



## Statewide Transportation Advisory Committee (STAC)

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

**October 15, 2021**

**9:00 AM – 11:30 AM**

**CDOT Headquarters Auditorium and via Video Conference**

### ***Agenda***

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the September Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:10 **Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- Break**
- 10:20-10:50 **10-Year Plan Update and Fiscal Constraint (Discussion Update)** – Rebecca White, Director, Division of Transportation Development (DTD) and Jeff Sudmeier, Chief Financial Officer
- Overview of available funding and schedule for the 10-Year Plan Update. *Please note that these materials are forthcoming. This agenda topic will be presented at both STAC and the Transportation Commission in October and in order to ensure consistency, these materials will be distributed at the same time to both groups.*
- 10:50-11:10 **GHG Rulemaking Update and Next Steps (Discussion Item)** – Rebecca White, Director, Division of Transportation Development
- Update on the GHG rulemaking process and next steps
- 11:10-11:20 **Transportation Demand Management Grant Opportunities (Informational Item)** - Lisa Streisfeld, Assistant Director of Mobility Services, Office of Innovative Mobility
- An overview of new transportation demand management grant opportunities for innovation and seed funding.
- 11:20-11:30 **Other Business** - Vince Rogalski, STAC Chair
- Electrification grant resource factsheet
  - Multimodal Options Fund process update



# COLORADO

Department of Transportation

Division of Transportation Development

## Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Location: CDOT Headquarters Auditorium & Via Web Conference

Date/Time: September 10, 2021; 9:00 a.m.

Chairman: Vince Rogalski, Gunnison Valley, TPR Chair

### Attendance:

Denver Area: Ashley Stolzmann, Ron Papsdorf  
 Central Front Range: Dick Elsner  
 Eastern: Chris Richardson  
 Grand Valley: Dana Brosig, Dean Bressler  
 Intermountain: Bentley Henderson  
 North Front Range: Suzette Mallette, Becky Karasko  
 Northwest: Heather Sloop  
 Pikes Peak Area: Holly Williams, John Liosatos  
 Pueblo Area: Chris Wiseman  
 Gunnison Valley: Vince Rogalski

San Luis Valley: Keith Baker, Vern Heersink  
 South Central: Walt Boulden  
 Southeast: None  
 Southwest: Sarah Hill, Jim Candelaria  
 Upper Front Range: Elizabeth Relford  
 Southern Ute Tribe: Doug McDonald  
 Ute Mountain Ute Tribe: None  
 FHWA: John Cater  
 FTA: None

Karen Stuart (Transportation Commissioner)  
 Eula Adams (Transportation Commissioner)  
 Herman Stockinger (CDOT Deputy Director)  
 Jeffrey Sudmeier (CDOT Chief Financial Officer)  
 Marissa Gaughan (CDOT Manager, Multimodal Planning Branch)  
 Michael Snow (CDOT Statewide and Regional Planning Section)

Fahad Khan (CDOT Office of Policy and Government Relations)  
 Aaron Willis (CDOT Manager, Statewide and Regional Planning Section)  
 Kathleen Collins (CDOT Statewide and Regional Planning Section)  
 Rebecca White (CDOT Director, Division of Transportation Development)  
 Jamie Grim (CDOT Office of Policy and Government Relations)  
 Erik Sabina (CDOT Manager, Information Management Branch)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes  – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>No minutes were discussed or approved.</li> <li>The order of agenda items was modified to hear the GHG rulemaking, MMOF, and 10-Year Plan updates first. TPR/Agency Reports were moved to the end of the meeting, as time allows.</li> </ul>	No Action.

<p>Transportation Commission Report</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>At the last Transportation Commission (TC) meeting there was discussion about the damage at Glenwood Canyon, the greenhouse gas (GHG) rulemaking process, and Revitalizing Main Streets.</li> <li>There was a lot of public input at the meeting.</li> <li>A number of resolutions were passed including advancing \$22 million for Revitalizing Main Streets.</li> <li>Next week, commissioners will visit I-70 and Glenwood Canyon in person.</li> </ul>	<p>No Action.</p>
<p>CDOT Update on Current Events</p> <p>– Herman Stockinger, CDOT Deputy Director</p>	<ul style="list-style-type: none"> <li>Deputy Executive Director Stockinger passed on CDOT updates in order to provide more time for the other agenda items.</li> </ul>	<p>No Action.</p>
<p>Legislative Report</p> <p>– Jamie Grim, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> <li>There are currently two bills of interest: the Infrastructure Bill and the Senate Reconciliation Bill. The Senate Reconciliation Bill includes Fiscal Year 2022 appropriations and Fast Act reauthorization. Moderate Democrats have asked for the Infrastructure Bill to be voted on first, but Speaker Pelosi would like both bills to pass at the same time. Speaker Pelosi has promised that both bills will be voted on by September 27th. If the Reconciliation Bill is not passed by September 30th, then there will need to be a continuing resolution to maintain the current flow of Fast Act funds. The House is still drafting amendments on the Senate Reconciliation Bill regarding the size, how to pay for it, and what is included.</li> <li>The debt ceiling must be raised, and it is estimated that this will happen in October. This could impact the Infrastructure Bill and the Senate Reconciliation Bill.</li> </ul> <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> <li>Ron Papsdorf: Will there be earmarks in the Senate Reconciliation Bill? <ul style="list-style-type: none"> <li>Jamie Grim: Earmarks are not expected for the bill, though that could change.</li> </ul> </li> <li>Ashley Stolzmann: If no infrastructure bill passes, and a continuing resolution is passed for Fast Act funds, how much will our area receive? <ul style="list-style-type: none"> <li>Jamie Grim: A continuing resolution will maintain current numbers and formulas for Fast Act funds, but the time frame of the extension can vary.</li> </ul> </li> <li>Ashley Stolzmann: Can STAC send a letter to Congress requesting approval of transportation funding? As a united group of diverse constituents, this letter might have an impact. <ul style="list-style-type: none"> <li>Herman Stockinger: Yes, STAC can. We can draft this letter, or your staff can draft it.</li> </ul> </li> </ul>	<p>Write letter to Congress that transportation funding needs to be approved.</p>
<p>GHG Rulemaking Update</p> <p>– Rebecca White, Director, Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> <li>Rule background: The GHG Rule started with House Bill 1261, which set statewide GHG reduction goals. This led to a GHG Pollution Roadmap, authored by multiple state agencies. The Roadmap describes a pathway for meeting reduction targets. For the transportation sector, the target is 12.7 million metric tons. It is anticipated that half of this goal will be met without intervention through increasing vehicle efficiency. This leaves 6 million metric tons. 2 million can be reduced if the goal is</li> </ul>	<p>Send Heather Sloop a copy of cost benefit analysis.</p>

<p>– Herman Stockinger, CDOT Deputy Director</p>	<p>met for electrifying Colorado vehicles. This leaves 4.7 million metric tons to be addressed in order to meet the 2030 goal for Bill 1261. The Roadmap lays out a strategy for a GHG planning rule. Senate Bill 260 directed CDOT to implement this rule.</p> <ul style="list-style-type: none"> <li>• The GHG Rule is housed in Section 8 of the Transportation Planning Rules.</li> <li>• The rule applies to all 5 Metropolitan Planning Organization (MPO) planning areas and to CDOT for non-MPO areas. The rule provides benchmarks for 2025, 2030, 2040, and 2050. For the first 2025 benchmark, only CDOT, Denver Regional Council of Governments (DRCOG), and North Front Range will need to comply with the rule. This graduated approach is dictated by Senate Bill 260, and makes sense since these organizations have experience with modeling relating to ozone conformity. The transition to GHG will be easier for them.</li> <li>• Based on future planned projects, models have determined anticipated vehicle miles traveled (VMTs) and emissions. Based on these models, reduction targets have been set for 2025, 2030, 2040, and 2050. CDOT and each MPO have individual targets. If a target cannot be met, there is a provision to use mitigation measures. Each MPO is also required to produce a GHG report.</li> <li>• Important definitions for the rule are “applicable planning documents,” “mitigation measures,” and “regionally significant projects.” Applicable planning documents for MPOs are the regional transportation plans; for CDOT it would be the 10-Year Plan. Regionally significant projects are those that make fundamental changes to the transportation system and that impact the way people move. Mitigation measures are non-regionally significant projects that reduce GHG. A TC Policy Directive will be finished in April 2022 to provide more guidance on mitigation measures.</li> <li>• A chart was presented showing the reduction targets for each MPO for each year. In later years, there is a dip in reduction levels to account for more electric vehicles. Therefore, reducing VMTs will be less impactful on GHG emissions.</li> <li>• Before a Regional Plan is approved by the TC, the Air Pollution Control Division will need to verify a GHG Transportation Report produced by the applicable MPO/CDOT. If the Division does not respond within 30 days, TC can move ahead with approval.</li> <li>• Enforcement: If CDOT or an MPO cannot meet reduction targets, TC will restrict use of funds. The Commission can also waive restrictions on certain projects if it is demonstrated that significant effort was made to reach targets and the project does not result in a substantial increase to GHG emissions.</li> <li>• Communication efforts regarding the GHG Rule include press releases, social media, targeted emails, a website, resources in Spanish, and public hearings across the state (with Spanish interpreters at most hearings). The first public hearing is on September 17<sup>th</sup>. There is a 60-day written public comment period ending on October 15th. The Commission can extend this period.</li> <li>• The TC is anticipated to adopt the Rule on November 18th. It will become effective in January 2022. The first set of affected MPOs (DRCOG, North Front Range) and CDOT will need to update their Plans by October 2022.</li> </ul>	<p>Herman Stockinger to check if amendments can be made to the cost-benefit analysis.</p> <p>Motion passed to extend comment period by 30 days from when North Front Range receives their data.</p>
--	--	---

- There are only 15 public comments on the Rule to date, though more are expected. Comments focused on reprioritizing investments, edits to the regulation, equity issues, and subjects not related to the GHG rule.
- A cost-benefit analysis has been conducted. It includes the anticipated economic benefits and costs; adverse effects on the economy, consumers, small businesses, job creation, private markets, and economic competitiveness; and two alternatives to the proposed rule including the cost and benefit of pursuing those benefits. The analysis also examines vehicle operating costs, the social costs of carbon, air pollution, safety (crashes), traffic delay, and physical inactivity. The cost-benefit analysis assumes that targets will be met at a net neutral investment level (i.e., no boost of additional funding to meet targets).

