



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually

September 1, 2022

8:30 AM – 10:45 AM

Agenda

- 8:30-8:35 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 8:35-8:40 **Approval of the August Meeting Minutes** - Vince Rogalski, STAC Chair
- 8:40-8:50 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- 8:50-9:00 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:00-9:25 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:25-9:40 **Legislative Report (Informational Update)** – Herman Stockinger, Andy Karsian, Jamie Grim
CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 9:40-9:50 **BREAK**
- 9:50-10:10 **10-Year Plan Update (Informational Update)** – Rebecca White, Director, Division of Transportation Development
- 10-Year Plan Update, including accomplishments to date and continued delivery focus.
- 10:10-10:35 **GHG Compliance (Informational Update)** – Rebecca White, Director, Division of Transportation Development
- Update on the Greenhouse Gas (GHG) compliance effort.
- 10:35-10:55 **Colorado Investments in Wildlife Crossing Infrastructure (Informational Update)** – Tony Cady, Region 5 Regional Planning and Environmental Manager
- An update on Colorado’s efforts to address Wildlife Vehicle Collisions and improve wildlife habitat connectivity
- 10:55-11:00 **Other Business** - Vince Rogalski, STAC Chair
- October in-person STAC meeting

STAC Website: <https://www.codot.gov/programs/planning/planning-partners/stac.html>

Statewide Transportation Advisory Committee (STAC)—Meeting Minutes

Recording: <https://youtu.be/u7zAofgmp6k>

Location: Virtual and in-person at CDOT Headquarters, 2829 W. Howard Pl., Denver, CO 80204

Date/Time: August 4, 2022; 8:30 a.m. – 12:30 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Attendance

Denver Area:	Nicholas Williams, Ron Papsdorf	Pueblo Area:	Chris Wiseman and Eva Cosyleon
Central Front Range:	Dick Elsner, Dwayne McFall	San Luis Valley:	Keith Baker, Vern Heersink
Eastern:	Scott Weaver, Chris Richardson, Kenneth Mooney	South Central:	Jennifer Oliver
Grand Valley:	Dana Brosig, Rachel Peterson, Peter Baier	Southeast:	Stephanie Gonzales, Ron Cook
Gunnison Valley:	Vince Rogalski, Roger Rash	Southwest:	Sarah Hill
Intermountain:	Bentley Henderson	Upper Front Range:	Scott James, Elizabeth Relford,
North Front Range:	Kristin Stephens, Becky Karasko, Suzette Mallette, Johnny Olson	Southern Ute Tribe:	Doug McDonald, Mary Eagle
Northwest:	Heather Sloop, Keith Reisberg	Ute Mountain Ute Tribe:	Bernadette Cuthair
Pikes Peak Area:	John Liosatos, Holly Williams, Danelle Miller, Andy Gunning	FHWA:	Bill Haas
		FTA:	None
		Transportation Commissioners:	Don Stanton, Eula Adams, Karen Stuart, Lisa Hickey

Highlights and Action Items

1. Welcome and Introductions – Vince Rogalski, STAC Chair ([Video Link 2:40](#))
2. Approval of the July Meeting Minutes - Vince Rogalski, STAC Chair ([Video Link 7:53](#))
 - Motion to Approve STAC “Summary” made by Nick Williams and is seconded by Chris Wiseman with no corrections from STAC. Vince recognizes the need to approve July STAC minutes at the next STAC meeting.
3. CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director ([Video Link 8:45](#))
 - FHWA’s Safe Streets and Roads For All (SS4A) grant cycle is open; applications are due September 15. Local agencies are eligible but not the State. However, CDOT is open to discussing aid in eligible projects.
 - 2022 RAISE Grant award announcements are expected within the next week or so. We have no word yet on the announcement of Multimodal Projects Discretionary Grants (MPDG).
 - The Technical Rulemaking Hearing is scheduled for September 2 at 10AM to amend the 2 CCR 601-22 Planning Rule. You can sign up to participate at the CDOT Rules webpage. Proposed amendments will clarify the Greenhouse Gas Reduction related restrictions on use of funds and add a rural representative to the State Interagency Consultation Team (IAT).
4. Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair Summary report of the most recent Transportation Commission meeting. ([Video Link 13:59](#))

- Moves to correct TC Report Minutes with new member appointments. New Chairman is Don Stanton and new Vice Chairman is Gary Beedy, effective as of July 1st. Thanks extended to Kathy Hall for her service.
 - Given the start of the new fiscal year, an amendment to the budget was necessary. The first amendment necessary was \$35.9 Million from the 10-Year Plan of projects transferring to Multimodal(15:04)?? Multimodal Funds are state funds and do not impact local distribution of funds to TPRs and MPOs.
 - A 10-Year Plan Update from Rebecca White will be given at the August TC Meeting with a hearing for approval during the September Meeting. Additionally, a GHG update was also given at the July TC meeting (same as the one on STAC Agenda) where all resolutions discussed were approved.
5. TPR Representative and Federal Partners Reports (Informational Update) A brief update from STAC members on activities in their TPRs and representatives from federal agencies. ([Video Link 20:26](#))
- Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) reported about their MPOF awarding processes and other funding programs allocations as well as updates regarding their respective construction projects in the wake of the changing weather and incoming winter.
 - Federal Highway Administration (FHWA): Working on rolling out of programs and NOFOs from BIL. FHWA Protect Programs formula guidance was also released recently. A federal register notice recently released with technical corrections to Safe Streets for All NOFO.
 - Reminder to keep an eye out for TAP funding, Call for Projects is open through October 2nd.
6. Environmental Justice & Equity Branch Overview (Informational Item) - Marsha Nelson, Chief Equity Officer An overview of the newly created Environmental Justice and Equity Branch and the Equity 360 initiative. ([Video Link 48:51](#))
- In the Spring of 2021, SB260 created the Equity and Environmental Justice (EEJ)Branch as well as the Chief Equity Officer position.
 - The Branch has a Civil Rights and Business Resource Center with 2 elements: Project Delivery and External Programs.
 - Some exciting initiatives and opportunities via the EEJ Branch include: Emerging Small Business (ESB), Connect2DOT, CDOT ESB Mentor Protege Program, etc.
 - The Mentor Protege program is not limited to DBEs (Disadvantaged Business Enterprises), ESBs are welcome too and EBS are Race and Gender Neutral.
 - Environmental Justice (EJ) is another area of the Branch. It is an area looking to increase engagement and outreach to impact decision making. Opportunities exist to enhance use of GIS mapping to support project staff to engage with impacted communities as well as increased use of census data and a more robust statistical analysis in decision making.
 - Workforce Development contains 2 elements, on the job training (OJT) Supportive Services (only for FHWA construction) and Highway Construction Workforce Partnership Grant - Commercial Drivers License Pipeline
 - The Branch is charting a new course focused on integrating and connecting all of CDOT
 - EQUITY360 is a branch within the Office of the Chief Engineer and has the mission of developing the best and most efficient route to equity, inclusion, and cohesiveness. EQUITY360 will have 4 guiding principles: Proactive Compliance; Creativity and Innovation; Knowledge; and Humility and Respect.
 - Combining varying regulations with varying scopes is a challenge that can be solved through collaboration wherein CDOT has an opportunity to be a national leader in equity, diversity, and inclusion.

- Is there opportunity for interaction between CDOT and local municipalities/ agencies regarding equity and environmental justice? *Yes. Local Agencies oftentimes have stronger relationships with local business and residents, so tapping into these relationships is an important aspect of this collaboration.*
 - Is there a metric to measure how much EJ there is on a given project? *Yes, it is currently in the development stage.*
 - What does the robust training series for CDOT personnel on Transportation Equity and Environmental Justice expectations entail? *There has previously been work done at CDOT to define equity.*
 - What does equity mean from a global perspective? *Helping planners and decision makers by creating a training program that teaches them to see inequities and EJ in transportation.*
 - North Front Range MPO has a new Equity, Diversity and Inclusion (EDI)board that is happy to share expertise with and collaborate with CDOT's new EJ Branch.
7. GHG and 10-Year Plan Update (Informational Item) – Rebecca White, Director, Division of Transportation Development, and Theresa Takushi, Greenhouse Gas Program Specialist Update on the GHG compliance effort and 10-Year Plan. ([Video Link 1:32:50](#))
- Overview of Compliance Requirements
 - SB 21-260 sets a deadline for CDOT, DRCOG, and NFRMPO to have updated, compliant plans by October 1, 2022 where CDOT's obligation is for non-MPO areas only. Regionally Significant Projects must be modeled, although modeling can also include any project that would be expected to reduce greenhouse gas emissions.
 - CDOT's required reduction levels are 0.12 in Million Metric Tons (MMT) of CO₂e by 2025; 0.36 by 2030; 0.30 by 2040; and 0.17 by 2050 (with reduction levels being from baseline emission levels).
 - Process for Demonstrating Compliance
 - There is a five-step process to demonstrate compliance: Step 1 - establish Baseline GHG Values for 2025 and 2030; Step 2 - Model and develop an updated plan for 2025 and 2030; Step 3 - Further Examine other key factors; Step 4 - evaluate GHG Mitigation Measures (land use, transit, TDM, and MD/HD); and Step 5 - Final compliance results (modeling + mitigation measures)
 - 10-Year Plan Update Timeline and Next Steps
 - Next steps include: completing compliance analysis for 2025 and 2030; scenario modeling to determine compliance for 2040 and 2050; preparing a GHG Report and Mitigation Action Plan (rule requirement); and a final results and compliance demonstration in September.
 - At the next STAC, the plan is to walk STAC through the entire updated 10-year plan package and it will then transition over to the Transportation Commission for approval.
8. Other Business - Vince Rogalski, STAC Chair ([Video Link 2:09:16](#))
- Discussions on the Election of the STAC Chair and Vice Chair. Their terms will expire in September, with elections scheduled for October at the in-person STAC meeting.
 - Vince Rogalski and Heather Sloop both expressed interest in reelection.
 - Next STAC Meeting is scheduled for September 1, 2022

DRAFT Transportation Commission (TC) Meeting Minutes

Workshops – Wednesday, August 17, 2022, 12:00 pm – 4:00 pm, Virtual via Zoom Meeting

Recording (YouTube): <https://www.youtube.com/watch?v=AOyypPCVvzw>

Call to Order, Roll Call – 00:00:02

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

1. FY 2022 - 2023 Budget Workshop (Jeff Sudmeier and Bethany Nicholas) –00:13:43

Purpose & Action: To discuss the establishment of a Capital Construction Cost Escalation Fund to ensure sufficient funds are available to address recent cost escalation in capital construction projects without causing undue delay to projects. No action required. Staff will return with a proposal for approval in September or October.

Discussion Summary:

- Funds are to come from the TC program reserve balance, federal redistribution, and revenue reconciliation. Potentially will reserve \$60-80 million.
- Regions should attempt to use all the funds available to move projects forward. This fund would be to supplement Inflation that has gone up an inordinate amount since these projects were first scoped, and establish contingency plans/and provide funds, for projects that can't keep up with rising costs. Have funding available so that projects are not delayed.
- With many projects the option to reduce the scope to help with rising costs cannot always happen, so this fund will take care of filling that gap.
- This proposal for this fund is to have an accelerated approval and vetting process with a monthly report on how those funds are distributed.
- These funds would not be limited to 10-year plan projects.
- This will be reviewed in either September or October as part of a budget amendment package.

