



Vince Rogalski, Chairman Gunnison Valley TPR vrogal@montrose.net

Whole System. Whole Safety Workshop (Darrell Lingk)

Purpose: To provide the TC with a brief update on CDOT’s Whole System, Whole Safety Initiative

Action: Information provided will assist in fueling a broader policy/financial conversation with the TC on the importance of safety and the ways the Department, and TC, can impact safety across the state.

Background: The Department has adopted a goal to “Improve the safety of Colorado’s transportation network by reducing vehicle crashes by 2,500 by June 30, 2020 and by 7,500 by June 30, 2022.” The department has further adopted a number of strategies to assist in reaching the goal, including:

- ☑ In coordination with the Department of Public Safety and Colorado State Patrol, increase the number of lane miles covered by Traffic Incident Management (TIM) Coalitions from 5,846 lane miles to 8,928 lane miles by June 30, 2020, and 10,000 lane miles by June 30, 2022.
- ☑ Increase the use of 6” reflective striping on Colorado roadways from 114 striped miles in 2018 to 7,657 striped miles by June 30, 2020 and 9,000 striped miles by June 30, 2022.
- ☑ Perform outreach with Colorado’s future drivers on driver education, emerging technologies, and safe usage of the transportation system by performing 20 middle school visits by June 30, 2020 and 60 school visits by June 30, 2022.
- ☑ Increase the amount of funding delivered by the Strategic Safety Program for improvements in safety related roadway assets including cable guard rail, six inch reflective striping, and rumble strips from \$0 in 2018 to \$11.3 million by December 31, 2019 and \$34 million by December 31, 2021.
- ☑ The TC has already assisted in these key strategies by recently approving \$11.3 million to be made available to the Strategic Safety Program for projects which improve safety related roadway assets, including 6” reflective striping.
- ☑ The “face” of this safety initiative is CDOT’s new “Whole System, Whole Safety” effort, which ties three key facets of improving safety into one complete, or “whole” program. These include Behavior, Organization, and Build environments.

Discussion

- ☑ Commission Chair: Bill Thiebaut explained that there will be three standing agenda items for future TC workshops that will include: Whole System. Whole Safety (WSWS), Infrastructure and Mobility Systems, and Funding, Finance, and Budget workshops.
- ☑ Executive Director Lew explained the goals surrounding this initiative are supported by Governor Polis.

- ☒ Darrell Lingk, CDOT Safety Program Manager, provided an overview of the elements of WSWS. Three components of the initiative consider activities that support the change behavior, Organizational structure, and Built Environment (Infrastructure).
- ☒ San Lee of the Division of Maintenance and Operation spoke on WSWS in terms of CDOT's culture, organization and operations. Money budgeted to safety improvements were highlighted. See background information highlighted above and the TC packet for more details.
- ☒ Commissioner Scott asked If we know the amount of money CDOT spends as a percentage of the budget on safety improvements. Need to know we are investing on projects with the biggest return on investment (ROI). We need to step back and consider this.
- ☒ Commissioner Hall conveyed to the group that roadway condition plays into safety.
- ☒ Commissioner Zink noted that all three goals are related and are difficult to isolate and silo.

☒ A discussion led by Executive Director Lew took place; there is much overlap between the key goals of safety, mobility, and maintenance. We need to report them but also balance the varying emphasis areas of a given project.

- ☒ Commissioner Theibaut expressed gratitude for the WSWS initiative and the incremental steps occurring at CDOT to improve safety.
- ☒ Herman explained that CDOT would always like to do more to enhance safety, we are stretching dollars as best we can. We have a performance plan with the state legislature and a State Highway Safety Plan (SHSP) – CDOT goals are consistent with these documents.
- ☒ Commissioner Stanton commented that safety increases with awareness. The most vulnerable travelers are bicyclists and pedestrians.
- ☒ Commissioner Beedy noted that rutting in roads is also a safety concern for motorcyclists. When spending dollars we need to consider the entire annual budget and weigh options available.
- ☒ A source of budget for safety includes Section 164 penalty dollars – states that fail to meet safety measures determine a percent of their flexible funding sources and spend it on their highway safety improvement program (HSIP) instead of other programs.
- ☒ The TC determines how HSIP is spent.
- ☒ Mike McVaugh noted that we also need to consider when making safety investments the benefit and cost analysis (BCA), for example widening shoulders is expensive compared to something like traffic incident management systems (TIMS) program expenditures.
- ☒ Josh Laipply concurred that TIMS investments make sense.
- ☒ Commissioner Scott noted we need to understand the causes of crashes in assessing situations.

Infrastructure and Mobility Systems Workshop,

Purpose: The purpose of this workshop is to update the Infrastructure & Mobility Systems Committee on the status of priority projects in the Office of Innovative Mobility.

Action: No Action is necessary.