STAC Discussion

- Sarah Hill: Is there a boundary defining CDOT non-MPO areas?
  - o Rebecca White: There aren't individual boundaries. The area is statewide.
- John Liosatos: A statewide target for non-MPO areas will make it difficult for rural Transportation Planning Regions (TPRs) to understand how the GHG rule specifically impacts them.
  - o Herman Stockinger: The 10-Year Plan process will address this question with the rural TPRs. In addition, it is rare for a non-MPO area to have a regionally significant project. The focus on non-MPOs will be regarding mitigation measures.
- Ron Papsdorf: If there are misstatements in the cost-benefit analysis, can we amend it?
  - o Herman Stockinger: Herman will check with the rules expert to see if amendments can be made.
- Keith Baker: On the reduction levels chart, the 2050 baseline projection goes up, while prior baseline projections go down. Why is that?
  - o Erik Sabina: CAFE standards will require increased vehicle mileage through 2026 and subsequent years. When old cars in the fleet are replaced by new cars, the new cars will meet the 2026 standards and GHG emissions will decrease. By 2040, we will have wrung all the good out of the 2026 CAFE standard for vehicle efficiency. Then, the increase in population and resultant increase in VMTs will cause the baseline projection to go back up. It is important to note that baseline projections only assume the electric vehicles (EVs) we already have, and not more. This rule is a planning rule and not about how many EVs are in the fleet. Although more EVs are anticipated, the model for the baselines does not factor increased EVs.
  - o Keith Baker: Rebecca said that requirements will decrease over time because of increased EVs.
  - o Erik Sabina: The baseline projection does not factor in EVs, but the anticipated reduction level does. We do not want to pretend that we removed a large number of gas cars that weren't really there. By 2050, we expect that close to all light duty vehicles will be EV, and so we won't

	<p>have a big pool of dirty vehicles to move off the road. This needs to be factored when estimating the expected size of GHG reduction levels for 2050.</p> <ul style="list-style-type: none"> <li>o Keith Baker: Does the model assume that CAFE standards will remain the same over the decades?</li> <li>o Erik Sabina: Yes, we are assuming no new or changed rules.</li> <li>• Suzette Mallette: We have requested data to make comments but haven't received it. In July, we requested a technical report from CDOT that describes the modeling process for demonstrating compliance and we requested documentation for the Energy and Emissions Reduction Policy Analysis Tool (EERPAT) model. We requested per capita data, and we are awaiting model runs from the Air Pollution Control Division. We also have a correction for the reduction model. We found that VMT reductions were applied to all vehicle types resulting in unreasonably high GHG levels. We raised this issue in July and CDOT staff are taking this under advisement. In summary, we need more time to receive the data, review it, and make data driven comments. We would like 30 days beyond Oct 15. <ul style="list-style-type: none"> <li>o Herman Stockinger: An Ad Hoc committee of three commissioners can approve an extension.</li> <li>o Suzette Mallette: We can wait closer until the deadline to know if we need an extension.</li> <li>o Commissioner Williams: Was that a motion? I would make that a motion.</li> <li>o Herman Stockinger: Yes, Suzette made a motion for a 30-day extension.</li> <li>o Vince Rogalski: Moved and seconded.</li> <li>o Suzette Mallette: The request is for a 30-day extension after receipt of the data.</li> <li>o Holly Williams: I accept the amendment.</li> <li>o Rebecca White: I am hesitant about the term "the data." It is not well-defined.</li> <li>o Suzette Mallette: I can send a written request on the data.</li> <li>o Rebecca White: Is the entire resolution based on CDOT's response to the North Front Range?</li> <li>o Holly Williams: The recommendation to the TC is for a 30-day extension.</li> <li>o Vince Rogalski: The original motion related to receiving the data, but we need a clear definition of the data.</li> <li>o Ashley Stolzmann: I am supportive of the motion, and it is clear we can work offline to clarify what the data is. The motion benefits us all.</li> <li>o Vince Rogalski: Vote: non opposed. Resolution passes.</li> </ul> </li> <li>• Ashley Stolzmann: If we don't meet targets and need mitigation measures, how are 10-Year Plan projects impacted? These projects have federal requirements too, so it is complicated. And what about CMAQ and STBG funds? <ul style="list-style-type: none"> <li>o Herman Stockinger: Only regionally significant projects within the 10-Year Plan will be impacted. It is anticipated that the rule will not apply to CMAQ and STBG funded projects, regardless of whether it is regionally significant.</li> </ul> </li> <li>• Vince: Regionally Significant varies by the region. For some places a \$10 million project is significant. For other places, \$100 million is significant.</li> </ul>	
--	--	--

- o Herman Stockinger: Regionally Significant is not each individual's perception of significance. There is a definition in the rule, and there is an opportunity to modify the definition.
- Heather Sloop: We need a clearer definition for "Regionally Significant Project." It is too subjective and could potentially harm areas that are included or excluded because of the broad stroke definition.
  - o Rebecca White: An interagency group can modify the definition. The process of an interagency group is borrowed from how ozone is treated for transportation conformity. This process has been tried and tested for decades, and so I believe it can work for us in this GHG context.
  - o Herman Stockinger: Submit this point as a formal public comment.
- Elizabeth Relford: CDOT is making a mission shift from transportation to air quality. Weld County and Upper Front Range would also appreciate a delay for commenting. We need enough time for stakeholders to respond. The concern from the rural perspective is that mitigation measures are for non-MPO areas. These mitigation measures do not reflect what rural areas do. We just have a list of examples of mitigation measures, but we need more quantifiable data on the mitigation measures. We have done regionally significant projects and it is not an accurate assumption that there aren't capacity projects in rural Colorado. How does CDOT have such high reduction goals for the rural areas without any data on the mitigation measures? Weld County has their own air monitoring program, and we care about air quality. But we want to make sure we have a rule that is data driven. We haven't received the data to support it and to know if we can or cannot meet thresholds. We need to specify that the rule is not intended to be punitive. CDOT is using a 10-Year Plan but the rest of us are using 25-year plans. How is that being addressed? Why are the rural TPRs going through planning efforts if these plans won't be used?
- Ashley Stolzmann: Is there going to be a special meeting of STAC to formally comment on the rule? I also hope there will be an extension and that at the next STAC meeting we can take a position on the rule. If there is no extension, STAC will have to write up the comments at the next STAC meeting on October 15<sup>th</sup> and submit them that day.
  - o Rebecca White: We can schedule a special meeting of STAC to facilitate the conversation.
- Ron Papsdorf: Rule filing indicates that CDOT can revise the rule by September 24<sup>th</sup>. Does CDOT anticipate doing that?
  - o Rebecca White: We do not.

*Break at 10:51 AM; resumed at 10:57 AM*

<p>Multimodal Transportation &amp; Mitigation Options Fund (MMOF)</p> <p>Michael Snow, CDOT Statewide and Regional Planning Section</p>	<ul style="list-style-type: none"> <li>• SB260 has provided 10 years of funding to MMOF. The funds are a mix of federal and state sources. \$146.8 million of federal stimulus funding are available in the current fiscal year. Of this, \$124.8 million will be distributed to TPRs for local MMOF projects.</li> <li>• The name has changed from “Multimodal Options Fund” to “Multimodal Transportation and Mitigation Options Fund.” The acronym “MMOF” will stay the same.</li> <li>• Improvements are recommended for the MMOF distribution formula and the formula for determining match reductions. This is based on changes to program goals and lessons-learned from administering the program.</li> <li>• The distribution formula currently splits funding by 19% rural and 81% urban. There are 10 different criteria for figuring out how to distribute funds within that split. The proposed change is to swap out disadvantaged community factors (% disabled, senior, or low income; and % income required for housing and transportation) with Disproportionately Impacted (DI) Communities factors. All other factors such as transit ridership and safety (crashes) will likely carry over to the new distribution formula. This focus on DI Communities is an additional program focus and not a shift away from focusing on seniors aging in place and mobility for people with disabilities. A DI Community is defined as a census block group with &gt;40% low-income households, &gt;40% minority households, or &gt;40% of households that are housing cost burdened. Low income means the household income is less than or equal to 200% of the poverty level. Poverty level varies for each household depending on the number of people in the household.</li> <li>• The current match reduction policy is that an applicant can request a reduction if they are a municipality with a population below 20K or a county with a population below 50K. Applicants also immediately qualify for a reduction if they are below the state’s mean poverty rate. Or, the applicant can justify fiscal hardship through other indicators. Applicants must submit a request for match reduction to TC. The match rate ranges from 0 to 96.5%.</li> <li>• The new proposal for match reduction is based on a local agency’s fiscal health. DOLA’s State Demographer has recommended two indicators proven to be strong gauges of local government’s ability to generate income: median household income and median home value. Likewise, there are two recommended indicators of fiscal burden for local government: poverty rate and % population over 65. The recommended formula and policy will determine eligibility for all counties and municipalities, so applicants will not have to submit a special request for match reduction. SB-260 has allowed CDOT staff to recommend reductions to specific projects if the formula doesn’t do so. TC would decide if a reduction outside of the formula is granted. The recommendation is also to potentially simplify the match to tiered rates: 10%, 20%, 30%, 40%, 50%.</li> <li>• SB260 also has new reporting requirements for MPOs and TPRs to provide CDOT an annual MMOF project status report. Staff will produce a draft form and present it to STAC in October.</li> <li>• CDOT has encountered current MMOF projects with cost overruns, unanticipated delays as well as missed cost-saving opportunities. To prevent this in the future, MPOs and TPRs are encouraged to</li> </ul>	<p>At the next STAC meeting, CDOT staff will present the updated distribution formula, the updated match reduction requirements, and an example of the new reporting requirement.</p> <p>CDOT staff to present MMOF Committee with option to include seniors and people with disabilities in distribution formula.</p>
---	--	--

	<p>seek CDOT input on proposed projects regarding project scope, budget, feasibility, and cost-saving opportunities.</p> <ul style="list-style-type: none"> <li>● The original MMOF Advisory Committee formed in 2019 will be reconvened in late September or early October to consider and recommend changes to the MMOF distribution formula. The recommendations will be presented to STAC in October and will be presented to TC in November for final adoption.</li> <li>● MPOs and TPRs may start their project selection process as early as October when draft funding allocations and match reduction requirements will become available.</li> <li>● Due to lack of time, the following items will be tabled for the STAC meeting in October: VMT reducing projects are eligible, implications of funding being federalized.</li> </ul> <ul style="list-style-type: none"> <li>● <u>STAC Discussion</u></li> <li>● Vince Rogalski: If the focus of MMOF is on rural areas, shouldn't the 19%/81% split change? <ul style="list-style-type: none"> <li>○ Michael Snow: The factor that weighted most heavily to rural regions was transit ridership and that was at about 19%. Whether that warrants review is open for discussion.</li> </ul> </li> <li>● Walt Boulden: DI doesn't include seniors and people with disabilities. The majority of our rides are these people, and I would like to see something put back in to account for these people. <ul style="list-style-type: none"> <li>○ Michael Snow: If you look at your senior, disability, and low-income population as a proportion of the state, you might find that it isn't as strongly weighted to your region as you think.</li> <li>○ Walt: If you compare the proportion of these populations in relation to the total area population (and not to state), then it is high.</li> </ul> </li> <li>● John Liosatos: We are doing a disservice to not include disabled populations. Even if it doesn't change the end number, the disabled community would assume they weren't considered. <ul style="list-style-type: none"> <li>○ Michael Snow: An option to include seniors and people with disabilities will be presented to the MMOF committee.</li> </ul> </li> <li>● Heather Sloop: I am concerned about how low-income and cost-burdened households are calculated. Cost burden is very variable, depending on the area. A person can make \$70K and be completely cost burdened. <ul style="list-style-type: none"> <li>○ Michael Snow: We haven't yet seen the figures, so we are going to look at the data and it might confirm this point.</li> <li>○ Rebecca White: Housing cost burden is defined as 30% of household income. But it is just one factor.</li> <li>○ Heather Sloop: You will find that 80% of mountain communities will be housing cost burdened.</li> </ul> </li> <li>● Sarah Hill: I strongly agree with Walt and John, and I would like to see people with disabilities and seniors represented in the criteria. Also, as a rural TPR, we might not hit those thresholds of greater than 40%, though we have significant transit dependent populations.</li> <li>● Ashley Stolzmann: In the urban areas, our populations are also aging, people need more transit, and many are housing cost burdened. Housing is very expensive. These are issues statewide and</li> </ul>	
--	---	--

