



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 may participate in person but will be required to wear a mask in the building.

September 10, 2021

9:00 AM – 12:00 PM

CDOT Headquarters Auditorium and via Video Conference

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the July Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:10 **Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- Break**
- 10:20-10:50 **Multimodal Transportation and Mitigation Options (MMOF) (Discussion Item)** – Rebecca White, Director, Division of Transportation Development (DTD) and Michael Snow, DTD
- Provide an overview of the changes to the MMOF Program and discuss options for next steps.
- 10:50-11:10 **GHG Rulemaking Update (Informational Update)** – Rebecca White, Director, DTD
- Update on the GHG rulemaking process
- 11:10-11:40 **10-Year Plan Amendment Process (Discussion Item)** – Rebecca White, Director, DTD, Marissa Gaughan, DTD, and Amber Blake, Director, Division of Transit and Rail (DTR)
- Discuss 10-Year Plan amendment approach, timeline, and next steps
- 11:40-11:50 **Other Business** - Vince Rogalski, STAC Chair



Statewide Transportation Advisory Committee (STAC)
Meeting Minutes

Location: CDOT Headquarters Auditorium & Via Web Conference
Date/Time: August 13, 2021; 9:00 a.m.
Chairman: Vince Rogalski, Chair, Gunnison Valley TPR

Attendance:

Denver Area:	Ashley Stolzmann, Tammy Maurer, Ron Papsdorf	San Luis Valley:	Keith Baker, Vern Heersink
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Jim Baldwin, Stephanie Gonzales
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sarah Hill
Intermountain:	Bentley Henderson	Upper Front Range:	Scott James, Elizabeth Relford
North Front Range:	Suzette Mallette, Becky Karasko	Southern Ute Tribe:	N/A
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Bernadette Cuthair
Pikes Peak Area:	Holly Williams, John Liosatos and Kathryn Wenger	FHWA:	John Cater, Bill Haas
		FTA:	Kristin Kenyon
Pueblo Area:	Chris Wiseman, John Adams		
Gunnison Valley:	Roger Rash, Michelle Hayes		

Don Stanton (Transportation Commissioner)
Kathleen Bracke (Transportation Commissioner)
Karen Stuart (Transportation Commissioner)
Hermann Stockinger (CDOT Deputy Director)
Steve Harelson (CDOT Chief Engineer)
Jeffrey Sudmeier (CDOT Chief Financial Officer)
Marissa Gaughan (CDOT Manager, Multimodal Planning Branch)
Theresa Takushi (CDOT Greenhouse Gas Climate Action Specialist)
Jerad Esquibel, (CDOT Director, Division of Project Support)
Sally Chafee (CDOT Chief of Staff)
Jim Eussen (CDOT Region 4 Environmental Programs)
Brian Varrella (CDOT Region 4 Hydrology)
Rebecca White (CDOT Director, Division of Transportation Development)
Jason Smith, (CDOT Acting Region 3 Regional Transportation Director)
Mike Goolsby (CDOT Region 3 RTD, and Glenwood Canyon Incident Commander)

Kay Kelly (CDOT, Director of Innovative Mobility)
John Lorme (CDOT Division of Maintenance and Operations)
Julie Constan (CDOT Region 5 RTD)
Mike Timlin (CDOT, Division of Transit and Rail)
Heather Paddock (CDOT Region 4 RTD)
Nathan Lindquist, (CDOT Land Use Planner/Analyst)
Nathan Vander Broek, (CDOT Bicycle/Pedestrian Section)
Julie George (CDOT Office of Policy and Government Relations)
Jamie Grim (CDOT Office of Policy and Government Relations)
Erik Sabina (CDOT Information Management Branch)
Molly Bly (CDOT Temp/Office of Innovative Mobility)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • <u>Motion</u> by Ashley Stolzmann to approve the minutes of the July 9, 2021 & July 14, 2021 STAC meeting minutes with recommended edits; Seconded by Scott James; approved unanimously as edited during the meeting. 	Minutes approved
CDOT Update on Current Events – Mike Goolsby, Glenwood Canyon Incident Commander – Herman Stockinger, CDOT Deputy Director	<p>Mike Goolsby:</p> <ul style="list-style-type: none"> • A detailed report was provided on the scale of damage and mitigation efforts to the river, roadway and railway caused by the catastrophic July 2021 flooding in Glenwood Canyon as a result of the Grizzly Creek Fire of 2020. • Barring no other setbacks, CDOT expects to get Interstate 70 open through the Canyon again by Saturday, August 14, with one lane open in each direction. • As cleanup continues, CDOT has asked that construction operations cease on US50 east of Montrose to minimize the impacts from detoured I-70 traffic. • Once the Canyon is open to traffic again, it will be capable of handling all forms of vehicular and truck traffic and public information will be updated so that freight movers no longer choose to detour. <p>Herman Stockinger:</p> <ul style="list-style-type: none"> • Herman Stockinger shared some work that has been completed on the format of the 10-Year Plan in response to discussion and feedback received in July. Two additional drafts were shared, showing different presentations of additional information related to the projects in the Plan, including adding the highway labels, which year the project is listed in the Plan, what strategic funding is proposed and awarded on each, and links to project fact sheets. These are draft only at this point, as a suggested guideline for the next 10-Year Plan effort. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> • Vince Rogalski: The Glenwood Canyon closure is a very good example of why we need to continue with Resiliency planning and developing good plans for how to handle detours in situations like this. • Tammy Maurer: It would be helpful to also provide in the 10-Year Plan lists, specific project information that would explain why, for instance, a project in later years is being funded earlier, or vice versa. Similarly, information on a project like the Eisenhower Tunnel project as to why it was determined needed urgent funding. This kind of information in the lists would be helpful. 	No Action.
Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • The Commission heard the concerns expressed by STAC as to the hurried pace and timing that we received the Senate Bill 267/Senate Bill 260 project funding proposals. • The proposed SB267/SB260 project list was approved and the GHG Rulemaking was started as planned. <p><u>STAC Discussion:</u> None <i>To accommodate the full agenda, the MPO/TPR Reports was moved to the end of the meeting.</i></p>	No Action.

<p>State & Federal Legislative Report</p> <p>– Herman Stockinger, CDOT Deputy Director</p> <p>– Jamie Grim, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> ● Jamie Grimm: An overview was provided of the \$1 Trillion US infrastructure and transportation reauthorization bill that passed the US Senate this week. Considering the bill must first pass the US House, which was called back from recess August 25th, it is likely to see many changes or perhaps is killed altogether. This was passed with strong bipartisan support, garnering 69 votes. It contains over \$550 Billion in new funding with the majority going to roads and bridges but also includes significant funding for transit, rail, electrification, clean energy, water & environment, broadband and resiliency programs. ● Jeff Sudmeier: In total, it will bring roughly \$795 million annually to Colorado highways for the next five years, which is about \$230 million increase over previous years' federal funding. This includes approximately \$20 million formula dollars in each of two new programs, one for carbon reduction, one for resiliency. Similarly, transit would see roughly \$185 million annually compared to \$140 million in recent years. ● Jamie Grimm: In addition to the infrastructure & reauthorization bill, the Senate has also moved forward to consider an additional \$3.5 Trillion budget reconciliation bill. It's very uncertain what will happen on that bill or if it will impact the likelihood of the infrastructure bill passing the House, which includes the 5-year reauthorization. The current authorization expires September 30. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Holly Williams (via chat): How does Colorado compare in what we get compared to smaller population states like Wisconsin or Minnesota? Do we still get 100 million more or less every year? ● Jeff Sudmeier: I'm not sure what you're getting at. But Colorado is one of those states that gets slightly less than it puts in, about 97%. That's been the same formula since before the SAFETEA- LU Authorization. The way the formula is, eastern states get the bulk of federal funding typically. We've worked very hard with our Congressional delegation to educate them on this issue and the fact that states like Colorado have such a growing population. Our Senators joined with Senator Ted Cruz of Texas recently to set up a study committee to look at the situation. ● Sarah Hill: Will any of the FTA Programs be impacted with respect to project eligibility, such as with CARES which expanded the FTA5311 program to be eligible for transportation for health care programs? ● Jeff Sudmeier: We know more about its impacts on highways, but right now we don't know its impacts on FTA programs. ● Kristin Kenyon: That's correct – at this point, we don't know yet. ● Keith Baker: In our rural areas, many of us have old off-system tunnels and railroad grades that are a constant issue. We know the federal stimulus funds have very few restrictions on them and can be used off-system. But it would be helpful if perhaps through rulemaking or the writing of these things, that it be made eligible for use off-system. ● John Cater: Will there be Resiliency funding in this Bill? 	<p>No Action</p>
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	<ul style="list-style-type: none"> • Jeff S: Yes, that is one of two new programs in the Bill for which we would be provided about \$20 million for Resiliency in Colorado. <p><i>Break at 10:18am; resumed at 10:31 am.</i></p>	
<p>Main Streets Listening Session (Informational Update)</p> <p>– Nathan Lindquist, CDOT Land Use Planner/Analyst</p>	<ul style="list-style-type: none"> • Staff provided a summary of past project investments in the Revitalizing Main Streets Program (RMS). The program has awarded 109 awards to 76 communities. Another \$22 million of program awards were announced this August for larger Safer Main Streets (SMS) grants. CDOT received 72 applications for that program, totaling \$96 million requested. Colorado’s Senate Bill 21-260 also appropriated another \$85 million to the RMS and SMS programs over the coming ten years. • An overview was also presented on the results of CDOT’s recent outreach efforts to gain input on the many types of needs that continue to exist for these programs and to discuss how the program should be structured and implemented going forward. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> • Kristin Stephens: We’re thankful for your visit with Wellington. They have a lot of pedestrian mobility and American with Disabilities Act (ADA) challenges and like many smaller communities, they don’t have the resources to do this sort of work, nor do they know who to connect with for technical assistance. Similarly for transit, with new funding coming we should bring in folks that can support smaller communities that have unfilled transit needs. Meeting in person with them can help alleviate the fear of engaging with big public forums such as STAC. • Nathan L: Thank you. Molly Bly deserves a lot of credit also, for the outreach and direct support she’s provided to agencies needing the support of the program and for the success of the initial program. • Rebecca White: Just to remind everyone, that the legislature approved \$30 million of state stimulus funds in Senate Bill 110, providing another \$8 million to the small grants program, which has helped communities adjust infrastructure to respond to COVID. Those funds remain available and awarded on an ongoing basis for projects of \$150,000 or less. The remaining \$22 million was put to use for these larger awards, which also looked at safety and economic benefits in the projects. The \$85 million provided to the program in SB260 also contains another \$22 million of federal stimulus funds immediately available for projects. We will announce another call for projects for those funds very soon, and we’ll reach out to the applicants that were not awarded funding this round and encourage them to resubmit those applications. Additionally, there is still some federal stimulus dollars remaining for the legislature to allocate to programs. Considering the strong demand and the long list of quality projects that did not get funded this time, we will argue for additional funding to be given to RMS. 	No Action.
<p>GHG Rulemaking Update (Discussion Item)</p>	<ul style="list-style-type: none"> • Staff provided a status and overview of the preparations and outreach in drafting the Greenhouse Gas (GHG) Reduction Rule. • Theresa Takushi reviewed stakeholder meetings and involvement, modeling for determining feasibility of GHG reduction, and time frame for reduction levels. Theresa explained that the GHG rule is limited to regionally significant projects that increase capacity. Basic safety and repaving projects are not 	No Action

