



Statewide Transportation Advisory Committee (STAC)

May 14, 2021

9:00 AM – 12:00 PM

Video Conference

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the April Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:20 **State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- Break**
- 10:30-10:50 **2045 Statewide Plan Debrief Summary (Informational Update)** – Marissa Gaughan, Multimodal Planning Branch Manager
- An overview of the lessons learned from the 2045 statewide planning process
- 10:50-11:10 **Update on GHG Proposed Rulemaking and Policy Directive (Informational Update)** – Rebecca White, Director, Division of Transportation Development (DTD) and Theresa Takushi, Greenhouse Gas Climate Action Specialist
- Update on the GHG rulemaking and the CDOT GHG policy directive
- 11:10-11:30 **Historic Bridges and Colorado’s Most Endangered Places List (Informational Update)** – Lisa Schoch, CDOT Senior Historian, DTD
- Overview of CDOT’s Historic Bridge Program
- 11:30-11:45 **Central 70 Project Update (Informational Update)** – Bob Hays, Central 70 Project Director
- Informational project status update
- 11:45-12:00 **Other Business** - Vince Rogalski, STAC Chair
- Possible in-person STAC meeting in June



Statewide Transportation Advisory Committee (STAC)
Meeting Minutes

Location: Via Web Conference

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

Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Ashley Stolzmann, Tammy Maurer, Ron Papsdorf	Gunnison Valley:	Roger Rash (left at 10:00am)
Central Front Range:	Dick Elsner	San Luis Valley:	Keith Baker, Vern Heersink
Eastern:	Trent Bushner	South Central:	Walt Boulden
Grand Valley:	Dana Brosig, Dean Bressler	Southeast:	Stephanie Gonzales, Jim Baldwin
Intermountain:	Bentley Henderson	Southwest:	Sarah Dodson Hill
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Upper Front Range:	Scott James, Elizabeth Relford
Northwest:	Heather Sloop	Southern Ute Tribe:	Not represented
Pikes Peak Area:	John Liosatos, Erik Stone, Kathryn Wenger	Ute Mountain Ute Tribe:	Bernadette Cuthair
Pueblo Area:	Chris Wiseman, John Adams	FHWA:	John Cater, Bill Haas
		FTA:	Kristin Kenyon

Karen Stuart (Transportation Commissioner)
Sidney Zink (Transportation Commissioner)
Eula Adams (Transportation Commissioner)
Andy Karsian (State Legislative Liaison)
Steve Harelson (CDOT Chief Engineer)
Keith Stefanik (CDOT Deputy Chief Engineer)
Jeffrey Sudmeier (CDOT Chief Financial Officer)
Sally Chafee (CDOT Chief of Staff)
Matt Inzeo (CDOT Director, Communications Office)
Rebecca White (CDOT Director Division of Transportation Development)
Marissa Gaughan (CDOT Manager Multimodal Planning Branch)
Theresa Takushi (CDOT Greenhouse Gas Climate Action Specialist DTD)
Mike Timlin (CDOT Acting Director Division of Transit & Rail)
Sharon Terranova (CDOT Planning Manager Division of Transit & Rail)
Jamie Collins (CDOT STIP Manager DTD)
Heather Paddock (CDOT Region 4 RTD)
Paul Jesaitis (CDOT Region 1 RTD)
Jerad Esquibel, (CDOT Director, Division of Project Support)

Kay Kelly (CDOT, Director of Innovative Mobility)
 John Lorme,(CDOT Division of Maintenance and Operations)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> ● <u>Motion</u> by Bentley Henderson to approve the March 12, 2021 STAC meeting minutes, seconded by Dick Elsner. ● Minutes approved unanimously. 	Minutes approved
CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director	<ul style="list-style-type: none"> ● No update provided. <u>STAC Discussion:</u> <ul style="list-style-type: none"> ● None 	No Action.
Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> ● A presentation was given on the options for I-70 Floyd Hill improvements. A viaduct is currently the most likely and viable choice to be recommended; \$700 million is needed to complete all the improvements, with phasing options being considered. ● The Revitalizing Main Streets (RMS) program was approved for an additional \$30 million with funding available in two programs ● A new Bustang Micro-mobility Van Service is being proposed to provide transit from Denver to several mountain resort areas. We'll hear more from Mike Timlin (DTR) today. ● Off-Highway Vehicles Special Permit for Lake City was approved for a three year extension. ● The final PD1601 Interchange Approval Process amendment and process was reviewed. ● The latest Safe Routes to School (SRTS) awards were approved, including one in Gunnison Valley region. ● The Commission is likely to return to in-person meetings beginning in June. STAC should also consider starting in-person meetings in June. <u>STAC Discussion:</u> <ul style="list-style-type: none"> ● Several STAC members expressed interest in returning to in-person meetings beginning in June. ● Considering some members are not-yet vaccinated, many prefer to continue having a remote participation option. ● Keith Baker: I think we should indefinitely have a remote option available for STAC meetings. ● Bernadette Cuthair: We also are in favor of a remote option, as it is challenging for us to attend otherwise. ● Trent Bushner, Dana Brosig and several others expressed the need/desire for a better audio solution in the Auditorium, if we continue to offer a remote participation option. 	No Action.

	<ul style="list-style-type: none"> ● Staff agreed to examine the current audio/visual set up and to prepare for a June STAC meeting that will effectively support both in-person and virtual attendance and participation by STAC members. ● Sidny Zink: Three Transportation Commission (TC) members will come to the end of their limited terms in June, which is why the Commission is considering meeting in person in June. 	
TPR & Federal Partner Reports	<ul style="list-style-type: none"> ● <u>DRCOG</u>: We held two public hearings at our last Board meeting, one on the Regional 2050 Plan and another on our FY2022-2027 Transportation Implementation Plan (TIP); Hearings on those will be held in April. ● <u>CFR</u>: We wish to thank Adam Lancaster for his service as TPR chair for many years. He has moved on and will no longer be STAC Alternate. Our new Chair and STAC Representative is Fremont County Commissioner Dwayne McFall, and Dick Elsner is now the STAC Alternate. Other than several paving projects that will get underway this year, not a lot is going on in the Region. ● <u>Eastern</u>: We met with our new CDOT Region Planner Josie Hadley. We met over an in-person lunch that was nice for a change from doing everything virtually. ● <u>Grand Valley</u>: At the upcoming April 26 Board meeting we will consider adoption of the FY2022-25 TIP. We will be joining CDOT next Tuesday for the US50 Delta Dips repair project groundbreaking. The Mobility Hub Siting Study is making progress. Following a new agreement with Greyhound, our downtown transit center will now see both Bustang and Greyhound services out of the same location. ● <u>Gunnison Valley</u>: Starting this week we will see closures on US50 in Blue Creek Canyon at Windy Point. This is a \$40 million project with \$18 million in Federal Lands Access Program funds. Several other projects will get underway including the Hwy92 bridge over the Gunnison River; Regions 3 and 5 will coordinate on a resurfacing project on Hwy149; and the Hwy141 and 145 resurfacing will be ready for the summer. Lake City was granted our remaining Multimodal Options Fund (MMOF) funding to be awarded to their existing project. ● <u>Intermountain</u>: There are several projects getting underway on I-70, including a culvert replacement on the west side of the Eisenhower Tunnel. The auxiliary lane between Frisco and Silverthorne may get underway in the summer. The second phase of the Hwy9 Gap project will start this summer also, installing a roundabout south of Breckenridge and widening to four lanes. There will be several other paving projects and repairs starting also, including continued work in Glenwood Canyon and some additional rockfall mitigation work there, plus they'll be doing some work to mitigate risk from the fire there this past year. ● <u>North Front Range</u>: At our April Board meeting, we adopted the region's first Transit Safety targets. Our new one-call, one-click program, now rebranded as Ride No-Co, has recently been providing transportation for vaccinations and launched a new website. The north I-25 construction continues, but was delayed some by the big snowstorm, and also had a big tanker truck fire spilling fuel and closing the interstate for 36 hours. The bridge over the river is under construction; that will provide a connection on the 40-mile long river trail there. 	No Action.

	<ul style="list-style-type: none"> ● <u>Northwest</u>: The CMAQ project paving to Fairgrounds will finally get underway. We are going to see US40 from Rabbit Ears all the way into Steamboat chip-sealed this year. We are also going to see some intersection projects done in Grant County. ● <u>PPACG</u>: We had no board meeting since last month, so nothing to report there. Thanks to CDOT Region 2 for getting the Research/Powers project out to bid quickly. ● <u>PACOG</u>: Pueblo West US50 project is continuing. We received a Safe Routes to School (SRTS) award for \$280,000. The County just approved an additional 4-lane arterial on the south side of town out to Pueblo West. We're down to two choices for SW Chief rail station location, which will most likely be downtown at the old station location. ● <u>San Luis Valley</u>: Several winter projects are starting back up finally including a crack seal on Poncha Pass, US50/291 intersection project east of Salida, and the US24/285 wildlife project. We are wondering, can the County use recovery funds for local projects? Also, Chaffee Shuttle is required to do an expensive study that they can't afford in order to use the Health Care Policy & Financing (HCPF) funds - we could use some assistance for that. ● <u>South Central</u>: At our last meeting, we discussed shifting some of the SB267 funding to do a shoulder widening on Hwy12 in response to the Elk Mine going in there, and we discussed the Revitalizing Main Streets program. The I-25 Exit 11 project is going to bid next week and will start in June. In discussions with the Elk Creek Mine folks, we found out they were planning to run trucks that are overweight for one bridge that's not being replaced until 2022; they're now going to run smaller trucks, but more frequently. ● <u>Southeast</u>: We also had discussion of RMS candidate projects. We will be hiring a new Mobility Manager next month, and we are working to complete some transit shelter installations. ● <u>Southwest</u>: We met yesterday also, and discussed the RMS program. We will have a busy spring with several paving and American with Disabilities Act (ADA) projects. The \$100 million Hwy160/550 project has been awarded and will get underway soon. Cortez has kicked off their MMOF project. ● <u>Upper Front Range</u>: The TPR has not met since the last STAC. We are waiting to see the language for the proposed transportation bill from the legislature. ● <u>Southern Ute</u>: No report. ● <u>Ute Mountain Ute Tribe</u>: Archie House, Jr. has been replaced by Lyndreth Wall, Sr. as the new STAC Representative. We are also advertising for a new Transportation Specialist, to be hired in May; that person will also contribute to STAC. And we are partnering with Montezuma County on a ditch repair project on County Road G within the reservation. ● <u>FHWA</u>: We held a very successful two-day workshop in Denver recently called Safe Transportation for Every Pedestrian (STEP), which is focusing on Ped issues. The attendance was maxed out, so we are looking to hold another in a few months. We are also holding a best practices peer exchange on pedestrian safety and making that our focus at the moment. Regarding Inactive Projects, Colorado is one of the best in the region getting money spent and projects closed very efficiently. 	
--	---	--

	<ul style="list-style-type: none"> ● <u>Federal Transit Administration (FTA)</u>: We are primarily focused on getting the 2nd and 3rd rounds of COVID relief money awarded from the \$30 Billion American Rescue Plan package. A big thanks to Director Lew for quickly signing apportionment letters allowing us to get grants to RTD. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Vince Rogalski: Recently, Senator Hickenlooper held a virtual round-table discussion to seek input about the transportation needs throughout the state; We discussed transit, shoulder safety, congestion and other issues. Governor Polis is also seeking input through virtual round-table discussion on the needs of the transportation system. 	
<p>State Legislative Report</p> <p>– Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> ● The Project Limit Bill, which would allow CDOT maintenance do work up to \$250,000 without having to go to bid, has passed the House Business Affairs Committee. The bill also clarifies that those maintenance workers aren't part of a contractor requirement for the Davis Bacon Wages. That saw an amendment to clarify reporting to the TC for maintenance projects before it was passed. ● There are discussions about greenhouse gas (GHG) emissions from construction materials. We are working through details before a Bill is drafted that makes sense and that quantify emission measurements. ● Senate Bill 200 has specific emission reduction requirements pertaining to implementing the state's GHG Roadmap that affects specific industries, particularly transportation. It also has to do with Environmental Justice and outreach to disadvantaged communities. ● We are also discussing SB137 which seeks to reimburse dialysis transportation costs; we are exploring how to use those new funds for that. ● The Procurement Method bill died last month. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Vince Rogalski: Senator Coram is touring the Little Blue Canyon project today along with Director Lew and discussing how we engage communities for projects like this. 	<p>No Action</p>
<p>Funding Bill overview</p> <p>– Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> ● Andy Karsian presented a summary overview of a transportation funding proposal being considered that generates new revenues from several fee sources and provides that funding to the state and local governments through new programs and through the Highway Users Tax Fund (HUTF). The proposal also reduces the existing FASTER Fees over 2 years. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Vince Rogalski: Will the MMOF funding still be distributed through the planning regions? ● Sally Chafee: The current proposal will maintain flexibility in the MMOF program for regions to use it as they need. ● Ashley Stolzman: Please follow up with us on that; we have heard differently – that it will be awarded through a CDOT competitive process. ● Sally Chafee: We will send MMOF program guidance to STAC members. ● Sarah Hill: Will transit operating also continue to be eligible in the MMOF Program? ● Andy Karsian: Yes, it will continue to have that eligibility. 	<p>No Action</p>

