



Statewide Transportation Advisory Committee (STAC)

April 9, 2021

9:00 AM – 11:30 AM

Video Conference

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the March 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 **Bustang Micro-Transit Project (Discussion/Action Item)** – Mike Timlin, Interim Director, Division of Transit and Rail
- Proposed micro-transit service along the I-70 mountain corridor
- 10:50-11:00 **SB 267 3rd Year Funding (Discussion Item)** – Rebecca White, Director, Division of Transportation Development (DTD)
- Overview of the 3rd year of SB 267 funding
- 11:00-11:15 **GHG Rule Making Update (Information Update)** – Theresa Takushi, Greenhouse Gas Climate Action Specialist, DTD
- Update on the greenhouse gas rulemaking effort
- 11:15-11:25 **Statewide Transportation Improvement Program (STIP) Public Hearing (Informational Update)** - Jamie Collins, STIP Manager, DTD
- Notice of the STIP public hearing at the April Transportation Commission meeting
- 11:25-11:30 **Other Business - Vince Rogalski, STAC Chair**
- 1601 Update
 - May 14 STAC Meeting hosted via Zoom

STAC Meeting Minutes
March 12, 2021

Location: Via Web Conference
Date/Time: March 12, 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:	Chris Richardson (late)	South Central:	Walt Boulden
Grand Valley:	Dana Brosig, Dean Bressler	Southeast:	Jim Baldwin, Stephanie Gonzales
Intermountain:	Bentley Henderson	Southwest:	Sarah Dodson Hill, Jim Candelaria
North Front Range:	Dave Clark, Suzette Mallette	Upper Front Range:	Scott James, Elizabeth Relford
Northwest:	Heather Sloop, Kristen Manguso	Southern Ute Tribe:	Doug McDonald
Pikes Peak Area:	Holly Williams, John Liosatos, Kathryn Wenger, Erik Stone	Ute Mountain Ute Tribe:	Archie House, Jr.
Pueblo Area:	Chris Wiseman, Eva Cosyleon	FHWA:	John Cater
		FTA:	Kristin Kenyon

Kathleen Bracke (Transportation Commissioner),
Eula Adams (Transportation Commissioner),
Karen Stuart (Transportation Commissioner),
Lisa Hickey (Transportation Commissioner),
Herman Stockinger (CDOT Deputy Executive Director),
Andy Karsian (State Legislative Liaison)
Steve Harelson (CDOT Chief Engineer),
Keith Stefanik (CDOT Deputy Chief Engineer),
John Lorme (CDOT, Director of Maintenance and Operations),
Jeffery Sudmeier (CDOT, Chief Financial Officer),
Bethany Nicholas (CDOT, Budget Director),
Rebecca White (CDOT Director, Division of Transportation Development),
Kay Kelly (CDOT Director, Office of Innovative Mobility),
Sharon Terranova (CDOT Planning Manager, Division of Transit & Rail),
Heather Paddock (CDOT Region 4 RTD),
Richard Zamora (CDOT Region 2 RTD),
Julie Constan (CDOT Region 5 RTD),
Mike Goolsby (CDOT Region 3 RTD)
Paul Jesaitis (CDOT Region 1 RTD)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
<p>Introductions & STAC Minutes</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● Motion by Holly Williams to amend the agenda to add the Statewide Transportation Needs presentation and discussion; Seconded by Heather Sloop; ● Ashley Stolzman: With items being added to the agenda so close to the meeting, it is difficult to have an opportunity to discuss and get input from the DRCOG Board. ● Agenda amended unanimously. ● <u>Motion</u> by Holly Williams to approve the February 12, 2021 STAC meeting minutes, seconded by Dick Elsner. ● Minutes approved unanimously. 	<p>Minutes approved</p>
<p>CDOT Update on Current Events</p> <p>– Herman Stockinger, CDOT Deputy Director</p>	<ul style="list-style-type: none"> ● CDOT congratulates Julie Constan, who has taken over as the new Region 5 RTD following Mike McVaugh's retirement last month. ● Everyone is encouraged to read the excellent article in the Denver Post this week that provides an overview of the needs and history of the Eisenhower-Johnson Memorial Tunnel, including some really good photographs. ● The legislature has approved a state stimulus plan that includes about \$30 million for a new statewide Safer Main Streets program and additional funding for CDOT's Revitalizing Main Streets (RMS) program. ● There is also discussion continuing for additional state stimulus funding, including some likelihood for a newly introduced Bill this year that would generate new fee revenues. The legislature asked CDOT to present this to STAC – this is the transportation needs item that STAC has agreed to add to today's agenda, for which you may consider a formal action. ● John Lorme: CDOT is preparing for the impending storm that is expected to impact the Front Range beginning Saturday morning through Monday morning; Some safety closures are likely on Sunday into Monday, including I-70 to Kansas, I-76 to Nebraska, I-25 North through Region 4 and the Gap south of Region 1, and I-70 west of Golden. The length and duration of these closures will of course be dependent on the severity of the storm and the behavior of drivers. All CDOT Front Range maintenance sections will be on 24 hours throughout the weekend and we are prepared to bring in additional support from other regions of the state; Courtesy Patrol will be in full 100% service to assist drivers in trouble. The Emergency Response Center in Golden has been activated to fully support our response to this major event and which supports broad coordination with municipal and county operations as well as those of the neighboring states. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● None 	<p>No Action.</p>
<p>Transportation Commission Report (Informational Update)</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● The joint High Performance Transportation Enterprise (HPTE) meeting discussed Burnham Yard; and some expressed concern that CDOT could get saddled with unexpected environmental cleanup costs. ● Amendment of the existing FY21 budget and consideration of the FY22 budget were considered ● An update provided on SB267 funding decisions to-date; Of note - interstates were included in the years 1-4 of the 10-year Plan, but not in years 5-10 as it pertains to the objective to get 25% to rural roads. 	<p>No Action.</p>

	<ul style="list-style-type: none"> • The Commission discussed how we communicate and advocate for safety considering we have no helmet law in Colorado. • Potential greenhouse gas (GHG) Rules were discussed; • The Commission discussed the merits of extending the off-road vehicle (OHV) permit for Lake City; that decision was postponed to the next meeting. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> • None 	
TPR & Federal Partner Reports	<ul style="list-style-type: none"> • <u>DRCOG</u>: At the February Board meeting, the finance and Budget Committee approved the contract for the Regional Vision Zero public education campaign. The Board adopted Fixing America's Surface Transportation (FAST) Act safety targets. Our Regional Forums are working through COVID Relief allocation to Transportation Improvement Program (TIP) projects; the Board will decide those in April. • <u>CFR</u>: We are hoping CDOT is able to complete a couple culvert repairs near Bailey before the storm hits; this summer we are expecting a couple large projects, including the intersection on Hwy285 at Hwy9, and the bridge on Hwy285 south of Fairplay. • <u>Eastern</u>: None. • <u>Grand Valley</u>: On Monday they held the first virtual workshop for the Mobility Hub study, 25 stakeholders participated; In April GVMPO will roll ahead TIP to 2025; A GHG stakeholder meeting was held. • <u>Gunnison Valley</u>: Had a continuing discussion with communities along the Little Blue Creek Canyon project on US50 regarding alternative closure plans which would increase the time the road is open, but lengthen the project from two years to three; most expressed support to stay with the current closure plans and be done in two years. CDOT has been working very responsively to address concerns and impacts of the public. • <u>Intermountain</u>: Nothing to report; we are just waiting for conditions to get back to where we can resume some work. • <u>North Front Range</u>: Attended a March 4th meeting regarding regional transit safety targets; to be adopted at their April 1 meeting. Had a big discussion on the e-trip program that supports the Greenhouse Gas Emissions Reduction. • <u>Northwest</u>: Have not met since the last STAC meeting; Southwest Air has agreed to continue daily service to Steamboat; Multimodal Options Fund program applicants are splitting to two other projects. • <u>PPACG</u>: The Board of Directors met two days ago, and discussed policy on transportation funding; generally supports policies to ensure a statewide system, provide cost-effective broadband; the TIP was amended to include the Better Utilizing Investments to Leverage Development (BUILD) grant for the Fort Carson project. • <u>PACOG</u>: Our US50 project in Pueblo West is about 30% complete; the Board heard a final presentation on Union Station on Main Street project that will help in efforts to get Front Range Rail and the Southwest Chief rail service to Pueblo. The County Commission is moving forward in the next few weeks with the issuance of a \$125 million bond to build a new jail and also complete Joe 	No Action.

	<p>Martinez Blvd between Pueblo West and Pueblo Blvd., which will alleviate a lot of congestion in Pueblo West.</p> <ul style="list-style-type: none"> ● <u>San Luis Valley</u>: Completed several projects: Hwy17/US160 intersection is on pause through the winter; Fiber on Wolf Creek Pass will start once construction season arrives; Americans with Disabilities Act (ADA) improvements are scheduled in Salida; Chain up station area upgrades throughout the region are planned; Deer fencing on Trout Creek Pass is in the works; In Poncha Springs, the US 50 intersection will no longer be a roundabout, but a signalized intersection. One of the bridges in Johnson Village has been deemed historically significant and it needs widening; the hope is that the stimulus funding can be flexibly used fund that bridge project. The Collegiate Peak Scenic Byway has been designated an Electric Vehicle (EV) Corridor, which means EVs can confidently travel that route and have options to recharge their vehicles. ● <u>South Central</u>: Our Multimodal Options Fund (MMOF) project contracts came out, so we can now get started on those. The Highway of Legends has successfully been designated a scenic byway; we believe the work we did on the Planning and Environmental Linkage (PEL) study for that route provided some key support to gaining that designation. Work groups have now met to look at the impact this may have on the new Elk Mine along that Hwy12 scenic route. This spring, the I-25 Exit 11 project will get underway which provides a gateway to Trinidad and access to Trinidad State Park and Fishers Peak Park. ● <u>Southeast</u>: The Hwy71 bridge replacement between Rocky Ford and the Holly Store continues and should be completed in May. Las Animas resurfacing will continue through June. Our Next TPR meeting is March 24. ● <u>Southwest</u>: Resurfacing will begin next week, weather permitting, on US169 & Hwy145 through Cortez and Rico. Archuleta County just started a transit feasibility study that will result in the launch of a fixed service from Pagosa Springs to Durango. ● <u>Upper Front Range</u>: At our last meeting, we heard presentations on the progress on our 10-Year Plan, the Can Do Colorado grant opportunities and a Senate Bill 267 recap. Our region is interested to know, when federal stimulus funds are used in place of funds that were already for years 1-4 projects, where those funds are going to and what about reserve funds? We heard a Ports-to-Plains update on Hwy71; we were updated on the Hwy36 flood recovery, and also on the Bustang service from Sterling to Denver. ● <u>Southern Ute</u>: Several projects are just going out for bids in our region, so we will have more to report next month. ● <u>Ute Mountain Ute Tribe</u>: Livestock hauls will be starting up next month, so it is important we get information to our resource manager about the Little Blue Canyon project closures and coordinating the movement of those livestock trucks with the County; We will also be working with Montezuma County on the County Road G issues we have there. ● <u>FHWA</u>: One of the initiatives included in the Central I-70 Project was a local hiring preference, supported by a Ladders of Opportunity Grant of \$400,000 from FHWA. That program has been very successful – there have been 691 employees hired from the zip codes in the area of the project. They have worked over 733,000 hours at rates over \$20/hour, which has very positively affected 	
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	<p>families' ability to make a living wage. Retention rates of these employees are at 86%. The success of this program means we may see this kind of program applied more broadly.</p> <ul style="list-style-type: none"> ● <u>Federal Transit Administration (FTA): No Report</u> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● None 	
<p>Safe Routes to Schools (SRTS) Project Selection</p> <p>– Nate Vander Broek, Bicycle and Pedestrian Program Manager</p>	<ul style="list-style-type: none"> ● Staff presented an overview of the project applications and awards to nine infrastructure and three non-infrastructure projects. ● Awarded projects were selected from all five CDOT Regions. ● Staff is seeking STAC support for the recommended project awards, and is seeking support to allocate the remaining funds to augment funding to projects awarded in FY2019 and FY2020 that are unable to proceed due to COVID revenue hardships. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Heather Sloop (SRTS Selection Committee Member): We had the benefit of many different selection committee members with varying areas of expertise to contribute to the selection of the recommended project awards. There were four projects not awarded that were worthy projects, but they were not quite ready, or the applications were not yet up to standards compared to other projects. Overall, we feel we have a strong package of projects to recommend to the TC. ● <u>Motion</u> by Holly Williams to support the awards as recommended by the Selection Committee; Seconded by Chris Wiseman; Approved unanimously. 	Motion to Support
<p>1601 Interchange Approval Process Policy Approval</p> <p>– Aaron Willis, Acting Regional and Statewide Section Manager, DTD</p>	<ul style="list-style-type: none"> ● Following extensive public input on the matter, CDOT is seeking a recommendation for approval by the TC of an updated Policy Directive 1601 and updated accompanying Procedural Directive. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● <u>Motion</u> by Scott James to recommend the TC adopt the updated PD1601 and its accompanying Procedural Directive; Seconded by Heather Sloop; Approved unanimously. 	Motion to Support
<p>FY22 Budget Overview</p> <p>– Jeff Sudmeier, CDOT Chief Financial Officer</p>	<ul style="list-style-type: none"> ● Following STAC input in February on the FY2022 Budget, staff were able to adjust several line items that were of concern to the STAC. ● Including approximately \$1.2 billion of funds projected to roll forward from FY2021, the total proposed budget for FY2022 is about \$3.1 billion. ● Following an update to the state revenue forecasts, the \$8.4 million deficit presented last month has been reduced to \$2.8 million. Staff recommends off-setting that deficit using a portion of the \$4.2 million of unallocated Surface Transportation Block Grant (STBG) funds. ● The final budget will be considered for adoption by the TC next week in time to be submitted to the Governor's Office by April 15. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Scott James: Can you please clarify - did staff indicate there is \$1.2 billion being rolled forward from FY2021? ● Jeff Sudmeier: Yes, the majority of those funds are Senate Bill 267 funds that came to us in the current year but are not yet encumbered to the selected projects. Other roll-forwards include local 	Motion to Support