<p>– Rebecca White, CDOT DTD Director</p> <p>– Theresa Takushi, CDOT GHG Climate Action Specialist</p>	<p>impacted by the rule. There would be more detailed policy directives developed because the policy analysis that is required isn't suitable for the regulations. Policy issues include how to establish measures, how to calculate emissions, consideration of disproportionately impacted communities. After the rule is filed, there will be a 60-day comment period. Various meetings are schedule and written comment is accepted as well.</p> <ul style="list-style-type: none"> ● Rebecca White: We particularly want to acknowledge and thank the amount of time and effort the members of the GHG Advisory Group have contributed to the rulemaking effort as well as the staff and members of the MPOs. We will continue the drafting of the Rule throughout the day and we are still aiming to file the Rule as planned today. We'll likely will send out public notice of the filing on Monday. ● Herman Stockinger noted that the official filing of the Rule is only the first important stage in the rulemaking and begins the formal 60-day public comment period. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Scott James: Why were Weld County and the Upper Front Range TPR not on the GHG Advisory Group, especially since Weld County is so impacted by the legislation. ● Rebecca White explained that the goal for the group was representation from all Colorado but not necessarily to have a representative from each TPR. She explained that Commissioner James could be involved, and they can meet to discuss this. She also explained that CDOT will be getting input from the Secretary of State on how to continue to engage with stakeholders during the public comment period. ● Scott James: I would like to know the Secretary's response regarding SB260 and Disproportionally Impacted Communities. ● Heather Sloop: I would also like to be involved in the GHG Advisory Group. ● Holly Williams: Will other construction projects be affected, specifically those by public highway authorities or Regional Transportation Authorities (RTAs)? I'm concerned that with this ruling, RTAs will become useless. ● Herman Stockinger: RTA projects that both create and mitigate GHG emissions would be modeled and counted toward the limit. If there are regionally significant projects that go over GHG reduction targets, your STBG and CMAQ funds would need to support projects that reduce GHG emissions. In no way, however, will the Rule prevent an RTA project from moving forward, regardless of what the project was. ● Kristin Stephens: Our NFR MPO staff want to be sure to have enough time to do the data analysis for commenting on the Rule. We think this will provide enough time, but in case it is not, we want to be sure there's an opportunity to extend the public comment period. ● Rebecca White: The Rule affects the five MPOs, and it affects CDOT in the non-MPO areas. We want to work as partners and help with analysis and support. And we understood the request for more time to comment if analysis can't be finished. ● Ashley Stolzmann requested e-mail notification of the Rule filing and Rebecca White acknowledged that she will do this. 	
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<p>Transportation Planning Region (TPR) & Federal Partner Reports</p>	<ul style="list-style-type: none"> ● <u>DRCOG</u>: Last TPR meeting was on July 21. The board approved the 2022-2023 Unified Planning Work Program. New initiatives include community-based transportation plans to improve mobility options for low income and disadvantaged communities, and corridor plans for priority regional multimodal corridors. DRCOG also reviewed their 2020-2023 Transportation Improvement Program process and set the stage for upcoming discussions on policy for developing the 2024-2027 TIP. At the August 4th Board Work Session, there was discussion on the GHG rulemaking, and they received a briefing on the Regional Complete Streets Toolkit Project so that people can build complete streets and understand how to do that better. ● <u>CFR</u>: Projects are moving along well: Highway 50 in Coledale, the cable rail east of Canyon City, Hwy115 sidewalk project in Canyon City, Highway 24 Wilkerson Pass for truck mobility including guardrails for safety. The US285 bridge replacement is postponed because US285 is alternate route when I-70 is closed. Highway 9 was going to be the detour, but it doesn't have a big enough shoulder. The push for electric cars is a strain on emergency services in the mountains. There aren't enough charging stations in the mountains. CDOT should get the message out that electric cars in the mountains are a difficulty. ● <u>Eastern</u>: We've had no TPR meeting since last STAC so nothing new to report. We appreciate CDOT's efforts on the mudslides and I-70. ● <u>Grand Valley</u>: This week we held an open house and Local Coordinating Committee (LCC) meeting to give partner and public opportunity to comment on the 2022 Unified Planning Work Program. We updated our FTA Title 6 Plan and developed a new Public Participation Plan. The plans are currently out for review. There will be a Board meeting on Aug 23 and the different plans will be presented. Theresa Takushi and Rebecca White will be presenting on GHG to Board. ● <u>Gunnison Valley</u>: Little Blue Creek Canyon project is suspended while I-70 is closed. US50 is being used as the alternate route for I-70. Some work on chain up stations on east and west side of Monarch is underway. The west is side almost done; the east side still has work being done. We have some work on US550 south of Montrose and Hwy92 between Austin and Hotchkiss. We've heard some complaints about Hwy92 when US50 is closed because it is a narrow, winding, altitude changing highway and only two lanes. There was an accident several weeks ago. Speed is recommended to not be excessive on that highway. Our next TPR meeting is not until September 30th or 31st. ● <u>Intermountain</u>: No report. ● <u>North Front Range</u>: August 5th was our last MPO meeting. We received updates about Front Range Passenger Rail and about the GHG Budget rulemaking. North I-25 segments six, seven and eight are continuing and the SH56 interchange over I-25 is close to completion. That closure will last no more than 140 days. ● <u>Northwest</u>: At the last TPR meeting a couple weeks ago we discussed the GHG rulemaking, focusing mostly on trying to separate larger MPOs from rural communities that could have future impacts with this rule, and a clear definition of "Regionally significant". There are many construction projects on the 	<p>No Action.</p>
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western part and lots of planning for construction on the eastern part of our TPR. The impact of the detour has been significant for Highways 40, 9, 13, 131, and 14. Truck rerouting is the biggest issue. We discussed with Director Lew about better emergency action planning for detours in the event of mudslides or if Glenwood shuts down. The TPR echoed the concern that shoulders are nonexistent on Hwy40 and 9, and if anything can happen to have funding for resilience that would be appreciated. Resiliency is important for any emergencies in the northwest territory.

- PPACG: Resiliency is an important issue. Any time there is a fire there will be flooding issues. Truckers were able to use Highway 50 during the closure of Glenwood Canyon. But it might be a good idea to do infrastructure updates on those Northwest detour routes. Because we have so many new members on our PPACG Board, we are holding two transportation seminars. The first one last week covered the federal bill and CDOT discussed the new transportation bill and the GHG rule. The seminar next week will also include discussion on water. Some money was put to Southwest Chief for a potential station in downtown Colorado Springs and this led to discussion on Front Range Passenger Rail. The updated 2022-2025 Transportation Improvement Plan will be released for public review. We are keeping a close eye on the federal legislation, and we are concerned about forest health. The Federal Government is not mitigating a lot of their properties as they should. We should be getting federal money for dealing with resiliency after wildfires.
- PACOG: We're moving ahead with work on: US50 Pueblo West, purchasing wetland that is needed for the 50 bypass off I-25, and tying Joe Martinez Blvd in Pueblo West to Pueblo Blvd.
- San Luis Valley: Last TPR meeting was on August 5th. There was a ribbon cutting for the state highway intersection in Alamosa. Projects underway include shoulder widening and resurfacing on SH17 for Villa Grove down to Alamosa. Mudslides have had some impacts on traffic. There was the first meeting with new transportation commissioner Mark Garcia for Region 8. The San Luis Valley Transit Council representatives gave us a briefing. They obtained a HOPE grant from the FTA. They received a briefing on the House Bill and SB267. Hwy17 and 160 are completed. Wolf Creek fiber project is on hold due to contractor issues, which has huge implications for ITS safety along there. The ADA project in Manassa is a joint project between the Region and Town of Manassa. Deer fencing for Johnson Village is on hold because the only bid received was 35% over budget. Our next TPR meeting is on November 4th.
- Vince Rogalski suggested that DOLA had money available for Broadband and the new Infrastructure bill has money for Broadband.
- South Central: July 29 was our last TPR meeting. One question raised was about whether people would have access to the conduit CDOT is running down I-25. Can that be used for laying broadband fiber in rural areas? We've finally broke ground on the I-25 Exit 11 project.
- Southeast: Our TPR meeting was last month. We discussed Senate Bills 267 and 260 allocations. Several communities are interested in RMS funding. Transit mobility is a big focus in our area. We hired a mobility manager facilitator to coordinate outreach and marketing to underserved populations. Efforts to grow participation in our Regional Coordinating Council is going well and they are having scheduled trainings, including Train-the-Rider and education for people needing Commercial Driver Licenses. Our

	<p>MMOF projects are moving forward. The RMS project in Lamar is in full swing; preventative bridge maintenance projects are in progress also. Oct 27th is our next TPR meeting.</p> <ul style="list-style-type: none"> ● <u>Southwest</u>: Our TPR meeting was yesterday. We reallocated 146k of MMOF funding returned from a cancelled project to Dolores County Bus Facility and to Montezuma County's Trails to Mesa Verde project. The meeting also covered the SB260 and 267 bill updates on Year 4 projects and they are looking forward to reviewing projects knowing more money is coming through. They look forward to more information on filling projects for Years 5-10 of the Plan. ● <u>Upper Front Range</u>: Our next meeting is September 2nd. Burlington Northern – Santa Fe (BNSF) is to talk about a multimodal facility at I-70 and County Road 8. ● <u>Southern Ute</u>: No Report ● <u>Ute Mountain Ute Tribe</u>: We have hired a new transportation specialist who will attend the next STAC meeting. ● <u>FHWA</u>: We were able to secure the \$11 million emergency funding for Glenwood Canyon. That's based on an estimated total cost of \$160 million, so we'll see if it ends up being that high. We commend both the crews on the ground and those in the office that got that funding done. We did a ribbon-cutting this week at School of Mines who has started a six-passenger, fully autonomous electric vehicle shuttle in Golden, doing three separate routes there. ● <u>Federal Transit Administration (FTA)</u>: FTA has obligated 90% of the CARES funds and the majority is already spent. Also 40% of the CRSSA funds are obligated. Getting started on committing the \$30 Billion in ARPA stimulus funds. We want to commend the City of Fort Collins - they received \$3.5 million in FTA 5311 LowNo funds for battery electric bus replacements. On September 14, we are offering a real estate workshop to go over FTA requirements for procuring real estate for transit projects. Reach out to us for sign up information if you're interested. <p><u>STAC Discussion</u>: None</p>	
Other Items:	<ul style="list-style-type: none"> ● Vince Rogalski: Shoshana Lew met with directors of the Montrose area, and they talked about I-70 and Blue Creek Canyon. Federal Lands is cooperating to pause construction and keep Highway 50 open during the detours. ● We will reserve time for TPR reports at the end of future STAC meetings. ● Heather Sloops expressed concern that they might get dropped from meetings if the meeting is running on. Chairman Rogalski said he will ensure they aren't dropped. ● The next STAC meeting will be held September 10, 2021, 9:00am at CDOT headquarters, with support for remote participation for those that need it. 	Meeting Adjourned

Meeting Adjourned at 11:55 am

The Transportation Commission Workshops were held on Wednesday, August 18, 2021, and the Regular Meeting was held on Thursday, August 19, 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, August 18, 2021, 1:00 pm – 5:00 pm

Call to Order, Roll Call:

All 11 Seated Commissioners were in attendance: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Terry Hart, Yessica Holguin, Gary Beedy, Kathleen Bracke, Mark Garcia, Eula Adams, Lisa Tormoen Hickey, and Barbara Vasquez.

Condemnation Authorization Workshop (Steve Harelson)

Region 4 Condemnation Authorization Request

- I-25 North: SH 402 to SH 14, Project Code: 21506

Discussion:

- Two separate property ownerships within the condemnation authorization request – Jensen Investments, LLC and CWH Properties. CDOT needs immediate possession of the property, which condemnation authorization grants to CDOT.
- Commissioner Bracke referred to the letter recently received, that raises different concerns about the process followed.
 - Steve Harelson, CDOT Chief Engineer, understands that property owner has a question regarding the letter of map revision.
 - CDOT offered \$284,000 to Jensen Investment, LLC, and the counteroffer was \$1.8 million due to floodplain impacts with upcoming changes to the floodplain model. Steve Harelson explained that the FEMA floodplain mapping revision is a separate process from this project.
- Kenneth Skogg, representing Jensen Investments, LLC, explained that their request is to table this item for further discussion with CDOT and property owners before filing condemnation authorization, to discuss how to mitigate the issue with property being considered within the floodplain, even with elevation of the property.
- Commissioner Bracke confirmed that the negotiation may still continue with the TC proceeding with the condemnation authorization process.
- Steve Harelson, noted the concerns raised by Jensen Investments LLC property, regarding the FEMA floodplain mapping related to this site, is over a disagreement on the LOMAR and FEMA mapping from 2013 Floods, and not this project.
- The second property owner, CWH Properties, was concerned with loss of access to recharge ponds on the site that increased the property's value, but CDOT has reached an agreement on the value of the property with the property owner in this instance, only the paperwork needs to be completed. Since CDOT needs possession of the land to proceed with the project, the condemnation authorization is being requested for the TC to approve.

Budget Workshop (Jeff Sudmeier and Bethany Nichols)

FY 2022 Budget Amendment and Supplement

Purpose: Obtain TC approval to: increase Maintenance Level of Service (MLOS) Operating Budget and fund Snowplow Operator, Winter Operations Bonus Program. In addition, get TC approval for TC contingency funds to go towards I-70 Glenwood Canyon emergency response and repair, and funding for a Region 1 Homeless Camp Clean Up Pilot Program.

Action: For the Budget Amendment there is one request that is to transfer \$6 million from TC Contingency to Division of Maintenance and Operations (DMO) for the following: \$4 million into MLOS Operating Budgets and \$2 million to the snowplow operator bonus initiative. These funds will be converted into highway maintenance section budgets and the winter operations bonus program. For the Budget Supplement the request is to transfer \$10 million from TC Contingency to I-70 Glenwood Canyon emergency response, and \$1.0 million for a Region 1 Homeless Camp Cleanup pilot project.

