



Statewide Transportation Advisory Committee (STAC)

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

August 13, 2021

9:00 AM – 11:15 AM

CDOT Headquarters Auditorium and via Video Conference

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the July 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.
- 9:50-10:10 **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**
- 10:20-10:45 **Main Streets Listening Tour (Informational Update)** – Rebecca White, Director, Division of Transportation Development (DTD) and Nathan Lindquist, CDOT Land Use Planner
- Discuss results of a 20 city and town listening tour on downtown visions and coordination on Revitalizing Main Street program partnerships
- 10:45-11:10 **GHG Rulemaking Update (Discussion Item)** – Rebecca White, Director, Division of Transportation Development
- Update on the GHG rulemaking process
- 11:10-11:15 **Other Business** - Vince Rogalski, STAC Chair



COLORADO

Department of Transportation

Division of Transportation Development

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Location: Via Web Conference

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

Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Ashley Stolzman, Tammy Maurer, Ron Papsdorf	San Luis Valley:	Vern Heersink
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Jim Baldwin, Stephanie Gonzales
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sarah Hill
Intermountain:	Bentley Henderson	Upper Front Range:	Scott James, Elizabeth Relford
North Front Range:	Dave Clark	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Not Represented
Pikes Peak Area:	Eric Stone	FHWA:	John Cater, Bill Haas
Pueblo Area:	Chris Wiseman, John Adams	FTA:	Kristin Kenyon
Gunnison Valley:	Roger Rash		

Lisa Hickey (Transportation Commissioner)
Eula Adams (Transportation Commissioner)
Kathleen Bracke (Transportation Commissioner)
Karen Stuart (Transportation Commissioner)
Kathy Hall (Transportation Commissioner)
Hermann Stockinger (CDOT Deputy Director)
Steve Harelson (CDOT Chief Engineer)
Keith Stefanik (CDOT Deputy Chief Engineer)
Jeffrey Sudmeier (CDOT Chief Financial Officer)
Marissa Gaughan (CDOT Manager, Multimodal Planning Branch)
Theresa Takushi (CDOT Greenhouse Gas Climate Action Specialist)
Jerad Esquibel, (CDOT Director, Division of Project Support)
Sally Chafee (CDOT Chief of Staff)

Rebecca White (Director, Division of Transportation Development)
Michelle Scheuerman (Freight Planning Program Manager)
John David (CDOT Region 3, Section 2 Maintenance Superintendent)
Kane Schneider (CDOT Region 3, Section 2 Deputy Maintenance Superintendent)
Craig Hurst (CDOT Freight Office Manager)
Mike Ogborn (Chair, Freight Advisory Committee Chair)
Kay Kelly (CDOT, Director of Innovative Mobility)
John Lorme (CDOT Division of Maintenance and Operations)
Julie Constan (CDOT Region 5 RTD)
Richard Zamora (CDOT Region 2 RTD)
Mike Timlin (CDOT, Division of Transit and Rail)
Amber Blake (CDOT Director, Division of Transit and Rail)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> ● <u>Motion</u> was approved unanimously to approve the June 11, 2021 STAC meeting minutes. 	Minutes approved
CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director	<ul style="list-style-type: none"> ● Commissioner Kathy Hall from Grand Junction has been appointed as the new Transportation Commission (TC) Chair; Don Stanton from Jefferson County was appointed the new TC Vice Chair. ● An Executive Order is expected today from the Governor re-appointing Commissioners Karen Stuart and Eula Adams to second terms and appointing three new Commissioners to replace those termed out in June. ● Amber Blake, former Transit Director and Interim City Manager for the City of Durango, has been hired as the new CDOT Director of the Division of Transit & Rail (DTR). ● CDOT Region 3 staff provided an overview of the series of debris flows that covered I-70 in Glenwood Canyon between late June and early July. <p><u>STAC Discussion:</u> None</p>	No Action.
Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> ● I received a card from outgoing Commissioner Bill Thiebaut applauding the contributions STAC makes and all the progress it has made. ● We heard an overview of Senate Bill 260 (SB260) and all that will need to take place to implement everything, including project selections, the need for additional CDOT staffing, the Greenhouse Gas (GHG) rulemaking, which we'll hear more about today. ● We heard of the asset management implications and the need to continue to provide more funding for that. ● We heard a summary report on Floyd Hill, the results of which indicate a viaduct may be the preferred alternative to a tunnel to improve that section. <p><u>STAC Discussion:</u> None</p>	No Action.
Transportation Planning Region (TPR) & Federal Partner Reports	<ul style="list-style-type: none"> ● <u>DRCOG:</u> WE heard comments this month on our Public Involvement Plan. WE also approved amendments to our 2022-2025 TIP adding Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) Safety funds for 33 projects. The Board approved allocations for \$2.7 million COVID relief funds and FTA 5311 funds. ● <u>CFR:</u> The bridge project south of Fairplay is expected to start very soon. CDOT is addressing some mudflow issues on Poncha Pass. ● <u>Eastern:</u> No report. ● <u>Grand Valley:</u> We have nearly completed a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant application for a mobility hub and want to thank the CDOT staff for their support on that. We're currently reviewing proposals for the North Avenue corridor transit study being funded 	No Action.

with SB267 funds. We participate in a local economic development meeting yesterday along with CDOT's Michelle Scheuerman and Mark Rogers to talk about how to make the numbers work for shipping and receiving freight in the Grand Valley.

- Gunnison Valley: We discussed funding and projects under SB267 and SB260. We also discussed how we'll handle future Multimodal Transportation and Mitigation Options Fund (MMOF) project selections, which we expect to hear more about from CDOT soon. We also considered that we will need to update the 10-Year Plan of projects for our Region. On the Little Blue Creek construction project on US50, there was an unfortunate fatality of a worker hit by a falling rock.
- Intermountain: We have a significant number of paving projects underway currently. Another big project getting underway is a Wrong-way Detection System going in on a section of I-70. In addition to the mudslide response, CDOT is trying to do additional rockfall mitigation in Glenwood Canyon. I-70 traffic is impacted currently by some box culvert work on the west side of Vail Pass. Commissioner Baker and I participated in a meeting recently to hear an update on the Federal Lands Access program and what projects are scheduled. There are 11 projects planned for Colorado, bring over \$160 million of additional funding to the state. When Federal Lands Access Program (FLAP) grant opportunities come to Colorado, I encourage folks to look hard at the criteria and reach out to the program representative to help figure out what projects will compete well. This can continue to be a significant contribution to our needs for access to our recreational lands.
- North Front Range: In July our Council approved the updated Active Transportation Plan, which is an update to the 2016 non-motorized plan. They also approved Surface Transportation Block Grant (STBG) allocations to partially funded and white-listed projects. North Front Range MPO has achieved party status for the Air Quality Control Commission's rulemaking process. We are beginning the community engagement process for our Northlink premium transit analysis, including the kickoff of its website later this month. North I-25 segments 6, 7 and 8 work is continuing, which will necessitate a closure of SH56 over I-25 beginning early to mid-August and lasting 140 days. Construction on the southbound port of entry has begun in addition to the second half the mobility hub at US34 and I-25.
- Northwest: No report.
- PPACG: The Research Parkway interchange has broken ground. The Military Access Mobility Safety project began June 2, and the I-25 resurfacing project is also underway. There are currently nightly closures on I-25 as they work on the bridge replacement at County Line Road between El Paso and Douglas Counties. Another bridge replacement is progressing well on US24 between Callahan and Peyton. We, too, are experiencing substantial traffic congestion on US24 in and out of the mountains. CDOT made some adjustments to the timing of the six lights through Woodland Park that's improved that flow on the weekends. The City of Woodland Park is paying for a study on a possible reliever route on US24. Folks traveling to the mountains are encouraged to slow down and be safe.
- PACOG: The work on the US50 and Purcell exchange is continuing and on schedule. County Commissioners just approved the design for the Joe Martinez extension. PACOG approved their 2045 Long Range Plan and the FY2022-2025 TIP last month.

- San Luis Valley: American's With Disabilities (ADA) work is continuing in Salida, and some ADA work will get underway soon in Manassa. Maintenance has completed some significant mudslide mitigation on Poncha Pass following the recent thunderstorms.
- South Central: Our next TPR meeting will in-person on July 22. The I-25 Exit 11 project will kick off this month. CDOT and the City of Trinidad are working on a traffic study.
- Southeast: The Lamar resurfacing is in full swing. Due to the rains, we really need a lot more mowing in the region. Grasses are getting so high you can't see wildlife along the roadway. We want to thank Commissioner Bill Thiebaut for all he's done for our region. Our next TPR meeting is July 28.
- Southwest: We had a recent site visit of our design build project. It was interesting to get to see the how they transported the gigantic girders over Wolf Creek Pass. That project is on schedule and on budget despite some challenges. The TPR will consider ratification of some FTA 5310 & 5311 letters of support for transit operating projects at our next meeting.
- Upper Front Range: The top project in our region right now is an Intermodal Facility we're building on I-76. It's a BNSF project that will take some trucks off the road and mitigate some air quality impacts. The project is apparently not eligible for the Statewide Transportation Implementation Program (STIP) currently because it's not in the fiscally constrained 2045 Metro Vision plan. We are excited to hear that CDOT is reviewing three separate Public-Private Partnership proposals for North I-25 right now.
- Southern Ute: This is the first year of implementing our first road maintenance program for our earthen roads in the region and are beginning to do maintenance on some important back-country roads using a new road grader we've purchased. The Tribal Council adopted our TIP last month and we got approval to do some pedestrian improvements to address the very high pedestrian fatality rates we see on our roads. We've hired a firm to complete our 5-year long range plan.
- Ute Mountain Ute Tribe: No report
- FHWA: We did not have success on our Infrastructure for Rebuilding America (INFRA) grants here in Colorado. However, the RAISE grants are just around the corner, and we expect we'll have a very competitive projects for that. We want to thank Jeff Sudmeier and his team for keeping on top of inactive projects and effectively using federal funds.
- Federal Transit Administration (FTA): No additional updates.
- Lisa Hickey: I am the chair of the Ad Hoc Agency Coordination Committee; our job is to help guide CDOT's development of rules in implementing SB21-260 and Section 30 specifically which is the Greenhouse Gas (GHG) Roadmap. That rulemaking will begin soon, so we welcome your input on that soon.
- Kathy Hall: I agree with Commissioner Hickey. With all that is transitioning and being implemented in transportation right now, we really want a transparent and collaborative approach so that we are kept informed of issues throughout the state. We're very grateful for how hard CDOT works to keep our roads open, particularly I-70 following the debris flows and on US50 during its construction.
- Eula Adams: I want to thank our outgoing Commissioners, particularly Commissioner Thiebaut and Commissioner Zink for their helping me learn everything I needed to be effective as well. I look