	<p>agency pass-through funds. If additional state stimulus funding comes from the legislature, we will be back to amend the budget to reflect those funds.</p> <ul style="list-style-type: none"> ● Scott James: What happens to SB267 funds encumbered in Years 1-4 projects that are now being funded with stimulus funds? ● Jeff S: When we received stimulus funding in January, those were allocated to additional Year 1-4 projects that had not yet been funded with SB267 or any other funds. ● Scott James: I just wanted to make sure that these funds are going to further projects in the Plan. ● Jeff Sudmeier: There are some projects being selected by the MPOs whereby they are using stimulus funds on already planned projects. With just a few exceptions, the projects selected in January were from Years 1-4. ● Tammy Maurer: I think it is great that we are able to use the TC Reserves to support the upcoming budget. With respect to the Maintenance budget, does that include things like ITS, Intelligent Transportation Systems, or are there things like that left off? ● Jeff S: The maintenance and operations budget of, I think, \$358 million encompasses all those activities that we consider maintenance; Of that, about \$275 million goes to what we classify as standard maintenance, and about \$75 million goes to operational programs like our ITS programs, our Operations Center, Courtesy Patrol and others. ● <u>Motion</u> by Heather Sloop to recommend the TC adopt the budget as presented; Seconded by Bentley Henderson; ● Scott James: A 100-page document goes along with the budget that I have not had time to review. Therefore, I am not in favor of a recommendation to approve at this time. ● Motion to support approved unanimously, with Scott James abstaining. <p><i>Break at 10:30; resumed at 10:40.</i></p>	
<p>SB 267 3rd Year Funding</p> <p>– Rebecca White, Director, Division of Transportation Development (DTD)</p> <p>– Sharon Terranova, Planning Manager, Division of Transit and Rail</p>	<ul style="list-style-type: none"> ● Staff presented a proposal to allocate an expected third tranche of funding from SB267 to projects in the 10-Year Program. ● The State Treasurer’s Office indicates that the issuance of the funds will likely happen next month. ● Staff is seeking only STAC input today; no formal STAC recommendation or TC decision is expected until next month or in May. ● The recommendation presented today shows both highway and transit project recommendations combined rather than separate as in previous presentations. ● We currently estimate to receive \$500 million with 10% going to transit. We will know the actual amount once those funds have been issued. ● With the recommended allocation of this third tranche of funds, we will have closely reached our regional equity goals over the four years of the program. <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● Ron Papsdorf: We would like to have some opportunities to discuss these projects in more detail with our stakeholders, particularly with our Transportation Advisory Committee (TAC). Specifically, we would like to have a conversation with CDOT about the pre-construction project funding. 	<p>No Action</p>

	<ul style="list-style-type: none"> ● Scott James: With respect to the Firestone and Longmont mobility hubs, this assumes that there are mobility services to use them. Can you tell me about that and explain the funding? ● Sharon Terranova: These projects expand on existing parking facilities, improves pedestrian access, bus shelters and platforms. The initial project is \$11.8 million and we hope to work out transit connections with COLT, City of Loveland transit and with transit on Hwy 119. ● Scott James: But you are hoping with \$11 million. ● Sharon T: We do not provide the transit service connecting to these hubs; Local transit services in Loveland and Berthoud and at Centerra, for instance, are supporting local transit services out of the hub. We have not worked out the details yet of those services, but they will be critical to the projects' success. ● Ashley Stolzman: these are largely expansions of existing parking and transit centers that are maxed out and need to be expanded and improved. Bustang is already using these locations, as are local transit as well as local and regional private transportation service companies. ● Scott James: Typically, when you make this kind of investment, you have done studies prior. Can you show me these studies? ● Sharon T: I can share with you what we have for this; I can speak, at least, about the Hwy119, Firestone and Longmont hubs – they will be very heavily used and will reduce VMT in the region. Bustang is also going to be adding additional vehicles and services on those routes. ● Heather Paddock: We have the original numbers showing the volumes of ridership to justify these projects. ● Rebecca White: We are not certain exactly when we will be asking for STAC's recommendation on this, so this allows members the opportunity to discuss with your local stakeholders. In the meantime, we are happy to take any further inquiries. 	
<p>State Legislative Report – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> ● Senate Bill 110 passed last week, providing \$30 million to CDOT's Safer Main Streets program. ● Another Bill has passed the House that frees carpool apps from having to pay the \$150,000 fee required of other Transportation Network Companies (TNCs) such as Lyft and Uber. This also enables these application companies to report useful data to CDOT rather than to the Public Utilities Commission (PUC). ● Other legislative considerations this upcoming week include CDOT procurement processes, a project limit Bill and an EV charging Bill. <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● None 	<p>No action.</p>
<p>Statewide Transportation Needs – Rebecca White, Director, Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> ● Staff provided an overview of the state's transportation needs identified through the 10-Year Pipeline planning efforts, highlighting what remains to be done in light of the projects that have been funded thus far. ● Staff presented a draft Resolution for STAC to consider that formally stresses the transportation needs of the state and urges legislative funding to address those unmet needs. <p>STAC Discussion:</p>	<p>Resolution adopted.</p>

- Scott James: The resolution states that the STAC supports recent discussions of the legislature, but it is difficult to show support of them, since there was not anything in the presentation about those discussions.
- Herman Stockinger: I think perhaps a rephrasing of the resolution is in order to clarify that rather than supporting the discussion of the legislature, that STAC supports the conclusion that the state needs to provide increased, stable and long-term transportation funding.
- Bentley Henderson: I think that in addition to increased funding generally, the STAC needs to show support for funding that provides equity throughout the state to address the broad array of needs across both rural and metropolitan systems and for both highway needs as well as multimodal system needs.
- Scott James: I am supportive of asking the taxpayers whether they want more taxes levied upon them.
- Ashley Stolzman: Because this item came to the agenda late, I have not had an opportunity to discuss it with my stakeholders, and therefore I will abstain from voting on such a matter. DRCOG has been very supportive of efforts asking voters to create new sources of funding to address broad statewide transportation needs. That support has always recognized the importance of freight and agriculture needs outside the Denver region. It is problematic for us to support this resolution when we have not yet seen a specific Bill proposing a solution. In the conversations now, we are hearing about the importance of rural paving, but those conversations do not yet recognize that 70% of fatal crashes occur in urban areas, it doesn't recognize that some currently unfunded mandates are coming down on urban areas through the Greenhouse Gas (GHG) reduction initiatives. I represent DRCOG here. However, Metro Mayors Caucus (MMC), of which I am a member, has taken some positions on the matter. I think there is some confusion about the conversations that have taken place at the capitol, so I would welcome discussion on the MMC's position today. However, as representative of DRCOG, I am not prepared to support this resolution until it has greater clarity and has been vetted through our organization.
- Vince Rogalski: Some ten years ago or more, STAC worked through some memorandums of understanding (MOUs), showing great cooperation in addressing urban as well as rural needs for the state, and we will continue to do so.
- Heather Sloop: I would suggest we voice support for increased, long-term funding for transportation, but take out of the resolution reference to discussion of the legislature. This resolution does not need to say anything more than that STAC is unified in its support to address the state's transportation needs. It does not need to be something that may pit one region against another, or one set of interests against another. It just says that we successfully and collaboratively make this state everything it should be using the resources we are given.
- Walt Boulden: I like that suggestion because it takes the political tone and controversy out of it, focusing instead on accomplishing what our 10-Year Plan intends.
- Scott James: I suggest the following change to the wording in the resolution: "The STAC supports the Colorado Legislature committing to an increased, stable and long-term solution to needed transportation funding."

	<ul style="list-style-type: none"> ● Heather Sloop: That sounds right to me. ● Kris Manguso: On the second “Be it further resolved...”, can we also add something about equitable support throughout the regions? ● Vince Rogalski: I think it pretty well covers that by saying it benefits all Colorado residents without it going too far afield. ● Holly Williams: I agree that it needs to stay generic. What we all have in common is that we just do not have enough money to address our needs, regardless if it is urban or rural. ● Dave Clark: The main point is that this communicates that STAC has worked well together to address the state’s needs and it will continue to do what is best for Colorado and all its transportation needs. ● Sarah Hill: I agree with the suggested wording change in the resolution and would support it on behalf of the Southwest region. ● Ashley Stolzman: I appreciate the collaborative spirit of this conversation. But I am concerned with how this resolution will be used and I think before we make this resolution, that we do need to have conversations about issues such as impacts on low-income tax-payers, whether it is a tax or a fee, about the fact that if a tax-payer pays \$1 it gets only \$.60 back. ● Scott James: I am in favor of the wording changes I suggested. But when it comes to an “additional, sustained and long-term” source of funds, we still need to have conversations about what the source of funding is, before I support a resolution. ● Vince Rogalski: What we’re trying to say is, that we generically support a funding solution without getting into specifics; that STAC will work together as we have before to address the agreed upon needs in the state, if the legislature provides additional funding. ● <u>Motion</u> by Heather Sloop to approve the resolution with the following amendments made during this meeting: <p style="margin-left: 40px;">NOW THEREFORE BE IT RESOLVED, the STAC supports the Colorado State Legislature committing to provide an increased, stable, and long-term revenue source for transportation; and NOW THEREFORE BE IT FURTHER RESOLVED, that any transportation funding increases should support needs across the state to the benefit of all Colorado residents and our economy. Seconded by Walt Boulden. Resolution passed unanimously, with Ashley Stolzman abstaining.</p> 	
Other Business / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> ● Aaron Willis: I wanted to recognize both Scott James and Dick Elsner who are the new STAC representatives to the Freight Advisory Council (FAC). ● The next STAC meeting is scheduled April 9, hosted via Zoom 	Adjourned.

STAC ADJOURNED at 11:59am

Transportation Commission Workshops

Wednesday, March 17, 2021, 12:00 pm – 5:30 pm

Call to Order, Roll Call:

Nine of the existing seated Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Barbara Vasquez, Shannon Gifford, Gary Beedy, Kathleen Bracke, Donald Stanton, Sidny Zink, Eula Adams, and Lisa Tormoen Hickey. Commissioner Bill Thiebaut joined at 12:59am.

Joint Workshop with HTPE: Floyd Hill Update (Paul Jesaitis and Nick Farber)

Purpose: This workshop provides a status update for the Floyd Hill to Veterans Memorial Tunnel Project along I-70, a potential strategy for a phased project delivery, and how portions of the project could be implemented in the near term using Senate Bill 267 Year 3 funding.

Action: No action is required.

Discussion Summary:

- Staff recommendation proposes approximately \$135 million of SB267 Year-3 funding towards the total \$450 million required for completion of Phase 0 and Phase 1.
- The total project cost (Phases 0-2) of \$700 million includes cost contingencies to mitigate risk of cost escalations. Meanwhile, staff are looking at alternative delivery methods to minimize risk and costs and may consider separately letting individual sub-components of the larger phases, if doing so reduces total costs.

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

Post Americo Real Property Condemnation Authorization Requests

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

- Region 4:
 - I-25 North: SH 402 to SH 14, Project Code: 21506
 - I-25 Express Lanes SH 7 to SH 1, Project Code: 22811

Discussion Summary:

- Staff explained that often CDOT's appraised value is different from the owner's appraised value because CDOT evaluates the property based on its current allowed land uses, whereas owners are often inclined to evaluate based on the best possible uses. No additional public comments were received.
- Expenses related to any ROW acquisitions necessary for CDOT projects are budgeted into project costs at the onset, and adjusted as actual costs are finalized.

Budget Workshops – FY 22 Annual Budget Allocation Plan and FY 21 Annual Budget Amendment Workshop (Jeff Sudmeier and Bethany Nichols)

Purpose: (1) To present the FY 2021-22 Final Annual Budget Allocation Plan for Transportation Commission (TC) adoption. (2) To review the eighth amendment to the FY 2020-21 Annual Budget in accordance with Policy Directive (PD) 703.0.

Action: (1) The Division of Accounting and Finance (DAF) is requesting that the TC adopt the FY 2021-22 Final Annual Budget Allocation Plan. (2) DAF is requesting TC review and approval of the eighth amendment to the FY 2020-21 Annual Budget. The eighth amendment consists of three items that require TC approval, resulting in the reallocation of \$29.8 million from the TC Program Reserve Fund to the Maintenance Reserve Fund, Contingency Fund, and Debt Service to balance the FY 2021-22 Final Annual Budget Allocation Plan to forecasted revenue.

Discussion Summary:

- In general, CDOT's base budget is not sufficient to meet all of Policy Directive 14's performance goals. The additional funding the State has secured in the last couple of years through SB267 and Senate Bill 1 have helped the state improve those conditions, such as the rural pavement conditions.

SB 267 Year 3 Project Options (Rebecca White, Marissa Gaughan and Sharon Terranova)

Purpose: Last month, 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. This workshop builds onto the information presented last month and provides an overview of where we are in terms of regional equity, and presents project options for SB 267 Year 3 funding.

Action: No action is required.

Discussion Summary:

- Current transit investments include Multimodal Hub locations along I-25 and I-70, and expansion of the Bustang vehicle fleet for increased services along those routes. Those vehicle purchases do not include any Electric Vehicle (EV) purchases currently, as the motorcoach EVs currently available on the market cannot viably serve these long mileage routes. Meanwhile, CDOT is supporting local agencies to develop EV transit capabilities on local routes. The Commission expressed support for CDOT to develop EV transit services whenever possible.
- Some projects funded with the Years 1 & 2 SB267 proceeds were selected from years 5-10 of the 10-Year Pipeline for various reasons, including partnership match funding or other supplemental grant opportunities. The Year 3 SB267 project proposal recommended today also includes pre-construction investments in a number of Years 5-10 Pipeline projects throughout the state.
- The widely varying amount of investment into the Mobility Hubs throughout the state is due to many elements, including location and amount of partnership funding. Some hubs, such as those located along I-25, are built within the highway ROW and therefore entail greater infrastructure cost relative to other locations that may be off-highway. Mobility Hubs may entail a widely varying array of elements, benefits and purposes. The Commission expressed a desire to have a future workshop discussion focused solely on exploring this topic to refine our definition and understanding of Mobility Hubs generally.
- Commissioners also expressed a desire to begin looking at regional equity comparisons, including equity between Interstate investments and non-interstate investments separately, and also equity of investments between the various mobility options among different socio-economic groups.

Revitalizing Main Streets Grant Program (New State Stimulus Funding (Rebecca White and Molly Bly)

Purpose: To brief the Commission on plans to use \$30 million in new state stimulus funding approved by the state legislature (SB-110).

