



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually and in-person

March 11, 2022

9:00 AM – 12:20 PM

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of the February Meeting Minutes** - Vince Rogalski, STAC Chair
- 9:10-9:20 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department
- 9:20-9:30 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:50-10:20 **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 **Draft GHG Mitigation Policy Overview (Informational Item)** – Rebecca White, Director,
Division of Transportation Development
- An overview of the draft GHG Mitigation Policy
- 11:00-11:20 **Update on Transit Projects for the 10-Year Plan (Informational Item)** – Amber Blake, Director,
Division of Transit and Rail
- A discussion of an approach to identify transit operations and maintenance costs
- 11:20-11:40 **Cottonwood Pass Overview (Informational Item)** – Steve Harelson, CDOT Chief Engineer
- An update on Cottonwood Pass progress and path forward
- 11:40-12:00 **Transportation Demand Management (TDM) Grant Program Overview (Informational Item)** –
Kay Kelly, Chief, Office of Innovative Mobility
- An overview of the strategic TDM grant program
- 12:00-12:15 **Rest Area Update (Informational Item)** – Hope Wright, CDOT Building/Rest Area Asset
Manager
- An update on the rest area program
- 12:15-12:20 **Other Business** - Vince Rogalski, STAC Chair

Statewide Transportation Advisory Committee (STAC)—Meeting Minutes

Recording: <https://youtu.be/IRYShe1BH9g>

Location: Virtual

Date/Time: February 11, 2022; 9:00 a.m. – 12:30 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Attendance:

Denver Area:	Tammy Maurer, Ron Papsdorf	San Luis Valley:	Vern Heersink
Central Front Range:	Dick Elsner	South Central:	Aaron Lopez
Eastern:	Scott Weaver, Chris Richardson	Southeast:	Ron Cook
Grand Valley:	Dana Brosig, Rachel Peterson	Southwest:	Sarah Hill
Gunnison Valley:	Vince Rogalski, Roger Rash	Upper Front Range:	Scott James, Elizabeth Relford
Intermountain:	Bentley Henderson	Southern Ute Tribe:	Doug McDonald
North Front Range:	Kristin Stephens, Becky Karasko	Ute Mountain Ute Tribe:	None
Northwest:	Heather Sloop	FHWA:	John Cater
Pikes Peak Area:	John Liosatos, Holly Williams	FTA:	Kristin Kenyon
Pueblo Area:	Chris Wiseman, John Adams		

Highlights and Action Items

- 1) Introductions and STAC Minutes – Vince Rogalski, STAC Chair – [Video link 00:07:37](#)
 - Action: Motion by Holly Williams to approve the January 14, 2022 STAC meeting minutes, seconded by Dick Elsner. The minutes were approved unanimously without changes or additions.
- 2) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director – [Video link 00:14:11](#)
 - The new Clean Transit Enterprise and Non-Attainment Enterprise had their first meetings.
 - CDOT will have a draft of the greenhouse gas (GHG) policy directive ready for review in March.
 - Jessica Myklebust is the new CDOT Region 1 Transportation Director.

STAC Discussion

 - CDOT is looking at options for Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions (TPRs) to present their own mitigation measures for GHG Rule compliance.
- 3) Transportation Commission (TC) Report – Vince Rogalski, STAC Chair – [Video link 00:21:10](#)
 - TC discussed planned work on the Eisenhower Johnson Memorial Tunnel and Floyd Hill.
 - TC learned that the launch for the Pegasus shuttle will be delayed until April due to supply chain delays.
 - TC discussed CDOT's plan to expand freight parking in the Town of Bennett.
- 4) Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) Representative and Federal Partners Reports – [Video link 00:28:50](#)
 - TPRs/MPOs reported on 10-Year Plan updates, GHG Rule discussions, ongoing and planned construction projects, transportation plans and studies, air quality standards, safety targets, performance measures, staff changes, and Multimodal Transportation and Mitigation Options Fund (MMOF) preparations.
 - Federal Highway Administration (FHWA): Federal guidance and state allocations have been released for the National Electric Vehicle Initiative (NEVI), Bridge Formula Program, and National Roadway Safety Strategy.
 - Federal Transit Administration (FTA): The distribution of transit formula funding is on the FTA website.
- 5) Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR); Jamie Grim, CDOT OPGR – [Video link 00:57:14](#)

- The federal government will be operating on a continuing resolution through March 11th, after which they will be working on an omnibus bill to secure funding through fiscal year 2023. CDOT is therefore operating under Fixing America's Surface Transportation (FAST) Act levels for some of the base program and CDOT's Infrastructure Investment and Jobs Act (IIJA) funding is not at its full level.
- The notice of funding opportunity (NOFO) for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant came out two weeks ago. STAC members can contact CDOT for letters of support or for information on connecting with federal partners.
- State bills: Senate Bill 22-16 to reconfigure the Transportation Commission, died in committee. House Bill 22- 1074 on mountain express lane safety, passed in the Transportation Committee. Senate Bill 22- 74 for an alternative delivery contracting procurement process, did not pass.
- Next week the state will deliberate on five bills of interest to CDOT: 1. The Idaho Stop bill, 2. A bill regarding automated identification for traffic safety enforcement cameras, 3. Senate Bill 48 on dispute resolution board oversight, 4. A bill relating to a new permitting process for laying down fiber in CDOT rights of way, 5. A bill relating to CDOT's budget plan.

STAC Discussion

- STAC members were concerned about the Idaho Stop bill that would allow cyclists to go through intersections after making a quick traffic check. CDOT is trying to remove signaled intersections from the bill and trying to make some other amendments to improve safety.
- 6) Transportation Funding 101 – Rebecca White, Director, CDOT Division of Transportation Development (DTD); Aaron Willis, Manager, CDOT Statewide and Regional Planning Section; Marissa Gaughan, Manager, CDOT Multimodal Planning Branch – [Video link 01:20:32](#)
- CDOT's funding is from: federal programs (50% of CDOT funding), the Highway User Tax Fund (HUTF, 34%), the Bridge Enterprise (9%), and a number of other smaller sources.
 - Staff reviewed notable federal programs: Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TA), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), National Highway Freight Program (NHFP), National Highway Performance Program (NHPP), Carbon Reduction Program, Bridge Formula Program, Risk/Resiliency Formula Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.
 - Staff presented notable state programs: Senate Bill 267, SB 260 HUTF, SB 260 MMOF, and Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER).
 - Staff also presented the four enterprises: Bridge and Tunnel Enterprise, Colorado Transportation Investment Office (formerly known as the High Performance Transportation Enterprise [HPTE]), SB 260 Clean Transit Enterprise, and SB 260 Non-Attainment Enterprise.
 - Staff also reviewed the Regional Priority Program (RPP) and its distribution formula.

STAC Discussion

- There was a request to consider ways to increase RPP program funding.
- 7) 10-Year Plan and Fiscal Constraint – Rebecca White, Director, CDOT Division of Transportation Development – [Video link 02:06:39](#)
- Action: CDOT is reviewing how Non-Attainment Enterprise funds are counted toward regional equity for the 10-Year Plan. Holly Williams recommended that equity considerations for the 10-Year Plan exclude the Non-Attainment Enterprise. This was supported by Kristin Stephens, and there was no opposition among STAC members. Vince Rogalski will take the recommendation to TC. Rebecca White to provide Scott James with SB 21-260 requirements for representation on the Non-Attainment Enterprise board.
 - CDOT has accepted feedback to maintain the 10% transit set-aside and will work with regions to develop a multimodal system. Staff presented two options for how to distribute the 10% set-aside, using the MMOF distribution formula or the RPP midpoint formula.

- The rural pavement program will maintain its focus on non-interstate roads and will not expand to include rural interstates.

STAC Discussion

- Multiple STAC members were concerned about including Non-Attainment funds, which are geographically constrained, in the regional equity distribution for the 10-Year Plan.
 - The Upper Front Range TPR is concerned about not having representation on the Non-Attainment Enterprise board. SB 21-260 dictates the board's representation requirements.
 - Some STAC members were in favor of the 10% transit set-aside and others were not.
 - For the 10% transit set-aside, DRCOG proposed that half of the set-aside be distributed according to the RPP midpoint formula and the other half be distributed using the MMOF formula. The other MPOs/TPRs were in favor of just using the RPP midpoint formula.
 - FHWA shared that rural interstates will eventually require maintenance to meet federal standards.
- 8) Electric Vehicle Grant Opportunities – Michael King, Assistant Director, CDOT Electrification and Energy –

[Video link 02:57:29](#)

- Staff presented on electric vehicle (EV) registrations in the state, EV projected growth, and automaker commitments to EV.
- Staff presented on state programs for installing fast chargers: Charge Ahead Colorado Grant Program, DC Fast-Charging Corridor Grant, DC Fast-Charging Plaza Grant.
- The primary funding source for the state programs was the Volkswagen settlement, but that is depleted. There is state funding for electrification through SB 21-260: the Community Access Enterprise, the Clean Fleet Enterprise, and a clean transit enterprise.
- Staff also presented on federal funding through IJIA. Colorado will receive approximately \$57 million for National Vehicle Electric Infrastructure (NVEI). There is also discretionary competitive funding under a Corridor Grant Program and a Community Grant Program. States must submit an EV Infrastructure Deployment Plan to a new Joint Office of Energy and Transportation by August 1, 2022.

STAC Discussion

- There are still federal and state tax rebates for the purchase of electric vehicles.
 - The state's Clean Fleet Enterprise has funding for electric school buses. There is also potential federal and state funding under review.
- 9) STAC Business – Vince Rogalski, STAC Chair – [Video link 03:22:44](#)
- The next STAC meeting is on March 11, 2022.

Transportation Commission Meeting Minutes February 16-17, 2022

Workshops – Wednesday, February 16, 2022, 1:00 pm – 5:00 pm, Virtual via Zoom Meeting

Video Recording: <https://youtu.be/sfWoAXxw4-s>

Call to Order, Roll Call - Video time 00:02:30

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.

A motion made by Commissioner Vasquez to convene an Executive Session closed to the public to review confidential commercial, contractual, and financial information related to the State Audit Review of CDOT, and seconded by Commissioner Stanton, passed unanimously. The Commission entered into the Executive Session at 12:05pm and concluded at 12:59pm.

1. FY 23 Final Budget Allocation Plan (Jeff Sudmeier and Bethany Nichols) – Video time 00:58:40

Purpose & Action: Staff reviewed the sixth budget amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) requested the TC to review and approve the sixth budget amendment to the FY 2021-22 Annual Budget, resulting in the reallocation of \$1.0 million from TC Program Reserve to Strategic Projects to provide funding for improvements to Cottonwood Pass.

- Commissioners discussed the impacts of inflation and market issues that are impacting particularly maintenance budgets and the desire to adequately fund maintenance budgets to stay ahead of those needs and performance measures. In the short term, staff pointed out that there would be a dip in state funding for maintenance resulting from FASTER fee reductions until the Senate Bill 260 HUTF revenues kick in.
- The final allocation plan will be brought before the Commission in March and in April that will be presented to the Governor.

2. 10-Year Plan Update and Fiscal Constraint (Rebecca White and Amber Blake) – Video time 01:39:08

Purpose & Action: The purpose of this workshop was to provide the TC with an update on the 10- Year Plan financial considerations. No action is required.

- The Non-attainment Enterprise funds, previously included in the overall 10-year Plan funding assumptions, will be considered outside of the statewide equity mix due to its allocation only to the non-attainment areas on the front range. Staff expect the additional carbon reduction dollars to largely offset any impact this may have on region's allocations.
- Staff and the Commissioners generally agreed that a single equity formula using the RPP midpoint and 10% off the top for transit was favorable to having separate transit and non-transit formulas for regional equity.

3. Cottonwood Pass ROW and Conceptual Funding Request (Stephen Harelson) – Video time 02:31:50

Purpose & Action: Staff updated the Commission on considerations for improvements to Cottonwood Pass and obtain funding for Right of Way mapping. The Commission will consider approval of Budget Action providing \$1 million to allow Region 3 staff to contract ROW mapping and advance Context Sensitive Solutions (CSS) process to advance design of interim and long-term improvements.

- Commissioners and staff discussed various considerations related to the improvement of roadways while they remain in county jurisdiction.

4. FTA 5311 Distribution Methodology (Amber Blake) – Video time 03:00:45

Purpose & Action: This workshop outlined a new approach to the FTA 5311 Rural Administration and Operating distribution, by establishing a five-year baseline funding methodology to ensure stable funding to 5311

operators, ensure funding for transit expansions, allow for funding availability to new 5311 agencies, and allow for funding to improve the state of good repair for rural transit agencies. No TC action is required.

