



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted in person at CDOT HQ in the auditorium.

May 4, 2023

8:30 AM – 12:00 NOON

Agenda

- 8:30-8:35 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 8:35-8:40 **Approval of the April Meeting Minutes** - Vince Rogalski, STAC Chair
- 8:40-8:50 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- 8:50-9:00 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting
- 9:00-9:25 **TPR Representative and Federal Partners Reports (Informational Update)**
- Updates from STAC members and federal agencies
- 9:25-10:25 **Legislative Report (Informational Update)** – Emily Haddaway and Jamie Grim CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity
 - An overview of the HB1101 boundary review legislation
- 10:25-10:35 **Break**
- 10:35-11:35 **Preparatory Program Distribution Discussion (Informational Update)** – Marissa Gaughan, Multimodal Planning Branch Manager, Division of Transportation Development
- An overview of CDOT funding programs and the program distribution process
- 11:35-11:50 **Draft FY 2024-2027 STIP Overview (Action Item)** – Jamie Collins, STIP Manager, Division of Transportation Development
- A review of the fiscal year 2024-2027 Statewide Transportation Improvement Program
- 11:50-12:00 **Other Business** - Vince Rogalski, STAC Chair
- Revisit the number of in-person meetings for STAC

Statewide Transportation Advisory Committee (STAC)

Meeting Notes

Chair: Vince Rogalski, Gunnison Valley TPR

Date/Time: Thursday, April 6, 2023; 8:30 a.m. – 11:30 a.m.

Location: Virtual Only

Recording: April 6, 2023 STAC: https://www.youtube.com/watch?v=jVqA1_LNqJw

Attendance:

Denver Area:	Nicholas Williams, George Teal, and Ron Papsdorf	Pueblo Area:	Eva Cosyleon
Central Front Range:	Dick Elsner, Dwayne McFall, and Samantha Hughes	San Luis Valley:	Keith Baker and Vern Heersink
Eastern:	Chris Richardson and Scott Weaver	South Central:	Jennifer Oliver
Grand Valley:	Rachel Peterson	Southeast:	Stephanie Gonzales
Gunnison Valley:	Vince Rogalski and Michelle Haynes	Southwest:	Jim Candelaria and Sarah Hill
Intermountain:	Brian Pettet	Upper Front Range:	Kevin Ross and Elizabeth Relford
North Front Range:	Scott James, Becky Karasko, and Suzette Mallette	Southern Ute Tribe:	Mary Eagle
Northwest:	Heather Sloop and Brian Cerkvenik	Ute Mountain Ute Tribe:	Manuel Heart
Pikes Peak Area:	Holly Williams, John Liosatos, and Danelle Miller	FHWA:	Bill Haas
		FTA:	None
		Transportation Commissioners:	Eula Adams, Lisa Tormoen Hickey, and Kathy Hall

Highlights and Action Items

1. Welcome and Introductions – meeting commenced at 8:30 am by Vince Rogalski, STAC Chair ([video timestamp 00:04:11](#))
2. Approval of the February 2023 Meeting Minutes ([video timestamp 00:08:03](#))
 - **STAC Action:** STAC took action to approve the March 2023 STAC Meeting Minutes. Commissioner Williams so moved, and seconded by Commissioner Ross.
3. CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director ([video timestamp 00:09:01](#))
 - FHWA: Wildlife Crossing Grant Notice of Funding Opportunity (NOFO)
 - Deadline for application submittal is August 1st
 - The funding may be used for construction and non-construction projects and the maximum share of project costs that may be funded with grant funds will typically be 80 percent of project costs, as is standard for many Federal-aid projects
 - USDOT: Safe Streets and Roads For All (SS4A) Program
 - Established by the Bipartisan Infrastructure Law (BIL)
 - Eligible Activities
 - Develop or update a comprehensive safety action plan (Action Plan). This includes:
 - Developing an Action Plan;
 - Conducting supplemental planning in support of an Action Plan; and
 - Carrying out demonstration activities in support of an Action Plan.

- Conducting planning, design, and development activities for projects and strategies identified in an Action Plan.
 - Carry out projects and strategies identified in an Action Plan.
 - There are two types of SS4A grants: Planning and Demonstration Grants and Implementation Grants
 - MPOs and local governments are eligible to apply, while State DOTs are not
 - Deadline for application submittal is July 10th
 - Keith Stefanik, CDOT Chief Engineer, provided an overview of the Office of the State Audit (OSA) findings of audit for CDOT's Alternative Delivery Contracting Methods:(video timestamp 00:01:38)
 - The audit contained seven findings resulting in 20 recommendations for CDOT.
 1. CDOT was not fully completing documentation on their project delivery selection matrix.
 2. Some older projects did not have developed evaluation plans required for all Construction Management/General Contractor (CMGC) projects.
 3. CDOT allowed a few pre-construction services agreements to expire but were still utilizing selected services and negotiating with these contracts having expired.
 4. CMGC and the negotiation process should have tighter controls. Over 27 construction packages of which CDOT awarded a total of 705 million dollars. Difference between the independent cost estimator and the award price with the contractor was 18 million dollars.
 5. In the documentation of benefits to utilizing an alternative delivery, the comparisons of CMGC to Design/Build approaches showed similar results for their benefits. CDOT believes if planning time were included in the analysis, the benefits of the alternative delivery method would be more evident, but understands the perspective of the OSA.
 6. Transparency of CDOT's project website met the majority of requirements of SB 21-260. However, the website was not always consistent regarding the type of project information posted.
 7. Colorado Open Records requirements - CDOT was found to have allowed heavier contractor redactions in records made publicly available. CDOT is advised to push back on contractor redaction practices.
 - CDOT plans to implement some changes based on audit recommendations by July 1st, 2023.
4. Transportation Commission (TC) Report – Vince Rogalski, STAC Chair ([video timestamp 00:23:44](#))
- Bus Rapid Transit (BRT)
 - CDOT's 10-year plan includes \$170 million of Strategic Funding for Region-wide Urban Arterial BRT and Transit Improvements projects.
 - Concerns with the risk for CDOT building this type infrastructure were raised by the TC
 - Questions arose regarding who would manage and operate them, the Regional Transportation District (RTD) or to what degree for CDOT.
 - Staff reviewed how to develop a fee based structure for accessing Fiber in the CDOT Right-of-Way (ROW) and also the agreement process and compensation methods.
 - Small Business and Diversity Committee presentation
 - In April the TC will consider a request for four Environmental Justice and Equity (EJE) Branch staff positions.
 - Key drivers for these positions included the need for additional data collection and for more federal reporting requirements due to the IJJA.
 - Discussed accomplishments of the Branch and the rationale for the additional four positions.
 - A key component of the EJE equity focus is a program to mentor interns to ensure CDOT staff looks like what Colorado looks like
 - Commissioner Don Stantion is moving out of state. Gary Beedy will serve as the acting Chair due to his departure from the TC until end of the Fiscal Year, July 1, 2023.
 - HB 1101
 - Has not passed and is still undergoing revisions.

- A component of the current HB 23-1101 includes a study that needs to be done by CDOT no later than November 30th, regarding data to review in consideration of potential TPR boundary revisions.
- The TC Chair, Don Stanton, submitted a letter to the state legislature with concerns regarding HB 23-1101 keeping the TC and STAC aware of changes.
- Several STAC members raised their concerns with the bill not receiving notice of changes to the TPR boundaries before it was presented. Concerns were also raised regarding the proposed TPR boundary change text added in to HB 23-1101 wasn't introduced to the legislature as a stand alone bill.

