



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted in person at CDOT Headquarters Office

May 2, 2024 from 8:30 AM to 11:35 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Introductions	Vince Rogalski, STAC Chair
8:35-8:40	Approval of the March Meeting Minutes	Vince Rogalski, STAC Chair
8:40-8:55	CDOT Update on Current Events (Informational Update)	Herman Stockinger, CDOT Deputy Director
8:55-9:05	Transportation Commission Report (Informational Update)	Vince Rogalski, STAC Chair
9:05-9:30	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:30-10:00	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
10:00-10:10	Break	
10:10-10:45	2050 Statewide Plan Overview (Informational Update) <ul style="list-style-type: none"> Overview of the statewide and regional transportation plan development process 	Marissa Gaughan, Division of Transportation Development
10:45-11:05	Central Federal Land Coordination and Program Overview (Informational Update) <ul style="list-style-type: none"> An overview of how the Central Federal Land planning process will integrate into the Regional Plan development process 	Elijah Henley, FHWA, Central Federal Land
11:05-11:30	Multimodal Options Funds (MMOF) Project Selection Overview (Informational Update) <ul style="list-style-type: none"> An overview of the next round of MMOF project selection 	Darius Pakbaz, Director, Division of Transportation Development
11:30-11:35	Other Business <ul style="list-style-type: none"> TPR Administrator Meeting will immediately follow today's STAC meeting 	Vince Rogalski, STAC Chair

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

**Date/Time: Thursday, March 7, 2024;
8:30 a.m. - 12:30 p.m.**

[STAC Meeting March 7, 2024 Recording](#)

Attendance:

Denver Area: Ron Papsdorf and Steve O'Doriso

Central Front Range: Dick Elsner

Eastern: Gary Beedy

Grand Valley: Dana Brosig

Gunnison Valley: Vince Rogalski and Roger Rash

Intermountain: Brian Pettet

North Front Range: Johnny Olson, Suzette Mallette and Becky Karasko

Northwest: Heather Sloop and Brian Cerkvenik

Pikes Peak Area: Holly Williams and John Liosatos

Pueblo Area: Eva Cosyleon, Wendy Pettit, and Greg George

San Luis Valley: Gene Glover and Vern Heersink

South Central: John Galusha

Southeast: Ron Cook

Southwest: Heather Alvarez

Upper Front Range: Kevin Ross and Elizabeth Relford

Southern Ute Tribe: None

Ute Mountain: Brendon Adams

Federal Highway Administration: William Haas

Federal Transit Administration: Julia Weisslum

1. Welcome and Introductions - Vince Rogalski, STAC Chair ([Meeting Recording Time Stamp 00:00:00](#))

- The meeting commenced at approximately 8:41 by Vince Rogalski, STAC Chair.

2. Approval of the February 2024 STAC Meeting Minutes - Vince Rogalski, STAC Vice Chair ([Recording Timestamp 00:03:43](#))

- Motion to approve by Dick Elsner and seconded by Johnny Olson.

3. Transportation Commission (TC) Report (Informational Update) - Vince Rogalski, STAC Chair ([Meeting Recording Time Stamp 00:04:45](#))

- Right of way condemnation authorizations were discussed.
- Budget workshops will be held for the TC to form a recommendation.

- New and updated rest areas were discussed. Vail’s improved rest area was a focus.
- Federal Discretionary Grants were discussed. Region 10/ GVTPR has put together a monthly meeting to discuss grants. Diversity Equity and Inclusion is a new aspect of the grant requirements being discussed during meetings.
- PD 1601 (interchange request for approval to move on to planning and bidding) on I-76 and Weld County road 8.
- Program Distribution is holding up the distribution of Multimodal Transportation and Mitigation Options Funds (MMOF) funding. Rogalski suggested TPRs apply for the MMOF funds.
- Hinsdale County continues to have permission for ATV use on CO 149.
- The Audit Committee met and all resolutions were approved.

