



## Statewide Transportation Advisory Committee (STAC)

March 12, 2021

9:00 AM – 11:45 AM

Video Conference

### Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the February 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.
- 10:10-10:40 **Statewide Transportation Needs (Discussion)**
- Break**
- 10:50-11:10 **SB 267 3<sup>rd</sup> Year Funding (Discussion and Input)** - Rebecca White, Director, Division of Transportation Development (DTD) & Sharon Terranova, Planning Manager, Division of Transit and Rail
- Initial discussion on projects funded with the 3<sup>rd</sup> year of Senate Bill 267 funding
- 11:10-11:25 **FY22 Budget Overview (Discussion and Action Item)** – Jeff Sudmeier, CDOT Chief Financial Officer
- Follow-up discussion from the February Transportation Commission
- 11:25-11:30 **Safe Routes to Schools Project Selection (Action Item)** – Nate Vander Broek, Bicycle and Pedestrian Program Manager
- STAC recommendation on 2021 Safe Routes to Schools projects
- 11:30-11:40 **1601 Interchange Approval Process Policy Approval (Action Item)** – Aaron Willis, Acting Regional and Statewide Section Manager, DTD
- STAC recommendation on the revised 1601 Interchange Approval Policy
- 11:40-11:45 **Other Business** - Vince Rogalski, STAC Chair
- April 9 STAC Meeting hosted via Zoom

STAC Meeting Minutes  
February 12, 2021

Location: Via Web Conference  
Date/Time: February 12, 2021; 9:00 a.m.  
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Ashley Stolzmann, Tammy Maurer, Ron Papsdorf	Gunnison Valley:	Roger Rash
Central Front Range:	Dick Elsner, Adam Lancaster	San Luis Valley:	Keith Baker, Vern Heersink
Eastern:	Trent Bushner, Chris Richardson	South Central:	Walt Boulden
Grand Valley:	Dana Brosig, Dean Bressler	Southeast:	Jim Baldwin, Stephanie Gonzales
Intermountain:	Bentley Henderson	Southwest:	Sarah Dodson Hill, Jim Candelaria
North Front Range:	Dave Clark, Becky Karasko	Upper Front Range:	Scott James
Northwest:	Heather Sloop, Kristen Manguso	Southern Ute Tribe:	Doug McDonald
Pikes Peak Area:	Holly Williams, John Liosatos, Kathryn Wenger, Erik Stone	Ute Mountain Ute Tribe:	Archie House, Jr.
Pueblo Area:	Chris Wiseman	FHWA:	John Cater, Mark Johnson, Bill Haas
		FTA:	Kristen Kenyon

Shoshana Lew (CDOT Executive Director)  
Herman Stockinger (CDOT Deputy Executive Director)  
John Lorme (CDOT Division of Operations and Maintenance Director)  
Andy Karsian (CDOT Legislative Liaison)  
Sidny Zink (Transportation Commissioner),  
Jeffery Sudmeier (CDOT, Chief Financial Officer),  
Bethany Nicholas (CDOT, Budget Director),  
Rebecca White (CDOT Director, Division of Transportation Development),  
David Krutsinger (CDOT Director, Division of Transit & Rail),  
Theresa Takushi, (CDOT, Environmental Protection Specialist),  
Heather Paddock (CDOT Region 4 RTD),  
Richard Zamora (CDOT Region 2 RTD),  
Kay Kelly (CDOT Interim Director, Office of Innovative Mobility),  
Steve Harelson (CDOT Chief Engineer),  
Randy Grauberger (CDOT Front Range Rail, Project Manager),  
Paul Jesaitis (CDOT Region 1 RTD),  
Matt Inzeo (CDOT Communications Director)  
Sally Chafee (CDOT Chief of Staff)

Agenda Item Presenter, Affiliation	Presentation Highlights	Actions
<b>Introductions &amp; STAC Minutes</b> - Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● Motion by Holly Williams to approve the January 15, 2021 STAC meeting minutes, seconded by Dick Clark.</li> <li>● Ashley Stolzmann asked to correct the minutes to note that she is from Louisville, not Broomfield.</li> <li>● Minutes approved unanimously with requested change.</li> </ul>	Minutes approved
<b>CDOT Update on Current Events</b> - Shoshana Lew, CDOT Executive Director	<ul style="list-style-type: none"> <li>● Executive Director Lew emphasized the importance of STAC as a forum for statewide perspectives and how much CDOT relies on the group to provide this critical perspective as they consider all matters that come before the Transportation Commission.</li> <li>● Progress on 10-year Program; 580 miles of roads improved this past year; major projects I-25 GAP 1/3<sup>rd</sup> completed; tremendous progress on Central I-70 project;</li> <li>● Safer Main Street projects and Revitalizing Main Streets projects will provide local areas all over the state with funds to complete projects that boost local economies and improve multimodal safety.</li> <li>● Excited about the next group of selected priority projects that will move ahead using federal stimulus dollars. The SB267 Year-3 Certificates of Participation (COPs) are looking very likely to happen, which will further more projects; STAC will have the conversations about choosing those projects very soon.</li> <li>● The legislature, local governments and business interests are beginning to weigh in on their priorities for these funds.</li> <li>● Additional federal stimulus funding is looking possible also. If passed by Congress, Transit may see potentially \$30B nationwide; state and local governments may see direct aid.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● None</li> </ul>	No Action.
<b>Transportation Commission Report</b> - Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● The Commission had a lot of conversation about the impacts the current \$150K statutory spending limit has on rural road maintenance; the Legislature is considering raising this to as high as \$750 K; CDOT has recommended raising it to \$500K .</li> <li>● An overview was provided on Asset Management summarizing what it entails and what it means to CDOT's operations.</li> <li>● The Commission discussed and adopted the updated Policy Directive (PD) 1601.</li> <li>● All the resolutions considered by the Commission were approved.</li> </ul>	No Action.
<b>TPR &amp; Federal Partner Reports</b>	<ul style="list-style-type: none"> <li>● <u>DRCOG:</u> Our 2050 Regional Transportation Plan has been released for public review and comment; The Board of Directors will hold a public hearing on March 17 prior to consideration for plan adoption; Anyone interested may provide comments on the DRCOG website and is welcome to join the hearing on the 17<sup>th</sup>.</li> <li>● <u>CFR:</u> The Hwy115 pedestrian improvement project in Cañon City is now out for bid; The bridge replacement project south of Fairplay is also out for bid; HWY9 &amp; 285 intersection project is also to get underway later this year; That project is expected to last two construction seasons.</li> <li>● <u>Eastern:</u> The Sterling project is wrapping up; It is a little over budget, but nearing completion.</li> <li>● <u>Grand Valley:</u> The Technical Advisory Committee (TAC) met this week to review the TIP Amendment that includes the stimulus funding for I-70B Phase 5 and for US50 repairs between Grand Junction</li> </ul>	No Action.

and Delta. The relief provided by the stimulus funding should allow us to move forward more quickly with projects on US 6. We also reviewed with our TAC the resolutions for the Safety Performance Targets for Performance Measure Rule 1 ( PM1), as well as the pavement target updates for PM2-PM3. We are taking those to our board on Feb 22 along with the Transportation Improvement Program ( TIP) Amendment. There has been a lot of excitement and progress with the Mobility Hub study and we are excited to be finalizing a scope with HDR for their services. The Grand Junction Mobility Hub Location Analysis is scheduled to complete by April 30 so that the information can be included in a BUILD Grant application. Greyhound and Bustang have officially moved to our downtown Grand Valley Transit operations facility. We are working with our transit contractor and Greyhound to become a full-service ticket office and will also be taking that to our board for approval later this month. Staff is actively working with partners on Bike Month activities. From this, a new partnership has developed with the St Mary's Vascular Institute to share health facts related to the benefits of active transportation within the community. Excited about this new partnership and having more institutions behind the promotion of active transportation. We are also working with CDOT and our local partners on several transportation studies.

- Gunnison Valley: Our Region won't meet again until April 8; We are planning for SB267 funding priorities and considering a major, \$30M project at Billy Creek south of Montrose; we are looking to break it up into smaller projects to get it funded, including a wildlife overpass to mitigate the high wildlife safety issue that exists. Roger Rash: Growth along the US 550 corridor necessitates some County road intersection improvements; We are hoping to see some developer investments into some of those.
- Intermountain: We are continuing Vail Pass auxiliary lanes planning discussions. The Exit 203 at Frisco project is getting design work done. An Eisenhower HAZMAT study is underway to allow some to travel through the tunnel and avoid Loveland Pass. A PLT has started for a new structure on west side of the tunnel for vehicle storage. Glenwood Canyon will have a lot of focus to mitigate issues arising from last year's fires.
- North Front Range: At the February Council meeting, FY21 transport program of projects was discussed; also \$6.5M of funding for the Berthoud Mobility Hub project was amended into the TIP and is fully funded now. The Metropolitan Planning Organization (MPO) is involved in a continual update to our 10-year program of projects. We are accelerating the implementation of our one-call one-click center; Larimer County Emergency Management is coordinating with transit provider to use that system to support citizens needing transportation for COVID vaccinations. North I-25 construction continues; some recent large accidents closed the corridor temporarily and required some repairs.
- Northwest: The Chair and Vice Chair were both reelected. We discussed leftover Regional Priority Program (RPP) funds from the Hwy13 project to get prioritized for sections of Hwy40. Yampa had an Electric Vehicle charging station ribbon cutting last week. One of the Multimodal Options Fund (MMOF) awards has been returned; We are looking to award that to a new additional project. Bustang is now coming from Denver through Winter Park, Fraser, Steamboat Springs and into Craig, which is a huge asset to communities in the region.

- PPACG: Numerous TIP amendments have occurred; mainly stimulus funding changes; along the I-25 GAP a flash storm occurred causing a closure; Bridge repairs are planned for the Summer and we'll be finishing up the MANSF projects which are projects around our military bases. We are monitoring legislative discussions around legislation that allow for creation of special districts for the purpose of wildfire mitigation.
- PACOG: The long-range transportation plan (LRTP) and our TIP are scheduled for adoption on Feb. 25. The final draft of Pueblo Area Passenger Rail Plan has been presented with two alternative locations for a Front Range Passenger Rail stations. US50 Purcell Blvd project is on schedule.
- San Luis Valley: Last met on February 4. Scour work was completed on Hwy160 at South Fork and some resurfacing on the east side of Wolf Creek. Projects that are in winter shutdown include the Hwy17 & US 160 intersection, and the US 285 widening coming up to Hwy17; Those will start up again in the spring. New projects expected to start in the spring include fiber optic work and safety signal installations for truck warning systems on Wolf Creek Pass. Also, some Americans with Disabilities Act (ADA) is expected to be awarded on the east side of Salida where Hwy 291 intersects with US50, in addition to several chain station upgrades on Monarch Pass and other locations. Projects out for bid now include an ADA project in Manassa, and some always-controversial wildlife fencing work going up Trout Creek Pass out of Johnson Village on US 285. The Regional Transit Council's HOPE grant, to do a regional transit study, is out for Request for Proposal (RFP) with responses expected March 26. Discussion continues on the idea to reactivate the Tennessee Pass Rail Line, which also plays into the proposal for the Uinta Basin Railroad which would be an 85-mile railroad to be built in northeastern Utah. That proposal is out for comment through February 12. That could have reasonable and foreseeable consequences for the Moffat Tunnel subdivision and the Tennessee Pass Rail line if it does get reactivated.
- South Central: At the January TPR meeting, RPP funds were agreed to be added to I-25 in the Statewide Transportation Improvement Program (STIP); Discussed adding some RPP funding also to a planning study awarded to Trinidad to help improve the link from Fisher's Peak State Park to the City. Established a work group to work with Elk Mine on impacts when that opens. Exit 11 on the Interstate will open up this summer, putting in a new bridge and a couple roundabouts there.
- Southeast: We had our TPR meeting on Jan 27. Discussed and approved changes to the RPP for the STIP. Projects in our area include Hwy 71 bridge replacement between Rocky Ford and Hawley, Bridge and culvert replacement on CO 101 and preventative bridge replacement on US 287. Our advertisement for employment applications for a mobility manager closes on Monday Feb 15 and we plan on interviewing late next week. Other than that, we have been terribly cold and are preparing for the possibility of a storm tomorrow evening into Sunday that could bring some significant snow. Our next TPR meeting will be on March 24<sup>th</sup>.
- Southwest: At the TPR meeting held yesterday we heard a Federal Lands presentation on access to public lands, which is important to us especially now with the increased tourism visitation we're experiencing. FHWA is still in the needs identification stage of these project and we're continuing to discuss at our TPR meetings the priorities for these projects. There is a long list of CDOT projects underway, most notably the Hwy 160/US 550 interchange. Colorado received \$78 million in COVID