5. TPR Representative and Federal Partners Reports ([video timestamp 00:46:40](#))

- DRCOG - Board met March 15th. Approved policies for FY 24-27 TIPs. Received a presentation from the Regional Transportation District (RTD) on a fare study and a proposal to reduce fares. Received a presentation on GHG mitigation and action plan annual report.
- CFRTPR - Next TPR meeting should be in a couple of weeks. Busy construction season ahead with a bunch of bridge replacements.
- Eastern - TPR met in Akron March 6th. The TPR received project updates from local government representatives and information on the area's Multimodal Transportation Mitigation and Options Fund (MMOF) program. Preparing for the upcoming Project Priority Programming Process (4P) meetings. Met to discuss weather-related road closure procedures.
- Grand Valley - Special meeting called on March 13th. Drafted a letter of opposition to HB 23-1101. Partnering with CDOT Region 3 on the mobility hub in Grand Junction. Working on the FY 24-27 TIP.
- Gunnison Valley - Blue Creek Canyon project has started back up. There are expected delays up to 1-hour on US 50 between Montrose and Gunnison. Blue Mesa Reservoir water level was very low. Currently looking at transportation Alternative Program (TAP) applications.
- IMTPR - Next TPR meeting is scheduled for April 21st. Working with CDOT to solve winter weather related crashes in Glenwood Canyon (tractor trailers).
- NERTPR - TPR met on March 2nd. Received a presentation from HDR for the completed Colorado/Wyoming transit feasibility study.
- NWTPR - Next TPR meeting is scheduled for May 11th. Close to 450 inches of snow in and around the area has fallen, and on the peaks it is closer to 600 inches. Road conditions are poor (potholes). Wildlife crossings are a huge concern, as during a family trip they counted over 50 carcasses along the roads.
- PPACG - There is a rumor of an Air Quality bill circulating. A new technology includes using beet juice to as an ingredient for materials used to repave the roads.
- The PACOG MPO held no March meeting, but held a meeting to review TAP projects.
- SLVTPR - No TPR meeting was held since the last STAC meeting. The US 160 Wolf Creek West fiber optic project is restarting no later than May 1st (Weather permitting). Upper Arkansas Area Council of Governments appointed a Grants Navigator and her name is Beth Lynns. There is an ownership issue over three tunnels on CR 371, between the Bureau of Land Management (BLM) and Chaffee County. Next TPR meeting is scheduled for May 25, 2023.
- SCTPR - A TPR meeting is scheduled for April 27. Working on the TAP applications.
- SETPR - Work on Main St. along US 287 in Lamar is progressing. SECED and CTrain program working with La Junta and La Junta Transit to restart a transit service back in the region along Highway 50 where there is a gap from Lajunta to Lamar. A SECED Commercial Drivers Licence (CDL) training program has tripled, and a testing site is coming soon to the region. The next SETPR meeting is scheduled for April 26th, and TPR members will review TAP applications.
- SWTPR - No SWTPR meeting was held since the last STAC meeting. Meeting next Thursday. Agencies are busy digging out from winter. Working on grant opportunities. Appreciates the help from CDOT DTR.
- UFRTPR - The TPR met on March 2nd in Larimer County. Neysa Birmingham provided an update on the Revitalizing Main Streets (RMS) program. Josie Thomas presented on the 2023 4P meeting process, and a 2050 LRTP update presentation from Marissa Gaughan was provided. The next TPR meeting is scheduled for June 1st.

- Southern UTE - Getting ready to restart the Cedar Point Road improvement project. Working on cleaning spring runoff on the Eastside of the reservation, and preparing culverts for the summer. Applied for sidewalk funding through town.
- UTE Mountain Ute - Looking to fill a position for a transportation specialist. Working on the US 160 resurfacing projects down to Four Corners. Potholes on CO 491 and CO 172 are problematic. Appreciated the report on US 50 from Gunnison Valley.
- FHWA - Working on discretionary grants, and we have a Notice for Funding Opportunity (NOFO) released last week for 2023 Safe Streets for All (SS4A), with deadline of July 10. Posted links in chat for information. One can sign up for email notifications also.
- FTA -None.

6. Legislative Report – Herman Stockinger and Jamie Grim CDOT Office of Policy and Government Relations (OPGR) [\(video timestamp 01:09:45\)](#)

- HB 1101 update - Bill on TPR Boundary Revisions - there is new proposed language, went to second conference to add additional edits. They are close to reaching an agreement.
- HB 1233 (EV charging) - CDOT to authorize EV charging in CDOT right-of-way. Currently there is a federal prohibition on federal highways.
- HB 23-1276 Scope of Bridge and Tunnel Enterprise - Expands scope of the Bridge and Tunnel Enterprise (BTE) so they can use funds to do on other non-poor rated bridges and bundle bridge maintenance work where it makes sense.
- HB 23-1267 - Doubles fines of speeding trucks on steep grades and establishes steep grade zones.
- HB 23-268 - Proposes new reporting requirements for CDOT related to the 10-Year Plan including more project information and a requirement for a report to the Transportation Legislative Review Committee (TLRC).
- Several STAC members expressed concerns with SB 23-213 and transportation elements included. STAC members expressed support for removing transportation language from the bill. Also concerns about potential negative impacts to rural areas of the state as an unintended consequence of the bill.

7. Revitalizing Main Streets (RMS) and Multimodal Transportation and Mitigation Options Funds (MMOF) (Informational Update) - Michael Snow and Neysa Bermingham, CDOT Division of Transportation Development [\(video timestamp 01:48:10\)](#)

- RMS: Grant program aims to promote healthy living through active transportation investments.
 - With the increased program funding, CDOT is working to improve efficiency of managing this program and serving customers.
 - CDOT is still accepting applications on a rolling basis.
 - Maximum amount for project funding is \$250,000 and unless otherwise determined, requires a 10 percent match.
- MMOF: Aims to improve access and availability to alternative transportation systems, reduce Greenhouse Gases by reducing Vehicle Miles Traveled (VMT)
 - Project minimums of \$150,000 and no maximum size limit.
 - State funds in the program are a combination of General Funds and Retail Delivery Fee revenues.
 - Federal funds used in RMS and MMOF from American Rescue Plan Act (ARPA) carry strict deadlines to be obligated by December 31, 2024 and expended by December 31, 2026.
 - CDOT will begin monitoring and reporting on the status of ARPA-funded RMS and MMOF projects and provide an assessment of the level of risk in those projects being completed successfully.
 - Projects will be required to meet certain milestones to ensure these Recovery funds are not lost to the state; Those not meeting these milestones or those deemed too high of risk may have awards of funding rescinded and the funding repurposed to other candidate projects.
 - MPOs/TPRs are asked to prepare a list of prioritized candidate projects on which rescinded award funding may be used.

8. Freight Plan Overview (Informational Update) Craig Hurst, CDOT Freight Safety and Mobility Branch Manager [\(video timestamp 02:33:11\)](#)
 - In 2019 CDOT completed its first federally mandated and state compliant Colorado Freight Plan.
 - This time around for the Colorado Freight Plan, CDOT will work more closely with the U.S. military and consider impacts to disproportionately impacted communities (DICs).
 - Currently freight plans have a five-year lifespan, but the Infrastructure Investment and Jobs Act (IIJA) requires a plan update every 4 years.
 - The key focus areas of the Colorado Freight Plan update will be:
 - Safety
 - Mobility
 - Asset Management
 - Greenhouse Gas (GHG) Emissions Reduction
 - Risk and Resilience
 - Equity and Inclusion

9. Featured Region of the Month: Region 4 (Informational Update) – Heather Paddock, CDOT Region 4 Transportation Director [\(video timestamp 02:52:56\)](#)
 - Project Highlights were provided for the following projects:
 - US 305 North of Cheyenne Wells
 - US 385 Phillips County Line South
 - US 385 Holyoke North
 - US 85 & WCR 44 Peckham
 - CO 71 Freight Improvement
 - CO 119 Safety and Mobility Improvements Boulder County

10. Other Business - Vince Rogalski, STAC Chair [\(video timestamp 03:12:48\)](#)
 - The next STAC meeting is scheduled for Thursday, May 4, 2023 and will be in person at CDOT HQ.

DRAFT Transportation Commission (TC) Meeting Minutes

Workshops and Regular Meeting Wednesday, April 19-20, 2023

TRANSPORTATION COMMISSION WORKSHOPS

Wednesday, April 19, 2023

<https://www.youtube.com/watch?v=hjukKf3zcxI>

Call to Order, Roll Call – Timestamp 00:00:35

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

Joint Lunch with Colorado Aeronautical Board (David Ulane) Timestamp 00:05:23

Purpose and Action: At noon on April 19th, the TC and Colorado Aeronautical Board (CAB) held their annual joint lunch, prior to their respective meetings. Current CAB members and their roles/areas are: Ken Maenpa, Chair representing the Western Slope; Kent Holsinger, Vice Chair representing the Western Slope; Mark VanTine, Secretary At Large; Daniel Melia, representing the Eastern Plains; Charles “Chaz” Tedesco, representing the Eastern Plains; Trimbi Szabo, of the Pilots Association; and Steve Lee, of the Airport Managers Association.