- Commissioners were very supportive of eliminating the annual operating grant application process in favor of the proposed changes that include a baseline funding commitment that allows agencies to make longer-term, predictable funding plans. Commissioners will consider approval of these changes in March.

5. MPO Modeling Support (Rebecca White and Erik Sabina) – Video time 03:28:37

Purpose & Action: To approve state Multimodal Transportation and Mitigation Options Fund (MMOF) funding for Metropolitan Planning Organization (MPO) modeling support that would allow the MPOs to build up their modeling capabilities in response to the new Greenhouse Gas (GHG) planning requirements. The TC is requested to adopt by resolution the allocation of \$1 million in state MMOF funding to build MPO modeling capacity and ability to meet the requirements set by the newly adopted GHG Planning Rule.

- Commissioners were in strong support of the assistance to MPOs for their GHG modeling needs and for the evaluation of various mitigation measures and their effect on emissions.

6. GHG Policy Directive Status Update (Rebecca White) – Video time 03:36:26

Purpose & Action: To provide the TC an update on the status of the development of the Policy Directive on GHG Emissions Mitigation Measures and an update on the progress towards compliance for the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning. No action is required.

- Working through the details, staff will be seeking to find the right balance of having the fundamental framework for scoring criteria in the Policy Directive while leaving some of the math that will evolve and improve over time in the related Procedural Directives. Staff will continue to work with stakeholders as the PD is developed as well as workshop the drafts with the TC and STAC.

Innovative Mobility Committee Meeting – Chaired by Commissioners Bracke and Vasquez

7. Mobility Services Projects (Kay Kelly, Lisa Streisfeld, John Featherstone) – Video time 04:13:23

Purpose & Action: This workshop provided the TC an update on current and planned activities within the Mobility Services Program of the Office of Innovative Mobility. No action is required.

- Staff reviewed progress and activities in its various programs including vehicle electrification, micro-mobility, transit and other Travel Demand Management (TDM) strategies, and various research efforts. Commissioners were interested in the strategies being considered to provide equal access to alternative transportation for low-income and Disproportionately Impacted populations that likely do not have personal banking abilities or personal devices in order to use mobile apps that access and pay for services. Discussion also centered around the challenges to effecting change in the behavior of single-occupancy vehicle users to choose alternative modes.

Workshop concluded at 5:05pm.

Regular Meeting - Thursday, February 17, 2022, 9:00 am to 10:30 am

Video Recording: <https://youtu.be/eFSWtEZNkko>

1. Call to Order, Roll Call – Video time 00:00:00

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

2. Public Comments – Video time 00:00:08

Provided to the Commission in writing prior to the meeting:

- Danny Katz, Executive Director of the Colorado Public Interest Research Group (COPIRG) commented on the need to increase the number of transit projects in the planning process update, improve modeling, and embrace bus rapid transit (BRT) plans, transit and multimodal improvements on urban arterials.

- Marie Venner submitted a written comment on the greenhouse gas (GHG) rule, Sarah Marin submitted public comment on 1/21/22 regarding a grant application, which CDOT does not take a position. Michael Wick submitted a comment on a road diet on US 50 in Delta County. Philip Demosthenes submitted two written comments, one on public comments should be permissible and one on the topic of safety needing to be given more attention. All written comments were submitted into the record.

3. Comments of the Chair and Individual Commissioners – Video time 00:07:18

- Commissioners commented and thanked CDOT for all their work on various efforts including GHG mitigations, the newly created Nonattainment Enterprise, transportation demand management (TDM), the 10-year plan update, and keeping the roads open through the snowy months. Commissioners also called attention to the need to do more to tackle safety and encourage behavior changes, expand broadband.
- Commissioner Garcia requested a work session item on CDOT's role in supporting broadband expansion.

4. Executive Director's Management Report (Shoshana Lew) – Video link: 00:35:30

- Commented on what an amazing job the maintenance team has done at keeping roads safe through the storms.
- Called attention to a report on 2021 accomplishments and what to focus on going forward and how it supports the success of the 10-year plan particularly with regard to helping us pave a record number of miles.
- Thanked the CDOT Office of Innovative Mobility (OIM) team for all of their work on TDM and for putting on a great event last Friday

5. Chief Engineer's Report (Steve Harelson) – Video time: 00:41:00

- Noted the retirement of Paul Neeman after 28 years of remarkable service.
- Bidding and inflation pressures: Looked at bidding records and estimates were 6% high, and 28 were outside award criteria, but within historic tolerances for last year. This year, 7 out of 11 bids this year have been within normal amounts, and four were extremely high, but they were all for difficult projects.
- National Highway Transportation Safety Administration (NHTSA) study showed that Utah's law lowering the threshold for driving under the influence (DUIs) to .05% blood-alcohol-content (BAC) has coincided with lower fatal and serious bodily injury (SBI) crash rates by 5%.
- Called attention to car manufacturers role in safety, commenting on horsepower in engines becoming increasingly powerful which may be contributing to the speeding issues, which may impact design needs.

6. Colorado Transportation Investment Office (CTIO) Director's Report (Nick Farber) – Video time 00:50:04

- The Colorado Transportation Investment Office (CTIO) Board, formerly known as the HPTe Board, at their last meeting: the Board approved 5-year extension with the E470 highway authority on the tolling services agreement from 6/30/23 to 6/30/28 with 2 years to negotiate wind down provisions. Board also approved a phase 2 scope of work with a California emerging technology tolling company.
- I-70 Mountain Express lane pilot: Testing new technology to enable enforcement of toll violations including the ability to identify weaving, license plate tampering, and oversized vehicles. Karen Stuart commented on what an exciting pilot this is.
- Phase 2 submission of ROADIS unsolicited proposal is due on March 15th.

7. Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater) – Video time 00:56:38

- Planning Certification review: Congratulated the Pikes Peak Area Council of Governments (PPACG) on their excellent Planning Certification review, which looks at the effectiveness of the planning process in Metropolitan Planning Organizations (MPOs).
- The new FHWA Deputy Program Manager, Andy Wilson, will be starting in March.

8. Statewide Transportation Advisory Committee (STAC) Report (STAC Chair, Vince Rogalski) – Video time 01:00:05

- Vince summarized STAC discussions on new state and federal legislation, the GHG mitigation measures, EV conversion, the 10-year plan, and transportation funding.

- He called attention to STAC's position that the Nonattainment Enterprise funds should not be included in the equity formula for the 10-year plan update.

9. Legislative Update, Office of Policy and Government Relations (Andy Karsian) - Video time 01:08:02

- Bike safety bill passed out of committee, so will be following that, and continuing to testify regarding CDOT's concerns on the bill.
- Senator Scott Bill: testified against SB22- 96 on the budget reporting process, so that bill died, and then bill seeking oversight on dispute resolution also died in committee
- HB22-1080 elections for speed enforcement technology (cameras): CDOT testified against the bill on request of the Governor's office.
- Upcoming bills: Continue to monitor the bill seeking to amend out the Division of Aeronautics, the worker's compensation bill and some air quality bills.
- Chair Hall commented that she did a lot to try to defeat the bills that Senator Scott introduced.

10. Consent Agenda – Video time 01:12:54

- A Motion by Commissioner Hart to approve without changes, seconded by Commissioner Stanton, passed unanimously.
- Proposed Resolution #1: Approve the Regular Meeting Minutes of January 20, 2022 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)

11. Resolution #3: 8th Budget Supplement of FY 2022 (Jeff Sudmeier) – Video time 01:14:19

- A Motion by Commissioner Stanton to approve and seconded by Commissioner Holguin passed unanimously.
- Commissioner Vasquez asked if the \$1M will be subject to a claim against emergency funds to avoid a permanent hit to the budget. Chief Engineer Harelson responded that they have used indirect costs estimated at \$5M in net present value, and they will work to capture some emergency funds to do cover those costs.
- Commissioner Vasquez asked who will retain control of the road. Chief Engineer Harelson responded that counties are insisting that it remain a county road, so CDOT intends to help the locals construct it as a local agency project through resiliency grants in the new Infrastructure bill, but that it will remain a local project.

12. Resolution #4: 6th Budget Supplement (Jeff Sudmeier) – Video time 01:19:56

- A Motion by Commissioner Vasquez to approve and seconded by Commissioner Garcia passed unanimously.

13. Resolution #5: MPO Modeling Support (Rebecca White and Erik Sabina) – Video time 01:22:51

- A Motion Commissioner Vasquez to approve and seconded by Commissioner Bracke passed unanimously.

14. Recognitions: none

15. Other Matters: none

Meeting Adjourned: 10:26AM

USDOT Presentation on National Roadway Safety Strategy – Video link: 01:44:09



COLORADO
Department of
Transportation

DATE: March 16, 2022

TO: Statewide Transportation Advisory Committee

FROM: Herman Stockinger, Deputy Director
Rebecca White, Director, Division of Transportation Development
Theresa Takushi, Greenhouse Gas Program Specialist

SUBJECT: Policy Directive Development - GHG Mitigation Measures &
Update on Compliance with GHG Pollution Reduction Standard

Purpose

This memo provides an update on the status of the development of the Policy Directive on GHG Emissions Mitigation Measures and an update on the progress towards compliance for the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning.

Action

Discussion only.

Background

As outlined in the Rule, approved by the Commission in December: "By May 1, 2022, CDOT in consultation with the MPOs shall establish an ongoing administrative process and guidelines, through a public process, for selecting, measuring, confirming, verifying, and reporting GHG Mitigation Measures." CDOT staff intend to bring a "Mitigations Policy Directive" to the Transportation Commission for approval at the April Commission meeting." (Section 8.02.4)

Details

CDOT staff has been working with the Ad Hoc Agency Coordination Committee to develop the GHG Mitigation Policy Directive. Staff has also been continuously working

with the Metropolitan Planning Organizations and other stakeholders to discuss modeling and GHG Mitigation measures/methodology.

CDOT has made significant progress since the GHG Rule adoption, including modeling work, formation of the Interagency Coordination Team (IACT), and working with other states who are interested in learning more about the GHG Rule.

Additionally, with the leadership of the Ad Hoc Agency Coordination Team, CDOT has developed a Draft Policy Directive which provides an overarching framework which explains the process for determining, validating and tracking mitigations. A parallel Procedural Directive will list the specific mitigations and calculation procedures.

The four main sections of the Draft Policy Directive include:

1. Process for Establishing GHG Mitigation Measures
2. Proposing New GHG Mitigation Measures
3. Broad overview of scoring approach for GHG Mitigation Measures
4. Developing a Mitigation Action Plan & Status Report

Next Steps

Development of this Policy Directive is an important piece of implementing the GHG Rule. By October 1, 2022, CDOT must update their 10-Year Plan, DRCOG and NFRMPO will update their Regional Transportation Plans (RTP) pursuant to the requirements of the rule and demonstrate compliance with the GHG reduction levels. Each agency must submit a GHG Transportation Report to the Commission, demonstrating the emissions analysis for their regions and, if necessary, a Mitigation Action Plan which details mitigation measures used to help them meet their reduction levels.

Attachments

Slide presentation



GHG Pollution Standard for Transportation Planning: Implementation Update

March, 2022



Agenda

- Progress since rule adoption
- Approach on Mitigations
 - Policy Directive Outline
 - Procedural Directive Approach
- Feedback
- Next Steps Schedule



- Rule adopted December 2021
 - Formed State Interagency Consultation Team (IACT)
- Established working groups (Modeling, GHG Mitigations)

Upcoming:

- April: TC and STAC Workshops (Mitigation Policy Directive)
- Spring: Procedural Directive
- 10 Yr Plan Update and GHG Report to TC
 - CDOT, DRCOG and NFRMPO must have updated plans in place - before Oct 2022



Approach on Mitigations

Two important components:

- Policy Directive
 - Approved by Transportation Commission
 - Overarching framework
 - Explains intent of mitigations and process for scoring
 - Defines regionally significant projects for CDOT
 - High level enough to consider the 30 year life of the rule
- Procedural Directive
 - Approved by Executive Director
 - Lists actual GHG Mitigation Measures
 - Scoring matrix
 - Detailed math that can be updated as better ways to measure mitigations are developed



DRAFT Framework for GHG Policy Directive

Balance ensuring appropriate analytical rigor around the expected GHG reductions of mitigation measures with the need to encourage new ideas and adapt to new modeling and/or measurement methodologies.