	<p>not just rural. We need to think about these things less as urban and rural and more on a statewide level.</p> <ul style="list-style-type: none"> <li>● Walt Boulden: Ashley, I agree that metro and rural areas have the same problems. I wasn't suggesting changing the 19%/81% split. I am suggesting simplifying the match. Can CDOT suggest a match range, and allow each TPR or MPO to decide within that range? Extremely rural areas can assign matches within 0-10%, and the ranges can go up for the other TPRs/MPOs. <ul style="list-style-type: none"> <li>○ Michael Snow: The Attorney General said that TPRs cannot make the determination. The match needs to be built into the formula or the TC itself makes the decision.</li> </ul> </li> <li>● Ron Papsdorf: I don't see the retail delivery fee as a funding source for MMOF. <ul style="list-style-type: none"> <li>○ Jeff Sudmeier: That is correct, we are missing the retail delivery fee in the table of revenues.</li> </ul> </li> <li>● Vince Rogalski: Does the funding from SB260 expire? <ul style="list-style-type: none"> <li>○ Michael Snow: The federal funds expire in December 2026, and the state funds have a 10-year expiration.</li> </ul> </li> <li>● Heather Sloop: Is the new match policy at the county or municipal level? <ul style="list-style-type: none"> <li>○ Michael Snow: It is at both levels.</li> </ul> </li> <li>● Ron Papsdorf: The varying match rates might be challenging to administer, with different jurisdictions within an MPO having different match ratios. Similarly, what about a project that spans multiple jurisdictions? <ul style="list-style-type: none"> <li>○ Michael Snow: Didn't DRCOG decide not to apply for a match?</li> <li>○ Ron Papsdorf: That was only because DRCOG didn't qualify for a match under SB-1.</li> </ul> </li> <li>● Suzette Mallette: Would it be allowable to use federal MMOF funds to match state MMOF funds? <ul style="list-style-type: none"> <li>○ Michael Snow: No, MMOF funds cannot be used to match other MMOF funds.</li> </ul> </li> <li>● Vince Rogalski: Will each TPR and MPO still have an assigned dollar amount, and when will that amount be available? <ul style="list-style-type: none"> <li>○ Michael Snow: Yes, The specific amounts allocated to each MPO/TPR will be available when the distribution formula is finalized. We can share what the amounts would be if the formula weren't changed. This will likely be close to the amounts resulting from the new formula as we don't expect the updated formula to cause large shifts.</li> </ul> </li> <li>● Ashley Stolzmann: CDOT is already involved in project selection. How does the suggestion of increased CDOT involvement impact us? <ul style="list-style-type: none"> <li>○ Michael Snow: The recommendation for increased CDOT involvement does not impact DRCOG since CDOT is already so involved. This is more relevant to other TPRs.</li> </ul> </li> <li>● Ron Papsdorf: Are the new MPO/TPR reporting requirements retroactive to existing MMOF projects from SB-1? <ul style="list-style-type: none"> <li>○ Michael Snow: Yes, the reporting requirements are retroactive. And we will have more information on this at the October STAC meeting.</li> </ul> </li> </ul>	
--	---	--

	<ul style="list-style-type: none"> <li>● Ron Papsdorf: It makes sense for CDOT to have an administrative fee. But should it be the same percentage as when the program first started, and in the context of CDOT receiving increases in HUTF, I'd rather the fee be based on need than on a flat percentage. <ul style="list-style-type: none"> <li>○ Jeff Sudmeier: That is a fair point, and we are still working through this. A flat percentage on funding that is variable doesn't make sense. We may set an aside or a rate. I think we would want it to be actual costs, and can adjust.</li> </ul> </li> </ul>	
<p>10-Year Plan Amendment Process</p> <p>– Rebecca White, Director, Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> <li>● Due to time constraints, the planned presentation on the 10-Year Plan background was skipped.</li> <li>● There are three major reasons for updating the plan. Firstly, due to stimulus dollars, we have completed more projects than anticipated and might need to begin projects listed in years 5-10. We are receiving a fourth year of SB-267 funding, but don't have a full fourth year of projects. Secondly, we now have a more specific idea of our future budget constraints. In October, we will present a more specific estimate of the constraint, based on SB-260 and assumptions of Federal legislation. It will probably be less than \$500 million a year. Finally, the GHG Rule requires us to update the plan.</li> <li>● The amendment process timeline is still under consideration. This will be presented to STAC in October.</li> <li>● The process will entail meetings with TPRs and MPOs. We are aware that TPRs and MPOs have their own planning cycles and we are getting right in the middle of that. We will figure out a way to work together.</li> <li>● We are committed to delivering the first four years of projects. Then we need to look at projects already selected for years 5-10. For projects in years 5-10, we are going to review the accuracy of the cost estimates.</li> <li>● Considerations for the plan update are regional equity, fiscal constraints, Transportation Commission Guiding Principles, GHG requirements, and new projects to add to the plan.</li> <li>● The TC has three new members. At a recent retreat, they discussed the possibility of updating the TC Guiding Principles. CDOT will assist with this. For example, GHG, DI Communities, and environmental justice could be included. We will bring the updated Guiding Principles to the next STAC meeting.</li> <li>● SB260 does not have a set-aside for transit. The plan will try to move toward a multimodal approach instead of bifurcating transit.</li> </ul> <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> <li>● Ashley Stolzmann: How much money will be available for next year? <ul style="list-style-type: none"> <li>○ Jeff Sudmeier: In the last two years we received \$560 and \$620 million. That is an order of magnitude to Rebecca's point that we will have more than enough to finish the year 4 projects and still have dollars remaining.</li> </ul> </li> </ul>	<p>CDOT to bring to October STAC: estimate of budget, the amendment process timeline, updated TC principles</p>

- Ashley Stolzmann: What about years 1-4 projects that have been completed but could benefit from additional scoping, e.g., the Lone Tree Mobility Hub?
  - Jeff Sudmeier: Probably one third to one fourth of projects from the first four years have room for additional scope.
  - Herman Stockinger: We would look at the funding commitment for that project.
  - Ashley Stolzmann: So projects that have room for more scope would have to be added as new projects.
  - Herman Stockinger: There are projects in years 5-10 that aren't funded, and estimates need to be reviewed. There are projects from years 1-4 that have been funded but not constructed. We need to have conversations about these.
- Ashley Stolzmann: MPOs have SB-260 requirements to update their plans. We need to figure out how to coordinate this with the 10-Year Plan. Also, we are concerned that large interstate projects impact regional equity calculations such that small state facilities near the large interstate projects cannot get prioritized. Can funding for large interstate projects and projects of statewide interest be a separate pot?
- Ron Papsdorf: There is concern about CDOT updating the regional plan prior to DRCOG (and North Front Range) updating their own. Maybe CDOT can proceed with the other MPOs and wait for DRCOG and North Front Range to finish their own plans.
- Elizabeth Relford: What is the timeline for completing this update?
  - Rebecca White: We think we will need 4 months. The question is when we will start the process. We are still deliberating and will bring the timeline next month.
  - Elizabeth Relford: There is a history of difficulty in fully funding long range plans. I like the idea of having a separate pot for regionally significant corridors so that we can complete these regionally significant projects and then focus on the maintenance of the system that we have. Northern Colorado's population is expected to double by 2045. What I understood from the presentation is that SB-260 is not going to have as much money as we thought, and we won't have enough money for the 10-year plan.
  - Rebecca White: When we came up with the 10-Year Plan, SB-260 didn't exist. So, our expectation of SB-260 hasn't changed. We adopted the plan before we knew the real amount of money. We assumed \$500 million/year from SB-267, and now we don't have as much as we hoped.
  - Elizabeth Relford: It is remiss for the slides to say that we are going to engage transit stakeholders when we did that already. This 10-Year Plan update isn't a new effort to engage stakeholders because we did that the last time.
  - Rebecca White: The main point is that we don't have a 10% set aside anymore for transit and we are always trying to do a better job at creating a multimodal list.

	<ul style="list-style-type: none"> <li>o Elizabeth Relford: You have had your lists separated before and now you have combined them. We recognize that.</li> <li>• Vince: We did a lot of work to pick the years 5-10 projects. Can we just move those up? <ul style="list-style-type: none"> <li>o Ron Papsdorf: The GHG Rule impacts the priorities, so we will have to take that into account when rethinking existing priorities.</li> </ul> </li> <li>• Suzette Mallette: Are we starting all over with projects or are we reevaluating existing projects, taking into account any new criteria TC would require, like GHG. <ul style="list-style-type: none"> <li>o Rebecca White: We are not starting all over again. This is an update. We do need to look at 5-10 year projects and make sure numbers are still right. And to echo Ron's point, should TC adopt the GHG Rule, we need to take it into account. We must look at selected projects, run them through the model, and bring the results to you all.</li> </ul> </li> <li>• Vince Rogalski: The definition for regionally significant projects will be important.</li> <li>• Dana Brosig: It is a good idea to review years 5-10 transit projects since CARES Act funding has covered some projects, and Covid-19 has impacted ridership.</li> <li>• Vince Rogalski: Transit would help with GHG emissions. I understand there is more money coming for transit, so we could add that to our plans.</li> </ul>	
STAC Business	<ul style="list-style-type: none"> <li>• Ashley Stolzmann: I would like to add a future agenda item: funding for electrification. We would be interested in any information the state wants to present on ways local communities can access funding, whether the state has a plan, and if we could all get under a joint purchase order for vehicles. We are also interested in information on how to get charging stations and vehicles that meet our requirements.</li> <li>• Vince Rogalski: We will try to get that on the agenda. The next meeting is on October 15<sup>th</sup>. It would be good to have people in person.</li> </ul>	Future agenda item for state to present on funding for electrification.

*Meeting Adjourned at 12:20 pm*

The Transportation Commission Workshops and annual road trip took place on Wednesday, September 15, 2021, and the Regular Meeting was held on Thursday, September 16, 2021. These meetings were held in a hybrid format with TC and CDOT staff meeting participants invited to participate both in-person and remotely, with members of the public invited to participate via streaming, in an abundance of caution due to the COVID-19 pandemic.

---

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

## **Transportation Commission Workshops**

**Wednesday, September 15, 2021, 9:00 am – 11:30 am**

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

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

### **GHG Rulemaking (Rebecca White and Theresa Takushi)**

**Purpose:** This workshop will provide an update on the status of the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning rulemaking and stakeholder engagement process.