2. 10-Year Plan Update (Commissioner Stuart, Rebecca White, Jessica Mykleburst, Heather Paddock) –00:40:25

Purpose & Action: The purpose of this workshop was to discuss the draft, updated 10-Year Plan, specifically notable project changes for regions 1 and 4. No action at this time is needed. This item is for discussion purposes only.

Discussion:

- The biggest change for Region 1 included the Burnham Yard Acquisition project, as funds from that project have been moved to fund other projects.
- Region 1 pedestrian safety was discussed (bike and ped). Region 1 will be adding bike and pedestrian initiatives and improvements.
- Scoping and safety recommendations will be added in December.

- Projects are being planned and prioritized. All projects cannot take place at the same time for logistical reasons.
- The 10-year plan is a dynamic document that will be updated and changed as funding comes in and priorities change.
- Regarding safety in region 1, a new liaison for Multimodal Planning has just been hired, Carrie Tremblatt, and will be involved in the beginning scoping stages of new projects. Also, the bicycle and pedestrian program has new projects coming up that will take this into account.
- \$100 million will go towards a bridge reconstruction project in segment 5 of Region 4.

3. CDOT Greenhouse Gas (GHG) Compliance Update (Commissioner Hickey, Rebecca White and Theresa Takushi) – [1:33:03](#)

Purpose & Action: This workshop intended to provide an overview of the compliance strategy for CDOT to meet the GHG Pollution Standard (GHG Planning Rule). No action is required.

Discussion:

- Projects outside of the mitigation measures will be brought into the model to fine tune the modeling.
- A Regionally Significant Project does not imply an MPO or non-MPO project.
- Focused on preliminary model results for 2025 and 2030 as these projects are more detailed at this time and there is more information to model from.
- New modeling reflects changes that had to be made in the post-covid world with more work occurring from home.
- Mitigation measures concerning the built environment and the focus of these measures were discussed as well as the methods used for projecting and calculating GHG emission reductions.
- CDOT's role in infrastructure projects will involve a process to ensure new and existing infrastructure have access to multimodal options.
- Mitigation measures proposed for 2030 were discussed: Transportation Demand Management (TDM) Grant Program, Electrification of Heavy-Duty Vehicles, Transit Strategies: Bustang Expansion and Rural Transit Recovery, and three roundabout projects identified for Region 4.
- The 2040 and 2050 approach was presented which included future scenario assumptions.
- Commissioners have 30 days to read and approve the DRCOG and NFR GHG Transportation reports, The CDOT GHG Transportation Report and the updated 10-Year Plan.

4. Colorado Investments in Wildlife Crossing Infrastructure - A True Win-Win for Wildlife and Motorist Safety (Commissioner Vasquez, David Ellenberger, and Tony Cady) – [02:43:00](#)

Purpose & Action: Commissioner Vasquez requested an update on Colorado's efforts to address Wildlife Vehicle Collisions and improve wildlife habitat connectivity. The Pew Charitable Trust, one of Colorado's partners in this effort, joined the conversation to provide a briefing on the need for wildlife infrastructure investments in the state, highlight key projects that have been completed, and discuss funding provided by SB22-151. This workshop was an informational briefing and potential request for a future Resolution. Information was presented to the Commission on CDOT's efforts to address Wildlife Vehicle Collision issues across the State. Additionally, as CDOT staff works with our stakeholders defined in SB22-151 to develop a plan to expend the Wildlife Mitigation Funding provided within that legislation, staff will return to the Commission with a Resolution asking for Commission support for the decisions made by the stakeholder group.

Discussion:

- David Ellenberger presented information about wildlife friendly transportation infrastructure across the US and the costs that arise each year due to wildlife collisions on Colorado roadways.
- SB22-151 has provided \$5 million to be distributed towards this issue.
- Tony Cady, CDOT Region 5 Environmental Programs Manager, presented on Colorado's investments in wildlife crossing and how the funds from SB22-151 could be used in the future.
- Colorado is in a leadership position regarding wildlife road safety and infrastructure. CDOT has a great program called "Watch for Wildlife".

5. CDOT Workforce Staffing and Housing (John Lorme and David Fox) –03:26:35

Purpose & Action: To provide a briefing on the Division of Maintenance and Operations (DMO) assessment of CDOT's hard-to-staff entry-level maintenance essential positions and to discuss the resulting proposed courses of action for advancing workforce housing projects. This workshop was an informational briefing, decision items that support this will be submitted as budget amendments later in the fiscal year.

Discussion:

- Colorado has grown significantly, but staffing has not kept up with growth (currently there are 283 vacancies).
- Civil staffing suffers due to low entry level pay and scarcity in affordable housing.
- CDOT has addressed these issues with a multi-faceted approach including training programs, professional development, salary and bonus increases, workforce housing programs and a new college course program.
- Types of housing included in this program are a mix of studios, 1-bedroom and 2-bedroom facilities.
- Importance is placed on giving workers the ability to change to different types of housing through different phases of their lives.

6. PD 14 Scorecard (William Johnson and Jacob Kershner)- 4:05:36

Purpose & Action: To report on progress made towards achieving Policy Directive 14.0 (PD-14) performance objectives for the Safety, Asset Management, and Mobility goal areas. The requested action is for the TC to review progress towards achieving the PD-14 performance objectives in preparation for the annual budget setting process. The TC reviews the performance of PD-14 objectives to determine if there is a need to modify objectives or realign resources. At this time, staff does not request any adjustments to the PD-14 performance objectives.

Discussion:

- CDOT's performance landscape is basically the Commission's performance measures and targets. The COVID pandemic was not initially considered when establishing targets.
- Within the PD-14 framework, CDOT is currently at the 'track outcomes' stage.
- Presentation on Safety data along with trends and how well each target was met. There are funding sources being used to improve safety in projects throughout the state and a new line item for safety funding that did not exist in past plans.

Workshops concluded at 5:46 pm

Regular Meeting - Thursday, August 18, 2022, 9:00 am to 10:30 am

Recording Link (YouTube): <https://youtu.be/XvTKytWXqss>

1. Call to Order, Roll Call

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

2. Public Comments – [Video link 00:00:15](#)

Written Comments:

Daniel P. 8/8/22

Hello, for years I have been an adamant supporter of raising the gas tax, and taxes in general, for use on the highways in Colorado. Recently I have noticed nice, shiny new buildings and vehicles for CDOT, with little improvements in the roads. One example-I-270 between I-70 and I-25. I was using it yesterday, Sunday, and it was a parking lot just like it is during the week. A relatively easy fix by installing another lane in each direction. However, I know what will happen is you will have a toll lane installed in each direction, by a private company. I will no longer be supporting any new taxes to fund you. I used to think how ridiculous it was to not support a small increase in taxes to help our roads, but I now understand. When the dollars go towards new buildings and vehicles, and new lanes are toll lanes, I now agree you can live on what you're getting now. By the way, I read the new I-70 project had major flooding Sunday evening.

Live Commenters:

1. Danny Katz, Colorado Public Interest and Research Group (CoPIRG)
Thank you to you all the work you are doing. Increased highway capacity leads to more pollution. Congestion problems seen along roadways - there is a need to increase transportation options along the roadway, and increase connectivity to communities, and to broaden approaches for transportation. There is no need for more cars on the interstates. Need to consider how we focus on safety, and focus on operational improvements.
2. Alana Miller, Climate and Clean Energy Program Director, Natural Resource Defense Council expressed strong support to cancel I-25 expansion and shift resources to bus rapid transit (BRT) and other multimodal transportation options. Transportation is the leading source of climate pollution in the state and the leading source of dangerous air pollution. We also know that traffic, noise and air pollution along our highways and roads disproportionately impacts communities of color and low- income communities, and at the same time the state has science driven climate goals to reduce carbon emissions and a mandate from the federal government to address air pollution. Expanding highways and roadways is incompatible with those goals. We have also found numerous surveys showing that people are for more transportation options. For example, Denver has been engaging thousands of residents in Denver Moves Everyone, to create a vision for transportation in 2050. Overwhelmingly, Denverites have said they want equitable communities and networks of strong neighborhoods, and that they are eager to have safe multimodal connections, and action on health and climate concerns. Removing the expansion of I-25 through Central Denver and focusing on bus rapid transit, on safety, and on multimodal improvements helps fulfill the vision of Denverites and other communities. A deep commitment to BRT can help today and in the future. Fast reliable public transportation is one the most effective tools we have to act on climate, and provide

access to affordable transportation. This hope is that the Commission also supports this approach.

3. Shelley Kaup, Glenwood City Council, has concerns about the climate crisis and is relying on the TC's help to address this. The climate is changing our world with record-breaking increased heat throughout the world. Colorado and western states are experiencing ongoing drought at crisis level to allocate water from the Colorado River basin. Glenwood Springs has experienced increases in wildfires, and decreased river flows that impact the fishing and rafting industries. Also concerned about emergency evacuations in the event of future wildfires. The stakes are high, and your work is critical to reducing GHG emissions necessary to protect and preserve the Colorado way of life. Many communities like Glenwood Springs are facing a secondary crisis, a housing and affordability crisis. We recognize that smart land use goes hand in hand with intermodal connected transportation, including walkable and bikeable local community connections. Your GHG Rule compliance plan recognizes the benefits of smart land use. CDOT has a great reputation of promoting Complete Streets and Transportation Demand Management (TDM) strategies. Shelley was excited by the Westward Three project being awarded the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant money. Glenwood Springs hopes to be a model as a community working to reduce GHG emission, and is working with RAFTA. CDOT's work in equity is supported. Urged CDOT to make equity mitigation a high priority in the upcoming months. Thank you. The work CDOT is doing is important for Colorado and a model for other states.
4. Jonathan Godes, Mayor of Glenwood Springs, provided a public comment on the 10-year Plan and thanked CDOT for work in GHG emissions reduction. Jonathan is proud that Glenwood Springs is used as an example of the impact TDM strategies can make. The creation of the Glenwood Springs Transportation Management Association is anticipated to reduce 1,157 tons of GHG emission from Glenwood Springs, it helps Glenwood Springs meet their GHG reduction goals, improves air quality, and enhances transportation for the city. The approach to the GHG reductions cannot be a piecemeal town by town approach. To ensure local communities adopt mitigation plans, CDOT is strongly encouraged to fund public education campaigns to encourage compliance with GHG Rules to encourage adoption of mitigation strategies. Glenwood Springs is a poster child for climate change. Wildfires closed I-70 for weeks. Last summer a 500-year rain event during peak of summer occurred. These are costly for a small community to address. Glenwood Springs has a goal of 100% renewable energy now. Transportation is the largest sector creating GHG emissions. Thank you to CDOT for your leadership on this important matter.
5. Emily Baer, Town of Erie Trustee, the 10-Year Plan is vitally important if the state is to meet its GHG emission reduction goals. Want to emphasize the importance of getting this plan right for the town of Erie and their constituents. The town of Erie has a robust air quality monitoring program. Erie's air quality is impacted by several factors such as ozone, particulate matter, air toxins, and GHGs. Erie bears the impact of both I-25 and US 287, as well as CO SH 7, and other regional traffic corridors. Commuting to Denver from Erie decreases air quality. Unless there are serious investments in transportation infrastructure in Erie, the problem will not be resolved. Pleased with improvements to the 10-Year Plan with revisions, and the recognition of land use as part of mitigation strategies. Supports voluntary local community participation in the mitigation strategies. Local communities make land use decisions, but an investment in transportation infrastructure is also needed. The partnership between communities and CDOT can serve as a model for finding real solutions to reducing GHG emissions and improving air quality. Erie also wants to address equity in transportation planning and land use. Erie recognizes past practices of polluting in disproportionately impacted (DI) communities and

health risks of past transportation system decisions. These DI community members need to be more involved in problem solving. Currently the CDOT Mitigation Action Plan has not identified the amount of funding that will go to mitigation efforts and equity analysis. Emily requested more accounting be included in the plan for this.

