



Statewide Transportation Advisory Committee (STAC)

Due to the ongoing COVID-19 situation, the STAC meeting will occur ONLINE only

February 11, 2022

9:00 AM – 12:15 PM

Video Conference

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the January 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.
- 9:50-10:20 **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.
- Break**
- 10:30-11:00 **Transportation Funding 101 (Informational Item)** – Rebecca White, Director, Division of Transportation Development (DTD)
- An overview of how state and federal transportation funding works
- 11:00-11:55 **10-Year Plan and Fiscal Constraint (Informational/Action Item)** – Rebecca White, Director, DTD
- An update on the 10-Year Plan development and anticipated planning revenues
- 11:55-12:10 **Electric Vehicle Grant Opportunities (Informational Item)** – Michael King, Assistant Director, Electrification and Energy
- An overview of state and federal electric vehicle grant opportunities
- 12:10-12:15 **Other Business** - Vince Rogalski, STAC Chair



COLORADO

Department of Transportation

Division of Transportation Development

Statewide Transportation Advisory Committee (STAC)
Meeting Minutes

Recording: <https://www.youtube.com/watch?v=0WajsAtFC34>

Location: CDOT Headquarters Auditorium & Via Web Conference

Date/Time: January 14, 2022; 9:00 a.m. – 12:00 p.m.

Chairman: Vince Rogalski, Gunnison Valley, TPR Chair

Attendance:

Denver Area: Tammy Maurer, Ron Papsdorf

Central Front Range: Dwayne McFall, Dick Elsner

Eastern: Scott Weaver

Grand Valley: Dana Brosig, Dean Bressler

Gunnison Valley: Vince Rogalski

Intermountain: Bentley Henderson

North Front Range: Kristin Stephens, Suzette Mallette

Northwest: Heather Sloop

Pikes Peak Area: John Liosatos, Holly Williams

Pueblo Area: Chris Wiseman, John Adams

San Luis Valley: Keith Baker, Vern Heersink

South Central: Lourae King, John Galusha

Southeast: Stephanie Gonzales, Jim Baldwin

Southwest: Sarah Hill

Upper Front Range: Scott James

Southern Ute Tribe: Doug McDonald

Ute Mountain Ute Tribe: Lyndreth Wall

FHWA: William Haas

FTA: Kristin Kenyon

Eula Adams (Transportation Commissioner)

Kathleen Bracke (Transportation Commissioner)

Kathy Hall (Transportation Commissioner)

Lisa Hickey (Transportation Commissioner)

Don Stanton (Transportation Commissioner)

Karen Stuart (Transportation Commissioner)

Shoshana Lew (CDOT Executive Director)

Herman Stockinger (CDOT Deputy Executive Director)

Amber Blake (CDOT Director, Division of Transit and Rail)

Sally Chafee (CDOT Chief of Staff)

Stephen Harelson (CDOT Chief Engineer, Division of Engineering)

Andy Karsian (CDOT State Government Liaison, Office of Policy and Government Relations)

Kay Kelly (CDOT Chief, Office of Innovative Mobility)

Marsha Nelson (CDOT Equity and Environmental Justice Officer)

Jeff Sudmeier (CDOT Chief Financial Officer, Division of Accounting and Finance)

Rebecca White (CDOT Director, Division of Transportation Development)

Marissa Gaughan (CDOT Manager, Multimodal Planning Branch)

Aaron Willis (CDOT Manager, Statewide and Regional Planning Section)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
<p>Introductions and STAC Minutes</p> <p>Recording time stamp: 00:04:20</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • Motion by Keith Baker to approve the November 12, 2021 STAC meeting minutes, seconded by Holly Williams. The minutes were approved unanimously without changes or additions. 	<p>Minutes were approved.</p>
<p>CDOT Update on Current Events</p> <p>Recording time stamp: 00:09:25</p> <p>– Herman Stockinger, CDOT Executive Director</p>	<ul style="list-style-type: none"> • Staff reviewed CDOT personnel changes: Retirement of Region 1 Transportation Director, Paul Jesaitis; hiring of CDOT's first Environmental Justice and Equity Branch Manager, Marsha Nelson; and hiring of a dedicated CDOT grant writer, Hannah Reed. • Federal grants to open for competition in the first quarter of the year: Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), Rural Surface Transportation Program, Megaprojects Grant Program, Federal Aviation Administration (FAA) grants, Low or No Emission Vehicle Program. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> • There is \$150 billion available in competitive federal grants from the U.S. Department of Transportation. The release date and criteria are still unknown. CDOT is developing ready-to-go applications. STAC members with projects relevant to state-wide priorities are urged to contact CDOT. 	<p>No action.</p>
<p>Transportation Commission Report</p> <p>Recording time stamp: 00:15:35</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • The Transportation Commission (TC) passed the Greenhouse Gas (GHG) Rule and the match formula for the Multimodal Transportation and Mitigation Options Fund (MMOF). TC also approved loans for the Clean Transit Enterprise and the Nonattainment Enterprise. • TC discussed the advancement of rural paving projects from year 4 of the 10-Year Plan. 	<p>No action.</p>
<p>Transportation Planning Region and Metropolitan Planning Organization Representative and Federal Partners Reports</p> <p>Recording time stamp: 00:20:13</p>	<ul style="list-style-type: none"> • Transportation Planning Regions (TPRs)/ Metropolitan Planning Organizations (MPOs) provided updates on the GHG Rule, the 10-Year Plan, the Marshall Fire, construction projects, transportation studies and plans, the challenge of finding drivers and delivering transit service, road safety concerns, weather challenges and appreciation for CDOT snow plow workers, grant applications and federal grant preparedness, and changes in staff, leadership, and STAC representation. • The Federal Transit Administration (FTA) has updated their program specific factsheets. The Bus and Bus Facilities Program will have a big increase in funding. 	<p>No action.</p>
<p>Legislative Report</p>	<ul style="list-style-type: none"> • The state's legislative session started on January 12th. CDOT will be presenting legislation on mountain express lane enforcement and free transportation on high ozone days. CDOT is 	<p>As information becomes</p>

<p>Recording time stamp: 00:51:58</p> <p>– Andy Karsian, CDOT Office of Policy and Government Relations</p> <p>– Jamie Grim, CDOT Office of Policy and Government Relations</p>	<p>opposed to a bill that would change the composition of TC and opposed to aspects of the Idaho Stop bill. CDOT is partaking in conversations on bills regarding the Colorado Commission on Aging, the non-divisible load for dairy products, wildlife crossings, and traffic safety.</p> <ul style="list-style-type: none"> • The Joint Budget Committee (JBC) agreed to a 3-year spending authority for MMOF. CDOT is also working with the JBC on spending authority for driving under the influence (DUI), Front Range Rail, Burnham Yard, and Revitalizing Main Streets. • CDOT submitted a request to the Capital Development Committee for additional weather towers to help with aviation and weather forecasting. • The federal Bridge Formula Program allocations were released. Over the next five years Colorado will be receiving \$225 million. Off-system bridges are eligible. • The Air Quality Package touched on a variety of bills, the ozone one being most relevant to CDOT. • CDOT is working with the Governor’s Office and other agencies to compete for federal funds. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> • There is proposed legislation to delay implementation of the road usage fee from SB260 and backfill from the Highway Users Tax Fund (HUTF) as a result of additional federal funding. This will not impact the local transportation agencies. • CDOT is tracking the Employee Trip Reduction proposal and will keep STAC updated. • CDOT is working on figuring out how the Bridge Formula Program funding for off-system bridges will interact with Colorado Correctional Industries (CCI) funding. 	<p>available, CDOT to update STAC on the Employee Trip Reduction proposal, Idaho Stop bill, and coordination between the Bridge Formula Program and CCI.</p>
<p>10-Year Plan and Fiscal Constraint</p> <p>Recording time stamp: 1:18:34</p> <p>– Rebecca White, CDOT Director, Division of Transportation Development</p> <p>– Marissa Gaughan, CDOT Manger, Multimodal Planning Branch</p> <p>– Amber Blake, CDOT Director, Division of Transit and Rail</p>	<ul style="list-style-type: none"> • Staff presented the reasons for updating the 10-year plan, the status of year 1-4 projects, and the funding sources for years 5-9. Staff also discussed the method for equitable distribution of projects among TPRs/MPOs. • Years 1-4 had a 10% set-aside for transit. Going forward, staff propose there be no set-aside in order to allow for more integrated and comprehensive multimodal projects. • Staff asked for STAC’s feedback on how to define a rural pavement investment. For years 1-4, rural pavement was defined as non-interstate roads. Some sections of interstates, however, function as low-volume rural roads and are not receiving the maintenance they need. • Staff reviewed the schedule for the 10-Year Plan update. Upcoming are: a second round of TPR/MPO discussions, outreach with transit agencies, and GHG Rule mitigation discussions with STAC and TC. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> • The following items drove much discussion and it was decided to vote on them at the February STAC meeting: elimination of the 10% transit set-aside and inclusion of interstates in the definition of rural pavement. • The concerns regarding elimination of the 10% transit set-aside included: <ul style="list-style-type: none"> ○ As a single pot of money, transit may take funding away from other projects. ○ It will be more difficult for TPRs to get support for transit projects. 	<p>February STAC to vote on: rural pavement definition and elimination of the transit set-aside.</p> <p>February STAC to discuss regional equity formula.</p> <p>At February STAC, CDOT to provide updates on federal funding and the</p>

<p>– Aaron Willis, CDOT Manager, Statewide and Regional Planning Section</p>	<ul style="list-style-type: none"> ○ The basic, matter-of-course bicycle/pedestrian components of arterial projects may now get counted toward CDOT’s transit goals. ○ The political climate is now friendly to transit, but if the set-aside is removed, transit may get overlooked when the politics change. ● There was also discussion on whether to reopen the conversation on regional equity, which is based on the Regional Priority Program (RPP) formula. Discussants also brought up the type of projects that should be excluded from a region’s equity calculation. ● CDOT is increasing maintenance funding to keep up with inflation and the demands of new infrastructure. Maintenance needs to be part of the conversation as CDOT proceeds with planning. ● The term “regionally significant project” from the GHG Rule is meant to capture projects that will change the nature of travel, such as new interchanges or lanes. CDOT is working on defining the term and will consult TPRs/MPOs and STAC. ● By May 2022, CDOT will produce a policy directive that defines the term “mitigation measures” from the GHG Rule. ● CDOT is running a GHG model on regionally significant projects from the 10-Year Plan as it was adopted in 2019 in order to determine GHG emissions. The updated Plan will also be modeled. 	<p>mitigation measures policy directive.</p> <p>When ready, CDOT will present STAC with the GHG model and a definition of “regionally significant project.”</p> <p>CDOT to discuss flow of funds for I-270 with DRCOG.</p>
<p>Final GHG Planning Rule Overview Rulemaking Update</p> <p>Recording time stamp: 2:51:00</p>	<ul style="list-style-type: none"> ● The presentation was skipped due to lack of time. 	<p>No action.</p>
<p>STAC Business</p> <p>Recording time stamp: 2:51:56</p> <p>– Vince Rogalski, STAC Chair</p> <p>– Fahad Khan, CDOT Program Manager, Revitalizing Main Streets Manager</p>	<ul style="list-style-type: none"> ● STAC recognized Dean Bressler’s retirement and his contributions. ● Revitalizing Main Streets: The Notice of Funding Opportunity (NOFO) for the large Opportunity 1 grants went out in December. The NOFO for the small Opportunity 2 grants is planned to be released in early February. ● STAC members were reminded to have projects lined up for MMOF. 	<p>No action.</p>

The Transportation Commission Workshops took place on Wednesday, January 19, 2022, and the Regular Meeting was held on Thursday, January 20, 2022. These meetings were held in a virtual format on 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 to approve by the Transportation Commission.