Four main sections:

1. Process for Establishing GHG Mitigation Measures

- CDOT shall develop and maintain a master list of measures, which will be approved by the Interagency Coordination Team.
- Measures will be listed in accompanying procedural directive.
 - We have found that some of the measures listed in the rule are in fact better put in the travel model (if possible) to capture the combined effects of measures (land use/transit). This also will likely help CDOT/MPO get the best GHG reduction from the combined effects.
 - Over time some measures may be integrated into the modeling protocol

2. Proposing New GHG Mitigation Measures

- Ability to nominate new GHG Mitigation Measures will be open to all MPOs, local governments, community and advocacy groups, and members of the public.
- All new mitigations evaluated against common criteria with IACT ultimately approving those that can be quantified based on available information.



DRAFT Framework for GHG Policy Directive Continued

3. Broadly describes scoring approach for GHG Mitigation Measures
 - Measures will receive a “score” representing their GHG reduction effectiveness.
 - Scores themselves will be included in procedural directive.

4. Developing a Mitigation Action Plan & Status Report
 - Lists required elements of each.



Preliminary Approach DRAFT Procedural Directive

- Procedural Directive
 - List actual GHG Mitigation Measures (approved by IACT)
 - Methodology for quantifying and scoring measures, considering:
 - Context (rural, urban, suburban)
 - Effectiveness over time
 - Incentivizing mitigations in disproportionately impacted communities
 - Appendix with the “math” used to establish the score

DRAFT



Initial Feedback

- Having a large enough set of approved Mitigation Measures to enable CDOT and MPOs to meet the standard
 - Procedural Directive may include nearly 40 mitigation measures
- Allow for new ideas while simultaneously quantifying and proving results
 - Framework for how MPOs can propose and develop alternative off model GHG calculations
- Input from STAC



Current GHG Implementation Timeline

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Review Baseline Projects	█	█										
Coding Baseline Network	█	█										
First round of baseline model runs		█	█									
Baseline GHG Analysis- Moves Runs			█									
TC adopts the GHG Mitigation Policy				█								
TPRs/MPOs submit updated 10 Yrs Plans		█	█	█								
1st round of GHG Compliance model runs				█	█							
1st round of GHG Analysis- Moves Runs				█	█							
Second round of GHG Compliance model runs					█							
2nd round of GHG Analysis- Moves Runs					█							
Submit GHG results to APCD for verification (May 31)					█							
Submit GHG Transportation Report and Mitigation Action Plan (if applicable) to TC						█						
Draft Review 10-Year Plan						█						
STAC Review and TC Approval of 10-Year Plan							█					



COLORADO

Department of Transportation

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

DATE: March 11, 2022
TO: State Transportation Advisory Committee
FROM: Amber Blake, Director, Division of Transit and Rail
Rebecca White, Director, Division of Transportation Development (DTD)
SUBJECT: 10-Year Plan Update - Transit

Purpose

The purpose of this memo is to provide the State Transportation Advisory Committee and Transit and Rail Advisory Committee with an update on the projects with in the 10-Year Plan.

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.

This plan update has provided an opportunity to take a more strategic approach toward planning, transparency and accountability as transit projects are more fully integrated into the 10-Year plan. As we work to update the plan for the reasons noted above, staff is considering the following transit specific issues:

Transit Allocation Target

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

Transit Equity Target

Based on the January and February discussions at STAC and TC, staff supports the use of the Regional Priority Program (RPP) Midpoint Formula for both highway and transit funding.

Statewide Transit Operations and Maintenance

The development of a comprehensive multimodal 10-Year plan moves the Department towards achieving its vision. As transit becomes a more prominent part of our state transportation system ensuring sustainable long-term funding for State transit and operations is critical. Staff will present a recommended approach that provides focused funding for State transit O/M needs, while maintaining transit equity amongst the regions. Moreover, this approach separates State transit operations and maintenance projects from capital construction projects (all modes) increasing transparency and clarity in the planning process.

Next Steps:

At a future meeting, staff will further explain how the Department can align each of the funding sources and requirements with projects within the plan. This future discussion will consider the 10-Year Plan time periods and project readiness.

Attachments

10-Year Plan Transit Update Presentation



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10 Year Plan Update –Transit

Statewide Transportation Advisory Committee

March 2022



10 Year Plan - Transit Update

Vision

To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

Mission

To provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.



10 Year Plan - Transit Update

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

Total Planning Breakdown by FY			
FY	Total Planned	Transit (10%)	Total Highway
FY22	\$380M	\$38M	\$342M
FY23	\$325M	\$33M	\$293M
FY24	\$325M	\$33M	\$293M
FY25	\$325M	\$33M	\$293M
FY26	\$325M	\$33M	\$293M
Total	\$1,680M	\$168M	\$1,512M



10 Year Plan - Transit Update: Transit O/M 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.
2. Establishing a single equity formula for highway and transit.
3. Establishing increased transparency by separating State Transit O/M projects.
 - In the following slides, staff will present how this scenario looks in practice, and how it maintains transit equity.



10 Year Plan - Opportunity for Improvement

The plan update provides an opportunity for the Department to improve how we:

- Demonstrate effective statewide transit planning
- Improve Accountability & Transparency
- Provide clarity between funding for transit capital construction and State transit operations and maintenance (O/M) projects.
- Ensure fiscal sustainability for Operations and Maintenance of the State Transit System inclusive of: The Bustang Family of services (Bustang, Outrider, Pegasus, Snowstang) and Mobility Hubs O/M.



10 Year Plan - Statewide Transit Review

Background and inception of Colorado's State Transit Service:

- 2009 Legislature created the Division of Transit and Rail.
- Primary functions at the time were to serve as a pass-through agency administering FTA and State transit funds to local agencies, conduct statewide transit and rail planning, to work towards integration of transit into statewide transportation system.
- In 2015, Bustang service launched in the I-25 and I-170 corridors
- In 2018, Bustang Outrider Services launched across the state (Lamar-Pueblo, Durango - Grand Junction,





10 Year Plan - Statewide Transit Review

Where we are today with State transit service:

- Wildly successful Bustang services (Bustang, Outrider, Ram's Route, Bustang to Broncos, Snowstang)
- Pegasus service kicks off this April
- Strategically moving towards a comprehensive integration of Transit into our statewide multimodal system.
- Buildout of the mobility hubs and operational system continues





10 Year Plan - Transparency and Accountability

Ongoing operations and maintenance needs exist and will continue ...

- It is fiscally responsible to plan for ongoing operations and maintenance of our state transit system, including the Bustang family of services (Bustang, Outrider, Pegasus, Snowstang) and address Mobility Hub O/M
- It is important to provide clarity and transparency to our planning partners and the traveling public
- It is necessary to ensure fiscal constraint and maintain transit equity in the regions



10 Year Plan - Transparency and Accountability

The recommendation for State transit operations and maintenance to be included in the 10-Year Plan includes ongoing funding for:

- Bustang family of services operations and maintenance
- O/M for Mobility Hubs once constructed and online
- Planning for Bustang service expansions on the West and North/South Routes
 - West Route to 8 trips a day, plus rollingstock
 - N/S Routes doubling service to 12 trips a day, plus rollingstock
- Planning for Outrider Service Expansions
 - Implementation of expansions will be based on results of update to Intercity and Regional Bus Plan (2022-23) and associated public process and coordination with local agencies



10 Year Plan - Transit Update: Transit O/M Considerations

Current Transit Equity by Region

Transit Breakdown by FY								
Region	FY22	FY23	FY24	FY25	FY26	Totals	FY22 Equity Target	Equity FY22
1	\$16,845,400	\$11,124,750	\$11,124,750	\$11,124,750	\$11,124,750	\$61,344,400	44.33%	44.33%
2	\$6,475,200	\$6,165,250	\$6,165,250	\$6,165,250	\$6,165,250	\$31,136,200	17.04%	17.04%
3	\$4,879,200	\$4,897,750	\$4,897,750	\$4,897,750	\$4,897,750	\$24,470,200	12.84%	12.84%
4	\$8,056,000	\$7,757,750	\$7,757,750	\$7,757,750	\$7,757,750	\$39,087,000	21.20%	21.20%
5	\$1,744,200	\$2,554,500	\$2,554,500	\$2,554,500	\$2,554,500	\$11,962,200	4.59%	4.59%
Totals	\$38,000,000	\$32,500,000	\$32,500,000	\$32,500,000	\$32,500,000	\$168,000,000	100.00%	100.00%

Transit Equity is maintained, Transit OM in state

Transit Breakdown by FY (State Transit O/M)								
Region	FY22	FY23	FY24	FY25	FY26	Totals	FY22 Equity Target	Equity FY22
STATE	\$10,850,000	\$19,236,000	\$15,997,080	\$16,628,992	\$19,653,862	\$105,943,897		
1	\$12,035,595	\$5,879,931	\$7,315,744	\$7,035,618	\$5,694,693	\$27,509,471	44.33%	44.33%
2	\$4,626,360	\$2,260,186	\$2,812,098	\$2,704,420	\$2,188,982	\$10,574,360	17.04%	17.04%
3	\$3,486,060	\$1,703,098	\$2,118,975	\$2,037,837	\$1,649,444	\$7,968,004	12.84%	12.84%
4	\$5,755,800	\$2,811,968	\$3,498,619	\$3,364,654	\$2,723,381	\$13,155,894	21.20%	21.20%
5	\$1,246,185	\$608,818	\$757,484	\$728,479	\$589,638	\$2,848,375	4.59%	4.59%
Totals	\$38,000,000	\$32,500,000	\$32,500,000	\$32,500,000	\$32,500,000	\$168,000,000	100.00%	100.00%



Key Take Aways

- Transit equity maintained, with increased interregional service with sustainable O/M
- Provides sustainable funding for State transit operations
- Maintains regional equity for transit funding at minimum 10%
- Provides clarity on transit funding available within regions
- Maintains priority capital construction projects (transit and multimodal) in the 10- year plan by region
- Local agency capital projects remain within 10-year plan
- Local operating expansion projects - continue to be a priority with enhanced service planning support from CDOT-DTR for small rural agencies, more sustainable funding through 5311 grant process
- Increases accountability and for appropriate public process and update to intercity and regional bus plan and essential local coordination to prioritize outrider projects



COLORADO
Department of Transportation
Office of the Chief Engineer

2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

Date March 11, 2022
To: STAC Members
From: Stephen Harelson, PE
Chief Engineer

PURPOSE

Update STAC members on Cottonwood Pass progress and path forward.

ACTION

No action is requested. This will be an update.

BACKGROUND

Since late last summer, CDOT staff has been working to identify improvements to Cottonwood Pass to provide an improved alternate route to Glenwood Canyon. We have had two meetings, one in Glenwood Springs and one in Eagle. Staff from both counties, and many affected municipalities, and members of the public attended both. Eagle County has proposed 6 spot locations for improvements-with a conceptual cost of approximately \$15 Million. Garfield County has analyzed three potential routes in their county-with packages of improvements on each similar in scope to the Eagle County improvements. Garfield's preferred alternative is to improve the "Catherine's Store" road, which is the most southerly of the three alternatives. Preliminary research has been performed on right of way ownership in both counties. Much of the route is what is known as "prescriptive right" which means the right of way exists only where the road exists. In many areas, there is no formal boundary platted-and establishing the right of way for the existing road will require some serious work. Areas where curves are to be softened, or the road is to be widened will require right of way acquisition, above and beyond the formal establishment of the existing prescriptive right ROW lines. Both counties seek to improve the route as a county road, and do not want to transform it into a state highway. There are varying opinions regarding the ultimate width of the route, and/or shoulders, the design speed of the curves, and the suitability of any improvements for truck traffic.

Aside from the spot improvements identified by both counties, CDOT has had conversations with Eagle County stakeholders regarding the possibility of improving an existing road down Cottonwood Creek, and extending that road to an interchange on I-70-rather than improving the Blue Hill portion of the existing route. Cottonwood Creek is one drainage west of where the Cottonwood Pass road currently



terminates in Gypsum. Improving this existing road eliminates the need to improve the most difficult area on the existing route. This alternative would also take traffic away from downtown Gypsum, and instead carry it through a less developed area. CDOT plans to continue to pursue this alternative and determine its feasibility.