The two Boards (the TC and CAB) met to discuss multimodal statewide transportation matters. The Aeronautics Director, David Ulane, provided the group an overview of the Aeronautics Division’s mission and current initiatives. This presentation was for informational purposes only, no TC action was required.

Discussion:

- CDOT Division of Aeronautics does not receive federal, general, or CDOT funding. The Division is funded by the three aviation taxes collected by the state of Colorado. The federal airport improvement grant funds in Colorado go directly to the airports in the state.
- One of the biggest challenges is the swing in revenue year-to-year being hard to predict; as the volume of traffic that comes into the state and the price of fuel fluctuates year-to-year.
- Denver International Airport (DIA) went from the 19th busiest in the world to the 3rd busiest in the world, recovering faster than any other airport of its size in the world.
- Colorado Discretionary Aviation Grant (CDAG) allows the board of the Aeronautics Division to provide infrastructure, planning, safety, and other grants, to all 66 airports in the state of Colorado.
- Aviation education is a portion of what the aviation division was tasked with.
- Battery and electric powered aircraft, hydrogen powered aircraft, and other alternative fuel sources are a few ways that Colorado is looking to reduce its GHG emissions from the aviation industry. Other positives of these alternatives are to create quieter places, and reduce costs of overall expenditures.
- Colorado Remote Tower Traffic Control (Loveland) will use cameras to help assist in traffic control without having to build an expensive tower for each airport. COVID has delayed the testing of the facility, but testing is on schedule again to be the only remote traffic control tower in the country.

Budget Workshop (Jeff Sudmeier and Bethany Nicholas) Timestamp 01:17:31

Purpose and Action: To review the fourth budget amendment to the FY 2022-23 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the fourth budget amendment to the FY 2022-23 Annual Budget, which consists of two items that require TC approval, and one informational item. The fourth budget amendment reallocates \$19.6 million from the Commission Reserve Funds line (Line 73) to the Maintenance Program Areas line (Line 23) and reallocates \$8.0 million from the Commission Reserve Funds line (Line 73) to Surface Treatment (Line 4) for a pavement project in Region 4.

In addition, the Environmental Justice and Equity (EJE) Branch presented its business case for a preliminary request of four (4) Full-Time Equivalent (FTE) positions to accomplish the additional program development and required implementation responsibilities. At this time, it is projected that a secondary request for additional FTE positions will be forthcoming in the 2024 calendar year. Currently, CDOT Staff is requesting TC approval of Proposed Resolution #3 to Increase CDOT's FTE Cap Based on EJE Branch Staffing Needs.

Discussion:

- The TC members had no specific concerns regarding the Budget Workshop Topics.

Region 4 Update (Rich Christy) Timestamp 02:04:58

Purpose and Action: The purpose of this presentation is to provide the TC with an update on six projects underway in Region Four; (1) US 385 North of Cheyenne Wells, (2) US 385 Phillips County Line South, (3) US 385 Holyoke North, (4) US 85 & WCR 44 (Peckham), (5) CO 71 Freight Improvements, and (6) CO 119 Safety & Mobility Improvements. These projects showcase a diversity of project types from rural pavement preservation and safety improvements, to enhancements which provide options in addition to the interstates for the freight operators, to multimodal elements to connect communities. No action is required.

Discussion:

- TC members had no issue to discuss with the presentation.

Right of Way Fiber Access (Allie Axley and Jonas Durham) Timestamp 02:22:30

Purpose and Action: CDOT is proposing authorization to implement a simplified fee structure and improved process to facilitate access to CDOT rights of way for the deployment of broadband as mandated by Colorado Executive Order D-2022-0023 and Senate Bill 22-083. CDOT seeks to have the TC approve the annual fee structure as presented in the March TC Workshop and as requested in TR-16, which aligns with federal and state regulations; is consistent with other DOT rates; and compensates CDOT for the operation and maintenance expenses incurred from allowing Public and Private entities to use CDOT rights of way for the deployment of broadband.

Discussion:

- The TC members were happy with the response from the public and happy to see how engaged people are with the proposed fee structure for fiber in CDOT right-of-way that is proposed.

Tour of Golden Traffic Operations Center

Adjournment: Approximately 5:00 pm

TRANSPORTATION COMMISSION MEETING 9:00 am to 10:30 am

Thursday, April 20, 2023

<https://www.youtube.com/watch?v=qgLuyRzx8Tg> **Timestamp 00:00:30**

1. Call to Order, Roll Call

All Ten Commissioners were present: Commissioner Gary Beedy (TC Chair), Lisa Tormoen Hickey, Karen Stuart, Kathleen Bracke, Eula Adams, Yessica Holguin, Terry Hart, Kathy Hall, Mark Garcia, and Barbara Vasquez. Commissioner Don Stanton moved out of state, and Commissioner Beedy is now serving as TC Chair until the new fiscal year begins on July 1, 2023.

2. Open Public Hearing for FY 24-27 STIP Timestamp 00:00:10

- Commissioner Beedy formally opened the Public Hearing for the FY 2024-2027 STIP
- Jamie Collins, CDOT STIP Manager, introduced the STIP and noted:
 - The public comment period opened on April 5 and will close on May 10. No RSVPs were received for comment this morning. CDOT has received comments from planning partners and internal staff pertaining to technical corrections for projects included in the STIP. Most of those have been addressed at this time, and am currently working with Asset Management to resolve their comments.

4. Public Comments Timestamp 00:01:15

- Angela James Folkestad, PE | CO/WY Chapter – American Concrete Pavement Association
 - Colorado needs 2 healthy paving industries (concrete & asphalt) in order to drive the competition between pavement industries that is essential to keep pricing in check. There is currently no competition since CDOT's program is 100% asphalt for 2023. No concrete pavement projects have been advertised, and this is not good for CDOT or the taxpayers of Colorado.
 - There are concrete pavement solutions that can be implemented that will provide much longer performance without costing dramatically more than the asphalt option – and we need to consider those. It is essential to the long-term health of our transportation system – and to CDOT's budget.
 - Please leverage the funding that we all contribute as taxpayers to drive competition between pavement industries and build for sustainability and resiliency. Thank you.

5. Comments of the Chair and Individual Commissioners Timestamp 00:03:44

- Several Commissioners recognized and thanked John Lorme and Bob Fifer for the tour they provided of the CDOT Golden Traffic Operations Center (TOC).
- Two Commissioners, Stuart and Adams attended the CTIO BOD retreat.
- Commissioners Vasquez, Adams, and Bracke noted the importance of the work of the Environmental Justice and Equity Branch at CDOT.
- Commissioner Hall met in person versus remotely with individual county commissioners of the 11 counties and cities within the counties of her District, and noted the positive effects of meeting in person. Mentioned record snowfall in her area and the vast amount of plowing that took place on just one highway (CO 65).
- Commissioner Hart expressed his appreciation to CDOT staff and TC members for being sensitive to the fiber issue. The Pueblo area is very dry, and it could use moisture gathered in Mesa County.
- Commissioner Stuart noted that the CTIO Board would like a tour of the I-25 North project and the Burnham Yard. The Highway 7 Coalition is very active, and will be doing a tour of Highway 7, next Friday. Would like the TC to come along for future tours of CO 7.

- Commissioner Holguin recognized Jessical Myklebust, CDOT Region 1 Transportation Director (RTD) for the Remembrance Day event held yesterday. All of us need to understand that security and safety is everyone's responsibility.
- Commissioner Garcia had a great winter that was long, but dealing with runoff on CO 115 that is closed. In general, we are dealing with spring runoff. Attended TPR meetings in his District and is working on fiber issues.
- Commissioner Adams noted that the CAB aeronautics lunch was very insightful. He appreciates attending STAC meetings as he learns a lot from them.
- Commissioner Bracke recognized the tremendous work along North I-25, and the presentation given by Rich Christy of Region 4 yesterday. She appreciated the request by CDOT staff to fund winter maintenance activities due to the heavy snowfall this winter.
- Commissioner Hickey welcomed Commissioner Beedy as Chair. Region 2 is starting its largest construction season ever. Stressed and cautioned that people need to be careful to be safe on the roadways. Attended the Central Front Range Transportation Planning Region meeting. A Fiber Subcommittee of the TC is good with coordination with the local communities. This subcommittee may propose some policy to guide fiber related activities. A study of where to place a train station for Front Range Rail is occurring, with more details to be worked out and consideration of economic development benefits.
- Commissioner Beedy provided an agricultural update and noted folks to watch for farm equipment on the roads out east. The Eastern TPR area still needs moisture, especially in the southeast area of the state.
- Written comments received:
 - request for CO 93 widening
 - Icy conditions exist from Kansas to Limon along I-70
 - Right-of-way fiber fees comment
- Commissioner Beedy is looking forward to the Eastern TPR 4P meetings.