6. Matt Salka, La Plata County Commissioner, the County Broadband Committee met with Bob Fifer, CDOT ITS Branch Manager, regarding the Wolf Creek projects. Contracts for Fiber are a concern. The meeting generated more questions than provided answers and, there is a lack of transparency which is a concern. A concern is that taxpayers are paying twice for broadband infrastructure. No request for proposal (RFP) process is required. Communities are resorting to building their own infrastructure. At the August 4, 2022 meeting we asked for clarification on use terms on state-owned fiber. Broadband is important to rural communities. The governor's goal of 99% coverage by 2027 should be honored. We need clarity on the process to gain fiber access and use with CDOT.
7. Tom Easley, Colorado Communities for Climate Action, appreciates the innovative work on GHG emission reduction. His group is focused on land use impacts on transportation. Smart growth goes hand in hand with transportation and housing that both influence GHG emission levels. Changes for local governments to make smart choices can be difficult. Need incentives to encourage participation. Colorado Communities for Climate Action members want to help CDOT and collaborate and coordinate to structure incentives and identify methods to account for land use policy compliance. The intent is good but does not go far enough. Thank you again for hard work and leadership.
8. Colin Laird, Carbondale Board of Trustees Member, offered support for the 10-Year Plan and GHG Mitigation Plan. One measure is supporting rural transit. Interested in CDOT's thinking and focus on multimodal options. These changes would increase safety and reduce GHG emissions. Roaring Fork Transportation Authority (RFTA) serves Carbondale. Recognizes land use decisions impact GHG emission levels. Transit Oriented Units were approved recently in Carbondale. The challenge is if people can cross the highway without a car. Rockslides are also in the news nightly. Concerned with DI communities. There is a county consortium to increase renewable energy use, and to assist low-income residents, and increase solar energy production. Looking forward to working with CDOT on these matters.

3. Comments of the Chair and Individual Commissioners – [Video link 00:28:28](#)

- Several Commissioners expressed their appreciation to the people attending TC meetings to share their public comments.
- Several Commissioners expressed their concerns pertaining to safety concerns, and the need to be innovative and practice defensive driving to address this concern.
- Commissioner Garcia - Attended the US 160/US 550 ribbon cutting ceremony with tribal members also attending; attended the meeting on regional broadband in La Plata County.
- Commissioner Hall - Grand Junction area event for US 50, with Executive Director Lew present was quite fun. The Redd Hill Pass project improvements are coming along well. Expressed excitement associated with the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant awarded to the Westward Three project improving transit for Grand Junction, Glenwood Springs, and the Rifle area. Recognized maintenance workers and all the important work they do in her district.

- Commissioner Hart - Appreciated the GHG Rule Compliance Workshop. Observed the substantial increase in aggressive drivers on the road and safety concerns associated with this behavior. Commissioner Hart was involved in a crash with a big truck, but luckily was not injured.
- Commissioner Beedy - The Transportation Legislative Review Committee discussion that included changing Move Over laws to include all vehicles pull over, addressing limited room for cars and trucks to share roundabouts, truck safety videos are being developed regarding use of runaway truck ramps, as 92% of ramp users are out-of-state drivers, issue with construction zones not allowing for oversized vehicles, and the need to work with the Freight Branch when roads close to ensure oversized loads are accommodated.
- Commissioner Stuart - Managed lanes on I-25 North Segments 5,6,7, and 8. Brings GHG emission reduction and bring transit service, and segment managed lane Segment 2 at I-25.
- Commissioner Adams - Pleased with the recently signed inflation reduction bill. Maybe not nearly enough, but a step in the right direction. Agrees with concerns for climate issues.
- Commissioner Hickey - Appreciates the way the 11 Commissioners work together to discuss transportation issues comprehensively.
- Commissioner Bracke - recognized Heather Paddock and Region 4 for their response to the Weld CR 34 bridge strike which resulted in a fatality. the North Front Range MPO was thanked for hosting a TDM webinar. Recognized Executive Director Lew and Rebecca White for their participation on the Bicycle Colorado Panel regarding work on the 10-Year Plan and GHG Rule. August is transit fare promotion month in an effort to improve air quality and discounted transit fares. Other free fares offered elsewhere.
- Commissioner Stanton - Attended the important meeting of accounting and efficiency led by Andy Karsian. Recognized William Johnson, Jacob Kershner, and San Lee for the Policy Directive 14 reporting presentation workshop. Thanked Commissioner Beedy for his focus on freight.

4. **Executive Director's Management Report (Shoshana Lew)** – [Video link 01:00:27](#)

- Attended the US 50 Wildlife Crossing Ribbon Cutting event.
- Attended the “Delta Dip” project. This stretch of road was badly in need of a revamp, which was a structural issue not pavement.
- CDOT will continue to be committed to the rural paving program with a 25% set aside for rural paving projects, where roughly 600 miles of rural roadways are repaved per year. It is not enough, but reinforced that CDOT is not wavering in its commitment to this program.
- Recognized Region 2 for doing great work, attended a project ribbon cutting. There is good consistent work happening in the Region.
- Commended the CDOT maintenance team for their work. Last month, CDOT was sending folks across the state to Glenwood Canyon. John Lorme was recognized for organizing this work event. As a result, CDOT repaired over 4,000 feet of guardrail.
- CDOT has had success in receiving federal grants. CDOT is receiving IJJA dollars to fund projects. Received almost full request for the Westward Three project that will improve transit on the Western Slope between Grand Junction and Glenwood Springs. Alamosa and Pueblo also received grant funds.
- Over 35 million of grant money went to the Summit Stage to electrify their fleet.

5. **Chief Engineer's Report (Steve Harelson)** – [Video link 01:07:05](#)

- Did research on options for green Concrete - legislature passed a bill to track GHG emissions of construction materials, and the biggest one is concrete. Creation of traditional concrete releases carbon dioxide into the air. Pozzolans are an option explored that don't result in carbon dioxide production. Slag concrete is a sulfide or carbonate concrete. Conducted research on the use of slag

for concrete production that resulted from zinc mines in Leadville. Learned that the concrete industry is working overtime to solve this problem, which is good news.

- The recommended book of the month is De Re Metallica by Georgius Agricola.
- Commissioner Stanton noted a green building material workshop for the TC is in the works in the next couple of months.

6. Colorado Transportation Investment Office (CTIO) (Formerly HPTE) Director's Report (Nick Farber) – [Video link: 1:16:01](#)

- CTIO Board meeting discussed the Mountain Express Toll Lanes enforcement rules that went into effect last Sunday. CTIO staff working on business rules to be approved by the Board shortly. Fines for using the Mountain Express Toll Lanes when they are not open or using prohibited vehicles will start on November 1, 2022.
- A budget amendment was approved by the Board for CTIO to start replacing legacy E- 470 tolling equipment, and for a transportation planning study to start next month.
- CTIO Board also discussed future staffing needs. We have six operating segments now and plan to have 10 operating segments by the end of 2024. Staff will bring a proposal to the Board in the next few months.
- Evaluating the ROADIS proposal to provide express lanes on I-25 from Denver to Fort Collins. Six meetings have been held with the review team to discuss this. A list of roughly 40 questions for ROADIS has been submitted to them for written response to be received in early September. A decision is anticipated to be made in the next three months.
 - a. Commissioner Bracke asked what the subsequent decision steps are in the ROADIS process in relation to the CTIO Board and the TC. The review team has scored the proposal. Next, we will review responses internally, and then decide whether or not to move forward. If we move forward, this will be brought to CTIO Board for approval. Then a competitive process in compliance with the P3 manual guidance will occur. There will be a role for the CTIO Board and the TC if it goes to a competitive process.

7. FHWA Division Administrator's Report (Andy Wilson) – [Video link: 1:18:11](#)

- Last week FHWA held an Unmanned Aerial Systems (UAS) (drones) Peer Exchange. Evaluating better transportation-related uses for them moving forward. Folks involved included Utah DOT, CDOT, New Mexico DOT, consultants, CU Denver, USGS and FHWA. The participants evaluated drone use for bridge inspections, incident management, emergency, surveying, wetlands, and water quality issues. It was a great event.
- A Traffic Incident Management Workshop held last week was hosted by CDOT and Colorado State Patrol (CSP). Multiple first responders attended. The focus was on how to increase safety, get in and get out of the site of an incident, and understand what responders need and responsibilities of the involved parties. It is a huge safety benefit to get in and out of the crash scene quickly. Reducing road closure times decreases the potential for secondary incidents significantly.
- FHWA does a risk assessment every year to see where to focus their efforts. Pavement condition and issues on interstates is a focus for this year. Although it is exciting to see the rural paving investment, Colorado is under investing on interstates in rural areas, and investment are lower compared to our neighboring states. We are getting closer, but still the trend is in the wrong direction. The rural interstate facilities are older. Parts of the system are high-cost to maintain, like Glenwood Canyon. The tunnels have the same issue. There is not a simple solution. This comes out as high on our FHWA risk list.

8. Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski) – [Video link: 1:25:53](#)

- Working on a new STAC, which has meetings scheduled on the first Thursday of every month.

- Herman Stockinger mentioned grants open for applications. He also mentioned that the GHG Rulemaking Hearing is scheduled for September 2, 2022 at 10:00 am.
- An Environmental Justice and Equity Branch presentation was given by the Branch Manager, Marsha Nelson, which was a great presentation. One question was - Is there an opportunity for CDOT to coordinate with local agencies on equity issues? The response was yes. Local agencies often have better relationships with local communities and business organizations than CDOT, so tapping into these entities is an important part of collaboration. Another question was - Is there a project metric to determine the level of Environmental Justice a given project includes? The response was also, Yes. The metric is currently in the development stage. In addition, the question of - What does the transportation equity training for CDOT staff entail? The response was that there has been work completed previously at CDOT to define equity and we are in the development stage for the metric. What does equity mean from a global perspective? The answer was that the branch is hoping to develop training that helps decision makers see the inequities in transportation decisions and how to identify solutions to resolving these inequities. North Front Range MPO has a new Diversity, Equity and Inclusion Board that is happy to share expertise with CDOT and work with the new Branch.
- The GHG reduction program and the 10-year Plan are coming up for TC approval in September. The next step is to go over with STAC the full 10-Year Plan also in September.
- An election for the STAC Chair and Vice Chair is coming. The election is due to occur at the October STAC in-person meeting. Vince Rogalski and Heather Sloop are both up for re-election.

9. Discuss and Act on Consent Agenda – [Video link: 1:32:06](#)

A Motion by Commissioner Vasquez to approve, and seconded by Commissioner Holguin, passed unanimously.