**Action:** N/A

### **Discussion:**

- Commissioner Lisa Hickey announced that the public hearings are about to begin related to the GHG Rulemaking process. We are looking forward to receiving comments in writing would be best, and hopefully early in the process, and there will be at least one Transportation Commissioner present at all the public hearings.
  - These are new concepts covered in the and new procedures with the intention to make the rules as predictable as possible while providing flexibility, which is a balancing act. The TC is under pressure to adopt the rules, due to statutory deadlines that fall next year, and requires coordination with other regional agencies to comply with SB260. Time is of the essence not only to address the transportation sectors impact on climate change, but also the desire is to provide the agencies with as much notice as possible during this process, and why we published the rule occurred when we did. We recognize there are requests asking for more time and more data.
  - The TC agrees data-based decision making and transparency are important, while we keep in mind the time constraints. We look forward to hearing from as many stakeholders as is possible.
- Rebecca White, CDOT Director of the Division of Transportation Development (DTD), provided a brief update on the public comment period. Several comments received and there will be nine public hearings across the state during the 60-day comment period that started August 13 and will end October 12. All information related to the GHG Rulemaking process is available at: <https://www.codot.gov/programs/environmental/greenhousegas>.
- Theresa Takushi, CDOT GHG Climate Action Specialist, provided a summary of comments received to date. They are posted on the CDOT GHG Rulemaking website highlighted above.
- Rebecca White spoke about the Cost Benefit Analysis available to accompany this rule meeting an APA required deadline to be developed 10 days prior to the first Public Hearing. It was developed in compliance with administrative procedures and was posted on September 7<sup>th</sup>. We did receive a request for this information.
- Commissioner Comments

- Commissioner Stanton requested an additional column be added to the reductions table to highlight the factors CDOT has no control over for air quality, such as the California wildfires that may be part of Colorado's new normal now, and in the future. Rebecca will give this more thought, but the policy generally covers emissions from travel on the transportation system in Colorado.
- Executive Director Lew noted the intention is to try to look at impacts that we can control and compare it to the denominator of what we can control. Acknowledging a global context, we are framing the rules in a way that talks about the space where we have action, and the ability to have impacts on reduction of emissions in that space.
- Commissioner Stanton suggested instead including a statement that covers this topic of influences on GHG emissions that are not under the TC's control and provide the data in terms of the amount of GHG emissions this represents. Director Lew noted that Colorado has the same impact on other states, with our wildfires.
- Rebecca noted that the rule includes CDOT submitting a report every 5 years evaluating the effectiveness of the rule.
- Commissioner Vasquez noted that this issue is a forestry issue and a source to obtain the impacts may be the US Forest Service.
- Commissioner Garcia noted the benefit totals going down for decades four and five in the benefits table. Rebecca noted because the travel you're taking off the roads is more likely to be clean travel (EVs) you see a little bit of a reduced benefit over time, and that is the dynamic playing out, and an interesting aspect of this.
- Commissioner Beedy asked if the cost to the public, via the increased electricity infrastructure that will be required to support EVs, was considered in the benefit cost analysis for the rule. For example, the Regional Transportation District (RTD) has already negotiated to not have to pay rates for peak service times.
- Executive Director Lew explained that this rule is meant not to compete with other EV policies, but to offer Coloradans more transportation options/modes that do not emit GHGs. The electrification of vehicles is to be taken care of by other policies borne out of the Governor's Climate Strategy. This policy is not supposed to be about electrification.
- Commissioner Bracke, asked about the format for the Public Hearing and time afforded providing comments. Herman Stockinger, CDOT Deputy Executive Director, noted the public hearings range from three to four hours long, and the time is three minutes per person for comment for the first round. A second round occurs with the same time restriction per person, and a third round for additional comments with no time restriction per person follows.

### **Policy Directive 14 Report Card (Rebecca White)**

**Purpose:** To report on progress made towards achieving Policy Directive 14.0 (PD-14) performance objectives for Safety, Asset Management, and Mobility goal areas for fiscal/calendar year 2020.

**Action:** Review of performance objectives and targets in preparation for the annual budget process. To align the annual budget setting process with PD-14 objectives and targets, the Commission reviews the performance of PD-14 objectives for the Safety, Asset Management, and Mobility goal areas to determine if there is a need to modify objectives or realign resources to meet an objective(s). At this time, Staff will not request any adjustments to PD-14 objectives.

#### **Discussion:**

- William Johnson, Performance and Asset Management Branch Manager, noted the purpose of this presentation is to inform the TC on the status of meeting PD -14 objectives for Asset Management related to the 2020 targets.
- Darius Pakbaz, CDOT Performance Program Manager, provided an overview of the status of 2020 performance targets for assets.
- Commissioner Garcia, asked about for bridges like Glenwood Canyon event, and how that might impact performance goals.

- Executive Director Lew noted it may not impact the status of performance as it will be fixed before reporting occurs next time.
- Commissioner Beedy asked about how drivability life is impacted by treating roads based on traffic volumes. It was explained by the Steve Harelson, the CDOT Chief Engineer, that Director Lew approved the rural paving program in 10-Year Plan to correct the fact the paving model was not picking up these roadways. A hard year ahead is anticipated with the lack of workforce (truck drivers and maintenance staff) available to do much of this work.
  - Craig Wieden, CDOT Materials and Geotechnical Branch Manager/State Materials Engineer responded that:
    - We are evaluating minor rehab for low traffic roadways. We are beginning to look at that now.
  - Commissioner Beedy appreciated learning that, as costs for fixing these has increased by the delay of treatment for lower volume roads.
  - William Johnson noted that the results of the rural pavement program will not be reflected until the next reporting period.

### **10 Year Plan Update (Rebecca White, Marissa Gaughan, and Amber Blake)**

**Purpose:** With the near completion of the first four years of the 10-Year Plan Strategic Pipeline of Projects, it is now time to prioritize and advance projects from the out years of the plan considering the sustainable funding provided by SB 260. CDOT and its planning partners want to be responsive to the funding provided by SB 260, plus the federal level infrastructure funding that may be coming to Colorado. Lastly, we need to amend the 10-Year Plan to address the SB 260 requirements, including compliance with the new standard for reduced greenhouse gas emissions.

**Action:** No action is required. Information only.

#### **Discussion:**

- Marissa Gaughan, CDOT Multimodal Planning Branch Manager, provided an overview of the 10-year Plan in terms of background, and the project status, with many projects for years 1-4 either completed or under construction.
- Rebecca White explained the need to update 10-year Plan is prompted by additional dollars coming into the Department getting more projects completed - Stimulus dollars, 4<sup>th</sup> year of SB267, SB 260 funding and passage of the federal infrastructure bill, along with GHG rule requirements.
- Commissioner Beedy asked if money will be put towards getting projects ready. Steve Harelson noted that some funds will go to getting projects shovel ready.
- Commission Stuart asked for an estimate on the percentage of projects remaining that would be considered regionally significant projects under the GHG emission reduction rule. Rebecca responded that was a phenomenal question that would need further evaluation to respond to. Director Lew responded that she would estimate anywhere from 30 – 50 % of projects fall under this category, but we will confirm if this is correct.
- Commissioner Stuart then asked more about shovel ready projects. The mitigation treatments could change the status of shovel ready projects if the rule requires adding mitigation elements to them. Chief Engineer Harelson responded that shovel ready is defined differently by different people. But CDOT is committed to the GHG mitigation measures, and we will pick up the shovel when the projects are ready. Director Lew noted that conversations need to run their course to be able to make sure projects are ready to start. Larger projects take longer conversations, but the asset management resurfacing or bridge repair do not take as long.
- Commissioner Bracke commented that shovel ready term could be changed to shovel worthy. Thank you to staff for reframing the information for the 10-year Plan. Commissioner Bracke suggested that for the TC guiding principles, and the TC should consider adding equity or sustainability. Or maybe fold it in under Mobility, or a separate column in the criteria table. One question raised was if for the project list related to transit, are these projects only focused on capital improvements, or also operations funding for transit.

- The response from Amber Blake was that CDOT is primarily focusing on the capital piece but operating could be integrated and included, and we are exploring that option.
- Commissioner Hickey suggested forming or creating a drafting of new criteria by committee, as it is difficult for TC to do during meetings and workshops, she would rather see this be delegated to a standing committee to work on criteria changes.
- Commissioner Vasquez wonders about how to integrate environmental justice (EJ) for this plan. Chief Engineer Harelson noted the new Diversity, Equity, and Inclusion group will ensure this is considered and will build off of existing practices to ensure EJ.

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

#### ***FY 2020-21 Budget Roll Forward Requests***

**Purpose:** This workshop provides an opportunity for the Transportation Commission (TC) to review the FY 2020-21 budget roll forwards that were approved in accordance with Policy Directive (PD) 703.0.

**Action:** No action regarding budget roll forwards is being requested at this time. No roll forwards requested this month require TC approval.

#### **Discussion:**

- Jeff Sudmeier, CDOT Chief Financial Officer, provided an overview of FY 2020-2021 budget roll forwards.
- Commissioner Vasquez asked about roll forwards in terms of the TC has had some disbursements from TC contingency plans to maintenance and operation to see that there's a roll forward raises the question whether it was needed. Jeff responded that I think you are referring to maintenance and operations and the \$28 million and roll forward, and so, if the dollars are rolling forward, why did we have to allocate additional dollars. The maintenance and operations budget category includes a number of programs one major one being Maintenance Level of Service (MLOS), and that is the program where majority of the \$28 million is going among others.
- Commissioner Garcia asked about the admin and agency operation rollover and what would be an example of what is rolling over. Jeff responded that that category is operating portion of the accounting, human resources, personnel operating costs. Cost center roll overs include admin and agency operation. Bethany looking into this, will follow up on this. The full-time employee (FTE) topic will be brought up next month with a workshop.
- Jeff noted that state highway fund cost center dollars – some roll forwards are automatic others have discretion, with EMT approved roll forwards. None require TC approval for this year, but often TC approval can be something that is required. Next month we will review revenue reconciliation, updated revenue forecast and budget amendment requests.
- Commissioner Vasquez noted that much work to reduce expenditures due to COVID 19, and asked if there are any plans to reinstate some of that back into the budget. Jeff responded that where we had to make choices that we didn't necessarily want to in order to balance against shortfalls in revenues in light of the pandemic, I think, going into FY 2023 where things are looking right now is that we aren't going to be in that same position, but we plan to continue to keep a focus on trying to be efficient. We won't need to cut funds from programs, but be able to maintain the existing planned levels of funding.
- Commissioner Beedy asked about the status of the fuel tax and how it is trending. Jeff noted that yes, some information is available, but that he will work with Rebecca and get an exact number. There was an initial drop in VMT and tax revenues, we estimate we are closer to 7 to 10% on fuel tax collection side moving towards becoming flush/at pre-pandemic levels.