Transportation Commission Workshops Wednesday, January 19, 2022, 1:00 pm – 5:00 pm

Call to Order, Roll Call:

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

Eisenhower Johnson Memorial Tunnel (EJMT) Project Needs Workshop (Jerad Esquibel and Neil Retzer)

Purpose: With the passage of SB21-260, the legacy Colorado Bridge Enterprise's scope was expanded to include tunnel projects. This workshop is intended to provide an overview of the existing maintenance and repair backlog at the Eisenhower Johnson Memorial Tunnel (EJMT) facility and ongoing efforts by CDOT and the Bridge and Tunnel Enterprise (BTE) to maintain this asset in a state of good repair.

Action: No approval action is being requested this month. Staff are requesting Board feedback on the proposed projects and potential BTE program funding contributions.

Discussion Summary:

- The EJMT tunnels require approximately \$150M of maintenance need and has been identified as the number one priority need in the tunnels asset class. Commissioners discussed how the BTE prioritizes needs and whether the enterprise receives enough funding for maintenance to ensure there aren't failures that cause serious safety issues or damage.

Floyd Hill Project Scope Discussion (Steve Harelson and Keith Stefanik)

Purpose: The purpose of this TC workshop is to clarify the scope of the I-70 Floyd Hill to Veterans Memorial Tunnels Project (Project) utilizing the Construction Manager/General Contractor (CM/GC) as the main Alternative Delivery Method. To provide clarity, the use of CM/GC as the main Alternative Delivery Method is for the full scope of the Project, both westbound and eastbound directions.

Action: The TC is asked to adopt a resolution that supports the clarification of the CM/GC method for the entire project.

Discussion:

- Senate Bill 2021-260 requires additional transparency and accountability requirements for this alternative delivery method, which are being met as staff conduct the procurement. Including the additional eastbound portion in this is now is anticipated to save \$100 million overall compared to estimates if it was advertised later and separately.

10-Year Plan Update and Fiscal Constraint (Rebecca White)

Purpose: The purpose of this workshop is to provide the TC with an update on the 10- Year Plan financial considerations.

Action: No action is required. This agenda topic is for informational and discussion purposes only.

Discussion:

- Staff recommended changing the rural pavement category for future years in the Plan to include rural interstate to address the prolonged history of poor rural interstate pavement condition. Some were concerned that the rural interstates, if added to the rural paving portion of the Plan, would take up the lion share of funding, which would negatively impact the other rural roadways without also adding additional funding to the rural paving program.
- Staff also recommended eliminating the 10% minimum for transit in the Plan and instead include transit investments within overall Plan equity targets. Commissioners discussed how this might affect the planned transit investment in rural areas where transit is generally less viable as a mobility solution and need than in urban areas. Emphasis was made that transit projects should be continually reassessed to ensure the planned investments reflect current needs while also considering how to plan for the future of transit.
- Commissioners discussed the importance of identifying the safety components of all projects, but to also clarify that the responsibility to attain the zero-deaths target is everyone's responsibility, but CDOT can and should do more.

Multimodal Options Fund (MMOF) Distribution Formula for Local Dollars (Rebecca White, Amber Blake)

Purpose: To review and consider adoption of an updated formula for distribution of local Multimodal Transportation & Mitigation Options Fund (MMOF) funding to the Transportation Planning Regions (TPRs). This briefing and discussion follows up on the previous discussion on this topic at the November 2021 TC meeting.

Action: The TC is requested to review the recommendations of the STAC, Transit and Rail Advisory Committee (TRAC) and MMOF Advisory Committee and adopt by resolution an updated distribution formula for Local MMOF funding.

Discussion:

- No further discussion or questions.

Bustang/Pegasus Update (Amber Blake)

Purpose: The purpose of this memo is to provide an update on the upcoming Pegasus service.

Action: Informational only - no action is required.

Discussion:

- Staff indicated that due to market delays on the delivery of some transit vehicles, the Pegasus service expansion between Denver and Avon will begin in April 2022. Commission had questions about the per-rider cost of Bustang services generally. Staff will follow up to provide that information.
- CDOT continues progress to procure consultant support for the development of the Connected Colorado systems that would enable transit users to plan and book fully integrated and connected transit routes. This system will also provide CDOT information to help identify where there are major voids in the routes that connect regional to local transit services.

Freight Committee: Truck Parking and NHFP Funding (Craig Hurst)

Purpose: The purpose of this workshop/Committee meeting is to update the Freight, Regional, and Interstate Mobility Committee on the progress made related to the Truck Parking Public Private Partnership (P3).

Action: TC is asked for concurrence on this month's budget supplement on utilizing National Highway Freight Program (NHFP) Funding in the amount of \$2 million dollars for the SH79 over I-70 Bridge design as CDOT's contribution to the Truck Parking P3 Initiative.

Discussion:

- The Town of Bennett is expected to adopt a resolution demonstrating intent to partner with CDOT and the Love's Truck Stop to build additional truck parking capacity at this location.
- A similar future partnership opportunity exists in the north Pueblo area where the existing Pinon Rest Stop exists.

Transportation Commission Regular Meeting Thursday, January 20, 2022, 9:00 am to 10:30 am

Call to Order, Roll Call:

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

Public Comments

Provided to the Commission in writing prior to the meeting:

- Marie Venner, testified on behalf of multiple statewide faith coalitions, community groups to the importance that statewide efforts achieve real equity. She suggested that Colorado refocus and learn from how California has tackled the issue. She believes that investment should be focused on the rural road resurfacing needs, and that it is critical to reprioritize projects. The state can't afford lane widening even when classified as safety projects. Colorado Law committed to reducing pollution by 26%. This should be achieved by having road builders focus on resurfacing. As a researcher she knows the ample evidence showing that widening increases pollution. The model is not adequately accounting for induced demand, and needs to be recalibrated. But the list we are building right now is what matters most. It's time to focus more on new strategies such as broadband, and the state should only allow projects that improve accessibility and mobility, air quality, and they should be at the top of the list for the next 10 years. Reorient funds to serve full range of access including the 20-40% of each community that doesn't drive. the investment in each community.
- The two written comments that were received were entered into the record: One was from Tom Quinn on 1216-21, and the other was on 1218-21 from Dennis A.

Comments of the Chair and Individual Commissioners

- Commissioner Stuart: She thanked Paul Jesaitis for his service to CDOT as the Region 1 RTD. He did an extraordinary job for Region 1 during his long tenure. She acknowledged Marilyn Rymer of ACEC, who is retiring and was the recipient of WTS's Woman of the Year award.
- Commissioner Adams: He commended Paul Jesaitis for his remarkable service, and welcomed Marsha Nelson to CDOT, noting how pleased he is with her addition to the team to address how much more that still needs to be done for disadvantaged communities. He also pointed out the far-reaching impacts of diminishing voting rights nationally and at the state level. He acknowledged that roads are paved and open because of CDOT's efforts, and expressed appreciation for all that work. Commended fellow Commissioners for all of their expertise, dedication, and commitment, and remarked on how inspiring it is to him to ensure roads safer for all of us.
- Commissioner Hart: He wished everyone a happy new year and expressed optimism that the year ahead will be a great year with an end to COVID. Looking forward to working on the TC in 2022.

- Commissioner Holguin: She commented on the rising fatality rates, noting that 672 fatalities is way too many. She noted that speeds are also increasing, and that it will take a collective effort to ensure that we are doing what we can about this. Wants to increase awareness.
- Commissioner Vasquez: She brought wildlife mitigation efforts into focus, and is happy to see better integration of wildlife mitigation structures, and have seen them successfully implemented in a number of settings. One thing to acknowledge is the management of the land surrounding the structures. As part of statewide planning process, CPW is trying to finalize an effort to map pinch points, and thinks the TC should see these maps and see how they can integrate with 10 year plan projects
- Commissioner Garcia: Echoed Commissioner Holguin's comments on safety. He thanked CDOT for all of their work clearing the roads, especially on Wolf Creek Pass that got over 10 feet of snow during the storm.
- Commissioner Hickey: Thanked CDOT staff for the CO 115 presentation in January. It was well received. Designs are focused on improving safety, and safety is a priority. Commissioner Hickey would like to see legislation focused on tackling safety, with particular attention to improving access points to highways, and thinks there needs to be more consideration as they can really cause a lot of safety problems. Consider more education about poor driver behavior. Safety of law enforcement and construction workers should be paramount in these considerations.
- Commissioner Bracke: She echoed her fellow Commissioner's safety concerns and noted the importance of focusing on all of three of the "E's": education, engineering, enforcement. Thanked Region 4 and HQ staff for helping in response to the Marshall Fire. She noted that it will be a long road to recovery. She pointed out that CDOT was there from the beginning in helping with evacuation and ongoing services to provide, and thanked all at CDOT involved in supporting those efforts. Combination of horrific event and heroic efforts. Latest wildfire in Colorado History and emphasizes why transportation is so important for a stronger and more resilient environment for all communities. Shout out to Region 4 for all progress on I-25. Can see the improvements every day. Also pointed out what a great experience it was to watch the PBS documentary on the archeology around the US 550/US160 project.
- Commissioner Beedy: He brought attention to the need to increase funding for maintenance line items given the higher inflation rates, and noted that there was a need to start to look for more funding that could be dedicated to maintenance needs. While he applauds efforts to take another look at the 10 year plan, he feels CDOT is falling short on investment for day to day needs.
- Commissioner Stanton (Vice Chair): He remarked on what a big loss Paul Jesaitis' departure is for CDOT. He enjoyed the documentary on US550/160 as well. He echoed Commissioner Holguin's comments on fatalities and noted that 37% of the crashes involved impaired driving. In Region 1 young drivers were involved in 11 deaths. He also pointed out the new national roadway safety strategy to improve safety on roads.
- Commissioner Hall (Chair): Wonderful snow, and severe ice, and a real shout out to John Lorme, and they did an excellent job maintaining the roads, so people can get out to go skiing.

Executive Director's Management Report (Shoshana Lew)

- She gave a shout out to crews for keeping roads open over the holiday snow storm, noting that the advanced planning, coordination, and leadership from John Lorme and Sean Wilson enabled such a effective response.
- She remarked on how much has been accomplished over the last construction season, and pointed to Region 3 as a great example. While there are a lot of challenges ahead it is promising to see all of the progress that has been made.

