible ways that the Commission might take action based on this conversation. They can vote on it as written, They can amend it so that everything comes out of contingency, or the 3<sup>rd</sup> option would be to change the contingency allocation from \$13 to 18 and the remainder coming out as loan. We all have different perspectives on this.
- Commissioner Adams commented on what a great job Heather has done, and supports staff's recommendation, and wants to minimize impact on reserves.

### **Audit Review Committee (Frank Spinelli)**

AUDIT COMMITTEE MEMBERS: Transportation Commissioners: Eula Adams; Kathleen Bracke; Shannon Gifford; Karen Stuart; Bill Thiebaut; and Sidny Zink, Chair

EXECUTIVE MANAGEMENT TEAM: Frank Spinelli, Audit Director; Shoshana Lew, Executive Director; Herman Stockinger, Deputy Director; Jeffrey Sudmeier, Chief Financial Officer; Stephen Harrelson, Chief Engineer; and Rebecca White, Transportation Development Director

AUDIT TEAM: Jim Ballard, Audit Supervisor; Robyn Lamb, Audit Supervisor; Daniel Pia, Audit Supervisor; Ben Meade, Auditor II; and Shannon Smith, Audit Intern

## Agenda

- **Call to Order**
  - Commissioner Zink called the meeting to order
- **Motion to approve August 19, 2020 Minutes**
  - Passed unanimously.
- **SAP Security Design and Model Review**
  - Security Review identified some risks related to IT personnel with high level access who have not changed their login credentials in a long time. And we found excessive entries which suggest some inappropriate activity
  - Discussed with management, and they jumped on it immediately. All but one recommendation will be implemented within one month.
  - Staff responded that SAP was implemented in 2006 in response to Commissioner Zink's question
  - Jeff clarified that OIT manages the security, so most recommendations are maintained on the OIT side. There was an assessment done in 2016, which addressed some but not all of these recommendations. Some of these are related to changes since 2006, but others are due to things that shouldn't have been done that should have.
  - Commissioner Adams said practices around access and access controls have gotten a lot better, and we just have to put in place and tighten it up, so we can make sure they get implemented and executed now that we are fully aware.
  - Commissioner Zink asked if SAP training was done in the Office of Information Technology (OIT). Jeff clarified that OIT didn't exist in 2006 when SAP was installed.
  - Commissioner Zink asked if SAP is worth improving or if it's worth considering a new system
  - Jeff said that it will go into unsupported status, and so we have started to look at what to do at that point, but it is a very big decision to make, but in the meantime we continue to try to improve it.
  - ED Lew said that a long term conversation about SAP should be severed from this conversation about improvement here. For as long as we use it we should do what we can to improve the security
  - Lew said we have some responsibility to not ignore risk and we are just not as diligent about access controls. Those were things that were well within our control.
- **Motion to Approve the Division of Maintenance and Operations Purchasing Audit Report**
  - Motion to release report and discuss thereafter passed unanimously
  - Staff explained that they identified an isolated incident and no pattern that indicates overall controls are working correctly. Did identify 5 weaknesses that could improve security significantly if addressed.
  - Commissioner Adams brought up the importance of culture as a deterrent and in exercising good judgement, and taking the decisions seriously
- **FY 2021 Audit Division Return on Investment**
  - Labor rates that were submitted for review were higher than what we determined to be fair and reasonable. Saved \$125,000 from negotiation. Will work with contracting to see if we can find savings from up front work.
- **FY 2022 Risk Assessment Update**

- Based on analysis of expenditures and exposures. Will conduct risk interviews of internal and external stakeholders to identify risks. Data will drive how interviews are conducted
- Will hold first ever process improvement training
- **Outstanding Recommendations Update**
  - Adams commented on importance of following up on commitments that management has made to making fix, and would like to see an update on the status of past agreements and an evaluation of whether the changes were successful.

## Adjournment

### **Transportation Commission Regular Meeting Thursday, June 17, 2021, 9:00 am to 11:00 am**

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

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

- Commissioners Zink, Gifford and Hall were recognized for their work on the TC and these three departing Commissioners spoke and thanked the TC and CDOT for their opportunity to serve on the TC and said their goodbyes.

#### **Public Comments (provided to Commissioners in writing before meeting)**

- No Public Comment

#### **Comments of the Chair and Individual Commissioners**

- Commissioner Hickey thanked Commissioner Stuart for her excellent leadership over the last year. She thanked Commissioners Gifford, Zink and Thiebaut for their service, and remarked on what great examples they have been, and that she will continue to strive to emulate their leadership.
- Commissioner Vasquez expressed appreciation for all that she's learned from the parting Commissioners. There were some encouraging updates on wildlife mitigation projects similar to the gap projects that Commissioner Adams referenced. She remarked on how delightful it is to see the videos of the animals using the crossings on SH 9, and was interested to learn that the elk were trained by the deer, which they were not using initially. Regarding the heat wave, she is concerned about wild fire risk because of how dry it is. She thanked all the wildfire personnel who risk their lives to fight these fires, and all of our staff that have to respond as well.
- Commissioner Zink remarked on how bittersweet it is to be at her last Transportation Commission meeting, and she has so many people to thank. She expressed gratitude to CDOT staff. She gave a special thanks to the Region 5 staff, and commented on how great it was to work with all of the different RTDs in Region 3 and 5. She thanked Commissioner Stuart for being such an outstanding Chair. Over her 8 years of service, she has enjoyed her time serving as a Commissioner, and is grateful she has been able to work alongside such dedicated commissioners.
- Commissioner Stanton called attention to several concerning and encouraging statistics. First, he remarked on the need to keep an eye on the 5% increase in inflation, and try to plan accordingly. He said however, that he was encouraged to hear about the 6% cut in overhead costs from CDOT headquarters. He also talked at length about how concerned he is about the 7%+ increase in fatalities in Colorado over the last year. He believes that it will require strategies that target the behavioral components to safety given that CDOT has already done so much to address design components.
- Commissioner Adams commented on how great it was to be back to in person meetings, and thanked CDOT staff for their dedication and focus during such a difficult time. He hopes everyone is staying safe

during the heat wave, and thanked the team working on the I-25 gap project for how things are progressing, and for being so thoughtful and careful on the project. He was particularly moved by all the thought that went into the wildlife crossing. He appreciates all the legislative updates and briefings on SB21-260, and it's really rewarding to see that pass. He commented on how excited he is to see Career Wise Colorado work with the CDOT team to build apprentice programs in maintenance, and he is so encouraged to see all of CDOT's work on this.

