



Statewide Transportation Advisory Committee (STAC)

February 12, 2021

9:00 AM – 11:30 AM

Video Conference

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the November 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 **State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- Break**
- 10:20-10:40 **FY2022 Annual Budget Allocation Plan (Discussion and Input)** - Jeff Sudmeier, Chief Financial Officer
- A review of the FY22 Annual Budget Allocation Plan ahead of Transportation Commission action in March
- 10:40-11:10 **SB 267 Recap (Discussion and Input)** - Rebecca White, Director, Division of Transportation Development, Kay Kelly, Chief, Office of Innovative Mobility, and David Krutsinger, Director, Division of Transit and Rail
- Update on projects funded with the first two years of Senate Bill 267 funding
- 11:10-11:25 **Greenhouse Gas Roadmap Update (Discussion and Input)** - Kay Kelly, Director of Innovative Mobility and Theresa Takushi, Greenhouse Gas Climate Action Specialist
- Update on the greenhouse gas roadmap policy framework and regional working groups
- 11:25-11:30 **Other Business** - Vince Rogalski, STAC Chair
- March 12 STAC Meeting hosted via Zoom

STAC Meeting Minutes
January 15, 2021

Location: Via Web Conference

Date/Time: January 15, 2021; 9:00 a.m.

Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area: Ashley Stolzmann, Tammy Maurer, Ron Papsdorf

Central Front Range: Dick Elsner

Eastern: Chris Richardson

Grand Valley: Dana Brosig, Dean Bressler

Intermountain: Bentley Henderson

North Front Range: Dave Clark, Becky Karasko, Suzette Mallette

Northwest: Heather Sloop, Kristen Manguso

Pikes Peak Area: Holly Williams, Erik Stone, John Liosatos

Pueblo Area: Chris Wiseman

Gunnison Valley: Roger Rash

San Luis Valley: Michael Yohn, Keith Baker, Vern Heersink

South Central: Walt Boulden

Southeast: Jim Baldwin

Southwest: Sarah Dodson Hill

Upper Front Range: Scott James, Elizabeth Relford

Southern Ute Tribe: Doug McDonald

Ute Mountain Ute Tribe: Archie House, Jr., Bernadette Cuthair

FHWA: John Cater

FTA: not represented

Eula Adams (Transportation Commissioner),
Sidny Zink (Transportation Commissioner),
Kathy Hall (Transportation Commissioner)
Shannon Gifford (Transportation Commissioner)
Rebecca White (CDOT Director, Division of Transportation Development),
Matt Inzeo (CDOT Communications Director)
David Krutsinger (CDOT Director, Division of Transit & Rail),
Heather Paddock (CDOT Region 4 RTD),
Mike McVaugh (CDOT Region 5 RTD),
Richard Zamora (CDOT Region 2 RTD),
Herman Stockinger (CDOT Deputy Executive Director)
John Lorme (CDOT Operations and Maintenance Director)
Keith Stefanik (CDOT Deputy Chief Engineer)
Sally Chafee (CDOT Chief of Staff)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
<p>Introductions & STAC Minutes / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● <u>Motion</u> by Bentley Henderson to approve the November 13, 2020 STAC meeting minutes, seconded by Heather Sloop. ● Minutes approved unanimously. 	<p>Minutes approved</p>
<p>CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director</p>	<ul style="list-style-type: none"> ● CDOT is expecting \$500 million in Year 3 - SB267 funding to be available in April; STAC and TC will begin discussions on the add-back projects scenario for those funds in March. ● CDOT is releasing our Rural Roads Report soon. That will detail what is the single largest investment into our rural roads in the state’s history, including 41 projects across 580 miles of roads. ● CDOT is seeking approval to hire several additional temporary staff to support the contracting and administration of the high number of projects being implemented through the recent stimulus, SB267 and Multimodal Options Funds (MMOF) funding. ● Karen Schneiders, Region 4 Planner, will retire from CDOT. Karen’s last day on the job is February 2, 2021. ● Mike McVaugh, RTD in Region 5, will retire in mid-February. <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● Sidney Zink: We’re really going to miss Mike McVaugh in our region, he’s always had an answer for any problem, and he’s helped me and our region a lot. ● Vince Rogalski: Mike has done a lot for the Gunnison Valley region too and has been able to secure a lot of funding for our region over the years, when we typically do not receive that much. We’ll miss him. ● Bentley Henderson: I worked with Mike in two regions now, and in particular I’m grateful for the contributions he’s made in successfully completing the project on the formerly infamous “bridge to nowhere” on US160. I’ve appreciated working with him over the years. 	
<p>Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● The Commission heard a Vehicle Miles Traveled (VMT) presentation on how that’s captured and used. ● Another presentation was heard on truck freight safety. ● The Scenic Byways overview provided history of how that program and byways have progressed; It was very informative - I encourage members to view the presentation if they can. ● Their January 4th meeting was to consider and pass a resolution approving projects for the stimulus funding; There was some confusion regarding the exchange of funds between some projects – I encourage you to read the details if you’re interested; The resolution was approved by all but one Commissioner - Commissioner Thiebaut. 	

<p>TPR & Federal Partner Reports</p>	<ul style="list-style-type: none"> ● <u>DRCOG</u>: New STAC members introduced themselves: Ashley Stolzman of Broomfield, and Tammy Maurer of Centennial. The MPO has been managing our TIP for projects delayed due to COVID-19. At the November meeting we approved project program investment priorities will be the foundation for projects in the Regional Transportation Plan; That includes \$12 billion of multimodal investments over the next 30 years, plans to develop a regional bus rapid transit network and significant investments in safety. That will be adopted in April. We've awarded \$59 million to 30 Safer Main Streets projects; CDOT has committed to allocating the last \$18 million of those funds in February. ● <u>CFR</u>: There's not a lot going on in our region currently. US285 closed today due to winds. We always appreciate CDOT's efforts to keep our roads open. ● <u>Eastern</u>: It's a quiet time of year; we're not even dealing with any snow removal this year. ● <u>Grand Valley</u>: On February 1 Greyhound and Bustang are relocating to a new downtown location at the Grand Valley Transit Operations Center. At our January 13th TAC meeting we discussed projects that'll be presented to the TC; and we'll continue reviewing with CDOT Region 3, our TAC and Board how to apply the RPP funding that will be replaced by the stimulus funding. Grand Valley finally received the Multimodal Options Fund (MMOF) contract, so we'll take that to our Board in a couple weeks; We'll aggressively move that forward along with the additional Revitalizing Main Streets (RMS) projects we've been awarded. There's a lot of excitement for these, so we thank CDOT for bringing those funds to our local community. ● <u>Gunnison Valley</u>: At our TPR meeting on December 3, we discussed the US50 Blue Creek Canyon project. This is a \$40 million project that will be a challenging traffic management issue from Montrose to Gunnison; That is starting in April, and will result in single lanes during the weekdays, open on weekends, and closed at night; The detour uses Hwy92, which is beautiful but slower. Our remaining MMOF funds were approved for an additional pedestrian project in Gunnison to connect the college with downtown and schools. We're elected a new STAC Alternate, Roger Rash (Montrose). Roger: Thanks to CDOT for the new paving that's getting done in our area. This will have a positive economic impact, with new businesses opening, due somewhat to the new roadway investments in the area. I'll be leaving the meeting shortly as I am going to Nucla right now for COVID vaccination clinic. ● <u>Intermountain</u>: Things are quiet; weather makes it tough for construction. We badly need snow. The Phase I Hwy9 reconstruction finished, making 4 lanes Frisco to Breckenridge; The Hanging Lake tunnels project is done. Colorado Counties, Inc. (CCI) sent out the survey request on funding initiatives the legislature is considering. I encourage all County reps to fill that out as it speaks to proposed structural changes to the funding of our highways. 	<p>No action</p>
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- North Front Range: Planning Council met in December and January; Our 2021 officers were elected, including Chair Don McLeod, Mayor of Severance; Vice Chair is Berthoud Mayor Will Karspek (*sp*); Dave Clark remains as STAC Representative. At the December meeting new pavement condition measures were approved as well as safety performance targets for 2017-2021. We're beginning an update to our strategic 10-year projects list to keep that current should additional funding come. The Berthoud Mobility Hub is now fully funded due to the stimulus funding. Work on North I-25 continues; they just poured concrete for the bridge over the Big Thompson River. We want to give a big thanks to Karen Schneiders for her contributions and support to our region for so many years.
- Northwest: It is NOT snowing! Steamboat Springs Innovative Transportation Task Force trying to involve the County and the ski area in long-range regional transportation conversation, especially considering the news that the power plant is shutting down. We are looking at possible short rail service from Craig to Steamboat and considering whether that is even viable. Our next TPR meeting is in February when we will appoint or reappoint representatives to STAC.
- PPACG: Our Board met Wednesday to approve funding for the Powers/Research Interchange. The safety project on Hwy94 near Schriever and Petersen Air Force Bases has been completed. We learned we were passed over as the location for Space command; We're now having conversation with the new President Biden, Our Governor and Senator Bennet, working to correct that political decision. We have a new representative, Erik Stone who's now here. He's the new County Commissioner replacing Norm Steen. Erik Stone: Thank you for this opportunity to work together on our transportation issues, especially the Hwy24 artery that leads to our mountains and ski areas for our region and those coming from the east of us. Today is the first day for Norm Steen as the District Director for Doug Lamborn.
- PACOG: Chris Wiseman has replaced Terry Hart as Commissioner and STAC Representative. The US50 West project is progressing, as is the North I-25 shoulder and box culvert, which is nearing completion.
- San Luis Valley: We've had three snow events, but not big. The Hwy17 & US160 project is complete and traffic is flowing well. Hwy17 from Mosca to Moffat paving is complete. A big thanks to Mike McVaugh for all he's done for our region. We have a new STAC member Vern Heersink; he's the new commissioner in Alamosa.
- South Central: The Hwy12 Planning and Environmental Linkage (PEL) study has reenergizing interest in moving safety projects along on this scenic byway designation.
- Southeast: At the January 27 TPR meeting we'll elect a Chair and Representative. We'll also have the application and advertisement ready for a new area transportation manager.

	<ul style="list-style-type: none"> ● <u>Southwest</u>: We elected new officers in December: Sarah Hill was elected Chair, and Vice Chair and Alternate is Jim Candelaria from Montezuma County. The wall repairs project on US550 has wrapped up, adding some shoulder widening south of Ouray, as well as chain up stations on six different mountain passes in the region. In Durango we're moving ahead with projects funded by SB267, Multimodal Options Fund (MMOF) and our Revitalizing Main Streets grant. ● <u>Upper Front Range</u>: We've lost two long time champions of transportation – Tom Donnelly and Barbara Kirkmeier, who is now at the State Senate. Scott James is the new Chair and STAC representative; He carries 20 years' experience as planning and zoning chair, Councilman and Mayor in Johnstown, and now as Weld County Commissioner. At our last Regional Planning Commission (RPC) meeting we heard a presentation on Colorado's greenhouse gas roadmap. Aaron Willis presented on the PD1601 interchange policy update; We appreciate the opportunity to include our comments. We also approved a Wellington roundabout project being funded with FY2021 CMAQ funds. We also approved an amendment to the recently adopted 2045 Plan to include the I-76/County Road 8 multimodal transfer facility project. ● <u>Southern Ute</u>: We're gearing up for several local paving projects this summer and initiating plans for 160 miles of local access road improvements that aren't maintained by anybody currently. We'll be participating economically on a wildlife crossing project that passes through a small portion of our reservation on US160. We are thankful to Mike McVaugh and all he's done for our region. He will be missed. ● <u>Ute Mountain Ute Tribe</u>: There is not a lot new to report. It's been very dry. ● <u>FHWA</u>: Following passage of the Omnibus and stimulus bill, guidance for those funds will be coming out next week; Department transitions are getting underway with the new administration, and several new initiatives are getting underway. We want to give a big thanks to Mike McVaugh and his contributions. ● <u>Federal Transit Administration (FTA)</u>: No report <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● None 	
<p>State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> ● Legislature's first topics will be related to COVID stimulus and legislative rules, processes and schedules that need to be changed to accommodate business during the pandemic. ● Topics expected this session include transportation fees, equity and parity in use fees, including increases for delivery trucks; also greenhouse gas (GHG) and vehicle miles of travel (VMT) reduction initiatives. ● CDOT has a Bill to raise the dollar limit to allow us to perform maintenance projects up to \$500,000 in size. 	<p>No Action</p>