DETAILS

CDOT needs funding to perform more rigorous right of way analysis, and to advance the design concepts presented by Eagle and Garfield Counties. With a more refined conceptual design, and known right of way needs, the counties will be better positioned to pursue resiliency grants authorized in the Bipartisan Infrastructure Law. In the coming weeks, a contract will be procured to perform the right of way analysis. CDOT's stewardship agreement with FHWA mandates that any Right of Way acquisition be performed in accordance with the Uniform Act-which establishes protocols for the purchase of Right of Way. Under the terms of the Uniform Act, Right of Way acquisition can be expected to take over a year, once the limits of the purchase are determined. While some minor improvements are possible this summer, the wholesale improvements requiring ROW purchase will not be possible prior to the summer of 2023. In the Glenwood Canyon emergency declaration, a \$50M placeholder was included for alternate route construction. Upon further review, it is apparent that only direct costs from the incident (not user costs) are likely to be reimbursed by FHWA. Under this assumption, the magnitude of eligible reimbursement for alternate route improvements is of the order of \$4-5M dollars-which is far less than the total improvements desired. CDOT intends to help Eagle and Garfield counties pursue additional funding through Federal Resiliency grant opportunities to complete the desired improvements.

NEXT STEPS

Project team is working to define the ROW, and will continue to work with Eagle and Garfield counties to advance local agency improvements and potential federal resiliency grants.

ATTACHMENTS

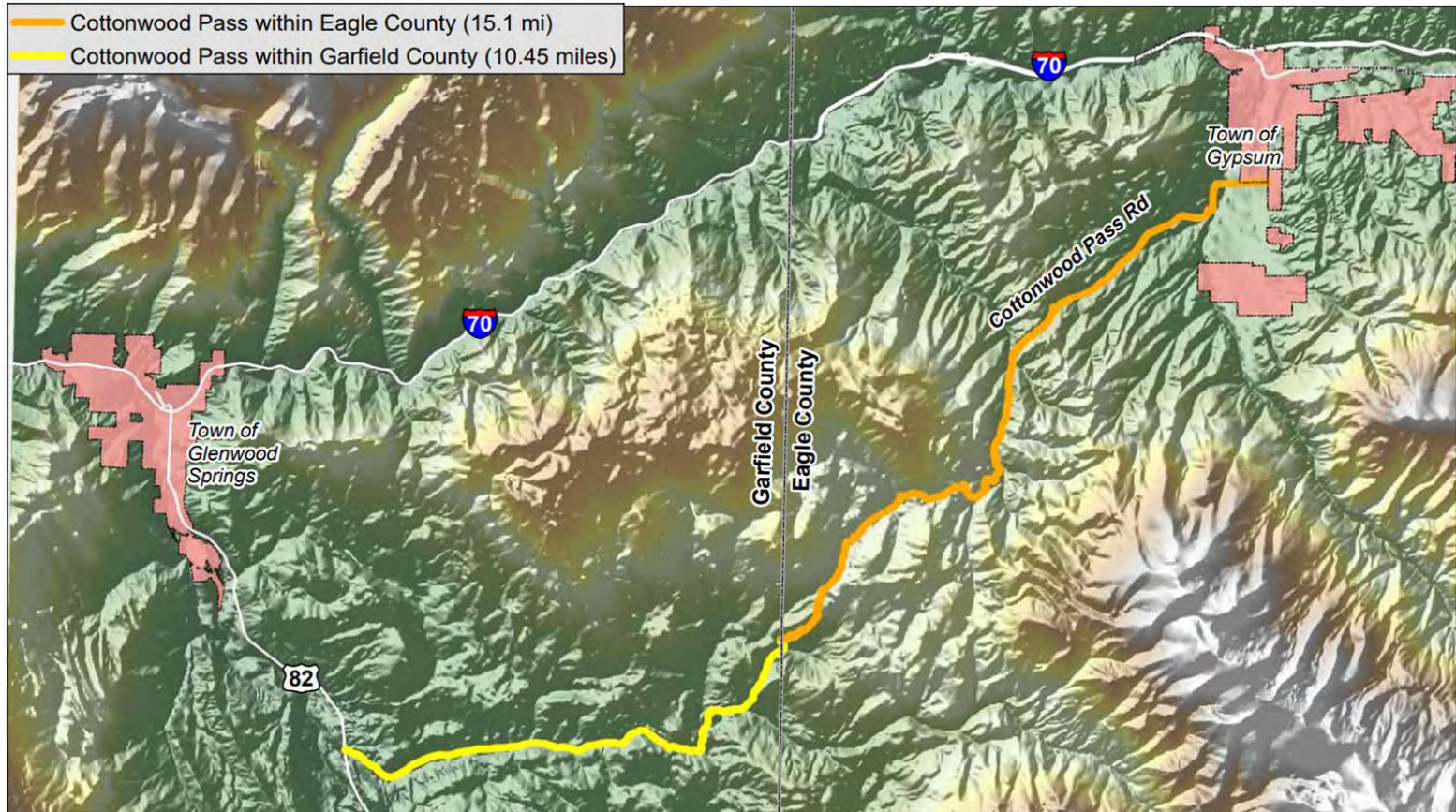
Power Point Presentation "Cottonwood Funding."





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Planning and Designing an Alternate Route for Glenwood Canyon



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The Present State

Because of natural hazards, I-70 through Glenwood experiences significant (greater than 1 week) closures three or four times a decade.

The shortest existing alternate route suitable for much of the Interstate Traffic is a 2.5 hour minimum detour via SH 13, SH 40 and SH 9.

An alternate detour on the state highway system (SH 82) is impossible to traverse for truck traffic, and is closed in winter.

Several dirt roads provide detours, but they in no way can carry interstate traffic. The shortest of these is Cottonwood Pass, which connects the Roaring Fork Valley to Gypsum.



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ER Funding Opportunities

In the Emergency Declaration last summer, CDOT inserted a \$50M placeholder for purposes of a resilient alternate route.

Discussions with FHWA indicate that the amount that could be spent on such improvements would likely be capped at the Present Value of direct costs (not user costs) expended on the closure, at the frequency of the closure.

It is believed that the PV calculated under this direction would be in the neighborhood of \$5-6 M.



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Resiliency Funding Opportunities

The Bipartisan Infrastructure Law includes both programmatic and grant funding opportunities for resiliency items.





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Cottonwood Pass Conversations

Two meetings were held in October/November in Glenwood Springs and Eagle to discuss improvements to Cottonwood Pass.

The existing route is a county road, owned and maintained by Garfield and Eagle County.

Both Counties seek improvements, but both desire the road to remain under county control.

The meetings concluded with the desire to enter into a Context Sensitive Solutions (CSS) process to identify both immediate Safety and Operational Improvements, as well as exploring other long-term solutions to improving the route.



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Safety and Operational Improvements

Eagle County has identified six locations on the Eagle County portion of the pass that would benefit from geometric improvements to the roadway.

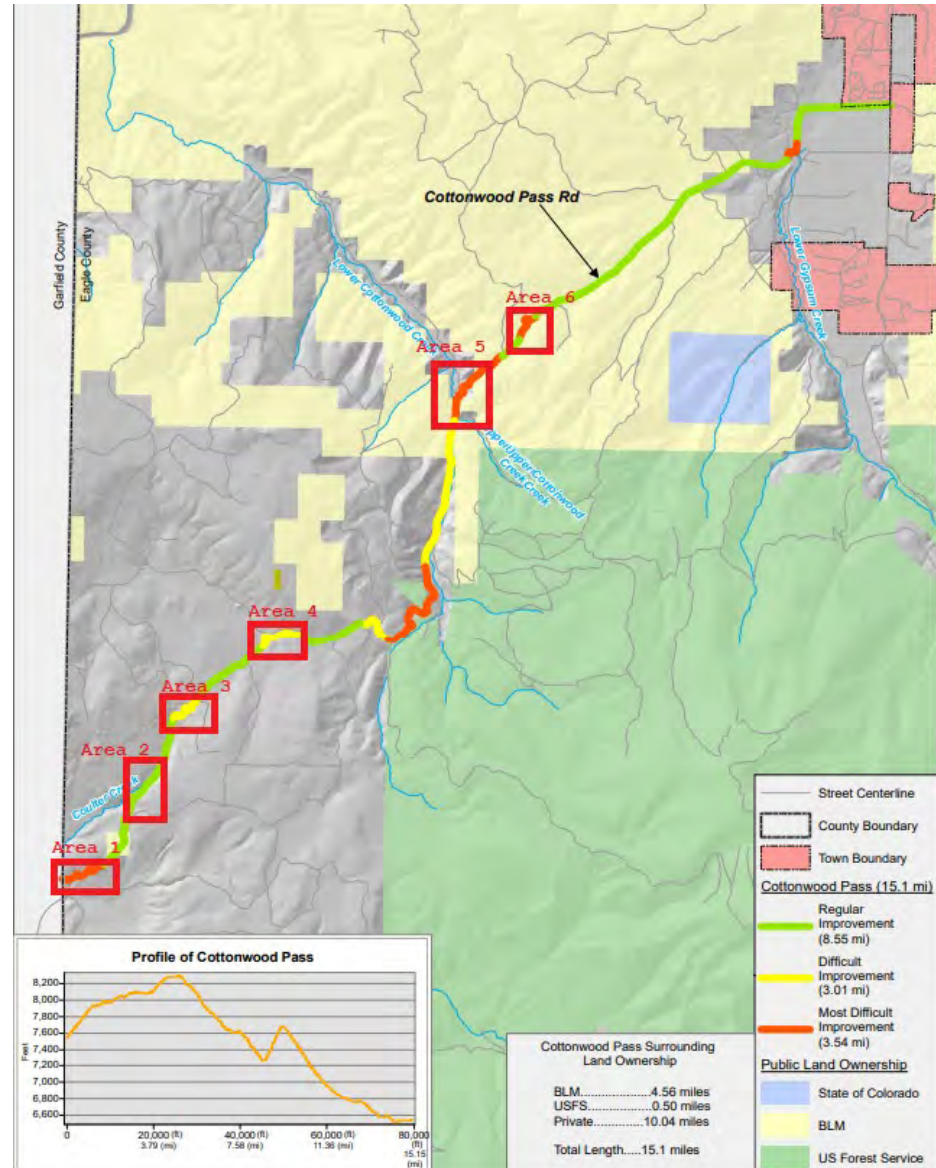
Garfield County identified three alternatives, with the Catherine's Store Road as their preferred alternative-with 8 locations that would benefit from Geometric improvements to the roadway.



Eagle County Improvement Locations

Areas 1-4 and 6 are
widening and curve
straightening.

Area 5 is major
reconstruction of Blue Hill





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Blue Hill Segment

Crosses divide from
Cottonwood Creek to
Gypsum Creek

\$5 M Conceptual Cost

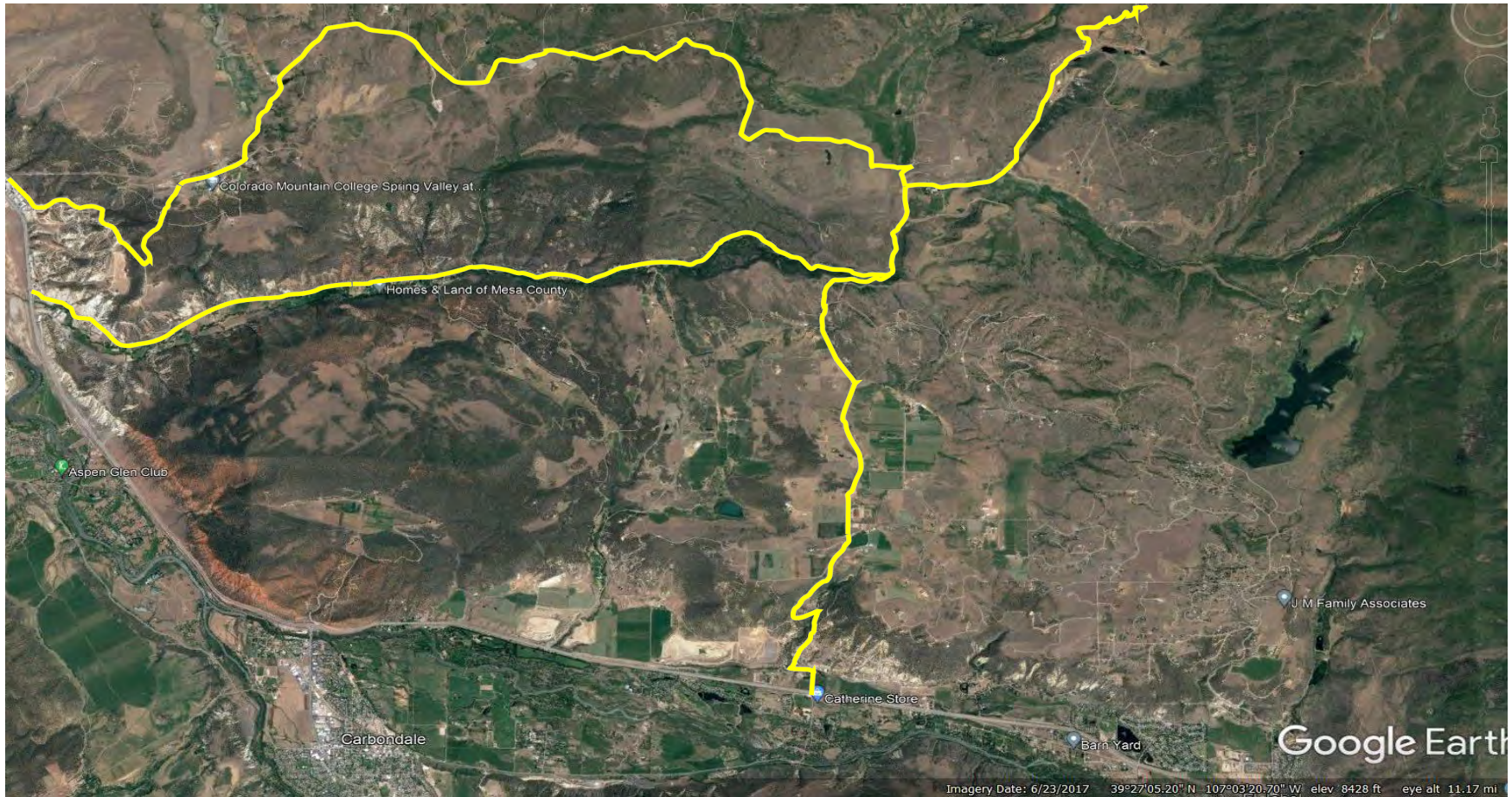


Image Landsat / Copernicus



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Garfield County Alternatives



Right of Way

Much of the route, in both counties, is owned through a mechanism known as Prescriptive Right-i.e. the road is owned by virtue of its location. There is no formal property line. The route passes both through private and public land (USFS and BLM)

In order to widen the route, or soften curves, Right of Way must be mapped. Such mapping will be the basis for any Right of Way acquisition.