	<ul style="list-style-type: none"> ● Bentley Henderson: It mentions a Fix-It-First concept – what does that mean? ● Andy K: We will also follow up as we ascertain the intent of that. ● Scott James: Regarding the \$106 million to non-attainment areas - what are the strings attached? And will it be competitive selection process? There are multimodal projects already in the 10-year Plan and they should take priority with that \$106 million. It seems that only about 30% of these funds will go towards that 10-year Plan. Why? Are the sponsors planning to move more money into that 10-year Plan? We went through the process to develop that Plan and I feel the legislature should honor it. I would also ask that they honor the commitments to the SB267 Certificates of Participation (COPs). Are they simply recommitting those COPs or is this committing more money on top of that? Why do away with the Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) fees? It seems that program has been working, so why get rid of it? Why the ramp up of electric Vehicle (EV) fees since they are having impacts now? ● Andy Karsian: Regarding the non-attainment fund, we're still working through details and I will provide information when we have it. Regarding the multimodal projects, the intent is to establish a steady funding stream for multimodal projects that we don't have now that will allow funding also for GHG and fleet electrification projects. As for the ramp up of EV fees – I think the idea may be to avoid any undue burden on current owners. ● Sally Chafee: Currently, there are not a lot of EVs on road, so the revenue impacts are very minimal at this point. ● Ashley Stolzman: I need a better explanation of why FASTER fees are being reduced. On the Package Delivery fees, we also need to understand those better. Also, why is CDOT not pursuing vehicle miles of travel (VMT)-based fees instead of so many other fees? And we need more clarity and assurances on MMOF – I would like it to be distributed to the Transportation Planning Regions (TPRs)/ Metropolitan Planning Organizations (MPOs). ● Andy Karsian: The online package fees, curb management fees – prevents Lyft and Uber from stopping in middle of road. Regarding the MMOF – some funds need to stay with CDOT to fund Bustang and other statewide multimodal needs. The VMT fee concept faces many challenges – technologically it is very difficult, and politically it's not popular and privacy security is not well understood or accepted. ● Suzette Mallette: Considering these new funds will be distributed using various means, the Highway Users Tax Fund (HUTF), the MMOF distribution: Do we have an idea how all of it gets split out to regions and to MPOs or TPRs? ● Jeff Sudmeier: HUTF funds will use existing distribution structure: 18% goes to cities, 22% to counties and 60% to CDOT. ● John Liosatos: Will HUTF funds be required to direct 10% to multimodal projects, including existing funds? Regarding the FASTER reduction – do we have a sense of the impacts to local governments? ● Andy Karsian: FASTER reductions affect only the portion going to CDOT. 	
--	--	--

	<ul style="list-style-type: none"> • Scott James: Why are there no funds proposed to go through High Performance Transportation Enterprise (HPTE) to create bonding opportunities? • Sally Chafee: That's not been a priority of the Bill sponsors. HPTE statute would also have to be restructured to be able to use it for infrastructure maintenance. • Jeff Sudmeier: The need for bonding is not there over the next few years because of SB267. This is intended to keep us whole over the long-term as gas tax revenues continue to decline. • Ron Papsdorf: If MMOF's intent is to mirror existing distribution, I suggest the 50/50 match requirement be reduced on sustained funding, perhaps to 20%. <p><i>Break began at 10:32am, resumed at 10:40am</i></p>	
<p>Bustang Micro-Transit Project</p> <p>– Mike Timlin, Interim Director, Division of Transit and Rail</p>	<ul style="list-style-type: none"> • CDOT proposes to implement a new micro-transit service providing van transit service to local riders from locations in the Denver Area to various resort locations. • Service would start in December with Friday, Saturday and Sunday services. • CDOT confirmed with existing private resort transportation service providers that the new service would not compete with theirs, which caters to tourist customers coming from the airport. • While CDOT is required to maintain a 20% minimum farebox recovery rate, the new service is expected to operate at 40% recovery rate, similar to the existing Bustang service. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> • Bentley Henderson: When this begins in December, will this be an hourly service? • Mike Timlin: Yes, and these will be augmenting the existing Bustang services. • Bentley H: I think both Summit Stage Transit and the Intermountain TPR will be supportive of this proposal. From an operational standpoint, there are a large number of vehicle trips operating daily through the Frisco Transit Center. We should have a conversation off-line to coordinate on this and ensure we're not over-loading that facility's capacity. And if you're able, we'd like to invite you to bring this presentation and discussion to the TPR next week. • Trent Bushner: We should not be providing these services, especially at a 20% recovery rate. Only private service providers should provide it. Instead we should be providing more transit services to our seniors. • Ashley Stolzman: CDOT's investment in this service accomplishes our mobility goals in a much less expensive way than roadway investments. A 20% return wouldn't be great, but the alternative has a zero return. Instead, we should continue to find creative ways to fund these solutions as they benefit the whole system. • <u>Motion</u> by Keith Baker to approve a recommendation to the TC to create and fund the Bustang Micro-transit program as proposed; seconded by Bentley Henderson; Motion approved affirmatively with Eastern TPR voting No 	<p>Motion to Support</p>

<p>SB 267, 3rd Year Funding Summary</p> <p>– Marissa Gaughan, Manager, Multimodal Planning Branch</p>	<ul style="list-style-type: none"> ● Staff provided a summary of the projects proposed for funding, assuming \$500 million in proceeds and \$50 million going to Transit. ● The current slate of transit projects were considered by the Transit & Rail Advisory Committee (TRAC) last month and received full support of the selection of projects, minus one member that abstained. ● No action is needed by STAC currently. Once the actual amount of COP proceeds are determined, staff will return to STAC to finalize the project selection. <p>STAC Discussion: None</p>	<p>No Action</p>
<p>GHG Rule Making Update (Information Update)</p> <p>– Theresa Takushi, Greenhouse Gas Climate Action Specialist, DTD</p>	<ul style="list-style-type: none"> ● A review was provided of HB1261, the GHG Roadmap, outreach and stakeholder contributions and the main elements included in the draft GHG Transportation Planning Rule. ● The Planning Rule will be adopted through the Colorado Department of Public Health and Environment (CDPHE) in partnership with CDOT, and approved by the Air Quality Control Division ● The Energy & Emission Reduction Policy Analysis Toolkit (EERPAT) will provide modeling to support Cost/Benefit Analysis ● The Rulemaking process will begin with a Request for Hearing on May 20, 2021; Meanwhile CDOT will continue meeting with the Advisory Group and...11:39 <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● Scott James: One of the options the proposal mentioned was land use, which is explicitly a local responsibility. What role will this policy play in dictating how we make local land use decisions? ● Theresa Takushi: It will look at Land Use as one of the scenarios to address GHG emissions; it does not say Land Use has to be considered or included. ● Scott James: The GHG Roadmap lays out a set of goals, but it does not have statutory authority, which lies with the Environmental Protection Agency (EPA). I want to understand where this authority comes from, because the federal Clean Air Act reserves to the EPA the job of regulating mobile sources. ● Theresa: It is best we leave it to legal counsel to answer the legal authority question. I would refer you to CDPHE's public comment process in the formal rule making. 	<p>No Action</p>

<p>Statewide Transportation Improvement Program (STIP) Public Hearing</p> <p>- Jamie Collins, STIP Manager, DTD</p>	<ul style="list-style-type: none"> ● Next week the TC will have a public hearing on the FY2022-FY2025 STIP. It will then be considered for adoption in May before going to FHWA for approval. <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● None 	<p>No action.</p>
<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● Aaron Willis provided an update on the PD 1601 Interchange Approval Process amendment, with additional clarification on Travel Demand Management (TDM) definition; and clarification on definition of Multimodal Hubs, and examples of type 1 and type II Interchanges. ● The next STAC meeting is scheduled May 14, hosted via Zoom. ● June STAC meeting will be held in-person at CDOT Headquarters, with a remote attendance option still available. 	<p>Adjourned.</p>

STAC ADJOURNED at 11:51am

The Transportation Commission Workshops were held on Wednesday, April 14, 2021 and the Regular Meeting was held on Thursday, April 15, 2021. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.

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

Transportation Commission Workshop NOTES

Wednesday, April 14, 2021, 11:45 am – 5:00 pm

Attendance:

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.

Joint Session with HTPE/BE: Discuss and Approval of Central 70 Refinancing Documents and Related Project Documents (Proposed Resolution #BE 3, #BE4, and #BE5) (Nick Farber and Keith Stefanik)

Purpose: The purpose of this joint session was to summarize the proposed changes to the Central 70 commercial and financial documents, including the Fourth Amendment to the Project Agreement (the “PA Amendment”), the 2021 Memorandum of Settlement, the Amended and Restated Intra-Agency Agreement (the “IAA”), and related financing documents associated with the refinancing of debt on the Project.

Action: Staff requested that the BE, HPTE Board of Directors (“Boards”) and the TC approve each respective resolution as submitted.

A formal meeting of the Bridge Enterprise (BE) Board was called to order.

Attendance/Roll Call: Transportation Commissioners Karen Stuart (Chair), Kathy Hall, Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Donald Stanton, Sidney Zink, Eula Adams, Barbara Vasquez, and Lisa Tormoen Hickey.

CDOT staff and legal counsel affirmed that the proposed resolutions before the Board have been thoroughly reviewed and recommend their approval by the Board today.

Proposed Resolution #BE-21-4-3:

- No public comments were submitted.
- **Motion by Commissioner Hall to approve; Seconded by Commissioner Vasquez; Approved on April 14, 2021 unanimously.**

Proposed Resolution #BE-21-4-4:

- No public comments were submitted.
- **Motion by Commissioner Beedy to approve; Seconded by Commissioner Stanton; Approved on April 14, 2021 unanimously.**

Proposed Resolution #BE-21-4-5:

- No public comments were submitted.
- **Motion by Commissioner Hall to approve; Seconded by Commissioner Hickey; Approved on April 14, 2021 unanimously.**

Bridge Enterprise Board meeting was adjourned.

A formal meeting of the HPTE Board was called to order.

Attendance/Roll Call: Transportation Commissioner Shannon Gifford (Chair), Margaret Bowes, Cecil Gutierrez (Director), Travis Easton, Commissioner Karen Stuart, Anastasia Khokhryakova, and Transportation Commissioner Donald Stanton.

CDOT staff and legal counsel affirmed that the proposed resolutions before the Board have been thoroughly reviewed and recommend their approval by the Board today.

Proposed HPTE Resolution #354:

- No public comments were submitted.
- **Motion by Director Gutierrez to approve; Seconded by Margaret Bowes; Approved on April 14, 2021 unanimously.**

Proposed HPTE Resolution #355:

- No public comments were submitted.
- **Motion by Travis Easton to approve; Seconded by Commissioner Stanton; Approved on April 14, 2021 unanimously.**

The meeting of the HPTE Board was adjourned.

The regular Transportation Commission Workshops resumed.

Right of Way Condemnation Authorizations (2) (Steve Harelson)

Post Americo Real Property Condemnation Authorization Requests

Purpose: Summary presentations on proposed Region 4 right-of-way (ROW) condemnation authorization requests related to:

- I-25 Express Lanes SH 7 to SH 1, Project Code: 22831
- I-25 North: SH 402 to SH 14, Project Code: 21506

Discussion:

- Brief discussion centered on the negotiations between CDOT and landowners. Staff indicated that the lack of a counter-offer from the landowner is likely a strategy believed to leverage their position when it goes to condemnation.

Budget Workshop (Jeff Sudmeier and Bethany Nichols)

Purpose: To review the ninth 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 Transportation (TC) review and approval of the ninth amendment to the FY 2020-21 Annual Budget. The ninth amendment consists of one item that requires TC approval resulting in the reallocation of \$1.0 million from System Operations to Agency Operations and repurposes \$1.0 million within Agency Operations from the ITS budget specifically for the Division of Maintenance and Operation's Joint Operations Area (JOA) budget.

Discussion:

- No Discussion

FY 2022 Office of Innovative Mobility (OIM) Budget Workshop and Progress Report (Kay Kelly)

Purpose: This workshop provided a review of the CDOT OIM accomplishments in FY21 and proposes an OIM project budget for FY22.

Action: This is presented as an informational item this month and the Commission will be asked to approve the FY 22 Innovative Mobility project budget as part of the May 2021 Budget Supplement.

Discussion:

- Regarding state employee Travel Demand Management (TDM) strategies, some Commissioners expressed a need to continue offering benefits such as the Eco Passes, so that when staff begin

returning to the workplace, they return to using public transit and other alternative means to commute. CDOT is working currently on alternatives to the Eco pass that would continue to provide paid transit service for workers.

- Commissioners expressed a desire to have a follow up presentation and discussion that gets more in-depth into CDOT's autonomous vehicle program to understand specifically what we are working towards.
- CDOT is collaborating directly with the Governor's Energy Office on an Electric Vehicle (EV) Equity Study to understand whether the State's investments into EV infrastructure and programs were equitably benefitting the state's more disadvantaged populations. In terms of infrastructure investments, the focus is to provide a comprehensive network of public charging that will benefit not just recreational travelers, but also the people living in those rural regions that commute on those routes.
- As large freight shippers and delivery companies expand to new distribution centers and consider fleet electrification, CDOT is working with the Freight Advisory Committee (FAC) and Colorado Motor Carriers (CMCA) to find ways to negotiate with the energy providers, to access grant funding programs and to generally help those electrification efforts be successful.
- Efforts are also made through the FAC and the CDOT Freight Office to find ways to help medium and smaller freight carriers benefit from logistics software and optimize their operations to improve mobility and reduce congestion.
- Some discussion also centered around support for providing greater resources for non-emergency medical transport in rural areas, and for including future freight needs considerations in long-term planning to alleviate congestion impacts, and to ensure certain industries are not unfairly impacted.
- Commissioners asked about how CDOT will manage knowing where disproportionately impacted communities are in the efforts to reduce greenhouse gas emissions. The Colorado Department of Public Health and Environment (CDPHE) is developing a tool called the "climate equity data viewer", which combines a number of demographic data points with air quality and climate data to provide a census block level scoring. This will support equitable implementation of the state's greenhouse gas (GHG) reduction and electrification efforts, and potentially have a direct effect on the competitive selection of projects to be funded.