Action: Staff is seeking Commission support via a resolution to utilize these dollars by re-launching the Revitalizing Main Streets (RMS) grant program. This re-launch would incorporate the safety, active transportation, and COVID resiliency components of current grants while applying lessons learned from the past few months of implementation.

Discussion Summary:

- The relaunched program allocates \$8 million for small community grants, similar to those in the current RMS program that provide COVID-related public health mitigation benefits, while increasing the grant amount from \$50,000 to \$150,000. The remaining \$22 million will be available for larger capital projects with safety and active transportation benefits targeted in the current Safer Main Streets program.
- Small Community Grants will continue to require local funding equal or greater than 10% of the grant funding. Large Capital Grant program applicants are encouraged to meet the 20% local match as required in the current federally-funded Safer Main Streets program. However, applicants may be

eligible for reduced match, if evidence is demonstrated in the application that local financial conditions limit applicants' ability to meet those match expectations.

- Promotion of the relaunched program will be made through social media, email notifications, and through direct outreach to MPOs, rural TPRs and local government associations.
- CDOT has filled two of the five expansion staff positions that will support the implementation of project awards, and the other three positions are in various stages of applicant selection.
- Commissioners considered whether the small grants for COVID-related economic mitigation will be needed and continue to be beneficial once the pandemic has eased. Some see this program as something that will continue to be needed and will offer benefits to improve pedestrian access in local communities long-term.

Bustang Workshop (Mike Timlin and Kay Kelly)

Purpose: The purpose of this workshop is to present the TC with the proposed Bustang I-70 Mountain Corridor Micro-Transit Plan.

Action: CDOT staff was seeking TC input at the Commission Workshop in March, and will request approval to implement the plan at the April 2021 Commission meeting. A White Paper describing the I-70 Mountain Corridor Micro-transit Plan is contained in the TC Packet for April.

Discussion Summary:

- The service is not expected to compete with existing private eco-transit providers who target out-of-state visitors coming into airports, as this service would target Coloradans who want to get to the mountains from urban areas.
- Approximately 1% of current Bustang riders require handicap accessibility. Having two handicap accessible vehicles in this initial micro-transit fleet is expected to offer flexibility for CDOT to effectively serve these riders.
- Commissioners discussed whether this kind of service might more equitably serve Coloradans by also being available to help rural residents to urban centers, particularly for veterans' medical trips and other services not available locally. CDOT staff is looking to provide new Outrider services in and out of Sterling, and could potentially expand this service to other rural areas to augment the existing Outrider services.
- Discussion also centered around the trade-off of the costs to CDOT to reduce vehicle miles traveled (VMT) on the highways versus those costs being a subsidy to skiers. CDOT staff also drew the comparison and scale of this investment versus the cost of expanding mountain corridor highway lanes as VMT increases.

Off-Highway Vehicle (OHV) Pilot Program (Mike Goolsby on behalf of Hinsdale County)

Purpose: Adopt a resolution in place of the previously approved #TC 18-07-17 that will reflect a time extension of the resolution, with additional terms and conditions as agreed upon with Hinsdale County and the Town of Lake City.

Action: TC 18-07-17 allowed CDOT to enter into an agreement with Lake City and Hinsdale County to allow OHV travel on a segment of SH 149. General terms of the agreement included:

- The route starts at MP 73.11 (Ocean Wave Drive) in Lake City and travels south to MP 69.85 (CR 30) with no deviations
- Total length of the project was about 3.26 miles
- The program lasted for the summer seasons (May through Sept) of 2019 and 2020
- A final report on the program was required of the applicants, Lake City and Hinsdale County

Hinsdale County and the Town of Lake City are requesting a time extension in this program for another three years of implementation. In addition to the time extension, several new special terms and conditions are proposed to the permit to address concerns raised by the TC, other stakeholders, and citizens in Hinsdale County.

Discussion Summary:

- Commissioners were appreciative of the additional considerations and commitments added to the revised permit.
- Local officials expressed the value in permitting this extension for three years instead of two, considering the local investment made under the assumption of this permitted use.
- The Commission considered whether extending the end milepost on one end of the segment is warranted. To be fair, the applicant ultimately felt it would be unfair to consider that extension considering there are other businesses on both ends of the segment that also want an extension. The Commission will consider the current draft Resolution for adoption at the regular meeting.

Policy Directive 1601- Interchange Approval Policy Revision (Aaron Willis)

Purpose: CDOT staff is seeking TC approval of the revised interchange approval process (Policy Directive 1601). Staff will submit a companion interchange approval procedural directive to the CDOT Executive Director for approval later this month.

Action: TC approval of the revised 1601 Policy Directive (PD1601).

Discussion Summary:

- Concern was expressed in putting Mobility Hubs as a required Transportation Demand Management (TDM) strategy in the Procedural Directive as they are currently in locations being selected by CDOT and may not be viable or economical in other locations. Staff explained that the Procedural Directive directs only that mobility hubs are included in the systems-level study that's required.

**Transportation Commission Regular Meeting
Thursday, March 18, 2021, 9:00 am to 11:00 am**

Call to Order, Roll Call:

Eleven Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Shannon Gifford, Gary Beedy, Kathleen Bracke, Sidny Zink, Eula Adams, Lisa Tormoen Hickey, Donald Stanton and Barbara Vasquez. Commissioner Bill Thiebaut was not present for roll call (arrived at 10:10 am, and voted on all action items).

Public Comments

- Clear Creek County Commissioner, Randall Wheelock, expressed his support to incorporate micro transit into the Floyd Hill project. He has lived in Clear Creek for 50 years, and is well aware of how the increasing congestion and related air quality issues that have plagued the I-70 corridor. He noted that although Clear Creek County is not part of the resort communities that generate a lot of the congestion, Clear Creek County still deals with the impacts. Commissioner Wheelock is particularly concerned with the impacts to air quality and safety with congestion impeding the flow of emergency vehicles. Because Bustang is precluded from using the express lane due to its size, micro-transit provides a unique opportunity to address both the congestion and the transit needs of the corridor. He also noted the advantage of using shuttles, which carry as much as 6 car loads in one vehicle, with a much lower emissions profile than larger buses.
- Additional public comments received are included in the Commission packet.

Comments of Individual Commissioners

- Commissioner Hickey – thanked the CDOT team for all of the hard work preparing and responding to the blizzard last week. She also noted how impressed she was with all of the work CDOT is doing on the Greenhouse Gas (GHG) Roadmap outreach and with including so many diverse voices on the advisory council. Commissioner Hickey urged the public to get involved in that effort. She found the updates on the I-25 South Gap project fascinating, particularly with regard to the safety improvements that were made without compromising the scenic aspects of the corridor. Commissioner Hickey is also taking part in an effort locally to convene local leaders for a discussion about transportation funding and safety, and to call attention to the dramatic increase in pedestrian and bike fatalities. She thanked the public for providing such thoughtful comments, which were considered very carefully.
- Commissioner Vasquez – congratulated Commissioner Wheelock for his eloquent championing of micro-transit. She thanked the public for all of the comments that were provided regarding the request from Hinsdale County for OHV permits. Commissioner Vasquez indicated that all comments were extremely helpful to the discussion and were considered very carefully.
- Commissioner Zink – thanked CDOT for all the work to address the concerns regarding the Little Blue Canyon project. She also thanked Central Federal Lands for their work providing analysis and commentary presenting the pros and cons of each scenario. Commissioner Zink is looking forward to the upcoming open house.
- Commissioner Stanton – appreciated Commissioner Randy Wheelock’s comments, and was appreciative of the emphasis on how connected we are. He thanked CDOT for the ongoing efforts to improve the poor bridges on I-70 West, and particularly the efforts on the Ward Road Bridge.
- Commissioner Adams – thanked CDOT staff for the herculean efforts to respond to the snow storm. He commented on a meeting attended on the I-25 S Gap project, and said that he is very pleased with the progress that has been made. Commissioner Adams also remarked that the progress around diversity and inclusion has been very encouraging. He indicated that he is involved in meetings with the Conference of Minority Transportation Officials (COMPTO), a minority transit organization, and sits on a panel with State Senators, Faith Winter and Matt Gray, talking about transportation in those communities. Commissioner Adams also appreciates all the CDOT support, and for the work being done to make CDOT a more inclusive organization.
- Commissioner Gifford – called attention to a Legislative Bill that is set to be introduced today for transportation funding, and including funds for multimodal funding. She urged the Commission to do everything in their power to support this bill, and indicated that she looks forward to doing what she can to make sure it passes.
- Commissioner Bracke – thanked the public for all of their thoughtful comments, and thanked CDOT for the efforts to keep the public safe through the snow storm. She also expressed appreciation for all the work that was done on the GHG emissions stakeholder workshops. Commissioner Bracke indicated that she is excited about additional funding for transportation. The congressional delegation was thanked for all the work in DC to pass stimulus funding. She expressed excitement for the recent \$30 million in stimulus funding that the legislature passed to revitalize main streets throughout the state.
- Commissioner Beedy – Although activity in his district has been relatively quiet recently, he indicated that he did attend a Transportation Planning Region (TPR) meeting and discussed scheduled projects including the US 287 passing lane projects, which will move forward shortly to hopefully help alleviate safety issues. Commissioner Beedy thanked Commissioner Wheelock for his interesting perspective on how load weight and energy consumption are connected, and looking at optimizing flexibility and energy efficiency through micro transit. He urged similar ideas to be considered in the freight sector.
- Commissioner Thiebaut – Not present
- Commissioner Hall – expressed enthusiasm for a meeting she attended to discuss development of a mobility hub in Grand Junction with the potential to increase mobility and accessibility by connecting Greyhound, Grand Valley Transit, and Amtrak all in one location, and she remarked on how exciting it is to witness the planning coming together in preparation of the Better Utilizing Investments to Leverage Development (BUILD) grant application submittal. Commissioner Hall reported on the Little Blue Canyon project in Gunnison Valley that has become a really complicated and time consuming project. CDOT Executive Director, Shoshana Lew, Jason Smith, Raelene Shelly, and Mike Goolsby were thanked and

recognized for all of the work they have been putting into addressing the concerns of the stakeholders and community to mitigate the impacts that such a complex project will inevitably have communitywide.

- Commissioner Stuart –echoed the other Commissioner’s comments thanking CDOT, and expressed excitement to see what the new transportation bill looks like, and the potential that it will facilitate implementation of the 10 Year Vision. She also thanked Heather Paddock, CDOT Region 4 Transportation Director, and Paul Jesaitis, CDOT Region 1 Transportation Director, for all of their help keeping her up to date with what is going on in her district.

Executive Director’s Report (Shoshana Lew)

- CDOT Executive Director Lew indicated that CDOT is making progress on a lot of fronts. One of the big highlights of the month was all the extraordinary work that went into preparing and responding to the snowstorm as spring storms always come with extra challenges. One of the big challenges was how it caught the public off guard after becoming accustomed to the spring weather. A lot of the incidents and road closures could have been avoided with better compliance to the chain law. She remarked on how well CDOT worked and coordinated with the Colorado State Patrol to respond to this difficult event, and the communication between teams was really incredible. This event was a great reminder of how important CDOT is, in response to large storm events, to the safety of the traveling public.
- Regarding the Little Blue Canyon project – CDOT is working closely with the Federal Highway Administration (FHWA) to work through problems related to the project through a collaborative process. The solutions that FHWA came up with are really sensitive to the needs and concerns of the public, but obviously even with all of the work that has gone into mitigating the impacts to the community, it’s still going to be a project that causes pain for a lot of people.
- As already mentioned there is a pending funding bill, and there will be more information about that very soon.
- Director Lew toured the Central 70 project, and commented on how impressive the progress was, and it’s remarkable how much has gotten done, and it’s changed from excavation to a piece of infrastructure, and it is really incredible.
- One fun note, is that CDOT announced the “Name That Plow Competition” winners. The team that won the competition got to name the plow “Gold Rush”.

Chief Engineer’s Report (Steve Harelson)

- CDOT Chief Engineer Harelson walked the commissioners through photos demonstrating the progress on the Central 70 project from last week’s tour.
- CDOT maintenance staff did a great job at responding to the blizzard. It was inspiring to see all the engineering staff that mobilized to work on road closures, to free up the maintenance crew, and the engineers who volunteered to give up their weekend for that were recognized and thanked for that.
- Tom Bovee was congratulated on his retirement, and his efforts in Region 5 to develop Project Wise to improve the system of storing engineering drawings were highlighted. Tom is a wonderful example of a CDOT employee who saw a problem and worked his tail off to resolve it, instead of complaining about it.
- Commissioner Vasquez asked about the avalanche on SH 14, and if there was any indication that the fire scar from the summer contributed to it.
- The response to Commissioner Vasquez was that there has been no word that the fire scar was cited as a contributing factor to the avalanche, but it will be looked into further.

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

- The interagency agreement (IAA) with CDOT that you will come before you later today was approved at the HPTE Board meeting yesterday.
- The Board approved the FY22 budget. One thing to note, is that toll revenue was down because of lower volumes so the budget is drawing on ramp up reserve, Operations and Maintenance (OM) reserve and trust venture, which are fully funded. They are anticipating growth in express lane volumes by summer and fall, hopefully reaching 90 percent of 2019 volumes by end of year.

- On E-470 they are currently meeting the debt service, but if the project fails to cover any coverage test for June through December timeframe they will be required to get a revenue consultant for increasing revenues on the corridor
- The HPTe Board approved a resolution in support of the I-270 Infrastructure for Rebuilding America (INFRA) grant application. Nick thinks \$200 million in toll back revenue financing is reasonable. Currently staff is working on a revenue study that will be done by summer taking into account COVID volumes. If a larger portion can be financed we will adjust the \$200 million up, but if it shows we can't make the \$200 million, we will have to identify other funding.
- HPTe is working with the rating agency to get a rating for I-25 North Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to hopefully reach financial close by late summer/early fall.
- Nick met with Utah's director for P3 Plus. Discussed partnerships and how they can develop a program in their state.