Chief Engineer's Report (Steve Harelson)

- Paul Jesaitis has had an outstanding career, worked closely with him prior to his time as Director. He pointed out the great work he did as the Castlewood Canyon engineer, where he got to work alongside him. He noted that he has also worked at Caltrans and FHWA. He's always someone that could be depended on for an answer to complex problems when needed.
- He also called attention to a program called 2D quick checks, used to model rivers and bridge scour. Models are always imperfect and sometimes useful at best, but this model is incredibly useful to CDOT

despite its imperfections. The tool models water flows in rivers in more than one dimension, which is very difficult to do computationally, but very useful because it shows where eddies occur. Three folks have been working on developing a protocol to do this analysis. It takes 30 hours to run, but does a lot to armor the bridge foundation. While acknowledging that 2D modeling is imperfect it is highly useful.

- Engineer's book club of the month is by physicist Richard Feynman, who worked on the Manhattan Project, the Challenger, and wrote two books in the 80s about the importance of recognizing how little is known when applying the scientific method. While the scientific method can lead us to the truth, the basic philosophy is that we don't know anything. Just when you think you have gotten it figured out, you always have to look for how it could be wrong. "Surely, You're joking Mr. Feynman" is the book of the month.

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

- The Board discussed HB 22-1074 to prohibit vehicles on the Mountain Express lanes when closed and prohibiting oversized vehicles from using, as there have been a lot of violations. While we have been lucky to have avoid any accidents so far, it's only a matter of time before it results in disastrous consequences. Right now there is no ability to charge fines or penalties when closed, but the proposed legislation would give the board the ability to set fines for such violations. They are also working on technology to automate enforcement of cars avoiding toll.
- The Board approved the 3rd amendment to the public tolling agreement. They are also working to extend the e470 public highway tolling authority tolling service agreement to every 3 years.
- January semi-annual report IAA update: They continue to work on congestion management, they provide subject matter expertise, and over last 6 months the developed and led a toll lane equity program. This work included numerous meetings with stakeholders and will have more on that program at next month's workshop. They also worked very closely on an operations and maintenance inspection framework. They worked on the TIFIA I-25 north loan, and preparing for the Federal/Colfax interchange< which will kick off next month
- The ROADIS unsolicited proposal is due next week, but they can request more time if needed.

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

- He showed a picture of a ROD signing event for the Central 70 project that was 5 years ago, and noted that only 2 of those staff in the picture are still with CDOT, so important to recognize that things change quickly. So to making improvements requires quick action.
- Brought attention to the Every Day Counts (EDC) program on its 6th phase. It includes 8 initiatives to encourage integrating proven technologies that are out there that could be implemented to improve things. The first is crowdsourcing data to improve operations. Second, using digital as-builts; third, applying next generation traffic incident management. So, taking the management on interstates to the rest of the system; fourth, target overlay solutions to be more precise than what we are doing to get longer life out of overlays. The fifth initiative is using ultra-high concrete bridge preservation and repair to use high performance concrete; sixth, is virtual public Involvement strategies and leveraging those technologies to reach everyone.
- He also recognized Paul Jesaitis for his service, and noted he used to work at FHWA.

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

- Herman Stockinger gave an update on personnel changes, including new staff, Marsha Nelson and Hannah Reed. They talked about Federal grants coming, and asked if STAC members could contact CDOT to coordinate on those
- The 10 Year Plan, the Marshall Fire, construction studies, driver shortages, and safety concerns were all topics of discussion.
- Legislative Report: They are working with the JBC on getting spending authority for MMOF. They are also working on a DUI law, Burnam Yard and getting more funding for the RMS program.
- Federal Infrastructure Bill update: Bridge formula will now give off system bridges money.
- 10 year plan and Fiscal Constraint: One thing that STAC is concerned about and which drove the discussion was elimination of the 10% set aside, and will be talking and voting on it next month. And,

also the inclusion of interstates in the 25% set aside for rural resurfacing. It's time to reopen the conversation about regional equity with regard to the RPP formula.

- Fiscal constraint: STAC members are still concerned that they can't proceed without fiscal constraint. Region 3 is going to have a meeting on Monday about how to go forward without that but would really like to see dollar amounts allocated to each region to move forward with planning.
- Skipped GHG update on the final plan for the overview of rulemaking.
- Recognized Dean Bressler's contributions to STAC and his remarkable career.
- RMS discussion: The NOFO went out in December, and the smaller grants will be available early part of February.

Act on Consent Agenda – Passed unanimously on January 20, 2022. Motion by Commissioner Hart, and Second by Commissioner Hickey.

- a) Proposed Resolution #1: Approve the Regular Meeting Minutes of December 16, 2021 (Herman Stockinger)
- b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- c) Proposed Resolution #3: US Highway 40 Parcel 38 Rev-EX Disposal, Region 1 (Acting RTD)
- d) Proposed Resolution #4: Logan and Buchtel Parcel 835-EX Disposal, Region 1 (Acting RTD)

Discuss and Act on Proposed Resolution #5: 7th Budget Supplement of FY 2022 (Jeff Sudmeier) – Motion by Commissioner Beedy, and Second by Commissioner Adams – Passed unanimously on January 20, 2022.

- The request is from Region 4 to increase the budget on a bridge project with due to higher than anticipated pricing from bidders. The Region doesn't anticipate better results from readvertising. The second request is to approve \$2M in NHFP funding for Region 1 and the Town of Bennet to design new bridge structures to provide access to a truck parking facility. The FAC has recommended approval.

Discuss and Act on Proposed Resolution #6: Floyd Hill Project Scope (Steve Harelson and Keith Stefanik) – Motion by Commissioner Vasquez, and Second by Commissioner Stanton – Passed unanimously on January 20, 2022.

- This resolution updates the general contractor as the main alternative delivery method of the project, and clarifies the scope of the project. As background, the Commission they previously requested approval of this type of alternative delivery in June. Since then, a lot has changed with the project and the federal funding bills, and issued RFPs to allow CDOT to solicit services for the full project with the deadline of September 2022. They are requesting an update to that resolution to clarify the scope for westbound and eastbound of Floyd Hill

Discuss and Act on Proposed Resolution #7: MMOF Distribution Formula for Local Dollars (Rebecca White and Amber Blake) – Motion by Commissioner Stanton, and Second by Commissioner Stuart – Passed Unanimously on January 20, 2022.

- No presentation or discussion. Referred to previous discussion

Recognitions:

- None

Other Matters:

- None

Meeting Adjourned at: 10:06am



COLORADO

Department of Transportation

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

DATE: February 16, 2022
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development (DTD)
Marissa Gaughan, Manager, Multimodal Planning Branch, DTD
Amber Blake, Director, Division of Transit and Rail
SUBJECT: 10-Year Plan Update

Purpose

The purpose of this memo is to provide the STAC with an update on the 10-Year Plan financial considerations.

Action

No action is required. This agenda topic is for informational and discussion purposes only.

Background

The 10-Year Plan is being updated to reflect state SB260 and federal infrastructure bill revenues, along with the recently adopted GHG pollution reduction planning rules, and the progress thus far in delivering the original first four years of the 10-Year Plan.

Details

CDOT has made considerable progress in delivering the first four years of the 10-Year Plan while being able to closely adhere to the original regional equity targets set at the beginning of the planning process. Additionally, the Department is also on track to meet the rural paving and asset management goals for the first four years of the 10-Year Plan. As we work to update the plan for the reasons noted above, staff is considering the following for future funding distributions:

Transit Allocation Target

Based on the January discussion at STAC and TC, staff supports retaining a 10% minimum for transit.

Transit Equity Target

Staff will present two options for transit equity. The staff recommendation is to use one formula for highway and transit.

- Option 1 - Use MMOF Formula: For the original four year list, transit equity targets were set using the Multimodal and Mitigation Options Fund (MMOF), adjusted so that rural Transportation Planning Regions (TPRs) would receive a minimum 25% allocation— a requirement of SB 267 that a minimum of 25% of the funding go to rural areas. If we continue using separate equity targets for transit, the transit equity targets will need to be updated based on the new MMOF formula adopted by the Transportation Commission in January 2021.
- Option 2 - Use Regional Priority Program (RPP) Midpoint Formula: Highway equity targets are based on the RPP midpoint formula. This option would use the RPP midpoint formula to determine equity for both highway and transit.

Rural Paving Target

Based on the discussion at STAC and TC, staff recommends retaining the 25% rural pavement investment target and maintaining the focus on non-interstates. The existing plan was built with this target so the primary focus would be on delivering the rural paving project already identified.

FY 23-26 Financial Considerations

The process of updating the 10-year plan requires aligning new and multiple streams of revenue with the projects identified in the plan. This includes identifying a new set of four-year priorities, updating cost estimates and re-confirming existing projects. While the numbers are preliminary estimates, staff is looking at a fiscal constraint of \$325M/yr on average statewide for the next four year list (FY 23-27). Those dollars will be further leveraged with enterprise funding and financing. Colorado is also well positioned to receive federal grants for many of our projects.

Next Steps:

Staff will continue working with MPOs and TPRs to determine the next side of priorities for the new four-year list (FY 23-26) and ensure the 10-Year Plan complies with the new greenhouse gas requirements. In March, staff will return to discuss greenhouse gas mitigation strategies.

Attachments

10-Year Plan Update Presentation



COLORADO

Department of Transportation

10 Year Plan Update

Statewide Transportation Advisory Committee
February 2022



In updating the plan, our top priorities are to:

1. Fully deliver on the original 4-yr priority list (FY 19-22) and to “close out” regional equity across this period.
 - \$380 M for FY 22, including 10% minimum to transit

1. Build the next 4-yr priority list (FY 23-26)
 - \$325 M / year on average, including 10% minimum to transit

Funding assumptions include:

- SB 267 COPs
- SB 260 HUTF
- SB 260 State MMOF
- SB 260 Non-Attainment Enterprise
- STBG (IIJA)
- Flexible funding and specific funding for bridges and risk/resiliency (IIJA)
- Utilize financing to leverage additional federal funding



Completing the original 4-yr priority list (FY 19-22)

Region	FY22 Total	FY 22 Proposed Transit \$
1	\$133,380,508	\$37,170,000
2	\$74,101,909	\$11,300,000
3	\$54,910,261	\$3,500,000
4	\$88,956,774	\$3,325,000
5	\$28,650,548	\$TBD
Totals	\$380,000,000	TBD

- Regional equity was to be achieved over the 4 year horizon.
 - Amounts shown here reach full equity for highway allocations according to the RPP midpoint formula.
 - Transit allocations are still TBD because we must also reach full equity for transit, which is tracked using the MMOF formula. The final FY 22 transit allocations will achieve full equity over the 4 year horizon for transit.
- As the 4th issuance of COPs is expected to result in ~\$630M (including interest), the remaining balance (~\$250M) will be rolled into delivering the next four years of the plan.
- Final project decisions (in particular for transit) are subject to change as we continue the planning process.



Building the Next Four Years: Distribution Considerations

1. Retaining minimum transit funding target of 10%.

- Based on the discussion at STAC and TC, staff supports retaining a 10% minimum for transit.
- Funds are “off the top”.
- Staff is committed to build a multimodal system and select projects in coordination with transit needs.