SB 267 Year 3 (Rebecca White and Sharon Terranova)

Purpose: In February, staff provided a recap of the Senate Bill 17-267 (SB 267), Senate Bill 18-001 (SB 1), Senate Bill 19-262 (SB 262) funding decisions and fluctuations, and projects funded to date in Years 1 and 2 along with federal stimulus funding. In March, staff presented SB 267 Year 3 Project Options (Highway + Transit) focused on bringing us closer to our regional equity goals. The Year 3 project options assumed a funding scenario of approximately \$500 million.

This workshop built onto the information presented over the last two months to provide summary statistics about what the delivery of Year 3 projects will accomplish for the state for both highways and transit (mobility hubs). An update on Burnham Yard was also a part of this briefing.

Action: No Action is required.

Discussion:

- Staff provided a summary of the projects proposed for funding, assuming \$500 million in proceeds and \$50 million going to Transit.
- Staff clarified that the 580 miles of resurfacing provided in the rural paving program are not fully funded through the SB267 funds, but are combined with other surface treatment and bridge enterprise funds to deliver the full program.
- Once the actual amount of COP proceeds are determined, staff will return to the TC to finalize the project selection.

Burnham Yard Acquisition - Update (Nick Farber)

Purpose: To provide an update on the acquisition plan for Burnham Yard and to respond to questions and concerns raised during the February Commission meeting regarding future I-25 development plans, partnership

funding, and potential financial risks to CDOT in acquiring and later selling parcels that are not needed for transportation-related development.

- The Office of Economic Development and International Trade (OEDIT) will contribute \$5 million to mitigate the potential financial risk to CDOT for currently unknown environmental cleanup costs.
- CDOT is under a deadline to close on the purchase by May 27. The Commission will consider approval in May of the Interagency agreement with HPTe and approval of the purchase agreement.

Mobility Hubs Program Overview (Kay Kelly)

Purpose: To provide an overview and description of CDOT's program to develop Mobility Hubs.

- Mobility Hubs are "transportation centers at select locations, which emphasize multimodal options, seamless mode-to-mode transitions, real-time passenger information, convenience, and opportunities to create higher intensity transit friendly development surrounding these hubs."
- CDOT Mobility Hub program seeks to re-envision traditional park and ride facilities and locations to support increased transit ridership, increase safety and reduce travel times, decrease vehicle miles of travel (VMT), mitigate air quality impacts, and decrease congestion on major corridors.
- CDOT currently has 20 Mobility Hub locations planned and 16 currently prioritized in the 10-year Plan.

Discussion:

- Some Commissioners felt bicycle facilities should be a mandatory or at least a recommended feature of any Mobility Hub, such as bike racks or lockers, as well as pedestrian facilities if they are not already present.
- CDOT executes agreements with the local entities that set maintenance expectations and also makes arrangements for safety, policing, snow removal and other public needs.
- Hub locations are located based on analysis of travel demand patterns and proximity to users, with consideration of population demographics to ensure equal environmental justice.
- Concerning commercial activities within Mobility Hubs that provide conveniences such as a coffee shop, staff affirmed that it is strictly prohibited from commercializing public right of way. Staff were asked to look into whether there would be any possibility of allowing commercial developments within a Mobility Hub, but outside of the public right of way.

1601 Interchange Approval Policy Directive Revision (Aaron Willis)

Purpose: Staff is seeking TC approval of the revised interchange approval policy 1601. Staff will submit the interchange approval procedural directive to the CDOT Executive Director for approval later this month.

Action: Staff is requesting TC approval of the revised 1601 Policy Directive.

Discussion:

- Staff clarified that although the accompanying Procedural Directive was included in the packet, only the Policy Directive is being considered for adoption by the Commission.
- The wide range of TDM strategies that are considered if implemented individually or in combination with others will achieve the intended reduction goals and therefore can be suited to the variety of situations that exist around the state, both urban and rural.
- Some believed CDOT may be overreaching its authority with a policy and procedure that presents a broad range of what could be required for an interchange approval and by trying to limit over time, what businesses and local governments can and can't do in the area of an interchange. Staff clarified that the intent in the policy is that local entities would maintain in perpetuity the TDM elements to which it agreed, but in no case would CDOT be going back several years later to challenge an entity on

whether they maintained the reduction goals. In all cases, it will be a local government as the applicant and they, in turn, are working out the details with developers and businesses.

Update on GHG Proposed Rulemaking and Policy Directive (Rebecca White and Theresa Takushi)

Purpose: This workshop presented an updated status of the GHG Transportation Policy/Rulemaking Process.

Action: N/A

Discussion:

- The Air Quality Control Commission is in the process of taking up a new regulation that would apply a greenhouse gas standard to our transportation plans and CDOT has had a very active role in development of the standard.
- Commissioners questioned whether it was more appropriate that the GHG Reduction Rule is being done by the Air Quality Control Commission (AQCC) than the Transportation Commission. The authority lies with the AQCC according to House Bill 1251, but the details of implementation will be set by the Commission. The AQCC will be invited to participate in conversations with the Commission to discuss the nature and details of the rule-making and its implementation to maintain appropriate level of authority with the CDOT.
- CDPHE continues to use a 100-year climate forcing calculation for methane equivalent, which is not consistent with 20 or 25-year baseline used by the Intergovernmental Panel on Climate Change (IPCC), and therefore may inaccurately show transportation as the current number one contributor to greenhouse gases. CDPHE has been encouraged to shift to the IPCC standard but has not done so.
- Considering CDOT can only affect a small amount of the total GHG's contributed through transportation, CDOT is taking care to set its obligations to GHG reduction at a commensurate level to its ability to control those GHG reductions.
- CDOT will need to consider how to provide leadership with its MPOs and other planning partners to encourage GHG reduction criteria be on-par with safety, mobility and equity, etc. when evaluating transportation projects. Increasing freight rail usage and investments in rail facilities will also be critical in maximizing reductions of VMT and emissions.

Environmental Overview (Rebecca White and Jane Hann)

Purpose: The purpose of this workshop was to present a summary of CDOT's Environmental Programs.

Action: Informational. No action required.

Discussion:

- Concerning CDOT's ability to maintain high standards for hazardous materials cleanup resulting from roadway spills, CDOT has a spill management plan that specifically addresses the standards and processes both our hazmat teams and outside contractors follow.
- Regarding snow-fences, CDOT is currently exploring live native shrubs as an alternative to the traditional wooden snow fences.

Meeting Adjourned close to 5:00 pm

Transportation Commission Regular Meeting

Thursday, April 15, 2021, 9:00 am to 11:00 am

Call to Order, Roll Call:

All 11 Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Sidney Zink, Eula Adams, Donald Stanton, Barbara Vasquez, and Lisa Tormoen Hickey.

Open Public Hearing and Receive Public Comments for Draft FY 2022-2025 Statewide Transportation Improvement Program (STIP) (Jamie Collins)

- Jamie Collins, CDOT STIP Manager, was available to hear any public comments. The FY 2022-2025 STIP Public Comment Period is now formally open and will be open until May 14, 2021.

Public Comments

- One written comment from Randy Wheelock in support of Bustang Micro-transit program was received.

Comments of Individual Commissioners

- Commissioner Hickey attended a recent outreach meeting that CDOT hosted to listen to the public voice concerns about safety on SH 115 from Penrose to Canon City, where aggregate quarries generate high truck traffic along a winding two-lane highway. At the same time the scenic beauty along the corridor, shows a real mix of the uses of the highway system, and the importance of balancing quality of life concerns and economic vitality concerns. This meeting really showed CDOT's commitment to responding and listening to the public's concerns, and also highlighted how badly we need funding to address these concerns.
- Commissioner Vasquez commented on the incredible depth and capability that was demonstrated at the workshop meeting yesterday. She called the public's attention to the accessibility of the workshop content through you tube, and how informative she thinks it would be for the public. She thanked Kay Kelly's Innovative Mobility Office staff for the brief on their accomplishments and what they plan for the year ahead.
- Commissioner Zink commended Julie Constan in how well she is doing in her new role as Regional Transportation Director (RTD) for Region 5. She attended six zoom county meetings, and a Transportation Planning Region (TPR) meeting, and she really appreciates how convenient zoom is making these meetings despite also being tired of the virtual format.
- Commissioner Stanton expressed appreciation for Randy Wheelock's comment about van micro transit, and was excited by all the topics that were discussed in workshop yesterday, and noted that he is proud of such innovative and resilient staff at CDOT.
- Commissioner Adams attended the April Statewide Transportation Advisory Committee (STAC) meeting, and it was really excited to see the work with all of the constituents. He attended Conference of Minority Transportation Officials (COMTO) meeting yesterday with Representative Gray and Winter to discuss the transportation legislation that was presented. Learning about the legislation inspired him to take a closer look at the history of legislation, and he is impressed with how thorough the new initiative is, and how many issues it addresses in a groundbreaking way.
- Commissioner Gifford – No comment.
- Commissioner Bracke echoed the appreciation for staff's work in the outreach that is going on around the reduction of GHG effort. The new legislation isn't perfect, but she thinks it's a good approach, balancing all the needs and challenges that the state faces. She is excited to see the federal infrastructure proposal as well, and is staying optimistic that it moves forward. She attended the North Front Range Metropolitan Planning Organization (MPO) meeting, and the North I-25 meeting, and expressed appreciation for all of the work around Northern Colorado
- Commissioner Beedy participates on the Freight Advisory Council (FAC), looking at how to better integrate freight planning into CDOT's practices. A follow up to Commissioner Thiebaut's comments regarding the importance of integrating different modes, was emphasizing addressing the overall system instead of focusing solely on issue specific initiatives like GHG, and maintaining a broad perspective to solve issues on a comprehensive scale.
- Commissioner Thiebaut echoed the comments from Commissioner Hickey about SH 115, and noted that it can be very unsafe if it isn't constantly kept up and improved. Ever since childhood he has traveled that road from Penrose to Colorado Springs, and he can attest to it being a safety concern. He also noted a great restaurant on the corridor that everyone should experience at some point called Juniper Valley Restaurant. He thanked staff in general, particularly, Herman and Jennifer's work preparing Commissioners for these meetings.

- Commissioner Hall remarked on how wonderful it was to see Executive Director Lew in person following her hard work on Little Blue Canyon. She commented on how exciting the groundbreaking ceremony was given all the work that went into making the project a reality. She welcomed Julie Constan as the new Region 5 RTD, and thinks Julie will be excellent in that position. Commissioner Hall has been working with Grand Junction and Mesa County on the mobility hub opportunity in that area.
- Commissioner Stuart expressed appreciation for Commissioner Hall's unique ability to get people engaged in projects like the mobility hubs. She commented on how impressed she was with the workshop presenters yesterday, and how exciting it is to see all the opportunities that are on the table now, and the opportunity to reduce GHG. Commissioner Stuart expressed how grateful and excited she is to be a part of it. She attended a number of listening sessions regarding the new funding bill, and is happy with how many good components the bill includes. She looks forward to seeing a draft bill soon. She commented on how far sustainable efforts have come from her days as Chair of Earth Day when she was in college. Her one big contribution in the past was developing a method for cooking hotdogs on a solar aluminum contraption, and is happy to see how much we've progressed since then. Appreciation was expressed for how collaborative the Memorandum of Understanding (MOU) for the Front Range Rail process was. Commissioner Stuart also attended a North Area Transportation Alliance meeting where Rebecca White, CDOT Division of Transportation Development Director, came to talk about the expanded Revitalizing Main Streets (RMS) program, and highlighting what that money can do. She echoed commissioner Bracke's I-25 proposal for improvements on I-25, and noted that it will be interesting to see if that moves forward. The amount of information that we got yesterday was pretty extraordinary, and provided a special thanks to Jane Hann, CDOT Environmental Programs Branch Manager, for the briefing on the environmental programs at CDOT.

Executive Director's Report (Shoshana Lew)

- The highlight of this month has been the opportunity to get out and see the progress on so many projects. She commented on how much she enjoyed engaging with the public to talk to them about their concerns on a tour of the Little Blue Canyon site. Although there were some difficult conversations, she was impressed with how the CDOT team went the extra mile to address concerns, and really taking the time to demonstrate what a great project it will be despite the challenges.
- A visit to the Delta Dips project occurred between Delta and Grand Junction,
- A visit to Montrose was exciting, and was pleased to see what Montrose has been able to achieve with support from CDOT Region 3. There are some really innovative multimodal projects including an underpass to improve connections to a multimodal path.
- There were a lot of discussions about the legislative funding package, and CDOT has been providing technical support for this effort.
- There is also exciting movement on the stimulus, and it's been wonderful to see the level of enthusiasm over the innovative programs being considered as part of stimulus.