- Commissioner Gifford thanked everyone on Commission and commented on how wonderful it has been to work with CDOT staff and her fellow Commissioners.
- Commissioner Bracke thanked all the departing Commissioners, and thanked Chair Stuart for her resilient leadership over the last year. She recounted her recent work with NFR MPO and was interested to hear more about the unsolicited bid for the I-25 project. She is also excited about SB21-260, and excited for the discussion ahead to ensure that the large ideas that are encompassed in it get implemented appropriately.
- Commissioner Beedy thanked the parting Commissioners for their service, and thanked Commissioner Gifford for hosting all of them for a farewell. He requested that staff give further consideration to the type of vegetation on roads to reduce the maintenance burden and to decrease wildlife risk. Would like to consider having an informal session with RTDs to have more open and less formal conversation to just share ideas and information
- Commissioner Thiebaut remarked on how bittersweet he feels about parting after his 8 years of service as a Transportation Commissioner, and thanked fellow commissioners for their dedicated service. He commented on serving under several different RTD's including Rick Zamora, and thanked them for their service. He also recognized Herman Stockinger and Jennifer Uebelher for their assistance in preparing for each meeting. He thanked the Executive Management team including all the RTDs, and all of the staff who risk their lives on a daily basis to keep people safe on our highways.
- Commissioner Hall – She thanked Commissioner Stuart for how well she handled the meetings during the pandemic through zoom, and will miss all the departing Commissioners terribly.
- Commissioner Stuart remarked on how strange it was to sit in the Chair's seat for the first time for her last meeting as Chair. She thanked Jennifer Uebelher for her work towards a seamless transition during the COVID-19 pandemic. She thanked CDOT staff for continuing to do their jobs so well during the dramatic changes over the last year and a half.

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

- NA

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

- He announced Hilary Hawthorne, as the new manager for the Program Reporting and Transparency Office (PRTO) (formerly PMO). She has worked as an engineer for several years, and also worked in the business office so she will be a great manager of PRTO given her experience in project delivery. Brian Metzger will be elevated to data management. The On Track system is coming on line soon to further support greater transparency.
- Geology and Geo hazards: Commented on an impressive report regarding the science around rock fall attenuator systems. The research team took rocks and then dropped them down a mountain to study the system. The study was authored by CDOT's, Ty Ortiz. He commented on how proud he is of his legacy, and his contribution to the field of science and engineering.

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

- The HPTE Board adjusted tolls on I-25 North by \$.15-.20 from US 36 to E470. This was done due to address a 30% increase in processing costs.
- The Board reduced the wind down period from 24 months to 20 months on E-470, which extends the date to September of this year.
- They discussed dynamic pricing at a retreat. Plan to move away from the time of day pricing that is used currently and expect dynamic pricing to start August of next year on the westbound express lane of I-70

- Closed on Burnham Yard with Union Pacific Railroad. Talked to RTD's Director of Operations about their role in the project, and they acknowledged their obligation to contribute to the property, but advised that they are not in a position to do that in the near term.
- We talked to the North Front Range MPO about I-25 North Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. Currently, in the credit worthiness phase, and once they have advisors on board they will negotiate. Hoping to close next fall.
- In response to a question from Commissioner Vasquez regarding dynamic pricing, Nick Farber explained that it relies on sensors in both the general purpose and express lanes for inputs into an algorithm that adjusts prices. It will be a huge change for the travelling public, and for the public outreach campaign. We are one of the last states to use this.

#### **State Legislative Update (Andy Karsian)**

- This was a historic legislative session with passage of SB21-260. He thanked CDOT staff for their support.
- Some of the smaller bills that passed deal with state audit and fiscal reporting, and there was also one that allows OIT to delegate to CDOT management of IT systems.
- One bill passed with extensive amendments from CDOT to protect crash record information
- The project limit bill passed thanks to a lot of work from Michael Goolsby.
- Amended a bill to protect Transportation Commission process for disposing of state lands and ROW, and making sure it's part of the conversation for affordable housing and renewable energy.
- An advertising bill passed to protects our ability to regulate in case of lawsuits.
- One measure will require us to start quantifying where greenhouse gases come from in projects
- One bill creates the largest special district in the state. Another measure allows small carpool companies to be excluded from the Transportation Network Company (TNC) category for purposes of reporting.
- CDOT got \$2 million for DUI enforcement, and got a CDC grant for money to help with collaboration between water districts. DOLA is getting a weather tower for better reporting and monitoring of weather in the four corners area.

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

- He thanked Commissioner Stanton for highlighting the concerning rise in traffic fatalities in Colorado. .
- Recognized the parting Commissioners for their service and for doing such exemplary work. He recognized Commissioner Thiebaut for his leadership in Region 2. He thanked Zink for championing the US 550/US 160 project. He thanked Commissioner Gifford and for all of her hospitality.

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

- STAC received an update from Sally Chaffee.
- Talked about CDOT's safety outreach efforts, highlighting the finding that 30% of traffic fatalities in Colorado are caused by distracted drivers.
- Announced Amber Blake as the new DTR Director and she'll take over June 28, 2021.
- SB21-260 was discussed, and there were questions around the impact to the 10 year plan. STAC will continue to discuss a process for how to update the 10 year plan. STAC was advised that local government funding from SB 21- 260 won't be available until FY 2023.
- STAC had a discussion on induced travel demand, with a briefing on how the statewide travel model can help to prevent and manage induced demand.
- William Johnson gave a report on asset performance reporting.
- Last STAC discussed what format to conduct meetings in going forward as only 3 people attended in person for the hybrid meeting. Despite poor in person attendance there was consensus around the value of in person discussion, so there was an agreement that next month would be an in person meeting. They will continue to discuss whether in person should be arranged quarterly or bimonthly.
- Vince Rogalski pointed out how valuable the STAC TPR reports are, and encouraged Commissioners to continue to attend the meetings as a way to learn about what is happening across the state.
- Commissioner Vasquez commented on the broader access and participation that the virtual format generates, and expressed hope that a virtual option can still be provided.