	<p>transit funding. That is having a significant positive impact and we're grateful to David Krutsinger and his team for turning that around quickly.</p> <ul style="list-style-type: none"> <li>● <u>Upper Front Range</u>: At our next TPR meeting in March, we'll review our 10-year projects in light of hearing from our legislators at the I-25 Coalition meeting. And we look forward to hearing the equity discussion and how that affects us.</li> <li>● <u>Southern Ute</u>: We are initiating a gravel roads maintenance program this year to address roads that aren't maintained by the state or county that are generally hunter access roads. Our Long Range Transportation Plan and the Tribal Transportation Safety Plan will be updated this summer. We're grateful to CDOT for improvements on the Ignacio corridor that provides intersection and median improvements. On Trujillo Road in Archuleta County, the San Juan River has eroded soil at the base of the cliff that's advanced about 80 feet towards the road, so we are looking to identify matching funds to a DOLA grant to repair that.</li> <li>● <u>Ute Mountain Ute Tribe</u>: We received Bureau of Indian Affairs (BIA) funding for four tribal roads that are in our plan. We're still operating with only essential workers here and we're holding vaccine drives.</li> <li>● <u>FHWA</u>: There's potential for increased funding. A new acting Deputy Administrator for FHWA is Stephanie Pollock. She comes to us from the Massachusetts DOT and the Bay Authority. We expect to see increased priority on climate change and racial and economic equity issues; we'll know more about what that means very soon. West Vail Pass finding of no significant impact is expected soon on that stretch of Interstate which is the most frequently closed section of Interstate in the country. With the addition of climbing lanes, we hope that's greatly improved. Regarding some of the Executive Orders coming out of the new administration – those that pertain to policies don't go into effect right way as they need to be adjusted according to those orders. Mark Johnson was introduced and is serving as the Deputy Region Director for the next six months.</li> <li>● <u>Federal Transit Administration (FTA)</u>: In the Coronavirus Aid, Relief, and Economic Security (CARES) Act funding, rural Colorado received \$78 million and another \$200 million has gone to RTD for the Denver area urban transit. We also have a new acting Administrator, Nuria Fernandez, who comes to us from the Silicon Valley transit agency.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● None</li> </ul>	
<p><b>Federal and State Legislative Report</b> - Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>● CDOT is continuing to keep an eye on any developments on additional stimulus funds, including the potential in the \$1.8 trillion package for \$30B in transit funding. We're not hearing anything that would bring specific highway funding.</li> <li>● CDOT also anticipates there may be additional competitive federal grant opportunities; For those, we want to keep our eye on places where local coalitions can come together to make very competitive applications for those funds.</li> <li>● State legislature begins the session next Tuesday after the Monday holiday with numerous COVID restrictions and protocols, including remote testimony and participation by legislators and limited participation by lobbyists and liaisons.</li> </ul>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>● Issues of interest to CDOT are legislative, and not ballot initiatives. So these entail fees, such as emerging technologies, including Electric Vehicle use fees and for transportation network companies, such as Uber and Lyft. Also the legislature is looking at index fees on top of the gas taxes.</li> <li>● There will be conversations about how these revenues will be used and finding the balance between multimodal and capital uses to reduce Vehicle Miles Traveled and emissions in the Front Range.</li> <li>● We have a Bill proposed that will raise the \$150K state competitive spending limit to \$500K . We expect to have negotiations with the construction industry to find what the right limit is.</li> <li>● Greenhouse gas emissions in transportation construction is to be discussed, possibly looking at quantifying and budgeting GHG emissions for transportation projects prior to construction.</li> <li>● There are also Bills being considered in utilizing green construction and reconstruction materials in both horizontal and vertical construction.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Holly Williams: Who in the legislature is carrying the Bill? Will the Bill raise the state spending limit?</li> <li>● Andy Karsian: We have Rob Pelton from northeast Colorado, who is our House sponsor and Senator Chris Hansen from Denver as the Senate sponsor.</li> <li>● Holly Williams: Are they looking at whether the EV annual fee is too low to pay for their impact on roads?</li> <li>● Andy Karsian: Yes, this has long been the intent for legislators on both sides of the aisle, to find parity between the EV fee, registration fees and revenues contributed by gas vehicles through the gas tax.</li> <li>● Jim Candelaria: In the Southwest, we don't have a lot of contractors or gravel pits; So if the state spending limit is raised, will CDOT be getting into that business? And is that more efficient for the State?</li> <li>● Andy Karsian: No, CDOT will not be getting into the aggregate business; CDOT will continue to work with businesses for projects and in many cases, contractors are the best ones at doing those projects. The raised limits may mean that CDOT can do, for example, a chip seal on a section of road that keeps the road in better condition until that time that the full reconstruction can take place. This won't increase funding for those maintenance programs, it just gives CDOT more flexibility in using those funds.</li> <li>● Jim Candelaria: I'm not convinced that increasing the limit will mean more efficiency for CDOT, but I'll wait and see.</li> <li>● Andy Karsian: If anyone wishes to discuss these dynamics further, I welcome a phone call at any time.</li> <li>● Heather Sloop: Are you having conversations about parsing this between rural vs. urban or by vehicle miles of travel (VMT) or by population so that you can focus on rural communities that have such a patchwork of maintenance work?</li> <li>● Andy Karsian: Yes, we are. We do not want to interfere with existing maintenance contracts in urban areas that work well for us. In rural areas however, where the high costs of transporting materials occur, we have opportunities to achieve greater efficiencies for our maintenance activities.</li> </ul>	
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	<ul style="list-style-type: none"> <li>● Heather Sloop: Are there any conversations about the current highway users tax fund (HUTF) funding formula being redone?</li> <li>● Andy Karsian: While there are conversations about formulas, the HUTF formula which basically distributes 60/40 between the state and local governments is pretty set in stone and not expected to be examined. When considering distribution of new sources of funds, there are arguments in favor of weighing distributions more towards population by urban stakeholders. And, there are also conversations going on between Counties and Cities to maintain the existing formula.</li> <li>● Shoshana Lew: While no formula is going to make everyone happy, we are working to make sure everyone in these types of conversations is aware of the long history and depth of discussions that have taken place to find equity in the existing formulas.</li> </ul> <p><i>Break at 10:23; resumed at 10:30</i></p>	
<p><b>FY2022 Annual Budget Allocation Plan</b>  - Jeff Sudmeier, Chief Financial Officer  - Bethany Nicholas, Budget Director</p>	<ul style="list-style-type: none"> <li>● The proposed FY2022 budget reflects approximately \$47 million reduction in HUTF revenues from projections due to COVID economic impacts.</li> <li>● TC will review the draft budget next week and adopt a final budget in March.</li> <li>● The statutory deadline to submit final budgets to the Governor's Office is by April 15.</li> <li>● Including adjustments made from the draft budget presented in December and FY2021 roll-forwards, a deficit remains of approximately \$8.4 million.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>● Ashley Stolzman: Does this also include any state stimulus funds being discussed?</li> <li>● Jeff Sudmeier: This does not include state stimulus funds. We received notice of the federal stimulus and of the FY21 federal supplemental funds at the same time. This includes those, and utilizes the \$4 million supplemental funds to offset FY2021 budget deficits.</li> <li>● Ashley Stolzman: So considering the state stimulus funding discussion that is taking place, are you anticipating this will change by the time this budget goes to the Commission?</li> <li>● Jeff S: If that state stimulus comes in, we will balance the existing budget by replacing the maintenance reserve funds in the current proposal; We would then amend the budget to direct those funds to projects that are in line with the stated purpose of the stimulus program.</li> <li>● Ashley S: Do you usually end up needing to use the contingency or have you built that into each program?</li> <li>● Jeff S: We typically maintain project level contingency funds for individual projects and a general TC contingency fund for emergency repairs and that type of unexpected activity. The reserve funds are meant for things like a shortfall on a project. We typically try to maintain those reserves at a targeted amount based on multiple years of historic use.</li> <li>● John Liosatos: As STAC's purpose is to make recommendations to TC, can we go back and start with Option 1 or 2 to see if either option is something we (STAC) can get behind and recommend?</li> <li>● Jeff S: While we may have presented specific options, that's not to say it needs to be one or the other. Rather, we may consider cuts to programs in either option or we may opt to backfill those shortfalls with reserve funds.</li> </ul>	<p>No Action</p>



	<ul style="list-style-type: none"> <li>● John L: Can we discuss the different implications of a reduction of \$1 million in the National Highway Freight Program (NHFP), which may delay projects versus a reduction of \$1 million capital equipment purchases, which may just mean using a snow truck for another year?</li> <li>● Jeff S: Yes, that's correct – reductions to capital purchases or property could mean a delay of a new vehicle purchase or delay of some building maintenance. While a NHFP reduction would not impact existing projects, it does mean less money would be available to choose future projects.</li> <li>● John L: Can I ask if there is any STAC representative here that feels we could propose a specific recommendation to the TC, based on this information?</li> <li>● Heather Sloop: I agree with John - it would be better if we made a specific recommendation to the TC.</li> <li>● Sidny Zink: A specific recommendation would be helpful to the TC, but it's also not necessary if there's not a clear choice the STAC recommends.</li> <li>● Holly Williams: I just don't feel adequately prepared or knowledgeable yet to make any specific recommendation at this point.</li> <li>● Vince Rogalski: If we don't make a specific recommendation, we can at least support Staff's recommendations.</li> <li>● Walt Boulden: I recommend we forward the proposed options for consideration by the TC.</li> <li>● Jeff S: Even if STAC doesn't take a specific position, it's helpful to TC just to have made comments and acknowledge we've identified those options.</li> </ul>	
<p><b>SB 267 Recap</b>  - Rebecca White, Director, Division of Transportation Development,  - Kay Kelly, Chief, Office of Innovative Mobility, and  - David Krutsinger, Director, Division of Transit and Rail</p>	<ul style="list-style-type: none"> <li>● Staff presented an overview of the changes in funding amounts over the past year and a half along with the highway and transit project funding amounts region-by-region.</li> <li>● In March, staff will present STAC with options to consider for use of the SB267 Year 3 COP funds. In April and May, STAC will finalize the project list, which is about the time we expect the Year 3 funds to be issued.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>● Sarah Hill: Can you please let me know, what is the formula that determines what the regional equity targets are overall?</li> <li>● Rebecca White: The formula used is the Regional Priority Program (RPP), which is based on population, Lane Miles and Truck Vehicle Miles Traveled (TVMT). While this has changed somewhat over time between two formulas that slightly favor either rural regions or urban regions, for the SB267 equity we split the difference between these two historic formulas.</li> <li>● Ashley Stolzman: Can you clarify for me, is the federal stimulus going to be part of the overall equity target or is that separated from this consideration?</li> <li>● Rebecca White: The long term goal is to achieve equity within all four years of the SB267 funding, and because certain projects have advanced, such as I-25 North, we have to look to balance that equity in subsequent SB267 considerations. The stimulus funds were intended to boost statewide economy, so we began at square one and distributed those funds regionally using the same formula.</li> <li>● Bentley Henderson: I want to point out that when we began the RPP formula discussion again a couple years ago, it was agreed that it would not be used automatically as the distribution for</li> </ul>	No Action

	<p>subsequent future funding. While the formula is heavily weighted to population in the urban centers, that remains a bit of a sore spot since rural regions had hoped to get it changed.</p> <ul style="list-style-type: none"> <li>● Jeff Sudmeier: While the RPP formulas have been used as a starting point, the RPP is not the distribution formula being used.</li> <li>● Vince Rogalski: Getting at a new formula for distribution of new sources of money has historically been a very difficult, lengthy exercise. I think the distribution being used is a good compromise.</li> <li>● Keith Baker: Who were the parties that decided not to fund the Poncha Springs Transit Center project?</li> <li>● Tony Cady: It was actually Poncha Springs that decided not to move forward with that. They had already made previous investments in the location and didn't want to take it any further due to some logistical challenges. CDOT continues to work with Poncha Springs; however, to perhaps add a Bustang parking shelter, and add an EV charging station at the Visitor Center there.</li> </ul>	
<p><b>Greenhouse Gas Roadmap Update</b>  - Kay Kelly, Director of Innovative Mobility and  - Theresa Takushi, Greenhouse Gas Climate Action Specialist</p>	<ul style="list-style-type: none"> <li>● The Greenhouse Gas Reduction Roadmap was issued in January 2021.</li> <li>● Staff presented an overview of CDOT's recommendations for implementing the strategies and directives in the roadmap and are conducting outreach to seek input on its priorities and strategies.</li> <li>● Staff will ensure that STAC members are notified by email of the upcoming outreach meetings to seek stakeholder input.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>● Dave Clark: One of the things that concerns folks in Northern Colorado is the idea of large employer trip reduction; We're not getting much indication that large employers are aware of this or have been able to provide input. Are you reaching out to employers or Chambers for their input?</li> <li>● Kay Kelly: We do not want this to blindside the large employers, so we are preparing our outreach plans in conjunction with the Colorado Energy Office and Colorado Department of Public Health and Environment, to ensure we are getting their feedback and input. The Regional Air Quality Council (RAQC) has been doing some work in this area within the non-attainment areas. If large employers have not heard of this yet, we expect over the next couple of weeks that they will.</li> <li>● Dave Clark: Not all parts of the state are the same, and in Northern Colorado we don't have the same transportation options that are available in the Denver region. So we hope this rulemaking takes into consideration what options are available.</li> <li>● Kay Kelly: We recognize that fact, that not all areas have access to the same options, and we'll consider that. We also recognize that we don't want to incentivize people who do have access to those options to locate far from places where they could utilize those options. We'll seek to strike a proper balance in this.</li> </ul>	<p>No action.</p>
<p><b>Other Business</b>  - Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● The next STAC meeting is scheduled March 12, hosted via Zoom</li> </ul>	<p>Adjourned.</p>

STAC ADJOURNED at 11:59am

**The Transportation Commission Workshops were held on Wednesday, February 17, 2021 and the Regular Meeting was held on Thursday, February 18, 2021. These meetings were held remotely in an abundance of caution due to the COVID-19 pandemic.**

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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, February 17, 2021, 11:45 pm – 5:35 pm**

### **Call to Order, Roll Call:**

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

### **Joint Session of TC with the High Performance Transportation Enterprise (HPTE) – Burnham Yard Update (Nick Farber)**

#### **Burnham Yard Acquisition Update**

##### **Purpose:**

- The purpose is to describe the status of the HPTE/CDOT acquisition of the Union Pacific Railroad (“UPRR”) Burnham Yard Property.
- HPTE will purchase the property on behalf of CDOT through an Intra-Agency Lease Agreement (IAA). Funding will be comprised of \$40-\$45 million revenue note/bridge loan and \$15 million SB267 funds, with HPTE setting aside \$5-8 million to be spent over the next three to five years on environmental, land use planning, and/or other improvements to the property. CDOT and HPTE anticipate retaining around 17 acres for future transportation use and will be working with the City and County of Denver and stakeholders on a two to three-year study to determine specific mobility needs and the purpose and needs for other potential projects.
- HPTE anticipates bringing the Purchase and Sale Agreement to the Board in March, along with approval of the CDOT-HPTE Burnham Yard IAA. HPTE will seek approval for the financing from the HPTE Board in April, and aims to reach financial close by the end of April.