1. Establishing a single equity formula for highway and transit.

- In the following slides, staff will present two scenarios to show what this would look like in practice. The staff recommendation is to use one formula for highway and transit.



Updated Transit Equity Targets

- When the plan was originally adopted in 2019, transit targets were set using the MMOF distribution formula for transit dollars, adjusted so that rural areas would receive a minimum 25% allocation.
- SB260 expanded MMOF. The resulting process to distribute those dollars led to an updated formula which Commission recently adopted.
- The table here applies this updated formula to the transit dollars for the plan.

10% Transit Breakdown <u>MMOF</u>		
Region	Previous Equity %	Updated Equity %
1	44.33%	49.49%
2	17.04%	15.80%
3	12.84%	11.93%
4	21.20%	17.59%
5	4.59%	5.19%
Totals	100%	100%



Transit Regional Equity Options

10% Transit Breakdown <u>RPP Midpoint</u>		
Region	FY23-26 \$	Equity Target %
1	\$44,499,000	34.23%
2	\$24,661,000	18.97%
3	\$19,591,000	15.07%
4	\$31,031,000	23.87%
5	\$10,218,000	7.86%
Totals	\$130,000,000	100%

10% Transit Breakdown <u>MMOF</u>		
Region	FY23-26 \$	Equity Target %
1	\$64,337,000	49.49%
2	\$20,540,000	15.80%
3	\$15,509,000	11.93%
4	\$22,867,000	17.59%
5	\$6,747,000	5.19%
Totals	\$130,000,000	100%



3. Retaining 25% rural pavement investment target and maintaining focus on non-interstates.

- 25% from “highway” funding allocation
- Existing plan was built with this target in place, so primary focus would be on delivering rural paving projects already identified.

Example of Rural Paving Projects in the Plan Currently

		Type	Cost	Funding	Funding	YRS 1-2	YR 3	YR 4	YRS 5-10	Project ID
Highway & Transit– Region 3 (continued)										
CO 13	CO 13 Fortification Creek*	H	\$10.8 M	\$10.8 M		\$10.8 M				0036
	CO 13 GarCo Rio Blanco Hill*	H	\$29 M	\$29 M				\$29 M		0037
	CO 13 Rio Blanco*	H	\$18.3 M	\$18.3 M		\$18.3 M				0088
	CO 13 Wyoming South*	H	\$32.2 M	\$32.2 M		\$32.2 M				0089
CO 14	CO 14 Grizzly Ranch North	RP	\$7 M	\$7 M				\$7 M		0052
	CO 64 Meeker West*	RP	\$6 M	\$6 M		\$6 M				0046
CO 64	CO 64 East of Rangely	RP	\$4.5 M	\$4.5 M					\$4.5 M	2652
	CO 65 between CO 92 and Orchard City	RP	\$5.67 M	\$5.67 M					\$5.67 M	2645
CO 65	CO 65 Grand Mesa	RP	\$6.63 M	\$6.63 M					\$6.63 M	2651



Building the Next 4-yr Priority List (FY 23-26)

Regional Breakdown - FY 23-26: \$325 M / year on average, 10% transit

Capital Breakdown		
Region	FY23-26 \$	Equity Target %
1	\$400,491,000	34.23%
2	\$221,949,000	18.97%
3	\$176,319,000	15.07%
4	\$279,279,000	23.87%
5	\$91,962,000	7.86%
Totals	\$1,170,000,000	100%

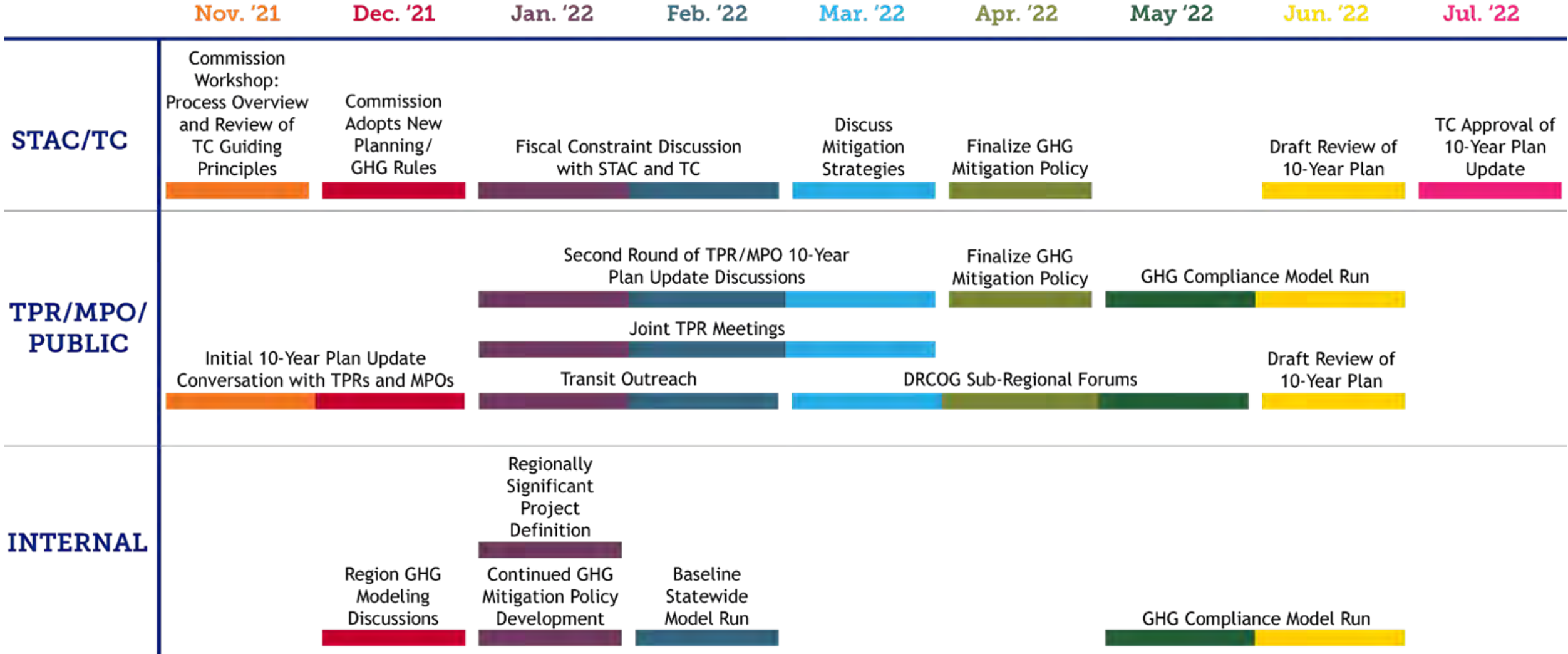
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10% Transit Breakdown <u>RPP Midpoint</u>		
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Totals	\$130,000,000	100%

In keeping with past practice, CDOT would work to achieve equity over the four year period (allowing regions to receive more/less funding in certain years depending on project readiness, etc.)



10-Year Plan Update Timeline





Next Steps

- Regions are working with MPOs and TPRs now to discuss next set of priority projects.
- Through these conversations, “out year” projects will also be updated and re-confirmed.
- Modeling and Regional staff are already coordinating to be ready to conduct the GHG compliance modeling run.



Colorado Transportation Electrification Grant Programs & Resources

February 2022

Plans & Data

2020 Colorado Electric Vehicle Plan

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

Colorado Transit Zero-Emission Vehicle (ZEV) Roadmap

- For information on the barriers, opportunities, timelines, costs, and supporting strategies to achieve Colorado's transit ZEV goals, visit:
<https://www.codot.gov/programs/innovativemobility/electrification/planning-initiatives-and-documents>

EvaluateCO Dashboard

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

EV Charging Infrastructure Grants

Charge Ahead Colorado Program

- Managed by the Regional Air Quality Council (RAQC) and Colorado Energy Office (CEO) in partnership with CDOT
- Grants fund up to \$9,000 per Level II EV charger (\$6,000 for fleet-only); up to \$35,000 per 50kW-99kW DC Fast Charger; and up to \$50,000 per 100kW+ DC Fast Charger
- Applications most recently opened from **January 24th – February 7th**
- Visit: <https://cleanairfleets.org/programs/charge-ahead-colorado>

Electrified Byways & Tourism Program

- Managed by the CEO in partnership with Colorado Tourism Office and CDOT
- Grants with same funding levels as Charge Ahead Colorado, but with a focus on projects on scenic byways, state parks, Main Streets, and other tourist destinations in rural areas
- Applications most recently opened from **January 24th to February 7th**



- Visit: <https://www.colorado.com/colorados-scenic-historic-byways> (information) and <https://cleanairfleets.org/programs/charge-ahead-colorado> (grant application)

DC Fast-Charging Corridor Program

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

DC Fast-Charging Plaza Program

- Managed by the CEO in partnership with CDOT
- First three application rounds in July 2020, February 2021, and October 2021
- Focus on development of metro-area DC Fast-Charging stations in high-traffic locations, with potential to support electrified taxi, TNC, and fleet usage
- Future funding rounds being developed but applications not yet open
- Visit: <https://energyoffice.colorado.gov/zero-emissions-vehicles/ev-fast-charging-plazas>