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

- The CDOT project limit bill (thresholds for public project bidding requirements) was laid over based on labor concerns that need to be addressed. CDOT will bring the bill back to committee next Thursday.
- The Joint Tech Committee considered an Office of Information Technology (OIT) revamp bill this morning. It will have minimal impact on CDOT except that it potentially could provide more flexibility in managing the contract with OIT.
- Received permission to pursue a late bill on outdoor advertising based on a pending court that CDOT is trying to get ahead of, to preserve regulations pertaining to outdoor advertising in the right of way.
- The Ray Scott procurement bill was delayed for a week, and will be discussed next Thursday.
- They also moved the EV charging bill that Representative Pico brought forward that creates a study group to come up with a registration fee.
- There are some information sharing bills coming up and both are being amended in ways that are beneficial to CDOT. As part of this there will be a study looking at things that CDOT is already doing in terms of electronic records.
- Finally the GHG conversations are continuing, one having to deal with green materials and the other having to do with outreach that the department does on larger projects.

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

- John highlighted the success of a pilot initiative to hire locally and build talent locally as part of the Central 70 project.
- This is a workforce training program that started from the national workforce training program, Work Now that has since expired. It has been hugely successful with 167 enrolled, 9 of which were part of the Central 70 project. Wages on average have increased from \$12.59/hour to \$20.43/hour through the course of the program.
- There are 691 employees from local zip codes, and they have worked a total of close to 1 million hours, and then they go on to work on other projects, so this is a great way to get folks into the industry and to give them training and a foot in the door.

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

- STAC adopted new bylaws last year, and one of the changes requires all information to be provided a week before the STAC meets. Any newly added items require STAC approval. This came up at the last STAC meeting regarding a resolution on statewide transportation needs. Ultimately the resolution was added and passed with some amended language that will be discussed further.
- Herman announced the new Regional Transportation Director (RTD) for Region 5, Julie Constan.
- The Legislature is considering new transportation revenue programs. And STAC is moving along to provide advice which is exciting.
- John Lorme, CDOT Director of Operations and Maintenance, gave a presentation on everything CDOT was doing to prepare for the anticipated storm.
- Safe Routes to School (SRTS) was reviewed. STAC unanimously approved 12 applications awarding \$6 million, but didn't comment on the left over funds.

- STAC recommended that PD 1601 be approved.
- Regarding the budget, a summary of the FY 2022 budget was presented. STAC unanimously recommended that TC approve the budget for the Governor's consideration.
- Rebecca White, CDOT Division of Transportation Development Director, and Sharon Terranova, CDOT Planning Manager of the Division of Transit and Rail presented on the proposed list of projects for SB 267 year 3 funding, and \$15 million of that will go to transit projects across the state. Denver Regional Council of Governments (DRCOG) expressed a desire for their Transportation Advisory Committee (TAC) to discuss preconstruction priorities in the 5-10 year list of the 10 year vision. The Upper Front Range TPR representative expressed concern for the amount of funding going to mobility hubs without clear evidence for a demand or a clear plan for service to the hub.
- Pertaining to statewide transportation needs, CDOT staff provided an overview of the statewide needs that are going to be addressed through the 10 year plan. A draft resolution was presented urging the legislature to work on sustainable funding for transportation. STAC unanimously approved the resolution to identify increased reliable long term funding for statewide transportation needs.
- Vince thanked the Transportation Commissioners for attending the STAC meetings.
- Vince also recognized Scott James, of Weld County, and Dick Elsner, of Park County, as the new STAC representatives to serve on the Freight Advisory Council (FAC).

Act on Consent Agenda – Passed unanimously on March 18, 2021. Motion by Commissioner Hall, Second by Commissioner Beedy

- Proposed Resolution #1: Approve the Regular Meeting Minutes of January 4th (Special Meeting) and February 18, 2021 (Herman Stockinger)
 - Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
 - Proposed Resolution #3: Disposal: US 287 Berthoud Bypass (Parcel 222F) (Heather Paddock)
 - Proposed Resolution #4: Disposal: I-25 & Bijou St. (Parcel 130-EX) (Richard Zamora)
 - Proposed Resolution #5: FY 21-22 Safe Routes to School Awards (Nate Vander Broek)
- Beedy asked for the IGA approval can't find the project list in the packet, and wants to make sure they are in the documents.

Discuss and Act on Proposed Resolution #6: Condemnation Authorization: (Steve Harelson) – Passed unanimously on March 18, 2021. Motion by Commissioner Bracke, Second by Commissioner Stanton

Discuss and Act on Proposed Resolution #6B: Condemnation Authorization: (Steve Harelson) – Passed unanimously on March 18, 2021. Motion by Commissioner Bracke, Second by Commissioner Vasquez

Discuss and Act on Proposed Resolution #7: Scope of Work/Fee for Service Intra- Agency Agreement (IAA) between HTPE and CDOT (Nick Farber) – Passed unanimously on March 18 2021. Motion by Commissioner Stanton, Second by Commissioner Vasquez

- Nick Farber, HPTE Director, reported that every year HPTE comes to TC to approve the IAA between HTPE and CDOT. Of note this year, HPTE will be developing a toll equity program for the Central 70 project because of a new requirement, and HPTE is leading a compliance and monitoring framework for the Central 70 project, and lastly there is an effort to finalize the I-25 North TIFIA loan by the end of this year. Our Scope of Work takes into account the cost of the loan. The ask of CDOT has historically been \$5.6 million, which was reduced 28% to \$4 million because of increased toll revenue that was shifted over to cover costs.

Discuss and Act on Proposed Resolution #8: 8th Budget Supplement of FY 2021 (Jeff Sudmeier) – Passed unanimously on March 18, 2021. Motion by Commissioner Gifford, Second by Commissioner Hall

- Requesting amendment to FY 21 budget which complements the FY22 budget later on the agenda. This amendment accomplishes the offset needed to compensate for the losses we experienced due to the pandemic.

Discuss and Act on Proposed Resolution #10: Off-Highway Vehicle Resolution (Mike Goolsby) – Passed unanimously on March 18, 2021. Motion by Commissioner Hall, Second by Commissioner Beedy

- This is to allow Hinsdale County and Lake City to allow OHV on a portion of SH 149 to complete the Alpine loop.
- Commissioner Vasquez thanked members of the public who contributed their opinions on this issue. She congratulated CDOT and Hinsdale County Commissioner Herd for addressing all of the safety concerns that were raised. She remarked on how much has been learned about the importance of this issue to Hinsdale County and Lake City.
- Commissioner Zink pointed out that she heard from those that supported and opposed this measure, and provided assurance that all perspectives were considered and discussed very seriously. Commissioner Zink also assured those who were opposed to the bill on safety grounds, that if at any time there are indications that this is creating a safety issue the TC can take another look, and reiterated how important the local participation was, and appreciated it.

Discuss and Act on Proposed Resolution #11: INFRA Grant Proposal (Herman Stockinger and Julie George) – Passed unanimously on March 18, 2021. Motion by Commissioner Gifford, Second by Commissioner Hall

- Herman Stockinger requested the TC's support for the I-70 INFRA grant application, which is due tomorrow. He pointed out one change in that they are looking at a match of up to \$90 million, and not \$80 million as it currently states. With that edit to the resolution, approval was requested.
- Commissioner Stuart commented that the I-70 project is a top priority in her district.

Postponed: Discuss and Act on Proposed Resolution #12: Policy Directive 1601 Approval (Aaron Willis)

Discuss and Act on Proposed Resolution #13: FY 22 Budget (Jeff Sudmeier) – Passed unanimously on March 18, 2021. Motion by Commissioner Bracke, Second by Commissioner Hall

- This amendment reflects the closure of a \$46 million funding gap.
- Commissioner Beedy noted for the record and to educate the public that there is a difference between an allocation plan and a spending plan. Whereas an allocation plan represents the planned budget, the spending plan represents current projects under construction.
- Commissioner Zink commented on how impressed she has been with how CDOT thinks outside the box to make it all work.

Discuss and Act on Proposed Resolution #14: Revitalizing Main Streets Grants State Stimulus selection process – Passed unanimously on March 18, 2021. Motion by Commissioner Vasquez, Second by Commissioner Hickey

- This resolution responds to the recent bill from the legislature to support Revitalizing Main Streets and Safer Main Streets. This would relaunch last year's program which successfully addressed safety needs along urban arterials and rural main streets. CDOT is proposing two different grant programs to address the various needs along Main Streets both housed under the Revitalizing Main Streets umbrella

Adjourned 10:36am

ADDITIONAL WORKSHOP

Freight Workforce Issues (Rebecca White, Michelle Scheuerman, & Craig Hurst)

Purpose: The purpose of this workshop is to provide a brief overview of the Freight Industry Sector Partnership that was launched in June of 2020 and its achievements to date. See the TC packet for further details on the accomplishments of this initiative to date.

Action: Information only. No action is required.

Discussion:

- Commissioner Adams advised that he sits on the board of Career Wise, and has been in discussions with CDOT to develop a commercial driver's license (CDL) program, and expressed a desire to collaborate on the efforts. Commissioner Adams further elaborated that the Career Wise program is identifying youngsters mostly out of high school, and investing in training them
- Commissioner Zink asked for clarification on what type of entity the Workforce Council is.
- Michelle Scheuerman responded that they are a sister state governmental agency with a mission to help others address workforce issues.
- Commissioner Stanton asked about the level of involvement with the Veteran's Administration, and asked if they were aware of or building off of the work they are already doing to get veterans CDLs. He also mentioned that there are already a lot of great resources at Fort Carson in this area and suggested the Freight Industry Sector Partnership tap into.
- Michelle Scheuerman responded that they are currently working on connecting with veterans and Fort Carson.
- Craig Hurst added that they have an existing relationship with Fort Carson based on all the permitting, and that they are working on partnering with the U.S Army on a pilot program that they launched.
- In response to a follow up question from Commissioner Stanton about Troops2Logistics, Michelle Scheuerman indicated that they are a private recruiter.
- Commissioner Hall said that in her experience as Chair of the Workforce Council, the CDL problem is a longstanding issue, and that she found it remarkably difficult to get the smaller trade schools involved. She noted the importance of working with both community colleges and high schools.
- Commissioner Adams echoed Commissioner Hall's comments about the importance of looking to kids in high school for recruitment.
- Craig Hurst indicated that during his time working in the industry they had success recruiting high schoolers into the industry by offering them opportunities to work as forklift operators.
- Commissioner Adams indicated that Commissioner Beedy invited him to see all the technology involved in operating the vehicles and all the skills that are needed in farming, which shed light on why these CDL occupations require six figure salaries.

Meeting Adjourned at 11:00 pm.

NEWS > TRANSPORTATION • News

The Eisenhower Tunnel transformed transportation in Colorado — but now it needs serious upgrades

\$150 million to-do list is focus of talk as state leaders weigh needs for system's most vital link



Helen H. Richardson, The Denver Post

A semi truck exits the west portal of the Eisenhower-Johnson Memorial Tunnel on Feb. 22, 2021.

By **JON MURRAY** | jmurray@denverpost.com | The Denver Post



March 8, 2021 at 6:00 a.m.



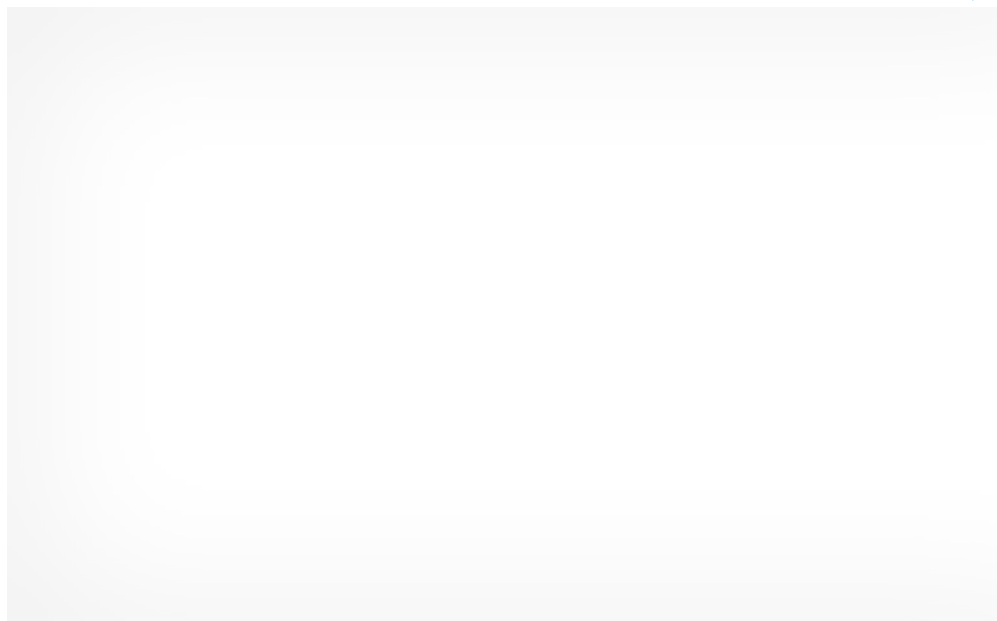
In 1968, the town of Vail was in its infancy at the base of a small new ski resort. Breckenridge, an old mining town next to another new ski mountain, was still a tiny enclave with dusty streets. Reaching either outpost in Colorado's sparsely populated central mountains often meant a white-knuckled drive on twisty ribbons of road over treacherous passes.

Then the tunnels came — two of them, built in succession at 11,000 feet above sea level and burrowed through a mile and a half of often-resistant granite and other rock.

The construction of [the Eisenhower-Johnson Memorial Tunnel](#) was a feat of transportation engineering and human toil the likes of which the state had never seen. It took 11 years to build the tunnel's two bores, and their impact has been felt ever since on Colorado's world-renowned ski slopes, in its robust tourism industry and in fast-growing mountain towns near Interstate 70, including Vail and Breckenridge.

But as the westbound bore nears 50 years old, the dual tunnels are in need of serious repairs and upgrades. Groundwater leaks through a tunnel liner are causing damage down below, and other needs range from major plumbing and electrical overhauls to new lighting and ventilation system improvements.

ADVERTISING



The growing and costly repair list is now at \$150 million and has caught the attention of state lawmakers and Gov. Jared Polis. The Democrat is pushing for an uptick in investment in arguably the single component of the state's highway system that's too big to fail — and would wreak havoc if it did.

RELATED: PHOTOS: [Historic images from the construction of the Eisenhower-Johnson Memorial Tunnel](#)

That figure is the sum of items tracked in the Colorado Department of Transportation's asset-management system for the tunnels, which are commonly referred to collectively using the Eisenhower name as shorthand.