##### **Discussion:**

- While the timing for this Right-of-Way (ROW) purchase is well ahead of any set plans for how or when CDOT would use the property, staff believes it would be to the State’s disadvantage economically and strategically if it opts, instead, to purchase the needed ROW after one of the many interested developers has purchased and made plans for the property.
- CDOT Staff believes UPRR prefers to negotiate with CDOT for the purchase over other bidders because not only is it the highest bid, but also because CDOT is able to produce the upfront cash more quickly.
- Some expressed concern that CDOT may potentially spend so much money, while the City of Denver, who benefits from its redevelopment, is not contributing. Staff explained that the intent is to identify what portions would be maintained as ROW for future rail and/or highway improvements, then to sell off the majority of the property once some land use planning has been completed, thereby increasing its value. The full \$50 million purchase cost would not be made now. Rather, this is funded through a loan that is then foregone, once the remaining property is resold. RTD would repurchase from CDOT any portions of ROW for its rail developments.
- Commissioners expressed concern for risks in buying the property and being the lead in the land use development process, including potential costs for environmental cleanup. CDOT has conducted some environmental study of the area, which will require cleanup. However, CDOT is protected from excessive cleanup costs in those areas, as CDOT will resell by way of a \$7 million cap in the term sheet. The terms

also provide the option to choose whether to complete the cleanup, thereby increasing its value, or passing the cleanup requirements along as a condition of purchase by future developers. Staff agreed to provide the TC members with a clearer understanding of what the land use process will look like if it is purchased by CDOT, in order to more fully understand the risks to CDOT.

- In the consideration to enter into a partnership with interested developers to jointly purchase the land, CDOT determined that involvement with any of the developers that made such proposals did not add value to CDOT's interests, or to the future value of land to be resold.

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

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

- CDOT Region 4, I-25 Express Lanes SH7 to SH1, Project Code 22831. Seeking reauthorization to include Occidental Petroleum.

**Discussion:**

- No public or property owner comments were made or submitted prior to the meeting.

### **Budget Workshop (Jeff Sudmeier and Bethany Nichols)**

**Purpose:** To review the FY 2021-22 Final Annual Budget Allocation Plan, set for adoption in March 2021.

**Action:** The Division of Accounting and Finance (DAF) is requesting that the TC review the FY 2021-22 Final Annual Budget Allocation Plan, and provide feedback to the Department in preparation for the March 2021 meeting when the FY 2021-22 Final Annual Budget will be presented to the TC for adoption.

**Discussion:**

- Staff provided explanation for what would be the specific impacts should the budgets be cut for property management, capital equipment, DTD Research and Innovative Mobility planning, rather than backfilling those budgets with reserve funds.
- Program Reserve funds are reduced to about \$26 million to backfill program shortfalls in FY22. However, about \$20 million that is programmed for Region 2 will be returned once the SB267 year 3 funds are obtained. The reserve at that time will be about \$45 million, which staff feels is adequate to address the typical unanticipated needs that the reserves typically fund.
- The proposed \$1 million cut to the freight program would not affect any existing projects, it would reduce the amount available for the upcoming freight program call for projects.
- Some Commissioners expressed reticence to reduce the freight program funding, but acknowledged that with the likely receipt of additional stimulus funds, those reduced funds could be replenished in the FY22 budget at that time.
- Staff and the Commission noted a large FY21 roll-forward amount, pointing out that it is due to the large amount of Senate Bill 267 and Senate Bill 1 funds obtained, much of which are going to projects that are just getting underway or have started already, but will be delivered over several years.

**Purpose:** To review an amendment to the FY2021 budget adding the final amounts of the transit apportionment in the December, 2020 COVID stimulus package.

**Discussion:**

- The majority of the \$284 million coming to Colorado goes to the direct urban recipients. The remaining \$78.4 million flows through CDOT to the small urban and rural providers through the existing transit grant programs.
- Because the Pikes Peak region received a very large sum of the funds from the CARES Act, these funds are distributed according to formulas in the legislation to achieve regional equity statewide for all combined stimulus funding based on existing operating budgets.
- Distribution and use of these funds are not tied to the current priorities in the 2045 Statewide Transit Plan; rather, they are intended to shore up transit agencies' operating and maintenance expenses in

light of COVID-related revenue losses. Only when agencies are able to demonstrate that it has not furloughed any employees are they permitted to use the funds for capital investments.

### **SB 267 Recap (Rebecca White, Marissa Gaughan, Kay Kelly and David Krutsinger)**

**Purpose:** To presentation a summary of the highway and transit projects previously approved by the Transportation Commission and funded by Senate Bill-267 (SB 267), Senate Bill 18-001 (SB 1), Senate Bill 19-262 (SB 262) in Years 1 and 2 along with Federal stimulus funding. The presentation also reviews the equity targets originally established to allocate these funds.

**Action:** Discussion only.

**Discussion:**

- While interstates were included in the regional distribution of year 1-5 priorities in the 10-Year Program of Projects, they were not included in years 5-10, to meet the 25% rural roads target.

### **Safety Communications (Matt Inzeo, Darrell Lingk and San Lee)**

**Purpose:** To review the Department's efforts to enhance traffic safety through outreach partnerships, grant making, communications and marketing campaigns, and engineering countermeasures.

**Discussion:**

- While Colorado no longer has a law requiring motorcycle helmets, CDOT's safety programs focus on educating and encouraging motorcyclists' use of helmets and protective gear, and they also focus on creating awareness of other road users of motorcycles. These programs can have a positive effect over time, but just last year motorcyclist fatalities increased 30-35%.
- CDOT also involves motorcycle stakeholders, clubs and retailers in spreading its safety messages.
- Motorcyclists represent 3% of vehicles on the road but 20% of roadway fatalities. Cyclist fatalities are an issue, but represent such a small portion of safety statistics, there has been no funding for specific bicycle safety programs.
- The safety communications budget is relatively small compared to the significance of traffic fatalities. While the human component of traffic safety programs is small however, safety improvements and benefits are a component of the majority of capital projects.
- Some Commissioners felt more could be done to improve safety through pedestrian and bicycle safety programs, by encouraging rental car companies to share safety messages with renters and by more signage at specific trouble spots. CDOT has begun doing safety messaging in coordination with the Department of Tourism.

### **Environmental Programs Branch Overview (Rebecca White and Jane Hann)**

- Item postponed to a future meeting.

### **Update on Upcoming GHG Rules and Policy (Rebecca White and Theresa Takuski)**

- Item postponed to a future meeting.

## **Off-Highway Vehicle Pilot Program Renewal Request (Mike Goolsby on behalf of Hinsdale County)**

**Purpose:** To consider adopting a resolution in place of the previously approved #TC 18-07-17 that will reflect a time extension of the resolution with the same terms as agreed upon with Colorado State Patrol (CSP), Hinsdale County and the Town of Lake City.

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

- The route starts at MP 73.11 (Ocean Wave Drive) in Lake City and travels south to MP 69.85 (CR 30) with no deviations.
- Total length of the project was about 3.26 miles.
- The program lasted for the summer seasons (May through Sept) of 2019 and 2020.
- A final report on the program was required of the applicants, Lake City and Hinsdale County.
- Hinsdale County and the Town of Lake City are requesting a time extension in this program for another three years of implementation. Other terms in the resolution would remain the same.

### **Discussion:**

- Over 800 public comments were submitted; the majority are in favor of renewing the permit. Of those opposed, most pertained to the noise caused by the off-road vehicles.
- Concerns expressed by public agencies were of special interest to several Commissioners, including the County Sheriff being overwhelmed by high traffic, and Parks and Wildlife having concerns about noise and off-road impacts. Representatives of the County feel a lot of the concerns are not based on actual incidents, but more on fear that they may happen.
- While the applicants promise to address these problems, Commission expressed concern not knowing what kinds of changes are going to be put in place that haven't been installed already. The County may lower speed limits, but other issues are not based on actual incidents that have occurred in the two years of the program, and therefore, they do not have actions identified yet.
- Commissioners also expressed concern for the "slippery slope" in allowing this in one town when it is prohibited throughout the rest of the state.
- Others expressed the unusual situation that exists in Lake City and why this permit is needed. No other communities have yet come forth to request the same. Meanwhile, the two years that this has been allowed have both been unusual years – in the first, the town was greatly affected by avalanches and in the second all mountain towns were inundated by tourists escaping the urban areas during the pandemic. Lake City has yet to see how this program might look in a "normal" year.
- CDOT staff have remained largely neutral, but do feel that the feedback from other agencies should be considered and that, if approved for another three years, there should be some controls and performance measures put in place to more effectively address any issues.
- Commissioners suggested CDOT Region staff negotiate and formulate an agreement with the local government with specificity on how this would work; then the Commission can consider approving that agreement.
- CDOT staff and TC agreed that CDOT's Region staff would coordinate with Hinsdale County, the Sheriff's Office, and the Colorado State Parks & Wildlife to formulate a resolution for Commission consideration next month that specifies how a continued trial permit would be managed, including possibly speed limits, other possible safety mitigation, and potential data gathering and reporting requirements.

**Meeting Adjourned at 5:35 pm.**

## **Transportation Commission Regular Meeting**

### **Thursday, February 18, 2021, 9:00 am to 10:15 am**

#### **Call to Order, Roll Call:**

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

#### **Public Comments**

- Peter Nesbitt, from Lake City, commented on how much he enjoyed the TC Workshop debate about the OHV project in Region 3. He indicated that there are a few inaccuracies stated during the discussion, and that he looks forward to addressing them at the next opportunity for discussion and consideration.

#### **Comments of Individual Commissioners**

- Commissioner Hickey is trying to prioritize transparency in working with local agencies, and thanked CDOT staff for all their work with Park County on the US 285 signal, and their willingness to listen and consider public comments. Around the Pikes Peak Region there will be a lot of discussion about what to do with Powers Blvd, and how to make it a better functioning part of the statewide system. There is a lot of gratitude for the Federal Stimulus that was directed to the region, and thanked CDOT for that funding. Commissioner Hickey is hearing a lot of interest and discussion on how to reduce emissions in the freight industry, and about what technologies are available to electrify trucks, and how to plan for the future given how quickly the technology is expected to grow and change. She thanked and recognized David Krutsinger for his contributions to CDOT and the Division of Transit and Rail, and echoed Commissioner Bracke's comments about the safety measures that CDOT is working on that will translate well at the local level.
- Commissioner Vasquez congratulated the interns that participated in the report out this month. It was her impression that CDOT is getting more out of this program than they are putting into it. Comments on how bright the interns were, and how much was learned from listening to interns report on their work. It was fascinating to learn about a new software program called Mural, and she is now learning how to use Mural for engagement and outreach. CDOT staff was complimented on their collaborative work on the budget. Commissioner Vasquez participated in the Northwest TPR meeting, and there were really good conversations about how to prioritize projects in that region.
- Commissioner Zink has been attending the STAC meetings, and the TPR meetings in Commission District 8,, and commented on how much she gets out of those meetings in terms of getting a better idea of what is going on at a local level. She also reported on attending a farewell party for Mike McVaugh last week that was a safe outdoor masked event. Kevin Curry is sitting in as the acting RTD for Region 5, and David Krutsinger was thanked and recognized for all of his work in the Division of Transit and Rail (DTR).
- Commissioner Stanton thanked David Krutsinger for all of his work for CDOT. He was impressed with the safety analysis that was presented at the workshop meeting, and recognized San Lee as a great asset to the Department. Commissioner Stanton also commented on how impressed he was with the intern report out, and how fortunate CDOT is to have such a wonderful group of interns.
- Commissioner Adams thanked the entire CDOT staff for how they have stepped up to contend with the numerous crisis events that have occurred during the last year. David Krutsinger was congratulated on his new position. While it is undoubtedly a huge loss for CDOT, Commissioner Adams reflected on what a great benefit it is to the state that David will continue to serve Colorado working for the City of Denver. He was also impressed with the expertise and enthusiasm that was observed among the interns during the report out, and how it demonstrated what a fantastic internship program CDOT has.
- Commissioner Gifford wished David Krutsinger well in his new role with the City of Denver, and commented on how she looks forward to working with David there. Some internal discussions about the legislative session have occurred regarding the forms that future transportation funding could take. The state legislators were wished success in the upcoming session, and she expressed hope that this will be the year that they can finally tackle the difficult issue of transportation funding. There is hope that

funding will actually materialize given that the Legislature is already starting to work on the issue, whereas in the past the Legislature tended to delay taking up the issue. Commissioner Gifford noted that as Transportation Commissioners, their most important role is finding ways to support these efforts, and appealed to staff and the public to provide advice regarding any opportunities to advocate for transportation funding.