#### ***FY 2022 3rd Budget Amendment***

**Purpose:** To review the second amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0.

**Action:** The Division of Accounting and Finance (DAF) is requesting Transportation (TC) review and approval of the third amendment to the FY 2021-22 Annual Budget. The third amendment consists of one item that requires TC approval, described below, resulting in the reallocation of \$1.62 million from TC Program Reserve to the Rail Commission to provide matching funds for the Front Range Passenger Rail (FRPR) Corridor Development Study.

**Discussion:**

- Bethany Nichols, CDOT Budget Director, provided an overview of the amendment request.
- Commissioner Stuart asked why funds out of TC Reserve vs. DTR funds? David Singer, CDOT Passenger Rail Program Manager, responded that there are no other unexpended funds in DTR to pay for this. Now that we work with Federal Rail Administration (FRA) we have a federal partner and they've said that in order to do this right, we really need to make a larger commitment and investment in dollars to in order for us to begin this federal oversight process.
- Commissioner Bracke asked when the work for this begins.
- Commissioner Stanton asked about critical resource and what are the specifics. Commissioner Hall also asked what this money is for. David Singer explained that ridership forecasts and modeling operations, along with understanding how we interact with freight stationary locations, and preliminary design, and funding and financing to understand the cost benefit, some initial environmental work and CDOT has the expertise to perform the majority of these tasks in house, this money would also fund some consultant assistance. It will allow the Rail Commission to continue for the next two years.
- David answered Commissioner Beedy's question on whether the Rail Commission work extends beyond passenger rail, noting the focus is passenger rail only at this time.
- Commissioners Hall and Vasquez requested a workshop next month to get more details on the request, as the Rail Commission has six months' worth of operating funds.
- Commissioner Stuart asked about partners supporting the Rail Commission work. David noted there is an MOU between RTD, CDOT and Front Range Rail Commission. Get money from Rail Commission and FRA is planned. Grants being held up until we can ensure our continuation.
- Commissioner Stuart noted the expenditure related to Burnham Yard that plays into this and this is complicated and confusing and supported the concept of a TC workshop on this next month.
- Commissioner Stanton noted Burnham Yard funds funnel to cover this? How much more time to keep CRISI grant in place? FRA has not yet awarded \$685K that was announced eight to nine months ago.
- Commissioner Hart mentioned that he graduated from the Rail Commission to this Commission. Generally supportive of this. The state administration, legislature and customers are impatient and ready to get/keep this project moving. Will fit into GHG emissions reduction project. CDOT has national attention from AMTRAK – identified four new lines in the U.S. and are prioritizing funding for, and tout Colorado as the number one project in the country, because of our planning and aggressive schedule. David agreed to get more line items for the \$1.62 million to the TC before they head out on their road trip today.
- Commissioner Beedy stressed the importance to evaluate how passenger rail will influence the transportation system overall.
- Commissioner Hickey asked about the preparation to get this project on a ballot, and understand how much CDOT will be contributing to this large costly project.

***FY 2023 Budget Development***

**Purpose:** To review the FY 2023 Draft Budget process

**Action:** None.

**Discussion:**

- Bethany Nichols, CDOT Budget Director, provided an overview of the budget allocation plan for FY 2021-2022 and other budget documents – revenue and spending plans, and an overview how the FY 2022 budget process will occur. Next month will bring more specifics on the FY 2023 Budget overview.

- Commissioner Beedy asked for data on dollars spent on asphalt miles and develop a program for surface treatment and preservation on a five-year average to preserve our assets, and what percentage of asphalt is treated annually. Steve Harelson noted for rural pavement it is an issue CDOT is looking into.
- Commissioner Bracke asked about the process for rural road paving and if it is separate from this. Jeff responded related to the budget, funds fall into asset management category. The Commissioner would like to understand how the planning and budgeting processes are joined and how the conversations tie together. Rebecca and Jeff suggested that they will put something together to answer this question, and part of the FY 2023 Budget workshop next month.
- A Commissioner asked about a discussion next month on the TC guiding principles also.
- Commissioner Stanton asked for TC program reserve workshop. Jeff noted this is part of the workshop on reconciliation to take place next month.

### **Project Site Visits and Discussions for Transportation Commission Road Trip:**

- Floyd Hill Project
- I-70Peak Period Should Lane (PPSL) Project
- Eisenhower Johnson Memorial Tunnel Tour
- Vail Pass Project
- Glenwood Tours
- Glenwood Canyon and Hanging Lake Tunnel Damage

## **Transportation Commission Regular Meeting Thursday, September 16, 2021, 9:00 am to 10:30 am**

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

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

### **Public Comments (provided to Commissioners in writing before meeting)**

No public comments were taken at this meeting. Three written comments were provided to the commission:

Comment 1: regarding GHG Rule Making – this comment was sent to the CDOT GHG Rulemaking team for archiving.

Comment 2: Name: JP no affiliation indicated.

Emissions standards in Colorado have many loopholes, including the fact that only vehicles 8 years or older need to be tested, testing is every other year, and is only required in 5 counties and parts of 4 other counties. These standards need to be applied universally, requiring all vehicle owners throughout the state to undergo vehicle emissions tests every year in order to register their vehicles, which will prevent the biggest polluters and “coal rollers” from legally using the roads.

Comment 3: Name: BD, no affiliation indicated

Given that much of what is done to facilitate mobility is created and implemented at the local community government level, the Commission should look at what incentives and requirements should be part of the approval process for CDOT funding. Such incentives and requirements should focus on climate actions that provide a net reduction in GHG emissions towards the achievement of the State's GHG emission reduction goals.

## **Comments of the Chair and Individual Commissioners**

- Commissioner Stuart – Thank you to Jennifer Uebelher and all of the CDOT staff for putting this trip together.
- Commissioner Hart - Echoed Comments of Commissioner Stuart.
- Commissioner Holguin – Thanked CDOT for this trip and is looking forward to more onboarding information and activities.
- Commissioner Vasquez – No comments.
- Commissioner Garcia – Thanks everyone for putting this trip together and for the warm welcome to the Commission.
- Commissioner Hickey – No comments.
- Commissioner Bracke – Thanks for the road trip, it was enjoyable learning about the different projects and seeing them firsthand.
- Commissioner Beedy – Commented that there were four teens recently killed in his region, after being struck by a semi-truck on a rural road. There needs to be more safety improvements on these rural roads.
- Commissioner Stanton (Vice Chair) - Discussed how there have been a lot of injuries and fatalities lately affecting. There were three fatalities in one day recently including a pedestrian, a flagger, and a driver. We need to continue to find ways to make the roads safer and eliminate the safety concerns.
- Commissioner Hall (Chair) – Thanked everyone for coming along on the road trip, appreciated County Commissioners from Eagle and Garfield Counties coming to discuss options for resiliency. Encourages ongoing meetings with local communities to identify solutions – looking forward to tours later in the day. Discussed the Grand Avenue Bridge collaboration. Great to see the bridge in action. Impressed with how CDOT and Region 3 worked with the community well in advance to get everyone working together to make the bridge reconstruction project work.

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

- None.

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

- Comments related to his book club and vacation – Shared story about Iceland's bridges and tunnel system – one lane is built intentionally to be able to wash out and then be rebuilt in a week due to unpredictable water flows. Trying to learn about ways to build tunnels cheaper from Iceland. They have soil in Iceland that is easier to get through than some of our soil here in Colorado.

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

- None.

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

- None.

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

- Colorado Federal Funding – STAC sent a letter to congress stating how important the money is to Colorado in terms of getting back what they put into via taxes, the letter was signed yesterday will be sent to Congress.
- GHG Rulemaking:
  - Public Hearings/meetings continue, would like to see cost benefit analysis for vehicle operations, social costs, cost of carbon, safety, air pollution, traffic delay and physical inactivity. It is important to think about savings and safety. It is difficult to measure and get accurate data especially for the rural areas of the state. The MPOs are looking to get data needed and can't put plans together without it.
  - STAC recommended an extension of 30 days for comments on the data driven aspect of GHG rulemaking. Need extensions in the schedule so that MPOs can get the needed data.

- Multimodal Transportation Mitigation Options Fund (MMOF). The question is whether or not we will use same formula and steps as last time. A committee will convene to discuss this. Concerns were expressed regarding the inclusion of seniors and disabled populations. Need to understand a criterion for reducing match requirements for disadvantaged communities. Process was time consuming when needing approval from TC, and CDOT staff is seeking to revamp this process.
- 10-year Plan Strategic Pipeline of Projects - Most projects for years one to four are set, but years five to ten need to be revisited. STAC wants to know what a good definition of a Regionally Significant Project is. Discussed how projects should be selected and prioritized for the update. Need to synchronize plans for the update. Concerns with focus on the large interstate projects that lack geographic equity. A STAC suggestion was to create separate pot of money for larger projects that don't affect local priorities. "6<sup>th</sup> pot" funds may be needed to help with equity. Several Commissioners are interested in learning more about the 6<sup>th</sup> pot concept and requested more information on this approach. The TC also asked for definition of regional significant project next month.
- Jeff Sudmeier noted that the 10-year plan conversation will include determining how to address equity and these other issues.
- Commissioner Stuart noted that the 6<sup>th</sup> Pot concept is not clear cut and might take much longer than a month for Jeff and Rebecca to sort out. Agreed that this conversation needs to happen but want to give staff sufficient time to process this and not rush.
- Vince commented that we need to look at the different projects, make a list of statewide significant projects and determine which get included. It takes several months to do this.
- Commissioner Vasquez would like to get written suggestions on how to sharpen the definitions in the rule.

**Act on Consent Agenda – Passed unanimously on September 16, 2021. Motion by Commissioner Beedy, and Second by Commissioner Bracke.**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of August 18, 2021 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Confirmation of Committee Assignments (Herman Stockinger)
- Proposed Resolution #4: Devolution: Hwy 14C, Hwy 6Z, Hwy 6J & Hwy 138Z Sterling (Heather Paddock)
- Proposed Resolution #5: Multimodal Transportation and Mitigation Options Fund (MMOF) Match Reduction (Rebecca White)
  - Herman – Noted that it is anticipated that a MMOF workshop with the TC will be scheduled for November with action potentially requested in December.

**Discuss and Act on Proposed Resolution #6: 3rd Budget Supplement of FY 2022 (Jeff Sudmeier) – No Budget Supplement Requested for September 2021.**

**Discuss and Act on Proposed Resolution #7: 3<sup>rd</sup> Budget Amendment of FY 2022 (Jeff Sudmeier) – Tabled**

- TC members requested a workshop on this topic for October, to discuss this further before being requested to take action.

**Recognitions:**

- None.

**Other Matters:**

- There was a question about condemnation from August – it has not yet been filed; negotiation have continued.
- It was announced that the first GHG Rulemaking Public Hearing is scheduled to occur in Grand Junction tomorrow Friday, September 17, 2021.
- Commissioner Beedy expressed his concern with personnel requirements related to COVID vaccines and mask mandates, that may lead to loss of personnel. Lots of resignations are starting to come in with the new mandates. Was curious to know if there is something the Commission can do to help?