Helen H. Richardson, The Denver Post

Neal Retzer, the Eisenhower Tunnel's resident engineer, left, Matt Inzeo, CDOT's communications director, and Steve Harelson, CDOT's chief engineer, walk inside a dark and cold ventilation corridor that keeps outside air flowing around westbound traffic in the vehicle tunnel below on Feb. 22, 2021.

"Not all of it needs to happen next year, but probably over the next five or six years," CDOT's chief engineer, Steve Harelson, told The Denver Post during a recent tour inside, above and below the tunnels.

The amount needed to keep CDOT's most important and longest tunnel running dwarfs the nearly \$10 million annual repair budget for all 22 tunnels in the state highway system, CDOT says. Lawmakers are still debating how much to set aside, and how soon, as they weigh competing priorities for next year's budget and a potential plan to [raise more money for transportation projects](#) across the state.



State and local officials alike point to last summer's [two-week closure of I-70 through Glenwood Canyon](#) during a wildfire as a harbinger of the even greater disruption that would result if the Eisenhower Tunnel had to close down fully for major repairs, whether because of a system failure or a major vehicle or truck fire.

"Besides DIA, it's hard to think of a single piece of physical infrastructure that's more important to the state than the Eisenhower-Johnson tunnels," said Sen. Chris Hansen, D-Denver, during a January meeting of the legislature's Joint Budget Committee.

Shoshana Lew, CDOT's executive director for the past two years, said the Eisenhower Tunnel's placement at high altitude in an extreme-weather environment "really embodies a lot of what makes the Colorado system challenging to manage." The department has tackled some upgrades and emergency repairs in recent years, she said, and it's built a prioritization plan at the tunnel that she's confident will avert major disruptions.

Still, she said, "there is absolutely a risk that if funding is short, we have to shift priorities as some of those items become more urgent."

The challenge stands as one among many along I-70, now a traffic-choked corridor with regular weekend rush hours that bedevil travelers coming from or returning to Denver and the Front Range.

But some observers haven't lost sight of the tunnel's bigger impact.

"Imagine everything you see today, which is 50,000 vehicles a day (through the tunnels) during peak periods, as this gigantic umbilical cord that now supplies an economy that was birthed through that tunnel," said Randy Wheelock, a Clear Creek County commissioner. His ties to the tunnel go back to when he helped dig the westbound bore as a young man, and he says the economic success story of the Colorado mountains "didn't exist — and it could not have existed — without this tunnel in place."





Helen H. Richardson, The Denver Post

Inside of the Eisenhower Tunnel, looking westbound, on Feb. 22, 2021. The tunnel's first bore is nearing 50 years old, and both are in need of major upgrades and upkeep to keep the most vital link in Colorado's interstate system running. The tunnel, staffed 24 hours a day, sees about 35,000 vehicles driving through on an average day.

Tunnel provided key east-west connection

When state leaders lobbied the federal government during the 1950s to extend the planned route for I-70 west of Denver, where it was originally set to terminate, they wanted to build a firmer connection between the state's east and west sides.

They also sought recognition that the state was worthy of a full east-west route on the new Interstate Highway System — despite hurdles posed by the mountains.

As it was, U.S. 6 over Loveland Pass, a 9.5-mile traverse, was one of the few highway routes available. It was two lanes and had no guard rails. Bad weather meant a dangerous drive.

"There were three times during those early years where I ended up spending the night on Loveland Pass," recalled Terry Minger, who took a job as Vail's town manager in 1968, five years before the first tunnel's completion. "You'd have a snow slide come behind you, and you'd wait to get plowed out. You always wanted to have a full tank of gas — and maybe a little scotch."



Key to the pitch of I-70's Colorado supporters, led by Gov. Edwin C. Johnson, was the building of a tunnel beneath the Continental Divide as an alternative to the impossible task of building an interstate-grade highway over it. A tunnel had been discussed for decades, but the idea never took off.

The federal government relented in 1957 and added a mountain route to Utah on its map of the larger interstate system championed by then-President Dwight D. Eisenhower. The feds were committed to paying for roughly 90% of interstate project costs — and the tunnel's first bore would become the costliest federal-aid project to date.

Workers climb onto a pile of rock brought down by dynamite inside the Straight Creek Tunnel in July 1972. Clearing of rock and setting steel supports for the roof would be completed a short time later. (Denver Post file photo)

In the end, Eisenhower would serve as the namesake for the westbound bore of what had been called the Straight Creek Tunnel. Johnson's name would go on the eastbound bore, built second. Including the portals, the tunnels are about 1.7 miles long, and the divide crosses them nearly 1,500 feet above the roadways.



Tunnels' traffic has grown over the decades

Heavy traffic was common soon after the Eisenhower Tunnel opened to a single lane of traffic in each direction under the Continental Divide in 1973. After the completion of the parallel Johnson Tunnel six years later, the twin bores, a crucial connection for Interstate 70, each handled one direction of travel. Traffic has nearly tripled since then, but 2020 delivered the largest single-year blip as the pandemic disrupted travel patterns.

MONTHLY TUNNEL TRAFFIC DURING PANDEMIC



ANNUAL TUNNEL TRAFFIC

1974-2020



Source: Colorado Department of Transportation

Kevin Hamm, The Denver Post

Click to enlarge



The project to build the first bore broke ground in 1968. Getting both tunnels built, however, would turn out to be an odyssey of nearly insurmountable engineering and mining challenges that busted budgets by tens of millions of dollars and stretched project timelines. Seven workers died during construction, and dozens more suffered injuries, according to project histories.

Early on, the first group of contractors went bankrupt partway through the excavation of the first tunnel after hitting bad rock in the Loveland fault zone. The state hired a new contractor.

“They had to come up with a whole different plan to construct it because the way they were doing it initially wasn’t working,” said Lisa Schoch, CDOT’s senior historian and environmental protection specialist. “They got to a certain point where they had to build little tunnels around the big tunnel so that the mountain didn’t collapse in on the workers.”

Those smaller tunnels, called “drifts,” were filled with concrete to hold up the mountain around the main bore, which was more than 50 feet tall and shaped like a horseshoe. The eventual vehicle tunnel, with a rectangular shape, would sit below large ventilation ducts delivering fresh air and pulling out exhaust.

The tunnel’s construction history is full of clever aphorisms, including this one attributed to Tunnel District engineer R.C. Hopper: “We were going by the book, but the damned mountain couldn’t read.”

It also reflected a time of sweeping social change, as a female state engineer, Janet Bonnema, [successfully challenged](#) rules barring women from working in the tunnel during construction.

In November 1972, engineer Janet Bonnema, right, makes her way through the Straight Creek Tunnel project. Bonnema, 33, of Georgetown, Colo., had been hired to work in the tunnel a year and a half earlier but was sent to the division office instead of the tunnel. She filed a lawsuit charging sex discrimination against the Colorado Division of Highways. Bonnema was assigned as a rock mechanic, a job that requires periodic trips into the tunnel. (Denver Post file photo)

Wheelock, now 72, started on the project in 1971, when he was 23. He’d recently arrived in Colorado from Oklahoma, settling in Idaho Springs. At different points, he worked on the mining crew and as a carpenter.



“It was a gigantic hole in the ground,” he said. “The diesel smoke was thick enough that, depending on how good the ventilation was at any moment, you might see about two light bulbs forward. They had lights strung probably every 50 feet. ... Of course they had huge equipment running underground, but a lot of the work that was done was pretty old-school — there was a lot of pick and shovel and carrying and hard, heavy labor, working in some pretty cold conditions.”

CDOT says more than 1,100 people worked in shifts around the clock on the first tunnel. It opened in early 1973 at a final cost of \$116.9 million, twice the original budget, but with federal money still paying for most of it. For the first half-dozen years, it carried a lane of traffic in each direction.

March 8, 1973: There was only one bore when the Eisenhower Tunnel opened, allowing one lane for each direction of traffic. The second bore opened in 1979. (Denver Post file photo)

Crews broke ground on the second bore in 1975 and finished it in late 1979 at a cost of \$144.9 million.

The two tunnels’ cost amounts to \$1.2 billion in today’s dollars, though experts say they likely would be much costlier to build to modern standards.

The Eisenhower Tunnel has eliminated the need to go over Loveland Pass for most drivers, though strict rules still bar trucks carrying hazardous materials from using the tunnel unless the pass is closed — a rule some industries [have pushed to relax](#) in recent years.

The tunnel ranks as the highest point in the U.S. interstate system, with the west portal sitting at 11,158 feet above sea level. (The east portal is 146 feet lower.)

The Eisenhower long was touted as the highest vehicle tunnel in the world, but [it’s since fallen down the list](#). At least four tunnels built in the mountains of China and Peru in the last decade are higher. The highest is [the Mila Mountain Tunnel in Tibet](#), a twin-bore, 3.5-mile tunnel that opened in 2019 at 15,590 feet above sea level.

Nearly five decades of wear and tear

Just as the building of the Eisenhower Tunnel required ingenuity, CDOT now faces a modern challenge. Forty-eight years after the first tunnel bore opened, some emerging repair needs, including replacement of the leaky main water line beneath the roadway’s pavement, likely will require creative solutions.



RELATED: *Colorado's attempts to pay for transportation improvements fall far short of other states*

The tunnels are complex to run. In the multi-story portals on both ends of the tunnels, about 40 employees who work shifts at all hours run utilities that include the ventilation systems, a wastewater treatment plant and small electrical substations. The latter power 28 gargantuan intake and exhaust fans.

In the control room, which has a mix of modern and Apollo-era equipment, employees monitor live video feeds of the tunnels as well as key points along the I-70 mountain corridor for trouble.



Helen H. Richardson, The Denver Post

Maintenance dispatch operator Ben Fletcher monitors screens showing video from cameras along I-70 from Golden to Dotsero in the control room of the Eisenhower-Johnson Memorial Tunnel on Feb. 22, 2021. Behind him are screens showing live video feeds from the tunnels themselves.

A fire crew stands ready to respond to emergencies inside. They've been aided by a \$22 million in-tunnel fire suppression system that was installed in 2015, adding sprinklers. The giant fans also can help clear the air quickly during a tunnel fire.

But old systems are evident, as are wear and tear.

During The Post's tour in late February, Neal Retzer, the tunnel superintendent and resident engineer, pointed out one of three places of particular concern where groundwater is seeping through the porous concrete membrane that lines the tunnel. He stood in the older westbound tunnel's large fresh-air ventilation corridor, as vehicle traffic zoomed below.



Pipes are set up on the wall to funnel the water into the drainage system, but at times it pools and freezes in the corridor. Some water flows down into the vehicle tunnels, staining the wall panels. More recently, it's pushed some panels outward by several inches when it freezes behind them.

One near-term project on the repair list calls for injecting grout to fill voids in the fractured rock and soil around the tunnel.

"There's a lot of planning that goes into it," Retzer said, about this and other projects. "We've actually been doing a lot of this planning waiting for money like (potential state stimulus dollars) to come. So we can kind of hit the ground running."

The project also could be scaled larger for a more comprehensive fix.

"Sure, I could do these three problem areas for \$3 million," he said, "but I could easily spend \$20 million trying to seal this whole thing off. ... I'll take what I can get and get the problem areas done."

The last few years have brought a cascade of fresh problems, especially in the westbound tunnel and portals, said Retzer and Harelson, CDOT's chief engineer.

Though tunnel crews perform preventative inspections every two years, Retzer said, "it just keeps getting exponentially worse."

In the west portal, the upper level's ceiling is leaking so badly that several barrels stood ready to collect drips during the upcoming spring melt. Last spring, water reached an electrical room below, shutting out lights out for a week, Retzer said.

The tunnel's staff could receive more clarity about project money soon. CDOT's 10-year statewide project priorities plan includes \$50 million for the highest-priority Eisenhower Tunnel work, but that's in the unfunded portion — something the legislature [could address in the current session](#).

Also in the mix: Polis' budget proposal to lawmakers included an unspecified amount for projects at the tunnel as part of a \$130 million allocation for state roads and bridge projects in his stimulus plan.

Some lawmakers are thinking to the future, too — and wondering if it's time for a third tunnel bore to expand highway capacity or make room for transit options.

"None of us could imagine life without it"

Leaders of nearby communities are watching the tunnel's repair woes closely.



“To Silverthorne, to Summit County — to every other mountain county along the corridor and around the state — it’s critically important,” said Ryan Hyland, the town manager in Silverthorne, just west of the tunnel. “At this point, none of us could imagine life without it.”

The new accessibility brought surges of visitors, but also new residents. Since 1970, Summit County’s full-time resident population has grown to about 31,000, an 11-fold increase. In Eagle County, home to Vail, the population has increased seven-fold, to 55,000. Both figures exclude significant numbers of part-time residents who have bought or rented second homes.

Hyland chairs the I-70 Coalition, which pushes for transportation improvements in the corridor on behalf of local governments and business interests. Wheelock, the Clear Creek County commissioner, is vice chair.

Decades after the tunnels’ construction, the mountain communities have been transformed — for good and sometimes bad, some say.

“I-70 and its inception are both salvation and curse for Vail — it’s a two-way street and a double-edged sword,” said Elaine Kelton, who moved there in her early 20s with her first husband, Gerry White, in 1964 to work at the ski resort. They later built the Rams-Horn Lodge.

Like many residents, she celebrates the Vail Valley’s success, including attracting cultural institutions and world-class health facilities — while lamenting negatives that include the piercing truck traffic that barrels through town.

In many ways, the Eisenhower Tunnel was an old-school project at the end of the old-school era of highway engineering. It got underway just as new environmental impact-review regulations took effect in the 1970s.

Those rules would drastically change how CDOT’s precursor, the Department of Highways, built major roads, including I-70 west of the tunnel, said Schoch, the CDOT historian. As it extended I-70, the state rechanneled parts of Tenmile Creek in a canyon west of Frisco to avoid creek crossings. On Vail Pass, it bowed to community pressure to use more bridges and other designs to reduce disturbances to wildlife and habitats.

It also agreed to a request from Vail leaders, including Minger, the town manager, to build a bike path over the pass along the interstate.

Before the Vail Pass plans took shape, however, pressure by environmentalists and community activists defeated another proposed route west from Silverthorne that would have taken I-70 through the Eagle’s Nest Wilderness, with a tunnel under the Gore Range.