	<p>STAC Discussion:</p> <ul style="list-style-type: none"> • Holly Williams: Is there expected to be conversation to raise the gas tax or other revenue increase initiatives? • Andy K: We need to find solid reliable sources of funding. Unfortunately, nobody has the appetite for gas tax increase right now. There's the "zombie" ballot measure, which was tied to the original Senate Bill 1 which included a ballot measure the next year - that did not go forward but is still on the books; We're not expecting it to be seen, however. We don't think it's going away, because it's still used as a bargaining chip for others. We'll see what happens. • Vince Rogalski: Is there anything on the ideas coming out of the Governor's committees last summer about fees to fund transportation? • Andy K: There is nothing on that yet, but there is discussion about delivery vehicle fees and maybe electric vehicle fees. Registration fees have been talked about for years to determine what a light truck would pay, and to consider where those fees would go. <p><i>Break at 10:02; resumed at 10:10</i></p>	
<p>Statewide Plan Implementation Update - Rebecca White, Division of Transportation Development (DTD), Director & Marissa Gaughan, Multimodal Planning Branch Manager</p>	<ul style="list-style-type: none"> • Staff provided an overview of progress and developments since the adoption of the current 2045 Statewide Transportation Plan, including: • Many opportunities have been made available to invest in priority projects with the stimulus funding, and continuation of the Senate Bill 267 funding. • Several tools have been developed providing information and tracking progress on the individual projects in the 10-Year Plan, including online story maps (ytp.codot.gov) that include project fact sheets, periodic report cards, and links to accountability and transparency tracking tools to ensure we are making progress on the strategies and goals in the Plan. • Since the Plan's adoption, 19 highway projects have been completed or are near completion, with an additional 40 projects approved and ready to go to advertisement. • Of the 45 transit projects approved for SB267 funding, four are complete or nearing completion, and an additional five are in the design phase. • 580 miles of rural roads have seen improvements in 97 projects during 2020; this is the largest investment in Colorado's rural roads in recent history. • Multiple investments have been made in Transit Mobility Hubs and other transit facilities statewide, in wildlife safety, and on pedestrian and bicycle safety improvements. <p>STAC Discussion: None</p>	<p>No Action</p>

<p>Stimulus Proposal & SB 267 3rd Year Update - Rebecca White, DTD, Director and Jeff Sudmeier, Chief Financial Officer</p>	<ul style="list-style-type: none"> ● Staff presented an overview of near-term transportation funding opportunities, including the January assignment of projects using the federal stimulus and FY21 federal appropriations funds. ● Year 3 proceeds of SB267 funds are expected in April. ● STAC discussion will take place in February and March to select projects to be funded. ● Investment of the funds will focus on achieving statewide equity with projects in Regions 1, 2, 3 and 5, with discussion based on the add-back scenario presented in July, 2020. <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● Dave Clark: The 4-year plan for SB267 achieved equity across regions and we had a large chunk of money on I-25 north; About \$100 million was pulled from it to achieve more equity statewide when COVID hit; Are we trying to get back to the original equity in the 4-year plan? ● Rebecca W: For any given year of revenues, we may have inequity; We'll achieve this as best we can with year 3 revenues, selecting from projects that are ready to go. Stimulus funding is distributed statewide to stimulate the economy as is intended and it funded some of those 4-year plan projects; Year 3 investments will work to achieve overall equity. ● Dave Clark: I'm wondering how you're putting that all together and if you could maybe present a chart showing how projects were funded year by year and how this achieves equity overall. Some projects were funded by Stimulus, but those funds raise the total funds. ● Rebecca W: Marissa and I will present a spreadsheet that shows just what you described. ● Vince: What we need to make clear is that some money was shifted away from I-25 on the ongoing project, and some of this other funding is going to go to them. ● Dave Clark: That's correct. \$100 million was taken out, and we're pursuing a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to cover it; This needs to reflect that. ● Ashley Stolzman: I think we heard that Rebecca will come back with a chart to show how everyone is made whole with all the funding that's come recently. 	<p>No Action</p>
<p>Grant Programs Update (Informational Update) - Molly Bly, Can Do Grant Program Manager</p>	<ul style="list-style-type: none"> ● Molly Bly ● Staff provided a status and summary of the Can Do Programs. ● Revitalizing Main Streets (RMS) program received an additional \$2 million funding this year; a total of \$6.1 million total. ● A total of 64 projects were awarded RMS funding for a total of \$2.84 million. ● The grant limit for the Community Telework program was raised from \$5,000 to \$10,000 in January. ● 27 projects were awarded funding for a total of \$124,000. ● \$176,000 of Community Telework funds remain available in 2021. 	<p>No action.</p>

	<p>STAC Discussion:</p> <ul style="list-style-type: none"> • John Liosatos: What types of projects eligible for Telework; are broadband projects eligible? • Molly: The cost of broadband is often prohibitive; however, some buses have been fitted with broadband support • Sarah Hill: Kudos to Molly and this program; Durango has seen increased sales tax revenues in the area we're implementing these projects already. • Molly: We will be collecting some of those metrics soon, so we'll be reaching out for just that kind of information. • Vince R: Many people are moving to their rural second homes, away from urban areas; Broadband is becoming more important than ever. 	
<p>Interchange Approval Process Update – Aaron Willis, Transportation Planner</p>	<ul style="list-style-type: none"> • Aaron Willis provided a summary of key components and proposed updates to Policy Directive 1601. • Significant outreach and input received on the Policy Directive and the accompanying Procedural Directive, which covers the policies and process for approval of new or modified Interstate and State Highway System interchanges. • Proposed changes include new Travel Demand Management (TDM) components as considerations in the evaluation of interchange additions or modifications; there are also proposed updates to streamline FHWA's Region 8 Interchange Access Request procedures. • Following additional discussion and input, CDOT staff has clarified language to include TDM requirements for interchanges within Metropolitan Planning Organization (MPO) (urban) areas and to include consideration for TDM strategies on adjacent facilities where appropriate. • The full presentation is scheduled for discussion at a Transportation Commission workshop next week; Follow up discussions will continue through February before consideration for final adoption. • Overview of background and outreach conversations to update the policy; <p>STAC Discussion:</p> <ul style="list-style-type: none"> • Herman Stockinger: Staff felt we were ready to take this to the Commission back in August or September; Director Lew asked us to take this back out for additional outreach. I want to commend Aaron Willis for the great work he's done in carrying out this effort to provide opportunities to give additional input and make a great product. 	<p>No action.</p>

<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● There are STAC representative openings for the Freight Advisory Committee and Safe Routes to Schools Committees. FAC has 35 plus members, established in 2016; They have effectively furthered our freight interests in Colorado and we need to continue to put emphasis on freight movement's importance; STAC needs someone to continue to serve on the committee representing STAC. ● STAC needs a Safe Routes to School (SRTS) selection committee member also. ● Heather Sloop – I've been a SRTS rep for a few years now; They asked if I would sign back up. I'm asking if there are others on STAC that are interested instead. I'm happy to continue to serve otherwise, and it's not an overwhelming time commitment. ● Dean Bressler: I've been on the SRTS committee for 4-5 years; I'm not sure if my term is coming to an end or not. I too would welcome another MPO representative if they're interested but will continue if that's desired. ● Anyone interested should send a letter and resume to Melissa Houghton at melissa.houghton@state.co.us ● Ashley Stolzman: I recommend Heather continue as SRTS committee member. ● Vince R: Everyone needs to look at how their individual county is handling vaccinations; ours is currently doing random selection of eligible people. ● Rebecca White: DTD will provide training and resources to all STAC new members. ● The next meeting is February 12, hosted via Zoom 	<p>No action.</p>
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STAC ADJOURNED at 11:12am

The Transportation Commission Workshops were held on Wednesday, January 20, 2021 and the Regular Meeting was held on Thursday, January 21, 2021. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.

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

Transportation Commission Workshops Wednesday, January 20, 2021, 12:00 pm – 5:18 pm

Call to Order, Roll Call:

All eleven (11) Transportation Commissioners were present for the workshops.

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

Post Americo Real Property Condemnation Authorization Requests

Purpose: Summary presentations on proposed right-of-way (ROW) condemnations related to:

- CDOT Region 3, SH 13 North MP 11.2 to MP 16.2 Widening and Reconstruction, Project Code 17881.
- CDOT Region 4, I-25 Express Lanes SH7 to SH 1, Project Code 22831

Discussion:

- No public comments were given or received on either cases. Discussion consisted of clarifications on the nature of the condemnations and the course of events in negotiations. Staff demonstrated efforts to reach agreements.

Budget Workshop (Jeff Sudmeier and Bethany Nichols)

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

Action: The Division of Accounting and Finance (DAF) is requesting TC review and approval of the sixth amendment to the FY 2020-21 Annual Budget. The sixth amendment consists of three items that require TC approval, described below, resulting in the addition of \$149.1 million in new federal stimulus and supplemental FY 2020-21 funding to the Strategic Projects and STP-Metro lines, and the reallocation of \$19.5 million from the TC Program Reserve to the Strategic Projects line. The sixth amendment also includes a request to approve five term-limited FTE to support additional contracts and intergovernmental agreements resulting from new programs and funding, including the recent federal stimulus.

Discussion:

- Staff clarified that while they are seeking to increase the total full time employee (FTE) cap by five positions, there continues to be a number of existing positions throughout the Department that management are choosing not to fill currently. Adding these temporary positions allows CDOT to ramp up operational capacity to handle the surge in projects being initiated currently, while not unnecessarily having to increase permanent staff employment. It also allows the positions to be posted and filled more quickly than filling permanent positions. Commissioners questioned how quickly these temporary staff could be brought up to speed to be able to help out, but generally the members were very supportive of the personnel increase to help alleviate the contracting and project oversight burden.
- While the total budgetary figures presented today are barely changed from what was presented to the Commission on Jan. 4, staff identified that the distribution methodology was different from what the Federal government actually noticed. Staff commented that it was believed their federal methodology was unusual and irregular. The regional distribution methodology used sought to keep figures generally the same as what was presented earlier.

State Infrastructure Bank Loan Application (Jeff Sudmeier and David Ulane)

Purpose: The purpose of this workshop is to provide background information on the Colorado State Infrastructure Bank (CO SIB) loan application for the Colorado Springs Airport (COS), and to review the CO SIB Review Committee recommendation for TC approval.

Action: The CDOT Office of Financial Management and Budget (OFMB) requests that the TC approve Colorado Springs Airport CO SIB loan request.

Discussion:

- The proposed loan was generally supported by Commissioners, who acknowledged the positive economic potential of the Industrial Park being funded with the loan.
- Staff and the review board were enthusiastic about the application considering it would be eligible to draw from both the aeronautics and the highway SIB funds. The airport demonstrated a strong financial condition with minimal payback risk to the state.

Policy Directive 1609- Transportation Asset Management Policy (Rebecca White and Toby Manthey)

Purpose: This workshop included a summary of a new policy directive that describes the structure, key functions and principles of the Transportation Asset Management (TAM) program at the Colorado Department of Transportation (“CDOT” or the “Department”).

Action: Proposed resolution adopting the New Policy Directive 1609.0 “Transportation Asset Management”.

Discussion:

- Staff qualified that this new policy does not change our asset management processes or policy, it just consolidates a number of facets of asset management policy contained within numerous other Policy Directives.
- Staff clarified that aspects of the Maintenance Level of Service (MLOS) include both maintenance functions, such as snow removal and trash pickup, and contain certain physical assets such as signs and fences.
- Questions arose regarding how maintenance practices like chip seals are handled, knowing they extend the life of pavement surfaces. Staff explained chip seals are commonly made four or five years after a new overlay, and keep a surface from getting small cracks in which water can embed and cause deterioration. Because of the \$150,000 project limits, maintenance do limited chip seal activity while many are contracted out. Commissioners suggested CDOT should budget more for chip seals, considering how much more new asphalt is being laid on rural roads right now. The asset management models CDOT uses do take into account the cost benefit of chip seal maintenance activities. Staff is planning to kick off a new process to determine an annual recommendation for maintenance and asset management budgets, recognizing there are trade-offs between them. The Commission can expect to hear more on this as they develop recommendations. Costs of chip seal activities is greatly limited as a maintenance activity because of the \$150,000 threshold for competitive jobs. Legislature is considering raising this to \$500,000, which would permit maintenance operations conduct more proactive work that extends the life of rural roads. Commissioners acknowledged that the contractors’ associations are fighting this increase, as they have in the past.
- Considering real estate owned by CDOT, it is not accounted for as a stand-alone asset, but as an element of its supported transportation infrastructure. When a surface treatment project includes right of way acquisition, for example, it’s the surface treatment program that pays for that acquisition.
- Staff acknowledged that the resurfacing model may under prioritize some roads, and this was a big driver for the plans underway now to increase rural paving. Staff are having discussions about what factors are included and how they are used to model resurfacing, such as vehicle miles traveled (VMT), which favors urban roads with higher volumes. These discussions may lead to models that strike a better balance for rural pavement condition ratings.