**Act on Consent Agenda – Passed unanimously on June 17, 2021. Motion by Commissioner Beedy, Second by Commissioner Hall**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of May 20, 2021 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Craig/US 40 Frontage Rd Devolution (Mike Goolsby)

**Discuss and Act on Proposed Resolution #4: Condemnation 1 (Steve Harelson) – Passed unanimously on June 17, 2021. Motion by Commissioner Gifford, Second by Commissioner Vasquez**

- This action authorizes condemnation of a billboard structure on I-25 segment 6.

**Discuss and Act on Proposed Resolution #5 Budget Supplement of FY 2021 (Jeff Sudmeier) –**

- Resolution #5 amended as described below. Motion made by Commissioner Beedy, Second by Commissioner Thiebaut. Passed on June 17, 2021 with an 8-2 vote, one abstention
  - Commissioner Beedy proposed an amendment to increase the transfer from program reserve from \$13 million to \$18.1 million to give certainty to the SH 52 project. For the record we are increasing the \$13 million by \$5.1 million and decreasing the 23 million by the same amount.
- Motion to sever the resolution into two pieces to vote independently on the \$18.06 million loan from the amended resolution. Motion by Commissioner Thiebaut, Second by Commissioner Beedy. Passed on June 17, 2021, with a 9-1 vote, one abstention.
- The remainder of the resolution. Motion by Commissioner Beedy, Second by Commissioner Thiebaut. Passed on June 17, 2021, with a 9 to 1 vote, one abstention.

**Discuss and Act on Proposed Resolution #6: 11<sup>th</sup> Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on June 17, 2021. Motion by Commissioner Vasquez, Second by Commissioner Adams.**

- First request is to increase the FTE cap by 14 positions, 10 of which would support implementation of the stimulus funds and for support in meeting the new requirements related to the passage of SB21-260, and also to support new requirements in labor relations related to new labor relations legislation. There is also a request to increase Departments FTE cap by 4 positions to support needs related to the Express Lane Network expansion
- The Second request is to increase the budget by \$359,252 from the TC program reserve to cover costs related to the Burnham Yard acquisition that was approved last month. Per the Interagency Agreement (IAA) the cost of issuance rests with the CDOT. This allocation will reimburse HPTE for the cost of issuance.
- The third request is to adjust the amount for the 3<sup>rd</sup> tranche of 267 Certificates of Participation (COP) from \$500 million to \$620 million based on the final closing amount.
- In response to a question from Commissioner Zink regarding the temporary nature of the FTE positions, Jeff Sudmeier indicated that some of the new FTEs will be temporary at first, but they are requesting the cap be raised in case they become permanent in the future.
- Commissioner Hall expressed anguish over approving so many new FTEs without a cost associated with the approval
- Jeff Sudmeier responded that there would be clarification next month, and that one or two will be temporary, but most will be permanent, and next month they will make that distinction.
- Chair Stuart pointed out that typically they have a better picture of the budgetary implications when they are asked to approve new FTEs.

- In many cases these won't require budget action, so we will come back with any that require a budget increase.
- Commissioner Vasquez asked if these are expected to be filled before the next meeting.
- Herman Stockinger responded that they will be advertised by that point, so they will be able to clarify cost at that point.

**Discuss and Act on Proposed Resolution #7: Transportation Asset Management (TAM) Planning Budgets and Funding Cap (William Johnson & Toby Manthey) – Passed unanimously on June 17, 2021. Motion by Commissioner Beedy, Second by Commissioner Hickey**

- Support Resolution #7 which includes planning budgets which won't become final until the actual year budget.
- Commissioner Beedy commented that this should be considered a floor with all of the new funding sources coming in instead of a cap. Understanding that the proposal is dealing with planning numbers, he expressed hope that once staff moves to budgeting that they give further consideration to maintenance.

**Discuss and Act on Proposed Resolution #8: State Infrastructure Bank Rate Approval (Jeff Sudmeier) – Passed unanimously on June 17, 2021. Motion by Commissioner Hickey, Second by Commissioner Adams**

- Staff recommends maintaining the current interest rate of 2% and the origination rate
- In response to questions from Commissioner Adams about the origination fee Jeff Sudmeier indicated that it is a graduated fee that is typically waived
- Commissioner Adams commented on the fact that it is important to be aware of the Fed signaling that rates will be rising, but that he's comfortable given that it is only for 6 months.

**Discuss and Act on Proposed Resolution #9: Floyd Hill Project Delivery Method (Mike Keleman)**

**– Passed unanimously on June 17, 2021. Motion by Commissioner Hickey, Second by Commissioner Adams**

- Selection of an alternative delivery method aka Construction Manager/General Contractor (CM/GC) for I-70 Floyd Hill to Veterans Memorial Tunnel project

**Discuss and Action on Proposed Resolution #10: 2021 RAISE Applications (Herman Stockinger, Julie George, Jamie Grim) – Passed unanimously on June 17, 2021. Motion by Commissioner Hall, Second by Commissioner Stanton**

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant applications are coming together. They are due by July 12, 2021. One application is for a mobility hub in Grand Junction, called Multimodal Options for a Vibrant Equitable West Slope. This application also brings in some projects in Glenwood Springs and Rifle. This is a \$30 million project using existing dollars as match, so there is no request from TC on this project.
- The second application is from Trinidad for the AMTRAK Southeast Chief rehabilitation program, replacing 34 miles of track. This is a \$23 million project. The match source still needs to be sorted out. Requesting that Transportation Commission approve \$1 million for match, which will only be committed if the grant comes through.
- In response to a question from Commissioner Vasquez regarding any money that is being committed for the Grand Junction mobility hub, staff responded that the match money has been identified, but that it is coming from alternate sources such as SB 267 or other project dollars.
- Commissioner Hall reminded her fellow Commissioners that they approved \$500,000 for a planning grant that has already been committed from the local areas. She added that she is really enthused about it because they will finally have a multimodal with a smaller version of Union Station.
- Commissioner Stuart added that it is a great application for a RAISE grant, and that she thinks they have a good chance of meeting the criteria.