Vehicle Replacement and Fleet Planning Grants

CDOT Division of Transit & Rail VW Settlement Program Grants

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

CDOT Division of Transit & Rail ZEV Transition Planning Grants

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



ReCharge Colorado Coaching Areas

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



North Region

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



West Central Region

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



Denver Metro Region

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



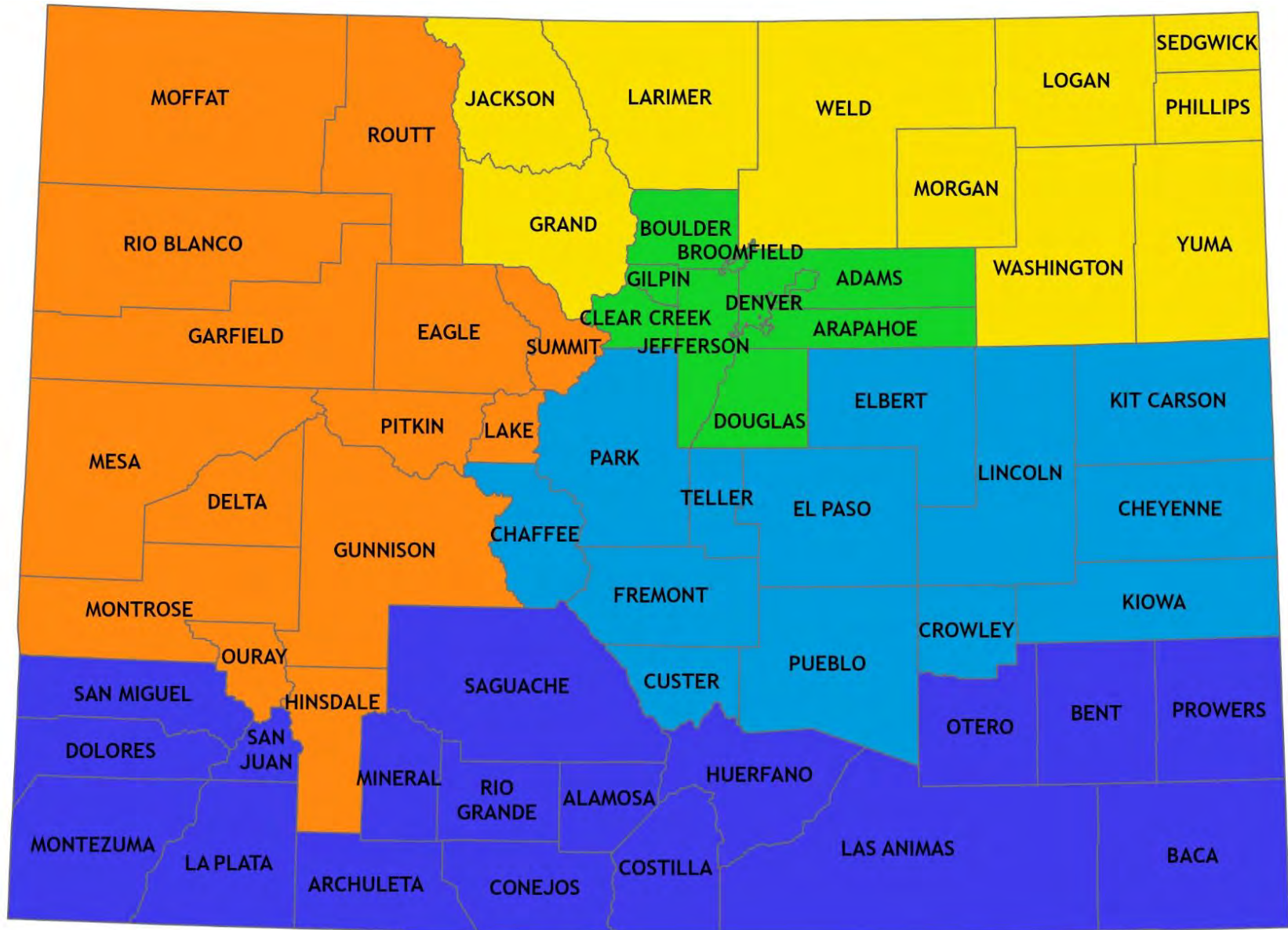
South Region (4CORE)

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



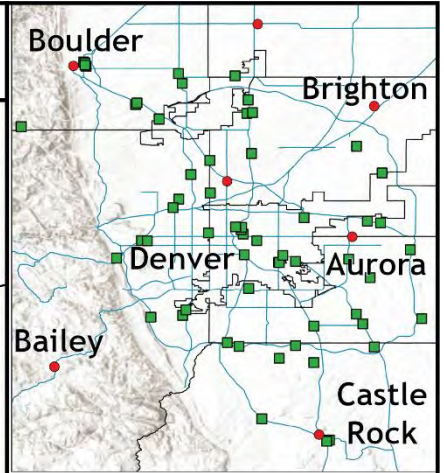
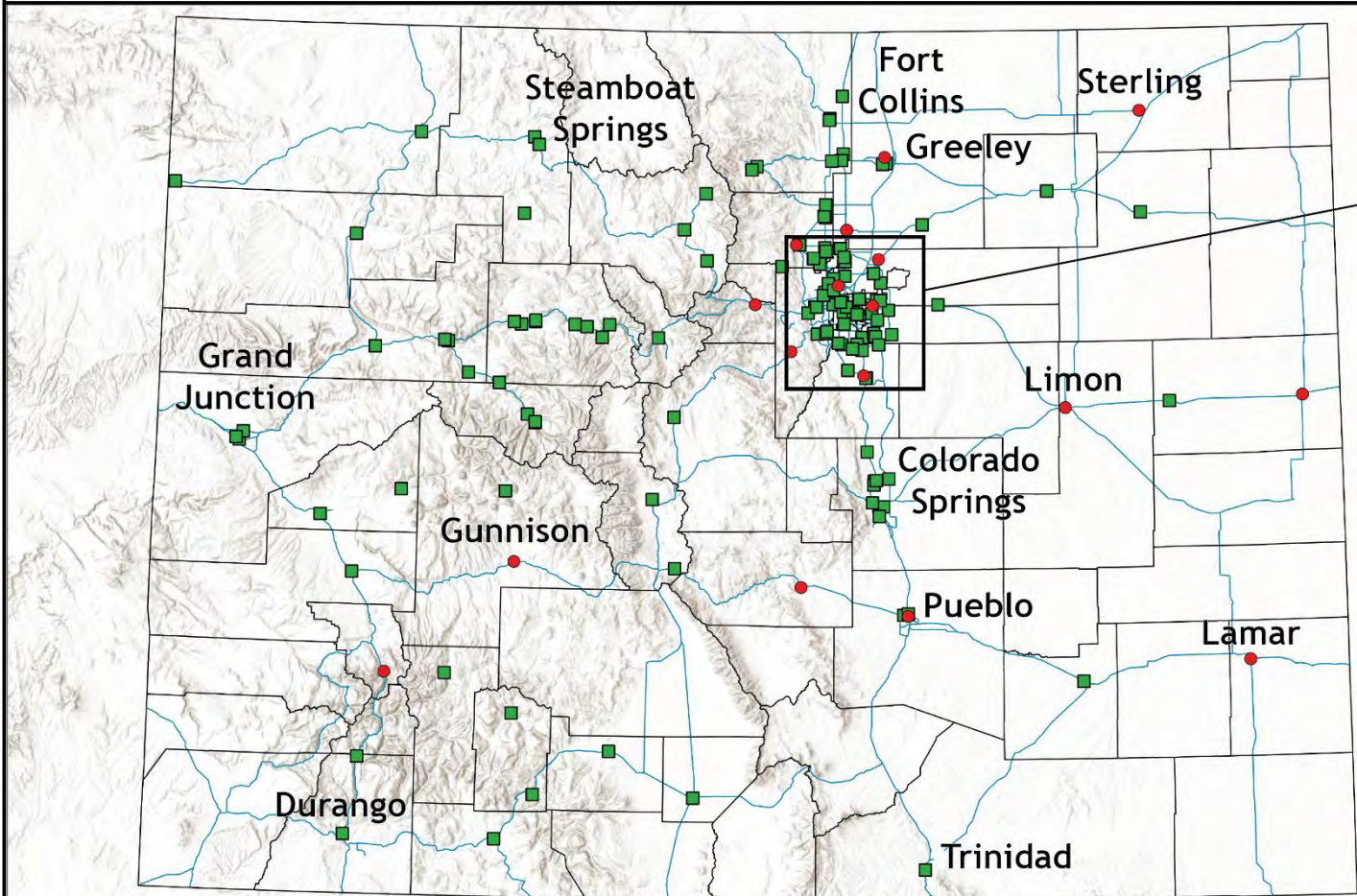
East Central Region



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





Publicly Accessible EV Fast Charging Network December 2021



-  Existing DC Fast Charging Stations (172)
-  Planned and Funded DC Fast Charging Stations (17)



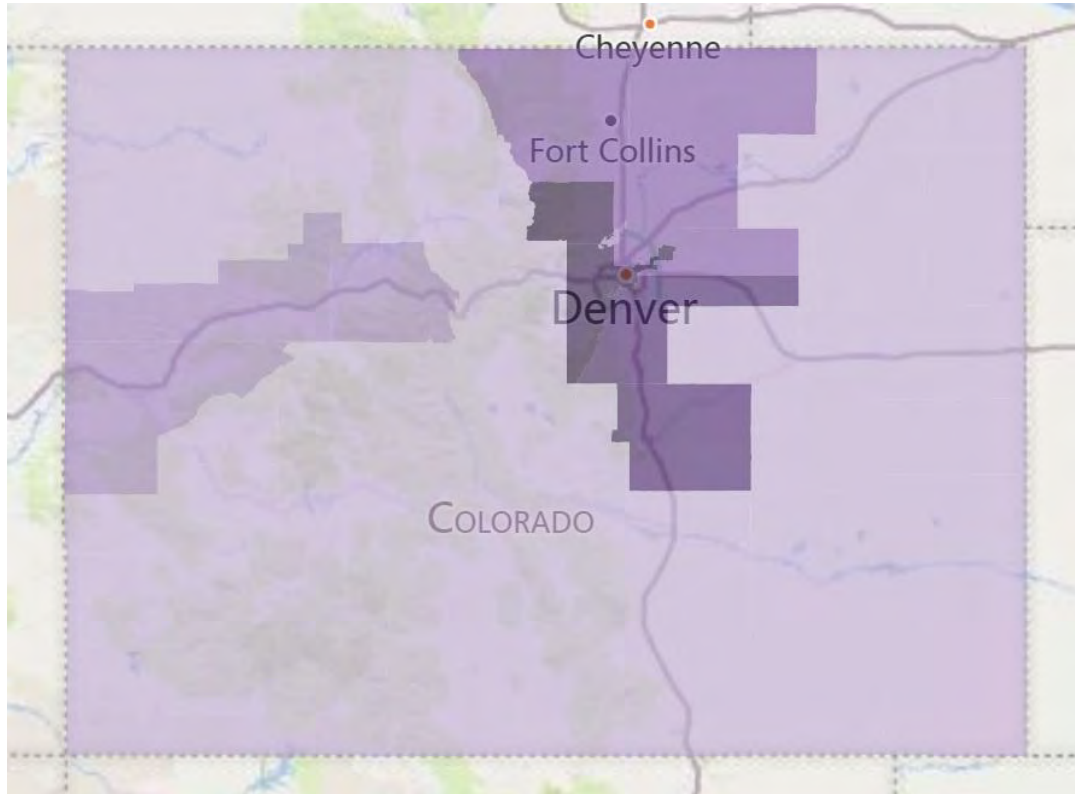
COLORADO
Department of Transportation

Transportation Electrification Opportunities





EV Registrations in Colorado



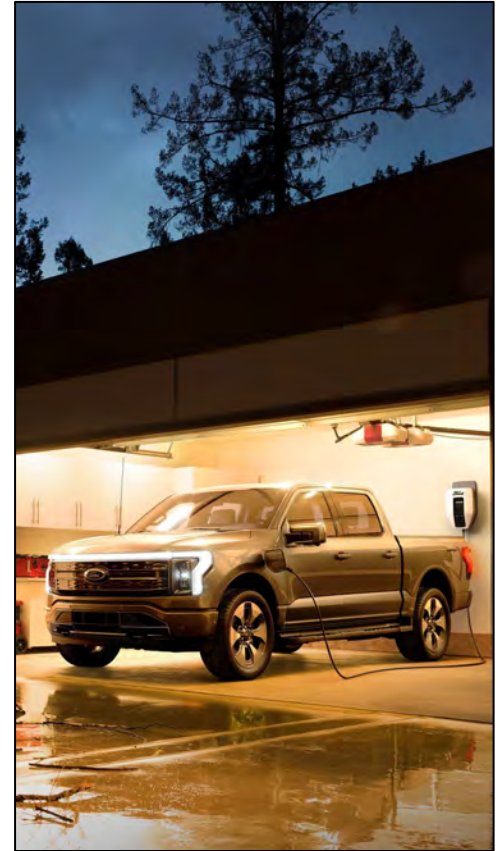
49,271 EVs in Colorado

- 34,641 BEVs
- 14,630 PHEVs



Increasing Vehicle Availability

- In 2019, Colorado adopted the Zero-Emission Vehicle standard that will require automakers to make a greater number and variety of ZEVs for sale in Colorado, increasing consumer choice.
- As we start to see more battery electric and plug-in hybrid electric SUVs, pickup trucks, and crossovers enter the market, this regulation will ensure that Coloradans have access to them.
- The regulation applies to manufacturers, not consumers.