Chief Engineer's Report (Steve Harelson)

- Chief Engineer Harelson provided a brief summary of a really interesting FLAP grant project on Mount Evans where they are conducting research to understand how to mitigate for significant frost damage around the lake. Because it passes through a wetland there are huge regulatory hurdles that add an extra layer of complexity to the project. They went into the project with the assumption that the impermeable road base that was used in 1920s was blocking the drainage flow, and hitting the impermeable barrier that was freezing at night. Given this theory they thought they would need to reconstruct the road with permeable material. But researchers actually found an alternative, and instead of the blocking the flow, the roadway heat that was generated in the summer and thawing the permafrost every summer was getting sucked under rather than flowing to wetlands. So now a solution is being developed to address the newly identified problem.
- Commissioner Beedy requested that Chief Engineer Harelson look into the possibility that a similar dynamic could be at play in the 6" shift of the road in his region from season to season.
- Commissioner Vasquez commented that she shared the excitement about a hypothesis being turned on its head, being a scientist.

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

- At the last board meeting they discussed an effort to explore the possibility of low income tolling for the Elyria-Swansea neighborhood on Central 70 and also discussed an unsolicited proposal for North I-25.
- They heard from Northeast Transportation Connections on a Transportation Demand Management (TDM) effort for Central 70.
- They approved their budget, which includes funding equipment for Westbound Mountain Express lanes project with toll revenue.
- They have been working hard on the Burnham Rail Yard acquisition, and that he will be leaving momentarily to meet with Colorado Office of Economic Development and International Trade (OEDIT) committee about the project.
- They received a triple B flat rating, just one level below investment grade, for the I-25 project, so they are now kicking off credit worthiness phase for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.
- They received an unsolicited proposal for I-25 North from segment 2 to segment 8. The proposal passed the threshold review and will proceed to phase 1 of the review for unsolicited proposals. He reminded the TC members that even if proposal makes it through this process, it then goes through the normal procurement process outlined in the P3 management guidelines.
- In response to a question from Commissioner Bracke about how the unsolicited proposal will impact the Build America Bureau process, Nick responded that they will work in parallel, so they will continue to work with the Build America Bureau, and the unsolicited proposal won't slow down that path.

Office of Government and Policy Relations Legislative Report (Andy Karsian)

- The State Budget has been the primary focus this month. The Budget passed the Senate with 35 amendments that came through Senate debate, which still went pretty quickly considering all the amendments.
- In the House there were 95 amendments that were discussed yesterday, and about nine had to do with transportation mirroring the Senate earmarking funds for transportation projects that had already been funded. One legislator wanted to take \$42 million away from the state employee raise to dedicate for C-470. None of these transportation amendments got into the budget, so the budget passed the House on the second reading, and it will be finalized today. It then goes to the Joint Budget Committee (JBC), which will be the deciding committee on what final amendments will remain. The budget that passed the Senate was about \$30 million in general funds in addition to what the JBC had allocated. The House stripped away all of that, added their own amendments, so now it is \$50 million in general funds above what the JBC had allocated. There was around a \$50 million window for JBC to work with to backfill for the pandemic, so we will see what the JBC does with that next week.
- For CDOT a dialysis program failed this year. The sponsor postponed in favor of working with stakeholders.
- Front Range Passenger Rail (FRPR) legislation is creating a district along the Front Range, and if it were to pass, it would include all counties along the corridor to form a rail district, and they could then put funding measures on the ballot. This draft legislation has strong sponsorship in both houses.
- They are drafting language for a funding bill, and also having conversations about environmental justice. Those will be top points of what we end up seeing in the bill.

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

- Pedestrian safety continues to be an area of priority.
- There was the Safe Transportation for Every Pedestrian (STEP) workshop to help local governments understand the tools available to improve pedestrian safety. This one was for Denver, and was so successful that FHWA is going to hold another. The workshop covered pedestrian refuge islands, hawks and beacons as some strategies as potential solutions that can be implemented. Later today a best practices webinar between CDOT and the Virginia DOT is focusing on what CDOT is doing for pedestrian safety.

- Good news tracking: In terms of tracking money, Colorado has the lowest rate of holding money in the country at 0.13% showing that money gets put to use quickly, so hats off to Executive Director Lew and the CDOT Division of Accounting and Finance (DAF).

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

- Interest was expressed in conducting in-person meetings again, so we think we might return in June, but will look into improvements to remote options for those that would need to travel long distances otherwise.
- Legislative update on the funding bill. All the issues in this bill and several MMOF programs and questions arose around whether it would continue to be distributed by the current formulas. Conflicting information was coming from other sources. The MMOF program would continue to be available for operating expenses associated with transit. Some expressed concern that the current match requirements are too restrictive and requested the match be lowered 20% to create a steady stream for MMOF investments that doesn't exist now. Some STAC members disagreed with reduction in FASTER funding. There were questions about electric vehicle (EV) fees being implemented too gradually given that EV is starting to increase, and we should be capturing that. Alternative VMT-based fee is not being implemented, and they requested that locals distribute the funding. Some discussed the need for a package fee and curb management fees to address current issues related to trucks stopping in the middle of the road to make deliveries.
- Micro-transit: There were comments about this being provided by the private sector. CDOT responded that this would be a different service than what is offered privately from airports. The STAC voted to approve this.
- They went through SB267 year 3 projects as a review.
- GHG rulemaking update: There is some concern about land use being a local decision and that the GHG rules can't include land use requirements, and they understood that reduction of goal is still a concern. There is concern that regulating air quality infringes on the authority of the Environmental Protection Agency (EPA).
- Jamie Collins provided an update on the FY 2022-2025 STIP approval process.
- A brief update on PD 1601, Interchange Approval Process was provided, as was done in previous meetings, and the STAC agreed that that should move forward.
- Commissioner Stuart commented on how helpful she finds attending the STAC meetings.

Act on Consent Agenda – Passed unanimously on April 15, 2021. Motion by Commissioner Gifford, Second by Commissioner Hall

1. Proposed Resolution #1: Approve the Regular Meeting Minutes of January 4th (Special Meeting) and March 18, 2021 (Herman Stockinger)
2. Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
3. Proposed Resolution #3: Central 70 Amended and Restated Inter-Agency Agreement (Keith Stefanik)
4. Proposed Resolution #4: Disposal: US 85 & Dartmouth Ave. (Parcels 24RevA-EX & 24RevB-EX) (Paul Jesaitis)
5. Proposed Resolution #5: Disposal: SH 128 & Colmans Way (Parcel AP205-EX) (Paul Jesaitis)

Discuss and Act on Proposed Resolution #6: Condemnation Authorization #1: (Steve Harelson) – Passed unanimously on April 15, 2021. Motion by Commissioner Bracke, Second by Commissioner Vasquez

- The properties concerned are owned by Murdoch LLC on the westerly side of I-25 north of SH 60.
- Commissioner Zink asked if they know why there was no counteroffer, and if they confirmed receipt of the notice.
- The Chief Engineer Harelson responded that they followed the required timeframes before proceeding to ensure due process, and in this case they know that they did not receive a counteroffer intentionally

as it is common practice of not making a counteroffer to preserve leverage during a court case, which appears to be the situation here.

Discuss and Act on Proposed Resolution #7: Condemnation Authorization #2: (Steve Harelson) – Passed unanimously on April 15, 2021. Motion by Commissioner Bracke, Second by Commissioner Gifford

- The property in question is on easterly side of I-25 just south of Harmony road.

Discuss and Act on Proposed Resolution #8: 10th Budget Supplement of FY 2021 (Jeff Sudmeier) –No action needed this month

- There is no specific request in the supplement this month, which just includes a transfer from the maintenance reserves.

Discuss and Act on Proposed Resolution #9: 9th Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on April 15, 2021. Motion by Commissioner Stanton, Second by Commissioner Hall

- This month's amendment consists of a request to reallocate \$2 million from the Intelligent Transportation System (ITS) budget to put to the Division Joint Operations Build project. This will be a reallocation, and repurposing from the ITS budget.

Discuss and Act on Proposed Resolution #10: Bustang Micro transit (Kay Kelly and Mike Timlin) – Passed unanimously on April 15, 2021. Motion by Commissioner Hall, Second by Commissioner Stanton

- This is for service on I-70 to address congestion through the corridor, and the budget has been adjusted down to account for American Disabilities Act (ADA) accessibility capability for the vehicles.
- Mike Timlin responded to questions from Commissioner Beedy that the law is very clear that all transit vehicles need to be ADA accessible regardless of the funding source, and that there is a \$20,000 price difference between vans with and without ADA accessibility.
- Commissioner Bracke expressed that this is a great project and a great example of innovative transit that she hopes can serve as a model for other areas of the state such as Estes Park.
- Commissioner Hall was excited to see how effective this program is, and was excited to see the follow up reports on this topic.

Discuss and Act on Proposed Resolution #11: Interchange Approval 1601 Policy Revisions (Aaron Willis) – Passed unanimously on April 15, 2021. Motion by Commissioner Vasquez, Second by Commissioner Stanton

- Commissioners praised what fantastic outreach was done on the TDM portion of this effort.

Discuss and Act on Proposed Resolution #12: Proposed Name Change along Central 70 ROW (Keith Stefanik) – Passed unanimously on April 15, 2021. Motion by Commissioner Gifford, Second by Commissioner Stanton

- In the fall of 2020, CDOT received a request from the City and County of Denver for a name change for a local road adjacent to I-70, called Stapleton Rd. While that section is within CDOT's ROW for the Central 70 project, it will be deeded back to Denver once the project is done. CDOT has no objection to Denver's request.
- Commissioner Stanton said he appreciated the efforts from CDOT and Commissioner Gifford regarding this request.
- Commissioner Gifford commented on what a smooth process she found this to be because of how well informed the CDOT team was.

Announcement of the Close of the Public Hearing and Receipt of Public Comments for the Draft FY 2022-2025 Statewide Transportation Improvement Program (STIP) (Jamie Collins)

- Jamie Collins, CDOT STIP Manager, announced the closure of the FY 2022-2025 STIP Public Comment Period.

Recognitions:

- **Environmental Awards (Rebecca White and Troy Halouska)**
 - The Innovative Environmental Process Award was presented to Troy Rice, Mike Shreiber, and Greg Fisher for the creation of the Permanent Stabilization Checklist.
 - The Environmental Support and Maintenance Award was presented to Tyler Weldon for the Statewide Post Construction Landscape Establishment Fund.
 - The Special Environmental Contributor award was presented to Shelley Broadway for a GIS environmental scoping tool developed.
 - The Best Environmental Project Award was presented to the I-70 G Edwards Phase II project team, Martha Miller, Karen Berdoulay, Matthew Figgs, Jacob Rivera, Jennifer Klaetsch, Leslie Modrick, Cynthia Beck, Paula Durkin, Jon Leyba, and Catherine Ventling.
 - Commissioner Hall expressed her gratitude for these important projects, and wished she could give them standing ovations in person.
 - Commissioner Vasquez congratulated the winners for their achievements.
 - Commissioner Stuart said it's wonderful to promote this and increase awareness around these services.
 - Commissioner Hickey thanked the teams for their hard work and remarkable expertise that they bring to solving these problems.

Other Matters:

Meeting Adjourned at 10:57 am.

May 4, 2021

Contacts: Lisa Schoch, CDOT Senior Staff Historian, (303) 512-4258/lisa.schoch@state.co.us
Bob Wilson, CDOT Statewide Communications Manager, (303) 916-1456

Historic Bridge Available for Adoption

DELTA COUNTY - The Colorado Department of Transportation is making the historic Gunnison River Bridge on CO 92 available for adoption to any public or private entity interested in relocating it.

Located about six miles east of Delta, the 83-year-old structure is the longest of three remaining Camelback pony truss bridges on the state highway system. Each span is 125 feet long and 33 feet wide (photos below). Two of its three trusses are available and could be good candidates for reuse as part of a recreational trail or road for motor vehicles. However, a new deck and abutments are required at a new location.

The recipient is responsible for relocating and reassembling the bridge. Due to its age, the paint contains lead and other possible constituents requiring careful removal and containment, which may require additional cost. Interested adopters must submit a relocation plan detailing its proposed use, location, and the available resources to assure future maintenance. Potential recipients also should state their intention to follow all environmental regulations concerning the treatment of lead-based paint on the structural steel components.

The structure currently is eligible for placement on the National Register of Historic Bridges. “Our infrastructure is a tremendous part of our history and the state’s cultural landscape. But, it also has to work, which means ensuring that our bridges remain safe and functional at current standards,” said CDOT Executive Director Shoshana Lew. “CDOT is working hard to develop innovative approaches to help preserve historic structures that have outlived their useful life. This partnership is an example of that creativity at work to integrate past and present.”

Although CDOT would like the reassembled trusses to look and function as originally designed, other uses for the trusses will be considered, according to CDOT Senior Staff Historian Lisa Schoch.



The current bridge is rated as structurally and functionally obsolete and will be replaced beginning in November 2021. Please visit www.codot.gov/projects/co92-gunnisonriverbridge for more information about the project.

#



DATE: May 14, 2021
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Marissa Gaughan, Manager, Multimodal Planning Branch
SUBJECT: Statewide Plan Lessons Learned Report

Purpose

To brief the STAC on the Statewide Plan Lessons Learned Report that provides an overview of key themes and findings of what worked well and what could be improved from the 2045 planning process, as well as recommendations for the 2050 planning process.

Action

No action is required.

Background

CDOT strives to make every plan better than the last. Lessons Learned assessments are conducted at the end of each planning cycle with this goal in mind so that we can continuously improve from one plan to the next.