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 21, 2022 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Maintenance Projects (M-Projects) \$150k-\$250k List (Tyler Weldon)
- Proposed Resolution #4: Disposal: I-25 parcels 4-EX, 6-EX, 8-EX and 9-EX (Richard Zamora)
- Proposed Resolution #5: MMOF Match Reduction Request (Rebecca White and Michael Snow)
- Proposed Resolution #6: SB 37 Rail Abandonment 2022 Annual Report (Amber Blake and David Singer)
- Proposed Resolution #7: FTA 3-year DBE Goal for FFY 2023-2025 (Marsha Nelson)

10. Discuss and Act on Proposed Resolution #8: 2nd Budget Amendment of FY 2023 (Jeff Sudmeier and Bethany Nicholas) – [Video link: 1:32:48](#)

A Motion by Commissioner Stuart to approve, and seconded by Commissioner Hall, passed unanimously.

- \$1 million of TC contingency funds to cover Weld CR 34 re-opening.

11. Other Matters – [Video link: 1:34:31](#)

- Region 2 Trash Collection (Richard Zamora)
 - The Region 2 cleaning event occurred in April. Region 2 hosted this event near Earth Day. Region 2 was experiencing an uptick in complaints about trash along the highways.
 - Region staff asked folks in the Region to pitch in; this work is normally done by the maintenance team, but it became an all-hands-on deck event with volunteers. Region 2 came together as “One CDOT” group. Richard was impressed by the response of 130 volunteers, including Herman Stockinger.
 - The cleanup included trash pickup along I-25, US 24, US 285, US 50 - a broad area, and safety was made a top priority.
 - Region 2 picked up over 3,000 bags of trash, unfortunately this was only a drop in the bucket. Will plan to continue this type of work with multiple events.

- Got a lot of good comments from the public and received many thank yous.
- Positive feedback was received from the Press. Good conversations with local partners and participation of local governments happened, it was a great team building exercise.
- Three event coordinators were recognized, including: Michelle Puelen, Jeff VanMatre, and Neil Mauch.
- Commissioners noted that they want to be invited to future events like this.

12. Meeting Adjourned: 10:35 am



COLORADO

Department of Transportation

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

DATE: September 1, 2022
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development
SUBJECT: 10-Year Plan Update and Greenhouse Gas Compliance

Purpose

This memo provides an update on the draft Colorado 10-Year Plan.

Action

N/A

Background

Staff is providing this memo to update the STAC on the 10-Year Plan. The 10-Year Plan narrative, project tables, and project fact sheets are currently in draft form and are ready for a two-week public review and comment period starting September 1st.

As background, CDOT and our planning partners have built the next 4-year priority list (FY 23-26) with a forecasted strategic funding amount of \$325 million dollar per year on average statewide (\$1.3 Billion in total strategic funding over the next four years).

When updating the plan, staff ensured that the updated project lists were consistent with the following distribution targets:

- Regional Equity: The "RPP midpoint" formula is used to determine equity for the 10-Year Plan. The RPP midpoint formula splits the difference between the current and previous RPP formula distributions to each CDOT Region.
- Transit: The 10-Year Plan dedicates a minimum of 10% to transit projects.
- Asset Management & Rural Paving: 50% of the **10-Year Plan's capital investment** is dedicated to asset management (i.e., surface treatment & bridge), with 25% dedicated to rural non-interstate pavement.

Next Steps

At their September 15th meeting, the Transportation Commission will be asked to approve the updated 10-Year Plan.

Attachments

10-Year Plan Update Presentation





COLORADO

Department of Transportation

10-Year Plan Update

September 2022



Presentation Overview

- Refresher on the 10-Year Plan funding assumptions and distribution targets
- Accomplishments and continued delivery focus
- Updated 10-Year Plan Project Tables



Funding Assumptions: A Refresher

We have a phased approach to deliver and update the 10-year plan:

1. Fully deliver on the original 4-yr priority list (FY 19-22) and **“close out” regional equity across this period.**
 - 10 Year Plan Funding = \$380 M statewide for FY 22
2. Build the next 4-yr priority list (FY 23-26)
 - 10 Year Plan Funding = \$325 M / year on average statewide, (\$1.3 Billion in total strategic funding over the next four years)
3. Plan outyears (FY27+)
 - Remaining 10-Year Plan projects are listed in the new outyears of the plan (FY 27+).

Strategic funding (10-Year Plan) assumptions include:

- SB 267 COPs
- SB 260 HUTF
- STBG (IIJA)
- Carbon Reduction (IIJA)
- Flexible funding and specific funding for bridges and risk/resiliency (IIJA)



Distribution Targets: A Refresher

When updating the plan, staff ensured that the updated project lists were consistent with the following distribution targets:

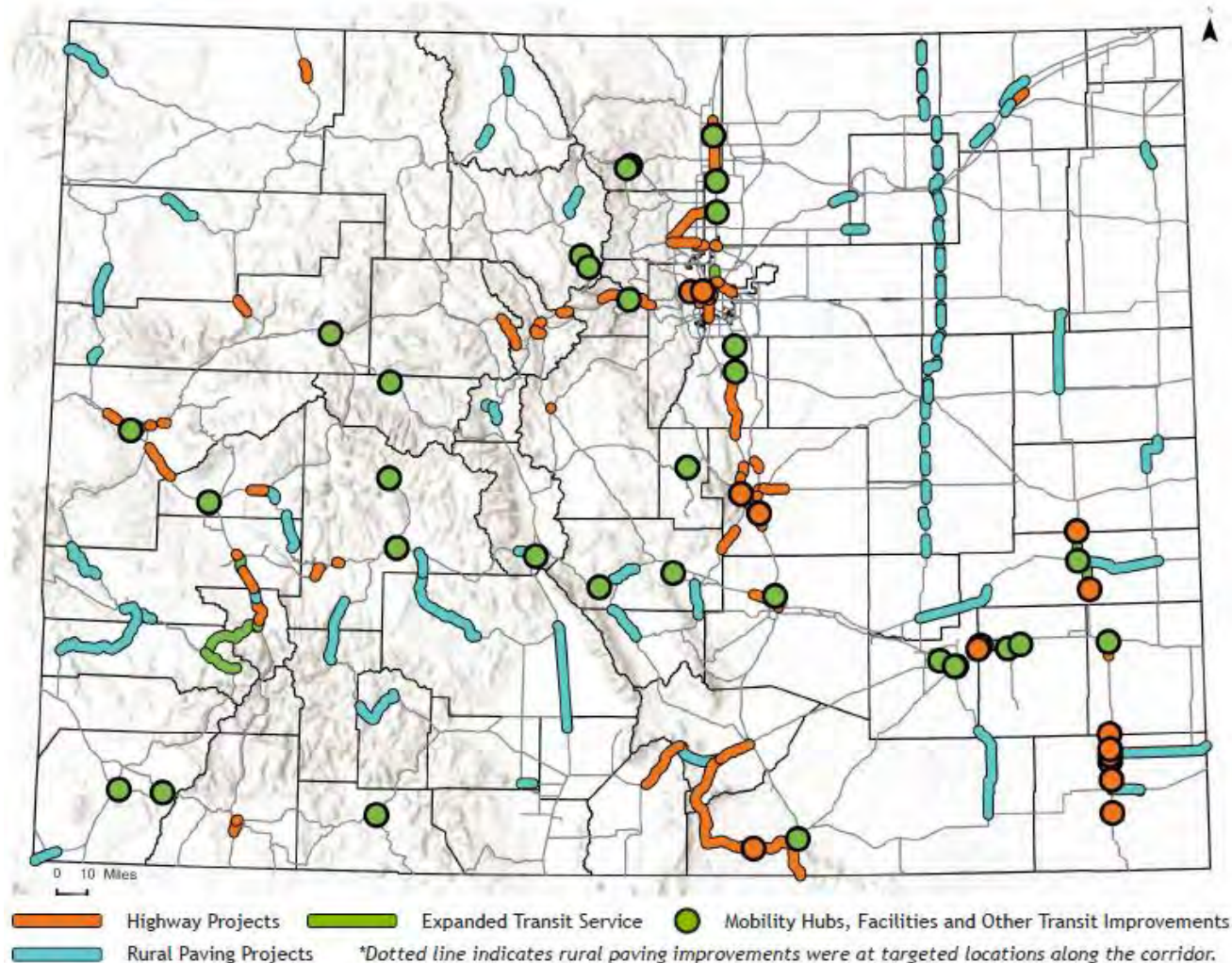
- Regional Equity: The "RPP midpoint" formula is used to determine equity for the 10-Year Plan. The RPP midpoint formula splits the difference between the current and previous RPP formula distributions to each CDOT Region.
- Transit: The 10-Year Plan dedicates a minimum of 10% to transit projects.
- Asset Management & Rural Paving: 50% of the 10-Year Plan's capital investment is dedicated to asset management (i.e., surface treatment & bridge), with 25% dedicated to rural non-interstate pavement.

Equity Targets	
Region	Equity Target
1	34.23%
2	18.97%
3	15.07%
4	23.87%
5	7.86%
Total	100.00%



Delivering the 10-Year Plan

10-YEAR PLAN PROJECTS FUNDED TO DATE



Accomplishments to date:

- The largest investment in **fixing Colorado's rural roads** in CDOT's recent history— 55 counties touched.
- **Mobility hubs** currently under construction along **Colorado's Front Range**.
- 25 projects completed to date.
- 58 projects under construction or soon to be under construction.



Delivering the 10-Year Plan

Accomplishments to date:

- Notable **Safety** Improvements:
 - I-25 South Gap
 - I-25 North Express Lanes: Segment 6
 - I-25 and CO 94 Military Access, Mobility & Safety Improvement Project (MAMSIP)
 - US 550-US 160 Connection South
- Notable **Resiliency** Improvements:
 - I-70 Peak Period Shoulder Lanes
 - Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance





Highlight Areas



Commitment to Safety: While safety is a component of nearly every project in the 10-Year Plan, CDOT is using an additional \$25 million in federal Highway Safety Improvement Program (HSIP) funding provided by the IIJA to further support safety elements. This additional HSIP money will be added to existing 10-Year Plan projects to fund qualifying safety elements of those projects (such as median barriers, centerline /shoulder rumble strips, dedicated turn lanes, adding/widening shoulders). These dollars are identified in the plan as an **“Advancing Transportation Safety”** line in the project lists for each region of the state.



Commitment to Rural Roads: The first four years of the 10-Year Plan allocated over \$382 million to rural pavement condition. CDOT will maintain this focus throughout the decade, with a total of over \$890 million dollars going toward rural roads between 2020 and 2030. This leveraged with existing funding, such as surface treatment dollars, will repair over 1,000 miles of rural pavement **across the state in nearly every county, representing the largest investment in CDOT’s recent history.**



Fix it First: 50% of the funding in the 10-Year Plan is put toward **“asset management”** projects, or repairs & replacement of pavement, bridges, tunnels, rockfall and buildings.