Background: In April 2019, as a part of Governor Polis's focus on expanding multimodal transportation options for Colorado travelers, Executive Director Lew created the Office of Innovative Mobility. The Office incorporates the Division of Transit and Rail (DTR), integrating its functions with other means of expanding mobility options, including through ridesharing, electrification, and emerging technologies. The Office will be supporting other mobility services, providing additional options to commuters to avoid single occupancy vehicle use. Through these initiatives, the Department hopes to reduce total vehicle miles traveled (VMT) per capita in the state, and look to curb the growth of greenhouse gas and ozone causing emissions from transportation related activities.

Discussion

☒ Sophie Shulman, CDOT Innovative Mobility Division Director, provided an overview of current short-term efforts occurring under the Office of Innovative Mobility.

☒ 2019 Priorities Include:

- Bustang Expansion - Provide transit connections with Bustang and local transit services for more of the State's rural communities.
- Mobility Hubs - CDOT will enhance multimodal options by expanding the current infrastructure to support interregional multimodal transport and to support mobility programs statewide. The Department plans to re-envision the traditional park-and-ride transit locations into "Mobility Hubs," transportation centers, which emphasize multimodal options, seamless transitions mode to mode, real time passenger information, and convenience.
 - Elements in Mobility Hubs could include: Bustang or other interregional transit services, local transit service connections, electric vehicle charging stations, parking spaces, bicycle and pedestrian connections, and Wi-Fi service for first mile/last mile services.
 - These hubs could help build demand for future Front Range mobility options, such as possible rail service along the Interstate 25 corridor, and well as other essential service corridors. See the Transit Expansion memo in TC Packet for detailed information.
 - Commissioner Scott noted the need for a robust working relationship with real estate developers to promote Transit Oriented Development (TOD) projects.
 - Sophie agreed that public private partnerships (P3s) are key and the ideal.
 - Executive Director Lew noted that CDOT has started reaching out to the development community, and we are in an early engagement process.
- Front Range Rail - A cross-functional team of CDOT staff is supporting the mission of the Southwest Chief & Passenger Rail Commission. In May 2019, CDOT released an RFP for a Service Development Plan and NEPA support, which will be awarded this summer.
- SB – 19-239 Emerging Mobility Impacts Study and Stakeholder Working Group – the first working group meeting was held on June 28th to engage Working Group members, understand the Working Group purpose, and identify roles and responsibilities and sub-committees. The next Working Group meeting is scheduled for August 19th. Many interested parties attended the first meeting, that was very well-attended.
 - Important to keep future and evolving technology in mind.
 - Executive Director Lew explained that we need to keep in mind that for every area of the state not one size fits all for mobility hubs.
- FTA Integrated Mobility Innovation (IMI) Demonstration: CDOT intends to apply for a grant to support a concept to pilot Bustang Advanced Driver Assistance and Platooning.
 - Commissioner Beedy expressed his concerns testing with passengers on board and the liability risks for Bustang. Not sure Bustang is the best fit for this type of project.
- Zero-emission vehicle (ZEV) Standard - In July, CDOT and CEO submitted a joint pre-hearing statement to the Air Quality Control Commission (AQCC) in support of revisions to Regulation 20, which will create a zero-emission vehicle standard. The statement indicated the Department's support of the rulemaking in order to achieve the Governor's goal of 940,000 electric vehicles on the road by 2030, and offers an alternative option to provide more flexibility to the automakers.
 - Commissioner Beedy suggested improved incentives for rural areas under the zero emissions program, and encourages a statewide perspective for zero-emission program.
- Volkswagen Settlement - Earlier this year, CDOT issued nearly \$14 million to transit agencies to help support purchases of cleaner buses. In response to Governor Polis's Executive Order B 2019-002 "Supporting a Transition to Zero Emission Vehicles," the agencies recently revised the Beneficiary Mitigation Plan (BMP) in a manner that focuses "all remaining, eligible investments on supporting electrification of transportation, including transit buses, school buses, and trucks." The document was posted for public comment for 30 days through July 14, 2019.

- Clean Transportation Plan: Another deliverable from Executive Order B 2019-002 “Supporting a Transition to Zero Emission Vehicles,” tasked CDOT with developing a CDOT Zero Emission Vehicle and Clean Transportation Plan to be developed over the next several months.
- Transportation Demand Management (TDM): CDOT is committed to reducing congestion on the road and in the air, and this includes looking at a variety of strategies to reduce VMT across the State. Later this summer, CDOT plans to release the second Phase of its TDM Strategic Plan.
 - Commissioner Stuart expressed her enthusiasm for TDM and recommended engaging the Transportation Management Organizations (TMOs) who have experience with this type of program. CDOT website needs more information on this topic of TDM, CDOT should work with TMOs to improve this.