Immediate Need

\$1 M dollar budget to perform Right of Way Mapping and advance the CSS process to advance the conceptual designs.

Eagle Residency in Region 3 would issue a Task Order immediately and complete the ROW mapping this summer.



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Questions?





DATE: March 11, 2022

TO: Statewide Transportation Advisory Committee (STAC)

FROM: John Featherstone, Office of Innovative Mobility

CC: Lisa Streisfeld, Assistant Director of Mobility Services

Kay Kelly, Chief of Innovative Mobility

SUBJECT: Strategic Transportation Demand Management (TDM) Grant Program and TDM Work Groups

Purpose

To brief the Committee on the award of \$1,010,500 in state HUTF funds across the FY22-23 pilot of the Strategic TDM grant program and the upcoming release of TDM stakeholder working groups.

Action

Formal action is not required at this time. STAC members are requested to share information on the upcoming working groups release, and anticipated Spring 2022 Round 2 Strategic TDM Grants notice of funding opportunity, with their networks and direct any interested parties or questions to the dot_innovativemobility@state.co.us mailbox.

Background

OIM is advancing statewide TDM through a grassroots approach that leverages existing successful efforts, broadens the conversation to include new perspectives, and allows for stakeholder-led innovation. All applicants to the TDM grant program (\$1.1M) were reviewed by an interdisciplinary team of CDOT employees, along with staff from the Colorado Department of Local Affairs (DOLA), Colorado Department of Public Health & Environment (CDPHE), Colorado Department of Labor and Employment (CDLE). OIM is implementing this multi-prong approach through the following pilot actions:

- 1) **TMO Support Grants** to supplement existing TDM programming and allow existing TDM leaders to expand their reach and impact.
 - Total Funding: \$518,500
 - Eligible Recipients: Existing Transportation Management Organizations (TMOs) and Transportation Management Associations (TMAs) in Colorado
 - Award Term: 1 year (with the possibility for annual renewal upon evaluation of the year 1 pilot)
 - Grants awarded:
 - I-70 Coalition (\$60,000)
 - Boulder Transportation Connections (\$60,000)
 - Commuting Solutions (\$60,000)
 - Smart Commute Metro North (\$60,000)
 - Northeast Transportation Connections (\$60,000)
 - Downtown Denver Partnership (\$38,500)
 - Transportation Solutions (\$60,000)
 - West Corridor TMA (\$60,000)
 - Denver South (\$60,000)

- 2) **TMO Seed Funding Grants** to establish new TMOs in currently un-represented areas of the state and to add new perspectives to the TDM conversation that have the potential to increase TDM success in non-urban areas.
 - Total Funding: \$145,000
 - Eligible Recipients: Governmental agencies, transit agencies, and non-profit organizations.
 - Award Term: 2 years (upon successful establishment of a TMO, recipients would become eligible for future rounds of the TMO support grants)
 - Grants Awarded:
 - City of Glenwood Springs (\$64,000) to create a transportation management association for Glenwood Springs that will develop transportation demand management strategies that are grounded in the recommendation of the recent “Multimodal Options for a Vibrant Economy (MOVE)” Study completed alongside the Roaring Fork Transit Authority (RFTA).
 - City of Fort Collins (\$81,000) for a pilot program aimed at City of Fort Collins employees and low-income residents that would provide free access to micromobility through Spin in combination with an eight-month program of education, equipment support and



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Office of Innovative Mobility

outreach that builds upon the city's wider "Shift Your Ride Travel Options" TDM program.

- 3) **TDM Innovation Grants** for projects that incentivize innovative ideas that help TDM reach new audiences, address current TDM gaps and scale up existing best practices to expand their impact. Not every TDM strategy will work in every situation and these grants are intended to provide a sandbox for innovation that can create additional strategies which may become ripe for replication in similar communities statewide in future years.
- Total Funding: \$347,000
 - Eligible Recipients: Governmental agencies, transit agencies, educational institutions, transportation management associations/organizations (TMA/Os), and nonprofits.
 - Award Term: 1 year
 - Grants Awarded:
 - City of Aspen (\$50,000) - for the expansion of an existing micro transit service program – including new, door-to-hub and virtual bus stop models – and the launch of additional bike share stations that facilitate e-bike sharing.
 - City of Castle Pines (\$47,000) - for evaluation, outreach and planning to identify strategies to connect Castle Pines commuters to existing RTD services – and specifically the park-and-ride as a transit access hub.
 - Colorado Car Share (\$50,000) - to provide electric vehicle car-sharing for under-resourced communities. The grant will allow the program to expand from its existing location in Denver into other communities in the metro area, such as Louisville and Lafayette.
 - Colorado Forum (\$50,000) - to market and disseminate a "Driving Change Guidebook" meant to provide employers with best practices for green mobility options, along with incorporating employer challenges, reward and recognition efforts and the documentation of progress.
 - Colorado State University-Fort Collins (\$50,000) - to develop a transportation demand management plan for CSU that works for employees and students and to conduct outreach to other higher education institutions around the state about their process and lessons learned.
 - Summit County (\$50,000) - to expand the pilot Summit County Trailhead Shuttle program initially launched for Quandary Peak and McCullough Gulch. The grant will help fund an expansion of the daily shuttle service to highly trafficked trailheads in Summit County.
 - Commuting Solutions (\$50,000) - to conduct an analysis of local governments' existing parking and land use policies and to create a toolkit of best practices for real estate developers, local land use policy and development review. The organization will be partnering with Boulder County, the City of Louisville, the City of Lafayette, the City of Longmont, the Town of Superior and the Town of Erie.

Timeline and Next Steps

- OIM has completed \$1.01M in awards for the three Strategic TDM grant opportunities and is receiving quarterly progress reports that reflect that work is progressing as anticipated with the recipients.
 - In the coming months, OIM will be convening a variety of topic-specific working groups with the grant recipients and other interested stakeholders to encourage dialog and information sharing.
 - OIM will distill lessons learned and opportunity areas for our next round of grant programs through regular interactions with the working groups along with on-going review of grant reporting.
- A second round of the Innovation and Seed Funding grant opportunities is anticipated for release this Spring.
 - The notice of funding opportunity - including all application materials and rules and selection criteria - will be posted to the [Strategic Transportation Demand Management Grant Program site](#).
 - For general or project scoping questions, or to be added to the mailing list for the notice of funding opportunity, please contact the Office of Innovative Mobility at dot_innovativemobility@state.co.us

Attachments



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Powerpoint Presentation: Transportation Demand Management Grants 2021

Resource Links

[2019 Colorado TDM Plan](#)
[TDM Grants Landing Page](#)



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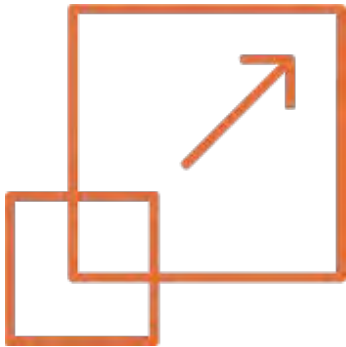
Strategic Transportation Demand Management Grants Update

March 11 2022



What is Transportation Demand Management?

Transportation Demand Management (TDM) is an umbrella term for the application of strategies and policies that facilitate more efficient use of our limited transportation resources. These typically fall into three categories:



CAPACITY CREATION

Reallocation of road space to more efficient modes, increased levels of transit service, etc.



NETWORK MANAGEMENT

Transit timetable changes, active traffic management strategies, etc.



TRAVELER BEHAVIOR CHANGE

Efforts that reduce unnecessary trips, shift trips away from single occupancy vehicles, redirect trips to less congested corridors and retime trips away from peak travel times.



OIM Strategic TDM Grant Portfolio

TMO Support Grants

- Helping existing TMOs expand their reach and impact
- Baselineing and measuring progress toward TDM goals

TMO Seed Funding Grants

- Providing resources for new TMOs to form in currently un-represented areas of the state

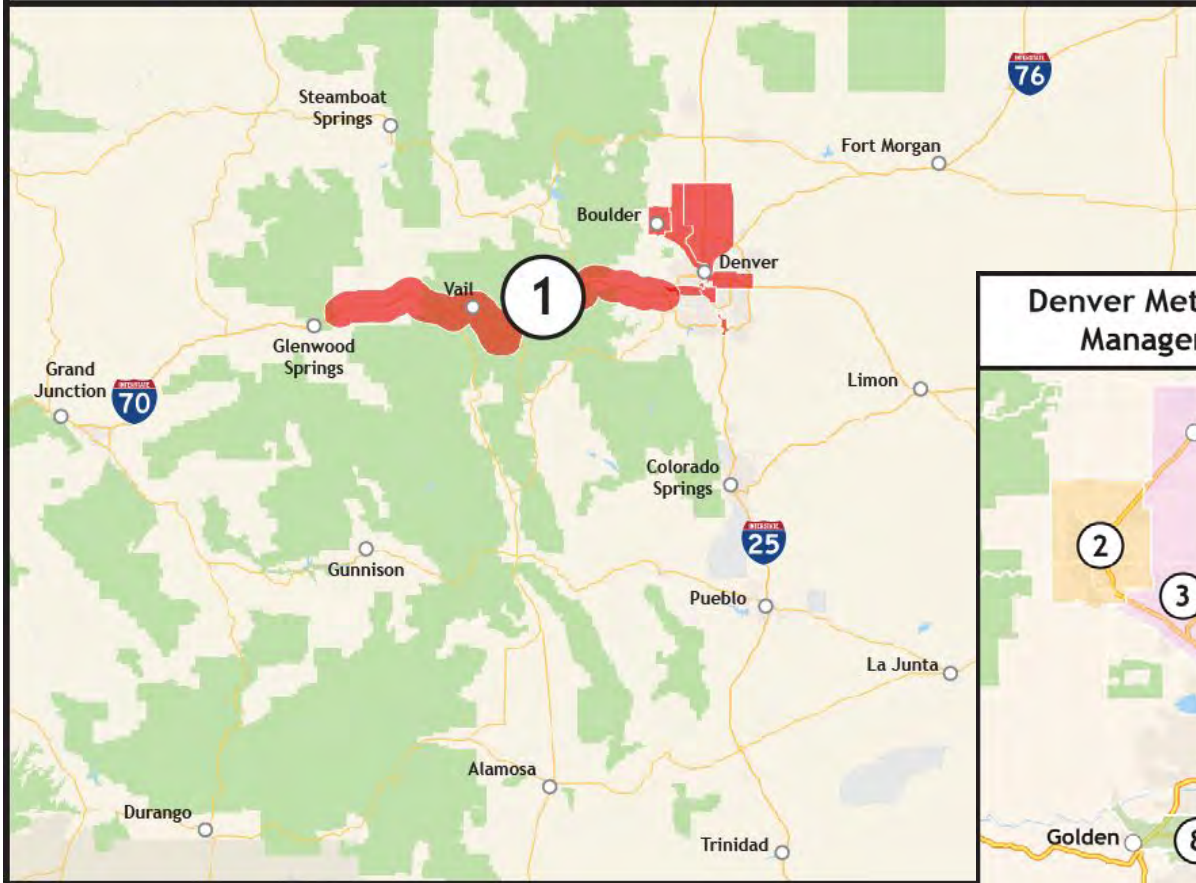
TDM Innovation Grants

- Incentivizing innovative ideas that reach new audiences or address current TDM gaps
- Scaling up existing best practices to expand their impact