	<p>forward to working with Commissioners Hall and Stanton as the Chair and Vice Chair.</p> <ul style="list-style-type: none"> • Kathleen Bracke: I second all that's been said by other Commissioners. This is an important and transitional time for us to leverage our local partnerships as we apply the funding from SB21-260. • Karen Stuart: I'm hopeful, now that things are getting back to more normal that the TC might be able to return to doing a retreat together to learn what is important to all of us as we consider SB260 funding. I'd really like to see our transportation system metrics change such as being 47th in the nation for asset condition and 27th for overall transportation improvements. I would also like to continue doing the road tours we've done in the past to see how the system is managed first-hand. <p><u>STAC Discussion:</u> None</p>	
<p>State & Federal Legislative Report</p> <p>– Herman Stockinger, CDOT Deputy Director</p>	<ul style="list-style-type: none"> • On July 1 the House passed the Invest Act, which is the FAST Act reauthorization that must be passed by September 30. • The Invest Act currently includes \$579 Billion in funding, which is four times the amount in the Recovery Act. Anticipated in that is about \$110 Billion for Roads, Bridges and Major Projects, that will fund the replacement of ten of the most economically significant bridges in the US, which are most likely in the eastern US. We do not know yet how much that will leave to formula grants to the states. It also includes \$48 Billion for transit, the largest amount in history, and \$66 Billion for passenger and freight rail. • CDOT believes that the Act will be successful, but not likely to be fully hashed out until September. At this point there are too many unknowns to predict how much funding might come to Colorado. <p><u>STAC Discussion:</u> None</p> <p><i>Break at 10:18am; resumed at 10:31 am.</i></p>	<p>No Action</p>
<p>National Highway Freight Program Project Selection</p> <p>– Craig Hurst, CDOT Freight Office and</p> <p>– Mike Ogborn, Freight Advisory Committee (FAC) Chair</p>	<ul style="list-style-type: none"> • Staff reviewed the program goals, purpose and project selection process. • In addition to the Committee's project award recommendations, Executive Management (EM) priority projects were funded off-the-top, including some statewide Timber Structure Repairs on Freight Routes, Monument Area Chain Stations, some statewide Weigh-in-Motion Program & Safety Enhancements, and an I-70 Runaway Ramp HazMat Containment System. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> • Sarah Hill: Is the Region 5 Chain Station project region-wide or specific to one location? • Matt Muraro: There are five locations we are proposing, including one on Wolf Creek Pass, one on US160 La Veta Pass, another on Hwy17 Cumbres Pass and we're speaking with San Miguel County about a couple locations on Lizard Head Pass. • Ashley Stolzman: Could we see a list of all the projects reviewed, not just those selected? Are NHFP funds available for off-system projects? And I'm wondering why this was an internal CDOT selection process. Was it recommended by the FAC or the TC that this be an internal selection process? • Michelle Scheuerman: NHFP funding is eligible for off-system improvements, but only if it's on the National Highway Freight network. 	<p>Consensus to Support</p>

- Ashley Stolzman: Did the FAC agree this time that this would be a CDOT selection process?
- Michelle Scheuerman: That is how it's always been conducted because of the relatively small amount of funding.
- Ashley Stolzman: Did the FAC also support the Executive Management's recommendation to fund those off-the-top projects, and were those projects scored similarly to the other projects?
- Michelle Scheuerman: Those projects did complete the applications to see where they scored in that range, and that was presented to management for their consideration. FAC did also fully support the recommendation.
- Ashley Stolzman: Is the final project selection not going to TC for approval?
- Michelle Scheuerman: Because of Policy Directive 703, we have a well-developed and established selection process, such that it does not need to go before TC.
- Ashley Stolzman: It seems to me that the process is somewhat hollow in that the executive leadership that makes the recommendation also finalizes the selection. I would like to see it brought before the TC in the future.
- Jeff Sudmeier: The TC makes decisions about what projects to approve and what to not approve. Without PD703 and its defined project selection processes, far too many projects in many other programs, for example the Surface Treatment program, would be required to be considered and approved by the TC than their schedule could ever allow.
- Scott James: Do you review and re-review projects every year?
- Michelle Scheuerman: We are currently implementing a project monitoring program which will continually monitor progress of projects.
- Scott James: Considering there is a Bridge Enterprise, is there not enough funding there first to fix these bridges, rather than using these scarce NHFP funds?
- Craig Hurst: Bridge Enterprise's focus is on repair and replacement of bridges. These projects are really based on analysis of the system and its ability to handle oversize and overweight freight vehicles.
- Bentley Henderson: Are candidate projects presented by each Region?
- Mike Ogborn: Yes, projects were presented by each region to the FAC.
- Bentley: A recent report I saw looked at the I-70 Eisenhower Tunnels and their improvements needed for them to handle movement of hazmat materials. Are these funds available for these improvements?
- Herman Stockinger: There are still working groups that are looking at this. If those improvements are determined to be in line with the criteria of the program, they would be eligible.
- Craig Hurst: There are NHFP safety improvement projects underway now on not just the tunnels, but the entire corridor that supports the tunnels.
- John Cater: For those projects that are design only, is there an assumption that construction would then be funded by the Regions?
- Michelle Scheuerman: We considered that and determined that those construction projects would likely rise to the top of future selection processes.

	<ul style="list-style-type: none"> • Rebecca White: Can you remind me and the STAC, what is the annual funding typically for the NHFP? • Michelle Scheuerman: It's about \$15 million annually. I will also provide STAC a link to our new Highway Freight Program guidance document which explains these processes and provides a great overview. • Vince Rogalski: CDOT would like a consensus for support from the STAC for the NHFP project recommendations. Considering there are no objections, I think we can affirm STAC consensus in support of the project recommendations. 	
<p>SB267 / SB 260 Year 3B Projects (Action Item)</p> <p>– Rebecca White, Director, Division of Transportation Development</p>	<ul style="list-style-type: none"> • Staff presented a slate of proposed highway, transit and multimodal projects to be funded with surplus SB267 Year 3 proceeds and SB260 funding. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • Ashley Stolzman: I propose we postpone reviewing and discussing this proposal until the August STAC meeting since the materials were only shared with STAC members on Wednesday afternoon, and we've had little to no time to consider them with our constituents. • Rebecca White: Staff have reached out and discussed the proposed projects with DRCOG's Ron Papsdorf a couple weeks ago. • Ron Papsdorf: We have not heard from Region 4 but heard from Region 1 by phone to discuss particular projects. But that has not really made it possible for us to adequately consider the proposed program of projects. • Scott James: I'll repeat what I've said before, that this selection process as well as the GHG Rulemaking process are moving way too rapidly for something this important with long-term impacts. • Herman Stockinger: The TC is scheduled to consider approval of the project list next week. It is a rapid process, partly for the reason these are stimulus funds and should be used as quickly as possible. We understand this has not gone through a full stakeholder process, and that's our fault. But the TC is likely approving this next week and we would like to at least have your general input on it to take to that conversation. • Ashley Stolzman: Can we ask the TC to delay their consideration by a month? What ramifications would there be if that were to happen? • Herman Stockinger: I don't know what impacts there might be if it were delayed. But if STACs recommendation is a request to delay, we can take that to the TC next week. • Suzette Mallette: If the ramifications of delaying this aren't dire, what would be the response of the Commissioners who are currently in attendance here today? • Kathy Hall: There aren't enough of the Commissioners here today for us to say, and we would need the time to go over the information to make that decision. • Eula Adams: I agree, without the full TC here, we cannot say one way or another. But I'd like the staff's perspective on whether there are negative ramifications or not. If there are not, I'd likely favor postponing. 	<p>Motion to Recommend a 1-month Continuance</p>

- Karen Stuart: We've been asking staff for information on where we are in the 10-Year Plan. This provides us that information and I understand staff are looking for us to move ahead in an expedient fashion. But without the full TC to discuss, we can't make any definitive comment.
- Rebecca White: I'll provide some pros and cons. The SB267 funding comes with some spending time-limits, while the stimulus funds appropriated in SB260 are intended to be spent quickly to stimulate the economy. Our intent to show the legislature that when we're provide the additional funding we're asking for, it gets used quickly on the 10-Year Plan.
- Scott James: I'd like to ask the senior staff whether there are truly financial ramifications to waiting an additional 30 or 31 days, or if it would just be an inconvenience. If it's an inconvenience, I say we and the TC should take the time in the spirit of transparency to discuss it with our staff and constituents.
- Rebecca White: I understand the point, but how much do we want to continue to litigate project selections when we've already spent months of work to agree on the 10-Year Plan. Are STAC members saying you want to have your agencies vote whether to move these projects forward, or is it an issue of the order in which they are to be done?
- Scott James: If what is proposed is indeed the 10-Year Plan and does not contain any other, then I would agree with you. I just haven't had the opportunity to see whether that's the case.
- Ron Papsdorf: The issue is not whether they are in the 10-Year Plan, which they are. But when the proposal is for some projects in the years 5-10 of the Plan and out of priority with some projects not yet funded in years 1-4, I question what the criteria are used to make these decisions.
- Rebecca White: I suggest we proceed with the slides presenting the projects. But I should note that because of SB260, we are assured of being able to do the Year 4 SB267 issuance. This will likely be another \$500 million of funding coming soon. Because we have certainty around those dollars, I think we could decide today to move these projects forward knowing any years 1-4 projects displaced by these projects will benefit from additional funding. To prepare for that discussion and additional federal infrastructure funding that may come we expect to begin STAC discussions this summer to develop a new four-year plan of projects.
- Barbara Vasquez: I would suggest we support CDOT staff in using the 10-Year Plan to be nimble as we respond to new funding that comes to the state.
- John Liosatos: Is this an all-or-nothing program of projects? Or because these are largely distributed by regions, could some regions approve their projects and others not?
- Rebecca White: I think if we wanted to do that, we could bring those recommendations to the TC.
- John Liosatos: Doing so would at least allow CDOT to keep working on those portions of the projects while giving those regions that desire more time to have further discussions before a decision is made. I personally would be in favor of the Region 2 projects proposed.
- Ashley Stolzman: In June, DRCOG voiced concern that we would not be given enough time to review this adequately. I don't believe that was completed in a satisfactory manner for DRCOG. I'm supportive of moving quickly, but I'm not ok with skipping steps and repeatedly going against STAC bylaws which require a week's notice and distribution of materials for STAC matters. Further, I want the record to

reflect that CDOT staff indicate that all the Years 1-4 projects have been funded so that if we find out later than some years 5-10 projects were advanced ahead of year 1-4 projects, we can come back and figure out what the disconnect was.