Details

After the Transportation Commission's adoption of the Statewide Transportation Plan and associated Statewide Transit Plan, 10 rural Regional Transportation Plans, 10 Regional Transit Plans and 10-Year Vision Document, the project team conducted an online survey and small group and one-on-one interviews with key stakeholders to identify lessons learned from the 2045 planning process.

To ensure broad representation in the Lessons Learned data collection effort, the team reached out to both internal (CDOT) and external stakeholders to engage in the survey and interview process. Participants in the Lessons Learned survey and/or interviews include:

- CDOT Executive Management Team and Headquarters Staff
- CDOT Region Staff
- Federal Agency Representatives
- Metropolitan Planning Organization (MPO) Staff
- Transportation Planning Region (TPR) Chairs

Summaries of key findings from the survey and interviews are provided in the Draft Lessons Learned Report (see link below).

Next Steps

After the May STAC briefing, CDOT will finalize the Lessons Learned Report and work toward implementing the recommendations for the 2050 planning process.

Attachments

Lessons Learned PowerPoint Presentation

Link to Draft Lessons Learned Report:

<https://drive.google.com/file/d/1vcny-3pwHgZPocwEgckJlnch67c18v7v/view?usp=sharing>



YOUR
TRANSPORTATION
PLAN CONNECTION. CHOICE.
COLORADO FOR ALL.

2045 Lessons Learned

STAC - May 14, 2021



Lessons Learned Participants



CDOT Executive Team Members, HQ Staff, and Region Staff; Federal Agency Reps, MPO Reps, TPR Chairs



57 survey respondents



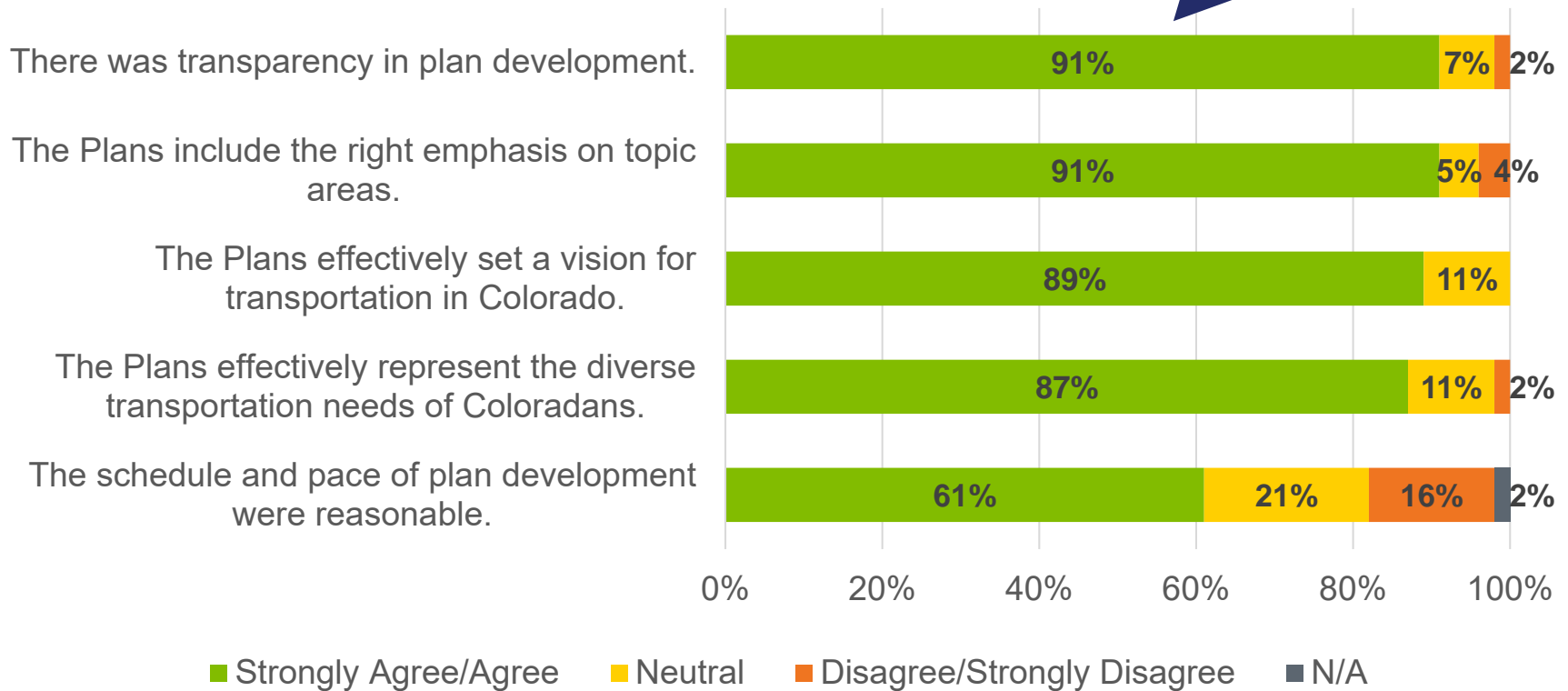
61 interview participants across **35** small group and one-on-one interviews



Survey Summary

General Input

“The Plan overall provides a good vision and list of projects for the next 10 years.”

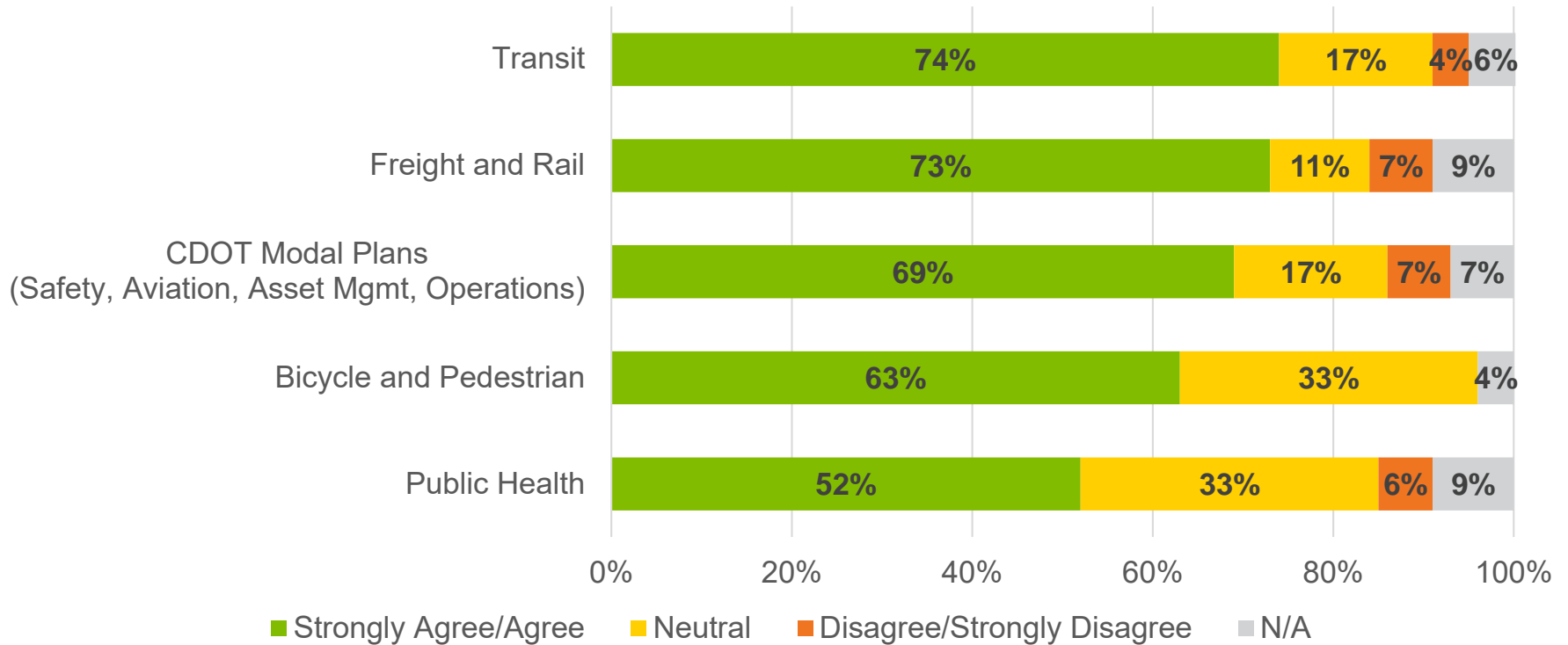


“The Plans” refers to the 2045 Statewide Transportation Plan and associated Statewide Transit Plan, 10 rural Regional Transportation Plans, 10 Regional Transit Plans, and 10-Year Vision document.



Survey Summary

Effectiveness of Plan & Modal Integration

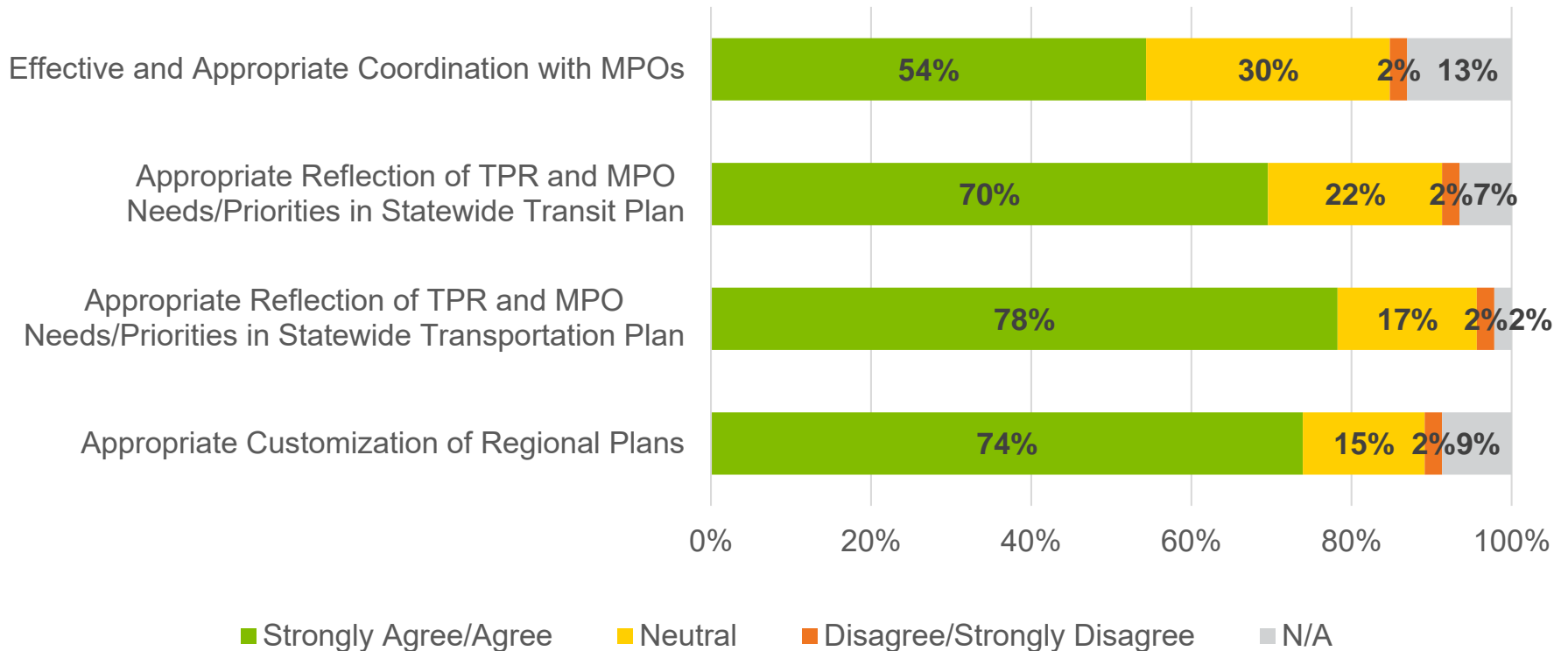




Survey Summary

Effectiveness of TPR & MPO Integration

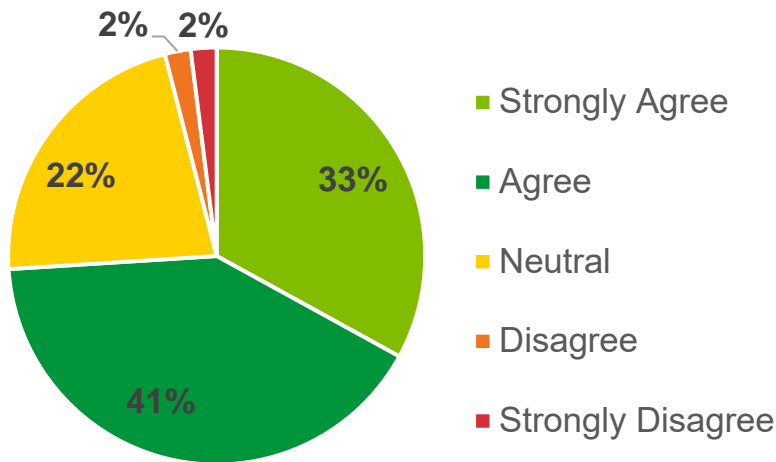
“In MPO areas, still need to work toward a process that goes beyond just the 4P meetings and integrates regional transportation plan needs into the conversation.”