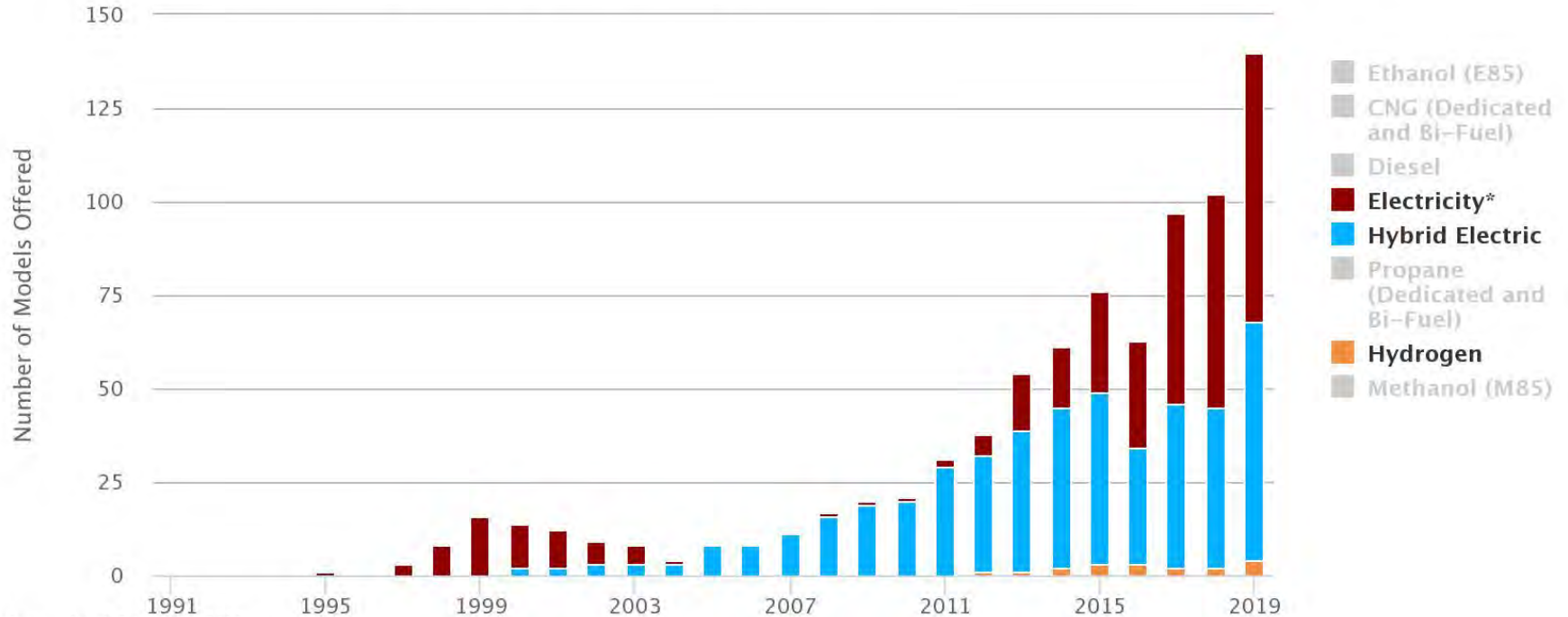


Source: The New York Times



Increasing Vehicle Variety

Light-Duty AFV, HEV, and Diesel Model Offerings, by Technology/Fuel



Last updated: September 2020
Printed on: January 8

Source: U.S. Department of Energy Alternative Fuels Data Center website (as of 1/8/2021)



Automaker Commitments

Ford: F-150 Lightning on sale in 2022 (over 100,000 pre-orders to date)