- John Lorme, CDOT Director of the Division of Maintenance and Operations, noted that CDOT maintenance is currently 25% understaffed and that they may experience greater losses with mask mandates, personal protection equipment (PPE), and vaccine requirements. Right now, CDOT is seeing one to two people leaving at a time, but this may increase as time goes on.
- Commissioner Stanton requested CDOT staff to keep their eyes open for losses, and requested a report to the TC next month on the Maintenance and Operations staff losses. John Lorme will provide such a report.
- Commissioner Beedy requested a weekly report on maintenance staff losses.
- Commissioner Vasquez would like to see overall picture of railroads and rail crossings over state highways, more specifically, CDOT facilities within rail right-of-way (ROW).
- Commissioner Bracke –Appreciated the CDOT the Division of Transit and Rail Director, Amber Blake, for the agenda item to highlight transit progress.
- Commissioner Beedy referred to a letter from the Upper Front Range Transportation Planning Region (TPR) letter about the I-76 and BSNF Railway project. The letter highlights need for statewide planning for freight. Not necessarily just the 10-year plan, but need to consider freight components within all CDOT plans.



## Colorado Transportation Electrification Grant Programs & Resources October 2021

### 2020 Colorado Electric Vehicle Plan

- For information on all of Colorado's EV policies, programs, and investments, visit: <https://energyoffice.colorado.gov/zero-emission-vehicles/colorado-ev-plan-2020>

### EvaluateCO Dashboard

- For EV registration data, charging infrastructure maps, and usage trends, visit: <https://energyoffice.colorado.gov/zero-emission-vehicles/evs-in-colorado-dashboard>

### Charge Ahead Colorado Program

- Managed by the Regional Air Quality Council (RAQC) and Colorado Energy Office (CEO) in partnership with CDOT
- Grants fund up to \$9,000 per Level II EV charger (\$6,000 for fleet-only); up to \$35,000 per 50kW-99kW DC Fast Charger; and \$50,000 per 100kW+ DC Fast Charger
- Applications are currently open from **October 4<sup>th</sup> – October 18<sup>th</sup>**
- Visit: <https://cleanairfleets.org/programs/charge-ahead-colorado>

### Electrified Byways & Tourism Program

- Managed by the CEO in partnership with Colorado Tourism Office and CDOT
- Grants with same funding levels as Charge Ahead Colorado, but with a focus on projects on scenic byways, state parks, Main Streets, and other tourist destinations in rural areas
- Applications are currently open from **October 4<sup>th</sup> to October 18<sup>th</sup>**
- Visit: <https://www.colorado.com/colorados-scenic-historic-byways> (information) and <https://cleanairfleets.org/programs/charge-ahead-colorado> (grant application)

### Alt Fuels Colorado Program

- Managed by the RAQC in partnership CDOT and CDPHE
- Grants fund up to 110% of the incremental cost of replacing an existing 2009 or earlier Class 4-8 truck, shuttle, or school bus with a new zero-emission vehicle, plus charger
- Applications are currently open from **October 1<sup>st</sup> to October 29<sup>th</sup>**
- Visit: <https://cleanairfleets.org/programs/alt-fuels-colorado>



### **DC Fast-Charging Corridor Program**

- Managed by the CEO in partnership with CDOT
- \$10.33 million contract awarded to ChargePoint via RFA in 2018
- Funding for 34 DC Fast-Charging stations across major highway corridors
- 17 of 34 stations currently open, the remainder in progress and anticipated to open by Fall 2022; no future funding rounds planned
- Visit: <https://energyoffice.colorado.gov/zero-emission-vehicles/electric-vehicle-fast-charging-corridors>

### **DC Fast-Charging Plaza Program**

- Managed by the CEO in partnership with CDOT
- First two Requests for Applications issued in July 2020 and February 2021
- Focus on development of metro-area DC Fast-Charging stations in high-traffic locations, with potential to support electrified taxi, TNC, and fleet usage
- Next application round anticipated will be open from **October 11<sup>th</sup> – October 29<sup>th</sup>**
- Visit: <https://energyoffice.colorado.gov/zero-emissions-vehicles/ev-fast-charging-plazas>

### **CDOT Division of Transit & Rail VW Settlement Program Grants**

- Managed by CDOT Division of Transit & Rail; only transit agencies are eligible
- Approximately \$9 million remaining from original \$30 million allocation
- Covers up to 110% of the incremental cost of new zero-emission transit vehicle, plus charging infrastructure; can be combined with other state or federal grant funds
- Next funding round to open in Spring/Summer 2022 as part of annual “Super Call”
- Visit: <https://www.codot.gov/programs/transitandrail>

### **CDOT Division of Transit & Rail ZEV Transition Planning Grants**

- Managed by CDOT Division of Transit & Rail; only transit agencies are eligible
- Approximately \$300,000 available statewide to support the development of zero-emission vehicle transition plans, studies, and analyses
- Grants up to \$45,000 per application
- Next funding round to open in Spring/Summer 2022 as part of annual “Super Call”
- Visit: <https://www.codot.gov/programs/transitandrail>



## ReCharge Colorado Coaching Areas

- ReCharge Colorado Coaches provide coaching services for EVs and infrastructure development in every county in the state. Recharge Coaches help consumers, local governments, workplaces, and multi-family housing developments identify monetary savings, grant opportunities, and other advantages related to deploying EVs and infrastructure.
- Contacts for ReCharge Colorado coaches are below (see map on next page):



### North Region

- ReCharge Coach: Diego Lopez, Northern Colorado Clean Cities Coalition (NCCCC)
- [adlopez@gmail.com](mailto:adlopez@gmail.com) | 970-439-2926
- Grand, Jackson, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, Yuma



### West Central Region

- ReCharge Coach: Stefan Johnson, Clean Energy Economy for the Region (CLEER)
- [sjohnson@cleanenergyeconomy.net](mailto:sjohnson@cleanenergyeconomy.net) | 717-712-3742
- Delta, Eagle, Garfield, Gunnison, Hinsdale, Lake, Mesa, Moffat, Montrose, Ouray, Pitkin, Rio Blanco, Routt, Summit



### Denver Metro Region

- ReCharge Coach: Steve Trowbridge, Drive Clean Colorado
- [steve@drivecleanco.org](mailto:steve@drivecleanco.org) | 303-518-3253
- Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson



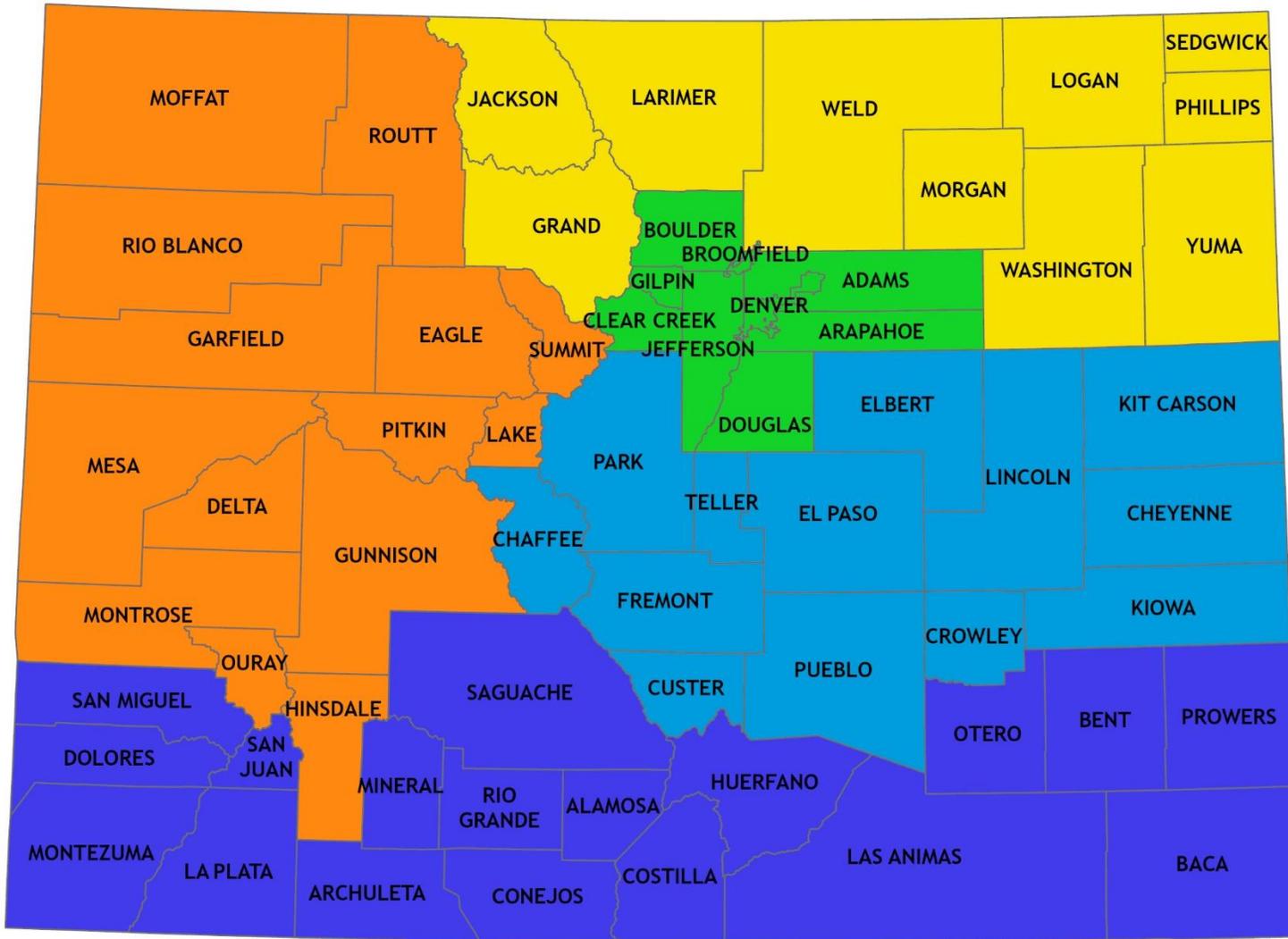
### South Region (4CORE)

- ReCharge Coach: Laurie Dickson, Four Corners Office for Resource Efficiency (4CORE)
- [laurie@fourcore.org](mailto:laurie@fourcore.org) | 970-259-1916 x110
- Archuleta Dolores, La Plata, San Juan, San Miguel, Alamosa, Baca, Bent, Conejos, Costilla, Huerfano, Las Animas, Mineral, Otero, Prowers, Rio Grande, Saguache