Discussion:

- Commissioner Adams asked about the number of maintenance staff impacted by the funding. The number of staff impacted by this roughly 1,600.
- John Lorme, CDOT Division of Maintenance and Operations Director, noted it is a very difficult job for the compensation, and requires being on call for extended periods of time. There is a hot market for CDL drivers right now. Winter operations can't contract out to cover this service. CDOT is aggressively recruiting maintenance staff, looking at bonuses, and how to cover housing costs for workers. A current vacancy of staff is approximately 225 people.
- Commissioner Stanton asked about the \$2,000 bonus at the end of the winter, and wanted to know if it comes with the requirement to stay at CDOT beyond the winter. John responded that will be up to workers to decide, but the thought is that many will stay beyond the bonus this year, and stay on to continue receiving the bonus at the end of the winter.
- Commissioner Vasquez asked if CDOT staff had considered breaking up the bonus on a monthly basis after the winter versus providing a lump sum bonus. John noted that for CDOT it is easier to manage the lump sum, which also encourages recipients to stay at least until then. A performance evaluation would only occur twice a year. John noted he would check into the monthly bonus concept. Commissioner Vasquez also asked about how CDOT compares to what counties pay. John noted some instances where we are low, but other areas where we can be competitive.
- Commissioner Adams supported the bonus plan. And wondered how CDOT could modify bonuses to be sure not to lose too many staff at one time. Asked how do we, at CDOT, become a leader in this category. We would want to be in the top tier for this. We should push harder in this category.
- John noted Human Resources is pushing for this.
- Executive Director Lew expressed her support for compensating workers fairly for their hard work. We have a short, mid and long-term plan to address this problem.
- Commissioner Holguin asked questions about the percentage of the TM 1 Bonus pay – and attrition rate of maintenance workers and what time of year folks are leaving CDOT. Also suggested considering non-monetary incentives for workers.
- Paul Jesaitis, CDOT Region 1 Transportation Director, described the pilot homeless area cleanup project, which was supported by several Commissioners. Concern with the potential effectiveness of the project was raised given the cyclical nature of homeless encampments. It was recognized that cleanup projects are not the full solution. Engaging Volunteers of America in these types of projects was also suggested.

Policy Directive (PD) 703.0 (Jeff Sudmeier and Bethany Nichols)

Purpose: To provide an annual review of Policy Directive (PD) 703.0 and request TC consideration of updates to the PD.

Action: TC approval of the updated PD 703.0.

Discussion:

- Bethany Nichols, CDOT Budget Director, explained that PD 703.0 was revised last year. This workshop is being conducted to discuss how changes worked in the past year.

- There are no structural or significant changes to the PD 703.0; added newer definitions highlighted in SB 260 and references to relevant pieces. Also allows staff to transfer funds to different line items, if it helps fund projects that support the intent of the funding as approved. TC will also now approve indirect budget and staff will add construction engineering to the list of the indirect budget items.
- Commissioner Hall asked about the new funding enterprises of SB 260, and how that fits in with TC decision making. Bethany responded that the way the TC works with the Bridge Enterprise is how the TC would work with the newer enterprises, with a separate board established for each enterprise for approvals considered high risk. Jeff Sudmeier, CDOT Chief Financial Officer, noted that once boards are established the PD 703.0 will be revisited to consider the enterprises.
- Commissioner Hall asked about the staffing level changes related to the enterprises. Jeff noted that CDOT staff will provide much support to the enterprise boards, as is done for the Bridge Enterprise.
- Commissioner Vasquez asked if the TC would make policy changes for enterprises. Herman Stockinger, CDOT Deputy Executive Director, noted that these new enterprises may likely work as the Aeronautics Division does, where the TC approves the Aeronautics budget, as it is statutorily established, and the TC doesn't make any changes to it. This is closer to how we think the enterprises will operate.
- Commissioner Stanton asked if TC members will be on the new enterprise boards. Herman explained that the Governor will make appointments for boards of the Clean Transit Enterprise, but the other new enterprise board will not be Governor appointees.
- Commissioner Hall ended the workshop noting that there are lots of new things to talk about regarding the enterprises and the TC's role and participation, and recognized a lot still needs to be sorted out.

Glenwood Canyon Update (Mike Goolsby)

Purpose: Provide the TC with an update on the status of Glenwood Canyon due to mudslides in the Grizzly Creek burn scar area.

Action: No action.

Discussion:

- Deputy Chief Engineer Stefanik joined in on the conversation with Mike Goolsby, Region 3 Transportation Director, now Incident Commander at Glenwood Canyon.
- CDOT has been dealing with this issue since June 29th.
- Things changed on July 29th – with the emergency declaration, and this precipitated the increase in our response. The river in the canyon rose about six feet.
- CDOT has hauled over 4,000 loads or 48,000 tons/96 million pounds of material out of the canyon to two dump sites.
- Protocols put into place last year due to the fire, worked out well for this event. This is a 500-year event. On July 29th 13 different areas along the canyon experienced mud slides.
- Large debris flows changed the channel of the river in the canyon, particularly near MP 123.5
- Commissioner Vasquez asked if this is really a 500-year event, or if we can anticipate these types of events more frequently. Mike Goolsby noted that changes in definitions of event types due to changes in the climate is a larger consideration that is a possibility.
- Keith Stefanik spoke of the Disaster/Emergency Declaration. To summarize it, we had about 66 million in direct damages, as a result of the events that occurred over the past. Since June 26, we also had an earmark/placeholder for \$50 million for redundancy and resiliency throughout. Letters were sent off to request funds from FHWA, and we had an immediate response with a quick release of \$11.6 million, which was very fast, and very effective and appreciated. On August 8 the team took action to get this road open on Saturday just before 7:00 am.
- Steve Harelson also described the events in Glenwood Canyon, and the importance of partnerships with multiple agencies and personnel, which was extensive and led to a great response to this emergency.

Revitalizing Main Street (Rebecca White and Nathan Lindquist)

Purpose: In March 2021, staff briefed the TC on plans to use \$30 million in new state stimulus funding approved by the legislature in Senate Bill 21-110 (SB 110). Staff proposed allocating this funding via two grant opportunities, larger safety infrastructure grants (\$22 million) and smaller economic resiliency grants (\$8 million). This Workshop will outline the projects that have been selected for award for the larger safety infrastructure grants. Because the legislature allocated additional, long term funding support for this program in SB-260, this workshop will also discuss a request for Commission support on next steps.

Action: This agenda item is part informational and part action. The action requested is Commission support (Resolution) for staff to release a notice of funding availability for the first allocation, totaling \$22 million of the Revitalizing Main Streets Program as provided by SB-260.

Discussion:

- Sixteen projects are proposed to be awarded with the initial \$22 million of funding. Requesting TC approval of these.
- Next notice of funding opportunity (NOFO)– get this out soon so those not chosen to have the opportunity to respond to a second round of grant funds, and re-apply in September 2021.
- Commissioner Stuart asked about the turnaround time for reimbursement of expenditures for projects. Jeff Sudmeier noted the CDOT has generally 60 days to pay invoices, but we endeavor to pay in less than 30 days.
- Commissioner Beedy asked about the number of projects that are on state highway vs. local streets. – Per Executive Director Lew most were off-system of the 72 applications. Commissioner Beedy also mentioned that the naming of the program is getting confusing with other grant programs with the term “Main Streets” in their titles - the CDOT program vs. Department of Local Affairs (DOLA) program.
- Commissioner Hall confirmed the ask for the NOFO is for the \$22 million – a new \$22 million for round 2 call for projects.
- Commissioner Bracke observed that the local communities like the rolling application process concept. She has heard lots of positive feedback on more frequent opportunities to apply. Rebecca White, CDOT Division of Transportation Development Director, noted the cadence of the application process is an important consideration that still needs to be decided. Nathan Lindquist’s trip was designed and intended to listen to the communities before determining a process moving forward.
- Commissioner Garcia asked about inclusion of side streets in this program. Rebecca commented that many applications were off system/local streets. For example, Lake City wanted an investment on their Main Street that is off the highway, so non highway facilities are included in grant applications.
- Just for clarity, Rebecca White explained that the first allocation from SB 260 was \$22 million. The NOFO requested for round 2 is also for \$22 million.

GHG Rule Making Update and Next Steps (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:

- Rebecca White explained that the Rules shared today are not the same as the version in the TC packet. The final version was submitted late on Friday, August 13, 2021, for the Rulemaking process. She requested reviewers to read the Preamble for Rulemaking portion of the revised Rules.
- Commissioner Hickey noted the hours of time invested in the process to get the GHG Rules drafted. The public outreach conducted was very effective and CDOT was very responsive to input received.
- Rebecca initiated an overview of the draft Rules. There will be a 60-day public comment period to follow the public posting of the rules.

- Rules are redlined and some work cleaned up text, but GHG-related text changes are the main focus. Led to multiple new definitions. Rules align with SB 260, HB 1261, Ozone Attainment, etc.
- Key definitions (19 new) were added and include but were not limited to: Applicable Planning Documents – shorthand for numerous planning documents, Disproportionately Impacted Communities, Regionally Significant Projects, among others.
- Herman Stockinger, CDOT Deputy Executive Director and TC Secretary, clarified one definition that spoke of amended documents for applicable planning documents – the amendment was to the planning documents and not amending projects, as the text was confusing.
- Commissioner Vasquez noted that the Baseline term in the Rules was related to a modeled baseline vs. a measured baseline in the GHG Roadmap. There is a need to clarify this distinction.
- Rebecca White explained that Metropolitan Planning Organizations (MPOs) are impacted by the Rules differently:
 - Grand Valley MPO, Pueblo Area Council of Governments (PACOG) and Pikes Peak Area Council of Governments (PPACG) will not need to comply until 2030.
 - Denver Regional Council of Governments (DRCOG) and North Front Range (NFR) MPO need to measure for current planning horizon of 2025.
- Rebecca also explained that GHG Rules are based on GHG modeling (an EPA model called MOVES), and will include data such as population growth, vehicles miles of travel (VMT), and land use.
- Non-MPO areas will be planned and modeled by CDOT.
- All information will be submitted to the TC in a GHG Report.
- *Table 1: GHG Transportation Planning Reduction Level in MMT of CO₂e* outlines the proposed GHG emissions reductions in million metric tons (MMT) explained by Rebecca White. Erik Sabina, CDOT Information Management Branch Director, confirmed Rebecca’s explanation of the table that includes estimated GHG emissions in various planning horizons and then includes the number of MMT of reduction required of each MPO, and CDOT for years 2025, 2030, 2040, and 2050. CDOT has its own budget for the non-MPO areas. The amounts of reduction proposed are reduced over time.
- *Table 2: Baseline Emissions Due to Projected Number of Light-Duty Electric Vehicles (EVs)* provides estimates of GHG emissions associated with projected light-duty electric vehicles (EVs) for years 2025, 2030, 2040, and 2050.
- Rebecca further explained that the gap in GHG emissions highlighted in the GHG Roadmap noted the reduction needed was 4.7 MMT to meet the State goals, but these Rules only account for a reduction of 1.5 MMT. If we comply with the Rules we make a significant reduction, but it is not the full solution.
- Erik Sabina responded that the GHG Rules are based on the built transportation system. The three MPOs – GVMPO, PACOG, and PPACG all read N/A for 2025, and kick-in for reductions in 2030, with the other two – DRCOG and NFRMPO.
- Commissioner Vasquez asked if the model anticipates EVs just for passenger vehicles or if it includes light, medium and heavy-duty vehicles.
 - Erik Sabina noted that the model only accounts for eventually 100% light-duty vehicles, and doesn’t include medium or heavy-duty vehicles. Erik further noted that roughly 85% of tail pipe emissions come from light-duty vehicles.
- A Commissioner asked about EV airplanes.
 - Rebecca noted that the CDOT staff is working closely with David Ulane, the Aeronautics Division Director. CDOT doesn’t have much jurisdiction over plane fuels, but there is a biofuel that is expensive, being used in Telluride and Vail airports.
- Commissioner Bracke requested the reductions be translated to per capita reductions to provide context. Erik Sabina noted that the per capita reductions would be possible to calculate and can be provided.
- Herman Stockinger noted two important pieces to consider for the GHG Rules are:
 - The Model
 - A Collection of Mitigation Measures with known levels of GHG reductions associated with them.
 - By April 2022 CDOT is to provide a Mitigation Action Plan outlining acceptable mitigation actions and what reductions in GHG emissions they can provide. CDOT will be working on this over the next six months or so. Herman also noted the benefit of not

including specific mitigation measures in the GHG Rules as it allows for the mitigation measures to be living and evolving actions allowing for more flexibility over time.