**Discuss and Action on Proposed Resolution #11: Transportation Commission Party Status for Air Quality Control Commission GHG Rulemaking (Kathy Young and Bill Thiebaut) – Withdrawn**

**Discuss and Action on Proposed Resolution #12: Acknowledgement of New Chair, Vice Chair and Secretary (Barbara Vasquez) No Printed resolution – Passed unanimously on June 17, 2021. Motion by Commissioner Adams, Second by Commissioner Thiebaut**

- The TC Nominating committee was formed and used an open and transparent process that led to consensus to nominate Kathy Hall as Chair of the TC, Don Stanton as Vice Chair of the Transportation Commission and Herman Stockinger as Secretary.
- Commissioner Thiebaut congratulated the new Chair and Vice Chair
- Commissioner Beedy mentioned that they also chose based on the need to have both urban and rural representation in the leadership.

**Recognitions:**

- Recognition of Departing Commissioners Gifford, Thiebaut and Zink.
- Commissioner Hall recognized Karen Stuart for her work and presented her with a gavel. commemorating her service as Chair in such an unusual year.
- Herman Stockinger presented signed hard hats and pictures of projects of significance for each parting Commissioner as a small thank you to each for their service.
- Each parting Commissioner explained the significance of the picture presented to them, and how grateful they were for the opportunity to serve their district and the state as a Transportation Commissioner.

**Other Matters:**

- NA

**Adjournment**

- Meeting Adjourned at 10:52 am.

**Additional Workshop – After Bridge Enterprise (BE) Board of Directors Meeting:**

**SB 260 Fee Bill Overview (Jeff Sudmeier and Rebecca White)**

**Purpose:** To provide an overview of the recently passed transportation fee bill, SB 21-260 Sustainability of the Transportation System.

**Action:** No action is requested at this time.

**Discussion:**

- In response to questions raised regarding the drop in funds between FY 22 and FY 23, staff indicated the legislation front loads the fee revenue so you see a drop.
- In response to question from Commissioner Adams, staff said that the forecasts do not depend on a specific growth rate. And that they use a very conservative rate for forecasting.
- Regarding a question from Commissioner Hickey about the requirements to consider land use, Rebecca White responded that because the language is so general there is still a lot that is up to interpretation, but staff's thinking so far is that as the 10 year plan gets updated they will need to consider land use in deciding what projects to invest in.

- Commissioner Stuart commented that it sounds like that would entail making good land use a requirement for investment. She pointed out that such a requirement might be difficult for MPOs such as DRCOG that just adopted their 2050 Long Range Plan.
- Rebecca White advised that CDOT hire a land use specialist in the last couple months, who has already been out to visit and talk with communities about their Main Streets.
- Commissioner Vasquez asked about how to contend with the fact that so much of land use is outside of CDOT's authority decided at the local level where CDOT has no choice but to respond.
- Rebecca White said the PEL studies can be helpful to sit down with communities and talk about long term what will be happening at a corridor, and the RTDs have talked about how it is helpful.
- Coupled with these actions is there an ancillary push to have ozone considerations in rural areas. Because in rural areas we don't really know where we sit.
- Commissioner Stanton commented on the need to think outside the box when it comes to monitoring as often adding more monitoring can open CDOT open to legal challenges if they can't show that the air quality improves.
- Responding to Commissioner Adams question, Rebecca White said that monitoring is already done, and modeling is really important here at projecting emissions based on vehicle miles traveled (VMT). This legislation doesn't set a new standard, but requires that we do extra modeling and disclose that to the public.
- Commissioner Vasquez asked if there was a mapping tool that helps us with the Disproportionately Impacted (DI) communities, and Rebecca responded that all of the information needed to meet the definition can be obtained from the census, and easily mapped
- Responding to a question from Commissioner Vasquez concerning how regionally significant will be defined, Rebecca White said they will be working with TC on this, and that they do have some precedent that they can look to as a guide.
- Responding to the question about the costs associated with the new legislation, Rebecca White indicated that the new Nonattainment Enterprise will help a lot so that the project doesn't have to absorb all the new costs on its own.
- Commissioner Adams said that we have to be really sensitive to the added administrative burden that it will take to deliver on these new requirements.
- Rebecca White commented on the benefits of breaking down the distinction between highway projects and transit projects in the new plan. In July she said staff will talk more about advancing projects for FY 22, but in terms of bringing the current plan into compliance by October of 2022 there will be a lot more to do.
- Commissioner Adams applauded the legislation for positioning the state to really deal with the climate change and to prepare for the future.
- Commissioner Beedy commented on how it is important to show which ones are highway and transit with different funding, because he can see where someone might see it and think that none of it is not going to the road without that distinction.
- Commissioner Adams said that he agrees, and that he is concerned that people understand why they might not be getting what they think they should be getting with this funding.
- In response to a question from Commissioner Beedy about how to parse out the transportation cause from other causes of the air pollution such as wildfires that make attainment impossible Rebecca White commented that the monitors across the state all pick up the other sources such as wildfires, so it is relatively straight forward when there is a consistent external cause that is happening statewide, but it gets a bit harder when you are talking about localized external sources such as Sun Corps. So there are ways to distinguish causes, but she acknowledged that it still will be really challenging, especially on corridors that go through industrial areas such as I-270.
- Commissioner Vasquez commented on how happy she was to see the focus on underserved communities and air quality.
- In response to a question from Commissioner Vasquez about how the board for the new enterprises will be decided, Jeff Sudmeier responded that they would be appointed by the Governor, but the bill articulates the size and makeup for the Clean Transit Enterprise and the Nonattainment Enterprise which are the two new enterprises that will be under the CDOT umbrella.

- In regard to questions about how the new enterprises will be staffed, Jeff Sudmeier indicated that there likely will be dedicated programmatic staff for each, but that they won't require duplicate accounting and administrative operational staff. CDOT has one year to figure out the details before they start receiving funds.

**Meeting Adjourned at 12:30 pm.**



# COLORADO

## Department of Transportation

Division of Transportation Development  
2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204-2305

TO: Statewide Transportation Advisory Committee (STAC)

FROM: Craig Hurst, CDOT Freight Office Manager and  
Michelle Scheuerman, CDOT Senior Transportation Advisor & NHFP Administrator

DATE: June 30, 2021

RE: National Highway Freight Program (NHFP) FY 21 Project Recommendations

Background:

The reauthorization of the Fixing America's Surface Transportation (FAST) Act provided an additional \$22,545,563 million for the National Highway Freight Program (NHFP) for FY 21. Earlier this year, staff provided Executive Leadership with project selection options for discussion and consideration. CDOT Freight staff put forward a HYBRID APPROACH for project selection based on the following factors:

- Consider cross-asset utilization to maximize freight benefits
- Consider underfunded assets that have a freight nexus to leverage NHFP dollars
- Enable CDOT to utilize the newly developed NHFP Guidance and Project Selection/Application Process.  
Beta Test the process and identify lessons learned.