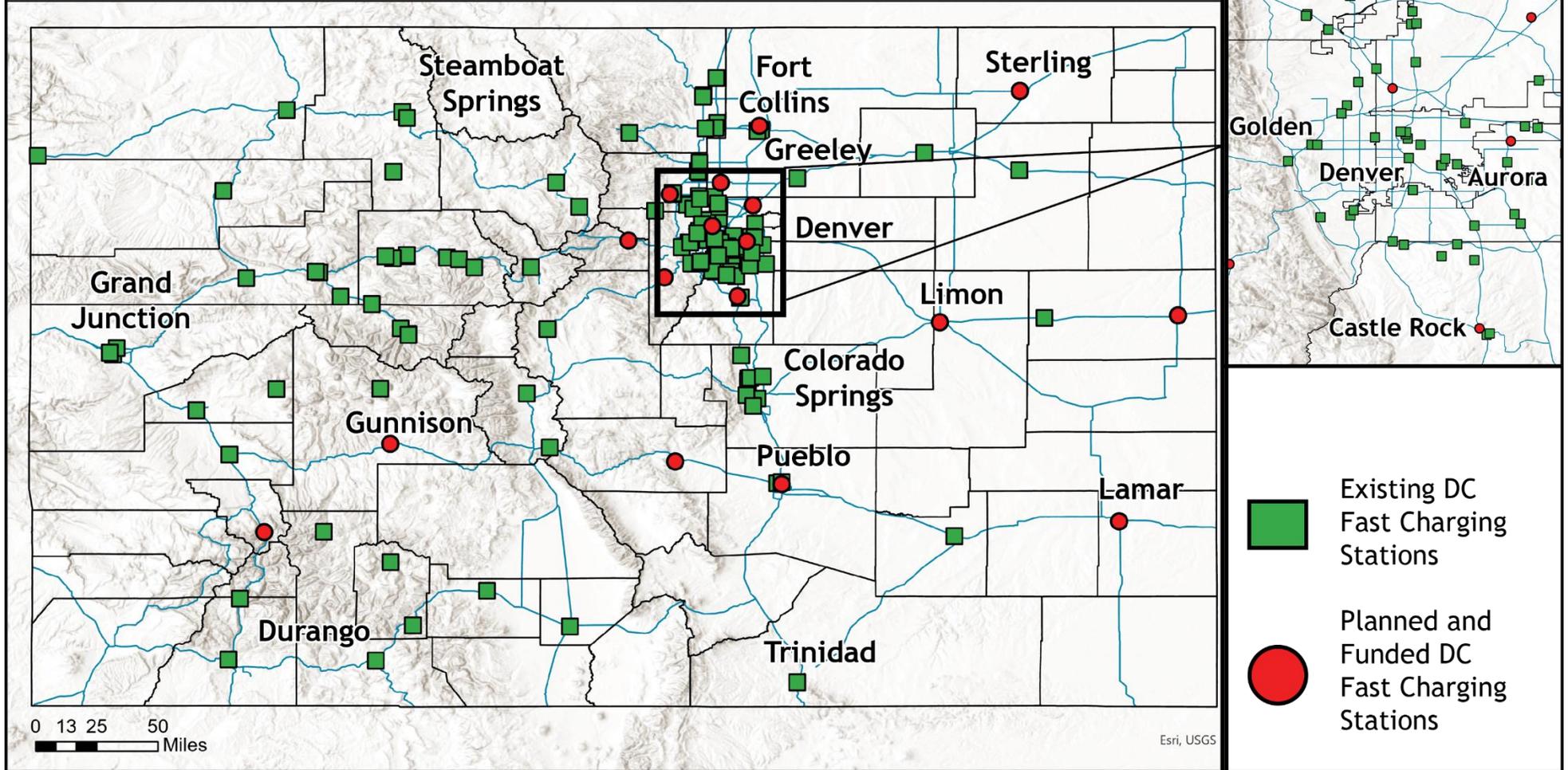
### East Central Region

- ReCharge Coach: Sonja Meintsma, Drive Clean Colorado
- [sonja@drivecleanco.org](mailto:sonja@drivecleanco.org) | 952-451-9296
- Chaffee, Cheyenne, Crowley, Custer, El Paso, Elbert, Fremont, Kiowa, Kit Carson, Lincoln, Park, Pueblo, Teller





## Publicly Accessible EV Fast Charging Network October 2021





Dear STAC Members,

Please join the Rocky Mountain Association of Commuter Transportation (RMACT) and the Colorado Department of Transportation (CDOT) for a free and virtual Transportation Demand Management (TDM) Conference on Friday, November 5th from 7:30 am – 1:00 pm. The conference theme is "Economic Development and TDM." We are delighted to offer this event to foster the discussion of best practices and the future implementation of TDM programs throughout Colorado. With safety in mind, we have converted the conference to a virtual format using Zoom technology.

The TDM Conference will provide information about strategies to reduce congestion, greenhouse gas emissions, and vehicle miles traveled (VMT) on Colorado's transportation network. Presentations from diverse stakeholders such as metropolitan planning organizations, transportation management organizations, state government, educational institutions, consultants, and transportation service vendors will be offered in tracts with the following themes:

- Data and Measurement in TDM
- Employer-Based Approaches and Equity
- Local Examples of TDM

Please plan to attend and bring your questions to this esteemed group of professionals. The TDM Conference registration and a preliminary agenda may be found at: <https://www.codot.gov/programs/innovativemobility/mobility-services/tdm>

You may also access our event registration page directly at the following link:  
<https://colorado-tdm-conference.eventbrite.com>

For additional information, please contact Keara McLean at [keara.mclean@state.co.us](mailto:keara.mclean@state.co.us) or Lisa Streisfeld at [lisa.streisfeld@state.co.us](mailto:lisa.streisfeld@state.co.us). Please distribute this email to your TPR or MPO members who may be interested in attending this conference.



**COLORADO**  
Department of  
Transportation

**DATE:** October 8, 2021

**TO:** STAC

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

**SUBJECT:** **GHG Pollution Reduction Standard for Transportation Planning Rulemaking**

**Purpose**

This memo provides an update on the status of the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning rulemaking and stakeholder engagement process.

**Action**

N/A

**Background**

The draft rule was noticed by the Secretary of State on August 13, 2021, followed by a 60-day written comment period and nine public hearings held across the state.

**Comments received to date**

Formal comments are posted on CDOT's Rules website, and are available for public review. As of October 7, 2021 CDOT has received nearly 80 formal written comments on this rule. CDOT has completed nine public Rulemaking Hearings across the state. The hearings were held in a hybrid format with a virtual and in-person option. Over 100 oral public comments were made during the 9 hearings. The vast majority of comments received to date support the rule with the main themes including the call for Colorado to be a leader on transportation planning, clarity on the GHG Reduction Level tables, equity considerations, and encouraging increased multimodal transit and vehicle electrification, expanding public transit, and investing in bicycling and pedestrian infrastructure. Several commenters requested more time to review the rule.

At the STAC meeting on October 15, 2021, staff will provide a more complete update on the comments received and next steps.

**Next Steps**

CDOT staff will provide monthly updates throughout the rulemaking process.



**COLORADO**

Department of Transportation

# Greenhouse Gas Pollution Standard For Transportation Planning DRAFT Rulemaking

STAC - October 2021



# Rulemaking Hearings/Public Comment Period

- Written Comment Period
    - 60-Day: 8/13- 10/15
    - 60+ Written Comments Received to date
  
  - Public Hearings held across the State - 9 Total
    - Hybrid - Virtual and in-person option
      - Overview of rule concepts
      - Opportunity for public testimony
      - Spanish interpretation offered
      - 100+ oral testimony
- ✓ Grand Junction, 9/17
  - ✓ Denver, 9/23
  - ✓ CO Springs, 9/24
  - ✓ Littleton, 9/27
  - ✓ Limon, 9/29
  - ✓ Fort Collins, 9/30
  - ✓ Glenwood Springs, 10/4
  - ✓ Firestone, 10/5
  - ✓ Durango, 10/7



# Main topics heard from oral and written testimony (to date)

- Personal impacts due to climate change
  - Fires, air quality impacts
- Call for Colorado to be a leader
- Need to consider equity as part of this rule
- Clear, measurable GHG reductions
- Enforcement mechanisms
- Waiver - clarify - use sparingly
- Waiver - importance of TC vote
- Understand the modeling better
- Precedence of action (positive and negative comments)
- Impact on future projects



- Call for re-prioritizing investments
  - multimodal transit
  - electrifying vehicles
  - expanding public transit
  - investing in bicycling and pedestrian infrastructure
  - co-benefits - health, jobs, access to healthcare jobs
- Edits to the Regulation itself
  - Table edits
  - More ambitious targets
  - Address VMT, not just GHG
- Request for more time to review rule
- Need more information on mitigation measures



GHG Rule Timing

Supplementary Materials



**DATE:** October 15, 2021  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** John Featherstone, Office of Innovative Mobility  
Lisa Streisfeld, Assistant Director of Mobility Services  
**SUBJECT:** Transportation Demand Management Grants FY22 Release

### Purpose

To brief the STAC on the release of \$420,000 in state HUTF funds across two transportation demand management (TDM) grant opportunities.

### Action

Formal action is not required at this time. STAC members are requested to share information on the funding opportunities with their networks.

### Background

Transportation demand management (TDM) is the application of strategies and policies that result in more efficient use of transportation resources. As Colorado's population continues to grow and more demand is placed on our road network, the [Colorado GHG Roadmap](#) identifies the implementation of TDM strategies and the promotion of teleworking practices as key near-term actions required to reduce transportation sector emissions in line with the state's [2025 and 2030 climate goals](#). As identified in the [2019 TDM Plan](#), co-benefits also include reduced congestion, air pollution, and infrastructure degradation, as well as increased mobility options for travelers.

To support these strategies, the Office of Innovative Mobility - through a budget allocation from the Colorado Transportation Commission and residual funding from the FY21 Community Telework program - created the Transportation Demand Management Grant program, offering a total of \$960,000 in State money across three funding opportunities.

The Transportation Management Organization (TMO) Support Grant was released on July 21, 2021, and awarded a total of \$458,500 to enable Colorado's nine, existing TMOs to expand and enhance their support for voluntary employer-based trip reduction efforts and to promote innovative methods to expand the adoption of TDM strategies for the traveling public

Two further funding opportunities are scheduled for release on October 21, 2021, totaling \$441,500 in available funding:

#### **TDM Innovation Grant**

- **Purpose:** To facilitate inventive and scalable trip reduction projects and resources across the state.
- **Award Range:** \$20,000 to \$50,000 over one year.
- **Eligibility:** Governmental entities, non-profits, transit agencies, and educational institutions.
- **Local Match Requirement:** 20% cash or in-kind.

#### **TDM Seed Funding Grant**

- **Purpose:** To create new, dedicated TDM programs across the state providing long-term support and coordination for trip-reduction efforts.
- **Award Range:** \$20,000 to \$100,000 over two years.
- **Eligibility:** Governmental entities and non-profits.
- **Local Match Requirement:** 20% cash or in-kind.