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

Purpose: To provide an overview for the TC on proposed revisions to the Department's interchange approval process and outreach conducted to statewide planning partners.

Action: Informational Update.

Discussion:

- Staff detailed the extensive outreach efforts that helped to shape the proposed amendments to PD 1601, and particularly how it helped to shape the travel demand management (TDM) portion of the proposal.
- Staff focused on changes that will impact new Type 1 and Type 2 interchanges that will now require project specific TDM strategies be implemented to reduce how much new traffic is generated by the interchange. Applicants would be required to implement TDM strategies based on a point system to reach VMT targets.
- The proposed policy has a wide range of TDM strategies to choose from to account for how different strategies may work better in different contexts. The point values required will depend on the type of interchange proposed and the context of the proposed interchange.
- Staff detailed how the feedback from planning partners has been incorporated into the policy proposal including the inclusion of limits on the time commitment for how long the TDM strategies are expected to be monitored, and the additional parameters for rural contexts.
- Commissioner Stanton commended the intent of the effort, and all of the outreach that was done
- Commissioner Gifford raised questions around the limitations of a project focused TDM requirement in locations where such strategies don't connect to a broader system. For example, if you use bike facilities as a strategy it is unlikely to have any benefits if the broader system is not bicycle friendly. She asked to what extent this proposed policy will allow for a broader analysis of the system when deciding on what TDM strategies are appropriate.
- Staff responded that historically they can require analysis from one interchange upstream and one interchange downstream. Mike McVaugh, CDOT Region 5 Transportation Director, added that in cases where an access is projected to increase congestion by 5% or more they can require an even broader analysis area.
- Commissioner Adams asked if this new policy would change the TC's authority in these matters at all. Staff clarified that the proposed changes would have no impact on the Commission's level of involvement or decision making authority.
- Commissioner Bracke expressed appreciation for how staff incorporated feedback from planning partners, and indicated she likes the context sensitive approach. More needs to be done to incentivize optimization of the system as a whole. Following up on the up-stream and downstream questions she asked how CDOT could encourage communities to work together on TDM at a broader corridor level.
- Staff responded that the planning process and environmental studies are some other tools that are available that allow them to take a broader view of the system impacts.

Joint Budget Committee Presentation (Shoshana Lew, Steve Harelson, and Jeff Sudmeier)

Purpose: To provide the presentation Director Lew and other senior staff presented to the Joint Budget Committee on January 5, 2021.

Action: Information only.

Discussion:

- Director Lew gave an overview of the Department's revenue sources and a breakdown of the department budget. Due to the pandemic the Department will have to contend with a two year suspension of the \$50 million General Fund transfers, but will get \$12 million more of the SB 17-267 debt service payments. Staff gave an overview of what was cut from the budget in response.
- The Department has become even more laser focused on allocating funds to shovel ready projects which account for the bulk of the budget, given the new constraints. A portion of the budget is going to programs that focus on improving multimodal facilities along Main Street corridors with programs such

as the Revitalizing Main Streets Program and the Safer Main Streets grants. Resiliency has also been a new focus since the 2013 floods, so that resilience is now a part of decisions at every level.

- In response to a question about what the next steps are with the Joint Budget Committee (JBC), Executive Director Lew indicated that Senator Hanson asked for follow up information on the Eisenhower Johnson Memorial Tunnel (EJMT). There was also a request for more detailed information about the degradation of the gas tax purchasing power, and a request for more information about design to build costs versus innovative contracting mechanisms. There were questions about resiliency, but there were not a lot of questions from the JBC about climate change or electric vehicles (EVs). Staff expects to hear more from the TC on that topic.
- Commissioner Vasquez asked if there were questions about the gas tax in the context of electrification. Staff responded that there were some comments and questions about this, but nothing beyond what is typically discussed whenever the question of the gas tax is raised.

Electric Vehicle Charging and Corridor Updates (Kay Kelly and Michael King)

Purpose: This workshop will present an overview of electric vehicle (EV) charging corridor programs.

Action: Informational briefing, no action necessary.

Discussion:

- Commissioner Adams commented on a trend that he's noticed that one of the limitations to progress is charging station infrastructure, but with improvements to battery technology that the mileage range per charge of battery is increasing, and with that the obstacles to consumer adoption will start to improve as the technology and infrastructure advance. He raised the question of how much the Department utilizes private partnerships in these efforts, and what an interested party should do if they want to get involved.
- Staff responded that most of the charging infrastructure has been built through private public partnerships, and encouraged any entity that is interested to reach out to staff or apply for the grants.
- Commissioner Vasquez raised questions about how much staff is thinking about the exponential rate of change in the technology in launching these programs. In response, staff explained their efforts to integrate future-proofing into the grant programs by requiring upgrade capacity. Challenges always exist in how aggressive and how far out these future-proofing strategies should be intended to go, given how quickly the technology changes.
- Commissioner Bracke asked for more aggressive targets to accelerate the pace of change and look a bit more at how EV is working with multimodal strategies, and the potential of pairing charging and park and rides or mobility hubs. She also asked if Colorado will be seeing any settlement money from the recent violation at Toyota. Staff indicated that there have been several other settlements, but that only the Volkswagen settlement led to a state allocation. Staff also explained the current efforts integrating the strategies in mobility hubs.
- Commissioner Hickey commented that CDOT should consider coordinating with public and private entities on education given that there is still a lot of misinformation about electric vehicles and how they can save in maintenance costs. Staff responded that there is already a lot of coordination through the Colorado EV Coalition, which meets monthly with utility companies, local governments, dealerships, and other private entities that are represented. Staff also commented on a consumer study done last year that is informing marketing and outreach efforts.
- In response to Commissioner Gifford's question about trends that are emerging in the data regarding where EV is becoming more popular and among what types of users, staff indicated that not surprisingly, the data is showing that there are more EV owners among higher income levels, but that they are also seeing pockets in Boulder County, Pitkin County, and La Plata County. They are also seeing trends among single family homeowners where it is easier to build charging capacity. Staff advised that they are embarking on an EV equity study to understand that question better.
- In response to Commissioner Adams question about the advantages and disadvantages of EV compared to hydrogen cell technology, staff explained that EV works well for light duty vehicles, but presents a lot of challenges for transit vehicles, and heavier vehicles due to the weight of the batteries, and because hydrogen cell technology is lighter it avoids a lot of those problems that arise from adding so much

weight to heavier duty vehicles. The challenge with hydrogen cell technology is producing the hydrogen, which is possible at great expense, but not currently available in Colorado. Staff explained that a lot of the debate on this issue comes down to which technology will advance and become cheaper faster.

TC Freight Committee Meeting

Freight Committee Membership: All Commissioners

Attendees: All Commissioners were present.

Agenda

Welcome – Commissioner Gary Beedy, TC Freight Committee Chair, initiated the Freight Committee Meeting.

Proposed Freight Study

- Commissioner Beedy explained that he wanted to propose a study for the TC Freight Committee to consider for the future.
 - Information from BNSF Railway was received regarding relocation of their freight facility to a Greeley location. A majority of their freight that is transported between Fort Collins, Loveland and Denver, would be potentially moved to a new location.
 - Other influences of a move like this would be use of Burnham Yard and infrastructure improvements needed at highway crossings with the railroad.
 - Another piece of the discussion is the new railyard out by I-76 at Hudson.
 - Intermodal yards proposed out by Front Range Airport is another consideration, and it sounds like that project is still in the works.
 - An Eastern Colorado Mobility Study was conducted in 2002.
 - Would like to know how elements of that study were implemented.
 - Commissioner Beedy will send information received from BNSF Railway to the Commission to review and proposed conducting a bigger freight study regarding all this information.
 - Evaluate opportunities to develop distribution centers, working with DRCOG and the Front Range. Also consider Ports to Plains corridor.
 - Tie freight to CDOT's demand management.

Study Description

- Commissioner Hall asked for more detail on the type of study Commissioner Beedy was proposing.
- Commissioner Beedy responded that the study would be to partner with BSNF and look at freight flows and the shift the BNSF move would cause to different rail yards, and how these would interact with the highway transportation system.
- Commissioner Hall expressed the importance of freight and the need for understanding it better, but also wanted to know if BNSF would help with this study related to the costs associated with it.
- Commissioner Beedy noted the conversation with BNSF was brief, and that BNSF's intent in terms of contributing to the cost of the study was not fully understood, but expressed the need for a big picture of freight for the 20-year horizon.

Comments and Observations

- Commissioner Stanton made the following observations:
 - Any study would need to include all railroads, and not just one company.
 - Need to check in with Herman and Rebecca on what DTD already has planned for conducting studies.
 - The money and costs associated with this type of study is a major concern.
 - CDOT will need to be very transparent in conducting such a study.
- Commissioner Beedy Agreed.
- Commissioner Stanton turned to Herman and Rebecca for their thoughts.

- Generally, Herman and Rebecca agreed that CDOT does not have funding available for this type of large study and project. Potentially a billion dollars for this type of large project evaluating moving major sections of rail and realigning the highway system. However, CDOT would be willing to meet with BNSF to have conversations and answer questions, if BNSF decides to conduct their own study. Herman commented that Commissioner Stanton's comments align with CDOT Executive Director Lew's comments on the subject. CDOT already has their 10-Year Plan to focus on for now, that does not include this study.
- TC members were asked to comment further and no additional comments were raised.

National Highway Freight Program (NHFP) Presentation – (Rebecca White, Michelle Scheuerman and Craig Hurst)

Purpose: The purpose of this Freight Committee meeting is to provide an overview of the elements pertaining to the National Highway Freight Program (NHFP) and decision making process

Action: Informational. No action required.

- Michelle Scheuerman, CDOT Senior Transportation Advisor and Freight Advisory Council Chair, provided a high level overview of the NHFP.
 - Created under FAST ACT.
 - Almost \$85 million for first five years 2016-2020.
 - Projects are linked goals and objectives of the 2019 Colorado Freight Plan.
 - FHWA reporting mechanisms required in associated with a Freight Investment Plan.
 - Funds may be spent flexibly but projects must have a freight nexus.
 - Projects must be on designated critical urban and rural corridors.
 - FY 2021 received roughly \$22 million for NHFP.
- Craig Hurst, CDOT Freight Office Manager, provided an overview of project Successes and examples of freight projects were provided for FY 2016-2020.
 - 13 Truck Parking, pullout or chain station expansions – e.g., Region 5 Chain stations
 - 12 Safety capacity or operational improvements – e.g., US 287 Passing Lanes
 - 5 Freight mobility or capacity improvements – e.g., I-70 Truck Parking Information Management Systems (TPIMS).
 - 2 Structures or freight travel constraints removed – e.g., I-70 Eisenhower Johnson Tunnel Snow Removal
 - A new NHFP project selection process was been developed recently, along with a guidance document, training presentation, and an application form with data and project scoring links.
 - The new process provides consistency and more streamlined. One example of streamlining the process is the call for ideas step to weed out early, with less effort of applicants, projects that would be in the running for funds.
 - Final project approval is by CDOT Executive Leadership.
 - Reporting and Monitoring of projects is included in the process, as staff is working on the process regarding how to recoup unspent dollars in the program, when cost savings are identified, or projects do not move forward within the time allotted.

Discussion:

- Commissioner Stanton expressed his appreciation to Craig and Michelle for their NHFP update and their work to raise freight to the level of attention it deserves.
- Craig announced that CDOT Freight Permitting Office has taken over Hazmat Route permitting administration from the Public Utilities Commission as of January 1, 2021. Also permanent rulemaking is in the works to ensure permits go only to carriers in good standing.

TC Workshops Adjourned at 5:18 pm

Transportation Commission Regular Meeting

Thursday, January 21, 2021, 9:00 am to 11:00 am

Call to Order, Roll Call:

All eleven (11) Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut (arrived at approximately 9:45am), Shannon Gifford, Gary Beedy, Kathleen Bracke, Sidney Zink, Don Stanton, Eula Adams, Barbara Vasquez, and Lisa Tormoen Hickey.