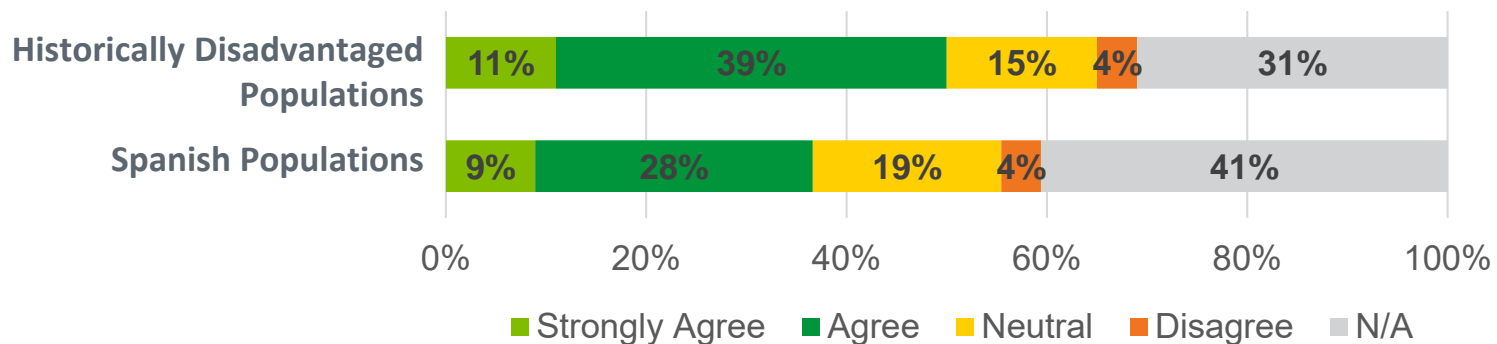
Outreach & Engagement

Effectiveness of Your Transportation Plan/Priorities Branding



“I don't think the public is going to intuitively search our website for that brand [Your Transportation Plan].”

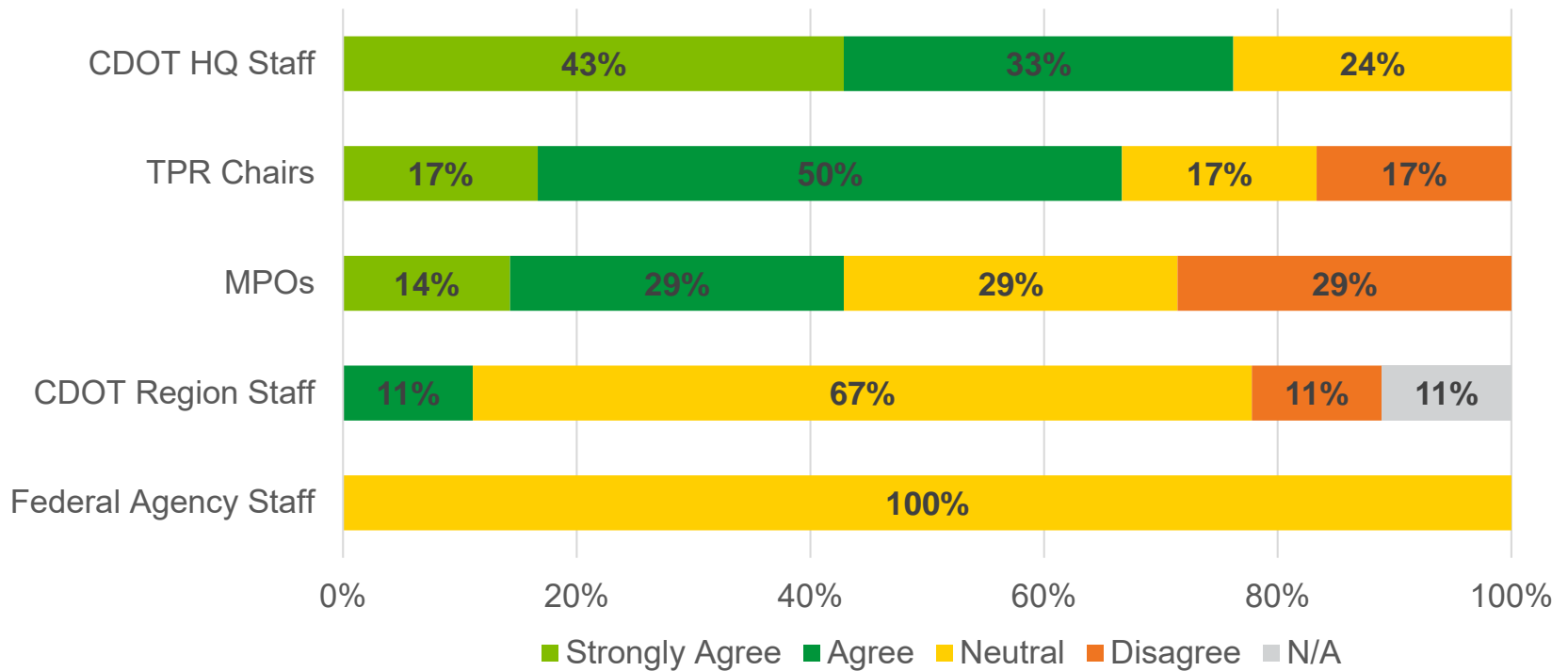
Effectiveness of Outreach to Spanish & Historically Disadvantaged Populations





Survey Summary

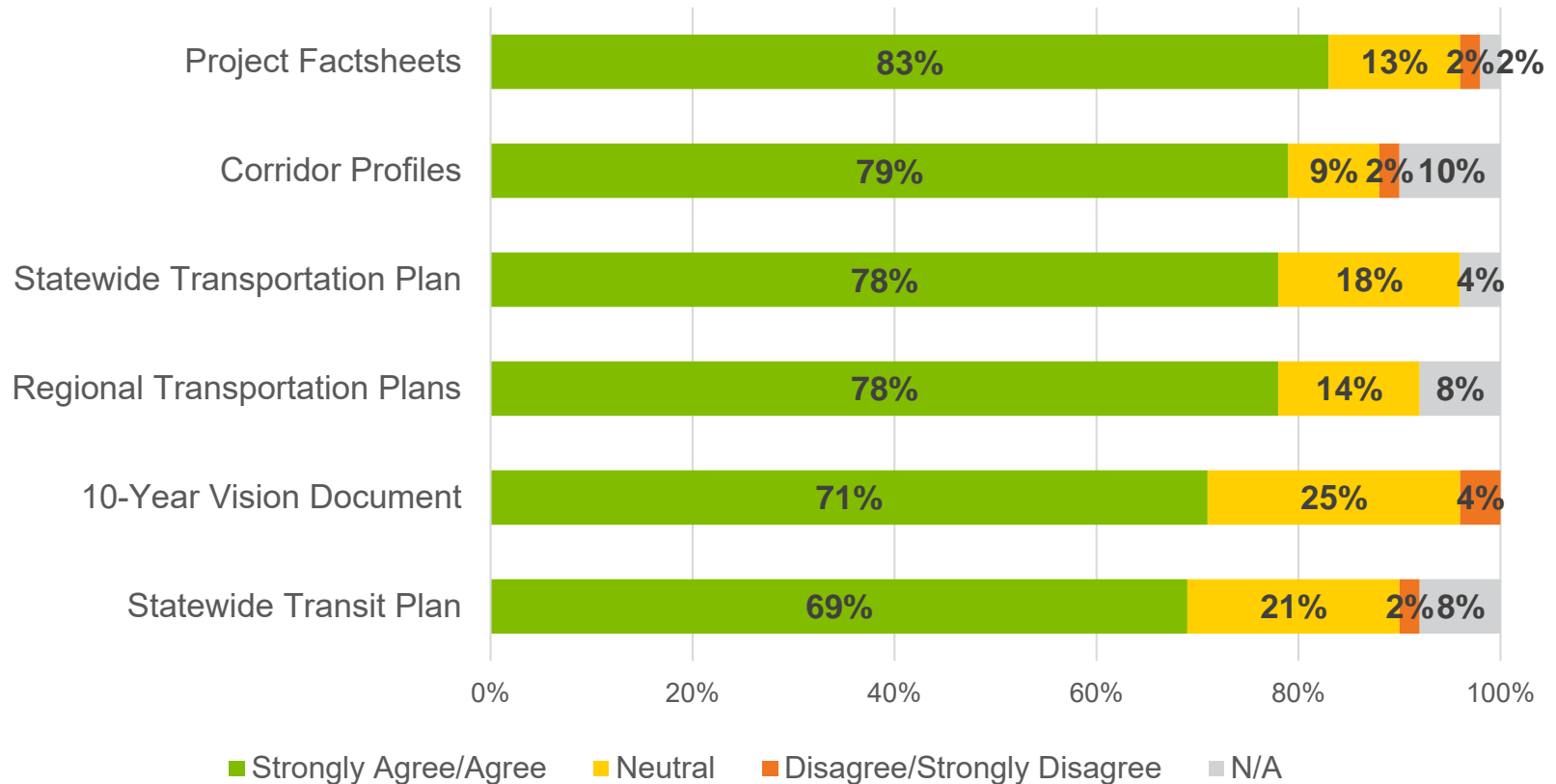
Transition to Project-Based Plan is a Positive Direction





Survey Summary

Usefulness of Final Deliverables





COLORADO

Department of Transportation

**2050 PLAN
RECOMMENDATIONS**



Planning Elements to Carry Forward

- Meetings with all 64 counties
- Grassroots public outreach
- Meetings with diverse stakeholder groups
- Involvement of a Statewide Plan Committee of the Transportation Commission
- 10-year vision project list
- Integration of the transportation and transit planning processes
- Customization of RTPs, including a la carte elements



Transportation Planning Process

- Establish schedule and milestones early; commitment to follow
- Conduct one-on-one meetings with each MPO to strategize on coordination and schedule
- Collaboratively define HQ and Region staff roles collaboratively



Regional Transportation Plan Development

- Balance Consistency and Autonomy for TPRs
 - Discuss ideas about RTP development with TPRs prior to initiating process
 - Include a TPR representative on consultant selection panel
 - Establish list of options for each TPR to select in preparing their RTPs
- Expand Regional Transit Plan coordination with transit-focused meeting(s)
- Retain consistency from one RTP to the next to enable predictability in project priorities and anticipated funding timelines



Equity, Diversity & Inclusivity

- Develop an Equity, Diversity, and Inclusivity Plan
- Establish a robust and proactive engagement process



Modal and Functional Plan Integration

- **Resilience:** Implement recommendations of resilience appendix (in progress)
- **Climate Change and GHG Reduction:** Integrate and build on ZEV Transit Roadmap and Transit Emissions Dashboard to support HB 19-1261
- **Advanced Mobility:** Include advanced mobility and smart city initiatives in planning through strategies, policies, projects, and partnerships
- **Public Health:** Advance work of Public Health Task Force by linking transportation decisions and investments to public health benefits



Topical Integration

- **Bicycle:** Establish a statewide bicycle network to inform standalone bicycle projects and potential bundling with roadway improvement projects
- **Pedestrian:** Conduct pedestrian demand analysis to identify areas with the greatest potential to benefit from pedestrian infrastructure improvements
- **Safety:** Stagger development of Strategic Transportation Safety Plan so that data, analysis, and key strategies inform project identification and prioritization



Data Dashboard

- Create a data dashboard building on the Region 5 pilot project
- Provide interactive online resource to inform transportation planning
- Integrate statewide travel demand model results
- Establish process to incorporate data updates and new data sources, conduct quality control



Project Development and Priorities

- Use data dashboard as a primary tool (in addition to stakeholder and public input) to review and refine list of projects in each TPR
- Include educational component about transportation funding
- Complete Program Distribution early in planning process
- Customize project prioritization approach for each TPR using a combination of data-driven and grassroots approach, while ensuring alignment with statewide criteria and performance metrics



Summary of Recommendations

Prior to 2050 Plan Kickoff

- Schedule and Milestones
- MPO Coordination
- Headquarters & Region Staff Roles and Collaboration
- Consultant Contracting
- Balancing Consistency and Autonomy for TPRs
- Equity, Diversity, and Inclusivity Plan
- Bicycle Integration
- Pedestrian Integration
- Safety Plan Integration
- Data Dashboard

Early in 2050 Planning Process

- Climate Change and GHG Reduction
- Advanced Mobility
- Public Health
- Funding Education and Timeline for Program Distribution

During 2050 Planning Process

- Regional Transit Plan Coordination
- Equity, Diversity, and Inclusivity Engagement and Input
- Resilience
- Project Identification
- Project Prioritization



COLORADO
Department of
Transportation

DATE: May 5, 2021

TO: Statewide Transportation Advisory Committee (STAC)

FROM: Rebecca White, Director, Division of Transportation Development
Theresa Takushi, Greenhouse Gas Climate Action Specialist

SUBJECT: GHG Transportation Policy/Rulemaking

Purpose

This memo explains the status of the GHG Transportation Policy/Rulemaking 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. This rule is being developed via the Air Quality Control Commission process with the parallel development of a CDOT Policy Directive. In addition to having an active role in the rule development, CDOT is also 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.

To date, CDOT has held over 30 stakeholder meetings, including 11 regional meetings, and reached over 300 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.

In collaboration with CDPHE, CDOT has drafted preliminary regulatory language and is currently working to set a schedule for the draft and final rulemaking. Both the rule and the policy directive concepts have been available to stakeholders for comments and feedback. CDOT continues to work closely with the MPOs and CDPHE on modeling efforts that will inform the statewide budget and MPO sub budgets.