4. TPR Representative and Federal Partner Reports ([Meeting Recording Time Stamp 00:11:29](#))

- Denver Regional Council of Governments (DRCOG)
 - Working on the Housing Needs Assessment. Recently finished the Carbon Reduction Pollution Grant.
 - Working with the state to ensure proposals allow as much flexibility as possible and flexibility between members.
 - Beginning the Transportation Improvement Plan Process (TIP).
 - Processing amendments to the Regional Transportation Plan, including the proposed new interchange on I-76 at Weld County Road 8 pending approval of the CDOT Policy Directive (PD) 1601 permit.
 - Transmitting the annual Greenhouse Gas Mitigation Action Plan required to comply with the state greenhouse gas rule.
- Central Front Range TPR
 - Will be meeting in April to work toward adopting a new set of by-laws.
 - Working with Pikes Peak Area Council of Government to ensure representatives aren’t from the same counties.
- Grand Valley MPO
 - GVMPO is in the procurement process for the 2050 Regional Transportation Plan.
 - Far along into the planning process for the Safe Streets and Roads for All (SS4A) safety action plan.
 - Will be reviewing the 90% design for the transit fleet maintenance facility.
 - Board adopted the 2020-2024 safety performance measures and approved letters in response to the rulemaking on 2 CCR 601 (related to the TPR study), Senate Bill 24-036 (Vulnerable Road User Protection Enterprise) and the Colorado West raise application (Glenwood Canyon area resilience funding).
- Gunnison Valley TPR
 - Work on the US 50 Little Blue Creek Canyon Improvement Project will continue in the next couple of weeks and is scheduled to be completed by the end of the year.
 - Gunnison Valley is in the process of doing county hearings with CDOT Region 3.
 - CO 90 repaving will be taking place in the coming months.
- Intermountain TPR
 - Hired Dana Wood as the new TPR administrator, a mobility manager with the Northwest Colorado Council of Governments(NWCCOG).
 - Hoping to build some relationships in the aftermath of the possible split of the TPR and establish expectations on how cooperation will take place.
 - Snowpack is at roughly 100% in the Colorado River Basin, and a strong spring Ski turnout is expected.
- North Front Range MPO
 - Approved articles of association in response to the changes in TPR boundary studies recommendation.
 - Reaffirmed the Front Range Passenger Rail District Directors who will be Johnny Olson and William Karspeck.

- Reaffirmed Transfort Program projects and the Target Safety Performance Measures. This year's Performance Measures were created solely for the MPO as opposed to using the state's performance measures as was done previously.
- Northwest TPR
 - Holding a meeting with CDOT on March 18th to find a resolution on how to better manage road closures over Berthoud Pass.
 - Initial talks are being held for the Mountain Rail Coalition to be formed.
- Pikes Peak Area Council of Governments (PPACG)
 - The Airport and Powers Interchange project is going out for advertisement on March 7th and bids will be opened April 4th.
 - Next week, new by-laws will be considered to ensure representatives are evenly distributed within the region.
 - The monthly CDOT updates from CDOT Region 2 Regional Transportation Director, Shane Ferguson, and CDOT Region 2 Engineer, John Hall, have been very beneficial.
- Pueblo Area Council of Governments (PACOG)
 - The county released bids for the Medal of Honor Boulevard project.
 - The county applied for the RAISE 2024 grant which would fund expanded bicycle routes and three new transit stops.
 - Working with community partners to schedule events for June Bike Month.
 - The Pueblo County (PACOG) Board approved to add three new projects from the MMOF and the Carbon Reduction Program call for projects.
- San Luis Valley
 - Vern Heersink was selected as SLVTPR Chair and STAC representative, and Gene Glover was selected as the SLVTPR Vice Chair and the STAC alternate.
- South Central TPR
 - I-25 bridge replacement in Walsenburg is progressing.
 - Regional Planning Commission Chair John Galusha testified at the Transportation Commission hearing against combining the South Central and Southeast TPRs.
 - Commissioner Galusha is concerned with demolition material being disposed of in waterways and raised serious concerns with that practice.
- Southeast TPR
 - Working on by-laws review and adoption.
 - Creating a website to publish meeting notes and agendas.
 - Continues to be very concerned with and opposed to the combination of the South Central and Southeast TPRs.
 - Regional Planning Commission Chair Stephanie Gonzales testified at the Transportation Commission hearing against combining South Central and Southeast TPRs.
- Upper Front Range TPR
 - Working on the PD 1601 application at I-76 and Weld County Road 8.
- Southern Ute Tribe
 - None
- Ute Mountain Ute Tribe
 - Continuing to work on CDOT with highway right of ways.
 - There are fencing and brush issues along the highway shoulders.
 - A serious bus accidents occurred on an intersection on CO/US 160. Children were sent to the hospital but there were no critical injuries. There are many concerned community members and there is a need for making safety improvements to the intersection.
- Federal Highway Administration (FHWA)
 - There will be a greenhouse gas workshop held at CDOT Headquarters next week offered by the FHWA under the Everyday Counts round 7 initiative. This workshop will address how to include greenhouse gas reduction in the transportation planning process.
- Eastern TPR
 - Adopted revised by-laws.
 - An important I-70 project is underway to address poor pavement conditions.