Public Comments

- William Karspeck, the Mayor of Berthoud Colorado expressed appreciation for the approval of the \$6.5 million of the new stimulus funds to build a mobility hub in Berthoud. He explained that it will do so much for the community and the economy in both the short and long term.

Comments of Individual Commissioners

- Commissioner Hickey thanked CDOT Executive Director, Shoshana Lew, and CDOT staff for an excellent job of onboarding her as a new Commissioner, and expressed appreciation for the patience of Richard Zamora in answering so many questions, which has helped her to learn quickly, and to jump into the role. Commissioner Hickey has attended a lot of meetings, including the Statewide Transportation Advisory Committee (STAC), which she has found very helpful.
- Commissioner Vasquez expressed excitement about the impending release of the greenhouse gas (GHG) Roadmap, and noted that although it deals with a very complicated problem, the Roadmap will set the state up to achieve success in addressing the challenges.
- Commissioner Zink noted that she attended the STAC meeting, but also remarked on how much she regretted not being able to coax CDOT Region 5 RTD, Mike McVaugh, out of retiring.
- Commissioner Stanton thanked Mayor Karspeck for acknowledging CDOT's work in programming stimulus dollars to such a worthwhile multimodal project, and noted that getting such positive feedback was inspiring and motivating. He thanked CDOT staff for all their hard work and flexibility during this difficult time of COVID.
- Commissioner Adams – No comment
- Commissioner Gifford – No comment
- Commissioner Bracke thanked Mayor Karspeck for taking the time to come and speak to the TC, and expressed excitement about CDOT's ability to start the New Year by putting the stimulus dollars to such good use. Commissioner Bracke indicated that she felt optimistic about more funding opportunities in 2021, and is happy to have such a robust plan to move forward with in 2021 with the 10 Year Strategic Pipeline of Projects.
- Commissioner Beedy commented that he has received feedback and is trying to figure out how to increase preventative maintenance to slow the need for reconstruction and major rehab projects that are coming up around the state, but especially in the rural areas. He would like to look at long range planning for freight movement and rail, and how to fit it all together, and develop a better understanding of how those things will impact flow and how that will increase with COVID recovery.
- Commissioner Thiebaut – Not present for individual comments.
- Commissioner Hall thanked staff for all of the great information that they have shared. She attended STAC last Friday, and remarked on how all the new members have a lot to learn before they can engage in really robust discussions. She also attended the Grand Valley MPO meetings, and is excited about a multimodal effort arising out of the potential for a mobility hub in the vacant Greyhound station.
- Commissioner Stuart met with Ashley Stolzmann, Mayor the City of Louisville, and the new DRCOG STAC representative, and indicated that she looks forward to hearing her ideas and contributions to STAC. She also acknowledged Executive Director Lew, Jeff Sudmeier, CDOT Chief Financial Officer, and Steve Harelson, CDOT Chief Engineer, who presented to the Joint Budget Committee to answer questions, and also gave an excellent overview of how CDOT works. The presentation was well received, and Commissioner Stuart is so proud of CDOT staff, and all of the work that CDOT does.

Executive Director's Report (Shoshana Lew)

- CDOT had a very successful and productive construction season with great end of season progress. Director Lew remarked on how pleased she is with how much was accomplished.
- One accomplishment that to be particularly proud of is the 580 miles of rural roads that have been improved this season,
- Another great accomplishment to highlight is all of the progress that has been made on the I-25 South Gap project, which she was able to visit with Senator Michael Bennett.
- Next year CDOT is ready to hit the ground running putting the stimulus dollars to good use. She noted that Colorado is the first state to put the stimulus funds to work.
- Heading into the legislative session there's a lot of good debate around Governor Polis's stimulus proposal, and there is a lot of progress there to look forward to.
- She recognized that this is Mike McVaugh's last Transportation Commission meeting, and remarked on how much he will be missed at CDOT, but she also noted that she appreciates the great team that he has led that will be able to pick up where he left off as a result of his extraordinary leadership. He also has quite a legacy in the number of challenging and innovative projects he has championed such as the US 550 US 160 project which is really such an accomplishment.
- She announced that Sophie Schulman will be the Deputy Chief of Staff in the US DOT Policy Office in Washington.

Chief Engineer's Report (Steve Harelson)

- CDOT set a new record on contractor payments, which speaks to how much progress we made this year with 23% more infrastructure that CDOT was able to build in the midst of a pandemic, which speaks to all of CDOT's hard work and all of the hard work of CDOT's contracting partners.
- Right now CDOT is working on getting ready for next year's construction season to keep the momentum going and set a new record for next year.
- CDOT is also fighting to get costs down in overhead and indirect pools. One effort to lower costs involves Jabber to replace traditional phone lines, which will save CDOT \$18 per month per line. Because of some reluctance to jump into the unknown, CDOT will launch this effort with a pilot project to hook up to Jabber. This is just one example of how CDOT is looking for small dollar savings.
- He remarked on how much he will miss Mike McVaugh, and how impressed he has always been by the breadth of his expertise in every facet of transportation engineering. He expressed hope that younger engineers will continue to aspire to the excellent example that that he modeled.

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

- HPTE's Board had a full agenda yesterday, and approved 3 items that are before the Transportation Commission today.
- The first item that the board approved is an updated HPTE MOU lifting the unsolicited proposal moratorium on I-25 North and on I-270, and on the CDOT intra-agency agreement for the I-70 Eastbound Mountain Express Lane.
- The board approved an amendment to the I-25 Bank of America loan to eliminate cross defaults which will save HPTE about \$200,000 per year.
- The board approved the refinancing of a 2014 loan for the I-70 Eastbound Mountain Express Lane. The interest rate is 2.74% currently, which will bring down the interest to \$106,000 a year, which is a \$500,000 a year interest savings.
- The board instructed staff to update governing documents including the 2013 MOU centered on clarifying the roles of the agencies as they coordinate operations of the express lane, including how CDOT's project management arm coordinates services and responsibilities with HPTE through intra-agency agreements (IAAs). While the MOU does not resolve the challenges directly, it refers to a new IAA that seeks to address the challenges that both parties face when working through the operations of express lanes.

- HPTe is working with the U.S. Build America Bureau on the I-25 North TIFIA loan, and are really close to submitting a letter of interest.

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

- FHWA is getting a lot of attention nationally for the new leaders. Stephanie Pollack will join the leadership, and we are excited to benefit from her work in the Boston area. No announcement has been made yet for the new administrator.
- Sophie Schulman will be deputy chief of staff for policy
- He called attention to the alarming rise in Colorado's fatalities and the growing safety concern. Reports show that despite lower traffic volumes, fatalities are up 10%, showing we are going in the wrong direction on safety. Two themes that emerge by examining the data is that traffic speeds contribute to a large portion of the increased fatalities with drivers increasingly going way over speed limits, and engaging in extreme risk taking. The second theme that emerged in the data is the increasing fatality rates among pedestrians, particularly at night. This is a very frustrating trend, because we are running out of infrastructure fixes. He highlighted the need for this to be a priority area for CDOT.
- He acknowledged Mike McVaugh's remarkable career, and noted that he first worked with him when he was a traffic engineer in Region 5. He noted that Mike McVaugh was always willing to try new things to find innovative solutions. He also remarked on what an accomplishment the US 160/550 project is, and that not many could pull off such a monumental project.
- Commissioner Bracke thanked John Cater for flagging the startling news about pedestrian safety, and the need to prioritize road design to protect vulnerable users.
- Commissioner Beedy remarked on the importance of pedestrian education and personal responsibility as he noted the report also showed that alcohol intoxication was involved in 35% of the pedestrian fatalities, and that illegal crossings were also often involved in the pedestrian fatalities.
- Commissioner Adams echoed his fellow Commissioner's concerns, but thinks there needs to be a focus on improving lighting, as he has observed that the lighting in many neighborhoods is not sufficient. He also sees a role for safety education to promote safer behaviors such as using reflective clothing at night.
- Commissioner Stanton agreed that personal responsibility is an important piece to consider, especially as scooters emerge as an increasingly popular mode, and the need to educate and enforce the use of helmets among users.

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

- He thanked all of the Commissioners who attended STAC last week, and asked that the Commissioners let him know of topics or issues that the STAC should focus on.
- STAC received encouraging news about receiving the 3rd phase of SB 267 funds, and we will start working on that in April.
- CDOT is looking at hiring more people to help streamline contracting of the stimulus funds.
- Karen Schneiders and Mike McVaugh are leaving, and he remarked on what a great loss that is.
- Legislative Report: The legislature is revising its rules to accommodate COVID restrictions. Andy Karsian reported that there might be a discussion about transportation fees, but that there was little appetite to renew the discussion over an increase in gas tax.
- Plan Implementation Update: Staff gave us an update on the progress on the 10 year pipeline. It's evident from the number of projects already completed that the plan is getting off the shelf and becoming a reality. Staff also reported on a number of tools such as dashboards and story maps that are available online to allow the public to track the progress. Staff also have developed fact sheets, report cards, and links to accountability and transparency tools so that the public can see our progress.
- Stimulus package and SB 267 update: STAC discussed the importance of delivering equity in fund distribution in Regions 1,2,3 and 5.
- There was a question about the \$100M that was pulled from the I-25 North project, and staff assured STAC that it will not slow the project down, and that it will be allocated when necessary.
- Grant Programs: Community telework program entails grants of \$5-10K that are available to agencies, local governments and even nonprofits, and 27 projects have been awarded those grants. STAC received

an update on the Revitalizing Main Streets grant with an additional \$2M being added to the program for a total of \$6M, so we need to encourage communities to apply for those dollars.

- STAC was briefed on proposed amendments to Policy Directive 1601.
- STAC is soliciting members to volunteer to sit on committees for the freight program and Safe Routes to School.
- With all of the new STAC members, STAC training is needed to facilitate more robust and substantive discussions.
- Commissioner Adams commented on how impressed he was after attending the last STAC.

Commissioner Thiebaut joined the meeting at approximately 9:45am

Act on Consent Agenda – Passed unanimously on January 21, 2021. Motion by Commissioner Zink, Second by Commissioner Adams

- Proposed Resolution #1: Approve the Regular Meeting Minutes of December 16, 2020 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal: SH 103 (Parcel 1-EX) (Paul Jesaitis)
- Proposed Resolution #4: Disposal: SH 9 MP 83-83.5 (Parcel 1) (Mike Goolsby)
- Proposed Resolution #5: Referral of CDOT Region 3 Access Appeal to the Office of Administrative Courts, 2 CCR 601-1(2.9) (Kathy Young)
- Proposed Resolution #6: State Infrastructure Bank Loan Application (Jeff Sudmeier and David Ulane)
- Proposed Resolution #7: Policy Directive 1609.0 Transportation Asset Management (Rebecca White)

Discuss and Act on Proposed Resolution #8: Condemnation Authorization: Region 4 Project 22831 (I-25 Segments 5 and 6) (Steve Harelson) – Passed unanimously on January 21, 2021. Motion by Commissioner Bracke, Second by Commissioner Vasquez

Discuss and Act on Proposed Resolution #9: Condemnation Authorization: Region 3 Project 17881 (SH 13 MP 11.2 - 16.2) (Steve Harelson) – Passed unanimously on January 21, 2021. Motion by Commissioner Hall, Second by Commissioner Vasquez

Discuss and Act on Proposed Resolution #10: 6th Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on January 21, 2021. Motion by Commissioner Gifford, Second by Commissioner Adams

Discuss and Act on Proposed Resolution #11: I-70 Mountain Express Lane Intra-Agency Agreement (Nick Farber) – Passed unanimously on January 21, 2021. Motion by Commissioner Hall, Second by Commissioner Gifford

Discuss and Act on Proposed Resolution #12: HPTE and CDOT MOU (Nick Farber) – Passed unanimously on January 21, 2021. Motion by Commissioner Gifford, Second by Commissioner Stanton

Discuss and Act on Proposed Resolution #13: Lifting Unsolicited Proposal Moratorium(s) (Nick Farber) – Passed unanimously on January 21, 2021. Motion by Commissioner Stanton, Second by Commissioner Vasquez

- Commissioner Stuart remarked on how happy she was to see this resolution come forward.