- Commissioner Bracke echoed the other Commissioners in expressing appreciation for David Krutsinger, and also echoed what Commissioner Gifford expressed about advocating for increased transportation funding. She also expressed appreciation for Governor Polis's work on that front, and expressed feeling hopeful that this will be the year that we find a funding solution. Attention was called to an upcoming event that will bring local leaders together to talk about state transportation funding on Monday, February 22, 2021. Congressman Neguse was thanked, as the Congressman held a meeting on Federal infrastructure funding. The meeting resulted in providing reasons to be optimistic that this will be the year that we bring more funding to the state's critical transportation needs. Commissioner Bracke wanted to comment on how much she learned from the workshop safety conversations yesterday, and about how pleased she is with the work looking at street design and pedestrian safety.
- Commissioner Beedy thanked David Krutsinger for his service leading the Division of Transit and Rail, and wished him well in his future endeavors with the City of Denver. He is thankful for the snow that is coming to eastern Colorado, despite the bitter cold temperatures. Regarding legislation, Commissioner Beedy encouraged collaboration in looking for more stable funding streams to support long term planning needs, and to ensure that all users of the system are paying into the system in an equitable way.
- Commissioner Thiebaut congratulated fellow Commissioners on their dedicated service to their role. He commented on how much time, work and dedication the role requires, and wished Commissioner Hickey luck as she goes through the swearing in process. Commissioner Thiebaut also took a moment to express his condolences to the other Commissioners who had experienced personal loss due to the pandemic. Randy Grauberger and David Krutsinger were wished well in their future endeavors. Herman Stockinger and Jennifer Uebehler were thanked for the guidance they provide to the TC. CDOT maintenance staff were recognized and thanked as well for all that they are doing to contend with the storms that Region 2 is experiencing right now. The importance of coming up with infrastructure funding that makes sense and balances the needs across the state, and the role for Commissioners to advocate for a more reliable source of funding was stressed.
- Commissioner Hall thanked David Krutsinger for all the work he has done to make Bustang a reality across the state. Appreciation was also expressed for all that David has done to champion rural transit with all of its challenges, and wished David luck in his new role.
- Commissioner Stuart recognized David Krutsinger's herculean accomplishments for CDOT detailing his many accomplishments over the course of 29 years that he has worked in transportation. She also recognized Randy Grauberger who has left the Front Range Passenger Rail group to go into private consulting. Both were wished a lot of success in their new positions. CDOT staff was thanked for working with Adams County on an innovative Intergovernmental Agreement (IGA) for cleanup of illegal camping on Adams County property. She hopes that it can be a good model for other IGAs that contend with similar issues.
  - David Krutsinger responded to the kind words from the Commissioners, and expressed gratitude to his staff of 25, who are really the ones that are producing all of the successes, and he expressed best wishes going forward to all of them and to all of CDOT.

#### **Executive Director's Report (Shoshana Lew)**

- She remarked on how busy the month of February has been as CDOT prepares for another robust construction season.
- CDOT decided to pause the traffic signal project on US 285 in Region 2 to take more time to consider the public comments that they received about the project.
- CDOT is also dedicating a lot of time and effort to finding solutions to allow the Little Blue Canyon project in Region 3 to move forward with as little impact to residents as possible. She noted that the project is generating concerns because the work will require some road closures that would make life difficult for residents, so CDOT is working really hard to find solutions that can minimize the impacts.



- There is a lot of excitement over the administrative transition at the Federal level, and what that will mean for transportation over the next four years. A lot of the new administrators come from the state DOT world, which will be really good for states, as they are able to grasp the issues of importance at the state level. In meeting with the new US DOT team there were a lot of engaging questions and she was able to convey the challenges facing a state like Colorado arising from balancing robust urban and robust rural programs, and also the importance of getting better at the process of soliciting community input.
- Regarding the historic infrastructure front, CDOT announced that they are rolling out a program to highlight historic bridges and what this infrastructure means to development. There are also two new scenic byways keeping Colorado number one in the country for having the most scenic byways.
- CDOT is underway in the process of recruiting for a replacement for Mike McVaugh's position. While it is not easy to replace Mike McVaugh, the process has illuminated what a great team Region 5 has, which speaks to what a great leader Mike was.

#### **Chief Engineer's Report (Steve Harelson)**

- The Hazmat Study that is underway on Eisenhower Johnson Memorial Tunnel (EJMT) is making progress. CDOT has worked on the study over the past year based on direction outlined in 2019 from the state Legislature asking that CDOT study the relative safety of transporting Hazmat through the EJMT, versus the current route over Loveland Pass. CDOT has convened an international team of experts to assist in conducting the study, and is using a methodology that combines Dangerous Goods Quantitative Risk Assessment (DGQ RAM) and Tunnel Risk Model (TRSMO) modeling to examine different operational conditions, and so far they have shared the results of that study. CDOT and stakeholders look forward to more engagement going forward.
- Steve also reported on some mixed results on personal efforts to use the sub-zero temperatures for making ice cream outdoors.

#### **High Performance Transportation Enterprise (HPTe) Director's Report (Nick Farber)**

- They closed on refinancing loan for the Mountain Express Lane refinancing. Gratitude was expressed for the herculean efforts that went into the wire transfers to get this done in time.
- They are making progress on the I 25 North Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, and working with advisors and the rating agency now, and once that process is complete they will start the credit worthiness phase. They are looking to be able to close in the fall.
- They met with all toll executives to discuss and understand some common challenges that are arising now. All are dealing with reduced traffic volumes, but there is light at the end of the tunnel with the vaccine roll out, and the prospect of another stimulus package.

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

- Two new scenic byways were designated for Colorado out of a total of 47 that were recently designated nationally.
- The Transportation Environmental Resource Council (TERC) met last week on the theme of clean water hosted by the Army Corps of Engineers. TERC is a meeting that's held three times a year hosted by FHWA and CDOT. It brings together 30 different types of agencies involved in transportation. While it was initiated with the intent of looking at project problems, it has evolved to look more at program issues. This is unique to Colorado, and it has worked really well. The TERC is a great example of successful collaboration.
- Notice of Funding Availability (NOFA) came out for Infrastructure for Rebuilding America (INFRA) grants, and those are due on March 19, 2021. There are some different categories this year for applicants to consider, reflecting the shifting focus of the new Administration. The new categories include supporting economic vitality, racial equity, climate change, innovative technology, and holding grant recipients accountable to program requirements, and what was promised in applications. Colorado historically has competed well for these grants.

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

- STAC met last Friday. Vince thanked all the Commissioners who attended.

- Executive Director Lew went over CDOT's accomplishments including completion of the Long Range Plan with the 10 year pipeline, which includes the largest investment ever in rural roads. The discussion illuminated that many of these roads haven't been touched for 30-40 years. It was a very uplifting discussion.
- There was a discussion on Federal and State level funding, and what we can expect to see this year.
- STAC talked the prospect of lifting the \$150,000 spending limit to \$500,000 for CDOT maintenance construction projects. STAC members talked about how the current limit leads to a patchwork of pavement in rural areas, so it is exciting to see this legislation being considered.
- There was a briefing on the FY 2022 annual budget allocation, and how CDOT will be contending with the deficit. STAC discussed two options that were presented, and there was a tendency to favor the contingency option, but STAC was not able to build a consensus around recommending one option over the other.
- There was a briefing of the history and original intent of SB 267 to orient new STAC members and to remind STAC of the original intent of the program. STAC expressed concerns about the current Regional Priority Program (RPP) formula, and also how a version of it used as the basis for distributing SB 267. There is still not a happy compromise on funding distribution. There were a lot of complaints about using any version of the RPP formula as a basis for distributing other sources of funding.
- STAC also talked about the Greenhouse Gas Roadmap. Some are concerned that it might be detrimental to some areas of the state where alternative modes of transportation are less viable.
- David Krutsinger's service to CDOT was recognized, and Vince called attention to all the work David did to devise a 5311 grant distribution formula, which was very contentious and difficult.
- Commissioner Hall commented on the importance of emphasizing what an accomplishment the rural road investment is, and expressed hope that the importance of this program is adequately conveyed. She also pointed out that the trend of increased travel to rural areas over the summer highlights how important the rural road program is.

**Act on Consent Agenda – Passed unanimously on February 18, 2021. Motion by Commissioner Gifford, Second by Commissioner Hall**

- Proposed Resolution #1: Proposed Resolution #1: Approve the Regular Meeting Minutes of January 4th (Special Meeting) and January 21, 2021 (Herman Stockinger)
- Proposed Resolution #2: #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal: Old Limon Engineering Site (Heather Paddock)
- Proposed Resolution #4: Disposal: US 160 & Wilson Gulch RAB (Parcel A4-EX) (Mike McVaugh)
- Proposed Resolution #5: Re-affirm Disposal: SH 74 & Bear Creek Rd. (Parcel 10 Rev-EX) (Paul Jesaitis)
- Proposed Resolution #6: Disposal: I-70 & Stanley Rd. (Parcel EX-1)
- Proposed Resolution #7: FY21 Maintenance List (John Lorme & Scott Burger)

**Discuss and Act on Proposed Resolution #8 Condemnation Authorization 1 (Steve Harelson) – Passed unanimously on February 18, 2021. Motion by Commissioner Bracke, Second by Commissioner Vasquez.**

**Discuss and Act on Proposed Resolution #9 Condemnation Authorization 2 (Steve Harelson) – Passed unanimously on February 18, 2021. Motion by Commissioner Bracke, Second by Commissioner Adams.**

**Discuss and Act on Proposed Resolution #10: 8th Budget Supplement (Jeff Sudmeier) – Passed unanimously on February 18, 2021. Motion by Commissioner Zink, Second by Commissioner Bracke.**

- This eight budget supplement includes three requests:
  - The First request is from CDOT Region 4 to use contingency funds for debris cleanup from the Cameron Peak Fire. CDOT is still working on getting funds from FEMA for this, so there could be future adjustment requests based on any Federal Emergency Management Administration (FEMA) awards. Even with this request there is still a healthy-sized contingency remaining.
  - The 2<sup>nd</sup> request is from CDOT Region 2 to reallocate funds from the US 287 project to Raton Pass. The savings exceeds the amount allocated to Raton Pass, leaving a balance that can be programmed at a later date.

- The final request is from CDOT Region 4 to reallocate funds from the SH 119 project to an adaptive signal project on SH 119. Both projects were part of the 10 year pipeline, and the reallocation is merely based on more detailed information that has arisen since the initial estimates were done.

**Discuss and Act on Proposed Resolution #11: 7th Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on February 18, 2021. Motion by Commissioner Hall, Second by Commissioner Vasquez**

- Last month there was a budget amendment to incorporate the stimulus funding, but at that point the final figures for transit portion of the stimulus were still unknown. This amendment incorporates the final transit portion of the stimulus funds. Colorado received \$284 million for transit through 5307, 5310 and 5311 programs. The majority of that will go directly to the local agencies, and \$78 million of the funds will flow through CDOT to distribute to rural transit agencies.

**Postponed: Discuss and Act on Proposed Resolution #12: Discuss and Act on Proposed Resolution #12: Off-Highway Vehicle Resolution (Mike Goolsby)**

**Meeting Adjourned at 10:15 am.**



**COLORADO**  
Department of  
Transportation

**DATE:** March 12, 2021

**TO:** Statewide Transportation Advisory Committee (STAC)

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

**SUBJECT:** GHG Transportation Policy/Rulemaking

**Purpose**

This memo explains the status of the GHG Transportation Policy/Rulemaking Process.

**Action**

N/A

**Background**

One of the key recommendations stemming from the Governor's Greenhouse Gas Roadmap is the adoption of a new GHG Pollution Standard for the transportation sector. This rule is being developed via the Air Quality Control Commission process with the parallel development of a CDOT Policy Directive. The timeline for this effort is to draft a policy directive (and draft reg text) by May 2021 with final approval occurring in August 2021. In addition to having an active role in the rule development, CDOT is also working to ensure this effort is fully informed by transportation stakeholders from around the state.

To date, CDOT has held 6 regional meetings and given several presentations (as listed below). This outreach has focused on seeking input on the overall concept of setting a GHG budget for transportation plans; including identifying concerns and factors CDOT should consider.

**Regional - GHG Stakeholder Meetings**

Feb 16 10:30-11:30 (Region 1 - Denver Metro Area)  
Feb 16 1-2pm (Region 4 - Northeast)  
Feb 18 3-4pm (Region 2 - South/SouthEast)  
Feb 19, 9-10am (Region 3 - Northwest)  
Feb 22, 1:30-2:30 (Region 5 - Southwest)  
Mar 1, 4-5pm (Region 2 - South/SouthEast)

**Smaller Stakeholder Meetings/Presentations**

RAQC, February 5, 2021  
E-470/Colorado Motor Carriers, February 10, 2021  
Environmental Groups - Sierra Club, Conservation Colorado, SWEEP, Western Resource Advocates, February 9, 2021  
STAC, February 12, 2021  
Transportation Commission, February 18, 2021  
PPACG TAC, February 18, 2021  
NFRMPO Modeling Discussion, February 26, 2021

DRCOG Work Session, March 3, 2021

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

Another round of regional meetings will occur in early April, as listed below. Additionally, the Department plans to continue to engage stakeholder groups on an ongoing basis and is meeting twice a month with a statewide advisory group formed to advise CDOT throughout the rulemaking process.

**Next Regional - GHG Stakeholder Meetings**

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

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

Monday April 12 - 1-2pm (Region 3 - Northwest)

Friday April 16 - 10:30-12pm (Region 4 - Northeast)

Friday April 16 - 1-2pm (Region 5 - Southwest)

Please send an email to Theresa Takushi ([theresa.takushi@state.co.us](mailto:theresa.takushi@state.co.us)) if you are interested in attending these regional meetings. An invitation will be sent to all attendees from the February and March regional meetings.

CDPHE will be hosting two virtual listening sessions on the upcoming Greenhouse Gas Reduction Transportation rulemaking with a focus on Equity (available in Spanish): March 11 from 10:30am-12:00pm ([REGISTRATION](#)) & March 18th from 6:00pm - 8:00pm ([REGISTRATION](#)).

**Next Steps**

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



TO: STAC Members  
FROM: Michael King, Office of Innovative Mobility  
DATE: March 12<sup>th</sup>, 2021  
SUBJECT: Electric Bus Grant Programs

### Purpose

Update STAC members on current electric bus deployments in Colorado, including both transit and school bus fleets.

### Action

Informational Item.