6. Executive Director's Management Report (Shoshana Lew) Timestamp 00:30:14

- Director Lew praised the CDOT Team for their incredible work and dealing with transitional seasons and pleased to see widespread support for additional funding for maintenance in the heavy winters for areas like Vail Pass, Berthoud Pass.
- CDOT is resuming work on the multi-year projects such as Vail Pass, i-25 work, rural roads, i-70 bridges out of Denver, resuming a number of the additional 10-year plan projects. Lew reiterated what was said about being careful around the cone zones as that comes into play.
- This week is safety and awareness week, and she expressed a general appreciation for those who participated and Remembrance Day for CDOT employees, and noted that this is a serious issue for everybody who utilizes the roadways.

7. Chief Engineer's Report (Keith Stefanik) Timestamp 00:33:18

- Christine Reese, the CDOT Headquarters Right-of-Way Manager was recognized for her work at CDOT, and who is retiring at the end of April. Christine Reese was very instrumental in development of a lot of the right-of-way manuals, and worked with a lot of the Region staff and responded to right-of-way requests.
- CDOT Region 1 Business Officer Lillian Bourne unexpectedly passed away, and he also noted CDOT Remembrance Day, and Safety & Awareness Week.
- A recap was provided regarding the Office of State Auditor hearing on the Alternative Delivery Program Audit that was an extensive audit process that took place over a 16 month period. The audit is up on the website with a key highlight sheet. A lot of the audits' findings had policies and procedures already in place to implement those recommendations.

- It is very important for our workers, not only CDOT staff, but also for the contractors doing construction work on the roads, that users/drivers along work zones stay diligent on the roads. CDOT needs to do what they can to make sure that work zones are safe for everyone.

8. Colorado Transportation Investment Office (CTIO) Director's Report (Nick Farber) [Timestamp 00:37:38](#)

- A CTIO Board Retreat occurred with Commissioner Adams the past Tuesday at the Floyd Hill Construction Office. This was the first board retreat in five years. Part of the retreat included a request for tours of I-25 North and a tour of Burnham Yard, along with an eventual tour of the Safety Enforcement Program as it rolls out.
- A communications update on how to communicate the Central 70 tolls and plans for the SouthGap toll lanes to go live along with the safety enforcement program.
- The CTIO is updating their Procurement Policy. Based on lessons learned from the ROADIS unsolicited proposal, the CTIO proposal policy now is requiring only electronic submissions. Other details of changes in the proposal process for Phase 2 were also explained. CTIO is increasing the price of Phase 2 proposals from \$50K to \$60K.

9. FHWA Division Administrator Report (John Cater) [Timestamp 00:44:21](#)

- Nationally there are special federal requirements for large projects costing over \$500 million. In Colorado there are two projects that have undergone significant milestones recently:
 - I-70 Floyd Hill completed their Project Management Plan and Financial Plan
 - Central 70, for over \$1 billion, completed its financial plan as the last step for a project that was completed on time and on budget.
- Work Zone Safety and Remembrance Day were held this week. John attended both the CDOT Region 2 and Region 1 remembrance events. Also, Colorado State Patrol and Contractors have experienced loss of workers during work hours.
- Recognized and thanked John Lorme for the tour of the Golden TOC.

10. Statewide Transportation Advisory Committee (STAC) Report (Vincent Rogalski) [Timestamp 00:47:35](#)

- Last STAC held on April 6 that covered:
 - Update on grant programs - one for wildlife crossings with applications due August 10, and Safe Streets for All (SS4A) with applications due July 10.
 - Chief Engineer Keith Stefanik provided an overview of an audit and noted that 7 key findings are being addressed by CDOT.
 - A Bus Rapid Transit (BRT) presentation was provided and concerns were raised over the potential risks to CDOT building this type of infrastructure and STAC questions arose surrounding who would be responsible to operate and maintain such a system.
 - Discussed the proposed Fee-Based system for fiber installation in CDOT right-of-way.
 - Small Business Enterprise and Diversity Committee meet and lots of good work is being done.
 - The Legislative Report covered HB 23-1101 concerns with TPR boundary changes. Two Conference Committees will occur to discuss changes to text in the bill. Other relevant bills were discussed with the STAC members such as a bill to double fines to speeding heavy trucks on steep slopes, and SB 23-268 that requires more reporting for the 10-Year Plan.
- Updates on Revitalizing Main Streets Program and Multimodal Transportation Mitigation and Options Fund (MMOF) program. Concerns over extensions required need to submit these requests now.
- Freight Plan Update provided for an update of the 2019 Colorado Freight Plan, which will feed into the 2050 Statewide Transportation Plan.
- CDOT Region 4 provided project updates on major projects.

11. Legislative Report (Emily Haddaway) Timestamp 00:58:57

- Four key bills on the floor she's currently tracking. One of the bills is the Automatic Vehicle Information system bill (Red Light Camera bill).
- The Bridge & Tunnel Enterprise bill has fully passed through the House and is moving in the Senate Transportation committee next Monday.
- The EV Charging Bill, that allows EV Charging stations along the CDOT right-of-way just went through the Senate Transportation committee yesterday after fully passing through the House so it should be on the Senate floor soon.
- Regarding House Bill 23-1101 (Ozone Season Transit Grant Program Flexibility) no changes to the language since the version was last sent. Earlier this week was the second conference committee to adopt the proposed language with few changes. One change is adding freight movement as one of the criteria, changing the transit corridors we study to be existing transit corridors and removing a section about studying the membership of STAC. That has passed the senate unanimously.
- The Hazardous Material Mitigation bill was in the Senate Finance Committee earlier this week. CDOT has concerns with parts of the bill. CDOT is monitoring this bill closely.
- An update on the 10-Year Plan bill has passed the Senate and is moving to the House next week.
- Status on the SB 23-213 Land Use bill was provided. The bill went through committee again this week just for action only and for amendments. One piece of the bill includes MPOs and local governments being added to the multi-agency advisory committee that is tasked with creating the strategic growth objectives.
- The Mechanisms for Federal Infrastructure Funding bill has a call-out to CDOT. The majority of the bill is to provide IJIA match funds for different state agencies so there's \$86 million set aside for that. In addition there is a transfer of \$5 million from the general state highway fund for CDOT and that is for particularly rail infrastructure projects.

12. Act on Consent Agenda Timestamp 01:07:35

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of March 16, 2023
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Resolution to increase CDOT's FTE Cap
- Proposed Resolution #4: Floyd Hill Memorandum of Understanding (MOU) with the Federal Highway Administration (FHWA)
- Proposed Resolution #5: Adoption of Policy Directive 1209.0 "Housing Assistance"
- Proposed Resolution #6: Disposal: I-70 Parcel 21-EX Timber Ridge
- Proposed Resolution #7: Disposal: I-70 Parcel 29-Rev3-EX West Middle Creek
- Proposed Resolution #8: Disposal: Parcel 32-EX Englewood

13. Discuss and Act on Proposed Resolution #9: 10th Budget Supplement of FY 2023 (Jeff Sudmeier and Bethany Nicholas) Timestamp 01:08:24

A Motion by Commissioner Garcia to approve, and seconded by Commissioner Adams passed unanimously.

14. Discuss and Act on Proposed Discuss and Act on Resolution #10: Annual FY 2022-23 Budget Amendment (Jeff Sudmeier) Timestamp 01:10:00

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

15. Discuss and Act on Proposed Resolution #11: I-25 North TIFIA Loan Approval (Piper Darlington and Nick Farber) Timestamp 01:13:49

A Motion by Commissioner Adams to approve, and seconded by Commissioner Bracke passed unanimously.