- Rebecca White: Correction, what we have indicated is that the Year 1-4 projects have been largely funded, so there are some remaining projects in those years.
- Ashley Stolzman: So, if we move forward, how do we explain to people who have unfunded year 1-4 projects why they were passed over for year 5-10 projects?
- Eric Stone: I agree it is improper that we've not been given enough time to review before today. If we make no recommendations to TC today however, it may be taken up and we've missed that opportunity. I recommend we go through the staff's presentation and provide what input we can.
- Scott James: I'm concerned too as to how the allocation process is possibly muddled by this combination of SB260 stimulus funding and the state's SB267 proceeds. My recommendation is that we forward that feedback from the STAC to TC in support of a one-month delay in the decision.
- Dick Elsner: I think we go through the proposal and make our recommendations on the projects, so Vince has something to deliver to the TC.
- Ashley Stolzman: this is the second time this year that I've raised concerns for issues being brought to STAC without adequate time to consider. I'd like to propose that we all agree that no longer permit this, otherwise it will continue.
- Ashley Stolzman: The SH7 multimodal options project, as an example, is a year 5-10 project. Meanwhile the SH42 project, which is a year 1-4 project and is not yet fully funded. They are both as far along, both have some design work, both have similar traffic counts and accident rates. What criteria elevates the SH7 project over the SH42 project?
- Paul Jesaitis: SH7 is a long corridor with a lot of needs. This project is a mobility hub site on SH7 at I-25 and is a year 1-4 project.
- Rebecca White: Mayor Stolzman, you're correct. This project on SH7 is in years 5-10 while the mobility hub is in years 1-4. The reason this was moved up is we've been hearing from DRCOG the importance of moving the BRT corridors ahead and we felt it short-sighted to not begin preparing for the east-west mobility hub movement that this intersection improvement project provides.
- Ashley Stolzman: On the Revitalizing Main Street Urban Arterial study, I would recommend that it be expanded to include all DRCOG, not just the Region 1 portion.
- Scott James: It would help me if staff could add to this list, for each project, the year 1-4 or year 5-10 section from which it comes in the Plan, and not just the funding, but whether that's SB260 or SB267 funding. And I know I-25 Segment Five is a year 5-10 project, but it is a big concern of mine that we are knowingly creating a huge bottleneck on I-25 by not completing this segment now.
- Eric Stone: Is it possible to complete some of the Pueblo I-25 phases now.
- Richard Zamora: We are confidently going to cover about \$120 million of that project next spring with the SB267 Year 4 funding.

<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● STAC members debated the merits of in-person meetings and the limited but often necessary ability to participate virtually. It was generally agreed that all STAC members should attend in-person whenever possible and CDOT will continue to support the alternative means to attend virtually when necessary. STAC will continue to consider all-virtual meetings either on a periodic or occasional basis, for instance during winter or holiday seasons when it is harder to travel. <p>Other Discussion:</p> <ul style="list-style-type: none"> ● Eric Stone: I would also like the Chair to communicate to the TC our comments about the readiness of STAC agenda materials being done in a timely manner. ● Vince Rogalski: I've been doing this for 30 years, and regardless of how hard we try, there are often issues that just don't allow enough time for support materials to be produced and delivered with the advance time we expect. If we want to be an advisory to the Commission on those items, we must accept that on occasion. ● Dick Elsner: If we had been on our old STAC/TC schedule, we wouldn't have even had the opportunity to weigh in on this topic at all. ● Dave Clark: We are ok with the proposed projects in our Region. But I agree that it's just not feasible to have proper consideration and deliberation when we get materials 24 hours before a meeting. ● Herman Stockinger: Staff will always try to do what we can to get STAC the materials they need ahead of time. When I consider the STAC and TC meeting timeline, we have Commission workshop and meeting next Wednesday-Thursday, the call for agenda items the following Monday, the deadline to produce materials for that agenda is the following Monday in order to have it delivered to the TC members the following week. It's a really quick turnaround. When we have to get the STAC materials delivered the week before that, we often do not have time to respond to what happens at the Commission and be able to produce STAC materials that have been reviewed and finalized. It's just a very challenging timeline. I just hope you all know, while we can always do better, we are trying earnestly to follow the expected STAC materials timeline. ● Next STAC meeting is 9:00am on August 13, 2021, in-person at CDOT Headquarters with a virtual connection available for those that need it. 	<p>Meeting Adjourned to July 14</p>
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Meeting ADJOURNED at 12:50am

Meeting CONTINUED at 12:00, July 14, 2021

<p>STAC Attendance:</p> <p>Vince Rogalski, STAC Chair; Heather Sloop, STAC Vice Chair; Bernadette Cuthair, Ute Mountain Ute Tribe; Keith Baker, SLV TPR; Dean Bressler, Grand Valley MPO; Douglas McDonald, Southern Ute Indian Tribe; Scott James, Elizabeth Relford, and Jon Becker, Upper Front Range TPR; Jim Baldwin, Southeast TPR; John Adams, Pueblo Area Council of Governments; John Liosatos and Kathryn Wenger, Pikes Peak Area Council of Governments,; Dick Elsner, Central Front Range TPR; Sarah Hill, Southwest TPR; Ashley Stolzman and Ron Papsdorf, DRCOG; Tracey MacDonald, FTA; Bill Haas, FHWA; Transportation Commissioners Barbara Vasquez and Don Stanton.</p> <p>CDOT Staff: Heather Paddock, Region 4 RTD; Jamie Grim, CDOT Office of Policy and Government Relations; Jeff Sudmeier, CDOT Chief Financial Officer; Jared Esquibel, CDOT Staff Bridge; Kay Kelly, CDOT Innovative Mobility Branch; Keith Stefanik, CDOT Deputy Chief Engineer; Marissa Gaughan, CDOT Multimodal Planning Branch; Matt Inzio, CDOT Communications Office; Rebecca White, CDOT Division of Transportation Development; and Herman Stockinger, CDOT Deputy Executive Director.</p>		
Other	<ul style="list-style-type: none"> Herman Stockinger: I've placed my phone and email in the chat. Now that you've had more time to consider them, if any STAC members have follow up comments or feedback on the SB267/SB260 project list being considered by TC this week, please send those to me today. Staff's recommendation to the TC today is that they move forward in approving the recommended projects as planned. But we will deliver the STAC's comments from last week and today. 	
GHG Rulemaking Update – Rebecca White, Director, Division of Transportation Development	<ul style="list-style-type: none"> Theresa Takushi summarized the relevant SB260 elements along with a status and updates on the rulemaking effort. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> Scott James: How were the advisory group members selected? And can we get a listing of stakeholders that have been engaged in the rulemaking outreach to-date? Rebecca White: We have about 20 members, and we'll provide that list which includes Commissioners from El Paso County, Larimer, Commissioner Hoffmeister in Lincoln County, all five MPOs, Colorado Contractors' Association, the Freight Advisory, and several environmental groups. We looked for past stakeholders we've engaged with previously to ensure we had a broad and comprehensive representation. Heather Sloop: Please send that list to all STAC members. Rebecca White: We are asking the TC this week to move forward with the rulemaking, so we want your input today. The rulemaking only starts what will be a robust public involvement process which will be appended to the work we've already done over the past 7-8 months. We will be keeping STAC involved in that process every month. It's a significant change in planning for folks statewide to consider ozone impacts where they've not had to previously through conformity requirements. Scott James: I'm curious as to why we've placed a November deadline upon ourselves when SB260 outlines a rulemaking deadline of July 2022. 	Motion to Recommend a Delay

- Rebecca White: It's because of another SB260 deadline which requires DRCOG, PPACG and NFRMPO to update their planning documents accordingly by October 2022. We've heard loud and clear from them that this is not a light undertaking, and they will need all the time possible in advance to make that deadline, preferably a year.
- Scott James: This is a major shift in CDOT's role that warrants a good amount of thought and perhaps a change in its mission to include a role in climate change mitigation. I suggest we hit the brakes for 30-60 days before starting the rulemaking process.
- Rebecca White: We began working on this almost 8 months ago, and I believe we have a good plan for doing this the right way that keeps moving ahead in a way that doesn't leave the MPOs in a position with little time to update their plans.
- Medora Bornhoft: Suzette Mallette was unable to attend today. But staff here agreed that more time needs to be allowed in this rulemaking. One year is not enough for something this major so we would be in favor of extending the rulemaking to allow more time.
- Heather Sloop: I agree with comments that the timeline can't be rushed. This is affecting rural CO and Northwest TPR is largely in the dark on this thus far. I don't anticipate having enough time and opportunities to provide input and negotiate the issues affecting rural areas like ours.
- Rebecca: The focus in the GHG Rule is on Regionally Significant projects – therefore only a subset of very large projects, major interchanges, like US550 in Southwest TPR for example is only one rural project in decades that meets that definition in that region.
- Heather: Rural CO will be affected more frequently as resiliency models greatly affect rural areas; roads that aren't affected in the past will be as we implement those outcomes.
- Ashley Stolzman: I fear that the rule will penalize Denver Area and the Front Range considering Transit growth targets a 6% increase while just this year it's down 56%. We need to do reality checks in what we're modeling and targeting for goals. They must be realistic goals and not punitive measures that result in funding impacts that further harm our ability to make progress.
- Scott James: The Air quality Control Commission (AQCC) is undertaking E-trip rulemaking simultaneously. It's coming at us all too fast. I hope the TC will consider pausing this for 60 days or so to permit time to consider all that's affected. We need to also make more opportunities for Disproportionately Impacted (DI) communities to have opportunity to provide input. In our region, we'd like Natural Gas be considered as a bridge fuel. The Local Land Use issue need to be very carefully negotiated – I want to remind CDOT and the TC that Land Use is the sole purview of local government. We want to make sure they do not cross those boundaries.
- Scott James: Is CDOT looking for formal action today, or just input?
- Rebecca White: The resolution proposed for the TC's consideration on Thursday directs staff to commence the rulemaking. It directs us to amend state planning rules to that end but puts no date on that commencement. We defer to STAC whether a formal action or recommendation is made today.
- Scott James: I feel that July 30 is too soon. I move to recommend the TC wait until Aug 30 to begin

	<p>the formal rulemaking process.</p> <ul style="list-style-type: none">● Heather Sloop: I <u>second</u> that motion.● Dana Brosig: I disagree and believe the timeline gives us adequate time to review and discuss with our TAC and our Board and obtain the comments we need.● Vince Rogalski: Hearing no other comments – other than one dissenting vote, we'll consider the <u>motion passed</u> and will extend the recommendation that the TC postpone the rulemaking start to August 30.	
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Meeting CONCLUDED at 12:47pm

Summary Notes

Transportation Commission Workshop

Wednesday, July 14, 2021, 12:15 pm – 5:00 pm

Call to Order, Roll Call:

All existing seated Commissioners were present: Commissioners Kathy Hall (TC Chair), Donald Stanton (TC Vice Chair), Terry Hart, Yessica Holguin, Gary Beedy, Kathleen Bracke, Karen Stuart, Mark Garcia, Eula Adams, Barbara Vasquez, and Lisa Tormoen Hickey.