### Background

The State of Colorado has ambitious GHG reduction targets of 26% by 2025, 50% by 2030, and 90% by 2050 (from a 2005 baseline) as expressed by [HB19-1261](#) and the recently completed [Colorado Greenhouse Gas Pollution Reduction Roadmap](#). Transportation is now the largest source of GHG emissions in Colorado, so reductions in this sector are absolutely necessary to achieve the state's overall goals. To this end, CDOT has worked with its partner state agencies to establish the following goals for each vehicle sector:

- 940,000 light-duty electric vehicles (EVs) by 2030
  - 100% EVs by 2050
- 1,000 transit zero-emission vehicles (ZEVs) by 2030
  - 100% transit ZEVs by 2050
- 30% medium- and heavy-duty (MHD) zero-emission vehicle market share by 2030
  - 100% MHD ZEV market share by 2050

### Details

Since 2019, CDOT's Division of Transit & Rail (DTR) has been awarding its \$30.6 million portion of the state's [\\$68.7 million Volkswagen Settlement](#) under the annual Consolidated Call for Capital Projects (CCCP). Grants can fund up to 110% of the incremental cost of a new electric vehicle, charging equipment is included, and scrapping of an existing vehicle is required. The breakdown of awards by round is:

- 2019 Awardees
  - \$13,828,037 for 23 electric buses and 20 chargers
  - 6 agencies (City of Boulder, Eagle County, Gunnison Valley RTA, Mountain Metro, Transfort, & RTD)
- 2020 Awardees
  - \$2,903,940 for 6 electric buses and 5 chargers
  - 3 agencies (City of Boulder, Transfort, Via Mobility)
- 2021 Applicants (awards pending)
  - \$7,555,312 for 13 electric buses and 12 chargers\*
  - 5 agencies (Breckenridge, Eagle County, Summit County, Vail, Winter Park)\*

\* requested - award decisions are pending



Volkswagen Settlement funding for electric school buses is managed through our partners at the [Regional Air Quality Council \(RAQC\)](#), who have a total of \$21.5 million available for medium- and heavy-duty electric vehicles (including school buses) under the [Alt Fuels Colorado Program](#). Grants can fund up to 110% of the incremental cost of a new electric vehicle, charging equipment is included, and scrapping of an existing vehicle is required. Applications are solicited three times per year and to-date the following projects have been awarded:

Awardee/District	Buses	Award Total
Boulder Valley School District	1	\$209,000.00
Vail Valley	1	\$209,000.00
West Grand School District	1	\$301,345.00
Denver Public Schools	1	\$323,608.00
Aurora Public Schools	7	\$2,139,501.00
Durango School District 9-R	1	\$328,803.00
Aspen Country Day School	1	\$285,588.00
Steamboat Springs School District	1	\$317,436.00
	14	\$4,114,281.00

As interest in electric school buses is growing, state agencies are working to provide education and support to ensure that school districts are planning appropriately and selecting vehicles and equipment that will meet their needs. The Colorado Electric Vehicle Coalition (CEVC) has created a new Electric School Bus Subgroup as a forum for peer-to-peer learning, while the Denver Metro Clean Cities Coalition has been conducting trainings with school districts across the state to help them better understand and implement electric school bus projects from pilots through large scale deployments.

#### Next Steps

Currently the [Federal Transit Authority \(FTA\)'s 5339\(c\) Low or No Emission Vehicle Program](#) is open for application until April 12, 2021. There are \$180 million available nationwide on a competitive basis, and Colorado transit agencies are encouraged to apply with application support provided by CASTA and their consultant team at FHU.

The next DTR Consolidated Call for Capital Projects (CCCP) is expected to be opened in the spring of 2021 and will include the 4th year of VW Settlement Program transit vehicle replacement grants.

The next round of the Alt Fuels Colorado Program is anticipated in the spring of 2021 and will include funding for electric school buses, among other eligible project types.

CDOT and our partner agencies will continue to monitor conversations regarding potential new funding sources at the state and federal level that may become available in the future. In the absence of new funding sources, the Volkswagen Settlement dollars are likely to be exhausted within the next two years.

\* requested - award decisions are pending



## MEMORANDUM

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

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### Purpose

To review the FY 2021-22 Final Annual Budget Allocation Plan

### Action

The Division of Accounting and Finance (DAF) is requesting that the STAC review the FY 2021-22 Final Annual Budget Allocation Plan prior to presentation and review by the Transportation Commission (TC) on March 17<sup>th</sup>.

### FY 2021-22 Proposed Annual Budget Allocation Plan

The FY 2021-22 Final Annual Budget Allocation Plan is available on the Department's website at [codot.gov](http://codot.gov) under Business Center, Business Divisions and Programs, Financial Management and Budget. In addition to the Budget Narrative, the following Appendices to the FY 2021-22 Budget are available:

- FY 2021-22 Revenue Allocation Plan
- FY 2021-22 Spending Plan
- List of Open Projects and Unexpended Project Balances
- List of Planned Projects
- FY 2021-22 Estimated Construction Budget
- FY 2021-22 Construction Engineering and Indirect Allocations
- CDOT Personnel Report

The FY 2021-22 Final Annual Budget totals \$1.89 billion (including the Colorado Bridge Enterprise and High-Performance Transportation Enterprise) and allocates:

- \$972.3 M to capital construction programs
- \$347.7 M to maintenance and operations programs
- \$224.1 M to suballocated programs
- \$69.8 M to multimodal services
- \$137.2 M to administration and agency operations, debt service and other programs
- \$125.3 M to Colorado Bridge Enterprise
- \$22.7 M to High Performance Transportation Enterprise

The FY 2021-22 Final Revenue Allocation Plan is balanced, with all flexible revenue allocated. Revenues specific to a program that are considered inflexible (i.e., Fast Act and State mandated programs such as safety education and Aeronautics) have been automatically adjusted based on the FY 2021-22 Revenue Forecast. Asset Management and Maintenance programs are funded according to the FY 2021-22 Asset Management Planning Totals, approved by the TC in August 2017. All other program revenues are flexible and are initially set based on the FY 2020-21 budget amounts as adopted by the TC in March 2020 (and subsequently amended), and then modified through the work plan budget and decision item processes.



### Changes to FY 2021-22 Revenue Allocation Plan

Since the Proposed Budget was adopted in November 2020, there have been various adjustments within the budget. After incorporating those final changes to the budget, including updates to statewide common policies and other items covered in February's TC meeting, the remaining budget deficit was \$8.4 million. The Department reviewed various options for balancing the budget with both the STAC and the TC in February and greatly appreciates the feedback received. After those February meetings, the High-Performance Transportation Enterprise (HPTE) updated its revenue forecast and budget for FY 2021-22, including a reduction in the annual Fee for Service. In adjusting the HPTE budget and fee for service and other final balancing actions, the budget deficit was reduced from \$8.4 million to \$2.8 million. As a result, the Department no longer needs to reduce flexible programs for FY 2021-22. Instead, the Department will use \$2.8 million of the FY 2021 Supplemental STBG funds that were not allocated to the package of CDOT project and program investments approved by the TC in January 2021.

The FY 2020-21 budget amendment this month includes actions to complement the FY 2021-22 Annual Budget Allocation Plan. This budget amendment transfers \$29.8 million from the TC Program Reserve Fund to the following lines in the FY 2020-21 Budget:

- \$12.0 million to the Maintenance Reserve Fund (line 35) - The FY 2021-22 Budget does not allocate additional revenue to the Maintenance Reserve Fund. Instead, the Department indicated that it plans to use existing funds in the TC Program Reserve Fund to address any emergencies or other contingencies that occur during the course of the fiscal year.
- \$15.0 million to the Contingency Fund (line 68) - Same as above. The FY 2021-22 Budget does not allocate additional revenue to the TC Contingency Fund. The plan is to use the existing balance in the TC Program Reserve Fund to address any emergencies or contingencies that occur during the course of the fiscal year.
- \$2.8 million to Debt Service (line 66) - This is from unallocated FY 2021 Supplemental STBG funds that were previously deposited into the TC Program Reserve Fund. The remaining \$1.8 million will be kept in the TC Program Reserve Fund for future allocation.

DAF anticipates that these funds will be rolled forward from FY 2020-21 to balance the budget in FY 2021-22. As such, the FY 2020-21 Estimated Roll Forwards for these lines were updated accordingly in Attachment A. The roll forward budget from FY 2020-21 that is available to spend in FY 2021-22 is currently estimated at \$1,165.1 million, for a total FY 2021-22 budget of \$3,064.2 million for CDOT and the enterprises.

The Department will continue to closely monitor revenue during the course of FY 2021-22, and while we don't anticipate needing to make additional reductions, we will revisit the reductions that were identified and discussed last month as options to re-balance if it becomes necessary.

### Next Steps

OFMB will present this final budget to the TC on March 17<sup>th</sup> and request adoption on March 18<sup>th</sup>. Upon Adoption, the FY 2021-22 Final Annual Budget Allocation Plan will be delivered to the Governor on or before April 15, 2021. The TC has the authority to amend the budget after this date. The budget may also be changed according to revised Common Policy or other legislatively approved changes.

### Attachments

Attachment A - FY 2021-22 Revenue Allocation Plan  
Attachment B - Presentation



**COLORADO**

Department of Transportation

March 2021 STAC  
*FY22 Final Annual Budget Allocation Plan*



# Agenda

- FY22 Final Budget Allocation Plan
  - Estimated FY21 Roll Forwards
  - FY22 Sources and Uses of Revenue
- Final Balancing Actions
  - FY21 Budget Amendment
- 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	Draft FY 2021-22 Real Allocation Plan	Draft FY22 Final Budget + Prior Year Rollforwards	Directed By	Funding Source
<b>% COLORADO DEPARTMENT OF TRANSPORTATION</b>							
2	Capital Construction	\$966.8 M	\$966.8 M	\$972.9 M	\$1,223.9 M		
3	Asset Management	\$343.5 M	\$343.5 M	\$346.1 M	\$390.6 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$223.3 M	\$223.3 M	TC	HHWA / SH / SB 09-208
5	Structures	\$0.0 M	\$61.9 M	\$61.9 M	\$61.9 M	TC	HHWA / SH / SB 09-208
6	System Operations	\$3.5 M	\$28.8 M	\$28.8 M	\$27.8 M	TC	HHWA / SH
7	Geotechnical Mitigation	\$0.0 M	\$10.5 M	\$10.5 M	\$10.5 M	TC	SB 09-208
8	Perennial Water Quality Mitigation	\$5.6 M	\$0.5 M	\$6.1 M	\$2.1 M	TC	HHWA / SH
9	Emergency Relief	\$45.3 M	\$0.0 M	\$0.0 M	\$45.3 M	SR	HHWA
10	Safety	\$17.7 M	\$15.8 M	\$15.8 M	\$28.0 M		
11	Highway Safety Improvement Program	\$1.7 M	\$3.1 M	\$3.1 M	\$3.7 M	SR	HHWA / SH
12	Railway Highway Crossings Program	\$8.6 M	\$3.6 M	\$3.6 M	\$2.3 M	SR	HHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.2 M	TC	HHWA / SH
14	FCRTR Safety	\$7.4 M	\$4.2 M	\$4.2 M	\$5.8 M	TC	SB 09-208
15	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	HHWA / SH
16	Mobility	\$278.4 M	\$328.9 M	\$328.9 M	\$300.3 M		
17	Regional Priority Program	\$25.4 M	\$48.4 M	\$48.4 M	\$70.8 M	TC	HHWA / SH
18	Strategic Projects	\$213.0 M	\$450.0 M	\$450.0 M	\$463.0 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$40.0 M	\$30.5 M	\$32.5 M	\$66.6 M	SR	HHWA / SH
20	Maintenance and Operations	\$365.4 M	\$365.4 M	\$367.7 M	\$462.0 M		
21	Asset Management	\$18.2 M	\$22.2 M	\$22.2 M	\$22.4 M		
22	Maintenance Program Areas	\$2.2 M	\$26.3 M	\$26.3 M	\$26.3 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$40.4 M	\$40.4 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$21.4 M	\$21.4 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$9.8 M	\$9.8 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$5.4 M	\$5.4 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$79.1 M	\$79.1 M	TC	SH
29	Traffic Services	\$0.0 M	\$49.0 M	\$49.0 M	\$49.0 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$17.5 M	\$17.5 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$18.8 M	\$18.8 M	\$26.8 M	TC	SH
32	State Corridor General Purpose Loans	\$0.0 M	\$5.9 M	\$5.9 M	\$5.0 M	TC	SH
33	Property	\$2.8 M	\$19.9 M	\$19.9 M	\$22.7 M	TC	SH
34	Capital Equipment	\$8.4 M	\$23.8 M	\$23.8 M	\$22.3 M	TC	SH
**45	Maintenance Reserve Fund	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	TC	SH
36	Safety	\$8.3 M	\$13.4 M	\$13.4 M	\$13.6 M		
37	Strategic Safety Program	\$0.3 M	\$11.4 M	\$11.4 M	\$11.6 M	TC	HHWA / SH
38	Mobility	\$2.9 M	\$24.9 M	\$24.9 M	\$26.9 M		
39	Real Time Traffic Operations	\$2.9 M	\$12.0 M	\$12.0 M	\$16.9 M	TC	SH
40	ITS Investments	\$0.0 M	\$13.0 M	\$13.0 M	\$20.0 M	TC	HHWA / SH
41	Multimodal Services	\$129.0 M	\$69.9 M	\$69.9 M	\$79.9 M		
42	Mobility	\$129.0 M	\$69.9 M	\$69.9 M	\$79.9 M		
43	Innovative Mobility Programs	\$0.0 M	\$11.5 M	\$11.5 M	\$11.2 M	TC	HHWA / SH
44	Strategic Transit and Multimodal Projects	\$123.1 M	\$40.0 M	\$40.0 M	\$179.1 M	SL	SB 17-267
45	Rail Commission	\$0.0 M	\$0.1 M	\$0.4 M	\$0.4 M	SL	SL
46	Budget	\$5.8 M	\$8.3 M	\$8.3 M	\$12.2 M	TC	SB 09-208 / Fair Rev
47	Suballocated Programs	\$347.7 M	\$228.6 M	\$226.1 M	\$271.8 M		SB 09-208 / Fair Rev
48	Aerodynamics	\$30.0 M	\$24.8 M	\$24.8 M	\$49.3 M		
49	Aviation System Program	\$30.0 M	\$24.8 M	\$24.8 M	\$49.3 M	SR	SA
50	Highway	\$265.0 M	\$265.0 M	\$265.0 M	\$267.8 M		
51	STP Matters	\$128.8 M	\$55.0 M	\$55.0 M	\$128.8 M	TC	HHWA / LDC
52	Congestion Mitigation and Air Quality	\$44.9 M	\$50.7 M	\$50.7 M	\$85.6 M	SR	HHWA / LDC
53	Metropolitan Planning	\$0.0 M	\$9.2 M	\$9.2 M	\$9.2 M	SR	HHWA / STA / LDC
54	Off System Bridge Program	\$16.7 M	\$10.6 M	\$10.6 M	\$27.3 M	TC / SR	HHWA / SH / LDC
55	Transit and Multimodal	\$116.3 M	\$79.6 M	\$79.6 M	\$96.7 M		
56	Recreational Trails	\$2.5 M	\$1.6 M	\$1.6 M	\$0.0 M	SR	HHWA
57	Safe Routes to School	\$7.9 M	\$3.5 M	\$3.5 M	\$11.1 M	TC	HHWA
58	Transportation Alternatives Program	\$0.0 M	\$12.0 M	\$12.0 M	\$42.9 M	SR	HHWA / LDC
59	Transit Grant Programs	\$75.0 M	\$45.7 M	\$45.7 M	\$126.7 M	SR / SA / TC	SR / SA / TC / SB 09-108
60	Metropolitan Open Space Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
61	Administration & Agency Operations	\$17.2 M	\$69.8 M	\$69.7 M	\$120.0 M		
62	Agency Operations	\$12.4 M	\$59.9 M	\$59.2 M	\$75.0 M	TC / SR	HHWA / SH / SA / SB 09-108
63	Administration	\$4.9 M	\$17.3 M	\$17.3 M	\$42.8 M	SL	SH
64	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	SH
65	Debt Service	\$62.0 M	\$12.4 M	\$12.4 M	\$76.4 M		
**66	Debt Service	\$62.0 M	\$12.4 M	\$12.4 M	\$76.4 M	SL	HHWA / SH
67	Contingency Reserve	\$98.5 M	\$0.0 M	\$0.0 M	\$98.5 M		
**68	Contingency Fund	\$26.7 M	\$0.0 M	\$0.0 M	\$26.7 M	TC	HHWA / SH
69	Reserve Fund	\$75.8 M	\$0.0 M	\$0.0 M	\$75.8 M	TC	HHWA / SH
70	Other Programs	\$17.0 M	\$23.9 M	\$23.9 M	\$43.3 M		
71	Safety Education	\$12.8 M	\$12.6 M	\$8.9 M	\$22.8 M	TC/SR	HHWA / SH
72	Planning and Research	\$4.0 M	\$4.7 M	\$4.7 M	\$2.7 M	SR	HHWA / SH
73	State Infrastructure Bank	\$0.4 M	\$0.2 M	\$0.2 M	\$0.6 M	TC	SB
74	TOTAL - CDOT	\$1,008.7 M	\$1,761.2 M	\$1,761.8 M	\$4,791.5 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
- HPTe budget allocations updated and final balancing actions incorporated