Recognitions:

- Commissioner Zink recognized Mike McVaugh's achievements as RTD. Mike McVaugh began working at CDOT as intern in 1991. He worked with Region 6 designing the I-76 connection. Then, he worked in the materials lab in Region 2, and worked in pavement asset management until 1995 when he moved to

Region 5. He served as an inspector, tester, project engineer, traffic engineer and RTD for Region 5. One of his most notable accomplishments was the Cortez Port of Entry project. More recently he championed the very challenging and monumental US 550-160 project. As a traffic engineer for 15 years he has a reputation for being remarkably innovative. She also noted how much she enjoyed working with him, and getting to know him through the many hours they spent together in the car attending TPR meetings. She was always so impressed with how well he engaged and worked with community leaders at TPR meetings, and he has also demonstrated how to work well with staff, and is very well respected by staff.

- Mike McVaugh remarked on how hard it was to say goodbye, and how very fortunate he feels to have come out of college and found his ideal calling in life at CDOT. Although the number of people he needs to thank is endless he expressed a special thanks to Larry Warner, who hired him and mentored him in the early part of his career. He also thanked his fellow RTDs for their support. He also thanked to Commissioner Zink as an amazing asset in working with local communities and agencies.
- Herman Stockinger on behalf of Executive Director Lew thanked Mike McVaugh for all of his hard work, and remarked on how much he is going to be missed across the entire organization. He noted that Mike is the best example of someone who remains such an important leader in so many areas despite being so far away in Region 5.
- Commissioner Hall requested that they pass a resolution to prohibit his resignation.
- Mike Goolsby noted that he has worked with Mike for over 20 years, and thanked him for all of his hard work, friendship, mentorship, and support as a fellow RTD.
- Heather Paddock thanked Mike McVaugh for being the compass, and the voice of reason among the RTDs, helping to unite their perspectives and build consensus. She remarked on how much she will miss having him as a sounding board.

Meeting Adjourned at 10:23am.

Round Two of Telework Grants Awarded

February 4, 2021 - Statewide - Grantees enhancing Best Practices during Pandemic

DENVER – More than 20 cities, towns and other non-profit entities are receiving the second batch of **Community Telework** grants from the Colorado Department of Transportation for their efforts to provide healthy and safe options for employees, employers and others who are able to work remotely.

Grants up to \$5,000 were awarded to eligible applicants. The following are promoting best practices for teleworking and social distancing during the COVID-19 crisis:

- **Aspen:** Funding will support both teleworking hardware and telework business coaching fees through its Transportation Options Program. (\$4,999)
- **Athletics and Beyond (Denver):** Purchase teleworking equipment including hotspots, laptops, headphones, podcast equipment, and cameras to support remote tutoring services. (\$5,000)
- **Boulder (Via Mobility Services/Boulder Transportation Connections):** Provide specialized training in Google Suite for full and part-time remote employees and annual subscription to FormStack to assist HR department with remote hiring, onboarding, and communications. (\$4,417)
- **Boulder County – Commuting Solutions:** Provide webinar access to employees and employers on teleworking best practices. (\$3,800)
- **Butterfly Pavilion (Westminster Commuting Solutions):** Update operating systems and VPN access for more employees to work remotely. (\$5,000)
- **Denver Telehealth:** Collect information from lower-income individuals to determine programs that encourage teleworking for workers in fields harder to transition to “work from home” status. (\$3,500)
- **Envida (Colorado Springs):** Purchase teleworking equipment, including web cameras, microphones, video conferencing monitors, and computers to enhance safety for Envida transit staff, partners, vendors, and clients. (\$4,982)
- **Fort Collins Telework:** Develop a web-based toolkit and best practices for employers in Northern Colorado, including marketing and outreach support, allowing for implementation of company-specific telework policies. (\$5,000)
- **Hayden Heritage Center Museum:** Fund telework computers, tech support, software, and employee time to improve the museum’s online presence while closed due to COVID-19. (\$4,524)
- **Hugo (Two Applications):** Purchase and install two multi-use privacy booths for community co-working spaces in The Garage – the only co-working spaces in Lincoln County. (\$4,759/\$4,759)
- **Hugo Main Street:** Purchase IT equipment and software enabling staff to telework. (\$4,775)
- **I-70 Coalition:** Encourage homeowners in Summit and Eagle counties to shift routine travel of Interstate 70 to off-peak travel times and telework from their mountain homes on Fridays and Mondays. The concept will be promoted via digital and direct mail marketing. (\$4,999)
- **KSUT Public Radio/KSUT Tribal Radio (Ignacio):** Purchase 200 public information announcements that will provide teleworking strategies, benefits and COVID-19 updates.
- **Routt County Riders:** Upgrade computer technology for the cycling advocacy group, helping to provide the group with the ability to facilitate all business functions through the use of webinars, presentations and virtual, live-stream meetings. (\$1,500)
- **San Juan Basin Public Health (Durango):** Improve connectivity and support telework for both employees and clients. Includes creating a telecommuting plan and installation of video conference systems in meeting rooms. (\$4,750)

- **Steamboat Springs Boys and Girls Club:** Increase telework & virtual program delivery efficiencies for Club employees and participants. Also increases computers for staff and creates a children’s learning lab. (\$5,000)
- **MainStreet Steamboat Springs:** Provides telework technology for the community group, assisting it with conducting teleworking best practices seminars and partnerships. (\$4,500)
- **Tracks and Trails Museum (Oak Creek):** Purchase equipment allowing volunteers and employees to telework. Also build a foundation to increase its on-line presence to remote visitors. (\$4,990)
- **Walking Mountain Science Center (Avon):** Change commuter behaviors in Eagle County through various initiatives aimed at reducing vehicle trips and increasing telework options. (\$4,999)
- **Wet Mountain Broadcasting (Westcliffe & Custer County):** Purchase and install software and hardware and provide necessary training for the volunteer staff’s transition to at-home production. (\$3,950)
- **Windsor:** Expand virtual shopping opportunities to businesses without a robust website. Also provide administrative support to streamline transactions for improving the overall function of the program. (\$5,000)
- **WorkLife Partnerships (Denver):** Extend use of tele-navigation cloud-based software and accompanying online scheduling software to support front-line workers. (\$5,000)

Additional information on the current and previous grantees can be accessed here:

[CDOT's Community Telework Awardee List Feb. 4, 2021](#)

For the next round of Telework grants, CDOT will award up to \$10,000 to eligible non-profits, including local governments, agencies and associations.

“These types of programs are vital if we want to not only protect public health but also encourage more people to telecommute,” said CDOT Executive Director Shoshana Lew. “We’ve seen a lot of innovative proposals that not only foster economic opportunities but also enhance public health and safety. If you meet the eligibility requirements, please do apply for one of these grants.”

Telework applications can be accessed here: <https://www.codot.gov/programs/community-challenge>. Although private, for-profit organizations (e.g. – contractors, suppliers, or consultants) are not eligible to apply, they can partner with a qualified entity.

This initiative is supporting the Can Do Community Challenge, as part of the Can Do Colorado campaign. Another CDOT “Can Do” program is **Revitalizing Main Streets**, which is providing small-scale grants for low-cost, immediate actions to help safely improve the economy and enhance healthy activities in cities and towns. More information on that program is available at the link above. Please submit questions about either program to: dot_candocdot@state.co.us.



MEMORANDUM

TO: THE STATEWIDE TRANSPORTATION ADVISORY COMMITTEE
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: FEBRUARY 12, 2021
SUBJECT: FY 2021-22 FINAL ANNUAL BUDGET ALLOCATION PLAN

Purpose

To present information on the FY 2021-22 Final Annual Budget Allocation Plan, set for adoption by the Transportation Commission in March 2021.

Changes from the Proposed Budget

The total revenue available for allocation in the FY 2021-22 Final Annual Budget Allocation Plan for CDOT and the Enterprises is \$1,902.1 million. For CDOT, this is about \$5.7 million less than the revenue allocated in the Proposed Budget. The Division of Aeronautics revised their revenue forecast downward by \$6.0 million, and revenue associated with the Southwest Chief Rail Commission was increased by \$300,000 based on a budget amendment that was submitted to the legislature to increase the Rail Commission's spending authority for FY 2021-22. Revenue estimates for the Enterprises were also updated for the Final Budget Allocation Plan.

Based on the FY 2020-21 1st quarter revenue forecast, the Department projected a \$45.6 million shortfall for FY 2021-22 due to the COVID-19 pandemic and related economic recession. After incorporating planned changes to cost center and pool budgets, including carrying forward FY 2020-21 budget reductions when possible, the shortfall was reduced to \$29.7 million. To address this shortfall, the Department made the decision to not immediately allocate additional revenue to the TC Program Reserve and Contingency lines for FY 2021-22, and instead preserve those existing balances in the TC Program Reserve Fund to address any emergencies or other contingencies that occur during the course of the fiscal year. This action reduced the shortfall by \$27.0 million. The FY 2021-22 Proposed Annual Budget Allocation Plan that was adopted by the TC in November 2020 included a remaining \$2.7 million deficit that was temporarily reflected in the Agency Operations line until staff worked with the Executive Management Team (EMT) to identify other reductions.

Since the draft budget was adopted in November 2020, there have been various other adjustments within the budget. After incorporating those final adjustments to the budget, including updates to statewide common policies and other changes outlined below, the current budget deficit is now \$8.4 million.

- System Operations (Line 6) - Increased by \$5.5 million to reconcile the changes associated with the reorganization of the Intelligent Transportation System (ITS) budget with Asset Management planning totals.
- Toll Corridor General Purpose Lanes (Line 32) - Increased by \$2.1 million to account for the CDOT contribution to availability payments on Central 70.
- Agency Operations (Line 62) and Administration (Line 63) - Increased by \$0.5 million and \$0.3 million, respectively, to incorporate statewide common policies (i.e. a 2.05% across the board increase to employee salaries and rate increases for benefits, as proposed in the Governor's final budget request to the legislature).



- Safety Education (Line 71) - Decreased by \$2.7 million to update cost center allocations in the Office of Transportation Safety to match the current forecast for NHTSA grants (the Proposed budget included the current forecast but cost center allocations had not been updated).

Final Actions to Balance the Budget

The Department recommends the following actions to balance the FY 2021-22 budget to forecasted revenue:

- Utilize the remaining FY 2021 Supplemental STBG funds - In January 2021, the TC approved a list of projects to use the funds that were allocated to Colorado as part of the federal \$900 billion COVID relief package and FY 2021 Supplemental. Of the \$143.0 million Colorado received in both COVID stimulus and supplemental STBG, \$52.0 million was sub-allocated to MPOs, \$86.7 million was allocated to a comprehensive package of CDOT project and program investments, and \$4.2 million was left unallocated. The Department recommends using the remaining \$4.2 million to help balance the budget for FY 2021-22 by allocating the funds to a program (TBD) in FY 2020-21 and then reducing the program by the same amount for FY 2021-22.

To close the remaining \$2.0 million budget gap, DAF is proposing options and will present these to the TC in February to obtain input on the preferred course of action.

Option 1. Reduce allocations to Property, Capital Equipment, and / or other flexible programs - The Department recommends a one-time reduction of \$1.0 million to Property for FY 2021-22 which will delay maintenance activities at CDOT facilities for one fiscal year. For both the Capital Equipment and Property Reductions, the Department may propose restoring these allocations after FY 2020-21 fiscal year end, if there are excess funds available to be reallocated.

The Department recommends a one-time reduction of \$1.2 million to the Capital Equipment line for FY 2021-22 by allocating \$0 for replacement of snow and ice equipment. The Division of Maintenance and Operations will delay replacement of snow and ice equipment until FY 2022-23. This will not have any immediate negative impact on the Department’s ability to perform snow and ice removal activities for FY 2021-22 as existing equipment will be maintained and used pending future replacement.

For reductions to other flexible programs, DAF would apply an approximately 3.0% reduction to the programs in the following table. The benefit of this approach is that it is equitable and the impact to each program is minimized.

Discretionary Programs	Current Allocation	Potential Reduction	Final Allocation
Property (line 33)	\$19.9	(\$1.0)	\$18.9
Capital Equipment (line 34)	\$23.9	(\$1.2)	\$22.7
ADA Compliance (line 15)	\$7.2	(\$0.2)	\$7.0
National Highway Freight Program (line 19)	\$22.5	(\$0.7)	\$21.8
Innovative Mobility Programs (line 43)	\$11.1	(\$0.3)	\$10.8
Off-system Bridge Program (line 54)	\$10.6	(\$0.3)	\$10.3
Planning and Research (line 72)	\$14.7	(\$0.4)	\$14.3
Final Reduction		(\$4.2)	



Option 2. Make targeted reductions to flexible programs - Under this option, DAF would reduce certain flexible programs and leave the others intact. This approach allows the Commission to be more strategic and reduce programs that can more easily accommodate a reduced allocation for FY 2021-22 without having a significant impact on the delivery of projects. The reductions shown in the table below are based on an assessment of the potential impacts to the program, current levels of funding, planned activities and other factors.