Budget Workshop (Jeff Sudmeier and Bethany Nichols)

FY 2022 Budget Amendment

Purpose: The Division of Accounting and Finance (DAF) is requesting Transportation (TC) review and approval of the first amendment to the FY 2021-22 Annual Budget. The first amendment allocates \$639.5 million in new funding from recent legislation to the Department's Annual Budget, reallocates \$395,361 from Agency Operations to Administration to reconcile the Department's Annual Budget to the final legislative budget, reallocates \$5.5 million from the Strategic Safety Program to the Maintenance Program Areas for 6-inch striping, and reallocates \$1.0 million from the Strategic Safety Program to Safety Education for impaired driving programs.

Discussion:

- Commissioners sought clarification on the debt service for the SB267 Certificates of Participation (COP) which, when all four years of COPs have been issued, will be approximately \$141 million annually. Senate Bill 21-206 cancels existing General Fund transfers to CDOT for that debt service and reinstates a larger transfer that won't begin until FY2025. SB260 also transfers stimulus funds to CDOT to cover debt service until those transfers begin, which CDOT is proposing as an economic defeasance, which allows CDOT to prepay some of that debt service until the transfers begin.

SB 267/ SB260 Funding Allocation (Rebecca White, Marissa Gaughan, Kay Kelly)

Purpose: The purpose of this workshop is to brief the Transportation Commission on available funding for the first tranche of SB 260 funds plus remaining premium from the Year 3 SB 267 proceeds, present project proposals for this available funding, what the projects would accomplish for the state, provide an update on the regional equity, and discuss next steps.

Discussion:

- Commissioners commented on the efficacy of making the capital investments in the I-25 mobility hubs while also investing in other intermodal enhancements and the Bustang services that will use those facilities. Beyond the funds proposed for these transit investments, CDOT will continue to receive 15% of the approximate \$10 million of SB260 funding that will come annually to the Multimodal Transportation and Mitigation Options (MMOF) program in future fiscal years.
- The question was raised as to whether CDOT's transit services can be electrified. Bustang services will continue to be served by clean diesel buses, as there is not currently the technology in electric buses to sustain the ranges that this service provides. The places CDOT will most likely be able to electrify the fleet would be in future replacement of vehicles used in the urban areas, and not likely for the rural routes.
- Included in the proposed projects is a Denver Area study that will provide guidance on how and where to utilize future Revitalizing Main Streets (RMS) funding to make permanent some of the

temporary traffic calming, pedestrian and bicycle safety modifications made on roadways in previous RMS projects. Commissioners stressed the importance of ensuring permanent modifications are only made where former sidewalk and parking spaces would be utilized long-term beyond the time of the pandemic, to prioritize safety, to guard against unreasonable freight vehicle impedances, and to ensure the study provides guidance to future rural RMS investments and not just those in the Denver Area.

- Commissioners acknowledged the feedback from STAC, noting that the main reason they recommended TC postpone this week's adoption of the project list was because of a lack of stakeholder engagement in the process and less so the actual projects recommended. Staff was urged to present project lists in context to the whole 10-Year Plan and to continually keep stakeholders engaged to continue the positive momentum of the Plan's development process.
- Staff emphasized that stakeholders and the TC will soon need to begin updating the 10-Year Plan since there are few Years 1-4 projects remaining unfunded in the Plan. That will require an update to revenue forecasts in order to add years to the current Plan.

CDOT Connected Vehicle (CV) Program Overview (Ashley Nysten and Kay Kelly)

Purpose: Informational briefing to the TC on the Connected Vehicles (CV) Program. Staff will provide an overview and update on the CV Program, present on the current Phase 2 progress, and provide the roadmap for Phase 3 and future work.

Discussion:

- Commissioners were interested to know how likely and when CDOT might expect to see enough vehicles on the road that possess the ability to both transmit and use active roadway condition data. Some manufacturers such as Cadillac and General Motors already included these abilities in vehicle models as early as 2016 and the numbers are expected to increase. Meanwhile, CDOT is seeing significant amounts of data being captured by neighboring local and state governments.
- There are significant security protocols in place to protect consumers by removing personally identifiable information from all connected vehicle data. Drivers also have complete control over whether to allow their vehicles to transmit data.
- CDOT's connected vehicle systems engineering analysis document, which portrays the goals, principles and approach to deploying a CV system, is available publicly should anyone wish to obtain it.
- The Society of Automotive Engineers holds the standards template to guide how agencies and vehicle manufacturers continue to collaboratively develop and implement CV capabilities. CDOT remains directly involved with this and similar organizations as the technologies evolve and progress.

GHG Pollution Reduction Planning Update and Next Steps (Rebecca White and Theresa Takushi)

Purpose: To provide a status of the GHG Transportation Pollution Reduction Planning Rule and seek approval of the final changes to the GHG Policy Memo.

Discussion:

- While the formal rulemaking process has not yet commenced, CDOT has been engaged with stakeholders and working on it since the GHG Roadmap was published in January, 2021.
- The proposed timeline would include a draft Rule being made public July 30 and following requisite public hearings and outreach, may be finalized and adopted in September and become effective in November. This would support CDOT and MPOs having approximately a year to complete the required Plan updates by October, 2022.

- The draft Rule will be reviewed and approved by the Commission's ad hoc committee. Therefore the formal rulemaking process won't commence until that's released. The language in the Rule will be amended and refined based on ongoing public input. CDOT staff ensured the Commission to support broad participation in the formal public hearing by holding multiple events in different regions of the state and providing both in-person and virtual accessibility.
- The date of release of the final draft Rule will largely depend on the response and material discourse on its content, but staff urged the TC not to delay the start of the process merely for the sake of slowing it down, but to focus on conducting a solid process of its development. Commissioners expressed that a quality review and input process will occur once a draft document is available, and therefore the process would not benefit from a delayed start.
- The Commission urged CDOT to ensure the Rulemaking website makes it easy for stakeholders to obtain necessary information and that it provides clear information on progress made and the expected events and process ahead. Staff will make available the relevant materials provided in the TC packet today, including the staff summary memo and the memos sent by the Colorado Communities for Climate Action (CCCA).
- Staff will provide the Commission a workshop in August outlining the full details of the proposed process to occur. The Commission will ultimately have the discretion to extent the public hearing period if needed based on the progress and input received in that time.
- Staff provided clarification on the Land Use planning requirements imparted by SB260, emphasizing that it does not imply or intimate that the State would control any local land use decision. Rather, it assumes that entities who are subject to the Rule would consider land use decisions among other strategies that improve GHG reduction outcomes, but does not direct them nor the State to do so.

Freight Committee: Truck Parking Public Private Partnerships (Rebecca White, Michelle Scheuerman, & Craig Hurst)

Purpose: The purpose of this workshop is to provide an overview of the Truck Parking Public Private Partnership Project that CDOT's Freight Office/DTD has just initiated.

Discussion:

- Commissioners discussed how CDOT plays a role in addressing truck parking needs without outright paying for it with public funds by incentivizing and supporting private and local government solutions. CDOT efforts and work to study and understand the issues and needs seek to provide local governments, freight companies and other stakeholders the technical support to enter into similar public-private initiatives.
- The Commission expressed the need for improvements to our rest areas and their importance to tourism and their general importance in the state's safety and economy.

The Transportation Commission (TC) Workshops were held on Wednesday, July 14, 2021, and the Regular Meeting was held on Thursday, July 15, 2021. These meetings were held in a hybrid format with TC and CDOT staff meeting participants invited to participate both in-person and remotely, with members of the public invited to participate via streaming, in an abundance of caution due to the COVID-19 pandemic.

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

Transportation Commission Workshop Wednesday, July 14, 2021, 12:15 pm – 5:00 pm

Call to Order, Roll Call:

All existing seated Commissioners were present: Commissioners Kathy Hall (TC Chair), Donald Stanton (TC Vice Chair), Terry Hart, Gary Beedy, Kathleen Bracke, Karen Stuart, Mark Garcia, Eula Adams, Barbara Vasquez, and Lisa Hickey. District 1 - Yessica Holguin excused, will start next meeting.

Budget Workshop (Jeff Sudmeier and Bethany Nichols)

FY 2022 Budget Amendment

Purpose: The Division of Accounting and Finance (DAF) is requesting TC review and approval of the first amendment to the FY 2021-22 Annual Budget. The first amendment allocates \$639.5 million in new funding from recent legislation to the Department's Annual Budget, reallocates \$395,361 from Agency Operations to Administration to reconcile the Department's Annual Budget to the final legislative budget, reallocates \$5.5 million from the Strategic Safety Program to the Maintenance Program Areas for 6-inch striping, and reallocates \$1.0 million from the Strategic Safety Program to Safety Education for impaired driving programs.

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fleet would be in future replacement of vehicles used in the urban areas, and not likely for the rural routes.

- Included in the proposed projects is a Denver Area study that will provide guidance on how and where to utilize future Revitalizing Main Streets (RMS) funding to make permanent some of the temporary traffic calming, pedestrian and bicycle safety modifications made on roadways in previous RMS projects. Commissioners stressed the importance of ensuring permanent modifications are only made where former sidewalk and parking spaces would be utilized long-term, beyond the time of the pandemic, to prioritize safety, to guard against unreasonable freight vehicle impedances, and to ensure the study provides guidance to future rural RMS investments and not just those in the Denver Area.
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- Staff emphasized that stakeholders and the TC will soon need to begin updating the 10-Year Plan since there are few Years 1-4 projects remaining unfunded in the Plan. That will require an update to revenue forecasts in order to add years to the current Plan.

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broad participation in the formal public hearing by holding multiple events in different regions of the state and providing both in-person and virtual accessibility.

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Discussion:

- Commissioners discussed how CDOT plays a role in addressing truck parking needs, without outright paying for it with public funds, by incentivizing and supporting private and local government solutions. CDOT efforts and work to study and understand the issues and needs seek to provide local governments, freight companies and other stakeholders the technical support to enter into similar public-private initiatives.
- The Commission expressed the need for improvements to our rest areas and their importance to tourism, and their general importance in the state's safety and economy.

Transportation Commission Regular Meeting Thursday, July 15, 2021, 9:00 am to 11:00 am

Call to Order, Roll Call:

Ten of the Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Gary Beedy, Kathleen Bracke, Eula Adams, Karen Stuart and Lisa Tormoen Hickey, Barbara Vasquez, Mark Garcia, and Terry Hart. Commissioner Yessica Holguin was excused.

Swearing In of New Commissioners (Herman Stockinger)

- Mark Garcia and Terry Hart were sworn in to represent District 8 and District 10 respectively.

Public Comments (provided to Commissioners in writing before meeting)

- Jenny Wilford, Clean Energy Advocate and Mayor Pro Tem of Northglenn, commented on the impact of climate change. She supports the general direction that the Department is taking, stressed the importance of moving forward with greenhouse gas (GHG) rulemaking process quickly with a focus on equity with achievable targets aimed at real results.
- Erica Sparhawk, Director of Programs and Services at Clean Energy Economy from Carbondale Colorado, commented on the importance of moving forward with GHG rulemaking. She brought attention to the

devastating wildfires, and another closure of I-70 in Glenwood Canyon. Erica believes Colorado is taking it seriously with electrification, but not doing enough, and is generally enthusiastic with the direction of the rulemaking. The focus on 2030 targets vs. 2025 targets is the main concern. Erica echoed Jenny's request that this rulemaking be pursued as soon as possible.