- There have been long delays for contract approvals and reimbursements for transit agencies. There have been issues with staffing in the contract review department. The Eastern TPR would like CDOT's help addressing this problem.
- COTrip does not always list road closures accurately when they are not in CDOT right of way.
- Southwest TPR
 - Currently updating by-laws.
 - Received grant funding for the road expansion from Elmore's corner to Bayfield along US 160.
- Federal Transit Administration
 - FY24 partial year apportionments were released on February 29th and are available for viewing at: [FY 24 FTA Apportionments](#).

5. CDOT Legislative Report - Emily Haddaway, CDOT Office of Policy and Government Relations ([Recording Timestamp 00:45:50](#))

State Legislative Updates - Emily Haddaway ([Recording Timestamp 00:45:50](#))

- The Senate Transportation and Energy Committee heard the Commercial Motor Vehicle Safety bill. The bill passed 5-2 with scaled back restrictions on areas where CMVs are required to put on chains.
- HB24-1235, that reduces aviation Impacts on communities, was also heard, and with amendments the Aeronautics Division supported the Bill.
- The Distracted Driving Bill should be up at the Appropriations Committee tomorrow, which passed the Senate Transportation and Energy Committee.
- Broadband Deployment in CDOT right-of-way is being discussed.
- In total, 60 Bills under consideration at the Colorado State Legislature are being tracked by CDOT.

6. Federal Legislative Updates - Jamie Grim, CDOT Office of Policy and Government Relations ([Recording Timestamp 00:51:44](#))

- Finally received the budget minibus which covers FY24. No major changes in funding.
- 3 appropriations bills included in the minibus.
 - The military construction, VA and related agencies appropriations bill.
 - The agricultural, rural development, Food and drug and related agencies appropriations bills
 - The transportation, housing, urban developments and related agencies appropriation bill
 - 460\$ billion in total
- The second hearing of the boundary study is March 11th at 6 pm

7. FY25 CDOT Final Budget Overview (Action Item) - Jeff Sudmeier, CDOT Chief Financial Officer ([Recording Timestamp 00:56:38](#))

- The TC accepted the FY 2024-2025 budget in draft form for submission to the Office of State Planning and Budget. In the past months, revenue forecasts and final changes have been made.
- Final approval by the TC will happen in two weeks.
- The budget is then submitted by April and then approved by the Governor before July 1st.
- The FY 2025 total budget is \$2.033 Billion and the [FY 2024-2025 Revenue Allocation Plan](#) is available on CDOT's website.

STAC Action: STAC recommended adoption of the FY 2024-2025 Budget as proposed.

8. Winter Maintenance Update (Informational Update) - John Lorme, Division of Maintenance and Operations ([Recording Timestamp 01:49:06](#))

- The winter operations cycle prioritizes safety and then mobility, with 30% of Maintenance and Operations funding spent on Snow and Ice removal.
- Staffing shortages remain a serious problem as resort areas are very difficult to staff and resort area housing is difficult to find and often too expensive for maintenance crews requiring extremely long commutes. Employees are required to live within 30 minutes of their job location. However, staffing shortages have improved from a 36% vacancy rate in 2022 to a 13% vacancy rate in 2024.

- The Joint Area Program seeks to solve some staffing issues by shifting maintainers from other CDOT Regions that allows the I-70 corridor needs to be filled, with more than 40 maintainers sent out for a week to work in places like Alamosa or Lamar or Limon.
- Enhanced Recruitment and Training Programs are promoting jobs for younger staff aged 18-21, and offering programs that include training for heavy equipment operation and money for college courses. Starting salaries increased from 39k in 2019 to 51K in 2023. New training programs such as CDL qualification courses have led to 92% staff retention rate. Housing programs offer stipends, mobile home rental pads, and employee housing.
- This summer, the Division of Maintenance and Operations will be hosting an I-70 Mountain Corridor Summit to prepare the Team CDOT maintenance crew for the coming winter.