16. Discuss and Act on Proposed Resolution #12: Adopt Proposed Changes to 2 CCR 601-1A, State Highway Access Category Assignment Schedule (Herman Stockinger, Sari Weichbrodt, and Daniel Roussin) [Timestamp 01:17:53](#)

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

17. Discuss and Act on Proposed Resolution #13: Adopt Proposed Changes to 2 CCR 605-1, State Infrastructure Bank Rules (Herman Stockinger, Sari Weichbrodt, and David Ulane) [Timestamp 01:19:34](#)

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

18. Discuss and Act on Proposed Resolution #14: Fee Based Right-of-Way Access for Fiber (Jonas Durham and Allie Axley) [Timestamp 01:20:48](#) Pulled from agenda for additional public comment.

19. Recognitions (Darius Pakbaz, Jane Hann, and Troy Halouska) [Timestamp 01:21:00](#)

- Josh Cohen in Region 3 recognized for work in Glenwood Canyon after the Grizzly Creek Fire.

2022 Environmental Award Winners:

- **Innovative Environmental Process**
- CDOT Historic Sites Viewer, Submitted by: Barbara Stocklin-Steely, Region 1 Historian
 - Team Members Involved: Lauren Cooper, CDOT Historian HQ; Jamie Shapiro, CDOT Historian Region 1; Nick Mesenbrink, CDOT GIS Analyst HQ; Lisa Schoch, CDOT Cultural Resources Section Manager HQ; Hannah Braun, CDOT Historian HQ; Barbara Stocklin-Steely, CDOT Historian; Megan Brown, CDOT Intern Region 1; Jason Marmor, CDOT Historian Region 4
- **Maintenance Team**
- Post Construction Temporary Control Measure (PCTCM) Removal, Submitted by: Vanessa Santistevan
 - Team Members Involved: Paul Juszczak, Water Quality Region 4; Nick Schipanski, Water Quality Region 4; Nick Mesenbrink, GIS Analyst HQ; Kristyn Crow, Water Quality HQ; Michael Apps, Maintenance Region 4; Gregory Gaulin, Maintenance Region 4
- **Special Contributor**
- Greg Wolff Exceptional Commitment to CDOT's Archaeology Program, Submitted by: Hannah Braun, CDOT Historian HQ
- **Project**
- I-70 Glenwood Canyon Colorado River Debris Flows Removal Project Submitted by: Roland Wagner
 - Region 3 Program Engineer Team Members Involved: Graham Riddile, CDOT PE 1 Region 3; Todd Ipsen, CDOT PE 1 Region 3; Jason Huddle, Environmental Manager Region 3; numerous other CDOT engineering, environmental and specialty staff; IHC Scott civil contracting team; Dan Woolley, USFS; Mark Weinhold, USFS; other USFS staff and other regulatory agencies.

20. Other Matters (Gary Beedy, Darius Pakbaz, and Jamie Collins) [Timestamp 01:51:28](#)

- Close STIP Hearing
 - The Public Hearing for the FY 2024-2027 STIP was formally closed. Jamie Collins thanked the TC and the public for their time and explained that she would be back in May to request their adoption of the FY2024 - FY2027 STIP. No comments were received during the Public Hearing.

17. Adjournment - Approximately 10:53 am.



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Department of Transportation

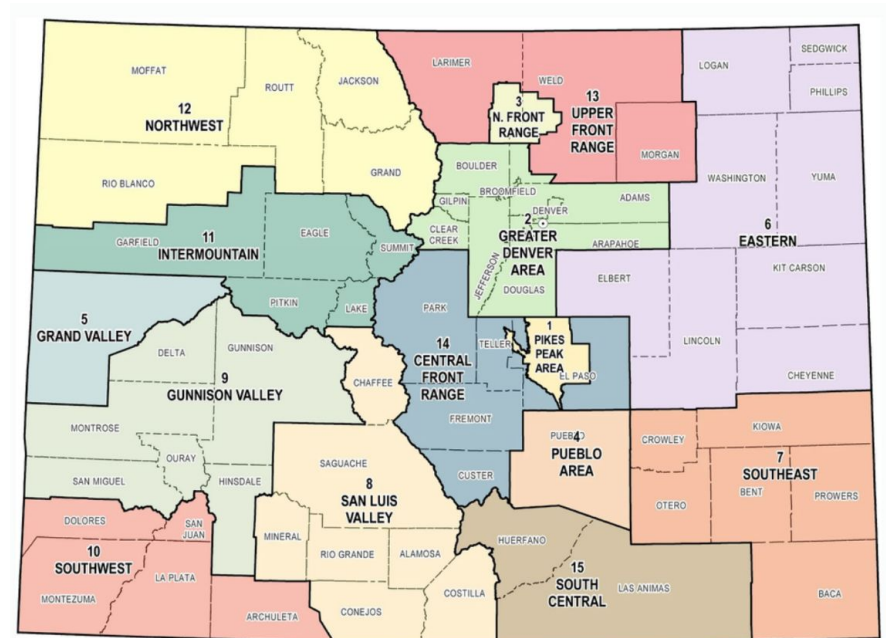
House Bill 23-1101

Conference Committee Report



Status Update

- On April 18 the Senate approved the 2nd Conference Committee Report on a 35-0 vote.
- On April 21 the House approved the 2nd Conference Committee Report on a 48-15 vote.
- The Conference committee report updates HB23-1101 to consist of a study of the TPR boundaries. Meaningful updates have not been made in close to 30 years.
- The report included an additional freight factor for consideration, and removed language related to analyzing “equitable” representation on STAC.





Key Points

- The amendment **protects rural Colorado's transportation interests** by mandating that the number of rural TPRs can not be reduced. There are currently 10 rural TPRs and 5 urban MPOs. This number will remain the same.
- The amendment outlines multiple items to be considered and **additional criteria were added to the study** at the recommendation of stakeholders in rural Colorado, such as lane miles, freight traffic, and truck vehicle miles traveled.
- This amendment codifies the stakeholding process and specifies that there will be the **opportunity for public comment across the state**.
- While this amendment requires the Transportation Commission open the rules and consider any recommendations that the study may make, the **authority to change TPR boundaries remains with the Transportation Commission**.



Abridged Amendment Language

On or before November 30, 2023, The Department Shall Complete a Study and Study Report of:

1. The boundaries of the Transportation Planning Regions (TPRs)
2. Membership of the STAC
3. Membership of the Special Interim Transit And Rail Advisory Committee (TRAC)
4. The Consistency and Transparency of the Transportation Planning Process Across the TPRs

In Conducting The Study, **The Department shall provide opportunity for public comment throughout the State** and consider input from stakeholders throughout the State.

The Department shall submit the Study Report to the Transportation Commission and to the Transportation Legislation Review Committee on or before November 30, 2023.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before June 1, 2024.



Amendment Language Cont.

Factors for consideration identified in the legislation:

1. Highway And Transit Corridors;
2. Existing And Planned Transit District Boundaries;
3. Disproportionately Impacted Communities;
4. Miles Traveled:
 - a. Vehicle Miles Traveled;
 - b. Truck Vehicle Miles Traveled;
 - c. Transit Vehicle Revenue Miles;
 - d. And Lane Miles;
5. Population Trends;
6. Safety And Management Considerations;
7. Travel Patterns:
 - a. Commuting;
 - b. Commercial Traffic;
 - c. Freight Movement;
 - d. Tourism Impacts,
 - e. And Other Travel Patterns;
8. Transit-Oriented Development And Access To Affordable Housing;
9. Communities Of Interest;
10. Air Pollutants;
11. Criteria Pollutants;
12. Greenhouse Gas Pollutants



Moving Forward

- CDOT staff has begun gathering data and creating a mapping tool to assist in the analysis.
- HQ staff are attending TPR meetings to explain the amendment and answer any questions TPR members may have. This will continue until the study is completed.
- CDOT will keep the Transportation Commission and STAC informed during the study process.
- Tentatively considering 5 virtual/in person hybrid public meetings across the state in late summer to present data and receive input, followed by 5 additional meetings in the fall to present draft findings and recommendations.
- The legislation mandates the Transportation Commission open the rule by July 1, 2024. However, to coincide with the kickoff of the statewide and regional plans, CDOT is expecting to advise the TC to open its rules in December or January in order for any rulemaking to be completed (rather than initiated) by the statutory deadline so that the planning process is not delayed.



Questions?





COLORADO

Department of Transportation

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

DATE: May 4, 2023
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Marissa Gaughan, Manager, Multimodal Planning Branch, DTD
Aaron Willis, Manager, Statewide and Regional Planning Section, DTD
SUBJECT: Program Distribution Preparatory Discussion and Transportation Funding Overview

Purpose

This memo aims to provide the STAC with an overview of federal and state funding sources and funding sources that will be discussed over the months to come during the program distribution review process.