- In order for the model runs to be properly reviewed the Air Pollution Control District (APCD) will be provided a 30-day opportunity to review the GHG Report to confirm its contents and validity 45 days prior to being submitted to the TC for approval.
- If the APCD does not respond within 30 days, the report is deemed accepted by the APCD.
- If an MPO is not compliant with the Colorado State GHG Rules for State dollars with SB 260 even with mitigation measures taken the MPO will be restricted in use of funds and project selection. More specifically the DRCOG and NRFMPO Transportation Plans need to comply with GHG reduction requirements by October 2022. And Multimodal Mitigation Options Fund (MMOF) projects must be in compliance by 2023.
- For Federal rules related to Surface Transportation Block Grant (STBG) funds and Congestion Mitigation Air Quality (CMAQ) funds – if CDOT does not comply with their Statewide Transportation Plan that includes the MPOs and non-MPO areas (including when MPOs do not meet their targets separately) CDOT too can be restricted in how they spend funds on their 10-year Plan and how they conduct project selection activities.
- Commissioner Stanton asked if there was precedent for TC to reject a plan.
- Kathy Young was not able to identify an example.
- Commissioner Stanton observed that the TC has the authority to determine if they deem a project is a special safety project without major GHG emissions issues, and that a waiver for a particular project may be granted.
- CDOT Executive Director Lew stressed the point that the approach used in drafting the GHG Rules were borrowed from other programs that also have enforcement methods, and that the enforcement in the GHG rules mimic other enforcement practices such as the Highway Safety improvement Program (HSIP), and other tried and true approaches.
- A discussion ensued related to the TC's role as a legislative body vs. a judicial body. The enforcement component of the GHG Rules have a judicial feel to them, but attorneys who reviewed the draft GHG Rules paid attention to not supersede the TC's legislative role by stepping into a judicial role. However, one attorney present noted that public comments on this matter would be very welcome to ensure GHG Rules are invoked only where TC authority exists.
- Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair noted that in the past funds were reduced due to not successfully reducing the DUI levels. This is an example of a previous enforcement of legislation.
- It was noted that in the GHG Rules the term reconsideration is included vs. use of the term appeal – to avoid a judicial term.
- Commissioner Hart noted that a broader perspective for transportation is needed that includes collaboration and coordination/cooperation of parties along major corridors, which is an important consideration. He asked staff is looking at it as a cooperative effort along major corridors.
- Rebecca White responded that this point was well made and that the drafting team did consider that we are dealing with political boundaries that are somewhat arbitrary when you are thinking about GHG emissions and corridors that cross multiple boundaries. She noted that this would still need further consideration, and is hoping that the public comments will help to clarify how to approach this. There is a need to think more about that in terms of how the GHG Rules will be implemented. For MPOs many projects are CDOT projects due to overlap, a partnership exists there, and we still have to work out how we will deal with that.
- Commissioner Hart also identified the Front Range Rail and Bustang feeder lines as mitigation factors to reduce GHG emissions.
- Vince Rogalski asked about how to consider GHG emissions coming from other states – for example Western States' smoke and how to measure that.
- Rebecca responded that CDOT is only looking at GHG emissions from vehicles that operate in the state of Colorado.
- In response to a question from Commissioner Beedy, about how capacity projects in non MPO areas would be impacted, Rebecca White explained that it would be a rare occasion for any project in a rural

area to rise to the threshold of a regionally significant project. In the rare occurrence that a regionally significant project is needed in a rural area, such as US 550/160 in Durango, the project would be modeled with the entire system, so the focus of the GHG rule would be in aggregate and not on one single project, so it would likely not raise the total GHG levels to a point that would require burdensome mitigation measures, and that would not fall solely on one jurisdiction as it would be part of the entire picture for the state. She clarified that passing lanes on rural state highways would not rise to the level of a regionally significant project.

- In follow up Commissioner Beedy asked if adding four lanes on I-76 near the I-70 interchange would be considered regionally significant. CDOT Executive Director Lew responded that although such a project would likely be considered regionally significant, the GHG Rules would not prevent the project from happening. She pointed to Floyd Hill as an example of a regionally significant project that will likely be subject to the mitigation measures required of the GHG Rules. She intends to use Floyd Hill as a case study to showcase a variety of ways to mitigate GHG emissions.
- In response to a follow up question about whether the mitigation measures would need to take place in the same boundary as the project, CDOT Executive Director Lew clarified that the rule is structured by region so the mitigation measures would be considered in aggregate for the state and would be implemented to ensure that benefits of mitigation measures accrue in disproportionately impacted communities. So, in short, implementation of the mitigation measure for a specific project could take place elsewhere, but the focus will still need to be on mitigating the impacts on disproportionately impacted communities.
- Commissioners Vasquez and Bracke asked about checks and balances on modeling assumptions and what would be done to ensure that the GHG Rules leads to real change in GHG emissions from mobile sources beyond projected changes in a modeling exercise.
- Rebecca White indicated that they would also be checking the modeling assumptions against gas sales and other indicators to ensure that it is effective in lowering emissions from mobile sources to meet the GHG Roadmap goals.
- Rebecca White and Theresa Takushi closed by giving an overview of the stakeholder engagement efforts and efforts to ensure robust public comments with eight public hearings that would be held in each region of the state, broad distribution of the public notice, and a user-friendly interface to ensure submittal of written public comment is easy and accessible to all.
- Commissioner Hickey added that in addition to the hearing officer presiding over the public hearings a Transportation Commissioner will also be present at each public hearing.
- Commissioner Garcia asked about how the GHG rulemaking process was impacted by the Colorado Department of Public Health and Environment (CDPHE's) decision to withdraw the employee trip reduction rule. Rebecca White explained that they are responding and preparing for the extra attention that it brings with a robust outreach effort on the ground, reminding the Commissioners that the efforts to engage stakeholders on the GHG Rules began over a year ago and has already involved a series of regional workshops throughout the state.
- Chair Hall expressed gratitude for CDOT's efforts to hold hearings in every region of the state.
- Commissioner Vasquez suggested that CDOT establish an award for all of those who have been working so hard on the engagement piece.

Walking Down Main Streets Listening Tour (Nathan Lindquist)

Purpose: This workshop covers the purpose and lessons learned from the Revitalizing Main Streets Listening Tour.

Action: N/A

Discussion:

- Nate Lindquist, CDOT Land Use and Community Planner, explained that over May and June, CDOT conducted a Main Street Walking tour of 20 communities across Colorado to determine what works and what doesn't for downtown areas.

- There is \$85 million in funds in SB 260 so talking with communities prior to expending these funds is important.
- Locating housing and jobs closer helps with traffic reduction and GHG emissions reduction. There is excitement about the RMS program and what it can offer communities.
- Got a lot of good applications for bike/pedestrian facilities linking to housing and places of employment.
- Broomfield, Wellington, Alamosa, Colorado Springs, and Centennial were just a few communities highlighted as case studies.
- Next steps and priorities include learning to institutionalize innovations that work and convene partners to develop the next round of large grant criteria for the RMS program. Working with DOLA and the Colorado Energy Office (CEO) to align grant criteria for transportation, housing and infrastructure programs. Conduct conversations where locals are interested in regional collaboration, and investigating the link between the transportation system's fiscal sustainability and downtown access.
- Commissioner Hall asked about how closely CDOT is working with local transportation agencies. Nathan noted that CDOT is working with these and all entities with a stake in this.
- Commissioner Beedy expressed his support to help community streets, but cautioned against any changes that restrict traffic flows, especially to ensure freight can pass through without causing additional delays. Out at Hugo a three semi-truck incident occurred recently with a fatality. Wants to ensure we keep thinking of freight, especially when considering road diet plans. Access controls with new housing development are another concern, and we need more combined access points to keep artery traffic moving, as it is important.
- Commissioner Stuart commented that she attended the meeting at Broomfield, and stressed that partnership is important. The chicken and egg issue with housing and transportation continues. Need to partner with RTD. Need to plan for transit prior to development, but development is needed to support transit. CDOT doesn't have control of land use, and it is important to have partnerships so we can plan ahead and be aware of land use plans.
- Commissioner Bracke echoed comments highlighting the importance of partnerships. With the recent census data that is now available she asked that staff look at growth, and creating more inviting downtowns so that the market creates housing there too. Some projects may spur infill and redevelopment. A retrofit piece is fantastic. Communities that are more walkable and bikeable is what we want and need.
- Commissioner Adams believes directionally, this is the right way to go, and asked about our next steps. Does it include RMS program management at this point? How big is the team today and what is the budget for this? Rebecca responded that Nathan sits in planning team with about 20 folks. The two RFPs are a study on urban arterials as a safety and community barrier. Colorado Blvd. is an example. DTD needs to determine the financial and staffing needs as months unfold.
- Commissioner Garcia noted that he will abstain from the vote for the RMS NOFO as he will likely be an applicant for RMS funds in his role for his day job.

Small Business and Diversity Committee (Greg Diehl and Emily Crespin)

Purpose: The purpose of this workshop is to provide an introduction to the USDOT Disadvantaged Business Enterprise (DBE) Program and introduce tomorrow's Resolution to Adopt CDOT's FFY22-24 Overall DBE Goal.

Action: TC is asked to adopt a resolution that supports the staff's recommendation to set the FFY22-24 overall DBE goal at 11.89%.

Discussion:

- Greg Diehl, CDOT Civil Rights Program Director, explained that this is an important report we do every three years for the Small Business and Diversity Committee.
- Jun Arcilla, CDOT DBE Program Manager and Certification Lead, provided an overview of two key programs, the Disadvantaged Business Enterprise (DBE - a federal program that is race and gender conscience) and the Emerging Small Business program (ESB – a CDOT Program that is race and gender-neutral, and increases competition of small businesses for CDOT contracts).
- DBE creates a level playing field for those historically kept out of these types of contracts.
- Resolution tomorrow relates to the proposed DBE percentage requirements for federally funded projects.
- Emily Crespin, CDOT Small Business and Workforce Development Manager, provided a presentation on supportive services CDOT offers for DBEs and ESBs.
- Commissioner Holguin asked about the measures taken to ensure we meet our DBE goals. The response was that Supportive Services help to make DBE certification happen and sparks interest in program participation. CDOT reports on DBE work contracted. DBE goals in CDOT contracts is another vehicle to help meet DBE goals. The Commissioner explained that the Disparity Study did show that woman and minorities are not in a level playing field for construction work and thanked CDOT staff for the work accomplished.
- Commissioner Adams is a member of Conference of Minority Transportation Officials (COMPTO), and observed folks who have done business with CDOT. There are negative perceptions and difficulties associated with working for CDOT that we need to overcome. This DBE program does excellent work, and the approach is good. It's about working capital and getting paid. However, he urged CDOT to push for more ambitious goals as a 4.83% race and gender-neutral goal is too low. He believes there is more opportunity for small businesses.
- Commissioner Hall adjourned the Committee meeting, recognizing staff for their important work.

Transportation Commission Regular Meeting Thursday, August 19, 2021, 9:00 am to 11:00 am

Call to Order, Roll Call:

All 11 Seated Commissioners were in attendance: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Mark Garcia, Yessica Holguin, Gary Beedy, Karen Stuart, Kathleen Bracke, Terry Hart, Eula Adams, Barbara Vasquez and Lisa Tormoen Hickey.

Swearing In of New Commissioner (Herman Stockinger)

- Yessica Holguin was sworn in as Transportation Commissioner to represent District 1.

Public Comments (provided to Commissioners in writing before meeting)

- Cody Davis, Mesa County Commissioner, came to speak about the economic impacts of the I-70 closure. Commented that while Mesa County was just starting to recover economically from the pandemic the recent closure has been another setback. He requested further consideration be given to alternate route I-70 bypass.
- Randy Wheelock, Clear Creek County Commissioner, discussed emissions that impact Clear Creek County, and pointed out that health concerns are now established. He urged support of an aggressive GHG Rule and looks forward to participating in the public hearing process.
- Guyleen Castriotta, Mayor of Broomfield, expressed appreciation for the commitment to setting strong GHG targets through the GHG rule, and said that Broomfield is equally committed to taking steps to lower GHG emissions. She pointed to ample evidence that urgent action is needed to prevent the worst impacts of climate change. The proposed Rule must be measurable, equitable, and actionable. She thanked the TC for the opportunity to provide comment and looks forward to participating in the live hearings.