# Estimated FY 2020-21 Roll Forwards

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Final Allocation Plan	Total Budget Available + Prior Year Project Balances
<b>*1 COLORADO DEPARTMENT OF TRANSPORTATION</b>				
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	\$28.4 M	\$347.7 M	\$376.1 M
21	Asset Management	\$25.3 M	\$312.3 M	\$337.5 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	\$67.2 M	\$9.6 M	\$76.8 M
67	Contingency Reserve	\$81.3 M	\$0.0 M	\$81.3 M
70	Other Programs	\$17.3 M	\$24.8 M	\$42.1 M
<b>74</b>	<b>TOTAL - CDOT</b>	<b>\$1,039.7 M</b>	<b>\$1,751.1 M</b>	<b>\$2,790.8 M</b>
<b>75 COLORADO BRIDGE ENTERPRISE</b>				
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
<b>86</b>	<b>TOTAL - BRIDGE ENTERPRISE</b>	<b>\$50.4 M</b>	<b>\$125.3 M</b>	<b>\$175.7 M</b>
<b>87 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b>				
88	Maintenance and Operations	\$70.9 M	\$9.9 M	\$80.8 M
90	Administration & Agency Operations	\$4.1 M	\$4.1 M	\$8.1 M
92	Debt Service	\$0.0 M	\$8.7 M	\$8.7 M
<b>94</b>	<b>TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b>	<b>\$75.0 M</b>	<b>\$22.7 M</b>	<b>\$97.7 M</b>
<b>95</b>	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$1,165.1 M</b>	<b>\$1,899.2 M</b>	<b>\$3,064.2 M</b>

## Total roll forwards from FY 2020-21:

- CDOT \$1,039.7 million
  - \$334.7 million is Strategic Projects / Strategic Transit
  - \$347.7 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

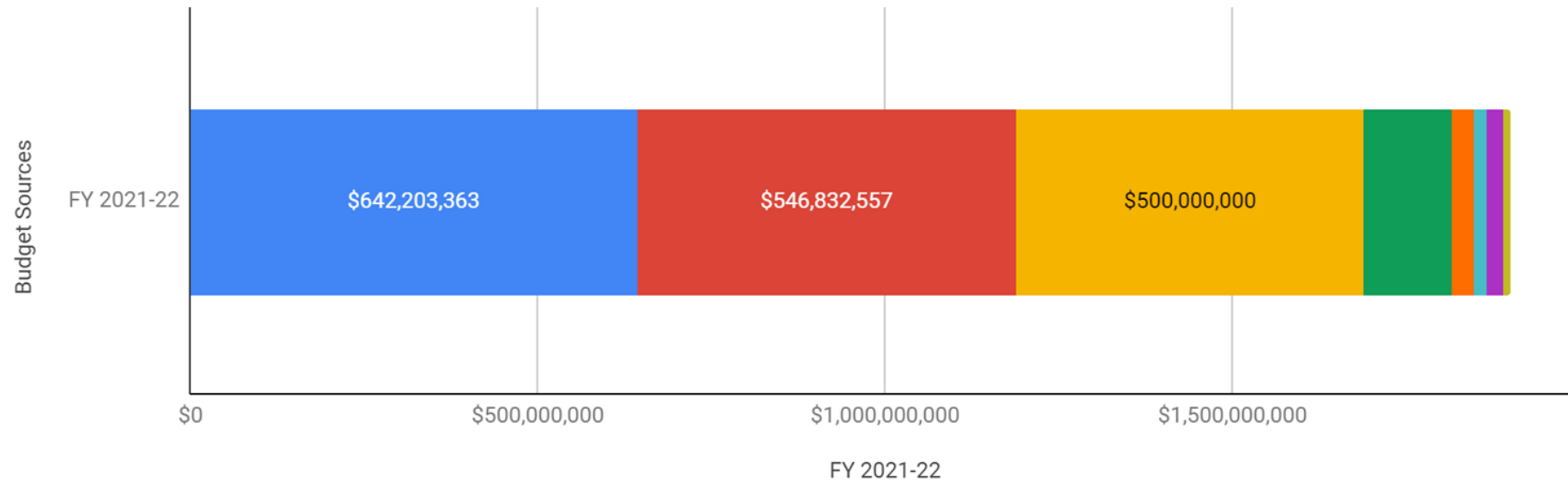
## Total budget for FY 2021-22 with roll forwards

- CDOT \$2,790.8 million
- BE \$175.7 million
- HPTE \$97.7 million
- Total CDOT and Enterprises \$3,064.2 million



# FY 2021-22 Sources of Revenue

FY 2021-22 Sources



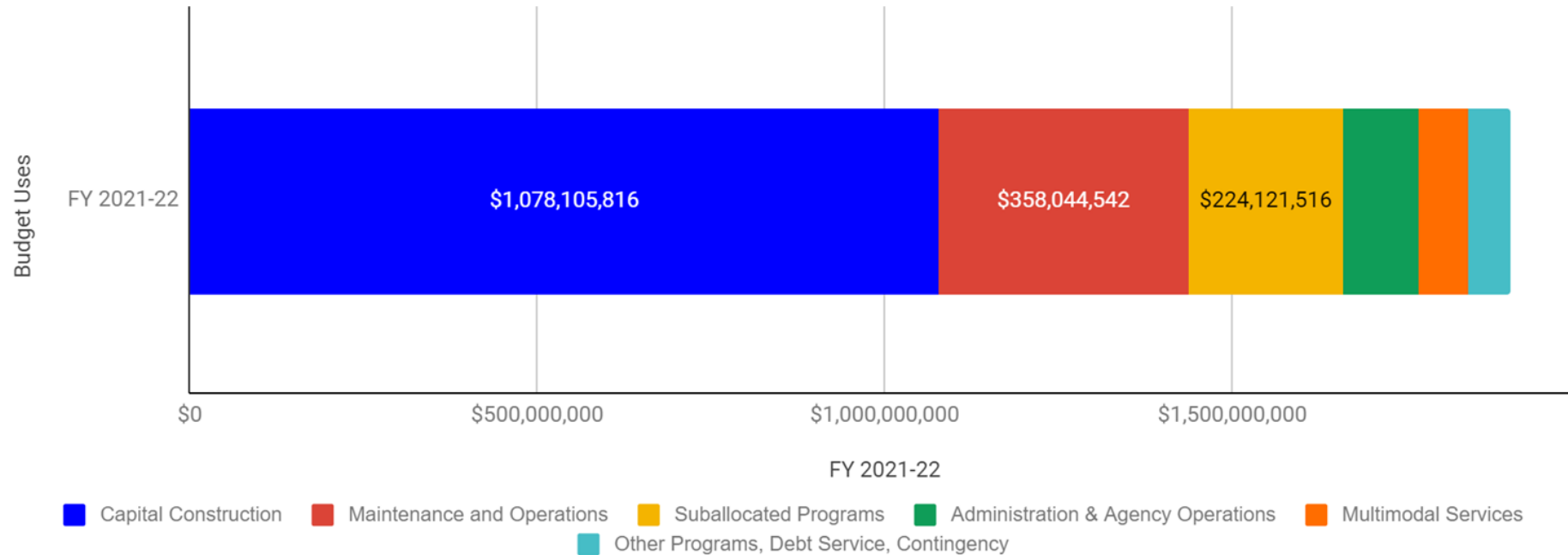
Legend: Federal Programs (Blue), Highway Users Tax Fund (Red), SB 17-267 COPs (Yellow), Bridge Enterprise (Green), Miscellaneous (Orange), Aeronautics (Cyan), High Performance Transportation Enterprise (Purple), Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank (Light Green)

Total -  
**\$1,899,159,905**



# FY 2021-22 Uses of Revenue

FY 2021-22 Uses



Total -  
**\$1,899,159,905**



# Final Balancing Actions

- ❖ DAF incorporated final adjustments to the HPTE revenue forecast and budget, including the fee for service and other final balancing actions.
- ❖ Final deficit is \$2.8 M instead of \$8.4 M
- ❖ No program reductions needed to balance; staff will continue to closely monitor revenue into FY22
- ❖ DAF will use \$2.8 M (instead of \$4.2 M) of unallocated FY 2021 Supplemental STBG funds not allocated to the package of project and program investments approved by the TC in January 2021







# Timeline and Next Steps

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

- April 2021: The approved FY 2021-22 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.