Action

This agenda topic is an informational item for STAC.

Background

An important aspect leading up to the development of each new long-range statewide plan is a process called Program Distribution. Program Distribution provides a long-term view of what revenues can be anticipated, and how they will be allocated among funding programs in the future. Program Distribution is used for planning purposes and is based on revenue projections.

Details

CDOT revisits/re-adopts program distribution approximately every 4 years, in advance of each long-range planning process. Program Distribution is composed of two parts:

1. Program Distribution: The TC-directed allocation methodology for a range of funding programs.
2. Long-range revenue projections: Planning level estimates of anticipated revenue for both state and federal funding sources.

In February of this year, STAC decided that the Program Distribution process would be a discussion that would involve the entire STAC. CDOT staff will utilize a professional facilitator to help guide and structure the discussion.

Next Steps:

The tentative discussion schedule has identified the Transportation Alternatives Program (TAP) as the first formula program to discuss at the July STAC meeting.



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Department of Transportation

Transportation Funding Refresher

Statewide Transportation Advisory Committee

Preparatory Presentation for Upcoming Program Distribution Discussions

May 2023



Why are we Reviewing Program Distribution?

- As a lead off for the development of the 2050 Statewide Transportation Plan, CDOT will update all forecasts of revenue and revisit the TC-directed and FHWA-directed distribution methodology for formula programs (i.e RPP, MMOF, Metro Planning, STBG-Metro, Carbon Reduction, CMAQ, TAP and FASTER Safety). This will require STAC to examine the distribution of the formula programs and provide a recommendation to the Transportation Commission. STAC may recommend changes to the distribution formulas, or recommend no change.
- Ahead of the first program distribution discussion, it was requested that staff provide a brief refresher on the key components of CDOT funding programs.



2050 Statewide Plan Development Schedule

- Working through program distribution in 2023 allows us to start work on the next long-range plan and 10-Year Plan Update in 2024.
 - Per 23 CFR § 450.104, we have until August 2025 to adopt the 2050 Statewide and Regional Transportation Plans.
- Staff plans to kick off the program distribution process with STAC in July. STAC can anticipate facilitated discussions on 1-2 formula programs each month. Staff will present how funding for each program is distributed currently, and will be seeking STAC recommendations on if / how funding distributions by program should change.
- STAC recommendations will be presented to the Transportation Commission for their consideration and final decision.



Formula Programs and Tentative Discussion Schedule

Formula Program	Recipients	Tentative STAC Schedule
Transportation Alternatives Program (TAP)	CDOT Region Distribution	July 2023
Multimodal Options Fund (MMOF)*	TPR Distribution	August 2023
Metro Planning (Metro-PL), Carbon Reduction Program, Surface Transportation Block Grant (STBG) Metro**	MPO Distribution	September 2023
Regional Priority Program (RPP)	CDOT Region Distribution	October 2023 (in person)
Congestion Mitigation and Air Quality (CMAQ)	MPOs/TPRs in air quality nonattainment areas	November 2023
FASTER Safety	CDOT Region Distribution	December 2023
In early 2024, after working through each of these programs, staff will present the updated long range revenue projections.		

** Per state statute, MMOF funding distribution formula is required to also be reviewed by a MMOF Advisory Committee.*

*** These funding sources are only available to the MPOs and will be discussed at Statewide MPO meetings prior to STAC discussion.*

This draft schedule is subject to change based on the time required for STAC to have these discussions.



Program Distribution Process





Topics Covered

- FY23 CDOT Forecasted Revenue
- Distribution of Highway User Tax Fund (HUTF) Dollars
- Notable Federal Funding Sources
- Notable State Funding Sources
- State Enterprise Funding
- Regional Priority Program
- Helpful Resources



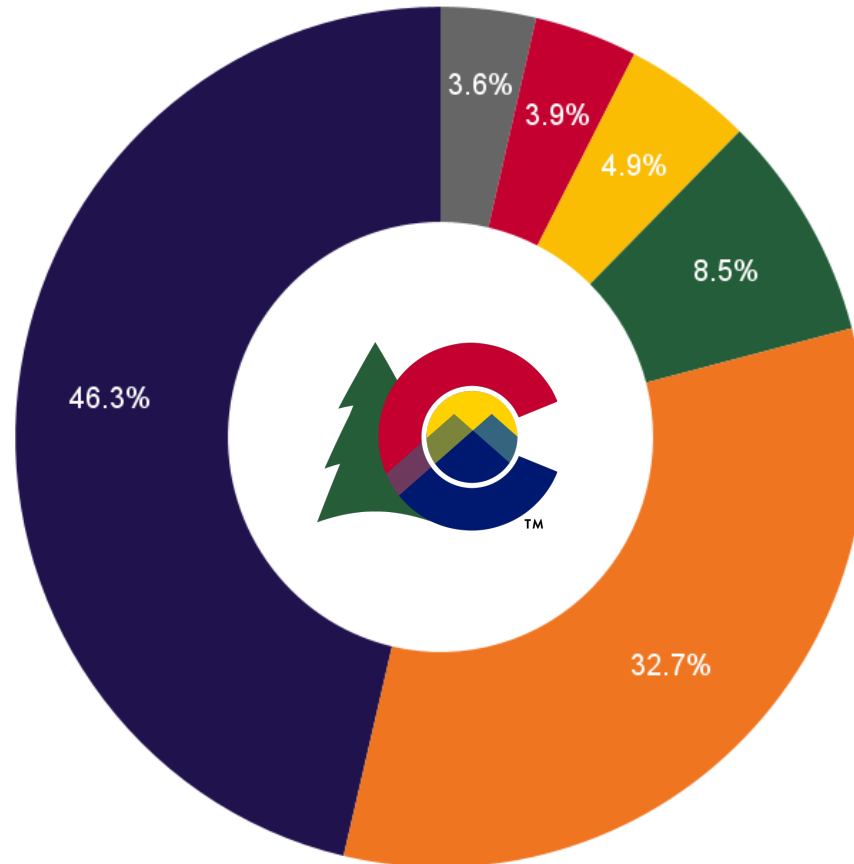
WHERE DO FUNDS COME FROM?

FY2024

Federal Programs
\$832.9 million
18.4 cents per gallon paid at the pump

Highway Users Tax Fund
\$588.3 million
Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise
\$152.9 million
FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Aeronautics
\$65.0 million
State aviation fuel tax

Other State Funds
\$70.4 million
Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank, miscellaneous revenue from permits, interest, etc.

Other CDOT Enterprises
\$87.8 million
Colorado Transportation Investment Office, Clean Transit Enterprise, Nonattainment Area Air Pollution Mitigation Enterprise



Distribution of HUTF Funding

- Funding at the state level is collected and distributed through the Highway Users Tax Fund (HUTF)
- HUTF is a shared pool of funds
- Collected from: Motor fuel taxes and fees, vehicle registration fees, penalty assessments, Retail Delivery Fee, FASTER fees, etc...
- HUTF is not only for CDOT, 35%-40% of dollars collected are distributed directly to counties and municipalities to fund projects:
 - First \$0.07 of gas tax/certain registration fees - 65% CDOT/35% locals
 - Gas Tax above \$0.07, vehicle registration fees, & FASTER fees - 60% CDOT/ 40% locals
 - Retail Delivery Fee - 40% CDOT / 60% locals
- New SB260 Fees:
 - Road Usage Charge - additional \$0.02 cent charge per gallon of gas / diesel in FY23
 - Electric Vehicle Registration Fees - Annual EV fees on personal/commercial vehicles
 - Retail Delivery Fee - Fee on retail deliveries, paid by purchaser



Key Acronyms

HUTF	Highway Users Tax Fund
FASTER	The Funding Advancements for Surface Transportation and Economic Recovery Act of 2009.
IJA	Infrastructure Investment and Jobs Act. Also known as the “federal infrastructure bill” or the bipartisan infrastructure bill.
BTE	Formerly the BE or Bridge Enterprise. Now the Bridge and Tunnel Enterprise.
CTIO	Formerly the HPTE; Colorado Transportation Investment Office.
Urbanized Area	An urbanized area with a population greater than 50,000

VMT and DVMT	Traffic volume of the roadway segment multiplied by the length of the roadway segment. DVMT stands for Daily Vehicle Miles of Travel.
Truck VMT	Traffic volume multiplied by truck traffic percentage multiplied by total segment length.
Lane Miles	The total number of miles of through lanes in a roadway segment is determined by multiplying the roadway segment length by the number of through lanes. Lane mileage provides a total amount of mileage covered by lanes belonging to a specific roadway.
Central Lane Miles (CL Miles)	Centerline miles represent the total length of a given roadway from its starting point to its end point. The number and size of the lanes on that roadway are ignored when calculating its centerline mileage.