- Jenny Willford, Mayor Pro Tem of Northglenn, stated that climate change is causing enormous impacts and that it is time for the transportation sector to step up to address climate change. She stated that relying on electrification alone would not be enough to reach the goals set forth in the GHG Roadmap. Furthermore, lowering emissions by 1.5 MMT is simply not enough for Colorado to reach its goals, and CDOT needs to make this Rule strong.
- Cindy Copeland, Air and Climate Policy Analyst of Boulder County, commented on how exciting it is to see this Rule moving forward, and noted that this rulemaking process is critically important considering that the employee trip reduction policy (ETRP) has been withdrawn. It's exciting to see this opportunity for transportation, but this Rule needs to be made stronger as a 12.5 MMT reduction is what is needed to meet goals set forth in the GHG Roadmap. She stated that she looks forward to reviewing further modeling details. She also stated that it is important that the Rules established are enforceable and urged a focus to be on reducing VMT and increasing transit options rather than relying exclusively on EV.
- Jenny Gaeng, Conservation Colorado Transportation Advocate-Denver, said that she is excited to see the Transportation Commission moving forward with this rulemaking, but sees room for improvement in the Rule. She started by discussing how more could be done in the area of equity and environmental justice and mitigating impacts for disproportionately impacted communities. Efforts must be spelled out, and it is disheartening to see that this Rule does not include a goal to reduce VMT by 10% by 2020. She urged the TC to strengthen the Rule and looks forward to participating in the public hearing process.
- Matt Frommer, Southwest Energy Efficiency Project (SWEET) Transportation Policy Analyst, noted that he has been participating in this process as a member of the Greenhouse Gas Advisory Committee. Matt congratulated CDOT on the herculean efforts in drafting this rule, but echoed the earlier comments requesting more aggressive targets be included. He commended CDOT for their efforts to launch the Revitalizing Main Streets grant program, and for launching and expanding Bustang. He urged a Rule that does more to prevent capacity projects with the bulk of transportation investments in strategies to reduce emissions and maintenance of the existing system. Furthermore, he asked for more to be done to address land use. He also noted the importance of developing an accurate model, and requested that the Rule require review of the statewide model by external experts.
- Kenneth Skogg, legal counsel for Jenson Investments, LLC, and John Jenson appeared concerning Resolution #10, the condemnation authorization resolution. He requested that the TC reject or at the very least postpone consideration of condemnation of the Jenson property in light of drainage findings that have not been accounted for in the CDOT offer. It is Mr. Jenson's position that the drainage improvements that CDOT deemed necessary are necessitated by an increase in I-25's elevation that was improperly completed by CDOT, and resulting in Jenson property bearing the burden of CDOT's improper action. Kenneth noted that CDOT now realizes the substantial impact of the drainage, but CDOT's offer doesn't account for these impacts. These drainage improvements need to be explored before a final purchase price agreement can be determined and he requested that they don't allow condemnation authorization process to proceed.
- J. David Reed of Montrose was invited to provide comments, but was not on the line.
- Numerous written public comments contained in the meeting packet were also entered into the record, including written comments from:
 - Brent Goodlet
 - Nathan Pope
 - Marie Venner
 - Luca Macogno
 - Lindsay De Joya
 - Laura Drebenstat
 - Mike Hinesman

Comments of the Chair and Individual Commissioners

- Commissioner Holguin – No Comment
- Commissioner Hart – No comments
- Commissioner Garcia – Echoed the other comments commending CDOT on their amazing work on Glenwood Canyon. He noted that he had the opportunity to meet Region 5's RTD, Julie Constan. He also

was able to attend TPR meetings, and found that it was great to hear from CDOT staff about all the projects going on in the region.

- Commissioner Hickey will comment on GHG rule when the item comes forward, but thanked the public for their comments, which will be considered carefully. She thanked CDOT staff for handling Glenwood Canyon so well. She noted that freight needs must be considered too. She is looking forward to a US 285 meeting on Monday where they will be discussing ways to manage the congestion on the corridor.
- Commissioner Vasquez thanked the public for their comments, and commended the CDOT team on the draft GHG Rule. All stakeholders have the opportunity to comment on the actual language, instead of forming opinions based on rumors, and hopes that this is a collaborative process going forward. On the topic of Glenwood Canyon, she noted that her district has suffered severe congestion as the main detour route, and that more needs to be done to mitigate and manage the impacts to those communities.
- Commissioner Adams – No comment
- Commissioner Bracke expressed thanks and appreciation to CDOT staff for all the great work on Glenwood Canyon, and for opening it back up in record time. Acknowledged CDOT's responsiveness around the 10-year list of projects. Appreciates Heather Paddock, CDOT Region 4 RTD, for talking to them about the 10-year pipeline, and pointing out the opportunities going forward. She also called attention to plans to host summit next summer regarding the Pawnee Grasslands and ways to encourage people to see that area of the state.
- Commissioner Beedy called attention to some freight resiliency issues arising from Glenwood Canyon which has led to long detours diverting traffic on I-80. He noted that a typical semi uses significant fuel per mile, and so shorter detour routes are needed, as the current option adds over 700lbs of GHG, to get basic goods and services to the public. Freight needs to be considered to keep good, open, and free moving routes. He also noted the importance of adding longer passing lanes that can accommodate trucks. He noted a recent crash that occurred outside of the Hugo County Fairgrounds that might have been avoided with better passing lanes. He also questioned how many charging stations would be needed to meet the demand on interstates. By some estimates 1,300 charging stations would be needed to meet the demand of EVs on an interstate corridor. He noted that such investment would need to be privately funded as rural communities don't have the resources to fund charging capacity at that scale.
- Commissioner Stuart thanked the staff for all the efforts on Glenwood Canyon, and thanked Mike Goolsby for leading such a monumental effort to get the Canyon open in record time.
- Commissioner Stanton (Vice Chair) welcomed the three new commissioners, and thanked CDOT for exceptional work on Glenwood Canyon and the 10-year Plan. He also noted that he attended a report out from interns and thanked them for providing such professional reports on their work and noted how impressed he was with their work on solving very difficult and complex issues.
- Commissioner Hall (Chair) thanked all of the commissioners for their reports.

Executive Director's Management Report (Shoshana Lew)

- Director Lew discussed the difficulty of Glenwood Canyon, and the work that has gone into this situation. The weather is making that situation worse. With all the uncertainty it is too risky to open the canyon back up, but so far, the repairs have held up. There are no perfect solutions. Working group with local partners forming with Keith Stefanik and Steve Harelson leading the team.
- There is no perfect solution for alternate routes as there just aren't a lot of options. Keith Stefanik and Herman Stockinger, Rebecca White and Theresa Takushi, were thanked and recognized for all the work completed and noted that more hard and technical work that will still need to be accomplished, with a sense of urgency.

Chief Engineer's Report (Steve Harelson)

- In addition to the work on Glenwood Canyon, Chief Engineer Harelson detailed four other major projects going on:

- Central 70: The viaduct is 85% down, two areas are left, and they are going down this week. CDOT is working through that, Kiewit was recognized for stopping work to keep dust down, took a few days off, and CDOT applauded them for that.
- I-25 North segment 5,6 7, and 8 moving along and making good time.
- On I-25 Gap project things are going along well.
- US 550/160 project in Durango area, has pulled one deck and working on another, going forward.
- Research on flood led to this information from a USGS resource - Peak flow in Fruita in 1884, In 1921 statewide flooding occurred in each basin- Colorado, Arkansas and Platte, downtown Pueblo was completely wiped out, and floods like this aren't unprecedented, and we try to learn from those in the past.
- Recommended an engineer's book club: Wooing a Harsh Mistress: Glenwood Canyon's Highway Odyssey by John L Haley.

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

- No Board meeting yesterday. Express lane westbound opened July 30th and finished installing equipment for tolling. Estimating that it will start somewhere between November 2021 and/or January 2022.
- Had the 3rd steering committee meeting on Central 70's tolling equity program to narrow down eight options to three options. The first option would be a flat benefit for qualifying drivers for a free sticker transponder, the second option is a neighborhood benefit such as free bus pass to be issued after construction and continuing annually in Globeville and Elyria Swansea, and then the third option would be a combination of both the first and second options. Next steps for the steering committee will be to develop range of costs for each option and then discuss which is best.
- I-25 unsolicited proposal status: Region 1 and Region 4 met with CDOT Executive Management to discuss a response which will be announced in a couple weeks.

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

- Glenwood Canyon: He recognized Mike Goolsby and Keith Stefanik for the phenomenal job they have done to open the canyon in record time. There was progress on the federal side as well. Of the \$116 million requested in emergency federal dollars, there was a quick release of \$11.6 million to CDOT to draw on immediately, and working with FEMA and other partners to get it working on the ground.
- Commissioner Hall commented on how grocery shelves in Grand Junction are really getting empty because of the I-70 Glenwood Canyon closure, highlighting how important the highway network is for delivery of basic goods.
- Discussed a School of Mines pilot that launched the first ever autonomous vehicle program around campus on August 10th. This was the biggest deployment to date of autonomous vehicles, and there will be more of those to come.
- Commissioner Stuart commented on participating in the easy ride shuttle program, which gave a presentation on a Panasonic autonomous vehicle, and how important those pilots are to get the ball rolling.

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

- Vince thanked Commissioner Stanton for his comments about STAC being an important input to the TC.
- It is important to show support for how CDOT always comes through on promises in opening I-70 so quickly.
- Herman discussed a reformat of 10- year Plan as a first step to taking another look at this Plan, and everyone was supportive of the new format.
- STAC had a presentation on the new \$1 trillion-dollar federal Infrastructure Bill that passed the U.S Senate and is now being considered by the House of Representatives. It contains \$550 billion in new funding for basic infrastructure (roads and bridges), but also contains funding for transit and other things like resiliency, and given what happened in Glenwood Canyon, and the Little Blue Canyon project

this is becoming increasingly important. \$795 million would be going to Colorado highways for the next five years representing a \$230 million increase over previous years of funding.

- Had a presentation on Revitalizing Main Streets (RMS) and visits to several communities across the state, and it was interesting to see the public comments and the positive feedback on CDOT's efforts to help communities get revitalized.
- Decided to move the GHG item to the top of the meeting anticipating that it would be contentious, but it really wasn't at all. There were some concerns from rural communities about how it will impact them since it is a statewide program, and while it will impact urban communities more, rural communities still want an opportunity to have a say in the process, given that the Rule is a statewide rule that still might impact the rural areas as well.
- The next STAC meeting is September 10th

Act on Consent Agenda – Passed unanimously on August 19, 2021. Motion by Commissioner Stuart, Second by Commissioner Holguin

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 15, 2021 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Repeal of Policy Directive 16.0 "Regional Transportation Director Authority for Administrative Settlement of Construction Contract Claims" (Steve Harelson)
- Proposed Resolution #4: Approval of Updated Policy Directive 1301.0 "Transportation Commission Guidelines to Determine Whether Acquisition of Property for a CDOT Highway Project by a Petition in Condemnation will Serve the Public Interest" (Steve Harelson)
- Proposed Resolution #5: PD 703.0 Annual Review (Jeff Sudmeier and Bethany Nichols)
- Proposed Resolution #6: Disposal: Hugo Rest Area US 40 - Reaffirm (Parcel 1) (Heather Paddock)

Discuss and Act on Proposed Resolution #7: 2nd Budget Supplement of FY 2022 (Jeff Sudmeier) – Passed unanimously on August 19, 2021. Motion by Commissioner Beedy, Second by Commissioner Vasquez

Includes six items:

- The first is a correction to an amount that was identified previously and is a request from Region 3 for a multimodal improvement to I-70B project that increased the amount by \$500,000 from what the resolution requested last month, so this would correct that error.
- Second, a Region 2 request to reallocate \$350,000 in SB 267 project savings to the Kiowa County bus facility.
- Third, requests to allocate \$1 million of program reserve funds to a homeless camp clean-up pilot program in Region 1.
- The fourth request is to increase the budget on a signals and FASTER safety project for Wadsworth Blvd widening to \$1.6 million to award to the lowest bidder.
- The fifth request is to allocate \$10 million in TC contingency funds to the Glenwood Canyon response and repair, which was preauthorized by the Chair in response to the emergency.
- The sixth request is to increase the budget on a geohazards project in Region 3, SH 133 landslide repair, to award the project to the lowest bidder.
- Commissioner Beedy pointed out that the packet needed an amendment as information on the \$10 million was missing.

Discuss and Act on Proposed Resolution #8: 2nd Budget Amendment of FY 2022 (Jeff Sudmeier) – Passed unanimously on August 19, 2021. Motion by Commissioner Hickey, Second by Commissioner Garcia

- Request to reallocate \$6 million from TC contingency to MLOS to transfer funds from contingency to maintenance program areas. Includes a \$4 million increase to the base maintenance budget and \$2 million to establish a new winter operations bonus program.

Discuss and Act on Proposed Resolution #9: Adopt FFY 22-24 Statewide DBE Goal (Jun Arcilla) - Passed unanimously on August 19, 2021. Motion by Commissioner Adams, Second by Commissioner Hickey

- Commissioner Adams commended staff for their presentation and excellent work on this part of the presentation, and wanted to go on record to stress the importance of continuing to push the boundaries in this area because there are still things CDOT can do to support small businesses beyond this work.

Discuss and Act on Proposed Resolution #10: Discuss and Act on Condemnation (Steve Harelson)

– Passed unanimously on August 19, 2021. Motion by Commissioner Bracke, Second by Commissioner Adams.