- Marie Venner noted that it is estimated that 20-40% of all community populations are nondrivers, and that she, representing the Small Business Alliance, supports the comments of previous speaker. She echoed the previous comments raised. Severe air quality is impacting the climate. Separated and protected lanes for bikes and scooters are needed. Good results are directly linked to good land use projects, and vehicle miles traveled (VMT) reduction strategies, that also address safety, public health, and equity issues.
- Matt Frommer, Clean Transportation Policy Analyst with Southwest Energy Efficiency Project (SWEET), commented that electric vehicle (EV) technology, even with optimistic assumptions will only lower GHG emissions to a fraction of what is needed to reach the 2050 air quality goals, so he urged that the Department to focus on policies that direct more investment to TDM, multimodal benefits, and requested that they move ahead quickly with the rulemaking process. He commended the Department for focusing the 3B project list on complete streets as a good first step.
- Ean Thomas Tafoya, a community organizer and environmental justice advocate in the Globeville and Elyria Swansea neighborhoods, asked that the Department do a better job going forward with transparency and engagement, especially with respect to disproportionately impacted communities such as the Globeville and the Elyria Swansea neighborhoods. He pointed out how difficult it has been to get accurate information and pointed out that the website still does not have contact information for the incoming Transportation Commissioners. Despite his previous disappointment with the Department, he is hopeful that the Commission will do better going forward given the new mandates within the SB 260 legislation. Ean indicated that he will continue to stay engaged and will be contacting the Transportation Commission as they work towards implementing the SB 260 legislation.
- Duncan Gilchrist, Climate Policy advocate with 350 Colorado welcomed the new TC members and commented on the importance of moving forward with the GHG rulemaking process pointing out that in Pueblo they are already experiencing the impacts of climate change with an average of 3.2 degrees Celsius of warming and record-breaking drought. He pointed out that Colorado is far behind on meeting climate targets and commented on the implementation of the legislation as an opportunity to establish Colorado as a climate champion. He expressed hope that the Commission will adopt rules that align with the greenhouse roadmap and HB19-1261, and hopes to see that they also prioritize communities of color, and use this process as an opportunity to invest in justice.
- Jamie Valdez, Pueblo Community Organizer for Green Latinos commented on looking forward to working collaboratively with the Department and TC to make sure the investment and new rulemaking process benefits disproportionately impacted communities. He commented on how noticeable the brown cloud over Pueblo has become, and that vehicle emissions are a major contributor. Pueblo is already experiencing climate change being one of 3 cities that consistently experiences record highest temperatures each year with projections for increasingly dire droughts with high risks for wildfires. He urged the Department to make the health and wellbeing of the public the highest priority moving forward.
- Martha Roskowski, representing the Natural Resources Defense Council (NRDC), expressed appreciation for the work that staff is putting into GHG rulemaking process, and it's exciting and groundbreaking, and really difficult, and thanked CDOT for taking this on and understands that it is hard, and it is also urgent, and we can start thinking about a transportation system that lets people do other things.
- Mike Heintzman, of Denver, noted it is imperative that make these [GHG] rules now and don't delay because that will make reaching targets even more impossible.
- Jenny Gaeng, Transportation Advocate for Conservation Colorado, thanked CDOT and the TC for taking on climate challenges through efforts to lower GHG emissions. She pointed out the urgency of moving forward quickly given the dire threat to our way life and pointed to the recent mudslides on I-70 as one example. She commented on the importance of following through with the SB21-260 requirements to update transportation plans by 2022, as daunting as it may be. She also expressed excitement in seeing an emphasis on land use and thanked the Department for continuing to work on improving outreach.

- Jacob Smith, Tom Beasley, Ashley Stolzman, Kathryn Merlin, and Scott James all submitted written comments on the rulemaking process that were submitted into the record.

Comments of the Chair and Individual Commissioners

New Commissioners:

- Commissioner Mark Garcia indicated that he's excited for the opportunity to represent the state as a TC member and thanked all of those who took the time to submit their comments.
- Commissioner Terry Hart: Thanked everyone for such warm welcomes. Is also excited about the opportunity to serve the state during such an important and exciting time when there is actual funding to plan with and work towards such ambitious goals. Commissioner Hart commented on his previous work with Jamie Valdez, on environmental issues, and acknowledged the big shoes he has to fill. All of those who took the time to participate and submit written and verbal comments were applauded. Understanding was expressed related to how difficult the task ahead is, but it is also exciting to see the opportunity for Colorado to take the lead in this area. Terry heard the message loud and clear that there should be no delay, and he agrees, but is also taking to heart all of the comments urging caution and asking for the TC to go through the process slow enough to get it right. Commissioner Hart also commented on how important it will be to make sure whatever standards that are applied are measurable and that there is broad consensus across the various stakeholder groups. Terry noted his background working at the Pueblo Area Council of Governments (PACOG) on the Southwest Chief and Front Range Rail Commission and expressed excitement to see how that effort links to the current efforts around GHG emission reductions.

Sitting Commissioners:

- Commissioner Hickey commented on how much she appreciated all of the thoughtful public comments, and looks forward to more discussion on the GHG rulemaking process that the TC is already working hard on. She thanked CDOT staff for their work on these rules, and for informing them of all the complexity involved. She expressed concern about climate change, and particularly the potentially large impact it will have on the economy. Effort to combat emissions are just as important for the economy as it is for the air we breathe.
- Commissioner Stanton (Vice Chair) expressed excitement to hear all the public comments and commented on how listening to the public in his view is their primary role, so he will work to listen to perspectives from a broad spectrum of constituents. Remarked on how important this effort is given that Colorado will be one of the first to tackle GHG transportation policy at a statewide level. To illustrate the impacts of climate change that are already visible he shared photo of Greenland from some work he did decades ago measuring levels of ice pack and glaciers, which are now no longer left to be measured.
- Commissioner Adams expressed gratitude for his reappointment to TC and considers it to be the most important and rewarding role that he has ever had the opportunity to serve, as it enables him to serve at both the highest and most grassroots levels. He looks forward to working with all the Commissioners on GHG transportation policy and stressed the importance of approaching it in an equitable manner. Given the complexity, he understands the importance of taking enough time to make sure it is done right, but really does agree that this is an urgent matter that needs to move forward immediately.
- Commissioner Bracke commented on what an exciting and transformative time it is to be working on transportation policy and welcomed the new members to the Commission. She has spent the last month working with the North Front Range Metropolitan Planning Organization (NFRMPO) and the Upper Front Range Transportation Planning Region (UFRTPR). She thanked Andy Karsian who joined her to help inform a community group in the NFRMPO of updates related to SB 260. She thanked Heather Paddock, Region 4 Transportation Director, for updating her on the progress on I-25 and for educating her about all of the innovations that were deployed to save time and money in delivering a sustainable multimodal project. She thanked Nick Farber, HPTD Director, for his work on the I-25 unsolicited proposal. She met with the Town of Wellington in Larimer County and relayed how excited and appreciative they are for the Revitalizing Main Streets grant. She also commented on how important it is to remember that North I-25 goes all the way to the border with the State of Wyoming, and what an

important corridor that is for all of those who commute to Cheyenne from Fort Collins. She expressed appreciation for all of the hard work involved connecting the state through the Bustang service. She remarked on how exciting it is to have the opportunity to work on more multimodal sustainable transportation solutions with the new SB 260 funding.

- Commissioner Beedy thanked all of those who provided public comments. He said that harvest season is underway in his district where they have experienced a challenging year with weather problems. He commented on how impactful all of the supply chain disruptions have been to his region where they have experienced shortages in everything from fuel to equipment, attesting to the importance of a robust distribution system, which highways and railroads are the basis of. So, he believes that the basis of all sustainability and climate efficiency efforts needs to start with maintenance of the system. He pointed out that even with the new funding that SB 260 provides, the 10 Year Plan is still not fully funded. In neighboring States, they are designating US 287 as interstate, he asked that Colorado continue to track this, to avoid falling too out of step with neighboring states.
- Commissioner Stuart welcomed the new Commissioners and commented on how much she missed the ones who left. She pointed out the importance of the memorial designations, which they will be considering later, on in the consent agenda. She thanked the GHG advisory group for all of their work and outreach around the GHG efforts, and she expressed hope that given that so many of Colorado residents are here because of its beauty, that finding common ground in saving it will help to propel the efforts forward.
- Commissioner Vasquez thanked all of those who provided public comments for offering their insights and thoughts on the rulemaking process. She is very excited to be part of this effort, which is really critical for the economic sustainability of the state, and to play our part in the larger global fight against climate change. In her district, Jackson County is currently suffering from wildfire that started Sunday. She thanked all of those who are involved in responding and fighting the wildfire, and she also expressed gratitude to all of those working remotely and understands that such arrangements leave less time for personal life, making it that much more important for CDOT to ensure that personnel have time and resources for personal care.
- Commissioner Hall (Chair) remarked on how excited she is to serve as Chair of the TC and welcomed all of the new Commissioners. She thanked all of those who provided public comments and remarked on how important that level of engagement is in the process going forward.

Executive Director's Management Report (Shoshana Lew)

- Director Lew welcomed the two new Transportation Commissioners and indicated that a formal announcement will soon be forthcoming.
- It has been a busy month, in large part due to the challenges in Glenwood Canyon. She noted that the ongoing resiliency issues in the canyon are absorbing a lot of CDOT time and resources. She thanked Region 3 staff for their efforts and reiterated that the top priority is to keep people safe, so the closures are put in place with any flash flood warning. Clean-up efforts have been more efficient because of the concrete repairs that were just completed last year. Still staff continues to work around the clock. Due to the complexity of overlapping jurisdictions, there has been extensive coordination with the Federal Highway Administration (FHWA). She expressed appreciation for the coordination with the federal agencies and other jurisdictions involved.
- A remark on how exciting it was to move forward with the 3B project list of strategic investments in taking the first step in tackling the immensity of transportation challenges was included. It was indicated that she anticipated the effort would entail a long implementation process with lots of different pieces to get the projects shovel ready to move forward is an important first step.
- Everyone involved in the rulemaking process was thanked for participating and that this rulemaking process puts Colorado at the forefront of a larger global challenge requiring a great deal of creativity and innovation. She thanked Commissioner Hickey and all of the stakeholders who have shared their views and to the ad hoc committee members. She urged the Commission to move forward immediately with the understanding that outreach will be a high priority over the course of the summer.