Follow the Progress

Follow the Progress

- 10-Year Plan Accomplishment Reports
- New project status column has been added to the 10-Year Plan project tables





Updated 10-Year Plan Project Tables

PROJECT PIPELINE ADOPTED MAY 2020 | LAST UPDATED MARCH 2022

CDOT's 10-Year Plan represents projects proposed for funding through SB-1, SB-267 and now SB-260. To date, CDOT has received three years of SB-267 revenue, plus one year of SB-260 revenue along with federal stimulus funding (2021). The table indicates:

- Project Type:** Highway (H), Transit (T), Rail (R), Other (O)
- Total Project Cost:** This is a preliminary estimate of the total project cost.
- Trail Strategic Funding:** This document sets forth the funding for trail projects through the 10-year period for funding in a project's schedule by SB-1, SB-197 and SB-267. Funding is provided for trail projects through the 10-year period for funding in a project's schedule by SB-1, SB-197 and SB-267. Funding is provided for trail projects through the 10-year period for funding in a project's schedule by SB-1, SB-197 and SB-267.
- Other Funding:** A checkmark in this column indicates other funding sources such as federal loans, grants, enterprise financing, etc. will be utilized to deliver the project.
- Funded YRS 1-2:** This shows projects funded by SB-1, SB-267 and federal stimulus funding in the first two years of the 10-year plan.
- Funded YRS 3-5:** This shows projects funded by SB-1, SB-267 and federal stimulus funding in the next three years of the 10-year plan.
- Proposed for YRS 4:** This shows the projects being proposed for Year 4 funding.
- Planned for YRS 5-10:** This shows the projects being planned for Years 5-10 funding.
- Planning Project ID:** This is the project ID number assigned to the project and is used to track the project's progress through the planning process. It can also be used to track up projects in CDOT's [Project Pipeline](#) and to view the project's details on the [Project Fact Sheet](#).

Project ID	Project Name	Project Type	Project Cost	State Funding	Federal Funding	Funded YRS 1-2	Funded YRS 3-5	Planned YRS 4	Planned YRS 5-10	Planning Project ID
Highway & Transit - Region 1										
1-23 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2325
1-24 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2326
1-25 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2327
1-26 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2328
1-27 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2329
1-28 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2330
1-29 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2331
1-30 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2332
1-31 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2333
1-32 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2334
1-33 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2335
1-34 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2336
1-35 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2337
1-36 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2338
1-37 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2339
1-38 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2340
1-39 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2341
1-40 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2342
1-41 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2343
1-42 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2344
1-43 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2345
1-44 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2346
1-45 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2347
1-46 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2348
1-47 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2349
1-48 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2350
1-49 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2351
1-50 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2352
1-51 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2353
1-52 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2354
1-53 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2355
1-54 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2356
1-55 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2357
1-56 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2358
1-57 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2359
1-58 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2360
1-59 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2361
1-60 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2362
1-61 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2363
1-62 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2364
1-63 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2365
1-64 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2366
1-65 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2367
1-66 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2368
1-67 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2369
1-68 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2370
1-69 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2371
1-70 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2372
1-71 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2373
1-72 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2374
1-73 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2375
1-74 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2376
1-75 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2377
1-76 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2378
1-77 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2379
1-78 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2380
1-79 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2381
1-80 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2382
1-81 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2383
1-82 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2384
1-83 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2385
1-84 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2386
1-85 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2387
1-86 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2388
1-87 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2389
1-88 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2390
1-89 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2391
1-90 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2392
1-91 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2393
1-92 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2394
1-93 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2395
1-94 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2396
1-95 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2397
1-96 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2398
1-97 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2399
1-98 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2400
1-99 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2401
1-100 Valley Highway	Low-Traffic Roadway	H/T	\$100	\$100	\$0	Y1, Y2				2402

This project is currently under construction and has been completed. [Learn More](#) | [YTPool.com](#) | [YTPDatabase.com](#)

Year	Funded YRS 1-2	Funded YRS 3-5	Proposed YRS 4	Planned YRS 5-10	Planning Project ID
2021	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2313
2022	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2314
2023	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2315
2024	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2316
2025	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2317
2026	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2318
2027	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2319
2028	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2320
2029	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2321
2030	\$5.5M	\$10.5M	\$10.5M	\$10.5M	2322

Year	Funded YRS 1-2	Funded YRS 3-5	Proposed YRS 4	Planned YRS 5-10	Planning Project ID
2021	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2323
2022	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2324
2023	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2325
2024	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2326
2025	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2327
2026	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2328
2027	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2329
2028	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2330
2029	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2331
2030	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2332

Year	Funded YRS 1-2	Funded YRS 3-5	Proposed YRS 4	Planned YRS 5-10	Planning Project ID
2021	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2333
2022	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2334
2023	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2335
2024	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2336
2025	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2337
2026	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2338
2027	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2339
2028	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2340
2029	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2341
2030	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2342

Year	Funded YRS 1-2	Funded YRS 3-5	Proposed YRS 4	Planned YRS 5-10	Planning Project ID
2021	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2343
2022	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2344
2023	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2345
2024	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2346
2025	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2347
2026	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2348
2027	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2349
2028	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2350
2029	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2351
2030	\$13.5M	\$13.5M	\$13.5M	\$13.5M	2352

- Updated in partnership and coordination with our planning partners, including the MPOs & TPRs.
- Project Fact Sheets have also been updated.
- Public Review: Sept 1st.
- TC Proposed Adoption: Sept 15th.
- Up next on the STAC agenda is a presentation that will demonstrate how we can deliver these projects and be in compliance with the GHG Planning Standard.



Questions?



DATE: September 1, 2022
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development
Theresa Takushi, Greenhouse Gas Program Specialist
SUBJECT: CDOT GHG Compliance

Purpose

This memo provides an overview of the compliance strategy for CDOT to meet the GHG Pollution Standard (GHG Planning Rule).

Action

N/A

Background

The GHG Planning Rule requires CDOT to update its 10-Year Plan to be in compliance with the Rule by October 1, 2022. This determination is made by modeling the 10-Year Plan using CDOT's travel demand model and EPA's MOVES model. To date, the modeling team has conducted several model runs and also is analyzing potential reductions from various mitigation measures--as outlined in Policy Directive 1610.

Details

CDOT is subject to the following requirements of the GHG Planning Rule:

- 30 days prior to the adoption/amendment of any applicable planning document (August 16, 2022), CDOT submitted a GHG Transportation Report to the Transportation Commission.
- Submitted technical details of the GHG Report to CDPHE 45 days before adoption of a new plan (August 1, 2022) for their review.
- Request TC adoption of the updated 10-Year Plan to comply with the GHG Planning Rule. CDOT staff is planning to bring the updated 10-Year Plan to TC in September.

Attachments

- GHG Pollution Standard for Transportation Planning - CDOT Compliance Presentation



COLORADO

Department of Transportation

GHG Pollution Standard for Transportation Planning: CDOT Compliance - GHG Transportation Report

September 2022



Background

The GHG Rule requires 3 agencies to demonstrate compliance by October 1, 2022:

- CDOT
- DRCOG
- NFR

Compliance must be demonstrated for all 4 years in the rule (2025, 2030, 2040, and 2050).

Mitigation measures may be used (but are not required) to meet compliance (from Policy Directive 1610).



Reduction Requirements

	2025	2030	2040	2050
GHG Baseline (2019 10 Year Plan) (MMT)	6.30	4.84	3.34	2.09
Table 1 Reduction Target (MMT)	0.12	0.36	0.30	0.17
% Reduction from Baseline	1.9%	7.4%	8.9%	8.1%



Compliance Run: 2025 and 2030

Model run based on full build of all projects in updated 10 Year Plan and changed modeling assumptions as noted below.

	Baseline	2025	2030
Work from home	6%	20%	20%
Bike/Walk Speed	12/3 mph	12.7/5 mph	13/5 mph
Telehealth/ tele-university	Low pre-COVID	Partway to 2030 assumptions <i>(reflecting dramatic change in post-COVID period)</i>	2% (addtl) telehealth 40% tele-university Non-MPO areas only



Compliance Run Results: 2025 and 2030

	2025 (MMT)	2030 (MMT)
Table 1 Required Reduction Amount	0.12	0.36
Total GHGs Reduced in Compliance Run	0.30	0.23
Difference	-0.18 (compliance achieved)	0.13 (shortfall)

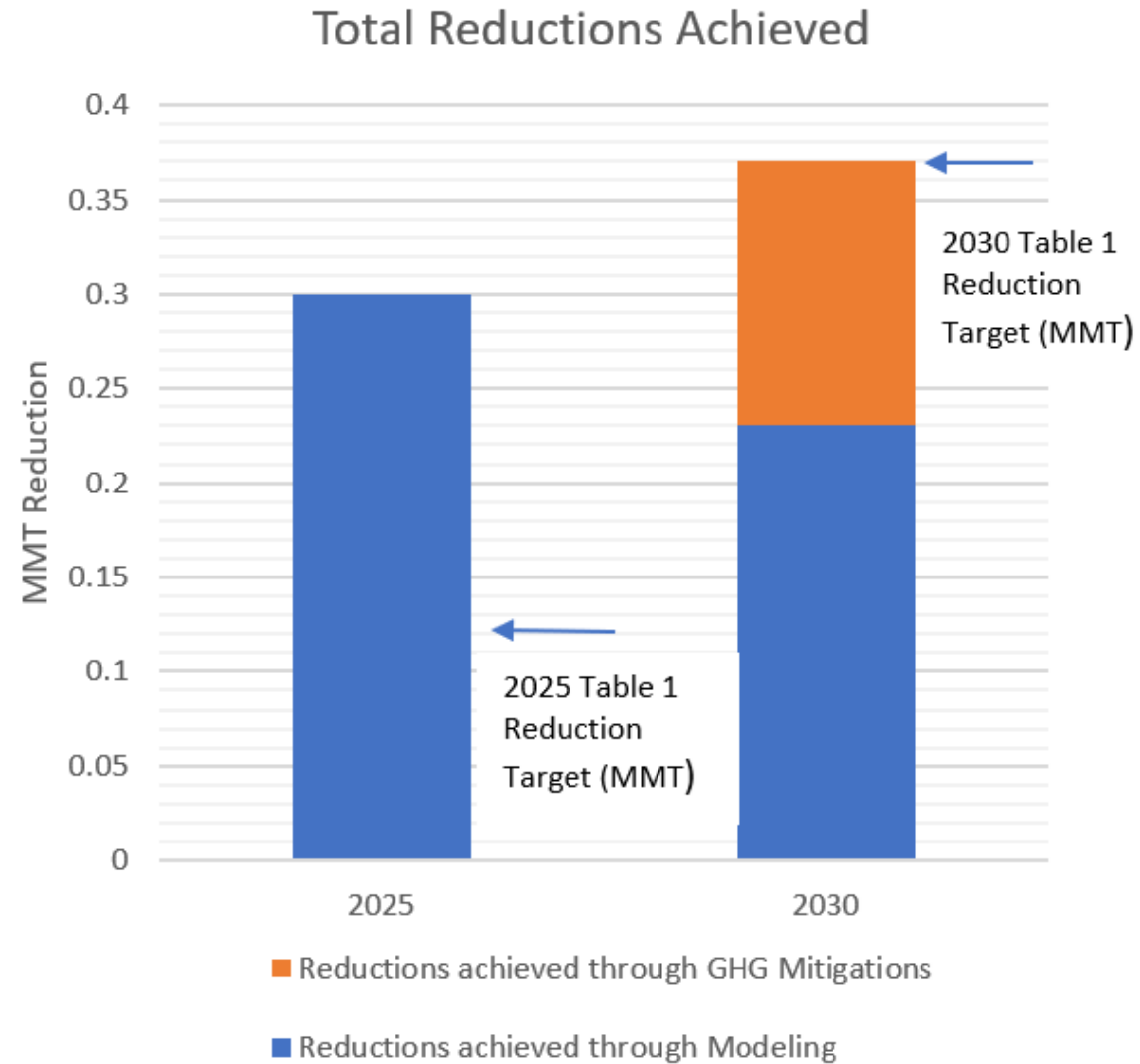


Achieving 2030 Reduction Level

- To close the 2030 reduction gap, staff analyzed the reduction benefits of a number of mitigation measures (as provided for in Policy Directive 1610).
- These Measures are analyzed comprehensively in a GHG Mitigation Action **Plan (part of the CDOT's GHG Transportation Report)**.
- While several of these investments were included in the updated 10-Year Plan, their travel and GHG benefits could not be accurately or easily captured and quantified in the statewide travel demand model thus requiring analysis as mitigation measures.