- No comments or questions presented.
- Commissioner Bracke noted that she appreciated the comments from the property owner’s representative and based on the staff presentation yesterday she feels comfortable moving forward.

Discuss and Act on Proposed Resolution #11: Approve Moving Forward on Next Round of Revitalizing Main Streets (Rebecca White)

– Passed unanimously on August 19, 2021. Motion by Commissioner Bracke, Second by Commissioner Stanton.

- Request is for staff to move forward with the Notice of Funding Opportunity (NOFO) for the Revitalizing Main Streets program with the \$22 million for round 2 of funding through SB 260.
- Commissioner Mark Garcia abstained from the vote on resolution #11.

Recognitions:

- No recognitions

Other Matters:

- No other matters

Adjournment

- **Meeting Adjourned at 10:51 a.m.**



MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)
TRANSIT & RAIL ADVISORY COUNCIL (TRAC)

FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
MICHAEL SNOW, TRANSPORTATION PLANNING SPECIALIST

DATE: SEPTEMBER 10, 2021

SUBJECT: MULTIMODAL TRANSPORTATION & MITIGATION OPTIONS FUND, PROGRAM CONSIDERATIONS

Purpose

To review and consider the changes and funding to the Multimodal Transportation & Mitigation Options Fund (MMOF) included in Colorado Senate Bill 2021-260 (SB260).

Action

Formal action is not required at this time. STAC and TRAC are requested to consider CDOT staff's recommendations to revisit the MMOF Distribution Formula and the TC's MMOF Match Reduction Policy considering the programmatic changes in SB260, current & future funding available, and the lessons-learned in the current program and projects.

Background

The Multimodal Options Fund, originally created in 2018, sought to expand and improve the quality and accessibility of alternative modal transportation choices throughout all regions of the state, with a particular intent of addressing the lack of these choices in rural Colorado. Funding in the program, limited initially in one-time appropriations of State money, was made eligible for transit, transportation demand management, multimodal technologies or studies, and bicycle/pedestrian projects.

Within its broad transportation measures, SB260 made several changes to the MMOF program, including fundamental changes that expand its overall purpose and provide long-term funding for related projects. In addition to changing the name to the *Multimodal Transportation & Mitigation Options Fund*, it expanded the program to be eligible for projects that mitigate transportation emissions of Greenhouse Gases (GHG) throughout the state. It also adds a specific focus in the goals of the program to expand the choices and accessibility to alternative transportation modes for Colorado's Disproportionately Impacted Communities. These are defined in the Bill as communities with higher concentrations of low-income, minority or housing cost-burdened individuals.

The original one-time appropriation of approximately \$80 million in FY2019-20 were quickly awarded throughout the Transportation Planning Regions (TPRs) of the state and continue to be implemented in over 100 eligible local projects. With the implementation of the new program in 2019 came many successes, but also some hard lessons and some unexpected administrative challenges.

SB260 makes \$124 million of federal stimulus funds immediately available for local projects and a potential total of \$288 million for local projects over the next ten years. Considering the increased focus on multimodal investments with steady program funding, and the programmatic changes to MMOF from SB260, CDOT is recommending we take advantage of this time to consider modifications to the adopted Funding Distribution Formula for the program to align more closely with the expanded goals defined in the program. This time also presents opportunities to consider the lessons-learned by both



sponsors of local MMOF projects and by CDOT in administering the program to find ways to streamline the use of its funds, simplify administrative challenges and address the shortfalls in the existing MMOF Match Reduction Policy.

Recommendations

CDOT Staff recommends reconvening the 2019 MMOF Work Group in September to develop and recommend updates to the MMOF Distribution Policy and the MMOF Match Reduction Policy.

Next Steps

To quickly facilitate the distribution of funds to MPOs/TPRs so that their project selection processes can begin promptly, draft distribution and match formulas will be presented to STAC in October. STAC and TRAC will then have opportunity for final review of the recommended formulas in November before final adoption by the Transportation Commission on November 18.





COLORADO

Department of Transportation

Multimodal Transportation & Mitigation Options Fund (MMOF): SB 21-260 Changes & Opportunities

September 10, 2021



TOPICS

- MMOF Program Changes in SB260
- Opportunities for Program Improvements:
 - Funding Distribution Formula
 - Match Requirements & Reductions
 - Efficiency of utilizing funds
- Funding Appropriations
- Project Eligibility & Project Selection
- Reporting Requirements



MMOF Program Changes

New Name:

*Multimodal Transportation and
Mitigation Options Fund*

Same Acronym:

MMOF



SB260: Expanded MMOF Program Goals

- An integrated system that:
 - Benefits seniors by making aging in place more feasible
 - Benefits residents of rural **and Disproportionately Impacted (DI) Communities** by providing them with **more accessible and flexible public transportation services**
 - Provides enhanced mobility for persons with disabilities
 - Provides safe routes to school for children, AND
 - **Reduces emissions of air pollutants and Greenhouse Gases that contribute to adverse environmental effects, including but not limited to Climate Change and adverse Human Health Effects.**



Disproportionately Impacted (DI) Community

Definition:

A *Census Block Group* where the *proportion* of Households is:

- >40% Low Income,
- >40% Minority, ...or...
- >40% Housing Cost-burdened

Low-Income...means Household Income \leq 200% Poverty Level

Cost-burdened...means a household spends >30% of Household Income on housing



Funding Distribution

Program Improvement Opportunity: Modify Distribution Formula Criteria to align with SB260 program changes

- Formula based on population, transit ridership *and other criteria*
 - Current formula uses 10 criteria; splits 19% rural / 81% urban
- Formula must be developed in consultation with STAC, TRAC, transit and bike/ped groups
- MMOF Work Group included: STAC, TRAC, CASTA, Bicycle Colorado, Walk Denver, CO Commission on Aging, SRTS committee member, Colorado Advisory Council for People with Disabilities



Distribution Formula Criteria

	Current CRITERIA (2016)	Proposed CRITERIA (2019)
Population	% Population	same
	% Disabled, Senior and/or Low-income	% Low-income Households
	% of income required for housing & trans	% Minority Households % Housing Cost-Burdened
	% School-Aged Children (5-18)	same
Transit Ridership	% Transit Revenue Miles	same
	% Transit Unlinked Trips	same
Other	% of Bike Crashes	same
	% of Pedestrian Crashes	same
	% of Jobs	same
	% Zero Vehicle Households	same



MMOF Funding Appropriations - SB260

1. **\$161.34 million - Federal ARPA stimulus**
 - \$14.5 million to Front Range Passenger Rail / SW Chief
 - =\$146.84 million currently available** for project selection
 - \$22M State (15%) / \$118M Local + \$6M Admin (85%)
 - Need to consider Local (and CDOT) capacity to distribute and use funding given demands of RMS
2. **\$108.1 million total State Funds - over 5 years between FY2023-27, depending on annual State Revenue Caps**
3. **\$10.5 million annual State Funds - for 8 years, FY2025-32**



MMOF Annual Funding Projections

	Projected Revenue	State	Local
FY2022	\$ 146,840,000	\$22,026,000	\$124,814,000
FY2023	\$ 27,025,000	\$ 4,053,750	\$ 18,377,000
FY2024	\$ 27,025,000	\$ 4,053,750	\$ 18,377,000
FY2025	\$ 37,525,000	\$ 5,628,750	\$ 27,302,000
FY2026	\$ 37,525,000	\$ 5,628,750	\$ 27,302,000
FY2027	\$ 10,500,000	\$ 1,575,000	\$ 27,302,000
FY2028	\$ 10,500,000	\$ 1,575,000	\$ 8,925,000
FY2029	\$ 10,500,000	\$ 1,575,000	\$ 8,925,000
FY2030	\$ 10,500,000	\$ 1,575,000	\$ 8,925,000
FY2031	\$ 10,500,000	\$ 1,575,000	\$ 8,925,000
FY2032	\$ 10,500,000	\$ 1,575,000	\$ 8,925,000
TOTAL	\$ 338,940,000	\$50,841,000	\$273,694,050



Current Match Reduction Policy

Issues / Considerations / Opportunities:

- Current Match Reduction policy based on *Population* and *Poverty Rate* is a poor representation of fiscal hardship for some agencies, leaving them ineligible for reductions
- Varied match rates created an extraordinary administrative burden and complexity for contracting, invoicing and reporting.
- All Reductions require formal request and formal TC Resolution
- **SB260 changes** now permits the TC, if recommended by CDOT staff, to reduce match on individual projects (this cannot be considered under TC's current policy)



Proposed Match Reduction POLICY

Recommendations:

- Tiered rates (0%, 10%, 20%, 30%, 40%, 50%)
- Provide agencies automatic eligibility for reduced match rates - no applications, no TC resolutions required
- New in SB260: TC may approve individual reductions, if recommended by CDOT staff
- Consider/modify the original MMOF Work Group recommended formula
- Consider Alternative indicators of fiscal hardship



Proposed Match CRITERIA

- Use *proven* indicators* that:
 - Demonstrate Local Agency's ability to generate revenues
 - Median Household Income & Median Home Value
 - Demonstrate Local Agency's degree of burden on its resources
 - Percent Poverty & Percent over 65
 - Are available at both County and Municipal levels
 - Are continually maintained, updated and reliable

*Factors recommended & used by DOLA, State Demographer



Proposed Match REDUCTIONS

City & County %tile Rank	Minimum Match Rate
1 st – 50 th	50%
50 th – 75 th	40% 30% 20% 10%
75 th – 100 th	0%



SB260: Expanded Eligible Project Types

- Fixed-route and On-demand transit (fixed or operating costs),
- Transportation Demand Management programs,
- MM Mobility projects enabled by new technology,
- MM Transportation studies,
- *Modeling Tools,*
- *GHG mitigation projects that decrease VMT or increase MM travel, AND*
- Bicycle or pedestrian projects



Local MPO/TPR Project Selection

Issues / Considerations / Opportunities:

- ARPA funds, must be:
 - *Obligated* by Dec. 31, 2024
 - *Expended* by Dec. 31, 2026
- Federal Funds “Federalize” projects
- Some projects have experienced significant cost-overruns, unanticipated delays and missed cost-saving opportunities
- “Application fatigue” from local governments
 - TAP Application period also begins this fall.



Local MPO/TPR Project Selection

Recommendations:

- Develop and Finalize Distribution & Match Formulas PRONTO!
- “Shovel-Ready” is a high priority criteria
- CDOT would like the opportunity to review and advise MPOs/TPRs on proposed projects with respect to costs, delivery timelines, feasibility, and to identify opportunities to combine or coordinate with other CDOT projects - *without slowing MPO/TPR project selections*
- Discuss Local MMOF project selections in October



SB260: New Reporting Requirements

- Continued Annual CDOT Expenditures Report to the Legislature
 - Currently unable to obtain/track total project expenditures
- **NEW annual MPO/TPR Project Status Report required**
 - To include: Status, Issues, Funding, Expenditures, Timelines, etc.

Recommendation:

- CDOT proposes developing a report form for MPOs/TPRs to distribute & compile
 - First Report proposed this fall (Oct-Nov)
 - Subsequent Reports each fiscal year, due in July/Aug



Next Steps / Timeline

September

Convene MMOF Work Group

Develop Distribution & Match Formulas

October

Review Formula Recommendations (STAC, TC)

Distribute Project Status Report

Discuss & Begin Project Selection

November

STAC & TRAC final recommendations

TC Adoption of Formulas & Match Policy

Project Status Report to CDOT

NOTE: CDOT to develop recommendations for state MMOF funding; 10-yr plan options; and MPO needs for modeling help to comply with GHG rule



Questions & Discussion

- For questions or comments, please contact:
Michael Snow
Transportation Planning Specialist
michael.snow@state.co.us | 303.512.4123



COLORADO
Department of
Transportation

DATE: September 10, 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

One of the key recommendations stemming from the Governor’s GHG Pollution Reduction Roadmap is the adoption of a new GHG Pollution Reduction Standard for the transportation sector. This rule is being developed by CDOT via the Transportation Commission rulemaking process. The rule was noticed with the Secretary of State on August 13, 2021, followed by a 60-Day Written Comment Period and nine public Rulemaking 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 September 1, 2021 CDOT has received four formal comments on this rule. The main themes of the comments include specific changes to the regulation, clarity on the GHG Reduction Level Tables, equity considerations, and encouraging increased multimodal transit, electrifying vehicles, expanding public transit, and investing in bicycling and pedestrian infrastructure.

Comment Period and Rulemaking Hearings

The 60-Day Written Comment Period is currently underway. It began on August 13th and extends through October 15th.

CDOT has made some changes to the hearing schedule. There will now be nine public Rulemaking Hearings across the state. The hearings will be hybrid with a virtual and in-person option. All of the hearings will have the same information and format and provide an overview of the rule concepts and opportunity for public testimony. Spanish interpretation will be offered. Locations, times, and virtual sign-up forms are located [here](#).