Chief Engineer's Report (Steve Harelson)

- Chief Engineer Harelson brought attention to how heroic the mudslide team is for the work they are doing around the clock for extended periods over the course of several months to clean up and keep people safe.
- CDOT has been working on resiliency efforts for quite some time with Lizzie Kemp at the helm. The most recent accomplishment arising from her efforts is a tool that will help bring a resiliency benefit cost analysis into decisions on assets, to help CDOT make better decisions about prioritizing assets given the likelihood of various events by quantifying the resiliency benefits and offering an objective way to measure benefits so CDOT can make the best-informed decisions.
- Commissioner Beedy commented on the importance of being able to be flexible as change with regard to climate is inevitable. He pointed to an example in farming of having to adapt to climate changes impacting wheat crops.
- Commissioner Hall gave a shout out to Mike Goolsby and Region 3 staff for how well they are handling the current crisis in Glenwood Canyon.
- Commissioner Vasquez asked about how the models adapt to the accelerating rate of change associated with climate change.
- CDOT Chief Engineer, Steve Harelson, responded that models use data from USGS which employs a number of statistical methods to account for the accelerating rate of change, and they are continually updating their 100-year flows in the models.

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

- Nick welcomed Commissioners Garcia and Hart to the TC.
- The HPTTE Board appointed Margaret Bowes, from the I-70 Mountain Corridor as Chair, and appointed Transportation Commissioner, Karen Stuart, as Vice Chair.
- HPTTE is working with a Silicon Valley startup that is developing a new type of tolling service that can be installed every 5,000 feet on a corridor to help correct and enforce toll invasion and weaving to reduce leakage by 1% to 1.5%. They are piloting three devices on the mountain express lanes now and will bring back the results of the pilot to the HPTTE Board in September.
- Increased tolls on I-25 and on the Eastbound Mountain Express Lane is occurring on weekends. He noted that these changes are within staff's authority, and do not require HPTTE Board approval.
- In response to a question from Commissioner Hall about expansion, Nick Farber indicated that they are moving from managing 108 lane miles and to 223 lane miles.
- In response to Commissioner Bracke's request for an update on the North I-25 unsolicited proposal, Nick Farber indicated they are still in Phase 1, which entails a check box evaluation.

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

- The House of Representatives just passed the Reauthorization Bill, which was set to expire in September. John is hopeful that it will pass.
- The bipartisan Infrastructure Bill is still in play.
- FHWA and the Federal Transit Administration (FTA) jointly approved the FY22-25 STIP, which rolls in MPO projects, and then the State Planning and Research (SPR) program, and that's \$15.6 million to support planning activities, and that was approved, and moving forward.
- It was called into attention the fact that the I-25 corridor extends beyond Fort Collins and beyond the state line, so the work on North I-25 and front range rail can have far reaching benefits.
- Commissioner Bracke appreciated John's comments highlighting the shared travel shed with Wyoming where many commute from Fort Collins.

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

- Vince welcomed the new Commissioners.
- Commented on the difficult position CDOT finds itself in with the inevitability that they will be criticized for moving forward with SB 260 requirements too fast or too slow.
- Read a letter he got from Commissioner Thiebaut, thanking Vince for his service.

- At the STAC meeting last Friday, Herman gave update on personnel changes and introduced Amber Blake as Division of Transit and Rail (DTR) Director.
- There was a discussion about the debris flows on I-70. We seem to focus in on debris flows as part of wildfires, and there is a contributing factor, and that is what climate change has done to put us in extreme draught which makes soil hydrophobic, so soil can't absorb the water fast enough and becomes increasingly prone to mudslides.
- The federal Invest Act was passed by the House and needs to be passed by September. It calls for \$5.79 billion, 4 times the amount of the Recovery Act, and has a lot to enable the replacement of old bridges in the east. Between now and the final approval a lot of things will likely change in it.
- The National Highway Freight Program briefing gave an overview of the projects that were awarded funding. There were a lot of questions about the process for selecting projects. Funded projects include truck parking in Grand Junction.
- SB 267/260 3B list of projects: STAC has a provision in the bylaws that says if action is proposed on an item, they need to receive all information a full week ahead of the meeting, and packet materials for this item came in a few days before the meeting, so there was a lot of discussion about whether STAC should consider the item at all. Ultimately, STAC decided to go forward with the item given that TC would consider the resolution with or without STAC's recommendation, but they wanted the TC to understand that they had these objections to the process, and to the speed of it moving forward without ample time for them to speak with their constituents. Questions were also raised about why certain projects from year 5 on the 10 Year Plan project list were moving ahead and not others.
- An emergency STAC meeting was held yesterday for GHG rulemaking discussion. STAC mentioned that we have been working on this for all of Colorado, and message is out there, but there are groups of people that haven't seen it yet, and STAC resolution asked TC to wait until August 30th to discuss rulemaking to give more time for outreach, but some members felt that the process needed to start now, and that the start of the public outreach process could occur during a public comment period with public hearings.

Act on Consent Agenda – Passed unanimously on July 15, 2021. Motion by Commissioner Beedy, Second by Commissioner Adams

1. Proposed Resolution #1: Approve the Regular Meeting Minutes of June 17, 2021 (Herman Stockinger)
2. Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
3. Proposed Resolution #3: Disposal: Region 3, SH 133 & MP 31.5 (Parcel 1 REV-EX) (Mike Goolsby)
4. Proposed Resolution #4: Legislative Memorial Designations (Herman Stockinger and Andy Karsian)

Discuss and Act on Proposed Resolution #5: 1st Budget Supplement of FY 2022 (Jeff Sudmeier) – Passed unanimously on July 15, 2021. Motion by Commissioner Adams, Second by Commissioner Bracke

- Requesting approval of 1st supplement includes 2 requests
 - The first is to reallocate \$360,000 in project savings from one Region 5 project to another Region 5 project
 - Second is to approve \$10 million in SB 267 Year 3 funding for the Military Access Mobility Safety Improvement Project in Region 2

Discuss and Act on Proposed Resolution #6: 1st Budget Amendment of FY 2022 (Jeff Sudmeier) – Passed unanimously on July 15, 2021. Motion by Commissioner Hickey, Second by Commissioner Vasquez

- The amendment results from several changes to the budget resulting from passage of SB21-260 along with other legislative measures. Collectively those changes result in a \$640 million addition to the budget, which we are also requesting be reallocated between operations and administration budgets to align with the legislative budget.

Discuss and Act on Proposed Resolution #7: SB 267/ SB260 Funding Allocation (Rebecca White, Marissa Gaughan and Kay Kelly) - Passed unanimously on July 15, 2021. Motion by Commissioner Vasquez, Second by Commissioner Stuart

- Request is for CDOT to dedicate \$238 million in funding provided by the premium from year 3 of SB-267 together with the FY 22 portion of SB260 funding to the list of projects included in the resolution.
- Rebecca also took the opportunity to address comments requesting that the TC delay consideration, making the case that because this is essentially an allocation of stimulus dollars, that it was intended to go to shovel ready projects quickly, so they are honoring the intent by moving forward with this first step quickly, but made the commitment to take the next step of GHG rulemaking and application to planning documents more slowly to give ample time for careful consideration, reflection and outreach.
- Commissioner Bracke commended Rebecca and staff for being so responsive in putting all this together and commented that they are doing a great job of moving quickly, but also being careful and considerate.
- Commissioner Stuart acknowledged that she reviewed DRCOG's letter requesting more time, and for further information about the criteria used to move projects from year 5 up to year 4. She indicated that she understands their position, but also thinks that the next step of the process is where there is an opportunity to talk more about the criteria that will be used going forward. She stated that she was very excited to be able to support this list today.
- Commissioner Hickey commented on how important it is to note the words in this resolution focusing on recovery, but agrees that there needs to be criteria, and predictability in decision-making, and timing is important, but because this list of projects rests in the 10 Year Plan, she is supportive of this resolution.

Discuss and Act on Proposed Resolution #8: Commence Permanent Rulemaking and Delegate Authority to an Administrative Hearing Officer to Conduct a Public Rulemaking Hearing for the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions ("the Planning Rules"), 2 CCR 601-22 (Herman Stockinger and Rebecca White)

– Passed unanimously on July 15, 2021. Motion by Commissioner Vasquez, Second by Commissioner Stanton

- Pointed out three changes to the resolution that were made based on STAC feedback. The changes add two additional whereas clauses. The first one, notes that the vote on this resolution, begins the rulemaking process but does not lock in the timeline.
- The second indicates that the ad-hoc committee will be involved in determining a timeline that garners robust comfort and support, noting the importance of introducing the rulemaking process to understand the full extent of what is being proposed.
- The 3rd change concerns a clause that all regions will be engaged in the process with multiple public hearings.
- Commissioner Hickey thanked the TC for putting their trust in the ad-hoc committee and plans to issue questions to be addressed in public comments, so comments can be focused and efficiently respond to questions from you. Need to move quickly, and with that thank you.
- Commissioner Bracke thanked Commissioner Hickey for all the work on the Committee in getting to this important milestone.

Recognitions:

- No recognitions

Other Matters:

- No other matters

Adjournment

- **Meeting Adjourned at 11: 21 am.**



DATE: August 13, 2021
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Nathan Lindquist, Land Use Planner/Analyst, Division of Transportation Development
Rebecca White, Director, Division of Transportation Development
SUBJECT: Revitalizing Main Streets Listening Tour

Purpose

This memo explains the purpose and lessons learned from the Revitalizing Main Streets Listening Tour.

Action

N/A

Background

The Revitalizing Main Streets Program began in Fall 2020 in response to the COVID19 pandemic. Through this program, CDOT was able to support downtown businesses and active transportation through small grants that were quickly awarded. The program expanded in March 2021 with \$30M in stimulus funding. Grant applications are being reviewed now for these dollars.

With the permanent establishment of this program under SB260 (\$85M in funding over 10 years), Executive Director Lew saw the importance of visiting communities and learning what worked, what didn't, and how the program can support safety and downtown revitalization more broadly in the coming years. The CDOT team initiated the "Walking Down Main Street" Listening Tour in May and June 2021 to hear the challenges and opportunities of cities and towns across the state.

What we found is that the work being done by cities and towns throughout Colorado is impressive. This will not come as a surprise to STAC members. In this time of significant housing challenges, many are working to add housing to downtowns. Other communities have an economic revitalization focus. For everyone we spoke with, transportation infrastructure is an important component to making downtowns work.

With the Revitalizing Main Streets program, CDOT has an opportunity to coordinate multimodal investments with the downtown visions of local jurisdictions. Downtown success can in turn increase multimodal options for residents, reducing VMT, and improving air quality.

Next Steps

CDOT staff will provide updates and seek feedback as the Revitalizing Main Street Program progresses and during future land-use and transportation coordination discussions.