Overview of SB267 Process, Bustang Expansion and Passenger Rail (David Krutsinger)

- David Krutsinger, DTR Director, provided an overview of the history of Bustang.
 - Bustang is capturing roughly 43% farebox return, which is very high.
 - Roughly \$2.6 million is collected from fare revenues.
- The purpose of this overview is for the DTR to provide updates, and receive guidance from the TC on several key areas, including SB 267 fund allocation, increasing operating funds for Bustang,

the investment of funds for mobility hubs, integrated ten-year-pipeline of projects, and a discussion on status of Front Range Rail.

- No action is necessary in July. TC members may expect action items in August or September to dedicate some funds to Bustang operational expansion, some to design of new facilities (leading to construction in 2021), and some to construction projects now (bid Fall 2019/Winter 2020, starting construction Spring 2020).
- Snowstang – will conduct a pilot of service to ski areas. A shorter pilot occurred in 2017 for two days. This current pilot will last longer – from December 2019 to April 2020.
- Commissioner Hall asked about Service to Steamboat Springs. The presentation noted that resort areas will be solicited to contribute to 60% of the costs to provide service and wanted to know if any conversation with the resorts has taken place yet.
- According to CDOT DTR staff, no conversations with Steamboat Springs yet. However, Arapahoe Basin is committed. Loveland is anticipated to commit. Cooper Mountain is committed with a wrap of their logo on a bus to contribute 60%. In August a meeting with the Mountain Division of Vail Resorts is occurring at CDOT HQ.
- Commissioner Bracke asked about Steamboat Springs service linkage to other communities, and hopes expansion to Colorado Springs and Fort Collins happens.
- It was noted that currently service will be out of Denver to Steamboat Springs.
- Commissioner Bracke strongly supports Bustang service and asked if service to Estes Park being offered will travel along US 36 and US 34.
- David Krutsinger, answered only along US 36 for now.
- Commissioner Bracke asked if interagency fare structure was considered like is being done at the Regional Transportation District (RTD) with a Transportation Network Company (TNC). It would be great to have interface with Transfort.
- Commissioner Hall noted the main complaint with Bustang is that it is too full. Folks are relocating to her area to avoid traffic congestion in urban areas. Happy the service has grown.
- Commissioner Stuart commented that the 43% farebox return is astounding. She is a big Bustang fan. Requested service up to SH 7.

- Commissioner Gifford noted for Bustang to entice single and couple occupant vehicles off the road is the true intent of the service.
- Commissioner Scott noted the anticipated increase in the population over age 65, and that we need to think about how travel demand will change in response to this growth. CDOT should provide more coverage at county meetings, regarding where will we with this age group over time.
- Commissioner Beedy commented that we need to determine where we want to direct growth to. We need to consider freight and infrastructure needed to accommodate freight in response to growth. Example move freight traffic from I-25 to SH 71 as an alternative. Rural areas with roads in poor condition, will not easily entice growth. CDOT needs to partner with local communities more to keep the transportation system free flowing. Texas is expanding I-27 to Oklahoma and New Mexico. Need to consider where Colorado wants freight growth from east to south.

Gunnison Valley Transportation Planning Region (TPR) Members,

As discussed at the last TPR Meeting, we have some **homework** for you to complete prior to the next TPR Meeting so the project team can gain feedback on corridor needs. This will allow our team to develop a comprehensive list of projects based on previously identified projects and corridor needs identified through public comment, data analysis, and your feedback.

Please first review the corridor overviews for each corridor attached to this email as a .pdf file. The corridor overviews include key data findings and themes of the public and stakeholder comments. The full listing of comments received to date (sorted by corridor) is attached if you're interested in reading it.

Next, please use this link: <https://www.surveymonkey.com/r/CDOTGVTPR2> to complete a survey. The survey asks you to rate the importance of the corridor needs for each highway corridor within the Gunnison Valley TPR. The corridor needs were developed based on data analysis and input the project team has received to-date.

Each highway corridor has its own page within this survey and a unique set of corridor needs. A rating for every corridor need is not required; please rate the needs on those corridors that are most relevant to you. If there are corridor needs that you think should be added, please add your idea in the 'other' box. The survey should take approximately 15 to 20 minutes to complete. Please complete the survey by Monday, August 19th.

The survey results will be discussed at the next Gunnison Valley TPR Meeting and serve as the basis for updating the corridor visions/profiles and ensuring that the candidate projects address the established corridor needs.

Thank you for taking the time to communicate your transportation needs and priorities!

Marissa Gaughan

Statewide and Regional Planning Manager

NOTE:

The Homework referred to you above should be sent to you in a separate e-mail. The material provides an excellent background for our discussion at the October 11 TPR Meeting. Vince

Multimodal Transportation TPR Meeting #2

NEXT MEETING NOTICE TPR meeting OCTOBER 11, 2019

Place: Montrose County Road and Bridge Conference Room 10:00 to 3:00pm

63160 LaSale RD