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 - September 2021



Rule Background and Outline

Background

- HB19-1261: statewide GHG goals
- GHG Pollution Reduction Roadmap: policy measures to meet HB-1261
- SB21-260: required adoption of new guidelines setting GHG requirements on transportation planning
- Housed within CDOT's existing "Rules Governing Statewide Transportation Planning," which outline planning process requirements for CDOT and MPOs

Major Components

- Preamble/Statement of Basis and Purpose
- Definitions (which plans rule applies to, key terms)
- Section 8--new requirements



Primary Requirements

- Applies to CDOT and all 5 MPOs
 - Implementation is gradual for GVMPO, PACOG and PPACG
- MPOs and CDOT use modeling to determine total emissions from applicable planning documents and compare to set GHG reduction levels at four different time periods (2025, 2030, 2040, 2050)
- Reduction levels are specific to each MPO + CDOT “non-MPO” area
- If reduction levels can’t be met; option to utilize additional GHG Mitigation Measures
- GHG Report provided to TC would detail each of these steps, including a GHG Mitigation Plan (if needed)



Key Definitions:

- **Applicable Planning Documents** - Which planning documents the rulemaking applies to
- **Baseline** - Emissions level that reduction levels are compared against the **GHG Reduction Level**
- **GHG Mitigation Measures** - non-Regionally Significant strategies to reduce GHG emissions as an alternative compliance option
- **Regionally Significant Project** - Limits requirements in rule to projects of a certain magnitude



GHG Reduction Levels

Table 1: GHG Transportation Planning Reduction Levels

Regional Areas	2025 Baseline Projections (MMT)	2025 Reduction Level (MMT)	2030 Baseline Projections (MMT)	2030 Reduction Level (MMT)	2040 Baseline Projections (MMT)	2040 Reduction Level (MMT)	2050 Baseline Projections (MMT)	2050 Reduction Level (MMT)
DRCOG	14.9	0.27	11.8	0.82	10.9	0.63	12.8	0.37
NFRMPO	2.3	0.04	1.8	0.12	1.9	0.11	2.2	0.07
PPACG	2.7	N/A	2.2	0.15	2.0	0.12	2.3	0.07
GVMPO	0.38	N/A	0.30	0.02	0.30	0.02	0.36	0.01
PACOG	0.50	N/A	0.40	0.03	0.30	0.02	0.4	0.01
CDOT/Non MPO	6.7	0.12	5.3	0.37	5.2	0.30	6.1	0.18
TOTAL	27.4	0.5	21.8	1.5	20.6	1.2	24.2	0.7



GHG Mitigation Measures

- Overall concept explained in regulation but will be developed in future CDOT Policy Directive (complete by April, 2022) to select and verify measures

Draft rule lists several “example” measures

- Addition of transit resources (infrastructure/service/ funding)
- Improving pedestrian and bike access/resources
- Emission reductions on construction projects
- Encouraging equitable transit oriented development
- Improving first and final mile connections to transit
- Encouraging more efficient vertical land use and parking



Role of Air Pollution Control Division

- CDOT and MPOs will submit their GHG Transportation Report drafts to the APCD 45 days prior to Plan adoption for verification
- APCD has 30 days to respond
- Will not delay the adoption of planning document



- If CDOT or an MPO can not demonstrate that these reduction levels are met, even after committing to Mitigation Measures, the Transportation Commission shall restrict the use of certain funds
 - In **non-MPO areas/ MPO areas that do not receive federal suballocations**, CDOT must use 10-Year Plan funds on projects that reduce GHG emissions
 - In **MPO areas** that receive federal suballocations, the MPO shall use those funds on projects that reduce GHG emissions and CDOT shall use 10-Year Plan funds anticipated to be expended on Regionally Significant Projects in the MPO area, on projects and approved GHG mitigation measures that reduce GHG emissions



Waiver Provision

The Commission may waive the restrictions on specific projects on the following basis:

- The GHG Transportation Report reflected significant effort and priority placed, in total, on projects and GHG Mitigation Measures that reduce GHG emissions
- Demonstration that such waiver will not result in a substantial increase in GHG emissions when compared to the required reduction levels in the Rule



Communications and Outreach

- Press release sent statewide
- Social media
- Tailored emails
 - STAC
 - GHG Advisory Group
 - MPOs
 - State legislators
 - Stakeholders that signed up on CDOT rule website
 - ~600 additional persons that joined public meetings over course of year
- Rule, Fact Sheet and Extensive FAQ document posted on website
- Cost/Benefit Analysis posted 9/7
- Press release and fact sheet currently available in Spanish, rule text to follow

Learn About the Proposed Rule

- [Proposed Rule text](#)
- [Notice of Proposed Rulemaking](#)
- [Fact Sheet](#)
- [Press Release](#)

[Sign up to become a stakeholder and receive updates online here.](#)

Documentos en Español:

- [Hoja con datos](#)
- [Comunicado de prensa](#)

Si le gustaría que se traduzcan materiales adicionales, envíe un correo electrónico a theresa.takushi@state.co.us.



Rulemaking Hearings/Public Comment Period

- 60-Day Written Comment Period: 8/13- 10/15
- Hearings
 - Made some changes - 9 public Rulemaking Hearings across the state
 - Virtual and in-person option
 - Overview of rule concepts
 - Opportunity for public testimony
 - Spanish interpretation offered

- Denver (2)
- Firestone
- Ft Collins
- CO Springs
- Durango
- Grand Junction
- Glenwood Springs
- Limon



DRAFT Rulemaking Timeline

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

Authorize Rulemaking

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

Rulemaking Hearings

Opportunity for Public Testimony

Rule Effective

Rule becomes effective.



60 Day Written Comment Period Starts 8/13 and Ends 10/15

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



Public Comments on the Record

Public Comments are

- 4 Comments received to date
- Posted on the [Rule Site](#)
- Many conversations with stakeholders to clarify questions
 - Anticipate many more comments to come



Main topics from comment letters

- Call for re-prioritizing investments
- Edits to the Regulation itself
- Equity
- Not related to this rule
 - Roadmap
 - Employee based trip reduction



Main topic area - investments

Call for re-prioritizing investments

- Multimodal transit, electrifying vehicles, expanding public transit, and investing in bicycling and pedestrian infrastructure
- Co-benefits - health, jobs, access to healthcare jobs
- Effects of GHG pollution - wildfires/ozone events



GHG Reduction Levels - Table 1

- Clarification on the Tables
- Address VMT, not just GHG
- Reductions are too small
 - Need more to meet the roadmap

Waiver

- More clarity about the Waiver



Equity

- Shifted priorities will enable communities to have more non-polluting, reliable, and affordable transportation options, and thus to enjoy better access to healthcare, education, and employment
- How is equity considered in this regulation
- What are the benefits of this rule to disproportionately impacted communities
- Goals must be met while integrating equity into planning, processes, and outcomes

NEWS FROM:



COLORADO

Department of Transportation

www.codot.gov
www.facebook.com/coloradodot
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Tim Hoover
Communications Integration Lead
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Aug. 16, 2021

Colorado Developing New Pollution Reduction Planning Standards to Address Climate Change and Air Quality

DENVER - The Colorado Transportation Commission today proposed bold new transportation pollution reduction planning standards that will reduce pollution and greenhouse gas emissions from the transportation sector, improve air quality, reduce smog and provide more travel options for Coloradans.

This proposal will shape how state and local governments will make plans for future projects to make sure Coloradans have more travel options and that the infrastructure we build supports cleaner air and helps us fight climate change.

The [proposed rule](#) focuses on transportation planning – the process for how CDOT and the state’s largest metropolitan regions select future transportation projects. Long before a transportation project is built, it is first identified in plans developed with local public input. These plans often include a decade or more of projects and thus represent a short- and medium-term vision for coming changes. CDOT’s current 10-year plan [can be found here](#).

The draft standard would require CDOT and the state’s five Metropolitan Planning Organizations to determine the total pollution and greenhouse gas emission increase or decrease expected from future transportation projects and take steps to ensure that greenhouse gas emission levels do not exceed set reduction amounts. This approach will also streamline the planning and delivery of innovations that have proven successful in improving quality of life and air quality, like adding sidewalks, improving downtowns for active transportation with “complete streets,” improving local and intercity transit and first-and-last-mile connectivity to transit facilities, and adding bike-shares. This policy recognizes that the transportation projects we build have an impact on how Coloradans travel and encourages choices for travelers across the state.

“Between the recent smoke-filled air and the extreme weather that caused devastating mudslides in Glenwood Canyon, Colorado has received powerful reminders of the importance of taking bold climate action as it continues to threaten our economy and Colorado way of life,” said Gov. Jared Polis. “Transportation is our largest source of air pollutants, and this standard will help ensure that Coloradans have every possible ability to make a difference.”

The proposed Greenhouse Gas Pollution Reduction Planning Standard builds on the state’s efforts to rapidly expand electric vehicles by also addressing the transportation infrastructure itself to better support clean transportation. This two-pronged strategy delivers on a commitment in the [Greenhouse Gas Roadmap](#) and implements a key provision of the state’s landmark transportation legislation, SB-260, which requires a number of steps to embed air quality and equity analysis and goals into transportation planning.

“What we build matters. It matters for safety, for our economy, for resiliency and for our ability to reduce air pollution and improve the quality of places where Coloradans across the state live and thrive,” said Shoshana Lew, executive director of the Colorado Department of Transportation. “From smoke-filled air to a confluence of fire and 500-year flooding in Glenwood Canyon, we are reminded that we have no time to waste in fighting climate change in the transportation sector, and this policy will be an important step. This draft standard wouldn’t be possible without the hundreds of hours of input we’ve received over the last few months, and I look forward to hearing from all stakeholders on this draft.”

CDOT has been reaching out to Coloradans across the state for their feedback for months and has worked continuously with groups including metropolitan planning organization staff and board members, environmental groups, contractors, equity organizations that represent disproportionately impacted communities, local governments, members of the Transportation Commission and other key stakeholders. The department convened a Greenhouse Gas Advisory Group consisting of transportation stakeholders from across the state to inform this standard and has held 11 public regional meetings and five joint state listening sessions with the Colorado Department of Public Health and Environment and has held or presented at over 60 smaller meetings with stakeholders.

“The Transportation Commission is pleased to take this important step today to lead Colorado’s transition to a more sustainable transportation system, which will promote efficiency, equity and economic vitality while preserving our Colorado way of life,” said Transportation Commission Chair Kathy Hall.

Publication of the draft standard begins a 60-day public review period. During this time, CDOT will host public hearings in Grand Junction, Glenwood Springs, Fort Collins, the Denver metropolitan area, Colorado Springs, Durango and Limon. The hearings will have a virtual option so that any interested stakeholders can participate without attending in person. You may also submit a written comment during the 60-day comment period from Aug. 13 to Oct. 15. Sign up to become a stakeholder and receive updates [here](#).

The Transportation Commission is expected to consider the proposed standard in November, and if adopted at that time, the standard will take effect in January of next year.

For more information, read CDOT's [fact sheet](#) on the greenhouse gas standard process.

ADDITIONAL QUOTES FROM ORGANIZATIONS AND COMMUNITY LEADERS

“As the Mayor of Westminster, and a long-time Colorado resident, I am excited to see the Colorado Department of Transportation move forward with a new rulemaking to reduce Greenhouse Gas (GHG) Emissions from the transportation sector. The outcome of the rulemaking should help address the largest source of GHG pollution in Colorado by encouraging a future transportation system that improves transit, biking and walking options which could make a fundamental change to our transportation system. With the release of the rulemaking, CDOT begins the 60-day statewide public outreach and comment period to shape the final recommendations of the rule. The City of Westminster looks forward to being one of many voices helping to shape the final GHG rule, committing CDOT and others to the steps necessary for dramatic reductions in climate pollution.”

- **Mayor Anita Seitz, City of Westminster**

“While we believe the draft rule has several issues that need to be addressed during the Transportation Commission rulemaking process, CDOT staff did a yeoman’s job of conducting an inclusive process with a diverse group of stakeholders to develop a draft to start the conversation.”

- **Andrew Gunning, Executive Director, Pikes Peak Area Council of Governments (PPACG)**

“The need to take urgent action to reduce greenhouse gas emissions from the transportation sector could not be clearer. Just last week, the Northern Front Range broke records for the number of ozone action alerts issued in a single year. Transportation is the single largest emitter of greenhouse gases in Colorado and CDOT’s proposed greenhouse gas reduction rule is a necessary step in the right direction. We look forward to reviewing the proposed rule closely to ensure it protects the health of our residents and reduces climate impacts.” -

-**Claire Levy, Boulder County Commissioner**

“Local governments and local communities across the state appreciate CDOT's proposal. From Salida to Superior and Gilpin County to Glenwood Springs, the impacts of climate change have become intensely and dangerously real. We look forward to this rulemaking process and are hopeful that the Transportation Commission will adopt a forward-leaning, enforceable plan that substantially and urgently reduces climate pollution across Colorado.”