The Department plans to continue to engage stakeholder groups on an ongoing basis in the development of the policy directive. CDOT continues to meet frequently with a statewide advisory group formed to advise CDOT throughout this process.

Next Steps

CDOT staff will provide monthly updates throughout the rulemaking and policy development process.



COLORADO

Department of Transportation

Draft Greenhouse Gas Pollution Standard For Transportation Planning

Transportation Commission/STAC - May, 2021



Regulatory Approach

This framework includes two components: 1) A rulemaking promulgated by the Air Quality Control Commission and 2) Policy Directives issued by the Colorado Department of Transportation.

GHG Transportation Rule

Sets overall framework and GHG reduction goals

Draft Rule Concepts development led by CDOT

Informed by Stakeholders, Advisory Group

Rulemaking Process led by CDPHE & supported by CDOT

Approved by the Air Quality Control Commission (AQCC)

GHG Transportation Policy

Describes specific requirements as it relates to the planning process

Led by CDOT

Informed by Stakeholders, Advisory Group

Approved by the Transportation Commission



GHG Transportation Planning Rule

Primary Draft **RULE** CONCEPTS

Statewide GHG “Budget” and Regional “Sub-budgets” for MPOs.

- Budget applies to total, projected emissions from vehicles

Budgets set at 10 year intervals (2030, 2040, 2050)

Phased implementation that starts with next planning cycles

Reporting requirements to CDPHE



GHG Transportation Planning Rule Concepts

- Working with CDPHE
- Meeting with Advisory Group - weekly
- Establishing the State Budget and MPO Sub budgets
 - Interagency coordination (CDOT & CDPHE)
 - Economic Impact Analysis Scenarios
 - Different ways to consider allocating sub budgets
- Incorporating feedback from 5 Regional stakeholder meetings/comment letters



Regional Stakeholder Meetings

Regional GHG Stakeholder Meetings

- Region 1 Denver Metro Area - Friday, April 23 - 9:30-11:00 a.m.
- Region 2 South/Southeast - Friday, April 23 - 11:30-1:00 p.m.
- Region 3 Northwest - Friday, April 23 - 1:30-2:30 p.m.
- Region 4 Northeast - Friday, April 16 - 10:30-12:00 p.m.
- Region 5 Southwest - Friday, April 16 - 1:00-2:00 p.m.

Go to www.menti.com and use the code 2013 7549

Are there other reporting requirements that should be considered in the rule?

1) Total VMT and VMT per capita, statewide and for each MPO. VMT is a good surrogate for GHG emissions. 2) Housing and employment numbers, locations, density, and mobility or transit access.	Managed lanes provide good HOV encouragement and transit mobility especially when the GP lanes are congested.	clarify the size and type of projects that this impacts, what other options have been evaluated. The public should be made aware of how this will impact them.
Will reporting requirements/criteria change as more vehicles become electric?	Equity and health impacts	Description of TDM measures applied to specific projects or regionally
		Conversion of Conventional Diversion Lanes

Press ENTER to pause scroll

Go to www.menti.com and use the code 21 23 01 3

Do the proposed rule concepts and approach incorporate and balance the stakeholder input?

16

Go to www.menti.com and use the code 21 23 01 3

What additional mitigation strategies should be included in the transportation planning policy?

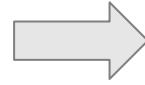
That the adoption of EVs is converse to inequitable treatment. EVs are expensive and the fed. Tax credit is based on tax liability. That the barrier to entry for new TNC companies is high, @\$111000 for a permit. This ensures costs stay high	Clearer relationship between GHG goals that include conversion to EV and VMT and congestion reduction goals.	moving away from capacity projects, towards more multimodal; not just adding a carpool lane along with a capacity project
A one size fits all program won't get us there. Allowing other alternative fuel vehicles, not only EVs, to help	Alternative route improvements to reduce congestion. Travel times. Maintenance and preservation of infrastructure to keep all routes usable.	I'm not sure about additional mitigation strategies, but some of these mitigations would require a lot of money. Do you anticipate there would be funding to help with mitigation? Are our contractors

Press ENTER to pause scroll



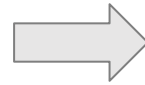
Incorporating Stakeholder Feedback

MPOs concern about workload and achievable budgets. Land use is a huge determinant and not directly controlled by CDOT/MPOs



Apply the regulation to a current process - Regional Transportation Plans. Budget needs to align with CDOT/MPO responsibilities

Environmental groups want quantifiable GHG reductions



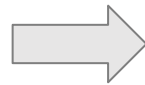
Budgets and alternative mitigations are quantifiable and rule/policy will include a methodology for calculating emissions

What will this mean for how construction projects are delivered?



This is an area to consider as an alternative compliance, however ideas need to be developed with industry/stakeholder input

Rural areas concerned about how the rule would apply to them



Focus is on urban areas and projects that add capacity.



GHG Transportation Planning Rule Concepts

Applying the Rule to CDOT's 10-Year Plan & MPOs Regional Transportation Plans

ESTIMATED TIMELINE FOR TRANSPORTATION PLAN/MODELING SUBMITTALS



- = Statewide or Regional GHG Transportation Plan due with transportation GHG modeling
- = Only transportation GHG modeling due



Main Elements of the Draft [POLICY](#)

Describes the GHG reduction requirements in HB19-1261 & the GHG Pollution Reduction Roadmap

Outlines the Transportation Commission's role

Includes a schedule for incorporation of GHG in transportation plans

Describes opportunities for GHG reductions in project analysis (NEPA), delivery and maintenance

Explains equity consideration of GHG reductions in areas where mitigation occurs



GHG Transportation Policy Directive

Working with CDPHE and Advisory Group

- What this menu of types of mitigations would look like
 - Different for MPOs and CDOT
- Quantifying credits - procedural directive
 - Points/credit for measures



Rulemaking

- CDPHE Rulemaking Process
 - Petition for Party Status
 - Formal Public Comment process

Policy Directive

- CDOT will continue meeting with the Advisory Group and stakeholders to inform the PD and mitigation measures through project delivery
- Transportation Commission will approve the PD



Contact Information

Theresa Takushi

GHG Climate Action Specialist

CDOT_transportationghg@state.co.us

303.757.9977

Comment Form

<https://www.codot.gov/programs/environmental/greenhouse-gas/ghg-transportation-policy-rulemaking-process>



COLORADO

Department of Transportation

THANK YOU!



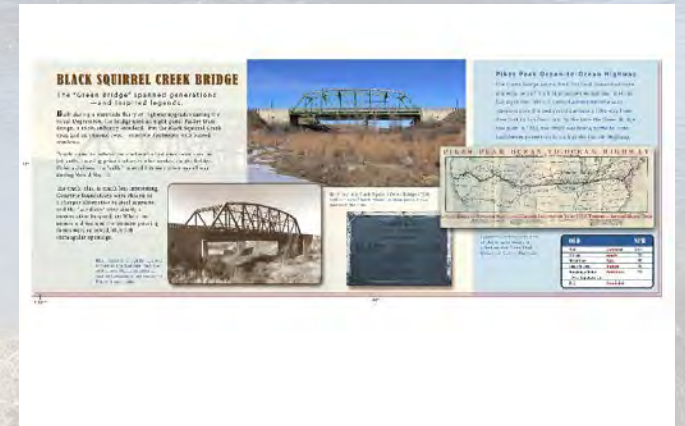
COLORADO
Department of Transportation

CDOT's Historic Bridge Program: A Proactive Approach to Bridge Preservation

Lisa Schoch
Senior Historian/EPS
CDOT HQ DTD

What We've Done

- Statewide Historic Bridge Inventories in 1983, 1987, 2002, and 2014.
- National Register Listings (2002)
- Adopt-a-Bridge Program
- Historic bridge publications (1984, 2004, 2015)
- Creative Mitigation/Interpretation



Tools We Use

- A Context for Common Historic Bridge Types (NCHRP Task 15, 2005)
- Guidelines for Historic Bridge Rehabilitation and Replacement (AASHTO, 2008)
- Highway Bridges of Colorado Multiple Property Submission (Fraserdesign/CDOT, 2000)
- Program Comment for Common Post-1945 Concrete and Steel Bridges (ACHP, 2012)
- CDOT Staff Bridge Databases including inspection data



Rifle Bridge, June 2019



Bridges Lost



Dotsero Bridge, Eagle County, 2013



Wolcott Bridge, 2005



Black Squirrel Creek, El Paso County, 2012



Rio Grande Railroad Viaduct, 2015



Purgatoire River Bridge, 2014



Eagle River Bridge, Eagle County, 2012



The Replacements



Structure F-08-AJ (Dotsero)



Structure F-10-AH, (Wolcott)



K-18-AD (Black Squirrel Creek)



K-16-CI (Rio Grande Viaduct)



O-19-R (Purgatoire River Bridge)



Structure F-09-AS (Eagle River)



Challenges to Bridge Preservation

- **Culture:** Replacement is what we're used to doing—it makes the most sense from a money and timing standpoint
- **Data:** Lack of upfront information regarding rehabilitation options
- **Cost:** Rehabilitation or preservation in place vs. replacement
- **Off-System Bridge Projects:** Often local communities want a new bridge crossing
- **Coordination:** Timing and planning for adoption/re-purposing a bridge in a different location
- **Funding:** Finding money for bridge relocation and reassembly



Old Fruita Bridge, September 2019



COLORADO
Department of Transportation

Preservation Successes



Red Cliff Arch, Eagle County, Rehab



Cherry Creek Bridge, Douglas County, Rehab



Dolores River Bridge, Montrose County, storage



Rainbow Falls, El Paso County, Rehab



Santa Fe Avenue Bridge, Pueblo County, Rehab

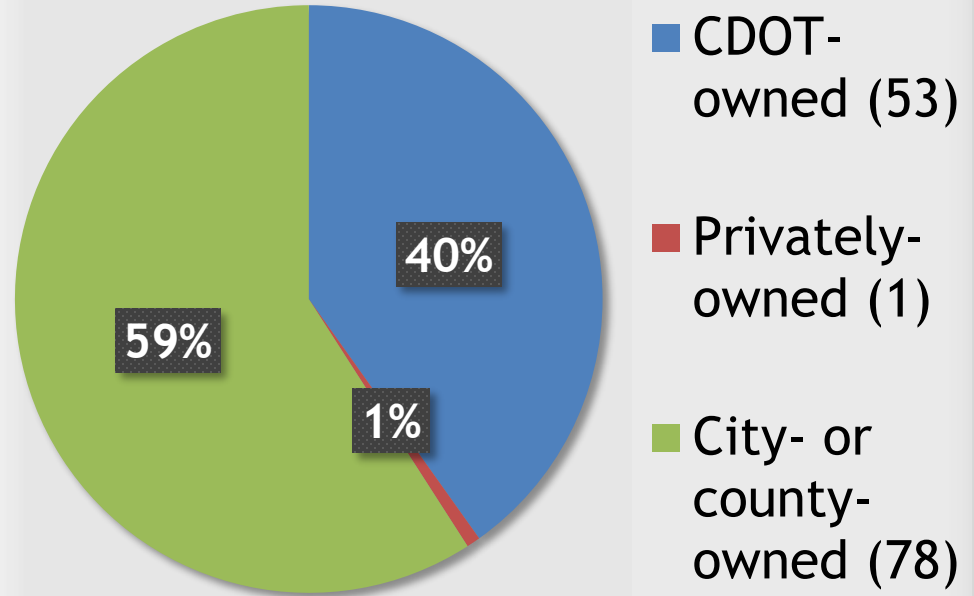


Twin Gunnison River Bridges, Gunnison County, Rehab

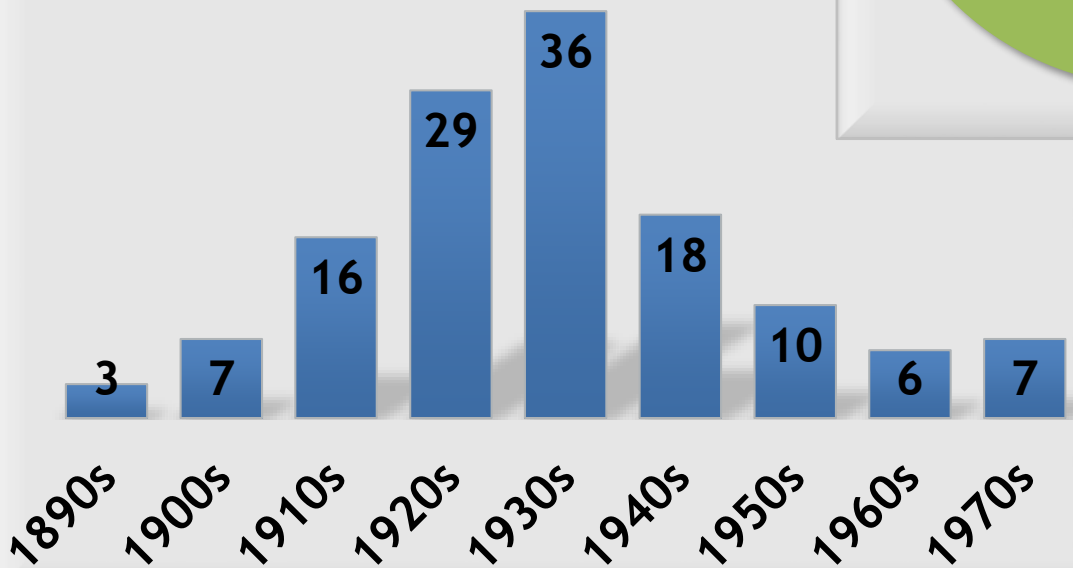


Historic Bridge Management, Phase I

132 Study Bridges



Bridge Ages



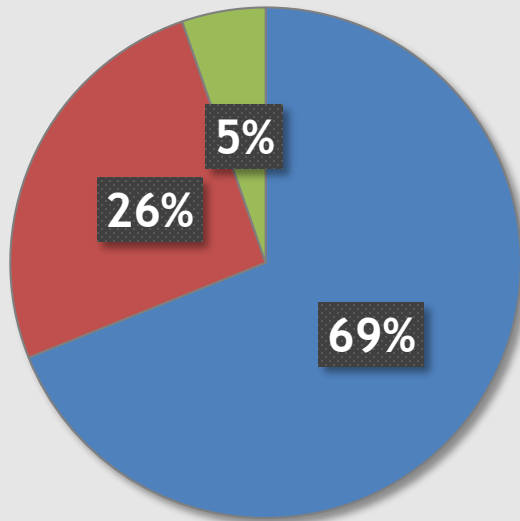
Phase I Prioritization Methodology

- **Historic data:** Why is the bridge historically significant? What are character-defining features?
- **Engineering data:** What is the bridge condition? Based on inspection data/NBI data (e.g., roadway width, super- and substructure condition, capacity, deck geometry, underclearance, approach roadway, etc)
- **Additional engineering data:** Bridges that met a certain threshold score were evaluated based on additional considerations (e.g., rehabilitation potential, geometrics, live load capacity, detour, hydraulics, and relocation/re-use potential).