Helen H. Richardson, The Denver Post

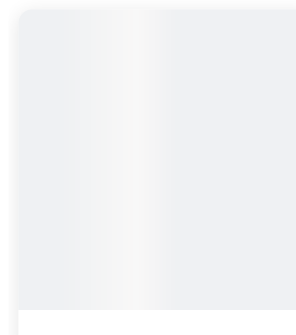
I-70 was closed as fire smoldered along the steep rocky cliffs along I-70 during the Grizzly Creek Fire on Aug. 18, 2020, in Glenwood Canyon near Glenwood Springs. The highway was built using many bridges and viaducts within the canyon. Mother Nature has posed challenges, including fires and rockfalls, that have closed the highway stretch at times.

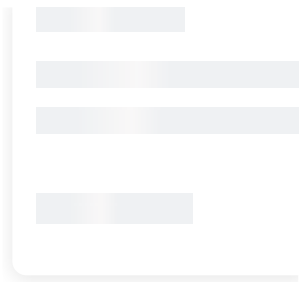
The state finally completed I-70 in 1992, when the final piece was finished through Glenwood Canyon. Crews built three tunnels, dozens of bridges and viaducts, and many retaining walls to run the highway along the canyon wall.

“The tunnel was really the transition between the way we used to build projects and then how we started to build projects,” Schoch said, adding: “Things like Vail Pass and Glenwood were built differently than projects before then because we had to consider the environment and the context when we were building roads.”

But they couldn’t have been built without the tunnel — which remains a crucial, if deteriorating, connection to the Front Range.

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Jon Murray | Enterprise and Transportation Reporter — The Denver Post

Jon Murray is an enterprise reporter on The Denver Post's government and politics team, with a focus on transportation and accountability reporting. He previously covered Denver city government. A Colorado native, he joined The Denver Post in 2014 after a decade at The Indianapolis Star. He graduated from Northwestern University with a bachelor's degree in journalism and history.

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By WoahWorld





COLORADO
Department of Transportation
Division of Transit & Rail
2829 W. Howard Pl. 4th Floor
Denver, CO 80204

DATE: April 9, 2021
TO: Statewide Transportation Advisory Committee
FROM: Mike Timlin, Acting Director, Division of Transit & Rail
RE: Bustang Micro-Transit Plan

Purpose

The purpose of this memo is to present the STAC with the proposed Bustang I-70 Mountain Corridor Micro-Transit Plan.

Action

We seek your input on the April 9 STAC meeting and request your support to implement the plan at the April 2021 Transportation Commission meeting. The White Paper describing the I-70 Mountain Corridor Micro-transit Plan is attached to the end of this memo.

Background

The Bustang Interregional Express Bus Service went into operation in July 2015. The Bustang West Line's primary purpose in 2015 was to provide residents along the I-70 Mountain corridor safe, economical, and reliable alternative transportation. If adopted, the Bustang Micro-Transit Plan begins attacking and mitigating peak period traffic on the I-70 Mountain Corridor and Green House Gas emissions.

Details

The attached I-70 Mountain Corridor Micro-Transit White Paper discusses the plan in detail.

Next Steps

- Request Approval at April Transportation Commission.

Attachment

Mountain Corridor Shuttle White Paper

BUSTANG MOUNTAIN CORRIDOR SHUTTLE WHITE PAPER MARCH 2021

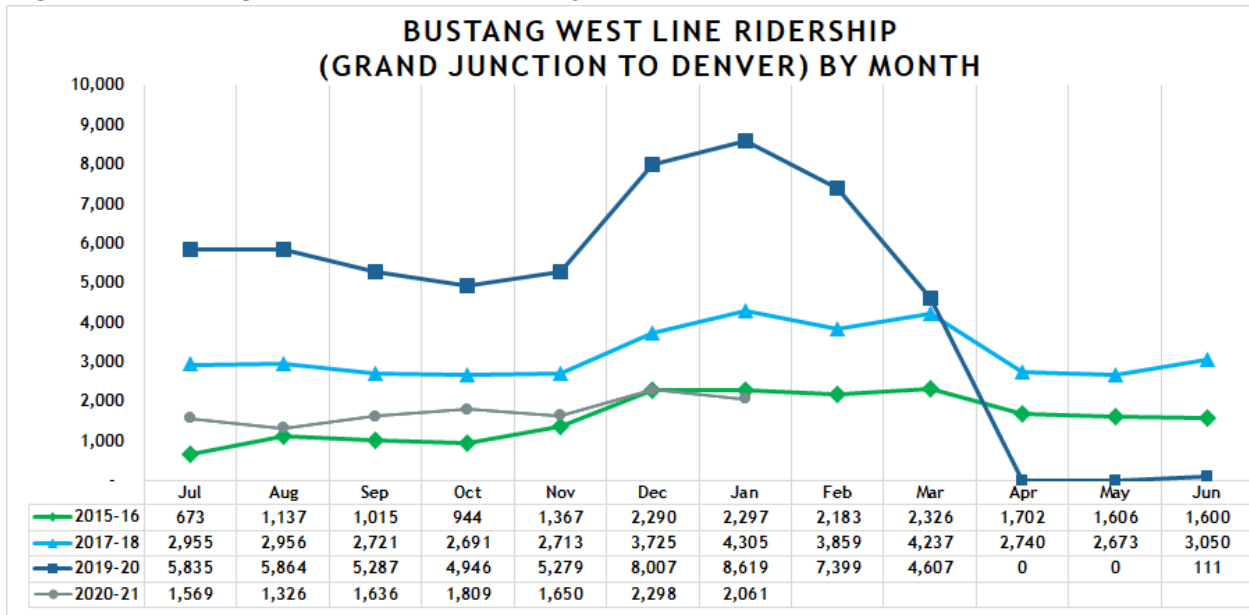
Purpose

This white paper presents the staff proposal to the Transportation Commission for the Bustang Mountain Corridor Shuttle Service Plan (the Plan). The Plan incorporates input from the I-70 Coalition TDM Committee, The I-70 Collaborative Effort, and the Transit & Rail Micro-Transit Advisory Sub-Committee. If the Transportation Commission concurs, the Division of Transit and Rail (DTR) will request approval to implement the Plan at the April Commission meeting.

Background

The Bustang West Line originally was intended to focus on "essential travel" trip purposes like business, shopping, medical, air travel, and others for the residents in the mountain communities along and near the I-70 Mountain Corridor. Recreational trips for skiing and snowboarding were not the primary purpose of Bustang. As demand increased and riders with recreational trip purposes increasingly used the service, bus trips were added to the operations plan. In calendar year 2019, Bustang West Line handled 70,611 riders, averaging 193 riders per day; 3 daily round trips had 306 available seats. Service has increased from one daily roundtrip per day in 2015 to three daily roundtrips in early 2020 pre-pandemic. Figure 1 shows the Bustang West Line ridership from 2015-2021.

Figure 1: Bustang West Line Ridership by Month



Even with added trips, demand has outstripped the capacity of the service, leaving riders stranded. These situations have proven difficult to manage and resulted in customer dissatisfaction. The root causes of the problem are lack of fleet availability and continuing shortages of qualified operators with a Commercial Driver's License (CDL). Between October 2018 and May 2019, Ace Express Coaches, LLC (the contracting agency operating Bustang West Line) experienced a CDL driver shortage. Currently, the State of Colorado regulations require CDL certification for operators of vehicles that transport 16 or more passengers, including the driver.¹ To obtain CDL certification, drivers must meet a strict set of requirements that include passing the commercial drive skills test, medical examination, randomized drug testing, additional fees, etc. This limits the pool of qualified drivers. Private companies with CDL job positions pay above the average rate for passenger vehicle bus driver positions, which means the limited numbers of qualified drivers are choosing those positions over the Bustang-contracted positions. The shortage of drivers resulted in the denial of service of over 300 passengers and reduction of daily trips from 34 to 30.

Once the pandemic restrictions are lifted, DTR staff expects an increased demand for I-70 Mountain Corridor transit service, building back to pre-pandemic levels, and growing beyond in the future. This will put even more stress on the Bustang West Line operations. The proposed flexible, frequent and fair-priced shuttle service described in this white paper would provide the added capacity to meet this growing demand.

Bustang Mountain Corridor Shuttle Purpose & Goals

The CDOT mission statement is "to provide the best multi-modal transportation system for Colorado that most effectively moves people, goods, and information." The I-70 Coalition Transportation Demand Management (TDM) committee has established that I-70 is 300-400 vehicles per hour over capacity during peak periods between Vail and Denver, and is exploring solutions to correspondingly reduce private automobile demand by that amount. The Plan supports the CDOT mission statement and the TDM Committee goal by operating frequent, reliable, and affordable peak period public transit, supplementing the existing Bustang West Line and Snowstang service between Avon/Vail and Denver, more than doubling the daily available seats on peak traffic days.

The purpose of The Bustang Mountain Corridor Shuttle Service is to:

- Operate frequent, reliable, affordable peak period I-70 public transit
- Reduce reliance on private automobiles
- Reduce greenhouse gas emissions

Goals

The plan starts off small, allowing for managed expansion based on demand and funding availability, similar to how the Bustang expansion was implemented between 2015 and early 2020. This service expansion is shovel-ready and conforms with the Governor's stated goals of reducing traffic and improving air quality.² This proposed service has an aggressive timeline with a target launch date in December 2021. Plan goals include:

- Proof of Concept

¹ <https://dmv.colorado.gov/cdl-general-information>

² <https://energyoffice.colorado.gov/climate-energy/ghg-pollution-reduction-roadmap>



- Start small and grow as service matures - more frequent
- Demonstrate ridership for future Mass Transit
- Reduce traffic & GHG Emissions
- Maintain a sustainable operation
 - Plan for 40% farebox recovery but maintain at least 20% farebox recovery by mid 2022
 - Operate strict reservation only fixed-route station to station to keep operating costs low
 - Collaborate with Mountain Resort Shuttles
- Increase person-trip capacity on the corridor
 - More than doubles the seating capacity on peak traffic days to 744 seats per day
- Responsive to public desire for service

The Bustang Mountain Corridor Shuttle Plan proposes to use a fleet of passenger vans. Because the proposed vehicles are smaller than the standard Bustang over-the-road coaches, the service will be allowed to operate in the I-70 Mountain Express Lanes (MEXL) through Clear Creek County, avoiding traffic congestion in the general purpose lanes in the east- and west-bound directions, as well as on the potential bus-on-shoulder stretch on Floyd Hill. These smaller vehicles also will eliminate the need for CDL certification, making it easier to find drivers and maintain a better level of service for the public. Finally, the vehicles require lower-cost liability insurance and less costly maintenance compared to over-the-road coaches and buses. Figure 2 shows examples of existing passenger van shuttles, including OC Flex through Orange County Transportation Authority (OCTA) in California and Ride 2 through King County Metro in Washington State.

Figure 2: Example Passenger Van Shuttles



The new service will provide more frequent service than the existing Bustang West Line, to allow riders flexibility in travel times. Adding vehicles to the fleet on the corridor also allows the operator to adjust schedules and routes as needed. Like the existing Bustang West Line, the service will capitalize on local public transit systems that connect to local transit routes. The shuttle service will continue to use a public transit type fare structure, which is a more affordable alternative than existing private charter services.

The service can demonstrate ridership and demand for a future Advanced Mass Transit³ along the I-70 Mountain Corridor. The draft initial operating plan is to provide the service on peak traffic days including Fridays, Saturdays, Sundays, and holidays on a strict reservation basis. The service will more than double the seating

³ <https://www.codot.gov/programs/transitandrail/plans-studies-reports/ags-study.url>



capacity on peak traffic. Operating costs will be kept low with a fixed-route station-to-station service model and using existing Bustang West Line stops.

Potential benefits include reducing reliance on private automobiles, reducing traffic congestion along the I-70 Mountain Corridor, and reducing greenhouse gas emissions. This service also helps to meet the increased demand Bustang has experienced since its inception in 2015 and alleviates the worsening traffic conditions experienced by travelers along the I-70 Mountain Corridor. Finalization of the branding and livery for this service will occur late spring 2021.

Stakeholder & Advisory Committee

Stakeholder outreach has begun and will continue in the Spring and Summer of 2021. Outreach includes existing private operators and other necessary stakeholders in the region, such as the I-70 Coalition and other transit management organizations/associations (TMO/TMA). Additionally, partnership with corridor municipalities, counties, and other key agencies are vital to the success of this service. DTR staff prepared the service implementation plan in conjunction with the COVID-19 Bustang Recovery Plan with guidance and assistance from the following groups:

- The I-70 Coalition - TDM Committee
- The I-70 Collaborative Effort
- The newly created Transit and Rail Mountain Corridor Shuttle Advisory Sub-Committee

Pending Transportation Commission approval, DTR staff will continue to meet with the aforementioned groups and conduct outreach to existing shuttle services in the corridor. Mountain shuttle carriers like Epic Mountain Express (formerly Colorado Mountain Express) and Summit Express offer critical surface transportation services to tourists and travelers from Denver International Airport to mountain tourist locations under a charter model via reservation. The Mountain Corridor Shuttle service will collaborate with but not compete with these operators because it is targeting residents along the corridor, with pick-up and drop-off at existing transit stations. Table 1 shows a list of current stakeholders engaged in the Mountain Corridor Shuttle plan development.

Table 1: Mountain Corridor Shuttle Stakeholders

I-70 Coalition - TDM Committee	Town of Silverthorne	Summit Stage
I-70 Collaboration Effort	Town of Avon	ECO Transit
Transit and Rail Mountain Corridor Shuttle Advisory Sub-Committee	Town of Frisco	RTD
Clear Creek County	Town of Vail	DRCOG
Summit County	Town of Eagle	Ski Resorts
Eagle County	Town of Idaho Springs	Private Shuttle Operators



Proposed Fleet

Under the Plan, CDOT would be the operating entity, purchase the rolling stock, and amend the contract with Ace Express Coaches, LLC, who has extensive experience with frequent, small vehicle fixed-route transit. The Plan proposes the purchase of 12 vans configured to accommodate 14 passengers plus a driver. The shuttle fleet would be owned by CDOT and leased to Ace Express Coaches, following the existing ownership model used for Bustang and Bustang Outrider. Peak seat availability along the corridor would increase from the current 306 seats to 744 seats daily during shuttle service days. The 12 vans provide 84 seats compared to 51 seats in one over-the-road coach.⁴

The acquisition cost of five vans of this type equals the cost of one full-size over-the-road motor coach. Typical passenger vans that fit the desired specifications cost \$54,000 per vehicle. Customization and technology upgrades cost \$40,000 and \$9,000, respectively, per vehicle.