Notable Funding Programs: Federal

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Yr Plan
Consolidated Planning Grant (CPG)	✓	
Surface Transportation Block Grant (STBG)	✓* (STBG-Metro)	✓
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)		✓
Federal Transit Grant Programs		
NEW! Carbon Reduction Program	✓*	✓
NEW! Bridge Formula Program		✓
NEW! Risk/Resiliency Formula Program		✓

**Formula program set by FHWA based on share of urban area population.*



Consolidated Planning Grant (CPG)

- **Program Purpose:** CPG provides funding to support the operations for each Colorado Metropolitan Planning Organization (MPO).
- **Program Funding:** ~\$8.1 M forecasted for FY24 (federal dollars)*
 - Consolidated planning grant funds combine both FTA and FHWA sources to support multimodal planning for the MPOs.
- **Program Overview:**
 - Funding provided by FHWA and FTA to support work activities necessary to conduct the federally required metropolitan planning process.
 - Funding is distributed using a formula that is based on MPO population, with a minimum amount going to the small MPOs.

*Based on FY 24 Transportation Commission Budget



Surface Transportation Block Grant (STBG)

- **Program Purpose:** STBG provides flexible funding to best address State and local transportation needs.
- **Program Funding:** ~\$159.8 M forecasted for FY24 (federal dollars)*
 - STBG increased under IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
- **Program Overview:**
 - 10% of STBG funds are set aside for the Transportation Alternatives (TA) program. TA is described on next slide.
 - 55% of STBG (after the set-aside for TA) is obligated based on population.
 - Federal regulations require a portion of this to be allocated directly to the large MPOs with populations greater than 200,000. This portion (STBG-Metro) is currently distributed based on urban area population in the large MPOs.
 - The remaining 45% may be obligated in any area of the state.

*Based on FY 24 Transportation Commission Budget



Transportation Alternatives (TA)

- **Program Purpose:** Implement non-motorized transportation projects and environmental mitigation.
- **Program Funding:** ~\$21.6 M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - 59% of funding allocated based on population (increase from 50% under the FAST Act)
 - This funding is split between the CDOT Regions by population, and the Transportation Management Areas (i.e. the large MPOs) by urban area population.
 - Remaining funding can be spent anywhere in the state and is currently distributed to the CDOT Regions based on 45% VMT, 40% lane miles, and 15% truck VMT.

*Based on FY 24 Transportation Commission Budget



Congestion Mitigation and Air Quality (CMAQ)

- **Program Purpose:** Support activities with air quality benefits.
- **Program Funding:** ~\$52.7M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - Required to go to air quality nonattainment or maintenance areas, with a few exceptions.
 - Most of this funding is distributed to the ozone nonattainment areas (DRCOG, NFRMPO, and UFR TPR) on the basis of 75% population and 25% VMT.

*Based on FY 24 Transportation Commission Budget



Highway Safety Improvement Program (HSIP)

- **Program Purpose:** Reduce traffic fatalities and serious injuries on all public roads.
- **Program Funding:** ~\$37.2M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - HSIP is distributed by formula to the CDOT regions, according to the number of crashes historically occurring within each respective region.
 - Local agencies within each respective region are allocated half of what the CDOT region received for off-system (non state highway) safety improvement projects.
 - HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
 - Incremental HSIP funding provided by the IIJA was added to existing 10-Year Plan projects to fund qualifying safety elements of those projects.

*Based on FY 24 Transportation Commission Budget



National Highway Freight Program (NHFP)

- **Program Purpose:** To improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- **Program Funding:** \$22.7M forecasted for FY24 (federal dollars)*
 - One of the only programs forecasted to have lower annual funding estimates from IIJA.
- **Program Overview:**
 - To receive funding through the NHFP, potential projects must be incorporated within a state Freight Investment Plan (FIP) and contribute to efficient goods movement on the NHFN. FHWA grants final approval for the FIP.
 - Funding is distributed to projects with consultation from the Freight Advisory Council.

*Based on FY 24 Transportation Commission Budget



National Highway Performance Program (NHPP)

- **Program Purpose:** To provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.
- **Program Funding:** \$361M forecasted for FY24 (federal dollars)*
 - NHPP increased under IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
- **Program Overview:**
 - Flexible federal funding.

*Based on FY 24 Transportation Commission Budget



Carbon Reduction Program

- **Program Purpose:** To support the reduction of transportation emissions.
- **Program Funding:** \$17.5M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - New federal funding program from the IIJA.
- **Program Overview:**
 - Population driven. Requires 65% of the funding to be obligated on the basis of population. About \$7.8 million is required to be suballocated to the MPOs who have the authority to direct these funds for their areas. The remaining funds are CDOT directed and will go to funding 10-Year Plan projects.

*Based on FY 24 Transportation Commission Budget



Bridge Formula Program

- **Program Purpose:** To replace, rehabilitate, preserve, protect, and construct highway bridges.
- **Program Funding:** \$45M annually (federal dollars)*
- **Program Overview:**
 - New federal funding program from the IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
 - Sets aside 15% (\$6.75M) for use on “off-system” bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).
 - The off-system funds are in addition to the existing off-system funding

*Based on FY 24 Transportation Commission Budget



PROTECT Formula & Discretionary Program (NEW)

- **Program Purpose:** Provide formula and grant funding for resilience improvements
- **Program Funding:** \$18M forecasted for FY24 (federal dollars)* (formula funding)
 - \$1.4 Billion available nationally via competitive, discretionary grant funding available (non formula funding)
- **Program Overview:**
 - The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.
 - Formula funding is available for highway, transit, and certain port projects, higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan, of the amounts apportioned to a State for a fiscal year, the State may use: not more than 40% for construction of new capacity, or not more than 10% for development phase activities.
 - Competitive, discretionary grant funding covers highway, transit, intercity passenger rail, and port facilities, resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building, construction activities (oriented toward resilience), construction of (or improvement to) evacuation routes.



Notable Funding Programs:

State

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Year Plan
SB 267		✓
SB 260 HUTF		✓
SB 260 State MMOF		
SB 260 Local MMOF	✓	
FASTER	✓ (FASTER Safety)	



- **Program Purpose:** Strategic funding from the state legislature. Came in the form of Certificates of Participation (COPs).
- **Program Funding:** \$500M / yr on average for over four years (FY19-22)
- **Program Overview:**
 - 25% of the funding must be spent in rural areas
 - 10% minimum to transit projects



- **Program Purpose:** Strategic funding from the state legislature.
- **Program Funding:** \$106.7M forecasted for FY24
 - \$60.4 million for CDOT, \$25.5 million for counties, and \$20.8 million for municipalities
- **Program Overview:**
 - Distributions from multiple fee revenue streams, including the Road Usage Fee and Retail Delivery Fee, to the Highway User Trust Fund for allocation to CDOT, cities and counties for a range of transportation purposes.



- **Program Purpose:** The Multimodal Transportation & Mitigation Options Fund (MMOF), created by Senate Bill 18-001, and seeks to promote a complete and integrated multimodal system
- **Program Funding:** \$7.3M forecasted for FY24*
 - \$2.6M allocated to CDOT, and \$14.9M to local entities
- **Program Overview:**
 - MMOF funds are split 15% to CDOT and 85% to TPRs to distribute to local entities
 - All MMOF funding awards and projects will be administered and overseen by CDOT



- **Program Purpose:** FASTER allows the state of Colorado to improve roadway safety, repair deteriorating bridges, and support and expand transit.
- **Program Funding:** \$165.5M forecasted for FY24, for state transportation projects*
 - \$40 million of the forecasted state share goes to asset management, \$15 million goes to transit purposes, and the remaining \$49.3 goes to the FASTER Safety Program.
 - \$33M forecasted for FY24, for cities*
 - \$28M forecasted for FY24, for counties*
- **Program Overview:**
 - Senate Bill 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), was signed into law on March 2, 2009.
 - FASTER revenue is generated through several vehicle registration fees and fines
 - FASTER Safety allocations are recalculated during each program distribution process based on updated on and off system crash data.