Toyota: 60 new hybrid, electric, or hydrogen models by 2025

Volvo: 50% of global sales electric by 2025

Jaguar: 100% electric by 2025

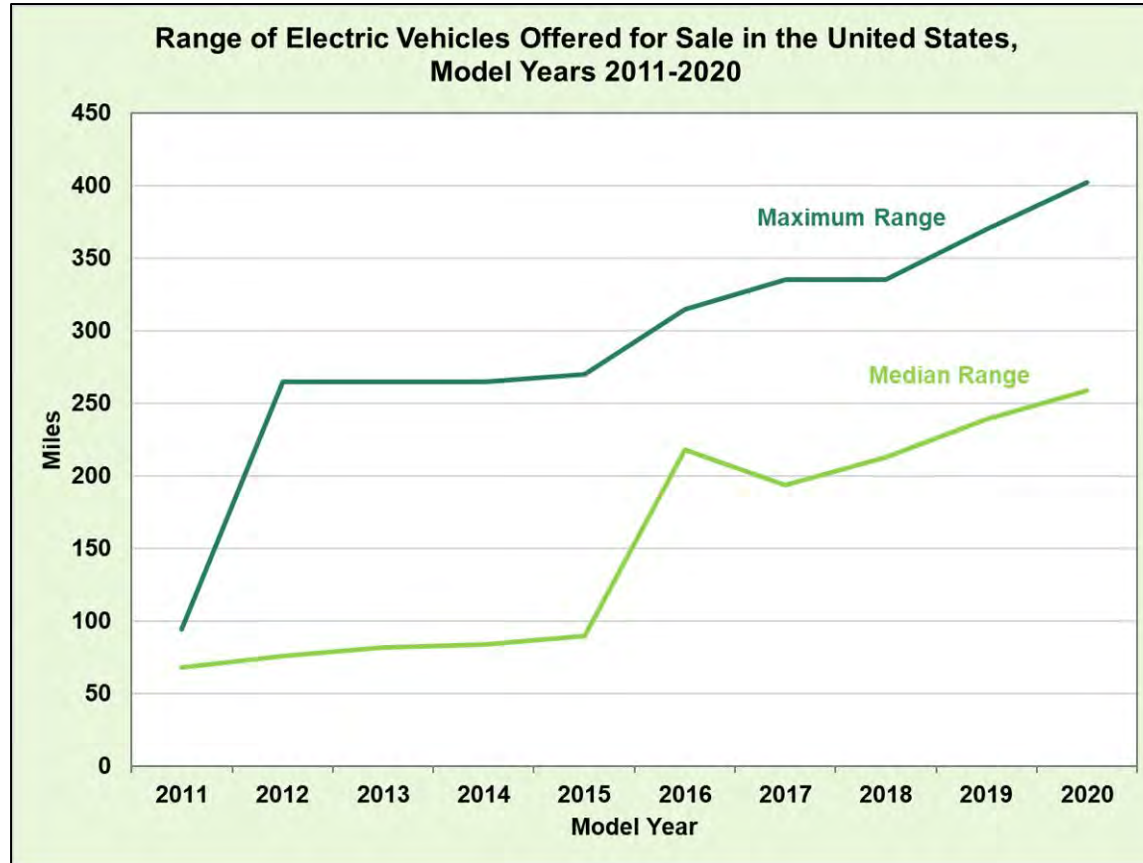
General Motors: 100% electric by 2035

Subaru: Hybrid or electric versions of every model by 2035



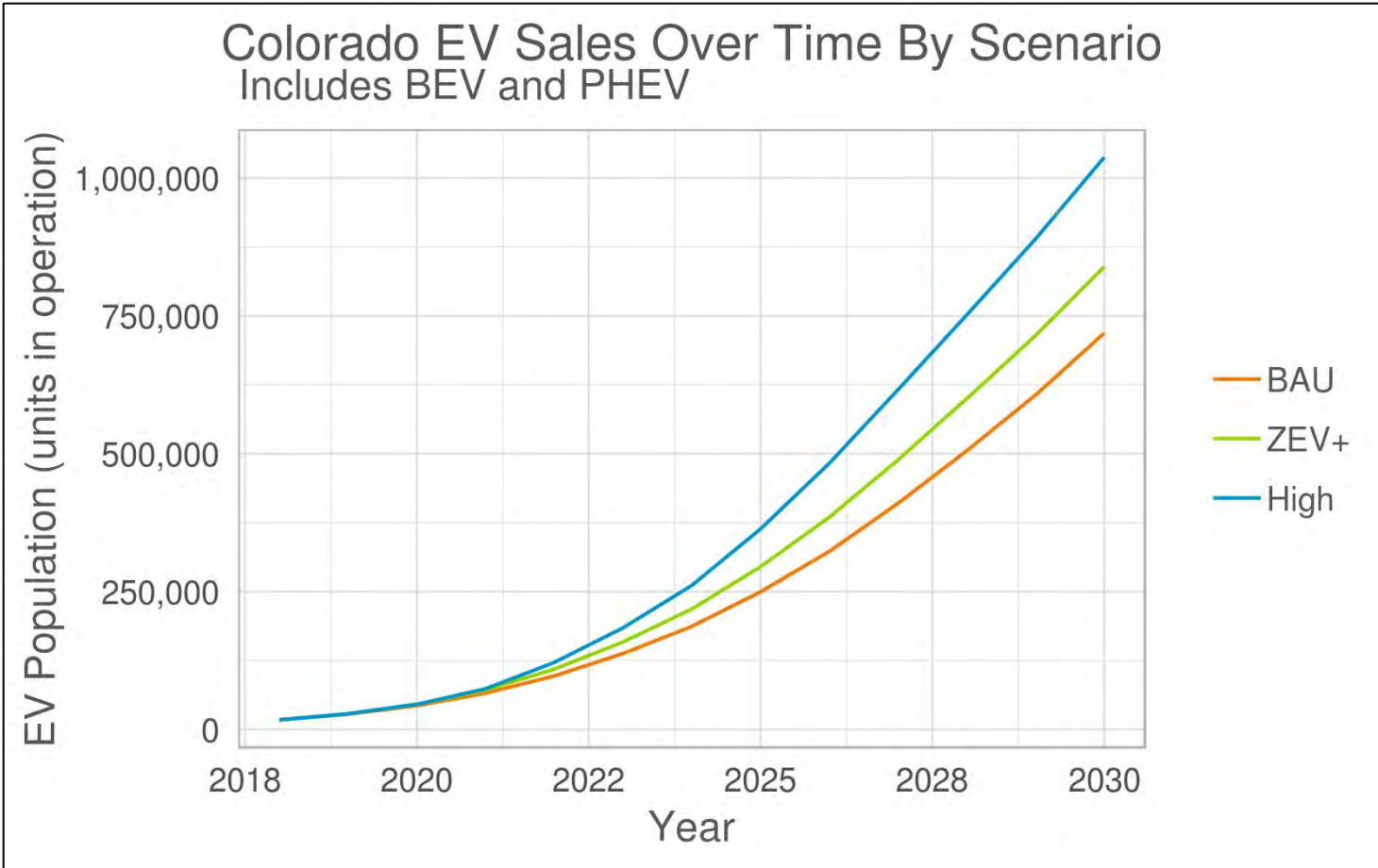


Increasing Vehicle Range





Colorado EV Growth Projections

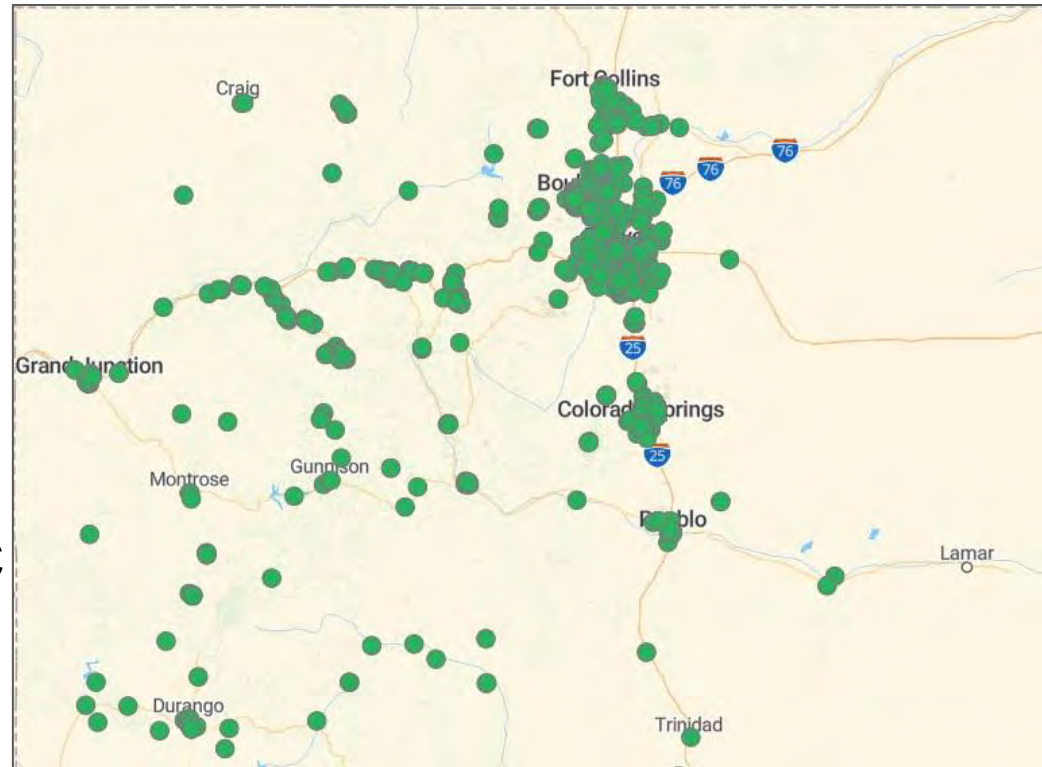


Source:
Navigant (2019)



Charge Ahead Colorado Grants

- Administered by the Colorado Energy Office and Regional Air Quality Council.
- Grants available statewide.
- Grants available up to:
 - \$9,000 per Level 2
 - \$35,000 per 50kW DCFC
 - \$50,000 per 150kW DCFC
- Over 1,500 charger grants awarded to-date.





DC Fast-Charging Corridor Grant

- \$10.33 million award made to ChargePoint to build 34 DCFC statewide (funded by CMAQ, VW Settlement, and private match).
- 2-4 chargers at each site; capable of providing at least 50 kW and up to 150 kW charging, with modular design and capacity for future expansion.
- Statewide network ensures a consistent driver experience at every station.
- Committed site hosts: retail, grocery, c-store, and local governments.

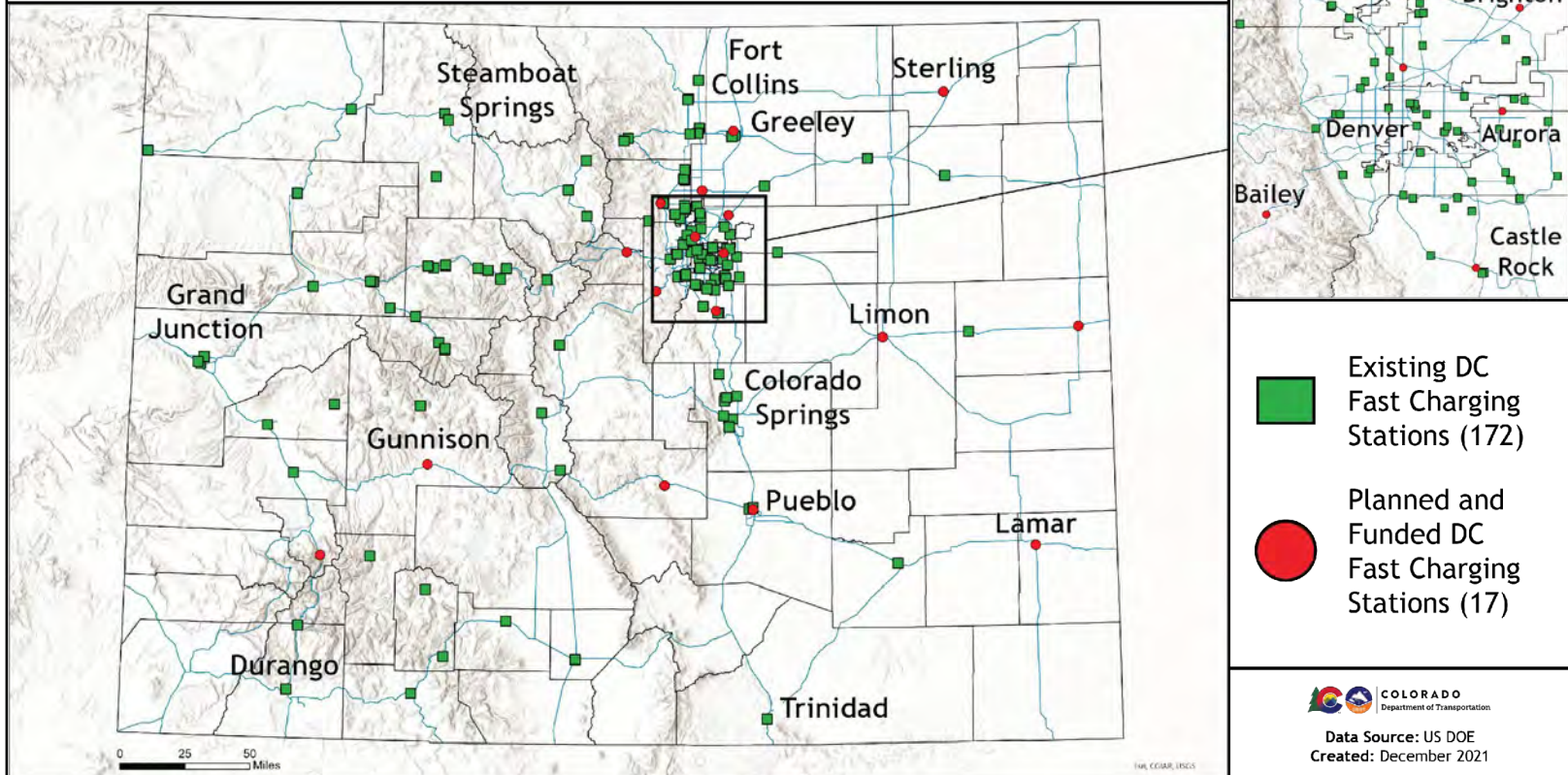


DC fast-chargers in Fairplay



DC Fast-Charging Corridor Grant

Publicly Accessible EV Fast Charging Network December 2021





Scenic & Historic Byways Electrification

Completed

- Lariat Loop
- Grand Mesa
- Silver Thread
- Collegiate Peaks
- Flat Tops Trail
- Trail Ridge Road
- Top of the Rockies
- Colorado River Headwaters

In-Progress

- West Elk Loop
- Guanella Pass
- Peak to Peak
- Cache La Poudre





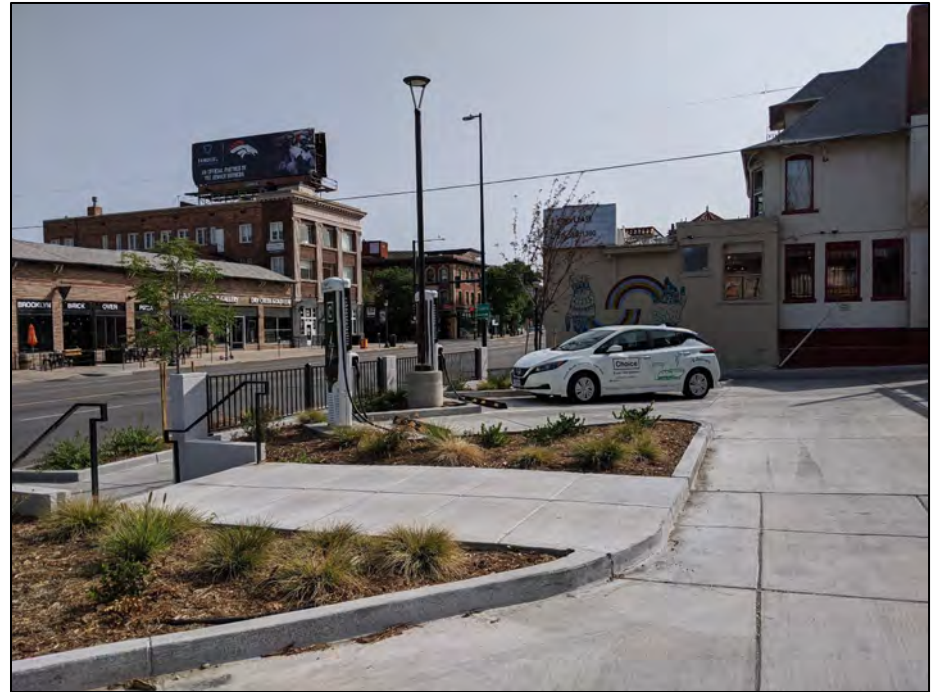
Electrified Scenic Byways Program





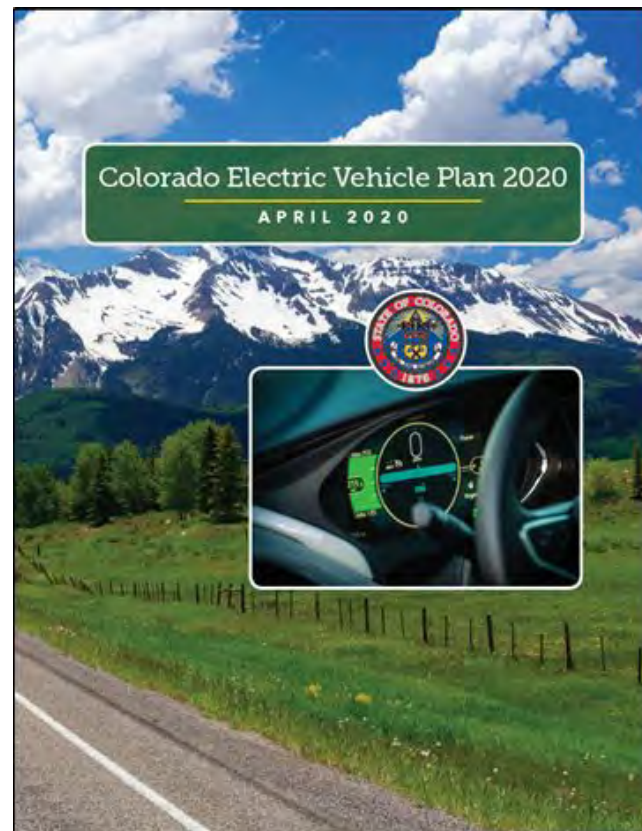
DC Fast-Charging Plaza Grant

- Focused on larger, more urban charging station hubs in and around downtown areas, high density housing and commercial developments, near transit hubs, airports, and other locations with a significant presence of TNCs and taxis.
- Three rounds of awards completed so far, with more anticipated moving forward
- As with the Corridors program, committed site hosts are a key element.