Executive Leadership approved this approach and CDOT's Freight staff identified three Off-the-Top Projects, which are now known as Executive Leadership Priority Projects. These projects and recommended funding amounts are below.

- Weigh-in-Motion Program and Safety Enhancements (\$2 million)
- Timber Structure Repairs on Truck Routes (\$2 million)
- Metro Area Chain Stations (Monument Hill) (\$3 million)

Based on the estimated dollar amount for the Executive Leadership Priority Projects, which total \$7,000,000 and an out of cycle Special Request to add additional funding to an earlier approved NHFP Project – **the I-70 Runaway Truck Ramp for an Hazardous Materials Container** in the amount of \$2,000,000, this left \$13,545,563 of remaining NHFP dollars for a Call for Projects for the CDOT Regions and Headquarters.

Details:

This FY 21 Call for Projects allowed the CDOT's Freight Office to deploy its newly developing application and scoring process and rely heavily on the training and instructions provided in CDOT's first NHFP Guidance Document.

In the formal Project Application Submittal phase, there were nine projects submitted for a total of \$28.5 million. From the initially submitted 11 projects, an applicant withdrew one project because the project was not mature enough and was only conceptual in nature, and another applicant combined two projects into one project application for efficiency



purposes, resulting in nine projects submitted. Applications were reviewed, initial scores tabulated, and projects were ranked by the raw scores. The scoring of projects were transparent in nature as the applicant could see how their project was scored in real time as they completed the application. In addition, various types of data was needed to complete the application form. To ensure consistency in the data used by the applicant, the application form was linked to one data source site.

An internal selection panel met to discuss scoring results, other application question input, and considered the following non-quantitative elements when deliberating on preliminary recommendations.

- **Project Readiness:** How and when would the funds be expended?
- **Geographic Equity:** Should each of the Regions that submitted projects receive at least one award.
- **Freight Stakeholder Input:** Viewpoints of the freight industry and Freight Advisory Committee (FAC) of the projects being put forth and ensure there is a strong nexus to freight mobility and safety.
- **Mix of project types:** Ensure that there is a good mix of project types: safety, parking, technology, design, construction, etc.

The following table illustrated the preliminary awards based on selection panel recommendations:

Region	Project Name	NHFP Award
3	I-70 EB Aux Lane	\$ 3,500,000
4	I-25 Wellington Interchange	\$ 500,000
4	SH 71 Climbing Lanes (Design)	\$ 1,500,000
Statewide	On System Bridge Ratings	\$ 2,631,900
4	US 34 Weather Cameras	\$ 520,000
5	2022 Chain Stations	\$ 1,840,000
1	I-70 EB Runaway Ramp (Preconstruction)	\$ 500,000
1	I-70 WB Climbing Lane	\$ 1,500,000
	<b>Total</b>	<b>\$ 12,491,900</b>
	Contingency	\$ 1,053,663

On June 29, CDOT Project Managers provided an overview of their projects, known as an FAC Pitch, to the FAC Steering Committee for concurrence on the proposed projects. The FAC members fully supported the proposed projects and encouraged CDOT to move into the next phase of the process.

#### Next Steps:

- FAC Chair, Mike Ogborn, and CDOT's Freight Office Manager, Craig Hurst will provide an overview of FAC Recommendations. – July 9<sup>th</sup> STAC meeting
- CDOT staff will update its Freight Investment Plan (FIP) for FHWA approval. – July Timeframe
- Funding awards provided to project applicants upon FHWA approval of the FIP. August/September Timeframe
- Begin FY 22 and 23 selection cycle with a Lessons Learned Exercise in order to identify any areas for process refinement. September/October Timeframe





# National Highway Freight Program (NHFP)

## Freight Advisory Council

### NHFP Project Recommendations

#### STAC July 9, 2021



**COLORADO**  
Department of Transportation

# About NHFP Funding

Purpose: To contribute to the efficient movement of freight



## FAST Act

Federal funding provided through  
Fixing America's Surface  
Transportation Act



## Freight Investment Plan (FIP)

States must establish a  
Freight Investment Plan



## National Highway Freight Network (NHFN)



**\$83 Million to Colorado  
(FY2016-FY2020)**

\*CDOT anticipates the continuation of NHFP funding

# Qualifying Projects

For a complete list of FAST Act qualifying projects:

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



## Study & Design

Planning  
Environmental Review



## Construction & Mitigation

Highway  
Bridge  
Safety



## Technology Improvements

ITS  
Alternative Fuels



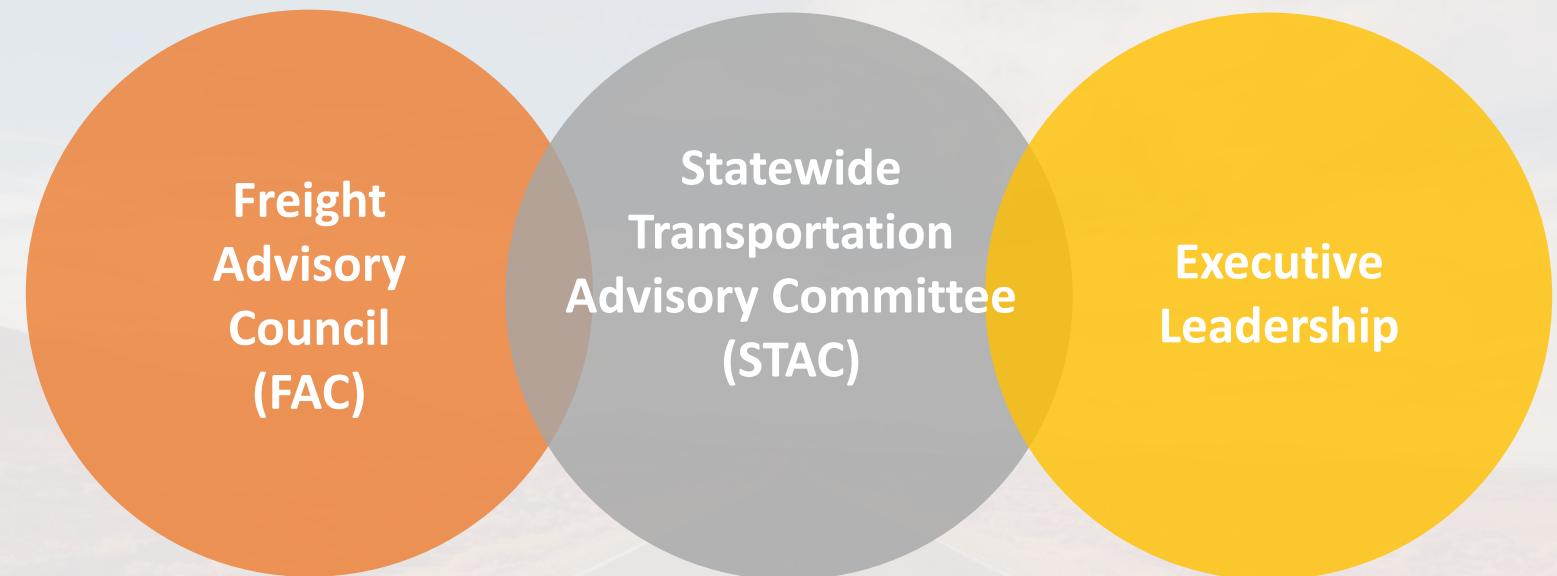
## Intermodal\*

Up to 10% of NHFP  
\* conditions apply



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# Stakeholder Coordination



Recommended projects brought  
to FAC for concurrence  
Applicants present project  
proposals to FAC

FAC presents  
recommendations to STAC  
for final concurrence and  
recommendation

Final project adoption  
by Executive  
Leadership



# FY 2021 NHFP Funds Selection Schedule

- ✓ **February**- Begin training and Planning Region coordination)
- ✓ **March** - Kick-off Official Call for Projects
- ✓ **April** - Application submission deadline
- ✓ **June** - Project recommendations to FAC SC
- **July** - FAC recommendations to STAC
- **July**- Final Project Selection
- **July** - Update Freight Investment Plan for FHWA approval
- **August / Sept** - Award funding (dependent on FHWA approval timeline)

Stakeholder  
Engagement  
February - June

# FY 2021 NHFP Project Selection

## Hybrid Approach

- Executive Management requested an innovative approach to the FY21 Call for Projects
- Projects off the top: Identified with an eye towards leveraging assets, programmatic envisioning, GHG reduction, and alignment with criteria outlined in newly developed NHFP Guidance Document
- Provides opportunity to beta test new project application submittal and scoring process as outlined in NHFP Guidance Document

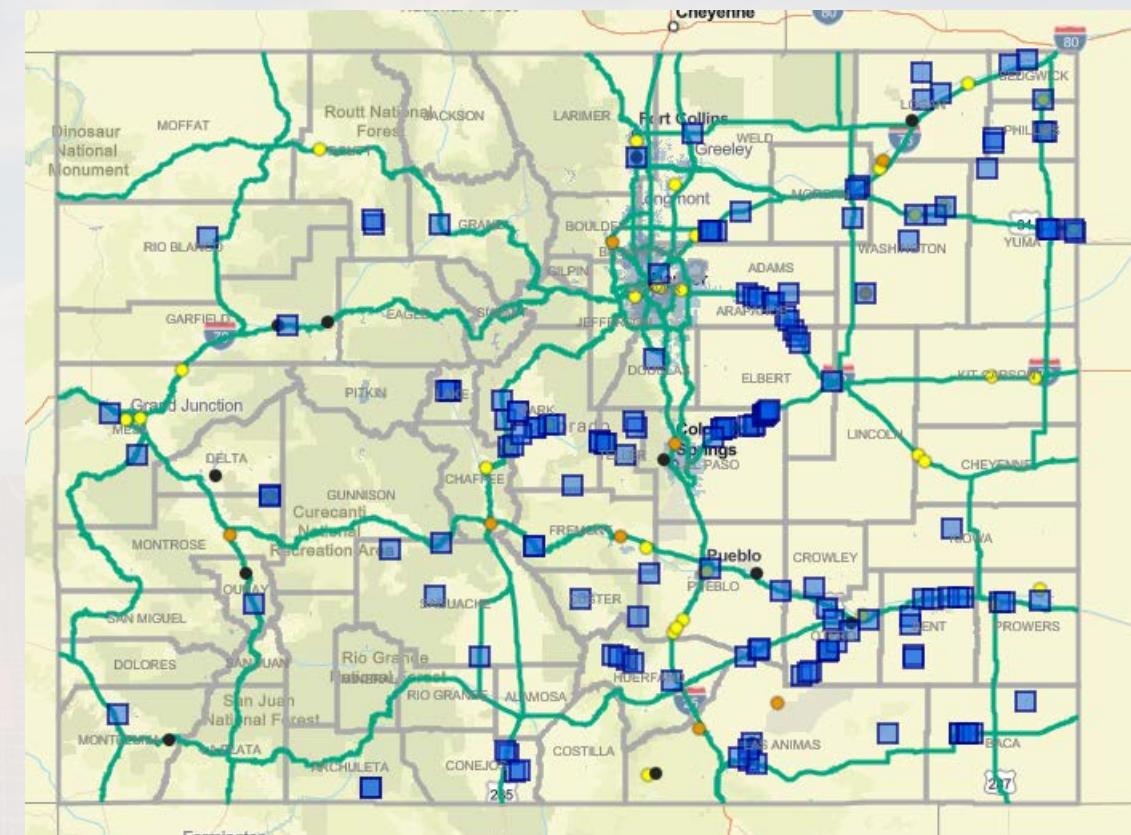
# Timber Structure Repairs on Truck Routes

**Location:** Along Colorado Freight Corridors

**Budget:** \$2 million from NHFP; Others Asset Management Program

## Benefits:

- Extensive cost savings compared to bridge replacement - \$2 million vs. \$100,000 - \$200,000 with treatments.
- Improves load rating more quickly and provides alternative route(s) for heavy trucks
- Extends bridge life by estimated 30 years
- Does not remove historical status
- Reduces GHG emissions with shorter routes
- Improves system resiliency and redundancy
- Reduces bridge inspection frequency



# Monument Area Chain Stations

**Location:** North and South of Monument on I-25 (final locations and design TBD with Region Staff)

**Budget:** \$3 million from NHFP

## Benefits:

- Increases the opportunity for commercial vehicles to safely chain up and/or down during winter storms
- Supports Colorado Freight Plan Goals to:
  - Enhance safety and security for commercial carriers,
  - Improve mobility and efficiency of the movement of goods
  - Increase economic vitality
  - Improve environmental sustainability



# Weigh-In-Motion Program & Safety Enhancement

**Location:** All physical Ports of Entry (POE) sites (9); 1 virtual POE

**Description:** Includes site inspection of POEs and identification of WIM system priorities; Fund repair or replacement of WIM scales and evaluate addition of safety enhancements, such as lighting or barriers.