Enterprise Funding

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Year Plan?
Bridge and Tunnel Enterprise		
Colorado Transportation Investment Office		
SB 260 Clean Transit Enterprise		
SB 260 Non-Attainment Enterprise		

*Check marks indicate a “strategic” source of funding for the 10-Year Plan. However, all types of funding programs may be leveraged to deliver projects in the 10-Year Plan.



Bridge and Tunnel Enterprise

- **Program Purpose:** To finance, repair, reconstruct and replace designated bridges (as defined by SB 09-108) and repair, maintain, and more safely operate tunnels
- **Program Funding:** \$133M forecasted for FY24*
- **Program Overview:**
 - Eligibility criteria is established by the Bridge and Tunnel Enterprise Board of Directors.

*Based on FY 24 Transportation Commission Budget



High Performance Transportation Enterprise NOW the Colorado Transportation Investment Office

- **Program Purpose:** HPTE (now CTIO) has the statutory power to impose tolls and other user fees, to issue bonds, and to enter into contracts with public and private entities to facilitate Public-Private Partnerships.
- **Program Funding:** \$70.2M forecasted for FY24*
- **Program Overview:**
 - Since the creation of the Enterprise, nine out of ten HPTE projects have used some form of innovative financing.
 - Innovative financing enabled by HPTE, through Express Lanes, helped deliver more than \$3 billion in projects in the last five years.

*Based on FY 24 Transportation Commission Budget



SB260 Clean Transit Enterprise

- **Program Purpose:** The Clean Transit Enterprise supports public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure.
- **Program Funding:** \$9.1M forecasted for FY24*
- **Program Overview:**
 - The bill allows the enterprise to impose a Clean Transit Retail Delivery Fee to fund its operations, issue grants, loans or rebates to support electrification of public transit
 - The Clean Transit Enterprise Board includes six members appointed by the governor, and executive directors or their designees from CDOT, Colorado Department of Public Health and Environment (CDPHE) and the Colorado Energy Office (CEO).
 - Appointed board members will serve terms of three or four year.

*Based on FY 24 Transportation Commission Budget



SB 260 Non-Attainment Enterprise

- **Program Purpose:** Created within CDOT to mitigate transportation-related emissions in ozone nonattainment areas.
- **Program Funding:**
 - Total fee revenue is \$8.5M forecasted for FY24*
 - Revenue ramps up over time with lower revenues in earlier years.
 - Enterprise can impose an air pollution mitigation fee on retail deliveries and rides provided by Transportation Network Companies (TNCs) or ridesharing companies to fund its operations.
- **Program Overview:**
 - Enterprise funding is for eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, etc.
 - Full name is the Nonattainment Area Air Pollution Mitigation Enterprise.



Other TC Directed Funding: Regional Priority Program

- **Program Purpose:** RPP is a flexible funding program for regional priority projects.
- **Program Funding:** This program receives approximately \$50 million annually.
- **Program Overview:**
 - The current RPP formula, adopted by TC in October 2020, distributes the ~\$50 M annual funding to the CDOT regions based on 50% population / 35% lane miles / 15% truck VMT.
 - This funding is separate from the 10-Year Plan funding and remains a flexible funding program for regional priority projects.
 - Prior to this formula, the RPP formula distributed funding to the CDOT regions based on 45% VMT / 40% lane miles / 15% truck VMT.
 - The "RPP midpoint" formula that is used to determine equity for the 10-Year Plan splits the difference between the current and previous RPP formula (listed above) distributions to each CDOT Region.



Helpful Resources

- CDOT (draft) Final Budget Allocation Plan FY 2022-23
 - <https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy2022-2023-final-budget-allocation-plan>
- 2045 Program Distribution
 - <https://www.codot.gov/programs/planning/assets/financial/2045-program-distribution>
- 10-Year Plan Pipeline of Projects
 - https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan/assets/011722_cdot_ytp_10yearvision.pdf
- CDOT Statewide Transportation Improvement Program
 - <https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>

Up next on the STAC agenda, staff will give a presentation about how all this funding is programmed in our Statewide Transportation Improvement Program, or STIP.



COLORADO
Department of Transportation
Division of Transportation Development
2829 West Howard Place, 4th Floor
Denver, CO 80204

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE

FROM: DARIUS PAKBAZ, ACTING DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
JAMIE COLLINS, STIP MANAGER, DIVISION OF TRANSPORTATION DEVELOPMENT

DATE: MAY 4, 2023

SUBJECT: INFORMATION REGARDING THE ADOPTION OF THE FY2024 - FY2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Purpose

To provide an overview of the planning process and content information regarding the final draft of the FY2024 - FY2027 Statewide Transportation Improvement Program (STIP).

Action

Staff requests a STAC recommendation for the Transportation Commission to adopt the FY2024 - FY2027 STIP at its regular meeting on May 18, 2023.

Background

The STIP is a four-year plan of transportation projects and is developed pursuant to 23 U.S.C. 135. The draft FY2024 - FY2027 STIP was released for public review and comment on April 5, 2023; this comment period will close on May 10. A public hearing was held with the Transportation Commission during its regular meeting on April 20.

Comments received thus far have been technical in nature, and pertain to locating specific projects in the STIP or clarifying statements in the narrative section of the Draft. All comments received have been resolved.

This year's STIP acknowledges both state and federal funding initiatives (SB260 and the Infrastructure Investment and Jobs Act (IIJA)), and further incorporates the inclusion of 10 Year Plan projects. As with each annual update, this STIP added a new fourth year of funding in order to maintain a full four-year program of projects for budgeting.

Next Steps

Staff will present the final FY2024 - FY2027 STIP to the Transportation Commission in May for adoption.





FY2024 - FY2027 STIP
Statewide Transportation Advisory
Committee
May 4, 2023



What is the STIP?

The Statewide Transportation Improvement Program is a *federally required* four-year plan of transportation projects.

- Federal Regulations
- Fiscally Constrained
- Statewide listing/program of transportation projects
- Developed annually
- Consistent with Long-Range Statewide Plan and Transportation Improvement Programs (TIPs)





What is the STIP?

The Planning Process

- Revenues & Program Distribution
- Develop long-range plan (LRP) with Needs, Goals, Strategies
- Identify strategic projects for 10-Year Plan
- Funded projects are programmed in 4-yr STIP
- Public Review and Comment
- Public Hearing
- STIP Adoption
- Project Budgeting & Construction





Who are we?

STIP Management is shared between the CDOT Division of Transportation Development (DTD) and the Division of Accounting and Finance (DAF). DTD leads the planning aspects of the STIP, and DAF the financial aspects.

The DTD & DAF STIP managers work with the CDOT region planners and headquarters program managers to ensure the STIP is compliant with both state and federal planning regulations.

STIP Managers:

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What is new for the STIP?


September 2022 STATEWIDE PLAN INFORMATION YTP.codot.gov

THE LATEST ON TRANSPORTATION PLANNING

YOUR TRANSPORTATION PRIORITIES POWERED BY YOU

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022



Construction on US 387 in Larimer

“In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT’s 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

The CDOT team looks forward to building these projects and creating a safer, more mobile transportation system for all Coloradans.”

Shoshana Lewi
-Shoshana Lewi, CDOT Executive Director

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10 Year Plan

- ❑ Modifications to SAP to track 10 Year Plan projects
 - ❑ Developing new reports to track STIP and project budgets

New Funding and Initiatives

- ❑ IIJA - CDOT staff continues to incorporate new programs into revenue analysis and program distribution

Extending time horizon to FY 2027

- ❑ Since 2016, CDOT has updated its STIP annually in order to always provide a full four-year plan of projects recognized by FHWA and FTA. This process allows for more flexibility in moving projects forward or backward to address shifting priorities or emergencies.



Next Steps for FY 24-27 STIP Development

Public Comment Period

- Comment period opened April 5
- Public Hearing with Transportation Commission held on April 20
- Comment period closes May 10



STIP Adoption - May

- Request STAC concurrence for STIP adoption
- Request Transportation Commission to adopt STIP at May meeting

FHWA / FTA Approval

- Final review and approval by June 30
- 2023 Planning Finding released Summer 2023



COLORADO

Department of Transportation

Questions?

STIP

<https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>

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