2020 Colorado EV Plan

- Colorado's 2020 Electric Vehicle Plan established a state target of 940,000 registered ZEVs by 2030
- CDOT and its partner agencies are currently developing a Clean Trucking Strategy to reduce emissions from medium- and heavy-duty vehicles across the state
- Colorado also has a goal of converting all transit vehicles in-state to ZEVs, with an interim target of 1,000 transit ZEVs by 2030
- The plan also includes strategies to explore related issues like the hydrogen fuel market, supporting EV equity, and working with dealers and technical schools to develop a supportive ZEV workforce over the longer-term

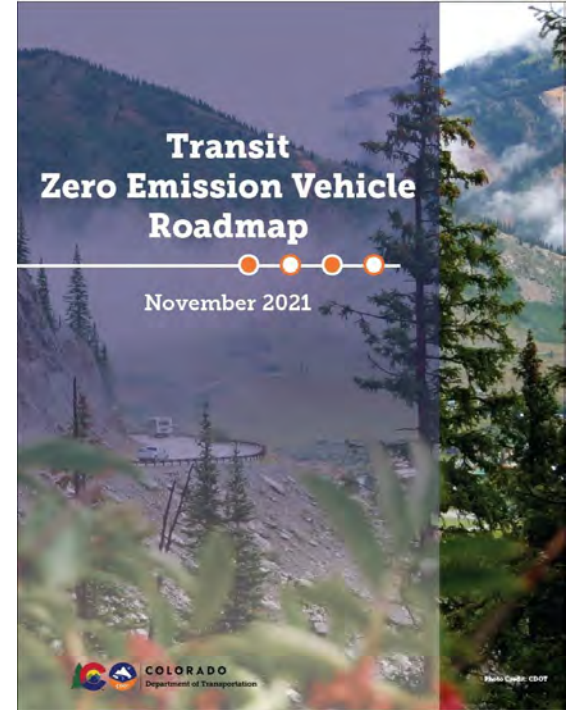




Transit ZEV Roadmap

- Developed over the course of 2021
- Statewide assessment of barriers and opportunities for transit fleet electrification
- Inventory of current fleet make-up, timeline for achieving state adoption targets, and analysis of the cost to transition
- Available at:

<https://www.codot.gov/programs/innovative-mobility/electrification/planning-initiatives-and-documents>





School Bus Electrification

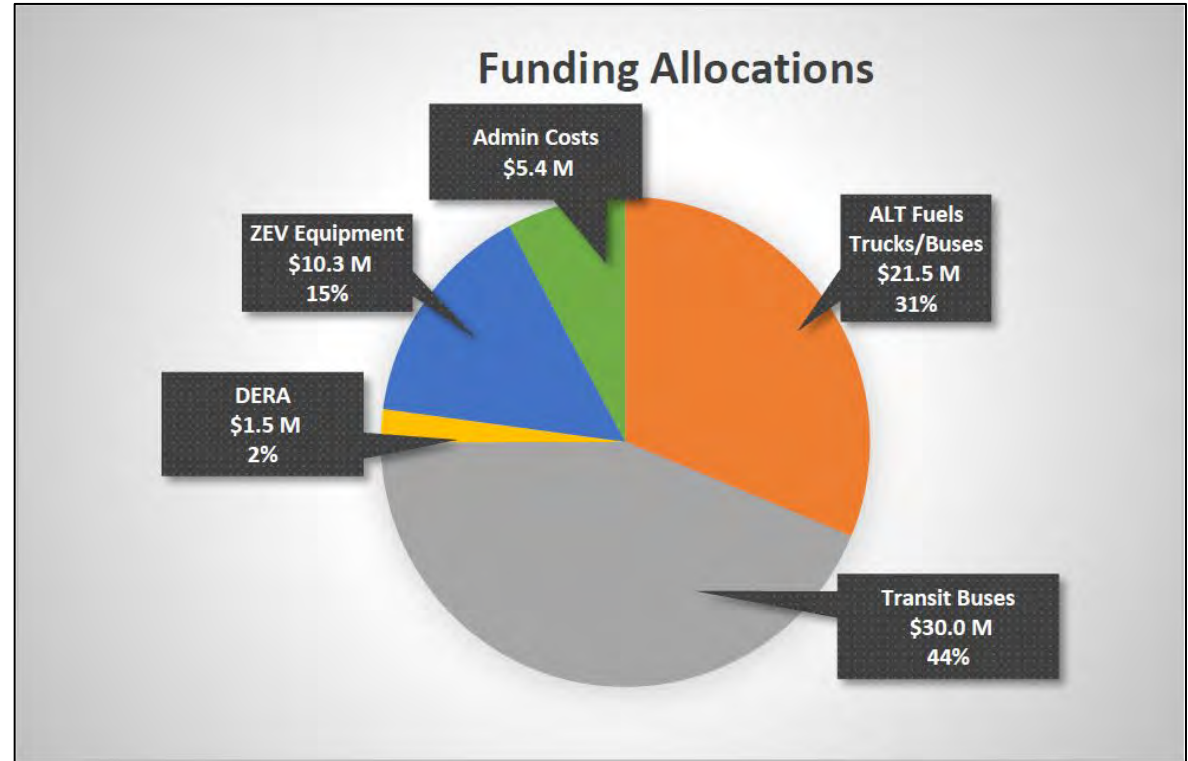


- The Infrastructure Investment & Jobs Act (IIJA) includes \$5 billion nationwide for zero-emission and low-emission school bus replacements
- Governor Polis' budget proposal also includes a request for \$150 million in zero-emission school bus funding
- There are approximately 5,600 school transportation vehicles registered in Colorado



Volkswagen Settlement

- Colorado's portion of the \$2.7 billion environmental mitigation fund is approximately **\$68.7 million**.
- The designated lead agency is CDPHE, working in partnership with CDOT, CEO, and RAQC.





SB21-260 Electrification Investments



\$733 million of new fee revenue supports 3 new electrification and charging infrastructure Enterprises:

Charging Infrastructure & Electric Vehicle Equity

- ◆ New 'Community Access' Enterprise in Colorado Energy Office (CEO).
- ◆ Build charging infrastructure in communities across the State, and support electric vehicle and eBike adoption in low and moderate income communities.
- ◆ **\$310 million** investment
- ◆ Paired with existing CO EV Infrastructure Fund - \$115 million and potential federal \$

Fleet Electrification Incentives

- ◆ New 'Clean Fleet' Enterprise in CO Department of Public Health and Environment (CDPHE)
- ◆ Support fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles) with incentives to meet climate and air quality goals
- ◆ Support CDPHE's Mobile Source Program to complement vehicle investment.
- ◆ **\$289 million** investment

Public Transit Electrification

- ◆ New enterprise in Colorado Department of Transportation (CDOT).
- ◆ Support electrification of public transit through electrification planning efforts, fleet replacement and associated charging infrastructure.
- ◆ **\$134 million** investment



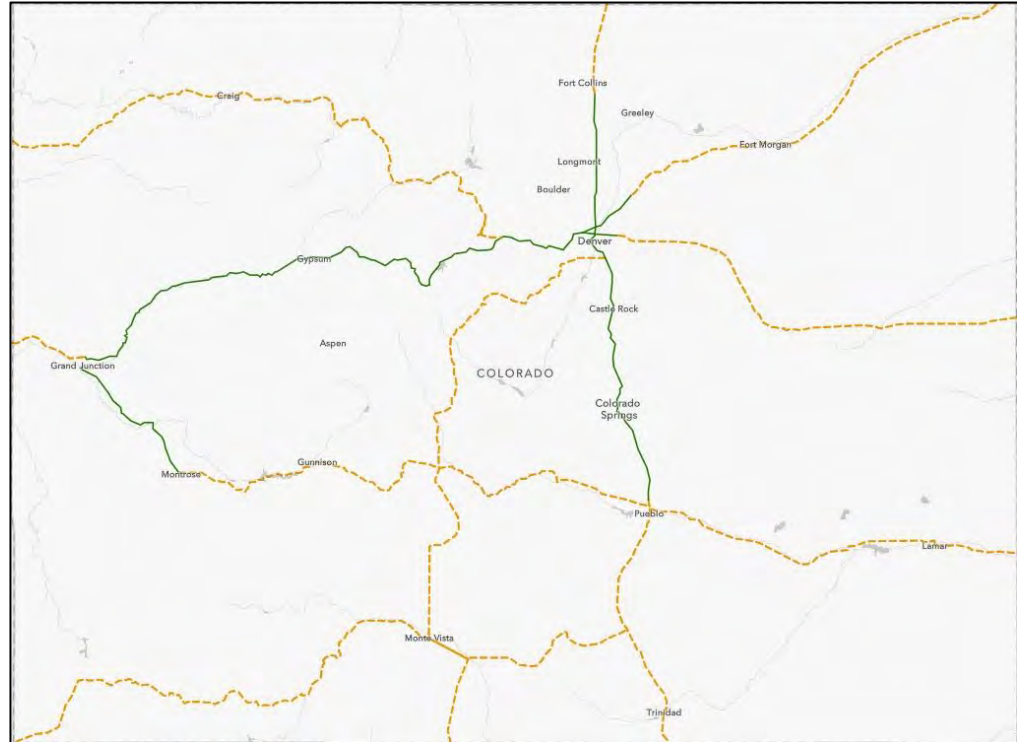


Infrastructure Investment & Jobs Act (IIJA)



\$7.5 billion in the new electric vehicle charging programs

- ◆ \$57 million allocation to Colorado over 5 years, with a focus on nationally-designated corridors
- ◆ Additional \$2.5 billion in flexible competitive funding that Colorado will pursue
- ◆ Other funding opportunities for hydrogen fuel hubs, electric transit and school buses, battery research, etc.





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