**Budget:** \$2 million from NHFP

## Benefits:

- Increases safety
- Ensures functionality of WIMS
- Compliance with State and Federal regulations regarding WIMS and POE program



# Special Request: I-70 Runaway Ramp Hazardous Materials Containment System

**Location:** I-70 West: Vail Pass

**Description:** Adding a hazardous material containment system to a location previously approved for NHFP funds. Since the initial award, the containment system is a new requirement and the original project budget did not account for it.

**Budget:** \$2 million from NHFP

## Benefits:

- Compliance with Federal regulations
- Avoids truck related environmental spills at runaway ramp location
- Speeds cleanup and reduces cost



# FY 21 NHFP Available Funds

<b>FY 21 Allocation</b>	<b>\$22,545,563</b>
<b>Executive Priority Projects</b>	<b>(\$7,000,000)</b>
<b>Special Request (I-70 Runaway Ramp Haz Mat Containment System</b>	<b>(\$2,000,000)</b>
<b>Remaining for Selection</b>	<b>\$13,545,563</b>

# Application (Quantitative/Qualitative)



## Accessible Data

All criteria draws from data publicly available or within CDOT



## Transparent Scoring

Applicants can calculate score prior to submission



## Grouped by Project Phase

Study, Design, Implementation



## Linked to CDOT Goals

Truck Parking, Truck Safety, Truck Mobility

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

COLORADO Department of Transportation

**Project Criteria**

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

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

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

21. Does the project implement any of the following to address issues in corridor (select all that apply)?

a. Improve signage or pavement markings  
 b. Improve roadway geometry or provide shoulder widening  
 c. Add centerline or shoulder rumble strips  
 d. Widen a shoulder that is 2' or less  
 e. Install systems to improve truck driver behavior

22. Does the project provide other safety improvements to address known issues in the corridor?  
Yes  
If yes, describe:  
23a. Evaluate the overall impact this project has on improving safety in the corridor or adjacent area of influence (applicant):

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

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

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

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

27. Does the project remove any other geometric barriers for trucks?  
Yes  
28. Does the project mitigate a bridge weight limit restriction? If yes, indicate color code.  
Yes, Black

29. Does the project achieve any of the following (select all that apply)?

a. Take action to improve congestion at a bottleneck location identified in the current Freight Plan  
 b. Mitigate an oversize/overweight restriction  
 c. Separate at-grade crossings  
 d. Add a passing lane

30. Does the project add other mobility improvements to address known issues in the corridor?  
Yes  
If yes, describe:  
31a. Evaluate the overall impact this project has on improving mobility in the project area (applicant):

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

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

# Application Review

## Non-Qualitative Considerations

**Project Readiness:** How and when would the funds be expended?

**Geographic Equity:** Should each of the Regions that submitted projects receive at least one award.

**Freight Stakeholder Input:** Viewpoints of the Freight Industry and Freight Advisory Committee (FAC) of the projects being put forth and nexus to freight mobility and safety.

**Mix of project types:** Ensure that there is a good mix of project types: safety, parking, technology, design, construction, etc.

# I-70 WB Climbing Lane: Bakerville to EJMT – Region 1

- **Recommendation: \$1.5M**
- **Adds climbing lane for slower moving trucks**
- **Reduces congestions and emissions caused by trucks and RV's**
- **Improves Air Quality**
- **Includes safety upgrades**
- **Current Level of Safety Service = 4**
- **Supported by the I-70 Coalition**
- **In the 10 Year Plan**



## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# I-70 EB Runaway Truck Ramps at Denver West and Mt Vernon – Region 1

- Recommendation: \$0.5M for preconstruction / design
- Constructs runaway ramp near bottom of extended 5.8% downhill grade
- Provides trucks, with compromised brake ability, a safe option before entering urban congestion
- Location of severe crash in April 2019
- Includes increased signage consistent with Whole System, Whole Safety initiative
- Includes hazardous materials containment system
- In 10 Year Plan



## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# I-70 EB Aux Lane Frisco to Silverthorne – Region 3

- Recommendation: \$3.5M
- Adds Aux lane for slower moving trucks
- Provides third lane across bridge at Silverthorne, removing merge point for trucks
- Lengthens off-ramp for trucks hauling hazardous materials or oversize/overweight to exit to US 6
- Adds six truck parking spots at Frisco to a corridor with a substantial shortfall of truck parking spaces
- Supported by CMCA, I-70 Coalition, and local agencies



## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# SH 71 Climbing Lanes Project – Region 4

- Recommendation: \$1.5M for design
- Heartland Expressway Corridor, part of Ports to Plains Alliance
- Adds climbing lanes at three select locations where there are no shoulders or passing opportunities
- Highway segment with greatest Cost/benefit ratio in SH 71 Diversion Study
- Supported by ETPR, UFRTPR, Ports to Plains Alliance, and local agencies



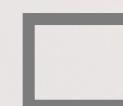
## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# US 34 Weather Cameras – Region 4

- Recommendation: \$0.52M
- Real time weather and pavement information
- Enhances ability to respond to changing conditions
- Provides real time information and video via CoTrips to truckers



## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# I-25 / Wellington Interchange Truck Parking – Region 4

- Recommendation: \$0.5M
- Funds for parking lot design
- Adds 20 ~ 50 parking spaces, dependent on environmental and ROW constraints
- Corridor identified in Truck Parking Assessment as having one of the highest shortfall in truck parking
- Located at north point of I-25 during snow or wind related closures
- Existing configuration is not functional for turning trucks back during snow events



## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# 2022 Chain Station Improvements – Region 5

- Recommendation: \$1.84M
- Constructs safe locations for chain up and chain down activities away from live traffic
- Reduces crashes caused by non-chained trucks
- Supports freight mobility
- Allows truck use of passes during weather events, avoiding 3~4 hour detours
- Supports economic health of local rural communities reliant on freight trucking for goods



## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# On-System Bridge Rating - Statewide

- **Recommendation: \$2.632M**
- **Accelerates the AASHTOWare bridge rating program**
- **Current load ratings are based on decades old data**
- **Updated rating will allow for better routing and management of OS/OW permits program**
- **Better routing will reduce Truck VMT and keep trucks off substandard roadways**
- **Concentrating effort on main freight corridors**
- **Implemented in conjunction with Staff Bridge**



## Truck Safety

Contributes to safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles, add shoulders or passing lanes, implement weather-related improvements, or provide safety information to travelers.



## Truck Parking

Improves truck parking access and technologies in alignment with prioritized list of truck parking improvement projects as outlined in the CDOT truck parking needs assessment.



## Freight Mobility

Project is directly connected to the reduction of freight network congestion and physical constraints to the movement of goods.

# Next Steps

- **July** - Update Freight Investment Plan for FHWA approval
- **August / September** - Award and distribute funding to Regions and HQ (dependent on FHWA FIP approval)
- **September/October** – Begin FY 22~23 selection cycle with Lessons Learned Exercise



# Questions?



**MEMORANDUM**

**DATE:** July 02, 2020

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

**FROM:** Rebecca White, DTD Director  
Theresa Takushi, Greenhouse Gas Climate Action Specialist

**SUBJECT:** GHG Pollution Reduction Planning Update and Next Steps

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**Purpose**

This memo explains the status of the GHG Transportation Pollution Reduction Process

**Action**

N/A

**Background**

One of the key recommendations stemming from the Governor's Greenhouse Gas Pollution Reduction Roadmap is the adoption of a new GHG Pollution Standard for the transportation sector. CDOT is working to ensure this effort is fully informed by transportation stakeholders from around the state. CDOT's Transportation Advisory Group has been an integral part of this process.

Also, to date, CDOT has held over 50 stakeholder meetings, including 11 regional meetings, and reached approximately 800 stakeholders. The outreach has focused on seeking input on the overall concept of setting a GHG budget for transportation plans; including identifying concerns and factors CDOT should consider. CDOT continues to work closely with CDPHE and the MPOs. The Department plans to continue to engage stakeholder groups, including the Advisory Group, on an ongoing basis.

This month, staff will provide STAC with an update on the rulemaking, including:

- A recently prepared DRAFT Policy Memo, which discusses the key policy issues inherent in the rule and provides broader context for how this rule fits into the Department's related work. We've received a number of comments on the paper and look forward to hearing from the STAC.
- Senate Bill 21-260, which includes new language specific to this rulemaking.



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## Draft Greenhouse Gas Pollution Standard For Transportation Planning

STAC - July 2021



# Outline

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- SB 260 - elements
- Planning Rule Approach
- GHG Policy Paper
- Stakeholder Engagement
- TC Rulemaking Process



# GHG Transportation Planning Rule

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- For much of the last month, CDOT and CDPHE have paused on rule development and stakeholder outreach in order to allow the legislative process on SB260 to play out.
- During this time, CDOT also has been preparing a framing paper that explains the major policy issues inherent in this approach and provides the fuller context for how this rulemaking fits into the Department's broader effort to address GHGs.



- SB260 clarifies the regulatory landscape in some key ways; including the role of the Transportation Commission and CDOT.
- CDOT/TC action now focused on conducting a formal rulemaking vs policy directive only.
  - Plan to amend existing planning rules
  - A policy and/or procedural directive will likely still be required but would follow after rulemaking



# SB260 Provisions

- By July 1, 2022 develop and implement procedures and guidelines requiring CDOT and MPOs to:
  - Implement relevant rules issued per 25-7-105
  - Otherwise reduce GHGs to help achieve progress toward HB1261 goals
  - Apply the same level of analytical scrutiny to GHGs as to other pollutants of concern and consider the impact of induced demand
  - Consider the role of land use and develop strategies to encourage land use decisions that reduce VMT and GHGs
- While these new policies and procedures must be in place for the next 10-Year Plan adoption (and all future planning cycles), SB260 also establishes a loss of flexibility in MMOF expenditures if CDOT, DRCOG and NFRMPO do not update their plans to comply with these new policies by October 1, 2022.



# CDOT GHG Policy Paper

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- Explains intent of rule and key policy issues
- Builds understanding around concept and its intricacies
- Provides initial drafting for rulemaking and format to advance regulatory concepts in a more plain-english format



# Stakeholder Outreach Continues

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**GHG Advisory Group**

Meeting with key stakeholder groups to discuss elements of the Rule

Planning public meetings

Email Blast to our Stakeholder Group



# Public Engagement in Rulemaking Process

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## User-friendly and Inclusive Rulemaking Process

- Party Status is not necessary- all interested parties are encouraged to fully participate in the rulemaking process
  - <https://www.codot.gov/business/rules/stakeholder-engagement-protocol-workshops>
- Multiple Opportunities for Public Comment
  - Department rulemaking often includes one or more stakeholder sessions/opportunities to review potential rules and issue so that we may consider stakeholder comments even before filing the rules
  - Submission of written comments prior to the Rulemaking Hearing
  - Oral testimony and submission of written comments at Rulemaking Hearing



# DRAFT Rulemaking Timeline

subject to change and refinement due to TC action and as rulemaking is developed

## DRAFT

### Authorize Rulemaking

Transportation Commission authorize staff to commence rulemaking and delegates a Hearing Officer to conduct rulemaking hearing.

### Rulemaking Hearing

Opportunity for Public Testimony and Submission of Written Comments

### Rule Effective

Rule becomes effective.



### Notice Rulemaking

Notice the rulemaking with Secretary of State and public comment period begins.

### Adopt Rule

The Transportation Commission considers Proposed Rule for Adoption.

Written Comment Period



## Near Term Next Steps

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TC to determine in July whether to commence rulemaking.

Statewide public meeting (July).

Continued engagement with key stakeholder groups and advisory group.