Table 2: Estimated Mountain Corridor Shuttle Capital Costs

Estimated Costs	Unit Cost	Quantity	Total
Passenger Vans	\$54,000	12	\$648,000
Customization	\$40,000	12	\$480,000
Wifi, INIT CAD-AVL, etc.	\$9,000	12	\$108,000
Total			\$1,236,000

Because the passenger vehicles that meet the specifications are less than 25 feet long and will not be towing a trailer, they are permitted to travel in the I-70 Mountain Express Lanes (MEXL). Additionally, state ordinance C.R.S. 43-4-808(1)(b)⁵ permits public transit vehicles to travel in the Express Lanes without paying a user fee. There are not electric vehicles on the market that meet the specifications, so they will have either clean turbo diesel or eco gasoline engines. The costs of liability insurance and maintenance are lower for passenger vans than over-the-road motor coaches and average 15-20 miles per gallon of fuel compared to the 5 miles per gallon of a 45-foot coach.⁶ This equates to better per passenger miles per gallon compared to the standard SUV, which can hold up to five passengers and can average between 13-30 miles per gallon.⁷

To procure the vehicles, a bid process will need to take place. In all, start-up capital costs would total about \$1.24 million.

Proposed Shuttle Service Schedule

⁴ https://www.codot.gov/programs/commuterchoices/assets/documents/trandir_transit.pdf

⁵ <https://leg.colorado.gov/sites/default/files/images/olls/crs2016-title-43.pdf>

⁶ <https://afdc.energy.gov/data/10310>

⁷ https://www.fueleconomy.gov/feg/byclass/Standard_SUV_4WD2019.shtml



The proposed service will augment the current Bustang and Snowstang Service during peak traffic on Fridays, Saturdays, Sundays, and holidays during the winter recreation season and summer tourism season. The service would operate 12 round trips during peak traffic days, coordinated within the Bustang service, featuring 60-minute headways from 12:00 PM - 9:00 PM on Fridays, and 5:30 AM - 9:00 PM Saturdays, Sundays, and holidays. It would operate daily during the December-January holiday period. The addition of the Mountain Corridor Shuttle service would raise the total number of seats offered to patrons to 744 seats on peak traffic days.

Service would originate/terminate at the Avon Station on Benchmark Road and Denver Union Station, with stops at the Vail Transportation Center, Frisco Transfer Station, and Denver Federal Center RTD Light Rail Station. Service frequency would be increased 4-fold, providing greater travel choices than what is currently offered for the Bustang West Line service.⁸ Ongoing conversations with stakeholders include exploring a potential extension to the Town of Eagle (existing Bustang West Line stop). Accessible vehicles would be on call for any patron who needs wheelchair-accessibility. An option to request an accessible vehicle would be available when purchasing tickets in order to accommodate passengers. Figure 3 shows an example schedule.

⁸ <https://ridebustang.com/west-line-schedule/>



Figure 3: Proposed Shuttle Schedule

Westbound - Read Left to Right

Run Number	Denver Union Station	Vail/Avon	Glenwood Springs	Grand Junction
Micro-Transit 770	6:00 AM	8:30 AM		
Bustang 710	7:00 AM	→	10:55 AM	12:40 PM
Micro-Transit 772	8:00 AM	10:30 AM		
Micro-Transit 774	9:00 AM	11:30 AM		
Bustang 712	10:00 AM	→	1:55 PM	3:40 PM
Micro-Transit 776	11:00 AM	1:30 PM		
Micro-Transit 778	12:00 PM	2:30 PM		
Micro-Transit 780	1:15 PM	3:45 PM		
Micro-Transit 782	2:00 PM	4:30 PM		
Bustang 730	3:00 PM	5:40 PM		
Outrider 6601	3:15 PM	→	Craig	
Micro-Transit 784	3:30 PM	6:00 PM		
Micro-Transit 786	5:00 PM	7:30 PM		
Bustang 711	5:40 PM	→	9:35 PM	
Micro-Transit 788	7:00 PM	9:30 PM		
Micro-Transit 790	8:00 PM	10:30 PM		
Micro-Transit 792	9:15 PM	11:45 PM		

Eastbound - Read Left to Right

Run Number	Grand Junction	Glenwood Springs	Avon/Vail	DJS
Micro-Transit 771			5:15 AM	7:30 AM
Bustang 731			6:10 AM	9:05 AM
Micro-Transit 773			7:30 AM	9:45 AM
Bustang 701		7:25 AM	8:25 AM	10:10 AM
Outrider 6602		Craig	→	11:20 AM
Micro-Transit 775			9:30 AM	11:45 AM
Micro-Transit 777			10:30 AM	12:45 PM
Micro-Transit 779			11:30 AM	1:45 PM
Micro-Transit 781			12:30 PM	2:45 PM
Micro-Transit 783			1:30 PM	3:45 PM
Micro-Transit 785			2:30 PM	4:45 PM
Bustang 711	12:25 PM	2:25 PM	3:45 PM	6:00 PM
Micro-Transit 787			4:45 PM	7:00 PM
Micro-Transit 789			5:30 PM	7:45 PM
Micro-Transit 791			6:30 PM	8:45 PM
Bustang 713	4:30 PM	6:20 PM	7:40 PM	9:55 PM
Micro-Transit 793			8:30 PM	10:45 PM

Proposed Fare Structure

Proposed transit fares for the shuttle service are based on \$0.20 per mile. Required reservations, using the BETTEREZ Reservation System, would guarantee seats on shuttle routes only, and would be transferable to the Bustang West Line; however, no reservations would be guaranteed. This fare structure is slightly higher than the existing Bustang fare structure of \$0.17 per mile, justified by guaranteed seats and potentially faster travel times. Discount fares could be offered to riders who purchase multiple fares and to seniors, disabled patrons, and children. Table 3 outlines the example fares and potential discounts for The Mountain Corridor Shuttle.



Table 3: Potential Fares and Discounts

Example Fares	
Denver to Avon/Vail	\$20.00
Denver to Frisco	\$14.00
Frisco to Avon/Vail	\$5.00
Type of Fares	Discount
10 Ride Discount	10%
20 Ride Discount	20%
40 Ride Discount	25%
Senior Discount (65+)	25%
Disabled Discount	25%
Child Discount (2-11 y/o)	50%

Operations & Maintenance Costs

Operations and maintenance costs for the service are estimated to be between \$2.40-\$2.75 per mile, compared to the existing Bustang cost per mile of \$4.35. Annual operating days are projected at 136 days, for an estimated gross annual operating cost between \$1.25-\$1.61 million. Fuel costs for passenger vans getting 15-20 miles per gallon traveling 464,800 annual operating miles and fuel economy prices are estimated to be between \$2.50-\$4.00 per gallon. Operation is expected to receive a minimum farebox recovery of 20%, making the net annual operating costs between \$1-\$1.23 million.

Drivers would be recruited equally from the mountain corridor communities and Front Range. Using the existing model for Bustang West Line, drivers would make three trips during a work shift and therefore receive paid overnight accommodation every other shift (an estimated 544 hotel nights). This would account for any inclement weather drivers may experience and keep them well within their federally regulated shift time allotment. Table 4 shows the annual operating costs.



Table 4: Estimated Mountain Corridor Shuttle Annual Operating Costs

Estimated Costs	High	Low
Operating Miles	\$1.2M	\$1.12M
Fuel	\$0.19M	\$0.06M
Hotel	\$0.14M	\$0.07M
Gross Operating Cost	\$1.61M	\$1.25M
Minus Farebox Recovery 20%	-\$0.32M	-\$0.25M
Total	\$1.23M	\$1.00M

Communications Plan

A permanent service name and livery has been assigned to the Bustang and Outrider Marketing firm, Amelie Company to be delivered in late spring 2021. An announcement will be released to the public after Transportation Commission approval. Additional announcements and advertising will include social media, including Facebook, Twitter, and Instagram; paid advertising; traditional media outlets such as local Denver news channels, TV8 in Summit County, Vail Valley TV 8 (Vail Resorts); and the Summit Daily, Vail Daily, Colorado Sun, and Denver Post newspapers.

Conclusion

The Bustang Mountain Corridor Shuttle Service Plan proposes a short, expedited implementation timeline to begin to service the needs of residents and travelers along the I-70 Mountain Corridor as soon as the 2021 winter season. This new service is backed by the success of Bustang West Line ridership over the past five years and responds to the public’s desire for expanded mountain corridor public transportation options. It will reduce I-70 Mountain Corridor traffic and greenhouse gas emissions in support of the State of Colorado Governor’s climate action goals.

Associated risks with this new service may include the expedited bidding, procuring, and preparation of the vehicles by the proposed December 2021 launch date. Staff will continue to work with Ace Express to ensure they have the bandwidth to maintain 12 additional vehicles, including the option to contract out vehicle maintenance depending on their capacity limitations. Additionally, drivers will need to be recruited for the additional vehicles and trips. Review of state and federal regulations will be necessary to determine if they prohibit a reservation-only service for public transit. Continued research and verification that the bus-on-shoulder operations on Floyd Hill is viable to ensure reliable transit service in this corridor.

Previous Transportation Commission resolutions related to Bustang include TC Resolution #TC-3133 in January 2014, which gave the provision to monitor Bustang’s success for the first three years of operation. It established CDOT’s authority to continue service, modify, or cancel Bustang operations.



PD1605.1 was approved in August 2014 and established reporting procedures to the Transportation Commission for Bustang operations:

GENERAL PROVISIONS - Paragraph 3 - "DTR shall set targets for farebox recovery with the goal of attracting ridership and providing an alternative to driving that entices riders to reduce driving. The Program shall thus set a goal of achieving a minimum fare box recovery of 20% of operating costs within two years of service start up."

Transportation Commission approval is necessary to implement the Bustang Mountain Corridor Shuttle Implementation Plan, with \$1 million in operations and maintenance costs and \$1.3 million in start-up capital costs. If Transportation Commission approval is granted in mid-April 2021, next steps are to procure the fleet in late April, finalize the brand name and vehicle livery mid-May, and conduct stakeholder outreach May through July. The expected service launch is December 2021.





BUSTANG MICRO-TRANSIT
Fast, Frequent, and Fair Priced



Proposed Mountain Corridor Micro-Transit Service

- Public transportation shuttle service on the I-70 Mountain Corridor
- Augment Bustang Service on peak travel days (Friday through Sunday and holidays)
- Provide hourly service
- Use smaller vehicles - 14-passenger (plus driver) vehicles
- Use the Mountain Express Lane(s) (MEXL)
- Initial Service from Denver Union Station to Avon
- Collaborate not compete with private shuttles
- Target launch December 2021



Purpose

- Operate frequent, reliable, affordable peak period I-70 public transit.
 - Frequent: Hourly service in both directions to allow riders freedom of movement
 - Fast & Reliable: Use the MEXL (or PPSL)
 - Flexible: Ability to adjust schedules and routes as needed
 - Affordable: Provide public transit type fare structure
 - Connected: Capitalize on connections to local public transit systems
 - Safety: Professional Drivers
- Reduce reliance on private automobiles
- Reduce Greenhouse Gas Emissions

Why Vans?

- Severe CDL Driver shortage - No CDL needed to drive vans
- Liability Insurance & Maintenance cheaper
- Can operate in the MEXL (PPSL) lanes
- Vans average 15-20 mpg vs 5 mpg on a 45ft coach
- Lower fleet acquisition costs



=



Goals

- Proof of Concept
 - Start small and grow as service matures - more frequent
 - Demonstrate ridership for potential future mass transit
- Reduce traffic & GHG Emissions
- Maintain a sustainable operation
 - Plan for 40% farebox recovery but maintain at least 20% farebox recovery by mid 2022
 - Operate strict reservation only fixed-route station to station to keep operating costs low
 - Collaborate with Mountain Resort Shuttles
- Increase person-trip capacity on the corridor
 - More than doubles the seating capacity on peak traffic days to 744 seats per day
- Responsive to public desire for service

Stakeholder & Advisory Committee

- The I-70 Coalition – TDM Committee
- The I-70 Collaborative Effort
- The newly created Transit and Rail “Micro-Transit” Advisory Sub-Committee

Other Stakeholders include:

- Clear Creek County
- Summit County
- Eagle County
- Town of Vail
- Town of Avon
- Town of Eagle
- Town of Silverthorne
- IMTPR
- Town of Frisco
- Town of Idaho Springs
- ECO Transit
- Summit Stage
- DRCOG & RTD
- Ski Resorts
- Private Shuttle Operators

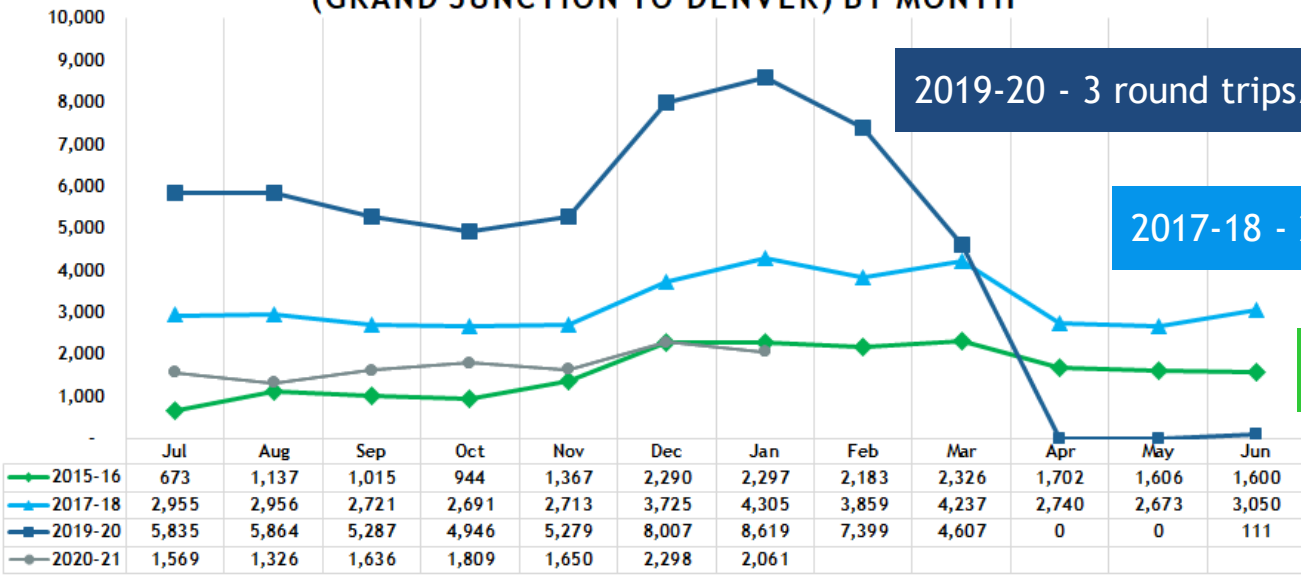
Proposed Fleet

- Twelve (12) 14-passenger W/C accessible Vans
 - Custom 14 passenger & driver configuration
 - Clean Turbo Diesel or Eco Gasoline Engine
 - Estimated fuel economy 15-20 mpg (I-70 mountain conditions not tested)
 - No Battery-Electric option at this time
 - MSRP similar for available brands
 - Will require bid process
- Capital cost for the twelve (12) vehicles - \$1.2M