Model Results - 2025 and 2030





Mitigation Measures

1. TDM
2. HD Electrification
3. Transit
4. Operational Measures
5. Built Environment



Example 2030 Mitigation Measures-Transit

Transit	GHG Tons Reduced
Bustang Expansion	9,414
Rural Transit Service Recovery	7,198



Bustang Expansion

Route	Metric (per 1,000 new Vehicle Revenue Miles)	Points per metric	GHG Tons Reduced
North Line Expansion	2	2	4
South Line (DUS) Bustang Expansion	12	2	24
West Line Bustang Expansion	3,929	2	7,858
Outrider Routes	764	2	1,528
Total			9,414

The passage of Senate Bill-180 in 2022 provided \$30 million in direct funding for the expansion of Bustang service throughout the 3-year pilot program. The expansion is anticipated to result in an additional 51,000 riders annually.

The points above only account for the expansion that occurs within non-MPO boundaries.



Rural Transit Recovery

Mitigation Project Type	Metric (per 1,000 new Vehicle Revenue Hours /Vehicle Revenue Hours)	Points per metric	GHG Tons Reduced
Local fixed route service	84	20	1,680
Intercity fixed route service	2,333	2	4,666
Demand response service	142	6	852
Total			7,198

To date, transit ridership across much of the state has not yet returned to pre-pandemic ridership. Through strategic use of state and federal funds, CDOT aims to return the intercity, local, and demand response service levels of the state’s rural transit agencies to pre-COVID levels by 2030 or earlier.



Complete Results - 2025 and 2030

	2025	2030
Table 1 Reduction Target (MMT)	0.12	0.36
Reductions achieved through Modeling	0.30	0.23
Reductions achieved through GHG Mitigations	n/a	0.14
Total Reductions achieved	0.30	0.37
Compliance Result	Met	Met



2040 and 2050 Analysis



2040 and 2050 Approach

- CDOT applied a different analytical approach to demonstrating compliance in 2040 and 2050.
- Because CDOT does not have a specific list of projects to model beyond the scope of the 10 Year Plan, scenarios were used in order to determine the type and amount of investments (i.e. funding for transit, biking and walking infrastructure, and estimated amounts of such infrastructure based on unit costs) that future 10 Year Plans would need to include in order to meet the 2040 and 2050 emission reduction levels.
- CDOT accomplished this by running the Statewide Travel Model and MOVES (similar to the 2025 and 2030 compliance runs), and using EERPAT in order to show the types of investments that would need to be made in future 10 year plans in order to achieve the targets.
 - EERPAT is an FHWA-model originally created by Oregon DOT. This tool helps **measure** the reduction potential of various transportation strategies/scenarios.



Scenario Assumptions

MODEL FORECASTING

- Work from Home
- Tele-health/Tele-university
- MMOF Levels of funding
 - **“Game changing” bike/ped**
 - No demographic bias terms in travel model

ADDITIONAL MODELING (EERPAT)

- Transit: 2.5% growth in vehicle revenue miles/year post 2030
- Highway: Added 40 lane miles (non MPO areas) compared to 2045 baseline



Compliance Results: 2040 and 2050

	2040	2050
Total GHGs Reduced by Modeling	.06	.04
Table 1 Required Reduction Amount (MMT)	.30	.17
Difference	.24	.13



Complete Results - 2040 and 2050

	2040	2050
Table 1 Reduction Target (MMT)	0.30	0.17
Reductions achieved through Modeling	0.06	0.04
Reductions achieved through GHG Mitigations	0.24	0.13
Total Reductions achieved	0.30	0.17
Compliance Result	Met	Met



Next Steps

September TC Approval Actions

- Approve DRCOG and NFR GHG Transportation Reports
- **Approve CDOT's GHG Transportation Report**
- Approve updated 10 Year Plan



Questions?

MEMORANDUM

TO: Statewide Transportation Advisory Committee (STAC)
CC: Shoshana Lew, CDOT Executive Director Herman Stockinger, Deputy Executive Director, Sally Chafee, Chief of Staff
FROM: Tony Cady, Region 5 Planning & Environmental Manager
DATE: August 2022
SUBJECT: Colorado Investments in Wildlife Crossing Infrastructure

Purpose

To provide the STAC with a briefing on the need for wildlife infrastructure investments in the state, highlight key projects that have been completed, and discuss funding provided by SB22-151.

Action

This is an informational item only.

Background

In 2017 and 2018, a pair of secretarial orders issued by the U.S. Department of Interior directed federal land managers to work with states to protect big game species and their habitat across the west. In 2019, Governor Polis issued Executive Order (EO) D 2019-011, a **complementary state directive, that reiterated the state's habitat conservation priorities and required the Colorado Department of Natural Resources (DNR), Colorado Parks and Wildlife (CPW), and CDOT to work cooperatively together to reduce the risk of Wildlife Vehicle Collisions and preserve habitat and migration corridors used by the state's big game herds.**

Details

CDOT has been working to address Wildlife Vehicle Collisions since the 1970s. However, recent federal and state directives have increased the focus on these efforts in Colorado. EO D 2019-011 requires CDOT to coordinate with DNR, CPW, and other stakeholders to accomplish several outcomes. These include public education, collaboration, and process improvements to improve habitat conservation and reduce wild animal collisions.

The presentation will provide background on the issue that Colorado is attempting to address, provide a discussion on successful projects that have been completed across the state, and discuss the recently created Wildlife Mitigation Fund (SB22-151).

Next Steps

CDOT staff will continue to provide further implementation updates.

Attachments

Colorado Investments in Wildlife Crossing Infrastructure Presentation



COLORADO
Department of Transportation

Colorado Investments in Wildlife Crossing Infrastructure

Statewide Transportation Advisory Committee
September 2022



Early CO Mitigation Efforts

- **1970's - 1990's characterized by sporadic efforts by Colorado Parks and Wildlife (CPW) and the Colorado Department of Transportation (CDOT)**
 - Wildlife fencing at trouble spots with one-way gates
 - Arch culvert under US 160 west of Durango
 - Span bridges on I-70 at Vail Pass
 - Box culverts under I-70 near Vail/Eagle
 - CPW research/monitoring crossing structures and highway lighting effectiveness (or not)

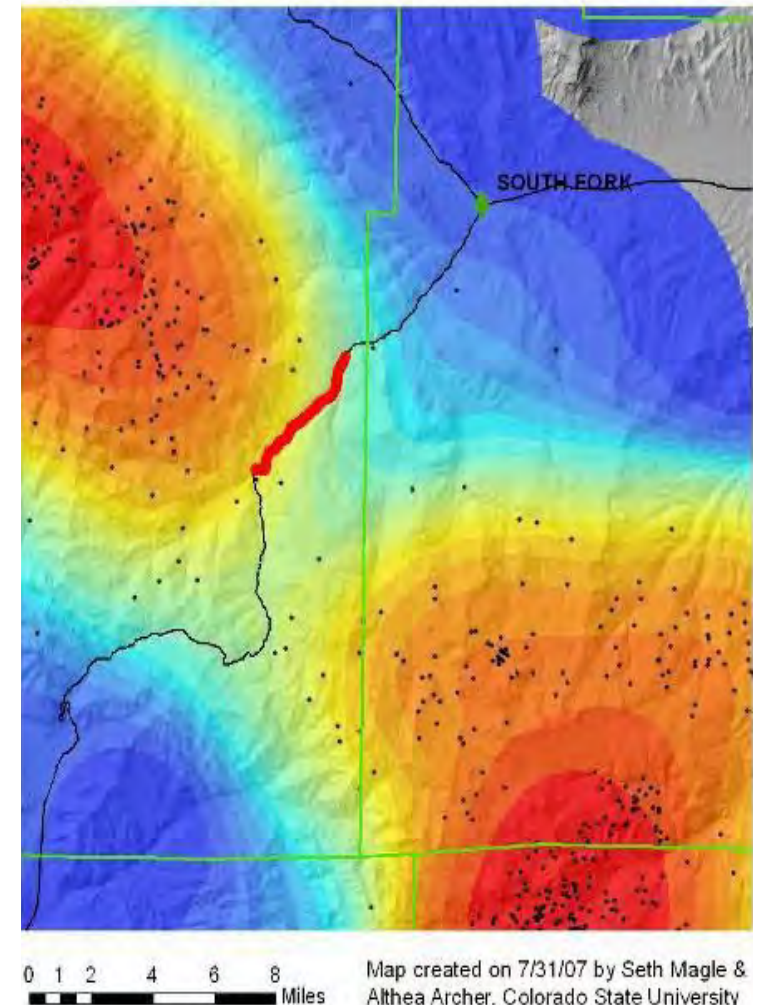




CDOT Focuses on Connectivity

- 2000's characterized by dramatic increase in CDOT's efforts to research and address the problem
 - 2003 - Barnum (CDOT/CSU) Guidance for identifying wildlife crossing locations (US 24 and I-70)
 - 2005/2006 - Southern Rockies Ecosystem Project (SREP) **Linking Colorado's Landscapes**
 - 2008 - Crooks et al. 2008 (CDOT/CSU) Roads and connectivity (US 285 and US 160)
 - 2008 - CDOT constructs EA/EIS connectivity mitigation commitments on US 550 and US 160
 - 2011-2014 CDOT designs SH 9 mitigation project with strong local support and private partner