9. Rest Area Update (Informational Update) - Hope Wright, Real Estate Asset Manager (Recording Timestamp 02:31:40)

- In 2018, the Transportation Commission established rest areas as a CDOT asset and dedicated funding for ongoing maintenance. In 2023 Rest Areas received \$6.9 million in dedicated funding, which is not enough to properly maintain these facilities.
- In 2008, there were 33 rest areas and as of 2023 there were 26.
- FY 24 Capital Improvement projects
 - Vail pass Rest Area is currently closed for construction and Two rest areas north of Pueblo were closed, but funding has been identified to open one new replacement facility.
 - Glenwood Canyon, Arriba, Holly, and Virginia Dale Rest Areas are all scheduled for major plumbing improvements.
 - Shaw Creek Rest Area redesign will be completed soon.
- Current Rest area projects are planned out to FY 2027.
- The greening initiative aims to retrofit rest areas with LED lighting, low-flow fixtures, xeriscaping and energy efficient HVAC.

10. Other Business - Vince Rogalski, STAC Chair, and Jill Locken, Federal Highway Administration Central Federal Lands (Recording Timestamp 02:47:49)

Access Program (FLAP) Committee Representative (Action Item) ([Recording Timestamp 02:47:49](#))

- STAC members and FHWA's Federal Lands Selection Committee representative, Jill Locken, gave special thanks to Keith Baker, Chaffee County Commissioner and San Luis Valley TPR Chair, for his many years of service on the STAC. Commissioner Baker was also the representative to the Federal Lands Access Program Committee as the STAC representative. FLAP provides funding for states, counties, cities and local agencies to improve transportation facilities leading to or accessing federal lands. Now this Committee seat needs to be filled. The committee member is expected to attend 2-3 meetings a year and provide guidance and make decisions on all the Colorado projects.

Action: John Liosatos was nominated to fill the FLAP Committee position by Commissioner Holly Williams - the STAC voted to approve John Liosatos for the nomination to represent the STAC on the FLAP Committee.

- Upcoming TPR administrator meeting - CDOT Planning staff will host an orientation and training for TPR administrators biannually (twice a year). The first meeting is scheduled for May 2, 2024.

Next STAC Meeting

The next STAC meeting is scheduled for **Thursday, May 2, 2024, at 8:30 am** and will be held in person at CDOT HQ with a virtual participation option.

Transportation Commission (TC) Meeting Notes DRAFT March 20-21, 2024 Workshops - Wednesday, March 20, 2024

1:00 pm to 5:00 pm

Youtube link: [Transportation Commission March 20, 2024 Workshop](#)

Transportation Commission Workshop

Attendance

All 11 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, Yessica Holguin, Mark Garcia, Shelley Cook, Hannah Parsons, Barbara Bowman, Jim Kelly and Rick Ridder, and Megan Vasquez.

Budget Workshop (Decision) - Jeff Sudmeier and Bethany Nicholas [Recording Timestamp 00:07:21](#)

Purpose and Action: The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the sixth budget amendment to the FY 2023-24 Annual Budget.

Provided an overview of the [Fiscal Year 2025 Final Annual Budget Allocation Plan](#) which details CDOT's budget sources and uses. The plan includes the Revenue Allocation Plan and the Spending Plan.

- Total FY 25 total funds are \$2,063.8 million
- The FY 24-25 Revenue Allocation Plan was balanced using the December 2024 revenue forecast. Inflexible revenue is automatically adjusted based on FY25 revenue forecast.
- In February 2024, the 10 Year Plan lines were updated and the budget was updated for the Colorado Transportation Investment Office and Clean Transit Enterprises.
- Of the \$2,063.8 million total budget for FY25, \$1,728.8 million is for CDOT programs and \$320 million is for transportation enterprises.
- TFY 2023-24 Roll Forwards were also estimated and described for the enterprises and for the budget.
- April 2024: The approved FY 2024-25 Final Annual Budget will be submitted to the Governor's Office and Legislature for final adoption.

Discussion:

- Response to questions from Commissioner Adams - It was noted that increases in the budget have made this year's spending power comparable to last years.
- Jeff Sudmeier, CDOT Chief Financial Officer, clarified that the asset management budget is realistically about \$800 million annually. However, that only includes asset management asset programs and does not include other projects, like those included in the 10 Year Plan, that are also focused on asset management. There is definitely some amount of deferred maintenance based on state and federal asset management targets.
- As a result efforts are underway to determine the total amount of CDOT funding across various programs, i.e. from the Surface Treatment Program, Pavement Asset Program

and the 10-Year Plan, that goes towards pavement improvements.