Discretionary Programs	Current Allocation	Potential Reduction	Final Allocation
Property (line 33)	\$19.9	(\$1.0)	\$18.9
Capital Equipment (line 34)	\$23.9	(\$1.2)	\$22.7
ADA Compliance (line 15)	\$7.2	(\$0)	\$7.2
National Highway Freight Program (line 19)	\$22.5	(\$1.0)	\$21.5
Innovative Mobility Programs (line 43)	\$11.1	(\$0.5)	\$10.6
Off-system Bridge Program (line 54)	\$10.6	(\$0)	\$10.6
Planning and Research (line 72)	\$14.7	(\$0.5)	\$14.2
Final Reduction		(\$4.2)	

Option 3. Use funds in the TC Program Reserve Fund - This option is to use \$4.2 million from the TC Program Reserve Fund to address the remaining budget deficit and balance the budget to forecasted revenue for FY 2021-22. The current balance in the Program Reserve is \$57.3 million, and \$27 million within that balance is preserved for contingency and maintenance as discussed above. That leaves an available balance of approximately \$30.3 million. Utilizing \$4.2 million to offset the budget shortfall would leave an available balance in the TC Program Reserve Fund of approximately \$26.1 million to address any emergencies or other contingencies that occur during the course of the fiscal year.

The Department acknowledges that options 1 and 2 might be difficult for stakeholders that would be negatively impacted by a reduction in funding for FY 2021-22; therefore, the decision was made to initiate a discussion with the Commission on the best approach to balance the budget. The Department's objective is to preserve funding for the highest priorities while maximizing the impact of each dollar allocated.

Estimated FY 2020-21 Roll Forwards

The Revenue Allocation Plan now includes estimated roll-forwards for FY 2020-21 to provide the complete budget that is available for planning and programming in FY 2021-22. For most programs, the estimated amounts are calculated using a straight-line projection methodology with year-to-date actual expenditures through December 2020. The roll forward budget from FY 2020-21 that is available in FY 2021-22 is currently estimated at \$1,165.1 million, for a total FY 2021-22 budget of \$3,067.2 million for CDOT and the enterprises. This amount may be updated before final adoption of the budget in March as year-end projections are refined, and then updated after the end of the fiscal year to reflect final year-end amounts.

Attachments

Attachment A - Presentation





COLORADO

Department of Transportation

February 2021 STAC
FY22 Final Annual Budget Allocation Plan



Agenda

- FY22 Proposed Budget Allocation Plan
 - Estimated FY21 Roll Forwards
 - FY22 Sources and Uses of Revenue
- Changes to the Budget Since November
- Current Budget Deficit and Options to Balance the Budget
- Timeline and Next Steps





FY 2021-22 Revenue Allocation Plan

(Updates in orange)

FY 2021-22 Revenue Allocation Plan

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Proposed Allocation Plan	Total FY22 Program Budget Available Including Changes (Proposed)	Directed By	Funding Source
1 COLORADO DEPARTMENT OF TRANSPORTATION						
2	Capital Construction		\$966.8 M	\$966.8 M		
3	Asset Management		\$386.6 M	\$386.6 M		
4	Surface Treatment		\$233.3 M	\$233.3 M	TC	FIWA / SH / SB 08-108
5	Structures		\$61.8 M	\$61.8 M	TC	FIWA / SH / SB 08-108
6	System Operations		\$38.8 M	\$38.8 M	TC	FIWA / SH
7	Geohazards Mitigation		\$10.1 M	\$10.1 M	TC	SB 08-108
8	Permanent Water Quality Mitigation		\$6.5 M	\$6.5 M	TC	FIWA / SH
9	Emergency Relief		\$0.0 M	\$0.0 M	FR	FIWA
10	Safety		\$145.8 M	\$145.8 M		
11	Highway Safety Improvement Program		\$55.1 M	\$55.1 M	FR	FIWA / SH
12	Railway/Highway Crossings Program		\$3.6 M	\$3.6 M	FR	FIWA / SH
13	Hot Spots		\$2.2 M	\$2.2 M	TC	FIWA / SH
14	FACTES Safety		\$69.2 M	\$69.2 M	TC	SB 08-108
15	ADA Compliance		\$7.3 M	\$7.3 M	TC	FIWA / SH
16	Mobility		\$59.8 M	\$59.8 M		
17	Regional Priority Program		\$48.4 M	\$48.4 M	TC	FIWA / SH
18	Strategic Projects		\$450.0 M	\$450.0 M	SL	SB 17-267 / SB 18-262
19	National Highway Freight Program		\$22.5 M	\$22.5 M	FR	FIWA / SH
20 Maintenance and Operations						
21	Asset Management		\$248.2 M	\$248.2 M		
22	Maintenance Program Areas		\$263.5 M	\$263.5 M		
23	Roadway Surface		\$40.4 M	\$40.4 M	TC	SH
24	Roadside Facilities		\$21.4 M	\$21.4 M	TC	SH
25	Roadside Appearance		\$9.8 M	\$9.8 M	TC	SH
26	Structure Maintenance		\$5.4 M	\$5.4 M	TC	SH
27	Tunnel Activities		\$4.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control		\$79.1 M	\$79.1 M	TC	SH
29	Traffic Services		\$69.0 M	\$69.0 M	TC	SH
30	Materials, Equipment, and Buildings		\$17.5 M	\$17.5 M	TC	SH
31	Planning and Scheduling		\$16.8 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes		\$2.9 M	\$2.9 M	TC	SH
33	Property		\$19.9 M	\$19.9 M	TC	SH
34	Capital Equipment		\$23.9 M	\$23.9 M	TC	SH
35	Maintenance Reserve Fund		\$0.0 M	\$0.0 M	TC	SH
36	Safety		\$11.4 M	\$11.4 M		
37	Strategic Safety Program		\$11.4 M	\$11.4 M	TC	FIWA / SH
38	Mobility		\$24.0 M	\$24.0 M		
39	Real-Time Traffic Operations		\$14.0 M	\$14.0 M	TC	SH
40	ITS Investments		\$10.0 M	\$10.0 M	TC	FIWA / SH
41 Multimodal Services						
42	Mobility		\$69.5 M	\$69.5 M		
43	Innovative Mobility Programs		\$11.1 M	\$11.1 M	TC	FIWA / SH
44	Strategic Transit and Multimodal Projects		\$50.0 M	\$50.0 M	SL	SB 17-267
45	Rail Commutation		\$0.1 M	\$0.1 M	SL	SL
46	Bussing		\$8.3 M	\$8.3 M	TC	SB 08-108 / Para Rev.
47	Suballocated Programs		\$29.6 M	\$29.6 M		
48	Aerospace		\$24.8 M	\$24.8 M		
49	Aviation System Program		\$24.2 M	\$24.8 M	AB	SA
50	Highway		\$156.9 M	\$156.9 M		
51	IT/Metro		\$56.0 M	\$56.0 M	FR	FIWA / LOC
52	Congestion Mitigation and Air Quality		\$90.7 M	\$90.7 M	FR	FIWA / LOC
53	Metropolitan Planning		\$9.2 M	\$9.2 M	FR	FIWA / PTA / LOC
54	Off-System Bridge Program		\$16.6 M	\$16.6 M	TC / FR	FIWA / SH / LOC
55	Transit and Multimodal		\$78.4 M	\$78.4 M		
56	Recreational Trails		\$1.6 M	\$1.6 M	FR	FIWA
57	Safe Routes to School		\$3.4 M	\$3.4 M	TC	FIWA
58	Transportation Alternative Program		\$12.0 M	\$12.0 M	TC	FIWA / LOC
59	Transit Grant Programs		\$61.7 M	\$61.7 M	FR / SL / TC	PTA / LOC / SB 08-108
60	Multimodal Options Program		\$0.0 M	\$0.0 M	TC/SL	SB 18-125
61	Administration & Agency Operations		\$99.8 M	\$99.8 M		
62	Agency Operations		\$59.9 M	\$59.9 M	TC / AB	FIWA / SH / SA / SB 08-108
63	Administration		\$38.3 M	\$38.3 M	SL	SH
64	Project Initiatives		\$2.2 M	\$2.2 M	TC	SH
65	Debt Service		\$13.4 M	\$13.4 M		
**66	Debt Service		\$12.4 M	\$12.4 M	CS	FIWA / SH
67	Contingency Reserve		\$0.0 M	\$0.0 M		
***68	Contingency Fund		\$0.0 M	\$0.0 M	TC	FIWA / SH
69	Reserve Fund		\$0.0 M	\$0.0 M	TC	FIWA / SH
70	Other Programs		\$27.5 M	\$27.5 M		
71	Safety Education		\$12.8 M	\$12.8 M	TC/FR	NIITSA / SB
72	Planning and Research		\$14.7 M	\$14.7 M	FR	FIWA / SH
73	State Infrastructure Bank		\$0.3 M	\$0.3 M	TC	SB
74	TOTAL - CDOT		\$1,791.3 M	\$1,791.3 M		

- Balanced using September 2020 revenue forecast which showed a (\$45.6) million deficit over pre-pandemic levels
- Flexible revenue allocated based on FY21 budget amounts with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY22 revenue forecast
- Asset Management and Maintenance programs funded according to the FY22 Asset Management Planning Totals, approved by the TC in August 2017
- Estimated FY 2020-21 roll forwards were added (see next slide for more details)
- After incorporating all adjustments, the FY 2021-22 Revenue Allocation Plan reflects a deficit of (\$8.4) million.



Estimated FY 2020-21 Roll Forwards

Line	Budget Category / Program	*Estimated Rollforward	Final FY22 Allocation Plan	Total Budget Available + Prior Year Project Balances
1 COLORADO DEPARTMENT OF TRANSPORTATION				
2	Capital Construction	\$351.6 M	\$972.3 M	\$1,323.9 M
3	Asset Management	\$54.5 M	\$336.1 M	\$390.6 M
10	Safety	\$17.7 M	\$115.3 M	\$133.0 M
16	Mobility	\$279.4 M	\$520.9 M	\$800.3 M
20	Maintenance and Operations	\$16.4 M	\$347.7 M	\$364.1 M
21	Asset Management	\$13.3 M	\$312.3 M	\$325.5 M
22	Maintenance Program Areas	\$2.1 M	\$263.5 M	\$265.6 M
36	Safety	\$0.3 M	\$11.4 M	\$11.6 M
38	Mobility	\$2.9 M	\$24.0 M	\$26.9 M
41	Multimodal Services	\$129.0 M	\$69.8 M	\$198.8 M
42	Mobility	\$129.0 M	\$69.8 M	\$198.8 M
47	Suballocated Programs	\$347.7 M	\$224.1 M	\$571.8 M
48	Aeronautics	\$30.0 M	\$19.3 M	\$49.3 M
50	Highway	\$201.4 M	\$126.5 M	\$327.9 M
55	Transit and Multimodal	\$116.3 M	\$78.4 M	\$194.7 M
61	Administration & Agency Operations	\$17.2 M	\$102.7 M	\$120.0 M
65	Debt Service	\$62.0 M	\$12.4 M	\$74.4 M
67	Contingency Reserve	\$98.5 M	\$0.0 M	\$98.5 M
70	Other Programs	\$17.3 M	\$24.8 M	\$42.1 M
74	TOTAL - CDOT	\$1,039.7 M	\$1,753.9 M	\$2,793.6 M
75 COLORADO BRIDGE ENTERPRISE				
76	Capital Construction	\$49.5 M	\$105.8 M	\$155.3 M
77	Asset Management	\$49.5 M	\$105.8 M	\$155.3 M
79	Maintenance and Operations	\$0.7 M	\$0.5 M	\$1.2 M
80	Asset Management	\$0.7 M	\$0.5 M	\$1.2 M
82	Administration & Agency Operations	\$0.1 M	\$1.9 M	\$2.0 M
84	Debt Service	\$0.0 M	\$17.2 M	\$17.2 M
86	TOTAL - BRIDGE ENTERPRISE	\$50.4 M	\$125.3 M	\$175.7 M
87 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE				
88	Maintenance and Operations	\$70.9 M	\$17.2 M	\$88.1 M
90	Administration & Agency Operations	\$4.1 M	\$5.6 M	\$9.7 M
92	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M
94	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	\$75.0 M	\$22.8 M	\$97.8 M
95	TOTAL - CDOT AND ENTERPRISES	\$1,165.1 M	\$1,902.1 M	\$3,067.2 M