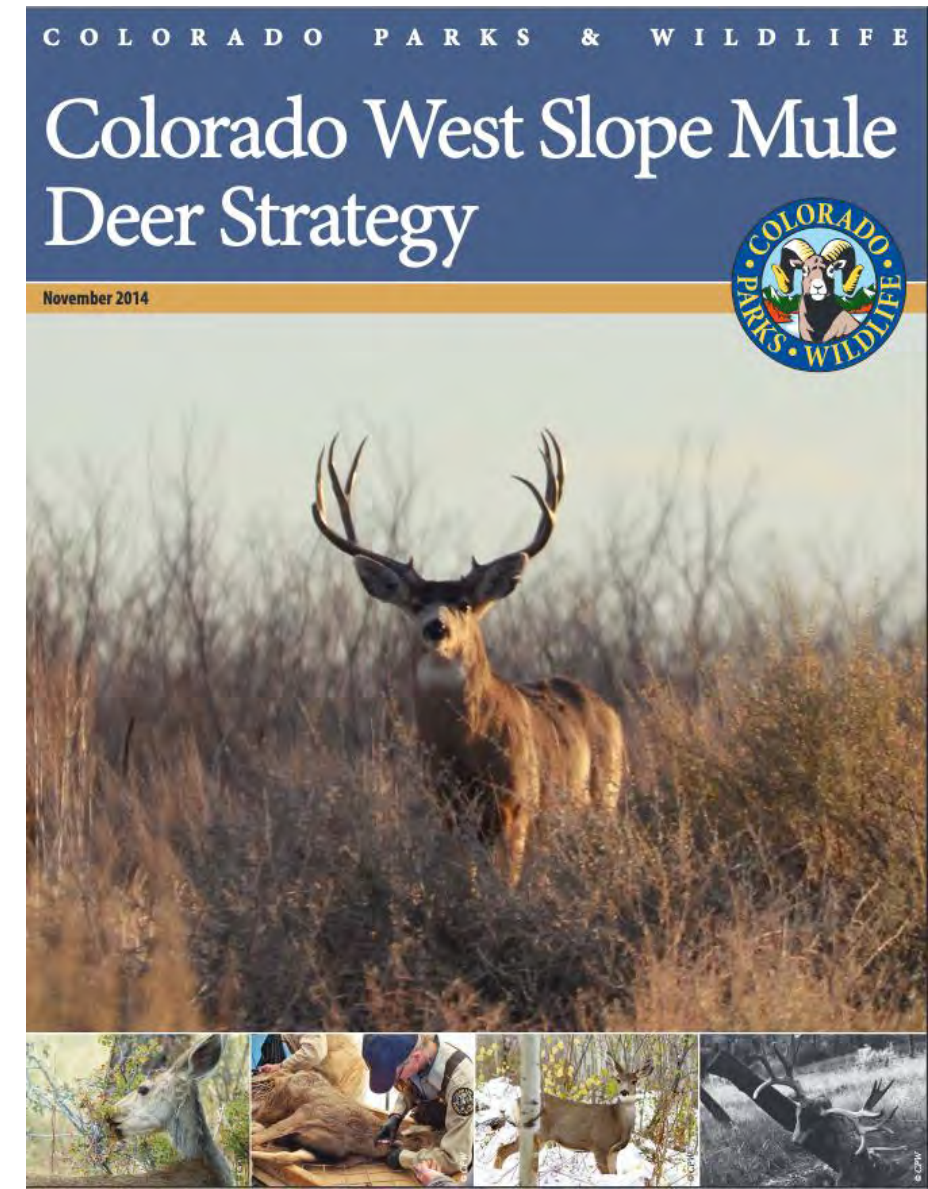
Map of WUMPS Site and Lynx Underpass with Lynx Points From 10/2004 - Wolf Creek Pass





CPW Becomes More Engaged

- ❑ 2001-2014, the release of monitoring results from properly designed wildlife crossing projects creates a body of scientific literature
- ❑ 2014 - CPW releases Western Slope Mule Deer Strategy
 - ~35% decline in statewide mule deer population between 2006 and 2013
 - Identified reducing the impacts of highways on mule deer survival, movements, and migration as a strategic priority
 - Wildlife Commission and CPW managers allocate resources to implement strategic priorities





Sustained Collaboration

- ❑ 2015 - CPW and CDOT develop partnering ideas and coordination strategies to reduce highway impacts
- ❑ 2016 - CDOT staff obtain research grant funds to prepare West Slope Wildlife Prioritization Study (WSWPS)
 - CDOT calls for joint CDOT/CPW Study Panel and both agencies assign staff
 - CPW agrees to contribute funds to WSWPS
 - Data sharing agreement is signed
- ❑ 2017 and Beyond - WSWPS Study Panel members become agency champions for Wildlife Summit, Transportation Alliance, East Slope Wildlife Prioritization Study,





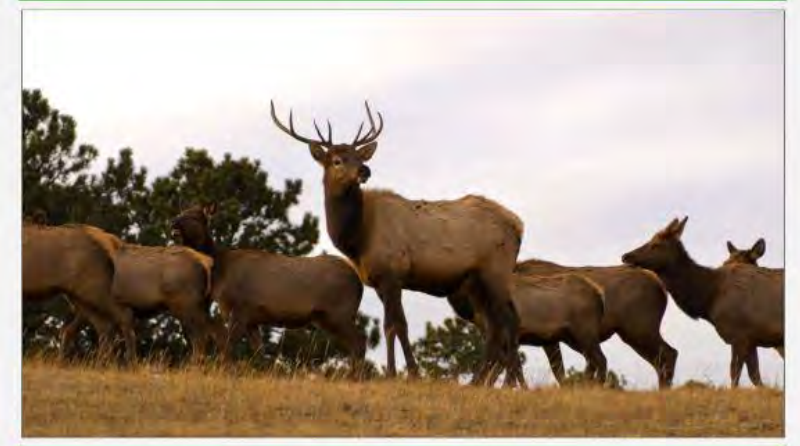
Recent Federal and State Actions

- ❑ Secretarial Order 3362 (2018)- Identifies highways as the most prevalent threat to wildlife migration corridors, habitats, and mortality.
- ❑ EO 2019 011 (2019) - Directs CDOT to enable safe wildlife passage and reduce WVCs, sign an MOU with DNR, develop a Policy Report with DNR by 2020.
- ❑ Senate Joint Resolution 21-021- Supports EO, CWTA, encourages cooperation between CDOT, DNR and CPW to address WVC/Habitat Connectivity.
- ❑ DNR/CDOT Policy Report (2021) - Provides direction to DNR and CDOT program and policy measures to invest in habitat connectivity and WVC reduction.
- ❑ SB22-151 (2022) - Establishes the Colorado Wildlife Mitigation Fund from General Fund for CDOT to implement wildlife mitigation projects (\$5M of a \$25M request).

August 25, 2022

SB22-151 Wildlife Mitigation Fund

Opportunities to Improve Sensitive Habitat and Movement Route Connectivity for Colorado's Big Game Species



In cooperation with



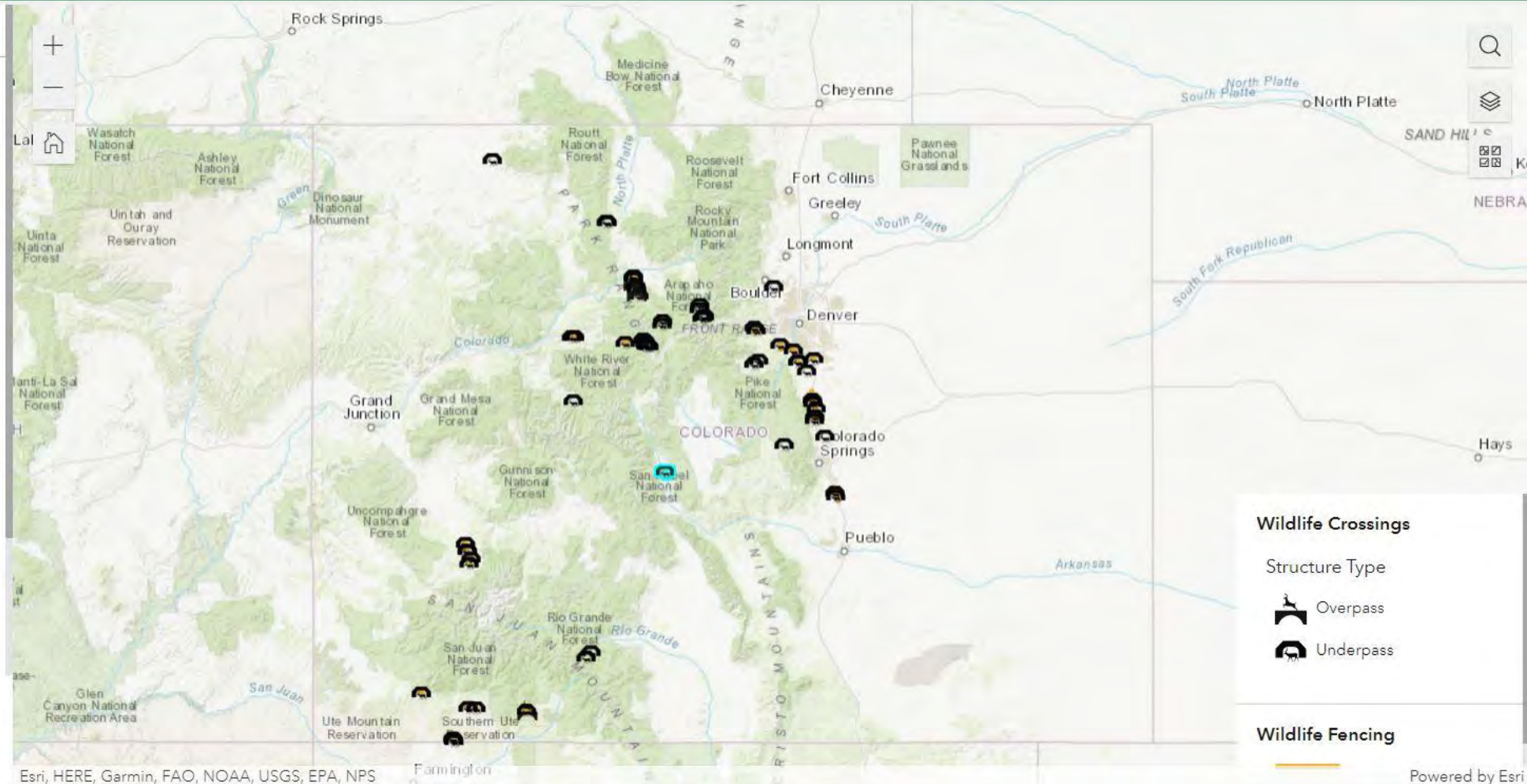
September 27, 2021



Current Status of Crossings Across the State

Wildlife Crossings in Colorado

< 56 of 65 >



Wildlife Crossings

Structure Type

- Overpass
- Underpass

Wildlife Fencing



Powered by Esri

US 285, mile marker: 146.1
Nathrop Underpass, Chaffee County



Arch Underpass
W x H x L (ft.): 29 x 13 x 68
Built in 2018

Fencing? Yes
Fencing miles: 2





Regional Updates - R1

- ❑ I-25 South Gap - Complete- 4 Underpasses
- ❑ Genesee Wildlife Crossing - Upcoming
- ❑ Empire Wildlife Overpass- Upcoming
- ❑ US 6/Kinney Run Wildlife Crossing - Upcoming





Regional Updates - R3

- ❑ SH 9-Completed - 4 Underpasses/2 Overpasses
- ❑ SH 13 - Fortification Creek - Underway
- ❑ I-70 West Vail Pass - Upcoming - 2 Underpasses and 5 small game crossings





Regional Updates - R4

- ❑ SH 115 Shoulders and Safety Imp. - Upcoming
- ❑ US 285 Park County- Upcoming
- ❑ I-25 in Colorado Springs - Upcoming
- ❑ I-25 Raton Pass- Upcoming