Attachments

Revitalizing Main Streets Tour Presentation



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Revitalizing Main Streets Program

"Walking Down Main Street" Listening Tour

August 18, 2021

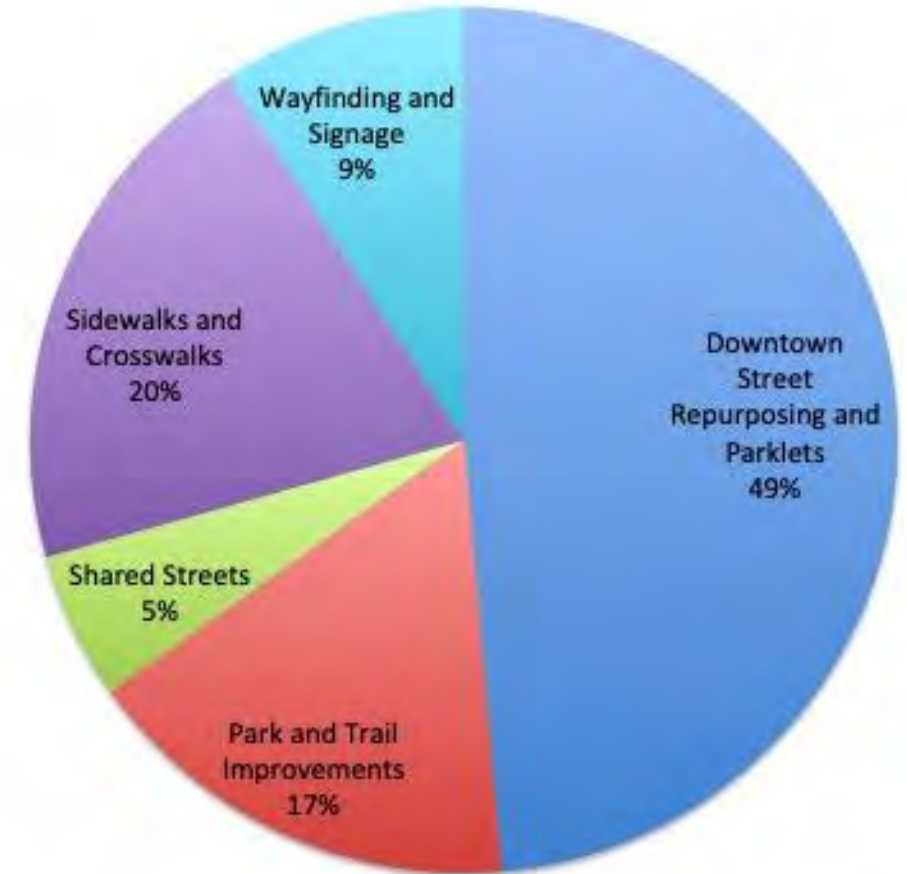


Since Fall 2020 the RMS Program has:

- Awarded 109 "Opportunity 2 small grants" to 76 communities
- Received 72 applications for larger Safer Main Streets grants (total \$96M requested)
 - \$22M in awards announced in August
- Received future allocations from SB 260 of \$85M

How should CDOT structure the program in the future?

Small Grant Project Types





"Walking Down Main Street" Listening Tour

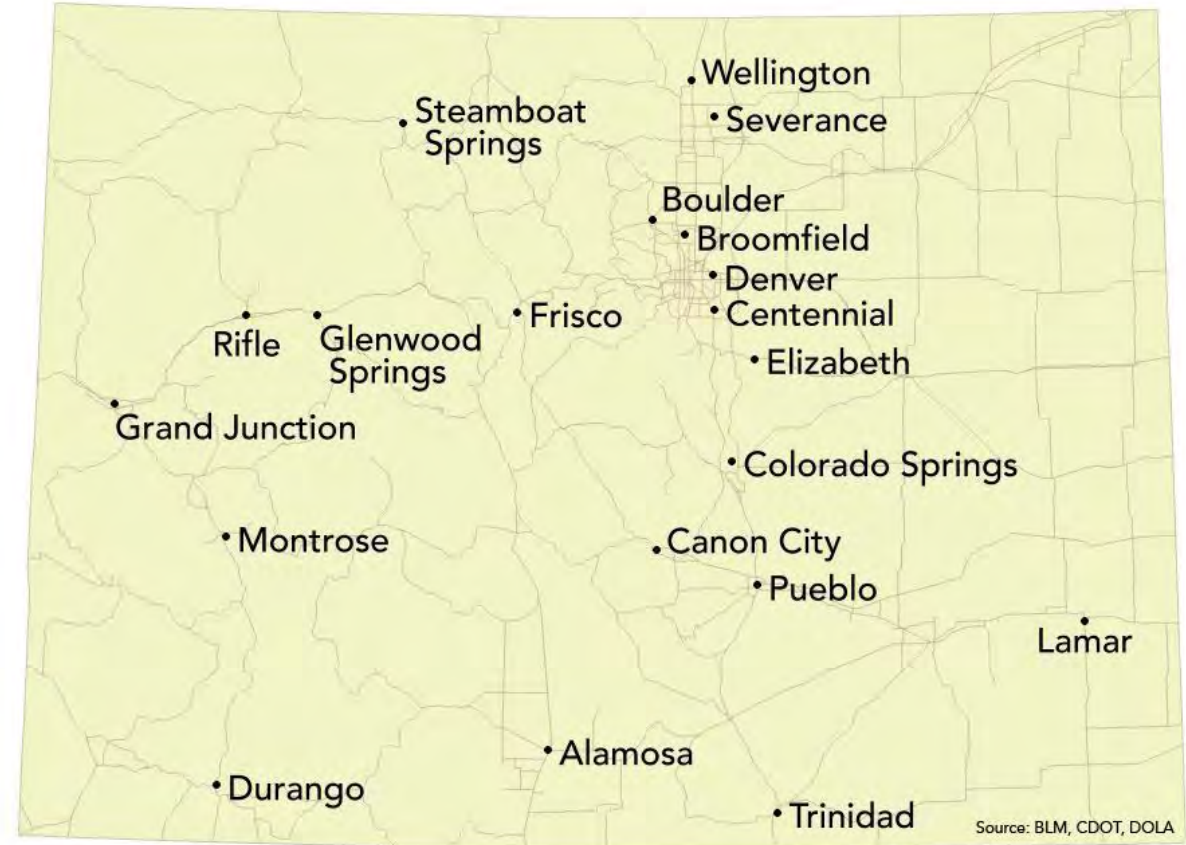
Director Lew and staff visited 20 communities in May and June of 2021.

Purpose:

- Hear about downtown opportunities and challenges
- Discuss collaboration: How can the RMS program integrate CDOT multimodal investments with local downtown visions?

Why is CDOT focused on downtown partnerships?

- Successful downtowns can help the functioning of the transportation system by locating housing and jobs near multimodal options.
- This can reduce congestion and air pollution.
- Initial costs of downtown infrastructure to support downtown housing/jobs can be high, but long-term benefits are attractive.





What We Heard

Enthusiasm for the Revitalizing Main Streets Program is high.

- Downtown revitalization continues to be a major focus for communities.
- Each community is different.
- Overall, the work being done by locals is impressive.

Specific areas where RMS can assist with downtown visions:

- a. Help identify in what circumstances temporary pedestrian and outdoor dining spaces become permanent
- b. Basic bike/ped improvements on Main Streets
- c. Multimodal infrastructure is needed in several situations:
 - new housing in downtowns
 - suburban communities building new downtowns
 - aging commercial development converting to residential uses
 - providing safety for all modes of travel





Case Study: Pueblo

- Pueblo's goal is to connect its downtown assets with streetscaping and multimodal infrastructure
 - Arkansas Riverwalk
 - Union Ave/Main Street
 - River trails
 - Historic Train Depot
- Spur new downtown housing through brownfields study
- Leads to economic revitalization





Case Study: Broomfield

- Broomfield has identified three areas in the community where new downtowns or Transit Oriented Developments (TODs) can be developed.
- As these areas develop, need to connect to transit and multimodal infrastructure.



Rendering of Broomfield Town Square development



Case Study: Wellington

- Downtown Wellington has a critical need for basic sidewalk and ADA improvements
- Bedroom community for Fort Collins
- Lack sales tax revenue to fund improvements locally





What We Heard

State highways that serve as "Main Streets" are a rising focus area.

- State highways historic purpose is freight and through-traffic.
- More downtown housing and pedestrian-oriented businesses = desire for walkable urban environment.
- Balancing these needs is key





Case Study: Alamosa

- Won Governor's Award for Downtown Plan
- Impressive community outreach and support
- First step is restriping US 50
- Next step is design and construction of permanent improvements
- Local funding is constrained





Case Study: Grand Junction

- Recently completed a Downtown Master Plan update
- Vision is to extend downtown from Main Street to Colorado River
- City is investing in downtown assets
- CDOT is partnering with Mobility Hub grant and I-70B design to accommodate peds/bikes





Case Study: Centennial

- The developer of Southglenn in Centennial is seeking to transition from defunct commercial to new residential.
- Opportunity to connect new residents to transit and multimodal along University Blvd and Arapahoe (both state highways)





Growth pressures and housing shortages are a major factor across the state.

- Citizens wary of speed of change
- Downtowns can be a part of the solution with public support
- Many cities have adapted zoning codes to encourage denser development in specific areas
- Goal of limiting impacts on most established neighborhoods.



Case Study: Colorado Springs

Colorado Springs has encouraged new downtown housing development through a market-friendly approach.

- Downtown zoning code that encourage density and reduce parking minimums
- Public investment in amenities
- Partnerships with the downtown business community

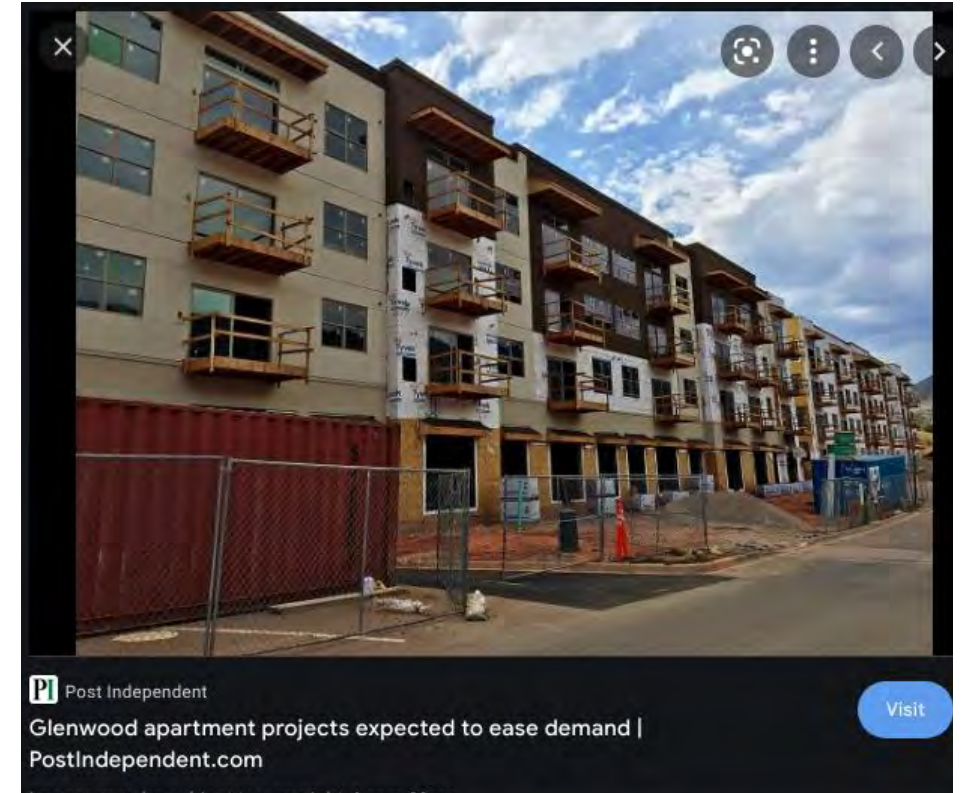




Case Study: Glenwood Springs

Glenwood Springs has high demand for new housing and limited areas to provide supply.