### **Timeline and Next Steps**

Late October 2021:

- Issue NOFO for TDM Innovation and TDM Seed Funding opportunities

November 2021:

- Applications due

December 2021

- Award projects; contracting with successful applicants

January 2022/February 2022:

- Funding issued

### **Attachments**

Powerpoint Presentation: Transportation Demand Management Grants 2021

### **Resource Links**

[Office of Innovative Mobility TDM Website](#)

[2019 Colorado TDM Plan](#)

[TDM Grants Landing Page](#)



**COLORADO**

Department of Transportation

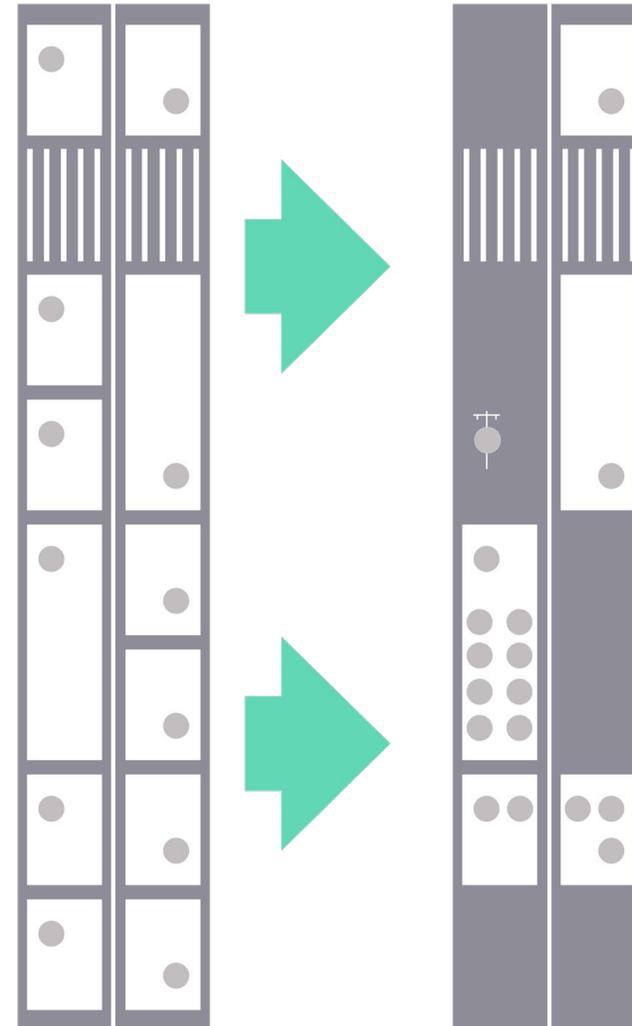
# CDOT Transportation Demand Management Grants

John Featherstone, Project Coordinator  
Office of Innovative Mobility



# What is TDM?

**Transportation Demand Management** means equipping Coloradans with the knowledge, travel choices, and supports they need to make best use of limited transportation resources.



# Transportation Demand Management & Telework

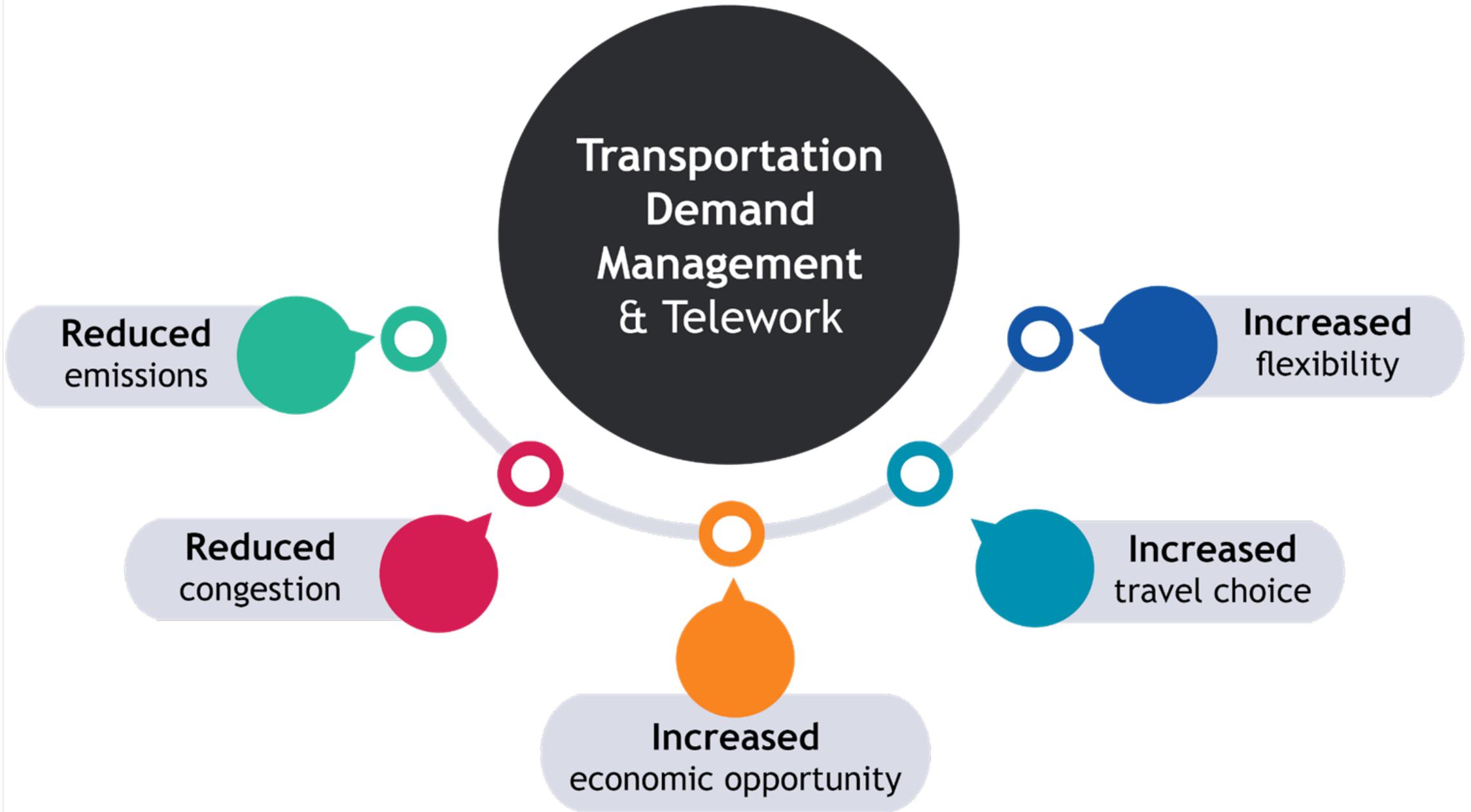
Reduced  
emissions

Reduced  
congestion

Increased  
economic opportunity

Increased  
flexibility

Increased  
travel choice





# TDM Grant Program Phasing

The TDM Grant Program is offering \$960,000 across three grant opportunities to support trip-reducing programs and initiatives statewide.

- In July, the Transportation Management Organization (TMO) Support Grant was released, providing **\$540,000** across Colorado's 9 TMOs.
- This October, two further opportunities - the TDM Seed Funding and TDM Innovations grants - will offer a combined \$420,000 in funding.



# TDM Innovations Grant

Funding for creative and high-impact TDM and teleworking projects, programs, and resources, with a particular emphasis on regional and statewide initiatives.

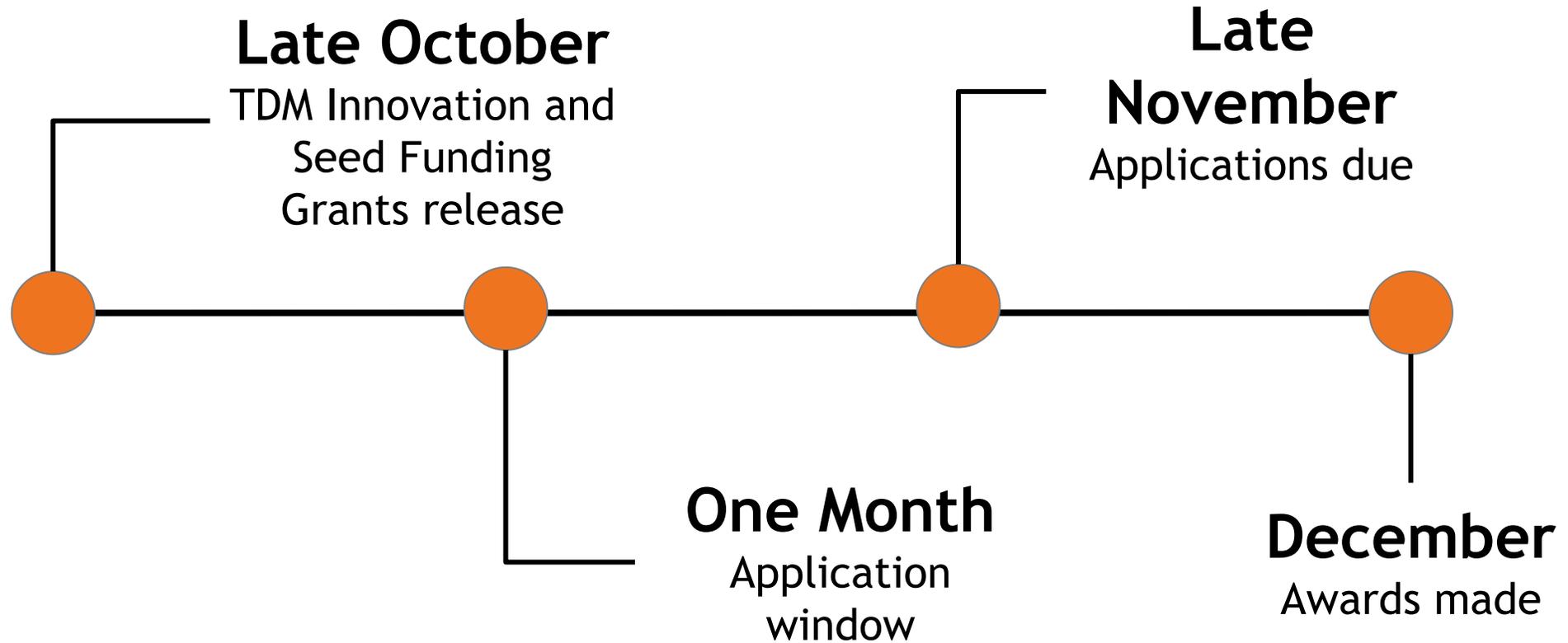
<b>Funding</b>	\$420,000 in state HUTF funding, shared with the TDM Seed Funding grant
<b>Grant award size</b>	\$20,000 to \$50,000
<b>Match requirement</b>	20% with preference given to cash over in-kind matches
<b>Applicant Eligibility</b>	Governmental entities, non-profits, transit agencies, and educational institutions
<b>Length of Award</b>	1-year following notice to proceed



# TDM Seed Funding Grant

Funding for the creation of new TDM programs within local governments, chambers of commerce, MPOs, and others.

<b>Funding</b>	\$420,000 in state HUTF funding shared with the TDM Innovations grant
<b>Grant award size</b>	\$20,000 - \$100,000
<b>Match requirement</b>	At least 20%; preference given to larger matches
<b>Applicant Eligibility</b>	Governmental entities, non-profits (must provide affirmation from local government)
<b>Length of Award</b>	2 years following notice to proceed





## Questions?

John Featherstone  
Office of Innovative Mobility Project Coordinator  
[John.Featherstone@state.co.us](mailto:John.Featherstone@state.co.us)