Background: Bustang West Line

**BUSTANG WEST LINE RIDERSHIP
 (GRAND JUNCTION TO DENVER) BY MONTH**



2019-20 - 3 round trips/day

2017-18 - 2 round trips/day

2015-16 - 1 round trip/day

- In 2019 - West Line handled 71,000 riders
 - 3 daily round trips
 - 193 riders per day (average)
- Customer loyalty suffered due to high load factors and lack of seat availability during peak days
- As daily Bustang service trips have increased, so too has ridership
 - More frequency and more available seats, may begin to positively affect traffic and the environment

Proposed Shuttle Schedule

- On peak weekends provide 16 roundtrips on peak days 6am to 9pm:
 - Increase frequency from 3 daily Bustang trips to 4 (Denver to GJ)
 - Increases available seats to 408
 - Add 12 Micro-Transit trips between Avon and Denver
 - Increases available seats on peak traffic days to 744

Westbound - Read Left to Right

Run Number	Denver/Union Station	Vail/Avon	Glenwood Springs	Grand Junction
Micro-Transit 770	6:00 AM	8:30 AM		
Bustang 710	7:00 AM	→	10:55 AM	12:40 PM
Micro-Transit 772	8:00 AM	10:30 AM		
Micro-Transit 774	9:00 AM	11:30 AM		
Bustang 712	10:00 AM	→	1:55 PM	3:40 PM
Micro-Transit 776	11:00 AM	1:30 PM		
Micro-Transit 778	12:00 PM	2:30 PM		
Micro-Transit 780	1:15 PM	3:45 PM		
Micro-Transit 782	2:00 PM	4:30 PM		
Bustang 730	3:00 PM	5:40 PM		
Outrider 6601	3:15 PM	→	Craig	
Micro-Transit 784	3:30 PM	6:00 PM		
Micro-Transit 786	5:00 PM	7:30 PM		
Bustang 711	5:40 PM	→	9:35 PM	
Micro-Transit 788	7:00 PM	9:30 PM		
Micro-Transit 790	8:00 PM	10:30 PM		
Micro-Transit 792	9:15 PM	11:45 PM		

Eastbound - Read Left to Right

Run Number	Grand Junction	Glenwood Springs	Avon/Vail	DUS
Micro-Transit 771		5:15 AM	7:30 AM	
Bustang 731		6:10 AM	9:05 AM	
Micro-Transit 773		7:30 AM	9:45 AM	
Bustang 701		7:25 AM	8:25 AM	10:10 AM
Outrider 6602		Craig	→	11:20 AM
Micro-Transit 775		9:30 AM	11:45 AM	
Micro-Transit 777		10:30 AM	12:45 PM	
Micro-Transit 779		11:30 AM	1:45 PM	
Micro-Transit 781		12:30 PM	2:45 PM	
Micro-Transit 783		1:30 PM	3:45 PM	
Micro-Transit 785		2:30 PM	4:45 PM	
Bustang 711	12:25 PM	2:25 PM	3:45 PM	6:00 PM
Micro-Transit 787		4:45 PM	7:00 PM	
Micro-Transit 789		5:30 PM	7:45 PM	
Micro-Transit 791		6:30 PM	8:45 PM	
Bustang 713	4:30 PM	6:20 PM	7:40 PM	9:55 PM
Micro-Transit 793		8:30 PM	10:45 PM	

Proposed Fare Structure

- Fares on “Micro-Transit” will be based on \$0.20 per mile based on reservations and guaranteed seats
 - Discount fares available for seniors, disabled people, and children
 - Fares remain \$0.17 per mile on Bustang
 - Micro-Transit fares higher due to guaranteed seats and potentially faster travel times
- Example fares:
 - Avon/Vail to Denver - \$20.00
 - Frisco to Denver - \$14.00
 - Avon/Vail to Frisco - \$5.00
- Tickets can be used for Bustang as well

Capital & Revenue

Estimated Costs	Unit Cost	Total
12 Passenger Vans	\$54,000	\$648,000
12 Customization	\$40,000	\$480,000
WiFi, CAD-AVL, etc.	\$9,000	108,000
Total		\$1,236,000

- \$1.2 Million in upfront capital costs
- Plan for 40% farebox recovery
 - Maintain at least 20% farebox recovery by Mid 2022

Operations & Maintenance Costs

Assumptions

- Cost per vehicle revenue mile:
 - Cost comparison“ Micro-Transit” \$2.40 to \$2.75 vs. Bustang \$4.35
 - Don't confuse with Cost per Passenger Mile - 51 seat bus is far more economical
- 136 annual Operating Days
- 464,800 annual operating miles
- 544 hotel nights for drivers
- Fuel economy/costs 15-20 mpg - \$2.50 - \$4.00 per gal
- Minimum farebox recovery - 20%
- Half the drivers to be recruited in the Mountain Communities and the other half on the Front Range
- The current Bustang Budget covers O & M.

MICRO-TRANSIT ANNUAL OPERATING COST ANALYSIS

	High	Low
Operating Miles	\$1.28M	\$1.12M
Fuel	\$0.19M	\$0.06M
Hotel	\$0.14M	\$0.07M
Gross Operating Cost	\$1.61M	\$1.25M
Farebox Recovery	-\$0.32M	-\$0.25M
Net Operating Cost	\$1.23M	\$1.00M

Communications Plan

- Choose permanent service name and livery - late spring 2021
- Press Release
- Social Media
 - Paid Advertising
 - Facebook
 - Twitter
 - Instagram
- Media
 - Local Denver News Channels
 - TV8 - Summit County
 - Vail Valley TV 8 (Vail Resorts)
 - Summit Daily, Vail Daily, Colorado Sun, Denver Post, etc.

GOVERNANCE

- TC Resolution #TC-3133 January 2014
 - Provision to monitor Bustang's success for first three years of operation.
 - Authority to continue service, modify, or cancel.
- PD1605.1 - Approved August 2014 - established reporting procedures to the Transportation Commission.
 - *GENERAL PROVISIONS - Paragraph 3 - "DTR shall set targets for farebox recovery with the goal of attracting ridership and providing an alternative to driving that entices riders to reduce driving. The Program shall thus set a goal of achieving a minimum fare box recovery of 20% of operating costs within two years of service start up."*

Next Steps

- TC Resolution - Mid-April
- Order Fleet - Late April
- Finalize Brand Name and Vehicle livery Mid-May
- Stakeholder Outreach May - July 2021



COLORADO
Department of
Transportation

DATE: April 9, 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. The timeline for this effort is to draft a policy directive (and draft reg text) by May 2021 with final approval occurring in August 2021. 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.

To date, CDOT has held over 25 stakeholder meetings, including 6 regional meetings, and reached over 125 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. Some of the main themes that have been heard as a result of the stakeholder meetings completed to date include the following: rural and regional differences, incentives vs. penalties/unfunded mandate (carrots vs. sticks), equity considerations, enforcement, MPO roles and responsibilities, clarification on capacity projects, how this impacts the 10 year plan and adopted regional plans, and cost concerns.

In collaboration with CDPHE, CDOT has drafted preliminary regulatory language with considerations of the stakeholder input received to date. CDOT has also drafted an initial policy directive. Both the rule and the policy will soon be available to stakeholders for comments and feedback.

Another round of regional meetings will occur in early April, as listed below for discussion of the modeling, draft regulation and draft policy directive. The Department plans to continue to engage stakeholder groups on an ongoing basis in the development of the policy directive. CDOT continues to meet twice a month with a statewide advisory group formed to advise CDOT throughout this process.

Next Regional - GHG Stakeholder Meetings

Friday April 9 - 1-2:30pm (Region 1 - Denver Metro Area)

Monday April 12 - 10:30-12pm (Region 2 - South/Southeast)

Monday April 12 - 1-2pm (Region 3 - Northwest)
Friday April 16 - 10:30-12pm (Region 4 - Northeast)
Friday April 16 - 1-2pm (Region 5 - Southwest)

If you are interested in attending these regional meetings please register on [CDOT's GHG Webpage](#). An invitation has been sent to all attendees from the February and March regional meetings.

CDPHE will be hosting additional listening sessions on the Transportation Rulemaking package. Those meetings will be posted on their [website](#).

Next Steps

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



COLORADO

Department of Transportation

Greenhouse Gas Pollution Standard For Transportation Planning

STAC - April 9, 2021



Agenda

1. Background - Colorado's Climate Legislation & GHG Goals
2. Proposed rule and policy for transportation sector
3. GHG Modeling for Transportation in Colorado
4. Next Steps



Colorado's Efforts To Address Climate Change

HB-1261

- Colorado General Assembly passed House Bill-1261 in 2019
The Climate Action Plan to Reduce Pollution
- GHG reduction targets:
 - 26% by 2025, 50% by 2030, and 90% by 2050 from 2005 levels

GHG Roadmap

- Lays out near/long term actions in every sector to meet the established targets



Regulatory Approach

CDPHE GHG Rule

Initial Draft Rule development led by CDOT & Transportation Stakeholders

Rulemaking Process led by CDPHE & supported by CDOT

Approved by the Air Quality Control Commission

CDOT GHG Policy

Led by CDOT

Informed by Stakeholders, Advisory Group

Approved by the Transportation Commission



Timeline: GHG Transportation Planning Rule and Policy





Incorporating Stakeholder Feedback

Over 25 Meetings Held, Over 125 Participating Stakeholders

CDOT Advisory Group

Regional - GHG Stakeholder Meetings

CDPHE/CDOT Listening Sessions

Other Smaller Stakeholder Meetings as Requested



GHG Transportation Planning Rule

Main Elements of the Draft RULE

Statewide budget for future years -2025, 2030, 2040 & 2050

Begin with 2022 STIP submittal

Sub-budgets for MPOs

Phased implementation, TIP Schedule

Inter-Agency Coordination with CDPHE/CDOT/CEO

Contingency/Mitigation Measures available to meet budget

Transparent reporting requirements including modeling and mitigation measures



Main Elements of the Draft POLICY

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

Outlines the Transportation Commissions certification of the GHG Budget

Includes a schedule for incorporation of GHG in STIP and TIPs

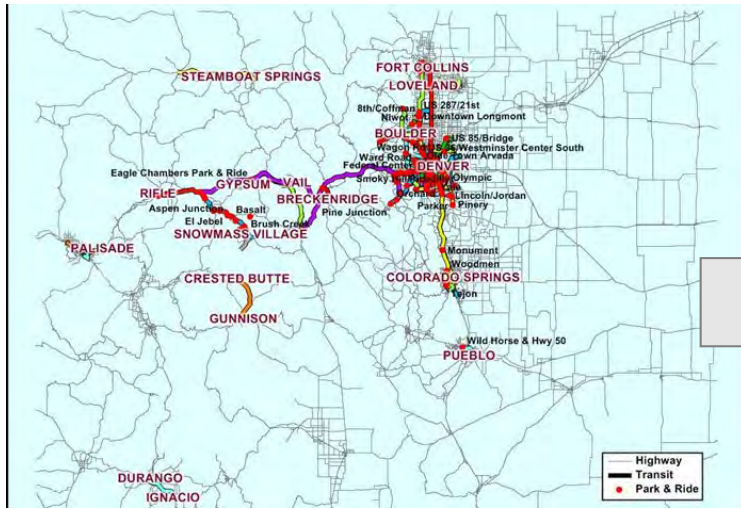
Describes opportunities for GHG reductions in project delivery and maintenance

Explains Equity consideration of GHG reductions in areas where mitigation occurs



Modeled Data - Transportation Sector

CDOT TRAVEL MODEL



Outputs: VMT,
congestion/speed

CDPHE MOVES MODEL



Fleet Mix/Age & Fuel Type

TOGETHER
these models show

TRANSPORTATION
GHG
EMISSIONS



Modeled Data - Transportation Sector

Energy & Emissions Reduction Policy Analysis Tool (EERPAT)

FHWA simplified tool - ***Policy*** → ***GHG emissions***

Scenario	Measures Included
1. Travel choices	<ul style="list-style-type: none"> a. Non-worksite travel reduction/demand management, e.g., <ul style="list-style-type: none"> i. Neighborhood and school-based trip reduction programs. ii. Tele-shopping, tele-medicine, tele-school, etc. iii. Regional carpool and rideshare programs. b. Bicycle, pedestrian, and micromobility facilities, policies, and incentives.
2. Travel choices + transit	<ul style="list-style-type: none"> a. Scenario 1 measures. b. Rapid bus and rail service expansion. c. Enhanced bus frequency, reliability, and/or service hours. d. Free or reduced-fare transit.
3. Travel choices + transit + land use	<ul style="list-style-type: none"> a. Scenario 2 measures. b. Land use measures - Incentives (funding, project selection criteria) and technical support to encourage transit-supportive land use/walkable neighborhoods.



Rule

- CDPHE Rulemaking Process will begin with a
 - Request for Hearing - May 20, 2021
 - 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



Theresa Takushi

GHG Climate Action Specialist

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