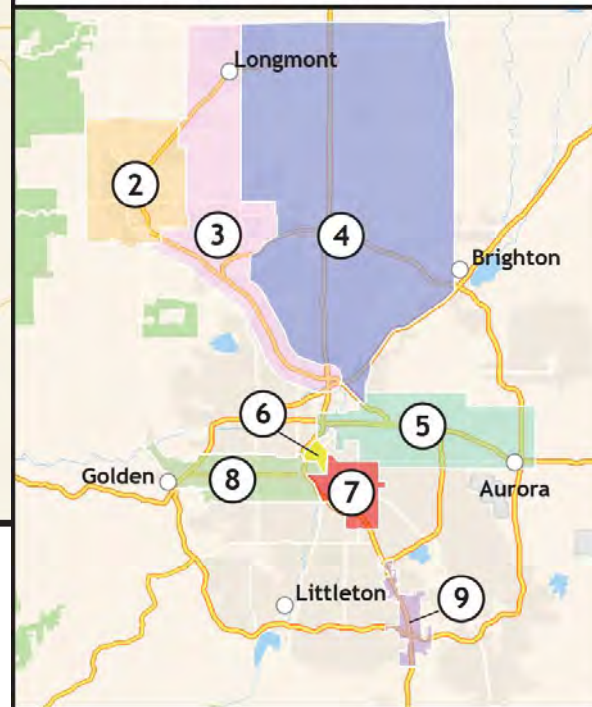
TMO Support Grants - Awarded Summer 2021

Colorado Transportation Management Organizations



- Awards made to all 9 existing TMOs
- \$60,000 per TMO
- 1 year performance period
- Final report requirement to assess impact

Denver Metro Area Transportation Management Organizations

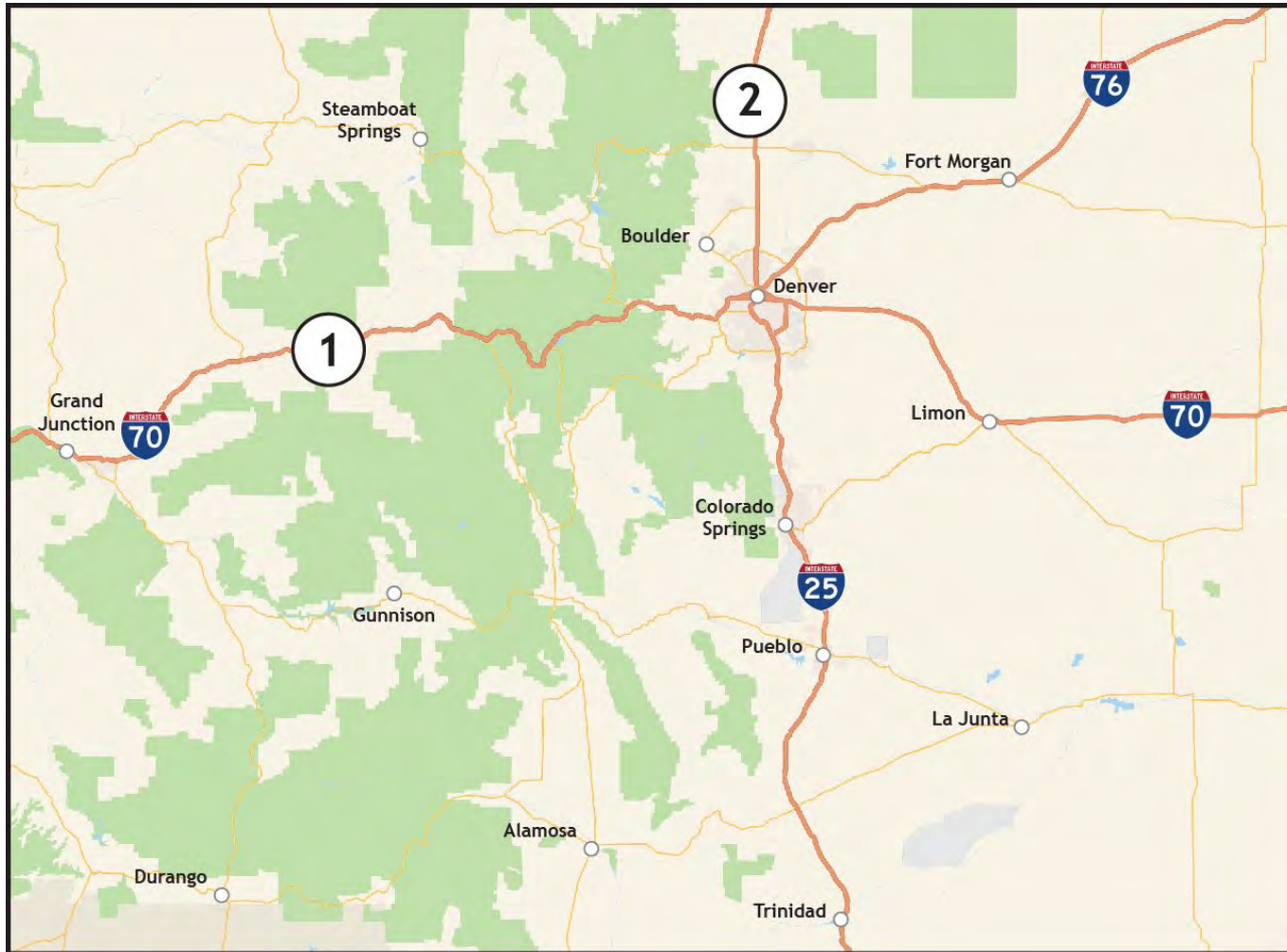


- | | |
|---|--------------------------------------|
| 1 | I-70 Coalition |
| 2 | Boulder Transportation Connections |
| 3 | Commuting Solutions |
| 4 | Smart Commute Metro North |
| 5 | Northeast Transportation Connections |
| 6 | Downtown Denver Partnership |
| 7 | Transportation Solutions |
| 8 | West Corridor TMA |
| 9 | Denver South |



TMO Seed-Funding Grants - Awarded January 2022

\$145,000 awarded across two, two-year awards.



1
City of Glenwood Springs
Creating a Transportation Management Organization for Glenwood Springs

2
City of Fort Collins
Shift Your Ride TDM Program



Glenwood Springs Transportation Management Organization



Award: \$64,000 over two years

Focus Area: City of Glenwood Springs

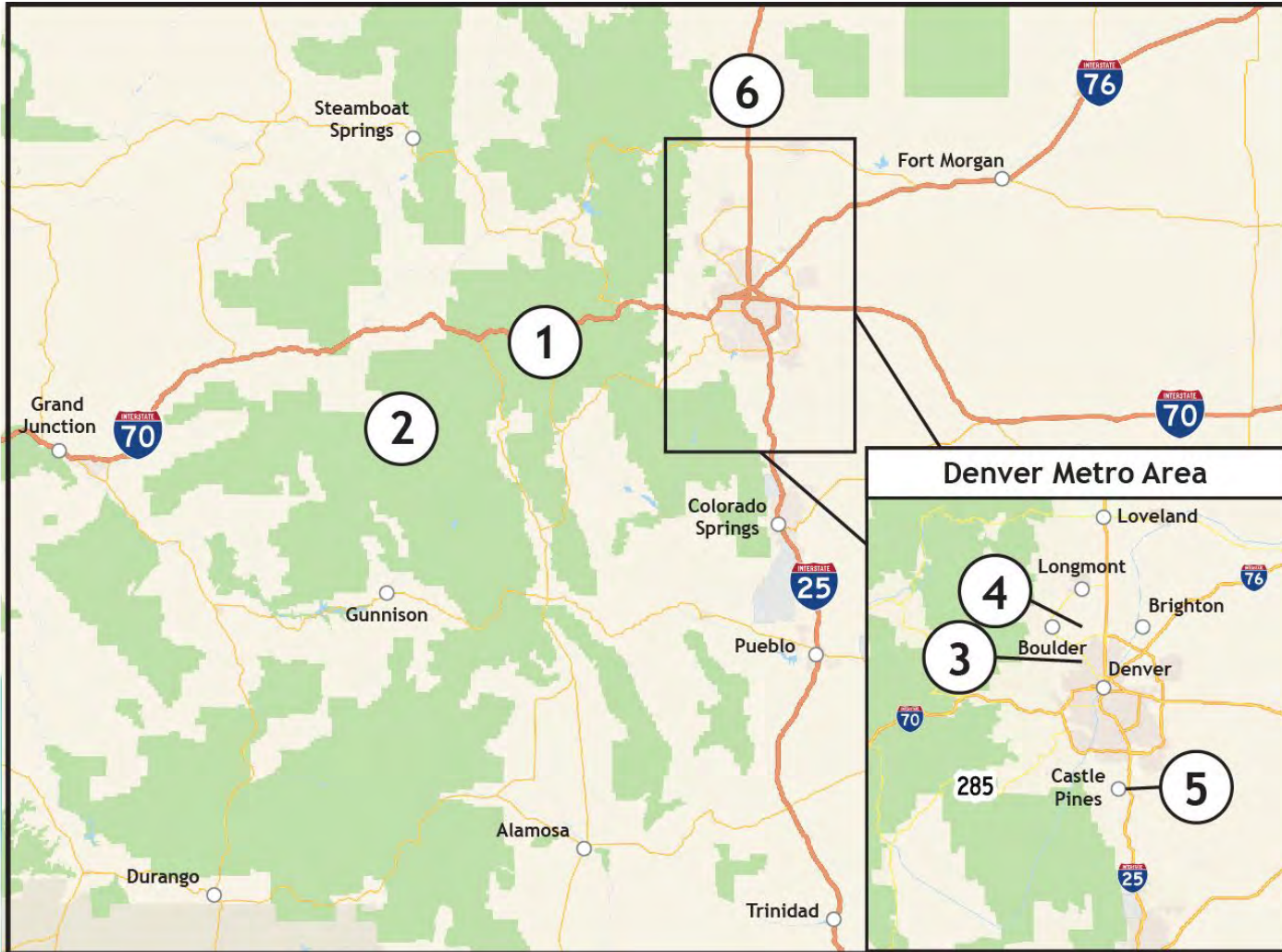
Project Overview:

- Grounded in the recommendations of the recent Multimodal Options for a Vibrant Economy (MOVE) Study completed alongside RFTA.



Innovation Grants - Awarded January 2022

\$347,000 awarded across seven, one-year awards.



- 1 **Summit County**
Trailhead Shuttle Program
- 2 **City of Aspen**
Microtransit Pilot & E-Bike Share
- 3 **Colorado Carshare**
Electric Carshare in Underserved Communities
- 4 **Commuting Solutions**
TDM Policy and Development Toolkits
- 5 **City of Castle Pines**
Transit Connection Study
- 6 **Colorado State University**
CSU TDM Plan & Case Study
- 7 **Colorado Forum**
Driving Change Guidebook (Statewide)



EV Car Share for Underserved Communities



Award: \$50,000 over one year

Focus Area: Denver Metro affordable housing and TBD mountain communities

Project Overview:

- Expansion of a program - piloted with DHA in 2021 - to provide electric car share programs and infrastructure to affordable housing communities.
- Initial launch focused on Louisville, Longmont, Boulder, and Denver.



Summit County Trailhead Shuttle

Award: \$50,000 over one year

Focus Area: Summit County

Project Overview:

- Successful pilot for trailhead shuttles in Summer 2021 at Quandary Peak and McCullough Gulch.
- Expansion to other trailheads.
- Demonstrate model for other areas facing recreational congestion.