Total roll forwards from FY 2020-21:

- CDOT \$1,039.7 million
 - \$334.7 million is Strategic Projects / Strategic Transit
 - \$252.1 million is Suballocated Programs
- BE \$50.4 million
 - Funds set aside for C70 availability payments
- HPTE \$75.0 million
 - Excess toll revenue collected from all express lanes, and budget related to financing proceeds for capitalized interest and construction
- Total CDOT and Enterprises \$1,165.1 million

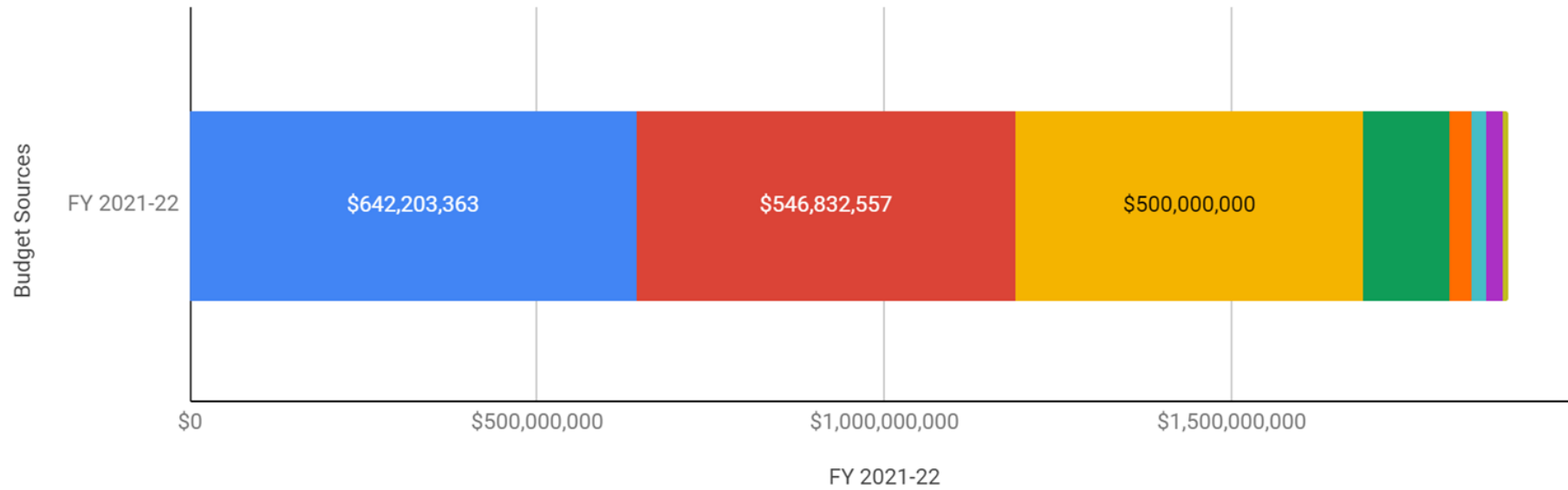
Total budget for FY 2021-22 with roll forwards

- CDOT \$2,793.6 million
- BE \$175.7 million
- HPTE \$97.8 million
- Total CDOT and Enterprises \$3,067.2 million



FY 2021-22 Sources of Revenue

FY 2021-22 Sources



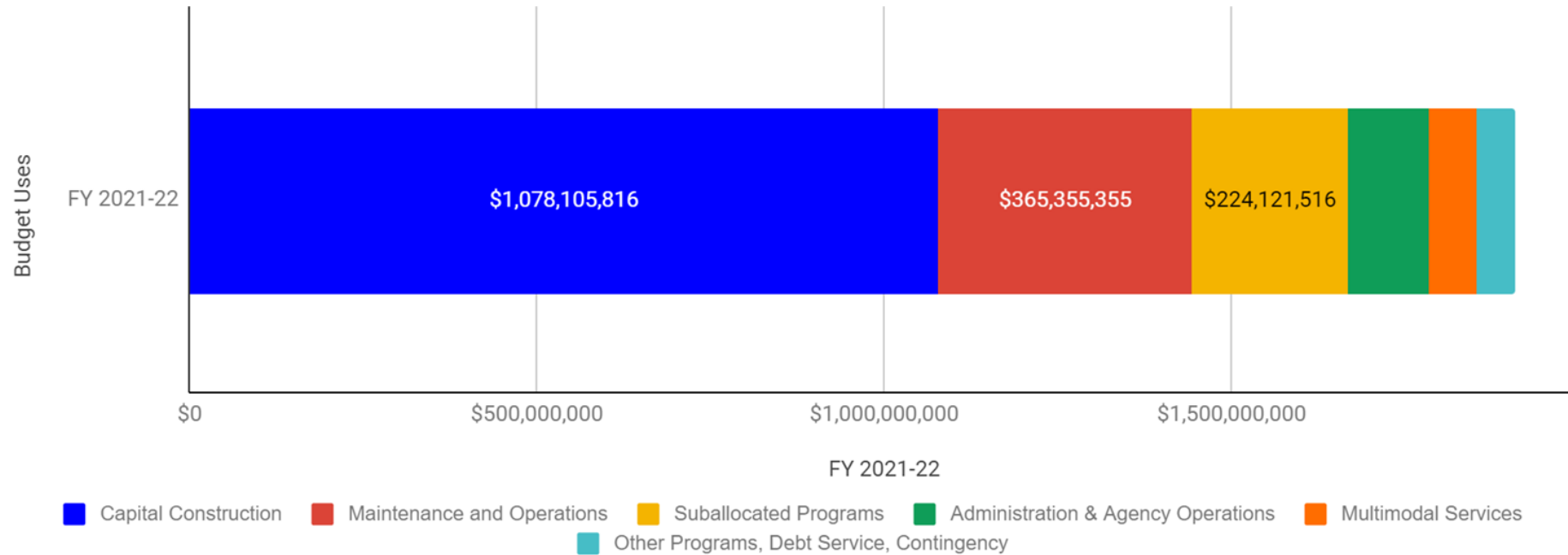
■ Federal Programs
 ■ Highway Users Tax Fund
 ■ SB 17-267 COPs
 ■ Bridge Enterprise
 ■ Miscellaneous
 ■ Aeronautics
■ High Performance Transportation Enterprise
 ■ Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank

Total -
\$1,899,324,887



FY 2021-22 Uses of Revenue

FY 2021-22 Uses



Total -
\$1,907,731,716



Budget Deficit as of November 2020

The Proposed Budget from November included a budget deficit of (\$2.7)M that was temporarily reflected in the Agency Operations Line.

Description	Impact to Budget (in millions)
Initial Revenue Shortfall	(\$45.6)
Budget Shortfall after changes to cost center and pool budgets (FY21 reductions were carried forward, where possible)	(\$29.7)
No new revenue allocated to TC Contingency Reserve Fund	\$15
No new revenue allocated to TC Maintenance Reserve Fund	\$12
Deficit as of November 2020	(\$2.7)



Current Budget Deficit

After incorporating final adjustments to the budget, including updates to statewide common policies and other changes, the current deficit is (\$8.4)M

Description	Budget Line Impacted	Impact to Budget (in millions)
Initial Budget Deficit as of November 2020 (temporarily placed in Agency Operations for Proposed Budget)	Agency Operations (line 62)	(\$2.7)
Impacts from ITS budget reorg reconciled with Asset Management planning totals	System Operations (line 6)	(\$5.5)
CDOT contribution to availability payments on Central 70	Toll Corridor General Purpose Lanes (line 32)	(\$2.1)
Statewide Common Policies (2.05% across the board increase to employee salaries, and rate increases for benefits)	Agency Operations (line 62)	(\$0.5)
	Administration (line 63)	(\$0.3)
Updated cost center allocations to match the current forecast for NHTSA grants	Safety Education (line 71)	\$2.7
Total Deficit		(\$8.4)



Options to Balance

Recommended actions to balance the budget:

Description	Budget Line Impacted	Impact to Budget (in millions)
Current Deficit		\$8.4
Utilize the remaining FY 2021 Supplemental STBG funds to balance	TBD	(\$4.2)
Remaining Deficit - Choose between Options (see next slides)		(\$4.2)



Options to Balance

Option 1: Reduce property, capital, and/or reductions to flexible programs

	Current Allocation	Potential Reduction	Final Allocation
Property (line 33)	\$19.9	(\$1.0)	\$18.9
Capital Equipment (line 34)	\$23.9	(\$1.2)	\$22.7
ADA Compliance (line 15)	\$7.2	(\$0.2)	\$7.0
National Highway Freight Program (line 19)	\$22.5	(\$0.7)	\$21.8
Innovative Mobility Programs (line 43)	\$11.1	(\$0.3)	\$10.8
Off-system Bridge Program (line 54)	\$10.6	(\$0.3)	\$10.3
Planning and Research (line 72)	\$14.7	(\$0.4)	\$14.3
Final Reduction		(\$4.2)	



Options to Balance

Option 2: Only reduce select programs

Flexible Programs	Current Allocation	Potential Reduction	Final Allocation
Property (line 33)	\$19.9	(\$1.0)	\$18.9
Capital Equipment (line 34)	\$23.9	(\$1.2)	\$22.7
ADA Compliance (line 15)	\$7.2	(\$0)	\$7.2
National Highway Freight Program (line 19)	\$22.5	(\$1.0)	\$21.5
Innovative Mobility Programs (line 43)	\$11.1	(\$0.5)	\$10.6
Off-system Bridge Program (line 54)	\$10.6	(\$0)	\$10.6
Planning and Research (line 72)	\$14.7	(\$0.5)	\$14.2
Final Reduction		(\$4.2)	



Option 3: Use Program Reserve Funds

Current Program Reserve Balance	\$57.3 million
Preserved Balances for Contingency and Maintenance Reserve	(\$27.0) million
Available Balance Remaining	\$30.3 million
Final Budget Balancing	(\$4.2) million
Final Balance Available for FY 2021-22	\$26.1 million



Timeline and Next Steps

DAF will continue to address the following items for the FY 2021-22 Annual Budget:

- February 2021: DAF will incorporate the Commission's feedback to balance the FY 2021-22 Budget.
- March 2021: DAF will ask the Commission to review and adopt the FY 2021-22 Final Annual Budget Allocation Plan.
- April 2021: The approved FY 2021-22 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.





DATE: February 4, 2021
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development
Theresa Takushi, Greenhouse Gas Climate Action Specialist
SUBJECT: GHG Transportation Policy/Rulemaking - Regional Workgroups

Purpose

This memo explains the upcoming GHG Transportation Policy/Rulemaking Regional Workgroups.

Action

N/A

Background

One of the key recommendations stemming from the Governor’s Greenhouse Gas Roadmap is the adoption of a new GHG Pollution Standard for the transportation sector. This rule will be developed via the Air Quality Control Commission process and CDOT would like to ensure this effort is fully informed by transportation stakeholders from around the state.

CDOT, in partnership with the Colorado Department of Public Health and Environment (CDPHE) and the Colorado Energy Office (CEO), is in the process of forming Regional Work Groups to provide input on GHG Transportation rulemaking. CDOT is taking the lead in this process, by hearing from our planning partners statewide. CDOT will be developing a policy directive for GHG emission reductions and work with CDPHE, who will lead the rulemaking effort.

The timeline for this effort is to draft a policy directive (and draft regulation text) by May 2021 with final approval occurring in August 2021.

The two specific measures outlined in the 2020 Colorado GHG Emission Reduction Roadmap that will be addressed as part of this process include:

- GHG pollution standards for transportation plans
- Trip reduction/TDM requirements and encouraging telecommuting for large employers

Regional workgroups are CDOT’s attempt to include a diverse set of transportation voices in the conversation as we develop a policy and rule related to transportation GHG. CDOT wants to hear questions and concerns - and update stakeholders on the progress of these initiatives.

Please contact Theresa Takushi, via email at theresa.takushi@state.co.us if you are interested in attending. Below is the current schedule for the regional GHG stakeholder meetings.