**FY 2021-22 Revenue Allocation Plan**

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Proposed Allocation Plan	FY 2021-22 Final Allocation Plan	FY22 Final Budget + Prior Year Rollforwards	Directed By	Funding Source
<b>*1 COLORADO DEPARTMENT OF TRANSPORTATION</b>							
2	<b>Capital Construction</b>	\$351.6 M	\$966.8 M	\$972.3 M	\$1,323.9 M		
3	<b>Asset Management</b>	\$54.5 M	\$330.6 M	\$336.1 M	\$390.6 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$223.3 M	\$223.3 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$61.9 M	\$61.9 M	\$61.9 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$3.5 M	\$28.8 M	\$34.3 M	\$37.8 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$10.1 M	\$10.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$5.6 M	\$6.5 M	\$6.5 M	\$12.1 M	TC	FHWA / SH
9	Emergency Relief	\$45.3 M	\$0.0 M	\$0.0 M	\$45.3 M	FR	FHWA
10	<b>Safety</b>	\$17.7 M	\$115.3 M	\$115.3 M	\$133.0 M		
11	Highway Safety Improvement Program	\$1.7 M	\$33.1 M	\$33.1 M	\$34.7 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	\$8.6 M	\$3.6 M	\$3.6 M	\$12.3 M	FR	FHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.2 M	TC	FHWA / SH
14	FASTER Safety	\$7.4 M	\$69.2 M	\$69.2 M	\$76.6 M	TC	SB 09-108
15	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
16	<b>Mobility</b>	\$279.4 M	\$520.9 M	\$520.9 M	\$800.3 M		
17	Regional Priority Program	\$25.4 M	\$48.4 M	\$48.4 M	\$73.8 M	TC	FHWA / SH
18	Strategic Projects	\$213.0 M	\$450.0 M	\$450.0 M	\$663.0 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$41.0 M	\$22.5 M	\$22.5 M	\$63.6 M	FR	FHWA / SH
20	<b>Maintenance and Operations</b>	\$28.4 M	\$345.6 M	\$347.7 M	\$376.1 M		
21	<b>Asset Management</b>	\$25.3 M	\$310.2 M	\$312.3 M	\$337.5 M		
22	Maintenance Program Areas	\$2.1 M	\$263.5 M	\$263.5 M	\$265.6 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$40.4 M	\$40.4 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$21.4 M	\$21.4 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$9.8 M	\$9.8 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$5.4 M	\$5.4 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$79.1 M	\$79.1 M	TC	SH
29	Traffic Services	\$0.0 M	\$69.0 M	\$69.0 M	\$69.0 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$17.5 M	\$17.5 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$16.8 M	\$16.8 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes	\$0.0 M	\$2.9 M	\$5.0 M	\$5.0 M	TC	SH
33	Property	\$2.8 M	\$19.9 M	\$19.9 M	\$22.7 M	TC	SH
34	Capital Equipment	\$8.4 M	\$23.9 M	\$23.9 M	\$32.3 M	TC	SH
**35	Maintenance Reserve Fund	\$12.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
36	<b>Safety</b>	\$0.3 M	\$11.4 M	\$11.4 M	\$11.6 M		
37	Strategic Safety Program	\$0.3 M	\$11.4 M	\$11.4 M	\$11.6 M	TC	FHWA / SH
38	<b>Mobility</b>	\$2.9 M	\$24.0 M	\$24.0 M	\$26.9 M		
39	Real-Time Traffic Operations	\$2.9 M	\$14.0 M	\$14.0 M	\$16.9 M	TC	SH
40	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
41	<b>Multimodal Services</b>	\$129.0 M	\$69.5 M	\$69.8 M	\$198.8 M		
42	<b>Mobility</b>	\$129.0 M	\$69.5 M	\$69.8 M	\$198.8 M		
43	Innovative Mobility Programs	\$0.0 M	\$11.1 M	\$11.1 M	\$11.2 M	TC	FHWA / SH
44	Strategic Transit and Multimodal Projects	\$123.1 M	\$50.0 M	\$50.0 M	\$173.1 M	SL	SB 17-267
45	Rail Commission	\$0.0 M	\$0.1 M	\$0.4 M	\$0.4 M	SL	SL
46	Bustang	\$5.9 M	\$8.3 M	\$8.3 M	\$14.2 M	TC	SB 09-108 / Fare Rev.
47	<b>Suballocated Programs</b>	\$347.7 M	\$229.6 M	\$224.1 M	\$571.8 M		
48	<b>Aeronautics</b>	\$30.0 M	\$24.8 M	\$19.3 M	\$49.3 M		
49	Aviation System Program	\$30.0 M	\$24.8 M	\$19.3 M	\$49.3 M	AB	SA
50	<b>Highway</b>	\$201.4 M	\$126.5 M	\$126.5 M	\$327.9 M		
51	STP-Metro	\$139.8 M	\$56.0 M	\$56.0 M	\$195.8 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	\$44.9 M	\$50.7 M	\$50.7 M	\$95.6 M	FR	FHWA / LOC
53	Metropolitan Planning	\$0.0 M	\$9.2 M	\$9.2 M	\$9.2 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program	\$16.7 M	\$10.6 M	\$10.6 M	\$27.3 M	TC / FR	FHWA / SH / LOC
55	<b>Transit and Multimodal</b>	\$116.3 M	\$78.4 M	\$78.4 M	\$194.7 M		
56	Recreational Trails	\$2.5 M	\$1.6 M	\$1.6 M	\$4.0 M	FR	FHWA
57	Safe Routes to School	\$7.9 M	\$3.1 M	\$3.1 M	\$11.1 M	TC	FHWA
58	Transportation Alternatives Program	\$30.9 M	\$12.0 M	\$12.0 M	\$42.9 M	FR	FHWA / LOC
59	Transit Grant Programs	\$75.0 M	\$61.7 M	\$61.7 M	\$136.7 M	FR / SL / TC	FTA / LOC / SB 09-108
60	Multimodal Options Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SH
61	<b>Administration &amp; Agency Operations</b>	\$17.2 M	\$99.8 M	\$102.7 M	\$120.0 M		
62	Agency Operations	\$12.4 M	\$59.9 M	\$62.6 M	\$75.0 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration	\$4.9 M	\$37.3 M	\$37.5 M	\$42.4 M	SL	SH
64	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	SH
65	<b>Debt Service</b>	\$67.2 M	\$12.4 M	\$9.6 M	\$76.8 M		
***66	Debt Service	\$67.2 M	\$12.4 M	\$9.6 M	\$76.8 M	DS	FHWA / SH
67	<b>Contingency Reserve</b>	\$81.3 M	\$0.0 M	\$0.0 M	\$81.3 M		
****68	Contingency Fund	\$41.7 M	\$0.0 M	\$0.0 M	\$41.7 M	TC	FHWA / SH
69	Reserve Fund	\$39.6 M	\$0.0 M	\$0.0 M	\$39.6 M	TC	FHWA / SH
70	<b>Other Programs</b>	\$17.3 M	\$27.5 M	\$24.8 M	\$42.1 M		
71	Safety Education	\$12.8 M	\$12.6 M	\$9.9 M	\$22.8 M	TC/FR	NHTSA / SSE
72	Planning and Research	\$4.0 M	\$14.7 M	\$14.7 M	\$18.7 M	FR	FHWA / SH
73	State Infrastructure Bank	\$0.4 M	\$0.2 M	\$0.2 M	\$0.6 M	TC	SIB
74	<b>TOTAL - CDOT</b>	\$1,039.7 M	\$1,751.2 M	\$1,751.1 M	\$2,790.8 M		

**Key to Acronyms:**

- TC = Transportation Commission
- FR = Federal
- SL = State Legislature
- AB = Aeronautics Board
- SH = State Highway
- SIB = State Infrastructure Bank
- LOC = Local
- SB = Senate Bill
- SA = State Aviation

75 COLORADO BRIDGE ENTERPRISE						
76	Capital Construction	\$49.5 M	\$105.8 M	\$105.8 M	\$155.3 M	
77	Asset Management	\$49.5 M	\$105.8 M	\$105.8 M	\$155.3 M	
78	Bridge Enterprise Projects	\$49.5 M	\$105.8 M	\$105.8 M	\$155.3 M	BEB SB 09-108
79	Maintenance and Operations	\$0.7 M	\$0.5 M	\$0.5 M	\$1.2 M	
80	Asset Management	\$0.7 M	\$0.5 M	\$0.5 M	\$1.2 M	
81	Maintenance and Preservation	\$0.7 M	\$0.5 M	\$0.5 M	\$1.2 M	BEB SB 09-108
82	Administration & Agency Operations	\$0.1 M	\$2.0 M	\$1.9 M	\$2.0 M	
83	Agency Operations-CBE	\$0.1 M	\$2.0 M	\$1.9 M	\$2.0 M	BEB SB 09-108
84	Debt Service	\$0.0 M	\$17.2 M	\$17.2 M	\$17.2 M	
85	Debt Service-CBE	\$0.0 M	\$17.2 M	\$17.2 M	\$17.2 M	BEB FHWA / SH
86	<b>TOTAL - BRIDGE ENTERPRISE</b>	<b>\$50.4 M</b>	<b>\$125.4 M</b>	<b>\$125.3 M</b>	<b>\$175.7 M</b>	

87 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE						
88	Maintenance and Operations	\$70.9 M	\$17.2 M	\$9.9 M	\$80.8 M	
89	Express Lanes Operations	\$70.9 M	\$17.2 M	\$9.9 M	\$80.8 M	HPTEB Tolls / Managed Lanes Revenue
90	Administration & Agency Operations	\$4.1 M	\$5.6 M	\$4.1 M	\$8.1 M	
91	Agency Operations - HPTE	\$4.1 M	\$5.6 M	\$4.1 M	\$8.1 M	HPTEB Fee for Service
92	Debt Service	\$0.0 M	\$0.0 M	\$8.7 M	\$8.7 M	
93	Debt Service- HPTE	\$0.0 M	\$0.0 M	\$8.7 M	\$8.7 M	HPTEB Fee for Service
94	<b>TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b>	<b>\$75.0 M</b>	<b>\$22.8 M</b>	<b>\$22.7 M</b>	<b>\$97.7 M</b>	
95	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$1,165.1 M</b>	<b>\$1,899.5 M</b>	<b>\$1,899.2 M</b>	<b>\$3,064.2 M</b>	

HPTE Fee for Service Adjustment:

Total CDOT and Enterprise Revenue:

Net Difference:

\*For more background on the Revenue Allocation Plan, please refer to the Long Range Financial Plan.  
 \*\* The Department is not immediately allocating additional revenue to the Maintenance Reserve Fund for FY 2021-21. The Department plans to preserve existing balances in the TC Program Reserve Fund to address and emergencies or other contingencies that occur during the course of the fiscal year.  
 \*\*\* The Department will use roll forward budget from FY2020-21 to pay for debt services obligations associated with SB267 COPs for the FY2021-22 budget.  
 \*\*\*\* The Department is not immediately allocating additional revenue to the TC Contingency Reserve Fund for FY 2021-22. The Department plans to preserve existing balances in the TC Program Reserve Fund to address any emergencies or other contingencies that occur during the course of the fiscal year.



**DATE:** March 12, 2021  
**TO:** Statewide Transportation Advisory Commission  
**FROM:** Rebecca White, Director, Division of Transportation Development  
Nate Vander Broek, Bicycle and Pedestrian Program Manager  
**SUBJECT:** Safe Routes to School (SRTS) FY21 and FY22 Projects

### Purpose

This memo summarizes information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2021 and 2022.

### Action Requested

CDOT staff is seeking STAC recommendation for Transportation Commission approval for the FY 2021 and FY 2022 SRTS projects as recommended by the nine-member SRTS Advisory Committee established in state statute.

In addition, the Advisory Committee is recommending that any remaining funds from this year's call for projects be offered as top-up funding to projects awarded in FY 2019 and FY 2020 that would be unable to proceed due to COVID hardships.

### Background

\$6,010,924.00 in funds were made available for Safe Routes to School projects in FY 21 and 22. Requests for applications were announced in August 2020 and were due on November 4, 2020. Sixteen applications were submitted with a total request for funding of \$7,769,864.48. In order to qualify for these funds, applicants must be a political subdivision of the state. These funds must be used to benefit elementary and middle school children in grades K - 8<sup>th</sup> and projects must be within a two-mile radius of the identified school.

The Advisory Committee met in January 2021 for project selection. The Committee recommended 12 projects for funding, totaling \$5,849,743. Projects normally require a 20% cash match; however, due to COVID, projects that meet certain eligibility requirements will receive 100% of the project costs from CDOT. Eligible projects include schools with 75% or higher free and reduced lunch rate and scored within the bottom two tiers of the Colorado Department of Public Health and Environment's County Health Rankings. In addition, the applicant had to show financial hardship. Three projects recommended for 100% funding are: Center Consolidated Schools (Non-Infrastructure), Town of Center (Infrastructure) and City of Pueblo (Infrastructure). The remaining nine projects will contribute 20% of the project total. Attachment A shows the project list with the 12 recommended projects highlighted: 9 infrastructure and 3 non-infrastructure. Four projects were not recommended for funding due to a variety of reasons including requests for funding outside of SRTS project scope, inadequate information from project partners and concern from CDOT engineers.

### Select Project Highlights

While projects have been recommended for funding in all of the CDOT Regions, below are a few highlighted projects throughout Colorado:

The Town of Center, in collaboration with the Center School District, would like to increase the safety for walking and biking to school. The planned project includes two sidewalks running directly through town to the school. In addition, a crossing light is planned across Highway 112 south of the school.

The City of Salida will work to address connectivity within their community. The Monarch Spur Trail (Spur Trail), the backbone of the city's off-street bicycle and pedestrian transportation system, is a crucial safe route to access both Longfellow Elementary and Salida Montessori Charter School. Unfortunately, there are currently no easy connections to the Spur Trail for residents in the fast-growing southwestern part of the city. With this project, they intend to create and enhance safe routes to school via shared-use paths and sidewalks connecting to the Spur Trail.

City and County of Denver's Advancing a Culture of Active Transportation in Schools (ACATS) builds a sustainable Safe Routes to School (SRTS) network in Denver's K-5 public schools by pairing the City and County of Denver's active transport infrastructure priorities with safety education modules delivered by trained teacher "champions," who will shift culture within their school communities. Piloting at 3 schools over 2 program years that are scheduled to receive nearby mobility infrastructure, ACATS will transform the long-term effectiveness of Denver SRTS programs.

### Next Steps

Upon approval of the Transportation Commission, CDOT will proceed with notifying grantees, program the projects into the Statewide Transportation Improvement Program (STIP), and initiate the procurement process.

### Attachments

- Attachment A: FY 21 and FY 22 SRTS Project List
- Attachment B: SRTS Advisory Committee Members



**Safe Routes to School FY 2021 and  
2022 Recommended Projects as  
Put Forth by  
SRTS Committee on 1/12/21**

INFRASTRUCTURE

Applicant	Project Title	Amount of SRTS Funding	Region	MPO / TPR	
Town of Center	Center Safe Routes to School Project	\$ 750,000	5	TPR	Recommended for Funding
City of Canon City	Safe Route for Washington and Canon Exploratory Students	\$ 627,029	2	TPR	
Denver Department of Transportation	Smith Elementary Intersection Improvements	\$ 401,692	1	MPO	
City of Gunnison	Ohio Avenue Safewalk	\$ 733,500	3	TPR	
City of Salida	Bicycle and Pedestrian Connectivity Improvements for Longfellow Elementary School	\$ 710,258	5	TPR	
City of Arvada	Secrest Elementary Safe Routes to School Sidewalk	\$ 508,022	1	MPO	
Town of Mead	Town of Mead Regional Trail	\$ 424,850	4	MPO	
City of Pueblo	Safe Routes to Haaff Elementary School	\$ 279,180	2	TPR	
Town of Hayden	Hwy 40 Pedestrian/Multi-Modal Safety Project	\$ 750,000	3	TPR	
Town of Silverthorne	Ruby Ranch Road/Highway 9 Traffic Light	\$ -	3	TPR	Not Funded
City of Alamosa	City of Alamosa Safe Routes to School	\$ -	5	TPR	
City of Fort Collins	Power Trail/Mail Creek Trail Overpass Connection	\$ -	4	MPO	

**TOTAL RECOMMENDED FOR INFRASTRUCTURE FUNDING \$5,184,530**



**Safe Routes to School FY 2021  
and 2022 Recommended Projects as  
Put Forth by  
SRTS Committee on 1/12/21**

NON-INFRASTRUCTURE

Applicant	Project Title	SRTS Funding		Region	MPO / TPR
Denver Department of Transportation	Advancing a Cultural of Active Transportation in Schools	\$ 66,792	1	MPO	Recommended for Funding
Center Consolidated Schools	Center Schools Safe Routes to School	\$ 184,814	5	TPR	
Grand Valley MPO	Grand Valley Safe Routes to School Smart Project	\$ 81,000	3	MPO	
Town of Castle Rock	School Walking Route Maps	\$ -	1	MPO	Not Funded