Strategic TDM Grant Program Summary

The Pillars of Strategic TDM

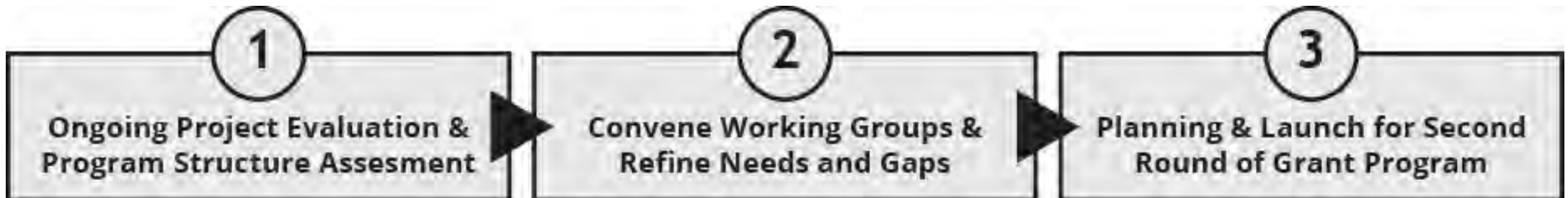




Strategic TDM Grant Program: Next Steps

Establishing a Network

- CDOT is at its best when it leverages its role as a convener to make disparate efforts greater than the sum of their parts.
- In late 2021, OIM started laying the foundations with the first **Statewide TDM Conference**.
- In early 2022, we will build on this work through the creation of **Strategic TDM Work Groups**.





Strategic TDM Grants: Round 2

A second round of the Innovation and TMO Seed Funding grants are anticipated for release this Spring. Finalized details for the schedule and details of the second round will be shared in the coming weeks.

For general or project scoping questions, or to be added to the mailing list for the notice of funding opportunity and program updates, please contact us at:

dot_innovativemobility@state.co.us



COLORADO
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Questions/Discussion





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Department of Transportation

Office of the Chief Engineer
2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

TO: Statewide Transportation Advisory Committee
FROM: Hope Wright, Buildings and Rest Areas Asset Manager
DATE: March 2, 2022
SUBJECT: Rest Area Program Update

Purpose:

Rest areas are vital to CDOT's transportation network and exist to provide the traveling public a safe place to pullover and rest. This memo serves to provide an update to the TC about rest areas since they were identified as an asset in 2019, how they compare to other states and an update on future rest area projects thanks to dedicated funding beginning in FY2023.

History and Background

Absent dedicated funding, maintenance and building funds were utilized to address emergent issues at the rest areas however because of years of deferred maintenance, many large improvements and replacements are necessary to allow the rest areas to continue to function. Several rest areas have been closed previously because of not only deferred maintenance but other safety issues at the locations.

- 2016: The TC requested a Rest Area study to establish a framework for assessing rest areas for improvements and/or closure in response to the recent closure of seven rest areas statewide.
- November 2018: The Rest Area study was presented to the TC and the TC resolved that all remaining CDOT rest areas should remain open because of demonstrable linkages between rest areas and safety, economic vitality and public perception
- December 2018: Rest areas were approved as an asset management class by the TC and \$6M was added to the overall Asset Management Pool beginning in FY2023
- December 2019: Received separate funds from the TC to immediately replace the Vail Pass Rest Area due to failing fresh water and wastewater systems that force the closure of the rest area three days per week and an overall deficient rest area. Additionally, the 2018 study identified the rest area as critical because it is the only rest point for commercial traffic between Georgetown and Vail
- August 2019: Participated in budget setting and received funds for FY23 and FY24. Developed Rest Area Program.
- January 2020: Held pre-scoping meetings and formed the Project Leadership Team (PLT) and Issue Task Force teams to comply with the I-70 Mountain Corridor Context Sensitive Solution (CSS) process for replacement the Vail Pass Rest Area.
- March 2021: Participated in budget setting and received funds for FY25.
- March 2021: Initiated design of the Vail Pass Rest Area after the PLT accepted a design alternative.



- July 2021: Wastewater system replacement completed at Vail Pass Rest Area
- January 2022: Vail Pass Rest Area Replacement drawings at 85% and environmental clearance are nearing completion.

Future Activities

Short Term and Midterm Strategy

- June 2022: Estimated start of construction of both the building and remaining infrastructure at Vail Pass Rest Area
- July 2022: Begin execution of rest area asset management program
 - FY23 \$6.9M
 - Statewide critical repairs, safety enhancements and ADA compliance
 - Initiate design and bidding process to replace Bair Ranch in Glenwood Canyon
 - Initiate design and bidding process to replace Shaw Creek near South Fork
 - FY24 \$5.4M
 - Statewide critical repairs, safety enhancements and ADA compliance
 - Initiate design and bidding process to replace No Name and Grizzly Creek, both in Glenwood Canyon
 - FY25 \$4.0M
 - Statewide critical repairs, safety enhancements and ADA compliance
 - Initiate design and bidding process to remodel Rifle
 - Initiate design and bidding process to remodel El Moro (near Trinidad)
 - Initiate design and bidding process to replace Elk Springs (between Dinosaur and Craig)
- Establish Rest Area Steering Committee to Increase partnership, collaboration and communication between different CDOT departments and programs who all have an interest in rest areas for various initiatives and projects.
- Pursue Rest Area Sponsorship Program to manage sponsorship life cycle. Revenue generated would supplement existing funding sources.

Next Steps

- Steering committee will establish a framework to better refine long-term and midterm strategies and ensure that programs dependent on the rest areas can be implemented successfully.





Rest Area Update: Agenda

- Rest Areas as an Asset: Timeline of Events
- Rest Area Study Results
- Rest Areas Prior to Dedicated Funding
 - Inventory
 - Closures
- CDOT Rest Areas compared to Other State Rest Areas
 - Elements to incorporate into CDOT's rest area program
- Rests Areas With Dedicated Funding
 - Steering Committee
 - Investment Strategy
 - Other Investment Opportunities
- Vail Pass Rest Area Update
- Wrap Up & Questions



Rest Areas as an Asset: Timeline of Events

Fiscal Year (FY) 2016: CDOT's Transportation Commission (TC) requested a framework to assess CDOT's network of rest areas for improvements and/or closures

FY 2017: CDOT engaged a diverse work group to develop a rest area study. The study supported developing a **sustainable rest area program** for highway safety

FY 2018: The TC establishes rest areas as CDOT's 12th asset and increased the overall asset management budget by \$6M to ensure **dedicated funding** to implement the findings from the study

FY 2019: a sustainable rest area program was developed and funds are allocated from asset management budget setting for FY 2023 and 2024

FY 2020: Program receives separate funds from the TC to initiate the process of **replacing the Vail Pass rest area** to address failing and unsafe facility and to increase parking

FY2021: Rest areas participate in asset management budget setting, receive funds for FY 2025

FY2022: Implementation of the rest area program and construction start at Vail Pass

Rest Areas and Truck Parking Study

Post Study Activities

The study concluded that Rest Areas should remain open

- Numerous studies point to the importance of rest areas for helping to combat drowsy driving
- Distinctive rest area signage has the potential to prompt drivers to take a rest
- The greater the distance between rest areas, the greater the risk of accidents
 - An MnDOT study from 2016 indicated that the probability of nighttime, single-vehicle crashes increases exponentially when the distance between rest stops exceeds 55 miles

AAA: Drowsy driving plays larger role in accidents than federal statistics suggest

Bart Jansen, USA TODAY Published 2:13 a.m. ET Feb. 8, 2018 | Updated 7:59 a.m. ET Feb. 8, 2018



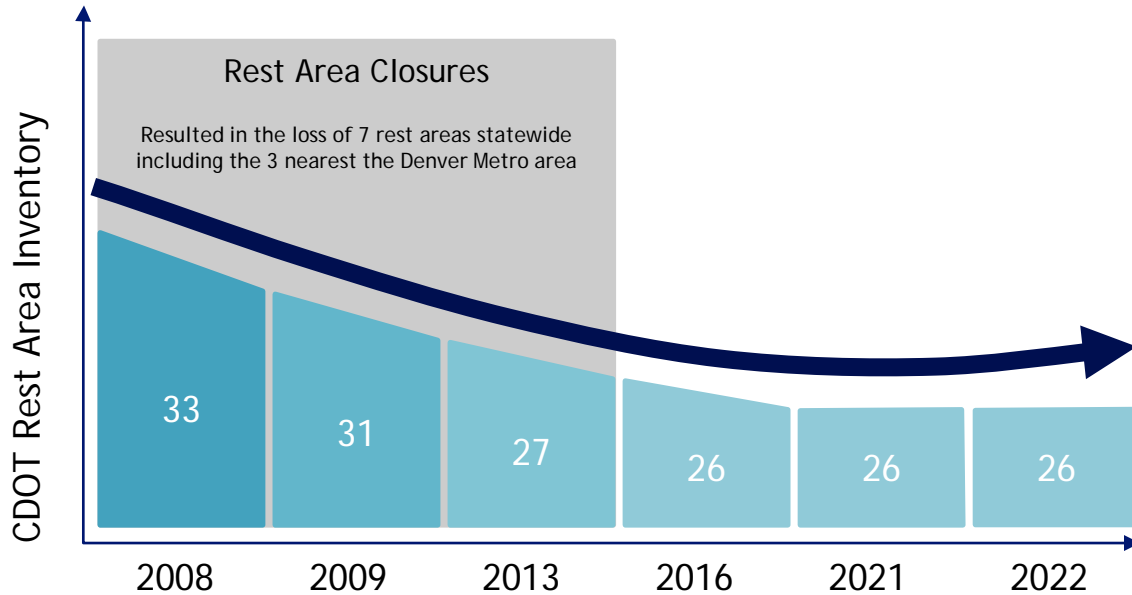
Sleepy drivers cause nearly 1 in 10 crashes in the U.S. that accounts for several thousands deaths per year, according to study released by the car and travel group AAA. USA TODAY

- By studying dashboard video from 700 accidents, the AAA Foundation for Traffic Safety found that 9.5% of all crashes involved drowsy drivers, based on the portion of time the drivers' eyes were closed in the minutes before a crash. The portion grows to 10.8% in more severe crashes.
- Federal estimates suggested drowsiness was factor in only 1% or 2% of crashes.



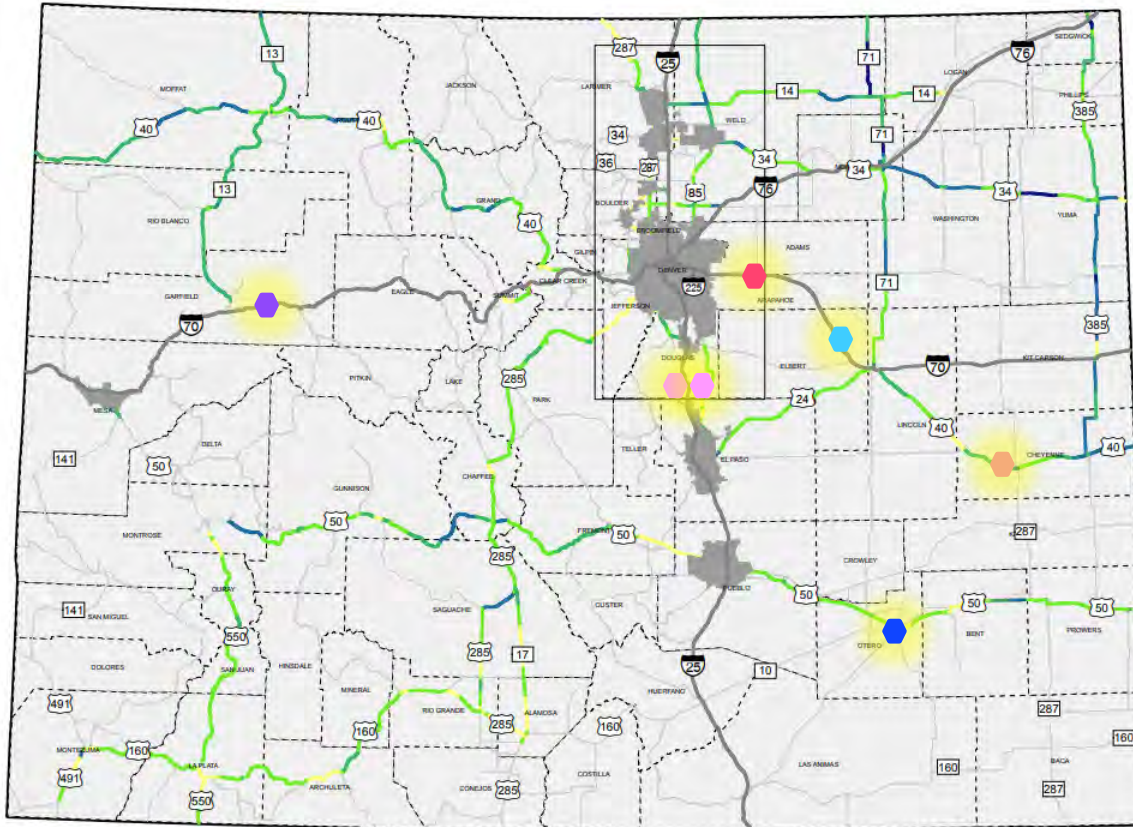
Rest Areas: Closures Prior to Funding

Prior to establishment as an asset, lack of funding for major repairs and safety issues forced the permanent closure of several rest areas