CDOT Region	Stakeholder Meeting Date	Time
Region 1	February 16, 2021	10:30 am -11:30 am
Region 4	February 16, 2021	1:00 pm - 2:00 pm
Region 2	February 18, 2021	12:00 pm - 1:00 pm
Region 3	February 19, 2021	9:00 am - 10:00 am

Region 5	February 22, 2021	1:30 pm - 2:30 pm
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Next Steps

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



COLORADO

Department of Transportation

Update on Transportation Greenhouse Gas Rule and Policy Directive

Statewide Transportation Advisory Committee

February 17, 2021



Agenda

1. Colorado's climate legislation/policy framework
2. Proposed rules and policy directive for transportation sector
3. Outreach Approach



Colorado's Efforts To Address Climate Change

HB-1261

- In 2019, the Colorado General Assembly passed House Bill-1261, the *Climate Action Plan to Reduce Pollution*.
- HB 1261 established the following GHG reduction targets:
 - 26% by 2025, 50% by 2030, and 90% by 2050 from 2005 levels

GHG Roadmap

- To ensure that Colorado continues to reduce emissions to meet greenhouse gas targets, reduce local air pollution, and realize the full economic benefits of the transition to a clean energy economy.
- Draft document released in Sept 2020; final in Jan 2021.
- <https://energyoffice.colorado.gov/climate-energy/ghg-pollution-reduction-roadmap>



Largest GHG Emissions Sources

2005 Largest Emission Source:

1. Electric power
2. Transportation
3. Oil & Gas
4. Buildings

2020 Largest Emissions Sources

1. Transportation
2. Electric power
3. Oil & Gas
4. Buildings

2020 CO GHG Emissions (MMT CO₂e, AR5 100-yr GWP)

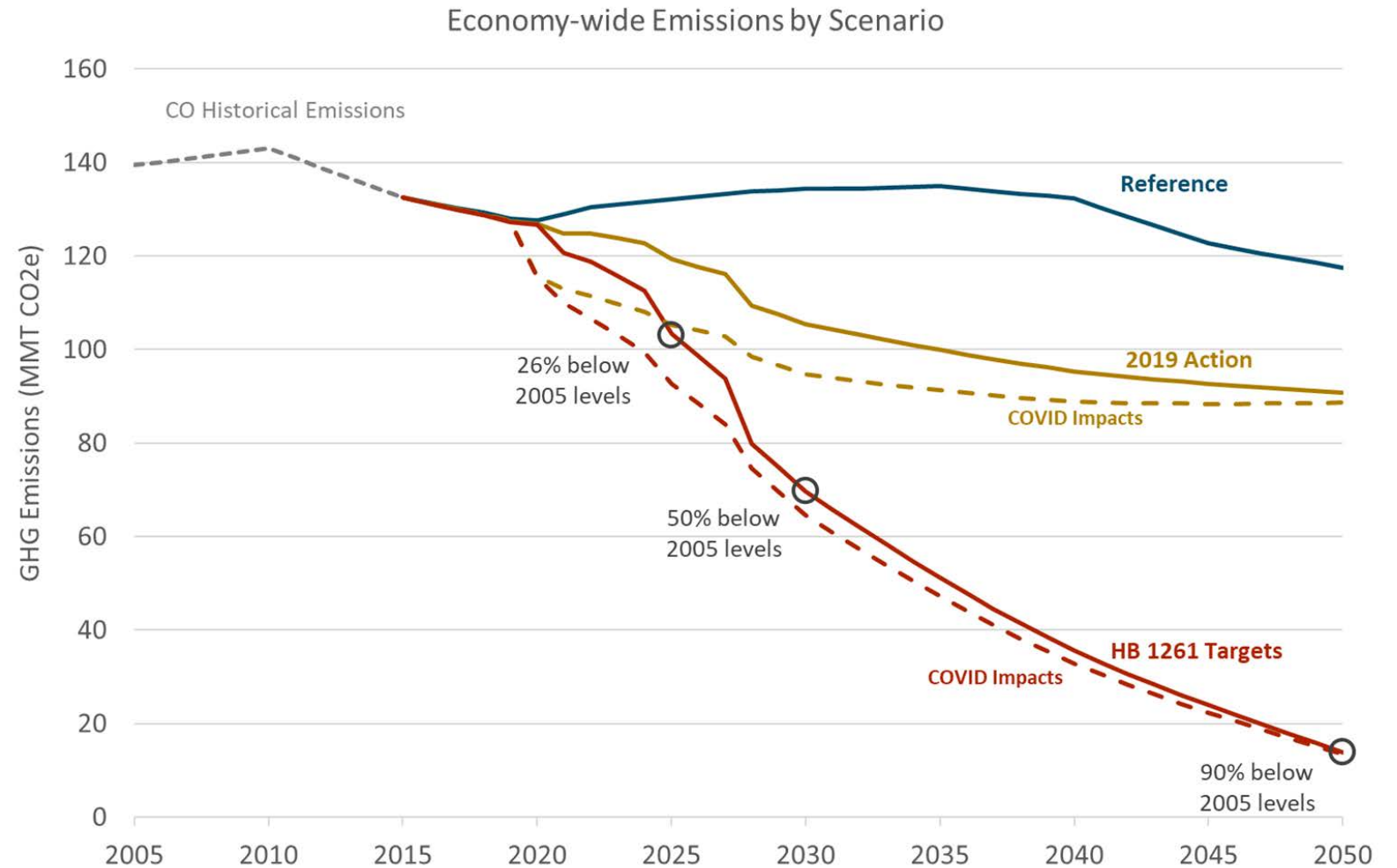




Colorado GHG Pollution Over Time

SIGNIFICANT PROGRESS UNDERWAY & MORE ACTION NECESSARY

- As a result of the state's actions to date, we are on a trajectory to achieving approximately half the level of emission reductions to meet the 2025 and 2030 goals.
- Additional strategies can advance co-benefits such as reducing local air pollution, generating economic growth, advancing environmental justice and equity.





Near-Term Transportation Actions included in the CO GHG Roadmap

Infrastructure
(Planning &
Projects)

- GHG pollution standards for transportation plans
- Indirect source standards for some types of new development.
- Trip reduction/TDM requirements and encouraging telecommuting for large employers

Human
Factors
(Behavior
Change)

- Expansion of public transit, including setting the stage for Front Range Rail
- Incentives for land use decisions by local governments that reduce pollution and support greater access to housing near jobs.

Mobile
Sources
(Vehicles
)

- Clean trucking strategy including evaluation of Advanced Clean Truck ZEV standards
- New revenue mechanism to fund infrastructure and incentives to transition to low and zero emissions cars, trucks and buses



Proposed Transportation Rule & Policy Directive

AQCC Rulemaking

- Integrate GHG pollution standards and analysis in regional and statewide transportation plans: GHG Pollution Standard
- Reduce SOV commuter trips: Large Employer Trip Reduction
- Both included in single rulemaking via the CDPHE/Air Quality Control Commission process
 - May draft; August final

CDOT Policy

- In parallel, CDOT will develop implementation guidance via a Policy Directive specific to GHG Pollution Standard



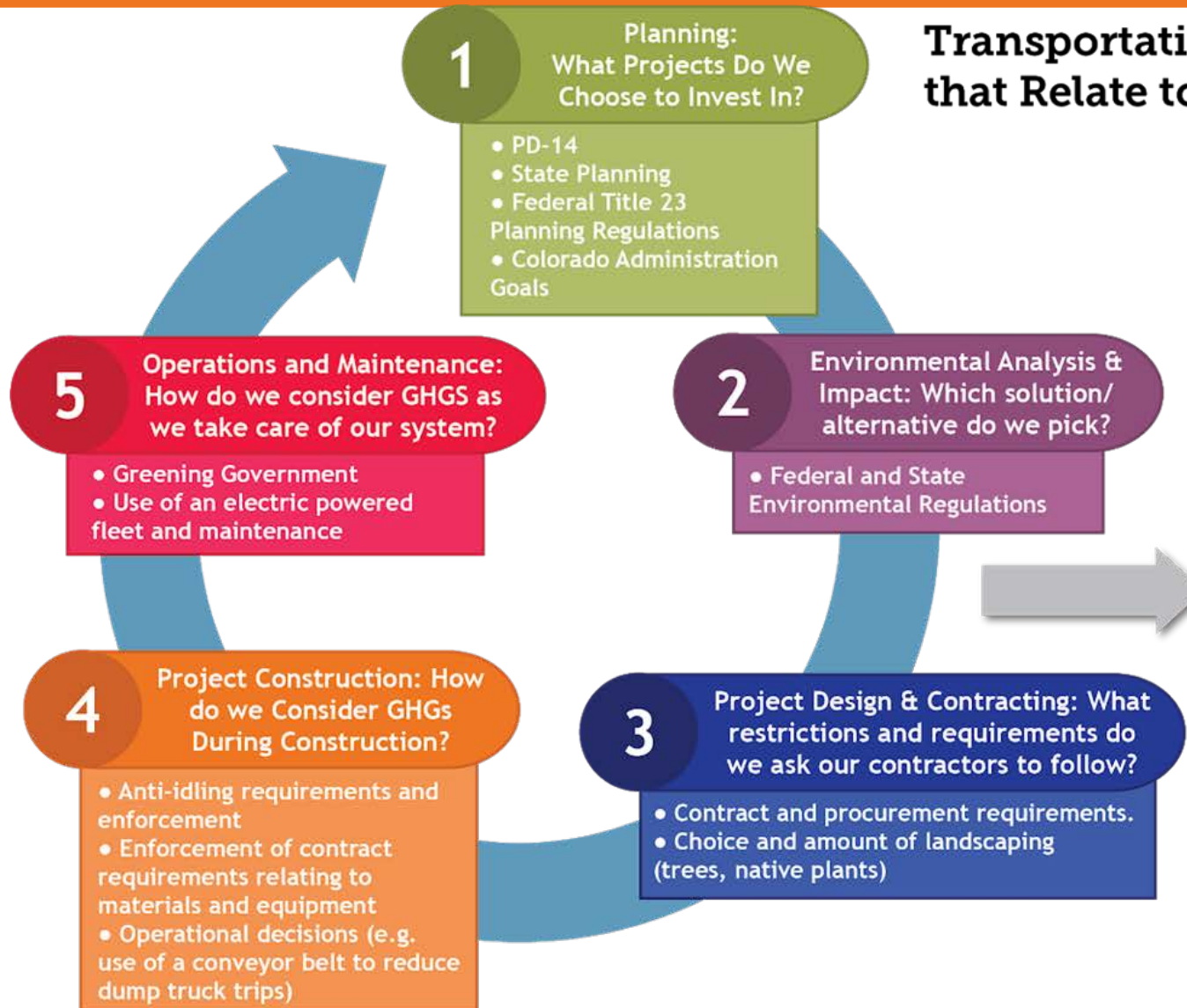
GHG Pollution Standard (GPS) Rule Approach

Initial Thinking

- Set a GHG “budget” for transportation plans (statewide and regional).
- Phased implementation with initial focus on state and certain MPO plans.
- Exempt state of good repair/maintenance projects.
- CDOT guidance will focus on the practicalities of how the policy translates into specific project-based requirements.
- Inclusion of other measures to meet budget.



Transportation Guidance and Regulations that Relate to Greenhouse Gas Emissions



- Federal Environmental Laws/Regs**
- National Environmental Policy Act**
- CEQ and FHWA Guidance on Implementing NEPA
 - CDOT NEPA Manual
 - Clean Air Act
 - Transportation Conformity
 - Clean Water Act
 - Endangered Species Act
 - Title VI
 - Environmental Justice
- State Environmental Laws/Regs**
- HB 1261 and implementing regulations (TBD)
 - CDOT Environmental Stewardship Guide
 - Air Quality Project-Level Analysis Guidance (AQ-PLAG)



Outreach Approach

Stakeholder Involvement and Public Outreach

- Multiple agency involvement (CDOT/CDPHE/CEO)
 - Virtual public meetings and focused equity conversations
 - First meeting; January 28th at 6pm
 - Next meeting: February 25th at 6pm
- Advisory Group (CDOT Facilitated)
 - ~20 representatives from around the state
 - Will meet regularly throughout rulemaking process
- Regional Meetings (CDOT Facilitated)
 - Feb 16 10:30-11:30 (Region 1 - Denver Metro Area)
 - Feb 16 1-2pm (Region 4 - Northeast)
 - Feb 18 12-1pm (Region 2 - South/SouthEast)
 - Feb 19, 9-10am (Region 3 - Northwest)
 - Feb 22, 1:30-2:30 (Region 5 - Southwest)



Next Steps

- Staff will provide monthly updates to TC/STAC throughout rulemaking process.
- Briefings will include updates on outreach and development of rule and the CDOT Policy Directive (PD).
 - Intent is for PD to be developed on parallel schedule with AQCC rule

Contact

Theresa Takushi

GHG Climate Action Specialist

theresa.takushi@state.co.us

303.757.9977