Regional Updates - R5

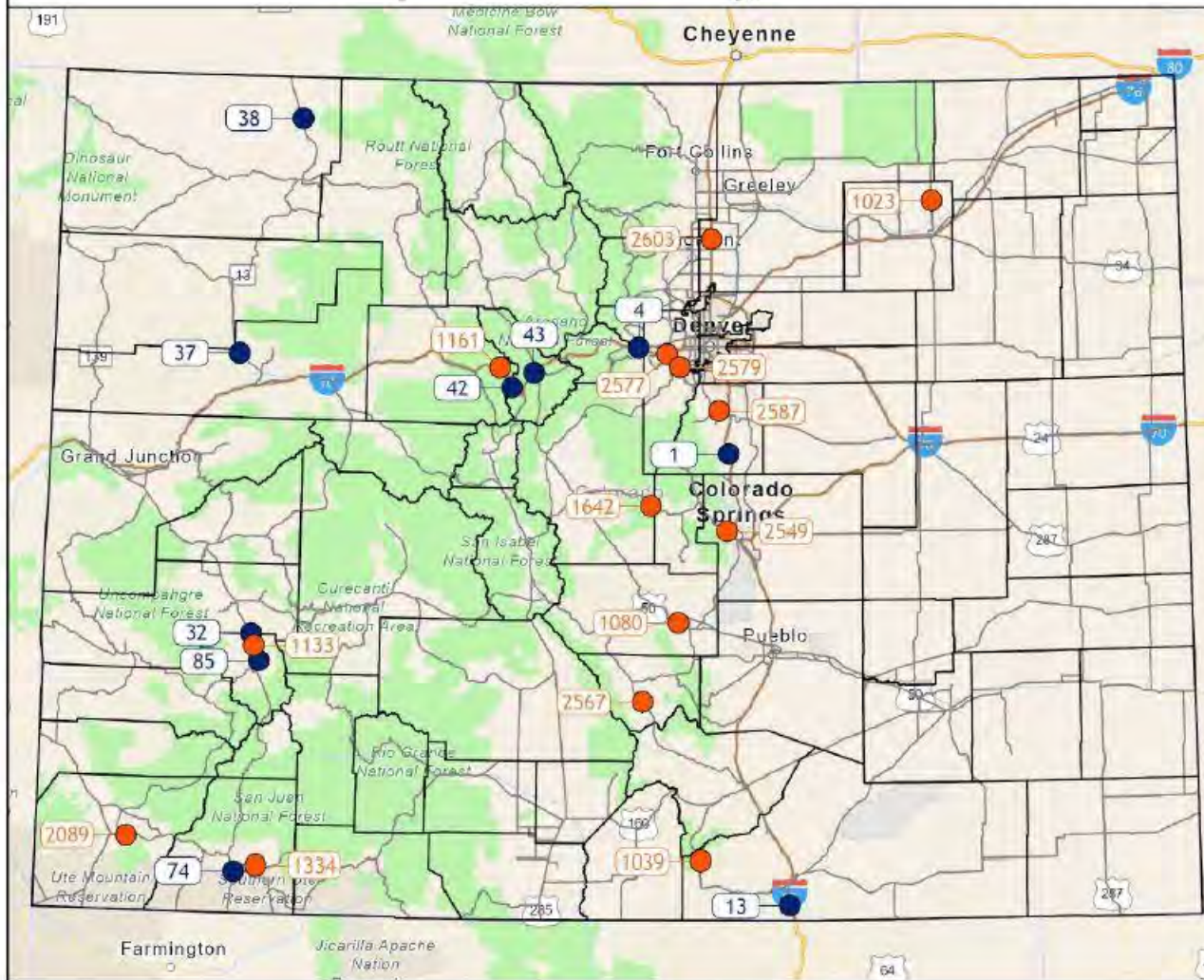
- ❑ US 550 Colona Underpass - Completed
- ❑ US 160 Dry Creek Underpass - Completed
- ❑ US 24 Nathrop Underpass - Completed
- ❑ US 160/151 Wildlife Crossings- Completed
- ❑ US 550/160 Connection- Underway
- ❑ US 550 Billy Creek Underpass- Upcoming
- ❑ US 160 East of Fort Garland Underpasses- Upcoming





Progress within the 10 Year Plan

Pipeline Projects with Wildlife Components



Projects for Years 1-4

- 1: I-25 South Gap Package 3
- 4: I-70 Westbound at Floyd Hill
- 13: I-25 - Raton Pass Safety and Interchange Improvements
- 32: US 550 - between Montrose and Ouray County Line
- 37: SH 13 - Rio Blanco / Garfield County Line South
- 38: SH 13 - Fortification Creek
- 42: I-70 - West - Vail Pass
- 43: I-70 - Auxiliary Lane Frisco East to Silverthorne
- 74: US 550/US 160 Connection
- 85: US 550 Paochupuk South Roadway Mobility and Safety Improvements

Projects from Years 5-10

- 1023: SH 71 Corridor Improvements
- 1039: Southern Mountain Loop Trail
- 1080: SH 115 Shoulders and Safety Improvements
- 1133: US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)
- 1161: I-70 West Vail Pass Auxiliary Lanes
- 1334: US 160: Elmore's East
- 1642: US 24 Shoulder Widening
- 2089: US 160 Wildlife Mitigation
- 2549: US 24 West over Ridge Road (Overpass)
- 2567: SH 69 Shoulder and Safety Improvements
- 2577: I-70 Westbound at Floyd Hill
- 2579: C-470: US 285 to Morrison Road Interchange Reconstruction and Widening
- 2587: US 85 Corridor Improvements between Sedalia and The Meadows in Castle Rock
- 2603: North I-25 Express Lanes from SH 56 to SH 66

- Pipeline Projects Years 1-4
- Pipeline Projects Years 5-10



*Project numbers correspond with planning project IDs in the 10-Year Vision Document.



SB 151 - Staff Recommendation

- ❑ **SB 151 requested \$25M, funded for \$5M in 2022. Allows for funding “*COSTS RELATED TO PROJECT FEASIBILITY STUDIES, PLANNING, CONSTRUCTION, RETROFITTING, AND MAINTENANCE OF WILDLIFE ROAD CROSSING INFRASTRUCTURE; ROADKILL TRACKING AND STUDIES; ANIMAL DETECTION SYSTEMS; SIGNAGE; EXCLUSIONARY FENCING; WILDLIFE JUMP OUTS; AND TO ASSIST WITH PRIVATE LAND CONSERVATION EFFORTS*”, and “*PRIORITIZE THE DEPARTMENT’S TEN-YEAR PRIORITY PIPELINE PROJECTS WITH WILDLIFE COMPONENTS, THE 2019 WESTERN SLOPE WILDLIFE PRIORITIZATION STUDY, AND ANY SUBSEQUENT STUDIES CONCERNING THE PRIORITIZATION OF WILDLIFE WITHIN THE STATE WHEN REVIEWING PROJECTS TO RECEIVE MONEY FROM THE FUND*”**
- ❑ CDOT Staff recommendation -Staff feels that it is important to begin spending Mitigation Funds as quickly as possible to show responsiveness and reinforce the benefits of making additional wildlife mitigation funds available in future fund transfers.
 - Utilize some of the available funding for on-the-ground construction projects to demonstrate the effectiveness of funds to deliver on-the-ground improvements.
 - Utilize a portion of the funds to position projects to capitalize on future federal grant opportunities.
 - Apply a portion of the funds to support the continued operation of the CWTA.
- 1. **Fund CMO’s on current construction projects to provide wildlife exclusionary fencing (~\$1M).**
- 2. Fund budget shortfalls on Year 4 SB 267 projects (~\$1M).
- 3. Fund feasibility and design for two or more projects: I-25 Raton Pass, I-70 East Vail Pass (both high profile, and politically sensitive projects) (\$1M).
- 4. Fund CWTA (\$250,000).
- 5. Preserve remaining amount for federal grant leverage.
- ❑ SB 151 requires CDOT to consult with CPW and CWTA concerning distribution of money from the fund. CDOT has informally began the consultation with both agencies.

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The Air Pollution Control Division invites you to two upcoming public listening sessions on Colorado's Clean Truck rules, which will be proposed to the Air Quality Control Commission by the end of 2022. Come learn more, ask questions, and share your thoughts!

Registration is required and language interpretation is available upon request.

Public Listening Session #1

This meeting will be offered in-person AND via Zoom.

Wednesday, September 7 from 6:00 p.m. to 8:00 p.m.

Location: The People's Building at 9995 E Colfax Ave in Aurora, CO

[REGISTER TO ATTEND THE IN-PERSON MEETING HERE](#)

[REGISTER TO PARTICIPATE IN ZOOM HERE](#)

Public Listening Session #2

This meeting will be offered via Zoom only.

Saturday, October 22 from 10:00 a.m. to 11:30 a.m.

[REGISTER HERE](#)

Background:

To address climate change and improve Colorado's air quality, the Air Pollution Control Division plans to propose the following rules to the Colorado Air Quality Control Commission:

- The Advanced Clean Trucks (ACT) rule would require manufacturers of medium and heavy-duty on-road vehicles to sell an increasing percentage of zero-emission vehicles of their annual sales from model year 2027 and beyond.
- The Low NO_x Truck rule would require heavy-duty vehicle manufacturers to make cleaner vehicles, improve how they test vehicle engines, and extend engine warranties. Nitrogen Oxides are a family of poisonous, highly reactive gases that are formed when fuel is burned at high temperatures from cars, trucks, buses, power plants and more.

This rule would reduce NOx emissions per new vehicle sold by 90% below current standards starting in model year 2027 - providing significant public health benefits.

If adopted in calendar year 2023, these rules would take effect in calendar year 2026, and apply to new vehicles model year 2027 and later.

[You can submit written comments here.](#)

La Air Pollution Control Division (*División de Control de la Contaminación del Aire*) le invita a dos próximas sesiones de audiencia pública sobre las reglas de camiones limpios de Colorado, que se propondrán a la Air Quality Control Commission (*Comisión de Control de la Calidad del Aire*) para fines de 2022. ¡Venga a aprender más, haga preguntas y comparta sus pensamientos!

Es necesario registrarse y la interpretación de idiomas está disponible a pedido.

Sesión de audiencia pública #1

Esta reunión se ofrecerá en persona Y a través de Zoom.

Miércoles 7 de septiembre de 6:00 p.m. a 8:00 p.m.

Ubicación: Aurora Center for Active Adults (*Centro Aurora para Adultos Activos*) en 30 W Del Mar Circle en Aurora, CO

[REGÍSTRESE PARA ASISTIR A LA REUNIÓN PRESENCIAL AQUÍ](#)

[REGÍSTRESE PARA PARTICIPAR EN ZOOM AQUÍ](#)

Sesión de audiencia pública #2

Esta reunión se ofrecerá solo a través de Zoom.

Sábado 22 de octubre de 10:00 a.m. a 11:30 a.m.

[REGISTRARSE AQUÍ](#)

Antecedentes:

Para abordar el cambio climático y mejorar la calidad del aire de Colorado, la Air Pollution Control Division (*División de Control de la Contaminación del Aire*) planea proponer las siguientes reglas a la Colorado Air Quality Control Commission (*Comisión de Control de la Calidad del Aire*) de Colorado:

- La regla Advanced Clean Trucks (ACT) requeriría que los fabricantes de vehículos de carretera de servicio mediano y pesado vendan un porcentaje cada vez mayor de vehículos de cero emisiones de sus ventas anuales a partir del año modelo 2027 y más allá.

- La norma de camiones con bajas emisiones de NOx (Low NOx Truck) requeriría que los fabricantes de vehículos pesados fabriquen vehículos más limpios, mejoren la forma en que prueban los motores de los vehículos y extiendan las garantías de los motores. Los óxidos de nitrógeno son una familia de gases venenosos altamente reactivos que se forman cuando se quema combustible a altas temperaturas de automóviles, camiones, autobuses, centrales eléctricas y más. Esta regla reduciría las emisiones de NOx por vehículo nuevo vendido en un 90% por debajo de los estándares actuales a partir del modelo del año 2027, proporcionando importantes beneficios para la salud pública.

Si se adoptan dentro del año calendario 2023, estas reglas entrarían en vigencia en el año calendario 2026 y se aplicarían a los vehículos nuevos modelo año 2027 y posteriores.

[Puede enviar comentarios escritos aquí.](#)

Colorado Air Pollution Control Division | 4300 Cherry Creek Drive South, Denver, CO 80246

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