Rest Areas: Closures Prior to Funding



- Rest area closures were concentrated along major transportation corridors
 - Impacts commercial motor vehicle's ability to find safe parking
- Some rest area closures were in rural areas with few other stopping alternatives
 - Impacts all driver's ability to stop and rest
- Closures:
 - Larkspur NB and SB in 2009
 - West Glenwood in 2013
 - Bennett in 2013
 - Hugo/Kit Carson in 2013
 - La Junta in 2013
 - Deer Trail in 2016



CDOT vs Other States

State	Rest Areas	Welcome Centers	Funding for Day-to-Day Maintenance	Funding for Reconstruction
COLORADO	26	4	<ul style="list-style-type: none"> State DOT maintenance funds for staffing and/or maintenance contracts 	<ul style="list-style-type: none"> Dedicated funds beginning in FY23
WYOMING	37	8	<ul style="list-style-type: none"> State funds for staffing and/or maintenance contracts <ul style="list-style-type: none"> Budget cuts resulted in the closure of 10 rest areas in 2020. Due to public outcry, used emergency funding to temporarily re-open 9 of the 10 in 2021 Long term funding solutions have not been identified 	<ul style="list-style-type: none"> No dedicated funding. Used ARRA funds to reconstruct seven rest areas in 2009. Utilizing a federal BUILD grant to add 200 truck parking spots to rest areas along I80
KANSAS	36	1	<ul style="list-style-type: none"> Various state funding for staffing and/or maintenance contracts 	<ul style="list-style-type: none"> No dedicated funding - use a mix of transportation funds and federal grants
UTAH	26	3	<ul style="list-style-type: none"> Various state funding for staffing and/or maintenance contracts 	<ul style="list-style-type: none"> No dedicated funding - use a mix of transportation funds and federal grants
IOWA	36	4	<ul style="list-style-type: none"> Dedicated various state funding for statewide maintenance contract of \$6M/year 	<ul style="list-style-type: none"> Dedicated funds of \$6M/year 2020 plan closes 8 and reconstructs 12 with expanded truck parking



Possible Future Elements to Incorporate into CDOT's Rest Area Program

IOWA:

Themed immersive experiences designed by local artists to honor local history and culture

Walking paths and viewing areas



WYOMING:

Renewable energy to power rest areas, specifically wind turbines and solar

Local materials to complement the natural surroundings



Rest Areas: With Dedicated Funding

As Is Operations

No funds for Improvements

Current State

FY 2022

Dedicated Funding

First year eligible for Asset Management funds due to five-year budget cycle. Begin work to fix known site deficiencies.

Immediate Priorities

FY 2023

Internal Enhancements

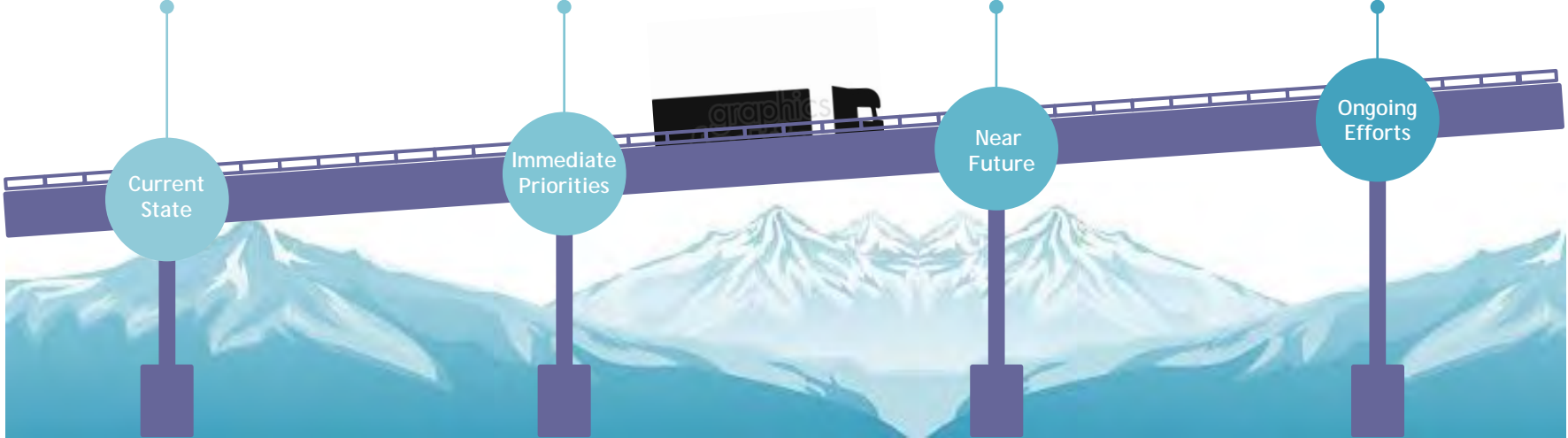
Establish CDOT Rest Area Steering Committee for collaboration and enhancements internally

Near Future

External Partnerships

Investigate enhancements using private/public partnerships and stakeholder coordination

Ongoing Efforts





Rest Areas: Investment Strategy

SHORT TERM STRATEGY

Fix known deficiencies at rest areas

- Replace/Remodel the most deficient buildings
- Upgrade/replace wastewater and freshwater treatment systems
- Ensure ADA Compliance
- Upgrade Fixtures and Fittings
- Lighting
- Safety Enhancements

MIDTERM STRATEGY

Remodel, Replace and Enhance deficient rest areas

- Utilize existing infrastructure to
 - Increase capacity
 - Make better use of existing space
 - Improve truck movements
- Aesthetic and informational improvements

Rest Area Steering Committee

- Establish framework for other CDOT initiatives that might include rest areas such as EV charging and truck parking

Advertising and Sponsorships

- Supplement existing funding sources

LONG TERM STRATEGY

Public/Private Partnerships

- Add truck parking adjacent to truck stops where:
 - Utilization data supports the need
 - There is room for expansion
 - Users can safely access adjacent property for services
- Fund with a mix of dedicated and leveraged funding options
 - Freight
 - Cross asset optimization
 - Grants



Rest Areas: Short and Midterm Strategy

Strategies made possible by: DEDICATED ASSET MANAGEMENT FUNDING

FY23

\$900K Safety Enhancements/
ADA Compliance/
Critical Repairs

\$2.4M Initiate Replacement
of Bair Ranch
(Glenwood Canyon)

\$3.6M Initiate Replacement
of Shaw Creek
(Near South Fork)

Total Budget \$6.9M

FY24

\$600K Corrective Repairs /
Deferred Maintenance

\$2.4M Initiate Replacement
of No Name
(Glenwood Canyon)

\$2.4M Initiate Replacement
of Grizzly Creek
(Glenwood Canyon)

Total Budget \$5.4M

FY25

\$500K Corrective Repairs /
Deferred Maintenance

\$1.5M Remodel El Moro
(Trinidad)

\$1.5M Remodel Rifle

\$0.5M Initiate Replacement
of Elk Springs
(Near Dinosaur)

Total Budget \$4.0M



Rest Areas: Establish CDOT Rest Area Steering Committee

Purpose:

- Increase partnership, collaboration, and communication between different CDOT departments and programs who all have an interest in rest areas for various initiatives and projects.

Need:

- Rest Areas are the nexus for CDOT initiatives such as truck parking, “Greening of State Government”, and potentially EV charging stations, to name a few. As more programs identify rest areas as integral to their program’s success, a framework is needed to coordinate those efforts.

Goal:

- Organize stakeholders
- Guide outcomes and influence decisions
- Provide structure for engagement and information sharing
- Refine strategies

• Who

- Maintenance
- CTIO (formerly HPTE)
- Civil Rights
- Freight
- DTD
- Innovative Mobility
- ITS
- Government Relations
- Communications
- Property Management
- Asset Management



Rest Areas: Pursue Other Investment Opportunities

Rest Area Sponsorship Program

- ✓ Currently pursuing third-party vendor to manage sponsorship life-cycle
 - Advertising signs within the rest area and acknowledgement signs along traveled way
 - Commission based structure with funds directly benefiting Rest Areas
- ✓ Revenue generated would supplement
 - Capital construction and building maintenance costs
 - Day to day operating expenses
- ✓ Goal: Improve Rest Area Experience





Vail Pass Rest Area Replacement Update

Project Approach:

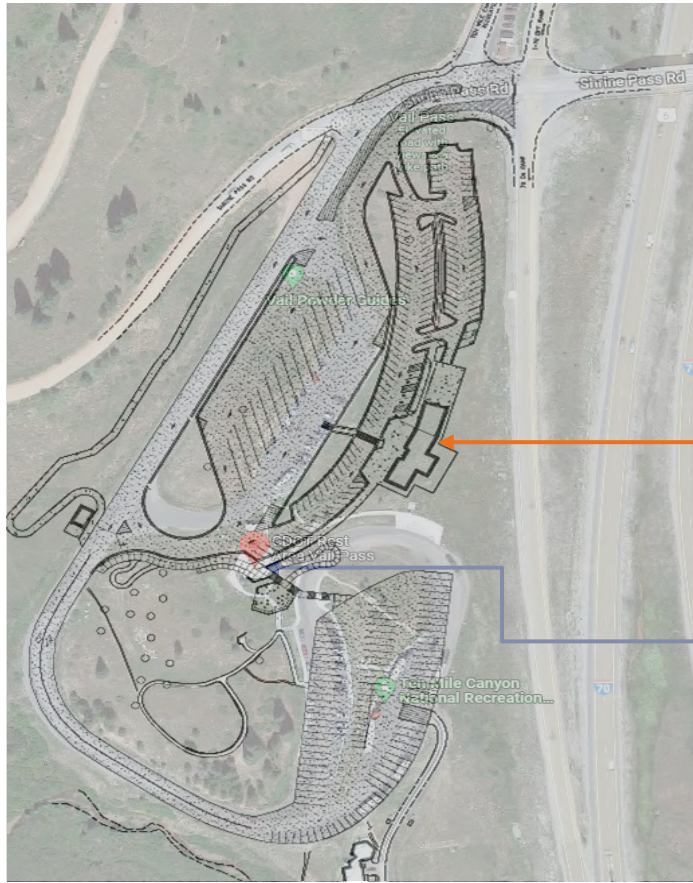
I-70 Mountain Corridor - Context Sensitive Solution (CSS) Process

- Six Step Decision Making Process
 - Engages stakeholders throughout the project
 - Stakeholders establish project goals and identify criteria needed to reach those goals

STAKEHOLDER GOALS	DESIGN ELEMENTS INCORPORATED TO SATISFY STAKEHOLDER GOALS			
Improve safety, connectivity, and mobility	Moved first decision point further into rest area to prevent traffic from backing up onto I70	Separated commercial and passenger parking	ADA compliant building and site	Safe Continuation of recreation trail the site
Increase capacity	Increased passenger parking spaces from 32 to 65 and commercial truck parking spaces from 6 to 20	Increased restroom fixtures from 5 to 12 for women and from 5 to 8 for men. Added two family restrooms	Two restrooms for men and two for women allow one to be open while the other is being cleaned	New freshwater treatment system
Preserve the natural, cultural, and scenic character	Building and material selection compliments surrounding environment	Interactive & creative displays provide users the opportunity to explore the history of Vail Pass	Viewing deck in the shape and location of the old rest area building to honor the historic building and views	Landscaping and aesthetic elements compliment setting
Minimize environmental and historic impacts	Maintained culturally sensitive areas and minimized impacts to wetlands	Improved permanent water quality treatment features	Maximized use of existing infrastructure	
Build sustainably	Construction type supports longevity and can stand up to increased visitation	LEED Certified Building to meet or exceed Governor's Greening Initiatives	Maintenance facility and snow storage for cost effective and long-term preservation	Proper janitorial space to easily and efficiently maintain building



Vail Pass Rest Area Replacement Update



Planned Rest Area Site and Building



Current Rest Area Site and Building

Design Status

- At 85% design, working on cost estimates
 - Depending on cost estimates, will scale back on interactive elements or landscaping and potentially finish materials to stay within budget
- Environmental, historic and archeological clearances are ongoing
- Bidding late April 2022
- Construction Start Mid June 2022



COLORADO

Department of Transportation

Thank you!

- Questions?
- For questions or comments, please contact:

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