- **Jacob Smith, Executive Director, Colorado Communities for Climate Action, a coalition of 38 counties, cities and towns across the state advocating for stronger statewide climate policy.**

"It isn't possible to tackle an issue like this without hearing from different voices. CDOT not only took the time to listen to a range of viewpoints in crafting this rule, they reached out and made sure we were at the table."

- Phillips County Commissioner Terry Hofmeister

"Glenwood Springs is the poster child community for climate change. We have had three major fires over the last 25 years, the latest being the Grizzly Creek Fire last year. These fires have destroyed major infrastructure, homes, and cost lives. We are also seeing other effects of climate change with the recent 500-year rain event two weeks ago that shut down I-70 and paralyzed the region's transportation network. While we have switched our electrical grid over to 100% renewable energy, changed building codes and fortified our domestic water, we need partners throughout the state, country, and planet to join us in addressing this crisis at its source. Doing anything less is simply treating the symptoms instead of the disease. That's why I'm excited to see CDOT take this step to reduce greenhouse gas emissions from transportation. I encourage residents across the western slope to engage with CDOT and provide input on this important work."

- Glenwood Springs Mayor Jonathan Godes

"Recently, Denver residents experienced first-hand the direct impact of a changing climate as wildfire smoke clouded our skyline and created some of the most polluted air in the world at the time. Now, more than ever, we need bold policies like those CDOT is proposing with the Greenhouse Gas Pollution Reduction Planning rule. Denver applauds CDOT for taking these steps and is committed to continuing to do our part to create a sustainable transportation system."

**- Grace Rink, Executive Director, City and County of Denver
Office of Climate Action, Sustainability and Resiliency**

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DATE: September 10, 2021
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development
Amber Blake, Director, Division of Transit and Rail
Marissa Gaughan, Manager, Multimodal Planning Branch
SUBJECT: 10-Year Plan Amendment Approach

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.

Background

Projects in the 10-Year Plan were based on statewide outreach, funneled through rural Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) prioritization within the framework of TC guiding principles. The 10-Year plan represents a multimodal approach to planning with transit and highway projects combined together to address our transportation challenges and needs.

The 10-Year plan was built assuming a fiscal constraint of ~\$500 M / year. The plan was divided into two segments that included a four year prioritized list of projects and an unfunded list of projects for the outyears (Years 5-10). The four year prioritized list of projects was based on the assumed SB 267 revenue that would come to the state. In late 2019, TC approved a \$1.6 billion list of highway projects, and a \$192 million list of transit capital projects to be funded with the assumed SB 267 funding over the four year period. While the four year prioritized list of projects was based on SB 267 fiscal constraint, we were in the fortunate position of receiving even more funding than anticipated, primarily due to federal stimulus funding and the recent passage of SB 260. This allowed us to advance some additional projects from the out years of the plan ahead of schedule that were critical in nature and met the project readiness requirements of the funding.

Details

At the September meeting, CDOT staff will provide a recap of the 10-Year Plan funding to date and what we have accomplished with that funding. Recognizing that we are close to completing the first four years worth of projects in the 10-Year Plan, CDOT staff will then discuss an approach for updating the 10-Year Plan recognizing the new requirements from SB 260.

10-Year Plan Reformat

In June of 2021, CDOT staff reformatted the 10-Year Plan project tables to better reflect the Plan's multimodal approach to addressing our transportation challenges and needs. The feedback on the new format was positive and has led to further recommendations from stakeholders and planning partners on how we can make the planning document an even more effective tool to communicate project status, phasing, and funding needs for every project. CDOT staff has now further refined the 10-Year Plan project tables based on these recent recommendations (see link in the Attachments section below).

Please note that while the project tables now link directly to the unique fact sheets that have been created for the over 400 projects identified in the 10-Year Plan, the fact sheets are still in the process of being updated to tell a more complete funding story for each project. We anticipate being finished updating all the fact sheets by mid-October.

CDOT works to continuously improve the 10-Year Plan as a living document with the goal of giving the public and stakeholder groups an easy to understand and transparent view of how the projects identified by them are now being delivered. This goal is especially important as we work together in the coming months to amend the 10-Year Plan.

Next Steps

CDOT staff will follow the timeline as described in the presentation and return to STAC in October for a more detailed briefing and discussion on fiscal constraint for the 10-Year Plan Update.

Attachments

Presentation

Link to Reformatted 10-Year Plan project tables:

<https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan>

VISION FOR COLORADO'S TRANSPORTATION SYSTEM



10-Year Plan Amendment
Approach
September 2021



Background

- The 10-year Plan Pipeline of Projects was built assuming \$500M/yr
- Plan was divided into two segments:
 - 4-year prioritized list
 - Out years (Years 5-10) unfunded
- Equity was based on RPP midpoint
- Projects based on statewide outreach, funneled through rural TPR/MPO prioritization within the framework of TC guiding principles.
- Transit and Highway needs were combined in a multimodal planning approach.





Years 1-2 Allocations

- \$984 million in SB 267 funds
- \$325 million in SB 1 funds
- \$105 million in Transportation Commission funds to highway and transit projects.
- \$134 million in federal stimulus funds (including TMA suballocations)

Note: This includes all the year 1 and year 2 SB funds, excluding the \$100 M of year 1 funds allocated to asset management programs, and the additional TC funds put towards the year 1 and 2 project list.

Year 3 Allocations

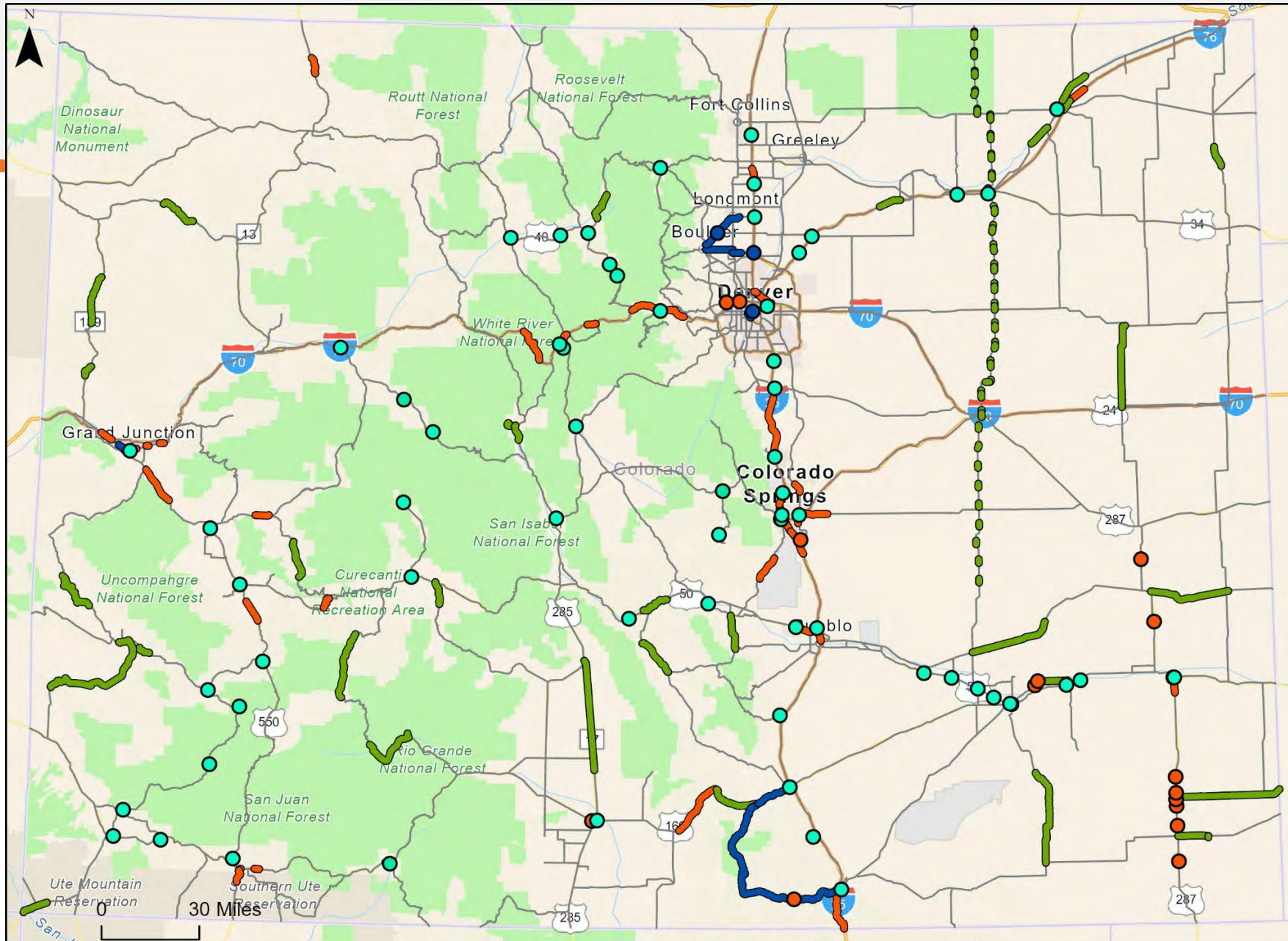
- \$618 million in SB 267 funds (including additional highway and transit premiums allocated in “3B”)
- \$170 million in SB 260 funds



Summary Statistics

- 144 projects advanced from 10-Year Plan
 - 44 Highway (12 are complete or under construction)
 - 58 Transit (8 are complete or under construction)
 - 9 multimodal projects with both Highway and Transit elements
 - 33 Rural Paving (14 are complete or under construction)
- Every corner of the state has been enhanced with the rural pavement program.
 - The strategic funding for rural paving projects represents a \$307.4 million investment, with over 600 miles of rural Colorado roads on the state highway system improved.
- Mobility Hubs Program Progress
 - 4 Completed
 - 2 in Construction
 - 7 in Planning & Design
 - 7 more planned but not yet started

Map of projects funded to date



Note: Dotted green line indicates rural paving improvements were at targeted locations along the length of corridor.

Pipeline Projects Years 1-3

- Highway
- Multimodal
- Rural Paving
- Transit



Why update the 10-Year Plan?

- With the near completion of years 1-4 of the 10-Year Plan, need to identify next set of priority projects.
- New funding provided by SB 260, plus the federal level infrastructure funding that may be coming to Colorado.
- New SB 260 requirements, including compliance with the new standard for reduced greenhouse gas emissions.



How will we update the 10-Year Plan?

- CDOT remains committed to funding the original list of projects identified in Years 1-4 of the 10-Year plan. Our first priority will be to deliver on what remains unfunded in Year 4.
- Simultaneously, we will look at the remaining unfunded projects in Years 5-10 of the plan. Years 5-10 projects were developed through a robust planning process, but were unfunded at the time these projects were identified. The process will be focused on prioritization and compliance with the new Pollution Reduction Planning Standard.



Available Funding

- We assumed \$500 M / year to build the original 10-yr plan.
- Next month, we'll give a more detailed presentation on fiscal constraint and include decision points to determine how much should go to strategic projects in the 10-yr plan vs asset management, etc.



Considerations

- Regional Equity
- Fiscal Constraint
- Align with TC Guiding Principles, plus new GHG planning requirements
- Utilize extensive work the rural TPRs did to build a full database of unfunded project needs in their RTPs



TC Guiding Principles

Safety

Mobility

Economic Vitality

Asset Management

Strategic Nature

Regional Priority

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

New Criteria?

Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues

Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities

Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

Safety

Mobility
Programs and projects leveraging new technology development
Integrated System Impacts and Benefits

Economic Impacts
Statewide Equity

Asset Management / Preservation Benefits
Impact of Asset Management decision on asset life and function

Financial Leverage, Financial innovation, and Partnerships
Short term projects vs. Accommodating Long-Term Projects trends
How does the system look in 30 years and how does this project fit in?

Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?
Regional flexibility / related smaller scale projects



Process Considerations

- Transparent, stakeholder-driven process.
- Engage transit stakeholders at same time to build multimodal plan.
- Prioritization would retain two segment approach (new term 4-yr list, and out years).

MPO/TPR Engagement Options

- Rural TPRs - 1 or 2 virtual meetings to reconfirm and prioritize projects.
- MPOs - use existing MPO processes to work with CDOT to reconfirm and prioritize projects.
- Each CDOT Region host a TPR chair meeting to reconfirm and prioritize projects at the region level.



Next Steps

- CDOT staff will update project scopes and cost estimates for the Yrs 5-10 projects, and initial project readiness assessment based on available data.
- October: STAC and TC Briefing on 10-Year Plan Fiscal Constraint