TOTAL RECOMMENDED NON-INFRASTRUCTURE FUNDING \$ 332,606

TOTAL RECOMMENDED INFRASTRUCTURE FUNDING \$ 5,184,530

TOTAL RECOMMENDED ALL CDOT SRTS FUNDING \$ 5,517,136

REMAINING FUNDS \$ 493,787.52

**Note: Four projects were not recommended for funding due to a variety of reasons including requests for funding outside of SRTS project scope, inadequate information from project partners and concern from CDOT engineers.**

ATTACHMENT B - SRTS Advisory Committee Members

Name	Representing	Agency	Title
Maureen Bailey	Parent	<i>be well</i> Health and Wellness Initiative The Foundation for Sustainable Urban Communities	Director of School Wellness and Youth Initiatives
Dean Bressler	MPO	Grand Valley MPO/TPR Mesa County Regional Transportation Planning Office	Senior Transportation Planner; PE
Gene Glover	TPR	Rio Grande County	Commissioner
Karen Hancock	Pedestrian	City of Aurora	Principal Planner
Emily Lindsey	MPO	DRCOG	Transportation Technology Strategist
Dexter Rowe	Law Enforcement	City of Fort Collins	Police Officer
Heather Sloop	TPR	Northwest TPR	Steamboat Springs City Council Woman
Cate Townley	Bicycle	CDPHE	Senior Built Environment Specialist
Elise Waln	Educator	Jefferson County Public Health	Performance Management & Data Governance Coordinator





# COLORADO

## Department of Transportation

Division of Transportation Development  
2829 W. Howard Place  
Denver, CO 80204-2305

**DATE:** March 5, 2021

**TO:** Statewide Transportation Advisory Committee

**FROM:** Aaron Willis, Acting Statewide and Regional Planning Section Manager

**CC:** Herman Stockinger, Deputy Executive Director  
Rebecca White, Director, Division of Transportation Development

**SUBJECT:** Transportation Commission Approval of the Revised Interchange Approval Policy Directive 1601

### Purpose

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

### Action

STAC recommendation to the Transportation Commission for approval of the revised 1601 Policy Directive (PD1601).

### Background

After an extensive and lengthy outreach process involving stakeholders across the state, staff has completed revisions and updates to PD1601. These changes include several administrative and clarifying edits along with a new Transportation Demand Management requirement for new interchanges on the state highway system and interchange modifications on interstate facilities under certain circumstances.

Over the past several months, staff has sought feedback and incorporated changes from the five Colorado Metropolitan Planning Organizations (MPOs), staff from both urban and rural cities and counties, MPO Technical Advisory Committee members, and the Statewide Transportation Advisory Committee.

The Transportation Demand Management (TDM) requirement is a significant step toward helping to preserve the overall functionality and operability of the state highway system. As our state continues to grow and develop, the new TDM section emphasizes the benefits TDM can lend toward maximizing the use of transportation infrastructure and reducing vehicle miles traveled through strategies like increased transit, mobility hubs, ridesharing, walking, biking, and telework to reduce reliance on single-occupant vehicle usage.



### Next Steps

Upon Transportation Commission approval of PD 1601, staff will submit the final version of the procedural directive to the Executive Director for final review and approval. Staff will conduct training sessions for each CDOT region later this year. Regional staff will be encouraged to share 1601 training materials with local planning partners as appropriate.

### Attachment

Revised 1601 Policy Directive



<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>INTERCHANGE APPROVAL PROCESS</b>		Number <b>1601.0</b>
Effective	Supersedes <b>10/16/08</b>	Originating Office <b>Division of Transportation Development</b>

## **I. PURPOSE**

The purpose of this Policy Directive is to establish fair and consistent procedures regarding the review and evaluation of requests for new interchanges and major improvements to existing interchanges on the state highway system.

## **II. AUTHORITY**

Transportation Commission, § 43-1-106, C.R.S.  
 § 43-3-101, C.R.S. (Freeway Law)  
 § 43-2-147, C.R.S. (Highway Access Law)  
 2 CCR 601-1 “State Highway Access Code”

## **III. BACKGROUND**

The Transportation Commission (“Commission”) recognizes that state highways are important to meeting the mobility needs of the public, and that it is important to the quality of life and economic health of the state of Colorado for the state highway system to provide safe and efficient interregional and interstate movement of people and goods. To that end, the Commission must manage the location, design, operations and maintenance of interchanges on the state highway system.

## **IV. POLICY**

A. It is the policy of the Commission that all requests for new interchanges and major improvements to existing interchanges on the state highway system be reviewed and evaluated in a fair and consistent manner, that sufficient information be available to make an informed decision, and that duplicative analytical, regulatory and procedural requirements be minimized.

B. Since each request for a new interchange or interchange modification has its own unique circumstances, the Commission will take into account these unique circumstances in judging the relative merits of each request for a new interchange or interchange modification on facilities owned by CDOT. To that end, the Commission recognizes that there must be flexibility to ensure a level of analysis appropriate to the circumstances surrounding each proposal.

C. In order to ensure consistency with local plans, needs and priorities, and the ability to have the long term contractual relationships that are necessary to maintain the infrastructure of the state highway system, applicants must be local governmental units. CDOT-initiated new interchanges or interchange modifications must comply with the same analytical and procedural requirements as local applicants.

D. The following general policies will apply to all proposals for new or modified interchanges on the state highway system unless otherwise agreed to by the Commission:

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**1. Approval of Interchanges and Interchange Modifications:** To balance the need for fair and consistent treatment of all proposals to add a new interchange or modify an existing interchange to the state highway system with the need for flexibility to ensure the level of analysis appropriate to the circumstances surrounding each proposal, the Commission has identified three categories of proposals.

- a) Type 1: Proposals for new interchanges on the state highway system with a functional classification of Interstate or Freeway will be submitted to the Commission for action. The Commission will also take action on other new interchanges or interchange modifications referred to it by the Chief Engineer.
- b) Type 2: Proposals for new interchanges not on the interstate or freeway system and modifications to existing interchanges will be submitted to the Chief Engineer for action. The applicant may appeal the Chief Engineer's decision as it relates to this policy to the Commission.
- c) Type 2a: Proposals for minor interchange improvements that will have little or no impact to the state highway system or surrounding local transportation system, consistent with the definition and guidance provided by FHWA. Approvals for Type 2a proposals are delegated by the Chief Engineer to the Region Transportation Director.

**2. Cost Sharing:**

- a) The state highway system shall be owned by CDOT.
- b) The applicant is responsible for all costs for the development, administration, and evaluation of proposals for new interchanges or modifications to existing interchanges.
- c) The applicant is responsible for all costs including, but not limited to, design, rights of way, construction, maintenance, operations, environmental mitigation and remediation and replacement of structures and ancillary facilities associated with new interchanges in perpetuity.
- d) Responsibility for all costs including, but not limited to, design, rights of way, construction, maintenance, operations, Transportation Demand Management strategy implementation, environmental mitigation and remediation and replacement of structures and ancillary facilities owned by CDOT associated with existing interchanges, upgrades of existing intersections on state highways to interchanges, and ancillary facilities on the state highway system will be negotiated through the final Intergovernmental Agreement consistent with the financial plan identified in a Systems Level Analysis.
- e) The Transportation Commission must approve CDOT participation in any cost sharing proposal.

**3. Connections to the State Highway System:**

- a) Interchange connections to the state highway system are intended to improve the operations and safety of the state highway system, serve regional travel purposes or provide access to regional destinations. Therefore interchange connections from state highways must be to

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regionally significant roadways or regionally significant publicly owned facilities, or result in a significant improvement in the operations and safety of the state highway system.

b) A regionally significant roadway is defined as a roadway classified as a principal arterial or higher classification in the most recently adopted Metropolitan Planning Organization transportation plan in urban areas, or if the roadway has been identified as regionally significant within an adopted Regional Transportation Plan, NEPA/environmental study, feasibility study, corridor optimization plan, or access management plan in which CDOT staff has participated and the Chief Engineer finds acceptable.

c) Access to local land uses must be provided to the extent reasonable and feasible by the local transportation system.

#### **4. Inclusion of Transportation Demand Management Strategies**

a) To preserve the overall functionality and operability of the state of Colorado's highway system, the applicant will implement traffic reduction or Transportation Demand Management (TDM) strategies to preserve the long-term functionality of the constructed interchange improvement. The effectiveness of TDM strategies is highly dependent on the specific location, complementary strategies, the nature of the travel segment being targeted, and implementation and promotion. TDM requirements apply to new Type 1 and Type 2 interchange proposals. The TDM requirement does not apply to Type 2a proposals. The proposed TDM improvements will be included for analysis in the Systems Level Study.

b) As background, TDM helps the traveling public by offering access to multiple transportation modes through strategies like increased transit, mobility hubs, ridesharing, walking, biking, and teleworking in order to reduce reliance on travel in a single-occupant vehicle. TDM helps the state by optimizing the use and available capacity of the existing transportation infrastructure. This TDM requirement intends to implement appropriate TDM strategies that preserve the functionality of interchanges on the state highway system in order to maximize the benefit created from new infrastructure investments. Therefore, the implementation of TDM strategies reduces vehicle miles traveled, highway congestion, and the subsequent greenhouse emissions.

c) At the discretion of the CDOT Chief Engineer, TDM strategies would apply to Type 2 interchange modifications on interstate facilities where the current operational Level of Service (LOS) is F, for the current year, during peak hours for the mainline in at least one direction of travel as identified in the System Level Study. Additionally, TDM strategies would be required if the LOS is predicted to be at level 'F' at the 20-year design year timeframe under a no-build scenario.

d) As a goal, the recommended TDM strategies should result in a 3% or greater average daily traffic (ADT) reduction for the preferred alternative in Metropolitan Planning Organization (MPO) Boundary Areas and a 1% or greater ADT reduction for the preferred alternative outside the MPO Boundary Areas. The reduction threshold goal shall be calculated from the opening day of the new facility, or 5-years from opening day if the TDM strategies are implemented on a phased schedule for traffic conditions with the assumption that the interchange improvements have been built. The trip reduction goal applies to the traffic volumes for the interchange ramps (all movement) as identified in the systems level study.

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e) The final Intergovernmental Agreement (IGA) will outline TDM related commitments along with a phased implementation schedule if necessary. Any phased implementation schedule should be based on a combination of traffic volume ADT and LOS forecasts identified in the procedural directive.

f) It is the discretion of the Chief Engineer as to if TDM strategies could be reduced for interchange applications based on factors such as changes in land use and existing TDM programs or strategies. The factors used by the Chief Engineer are identified during the Pre-Application Meeting and are detailed in the 1601.0 Procedural Directive.

g) The applicant should also recognize that TDM strategies require some level of education and outreach to multiple stakeholders. TDM strategies can be highly effective and range in cost and should be accompanied by local capacity enhancements. These suggested strategies can be considered individually or grouped depending on the location, population, employment, land use, and if there is an existing transit system available. Lastly, CDOT recognizes that the suggested TDM strategy list identified in the procedural directive requires a range of possible partnerships that could include, but are not limited to, the private sector, local and regional transit agencies, Transportation Management Organizations or Transportation Management Associations, Business Improvement Districts, homeowners associations, special districts and other quasi-government and non-profit organization to fully execute the agreed-upon TDM improvement(s).

h) The procedural directive provides the applicant with a TDM scorecard and a target point system based on the type and location of the proposed improvement, to develop a project-specific TDM plan that will be included in the Systems Level Study. The project-specific TDM plan will include an analysis of the proposed TDM improvement, and how that proposed improvement will achieve the goals identified in the 1601.0 Procedural Directive

**5. Approval Process:**

a) An initial Intergovernmental Agreement must be developed between the applicant and CDOT addressing responsibility for administrative and application costs, analytical procedures and responsibilities, anticipated level of design detail, approval process, anticipated schedule and other necessary issues following a project scoping meeting between the applicant and CDOT. An initial Intergovernmental Agreement may be developed for Type 2a proposals at the discretion of the Regional Transportation Director.

b) The Transportation Commission (for Type I proposals) and the Chief Engineer (for Type 2 proposals) shall take action on a Systems Level Study of the impacts of the proposed interchange or interchange modification on the state and local transportation system and surrounding area. The Systems Level Study must include a preliminary financial plan that identifies which parties are responsible for applicable costs.

c) Following the Systems Level Study approval, the new interchange or interchange modification proposal must be determined consistent with the applicable fiscally constrained regional transportation plan, receive approval of the applicable environmental documents consistent with the CDOT Environmental Stewardship Guide and receive NEPA approval and access approval by FHWA for all Interstate related proposals.

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d) A final Intergovernmental Agreement, consistent with the approved Systems Level Study and approved by the Chief Engineer, that addresses all necessary commitments by the applicant including, but not limited to, construction, mitigation, operations, TDM strategies, maintenance, ownership will be negotiated after the system level study is approved and the applicable environmental and design requirements are addressed.

e) As an incentive to encourage cooperative corridor planning, a full systems analysis is not required when a proposed interchange or interchange modification is consistent with an approved corridor optimization and access control plan. In such cases, the Chief Engineer may define additional information necessary to ensure the proposed interchange meets acceptable design, safety, operational, and other applicable requirements.

f) The applicants must demonstrate significant progress, as defined by milestones in the IGA, towards implementation of the project within 3 years of approval of the Systems Level Feasibility Study by the Transportation Commission or Chief Engineer. If the applicant has not made significant progress toward implementation of the interchange project within 3 years of this approval, the applicant may submit a written request to the Chief Engineer for a one year time extension. No more than two one-year extensions may be granted by the Chief Engineer.

**V. IMPLEMENTATION PLAN**

This Policy Directive shall be implemented by all Regions and Divisions of the Colorado Department of Transportation.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT’s intranet as well as on public announcements.

**VI. REVIEW DATE**

This Policy Directive shall be reviewed before October 2023.

\_\_\_\_\_  
Herman Stockinger, III  
Transportation Commission Secretary

\_\_\_\_\_  
Date