- Geographic constraints
- Congestion on Hwy 82 from commuting workers
- Workforce housing in-town is needed
- Multi-family housing often controversial
- City has been proactive in addressing problem and working with community to find a balance





Possibilities Moving Forward

1. Learn to institutionalize innovations that work.

- Set aside future RMS funding for technical assistance in addition to small grants and large grants.
- Use forthcoming Main Streets RFP to collaborate with communities.
- Identify projects on state highways through collaborative processes.
- Continue to test temporary street configurations in the field.

2. Convene partners to collaboratively develop the next round of large grant criteria.

- How does the project spark downtown revitalization and economic vitality?
- What local policies support downtown revitalization?
- Housing strategies?
- Transportation strategies?



Recommendations Moving Forward

- 3. Work with DOLA and CEO to align grant criteria for transportation, housing, and infrastructure programs.** American Rescue Plan funding offers a significant opportunity to work with communities that seek to build new housing near transit and multimodal infrastructure.
- 4. Convene conversations where locals are interested in regional collaboration.**
- 5. Investigate the link between the transportation system's fiscal sustainability and downtown success.**



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Update: Greenhouse Gas Pollution Standard For Transportation Planning

STAC - August 2021



GHG Transportation Planning Rule

[Home](#) [Travel Center](#) [News](#) [Safety](#) [Performance](#) [Business Center](#) [Programs](#) [Projects](#) [About CDOT](#) [Library](#)

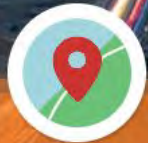
[A-Z](#) ▾

Rulemaking Update | Greenhouse Gas Pollution Reduction Planning:

CDOT strives to make the rulemaking process user-friendly and inclusive to all. Our goal is to provide easy and early notification and the opportunity to submit comments or questions for meaningful consideration and discussion on proposed rules. Learn about the Transportation Commission's Greenhouse Gas Pollution Reduction Planning rulemaking process and sign up to receive updates at [codot.gov/business/rules](https://www.codot.gov/business/rules).



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Travel

Colorado Road & Traffic Conditions/Data



Programs

CDOT Programs & Services



Safety

Moving Toward Zero Deaths



GHG Planning Rule: Concept Development

Began working with stakeholders in January 2021.

- Convened a statewide GHG Advisory Group that has met continuously over the last 7 months.
- Held 11 Regional Meetings and 5 joint State Listening Sessions with CDPHE from January to April, reaching nearly 800 people
- Individual stakeholder meetings with MPO staff and boards, contractors, enviro NGOs, CCAT, CC4CA, etc

Issued white paper to describe overall approach and key policy issues.

<https://www.codot.gov/programs/environmental/greenhouse-gas>

Developed Modeling Scenarios to “test” feasible reduction levels

- Work based on DRCOG scenarios; adjusted for feasibility
- Examined combinations of travel choice, transit and land use



GHG Advisory Group Membership

Ashley Stolzman - DRCOG Louisville
Christian Willis - Club 20
Christine Berg - CEO
Cindy Copeland - Boulder County
Clay Clarke - CDPHE
Commissioner Cody Davis - Mesa County
Commissioner Holly Williams - PAACG local govt
representative
Transp Commissioner Karen Stuart
Commissioner Terry Hofmeister - Philliips County
Dana Brosig - GVMPO
David Schwietert - Alliance for Automotive Innovation
Elizabeth Babcock - Denver, CASR
Gail Klapper - Colorado Forum
Grace Rink -City of Denver
Greg Fulton - CMCA

John Adams - PACOG
John Liosatos - PPACG
Transportation Commissioner Kathy Hall
Commissioner Kristin Stephens - Larimer
County
Lauren McDonnell - CDPHE
Matt Frommer - SWEEP
Matt Hopper - Summit Strategies
Medora Bornhoft - NFRMPO
Mike Silverstein - RAQC
Randy Drennen - CCA
Robert Spotts - DRCOG
Ron Papsdorf - DRCOG
Suzette Mallette - NFRMPO
Tony Milo - CCA



Public Stakeholder Meetings

Regional - GHG Stakeholder Meetings (open to the public and virtual):

1. Feb 16, 10:30-11:30am (Region 1 - Denver Metro Area)
2. Feb 16, 1-2pm (Region 4 - Northeast)
3. Feb 18, 3-4pm (Region 2 - South/Southeast)
4. Feb 19, 9-10am (Region 3 - Northwest)
5. Feb 22, 1:30-2:30pm (Region 5 - Southwest)
6. Mar 1, 4-5pm (Region 2 - South/Southeast)
7. Apr 16, 10:30am-12pm (Region 4 - Northeast, second round)
8. Apr 16, 1-2pm (Region 5 - Southwest, second round)
9. Apr 23, 9:30-11am (Region 1 - Denver Metro Area, second round)
10. Apr 23, 11:30am-1pm (Region 2 - South/Southeast, second round)
11. Apr 23, 1:30-2:30pm (Region 3 - Northwest, second round)

CDOT/CDPHE State Listening Sessions (open to the public and virtual):

1. Jan 28, 6-8pm
2. Mar 11, 10:30am-12pm
3. Mar 18, 6-8pm
4. Apr 21, 6-8pm
5. Apr 28, 12-2pm

- 12 meetings with GHG Advisory Group
- 20+ meetings with MPO staff and boards
- Many stakeholder meetings with industry, enviro groups



GHG Planning Rulemaking: Concept & Approach

- Set a GHG “pollution reduction level” in million metric tons of CO₂e for transportation plans.
- Basic premise similar to conformity and crafted to align with federal conformity regulations analysis requirements.
- Requirements apply to CDOT and MPOs (the state’s primary transportation planning agencies).
- Set reduction levels for same timeframe as GHG Roadmap



Implementation

- Emissions calculated by modeling a set of transportation projects (included in transportation plans) and determining the total emissions from vehicles traveling across the transportation system.
- Limited to projects that are “regionally significant” - projects that increase capacity. Not to basic safety and repaving projects.
- Alternative compliance achieved through mitigation measures that achieve emission reductions in other areas related to transportation.



GHG Mitigation Measures

- If CDOT and MPO plans are determined to be out of compliance with established GHG pollution reduction planning targets, they will have the opportunity to utilize approved mitigations to offset emissions and achieve progress towards compliance.
- CDOT and MPOs would “select” strategies from a pre-approved list. The approved mitigations list will quantify approximate emissions offsets (possibly in the form of a score). Those emissions credits, pursuant to the pre-approved list, may then be applied to reduce the balance of GHG in modeling a transportation plan.
- Prior to each planning cycle, CDOT shall provide updating scoring methodology for the mitigation list, which shall be applicable during the subsequent planning cycle.
- **The specifics of these measures, including the list and the GHG reductions will achieve will be established through a separate policy to come after the rulemaking.**



Significant Areas of Feedback

- Applicability and impacts to rural areas → only applies to Regionally Significant Projects, which is being defined in to rule to capture larger projects
- Enforcement → how applies to MPOs and CDOT
- Equity considerations → Opportunities within mitigation measures for DI Communities, focused outreach
- MPO roles and responsibilities → feasibility for MPOs, particularly with modeling resources
- Impacts to the 10-Year Plan and Regional Transportation Plans → DRCOG, NRF and CDOT will amend plans by 10/1/22 (per SB260), other MPOs will address in next plan
- Cost Benefit Analysis → will be provided as part of the rulemaking process
- GHG reductions feasible through this rule → 2025 feasibility, progress toward Roadmap goals



DRAFT Rulemaking Timeline

subject to change and refinement due to TC action and rulemaking development

Authorize Rulemaking

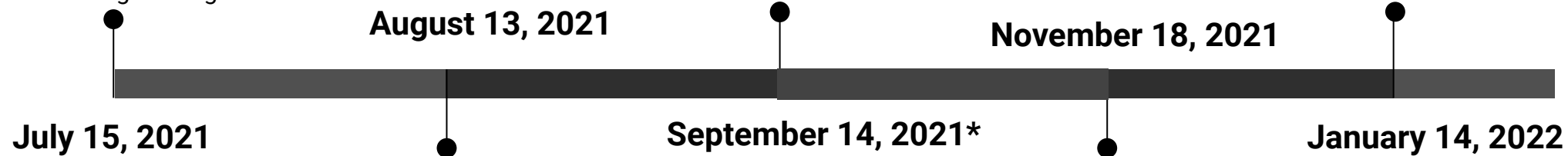
Transportation Commission authorize staff to commence rulemaking and delegates a Hearing Officer to conduct rulemaking hearing.

Rulemaking Hearings

Opportunity for Public Testimony

Rule Effective

Rule becomes effective.



Notice Rulemaking

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

Adopt Rule

The Transportation Commission considers Proposed Rule for Adoption.


**60 Day Written Comment Period
Starts 8/13 and Ends 10/12**

**Hearings may be held on or after September 14, 2021.
Hearings to be a mix of virtual/in-person and held in multiple locations around the state.*



Public Engagement in Rulemaking Process

User-friendly and Inclusive Rulemaking Process

- Party Status is not necessary- all interested parties are encouraged to fully participate in the rulemaking process
 - <https://www.codot.gov/business/rules/stakeholder-engagement-protocol-workshops>
- Sign up to receive rulemaking updates: DOT_Rules@state.co.us or at link above
- Multiple Opportunities for Public Comment (5 public hearings planned)
- Current schedule: Draft rule published in mid-August; hearings must be scheduled no earlier than 20 days later.



Rulemaking Hearings

At least 5 public Rulemaking Hearings across the state in September:

- Virtual and in-person option
 - Denver
 - Fort Collins
 - Colorado Springs
 - Durango
 - Glenwood Springs
- Overview of rule concepts
- Opportunity for public testimony
- Spanish interpretation offered



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Thank you!