Results

Bridge Rankings



- High Priority: 91
- Medium Priority: 34
- Low Priority: 7



Nicholson Bridge, 1923
Low Priority



Paonia Bridge, 1911
Medium Priority



Rabbit Valley Interchange, 1973
High Priority



High Priority Historic Bridges by Region

Region	On-System	Off-System
1	2	4
2	16	24
3	14	5
4	8	4
5	6	8



Genesee Interchange (Picture Bridge)



Historic Bridge Management, Phase II

- Identify sub-set of 46 high priority on-system bridges that CDOT will commit to preserving
- Gather feedback from multi-disciplinary study panel that includes historians, engineers, and staff from FHWA, SHPO, and CDOT regions
- Gain commitment from CDOT EMT for future preservation of these bridges



Overall Goals

- **Build Awareness:** Convey to the public the importance of historic bridges to state and local history
- **Redefine Preservation:** Be flexible about what bridge preservation means
- **Be Proactive:** Where we can, preserve some of the state's most significant bridges
- **Advocacy within CDOT:** Recognize the importance of our historic bridge assets
- **Be Bold:** Develop more interesting bridge designs for bridges we have to replace



Colorado's Most Endangered Places List 2021

- List of properties identified as “endangered” by regional historic preservation group Colorado Preservation Inc.,
- CDOT nominated its 46 high priority on-system bridges in Fall 2020 to build awareness and advocacy for bridges as properties important to state and local history







Central 70

May STAC Meeting

May 6, 2021



May 6, 2021



Project Update

October 2018

April 2021



Current

Future



Current



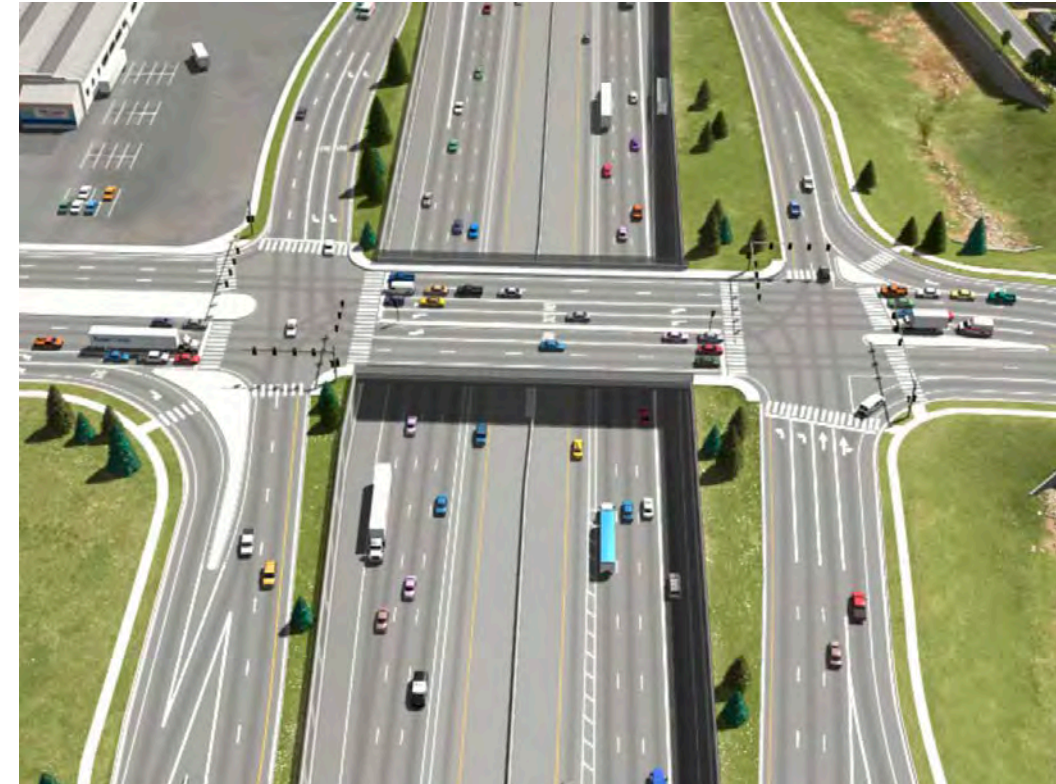
Future



Current



Future



Current



Future





Current

Future

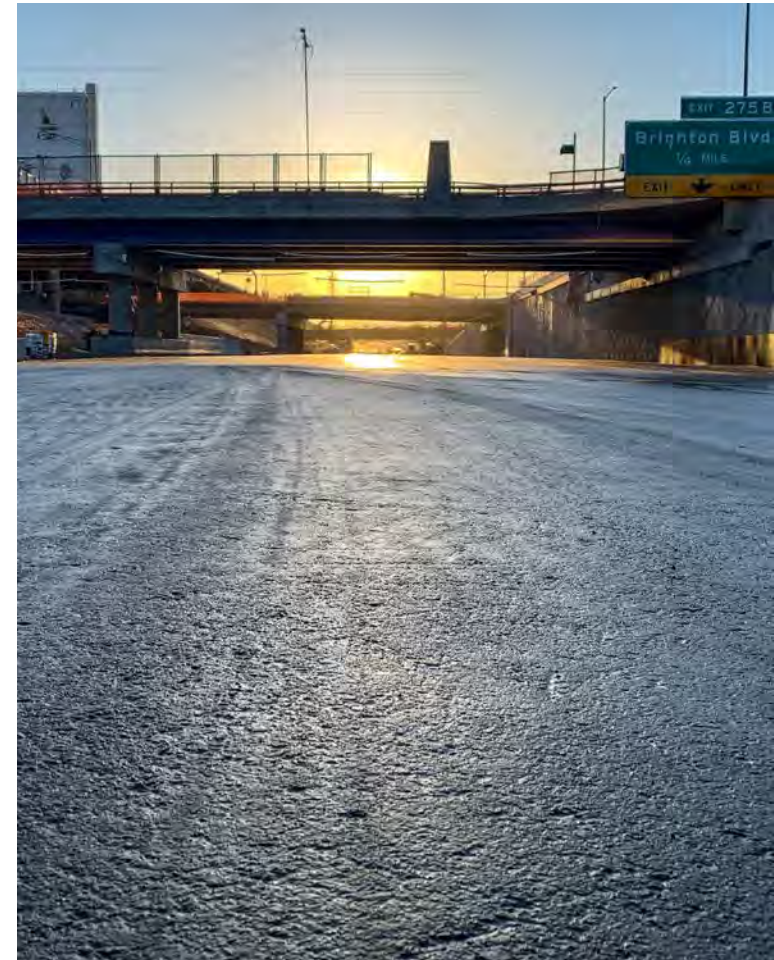








- 1.9 M cubic yards of dirt excavated
- More than 3.3M hours worked
- More than 544,000 tons of asphalt
- More than 29,000 linear feet of sidewalk placed
- More than 2,700 hours spent in the affected communities
- More than 1.2M vehicle miles saved through Northeast Transportation Connections programs



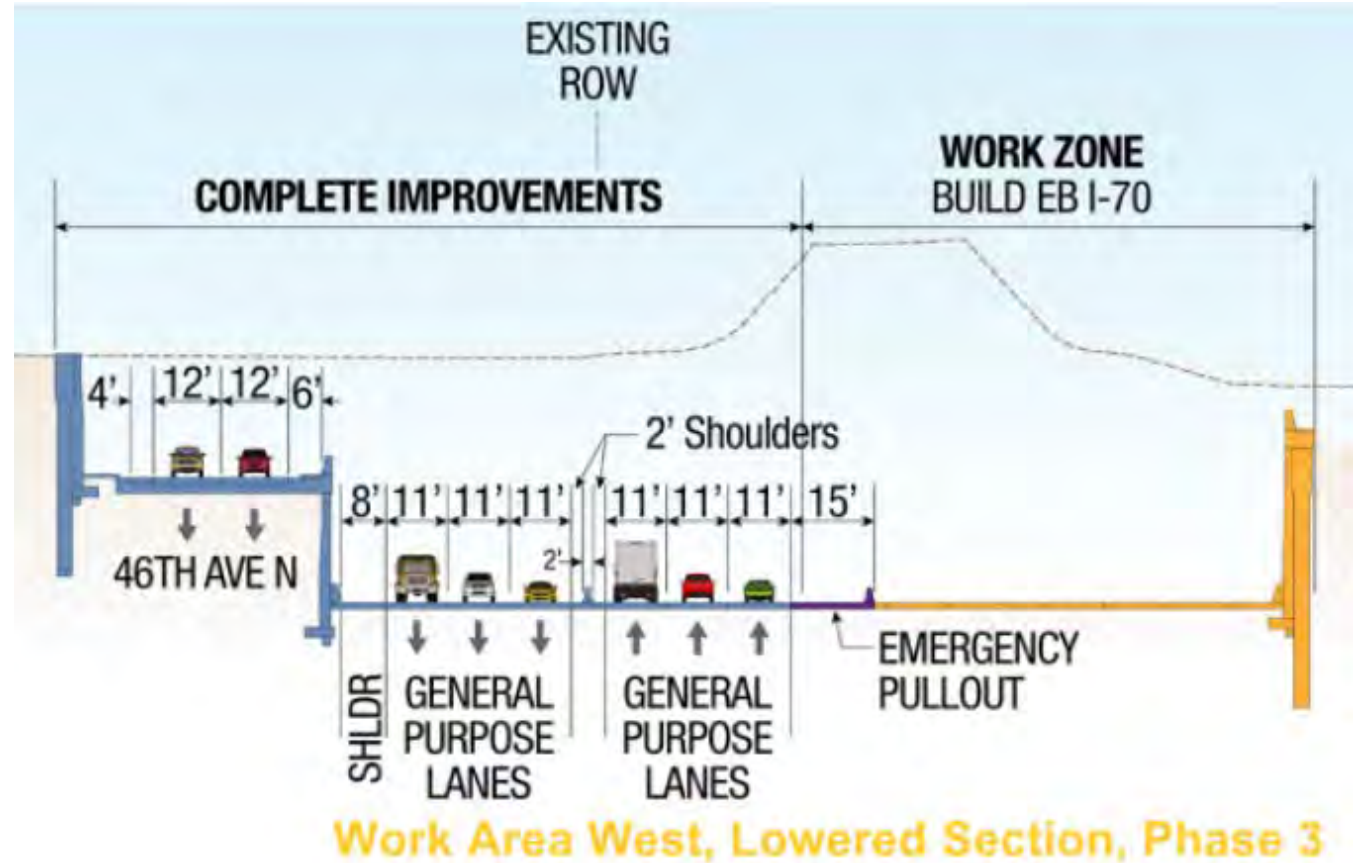


MILE HIGH SHIFT

Late May 2021

- Shifting I-70 traffic from the viaduct into the lowered section
- Future westbound lanes are wide enough to accommodate all six lanes of current traffic
- Traffic will remain in this location until other half of highway is complete (late 2022)







BYE-A-DUCT

- Current schedule shows viaduct demolition starting on May 21 and lasting through summer 2021
- The viaduct will come down in sections with munchers and crane removals
- North/south streets will only be closed when demolition activities are occurring directly overhead
- No business or resident will be directly affected for more than two weeks



- Monitoring:
 - Dust and air quality
 - Noise
 - Vibration
- Protective netting will be installed on the south side of the viaduct
- Debris will be broken down and properly disposed of
- Individual worker air monitoring for potential exposure to heavy metals
- Stormwater controls to manage water during dust suppression activities





Central 70

Thank You

KNOW BEFORE YOU GO



C70.codot.gov



833-C70-INFO



Central70Project



Central70 to 77948



Central70info@state.co.us



- Milestone reached February 2021: 600 local workers contributed 760,000 hours since August 2018
- Local workforce on Central 70 Project (as of February 2021)
 - 636 (515 craft and 121 design/office)
 - Overall: 16.5% of craft workers