Introduction to CDOT's Office of Environmental Justice & Equity - Marsha Nelson, Greg Diehl, Monica Vialpando, Celina Milner-Leon, May Xiong [Recording Timestamp 00:42:42](#)

Purpose and Action: Informational, no action requested.

- The Office of Environmental Justice & Equity (EJE) is a very new CDOT Office which was formed as a result of SB 260 in Spring 2021.
- The Office was formed to address the inequities in transportation. The four main pillars of the office are Contract Compliance and Civil Rights, Environmental Justice, Affirmative Action in Employment Opportunity and Workforce Development.
- The definition of equity, Equity360, and details related to the pillars were discussed in detail. See the TC packet for more details.

Discussion:

- Commissioner Adams inquired about better ways to engage the public from the bottom up. It was noted that much of the data used by the EJE Office is from the Colorado Department Public Health and Environment (CDPHE). Nelson is forming resource groups tied to small businesses to improve the public engagement environment.
- It was explained that there is national backlash against Diversity, Equity and Inclusion programs that threaten to remove many of the federal programs and funding sources that go towards supporting small businesses and Disproportionately Impacted Communities.
- Multiple commissioners thanked Marsha Nelson and her team for the great work being accomplished.

Mobility Committee - Electric Vehicle (EV) Project Updates - Kay Kelly and Mike King [Recording Timestamp 01:10:39](#)

Purpose and Actions: Informational, no action requested.

- Colorado EV Plan Targets
 - 940,000 Light Duty EVs by 2030; nearly 100% by 2050
 - 30% MHD ZEV sales by 2030; 100% by 2050
 - 35,000 MHD EVs by 2030
 - 1000 Transit ZEVs by 2030; 100% by 2050
 - 10,000 eBikes by 2025
 - 1700 DCFC & 5800 Public L2 by 2025
 - CDOT Clean Transportation WIG 4
 - 23 EV Scenic Byways by FY25
- CDOT Clean Transportation Wildly Important Goals (WIG) targets set for June 30, 2024
 - Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations from 75% to 85%
 - Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 14 to 18
 - Increase the number of NEVI grants awarded for projects in electric vehicle corridors from 0 to 20
 - Improve public EV awareness by increasing the number of grants awarded from the E-Mobility Education and Awareness Grant program from 3 to 6
 - Increase the number of operational zero-emission transit buses from 71 to 91
- Other topics covered included addressing misinformation pertaining to EVs - such as range anxiety, and fire danger, Direct Current Fast Charging (DCFC) agreements

between CDOT and the Colorado Energy Office, EV grants awarded to Colorado, EV-related education and awareness programs, and zero emission vehicle (ZEV) Workforce development programs.

Discussion:

- Commissioners raised questions regarding - charging stations becoming obsolete - which was noted as a concern but overall the concerns for reliability of charging infrastructure are impacted by other factors more compared to their age; concerns with the goals for EV market penetration that may not be realistic, but CDOT staff assured the TC that the modeling suggests the goals are realistic considering tax credits available and other programs; concerns regarding inclusion of Tesla charges - it was noted that DCFCs mapped do not include Tesla chargers, but that Tesla is adapting to serve more types of EVs.

Employee Housing Update - John Lorme and David Fox [Recording Timestamp 02:01:13](#)

Purpose and Actions: Informational, no action requested.

- Maintenance and Operations has made great strides in reducing their vacancy rate. They are down to 121 vacant entry level maintainers from about 340 just 18 months ago. However, there are still challenges towards filling vacancies across many counties with the ski resort areas facing the greatest difficulties. Employee housing has been a massive benefit and is seen as a long term investment for maintenance and operations to ensure strong employment numbers.
- Employee Housing is one way to continue to look after CDOT's most important asset which is its employees.
- CDOT currently has 52 mobile home pads, 13 houses and 14 apartments across 17 locations. Most of these locations are on active worksites.
- Maintenance crew wages have gone up significantly, but the price of living in Colorado continues to increase which will require further wage increases over time.
- Employee housing is not only a sound investment for improving the livelihoods of employees and decreasing vacancy, but it is also a sound financial investment due to appreciating real estate prices and rent.
- 12 housing units are being constructed in Fairplay. 11 housing units are being built in Frisco.
- Planned projects include 12 units in Basalt, 15 units in Edwards, up to 8 units in Steamboat, up to 3 units in Ouray, up to 13 units in Telluride.

Discussion:

- Commissioners expressed concerns about the loss of existing mobile home pads with our programs - CDOT is willing to pay fair market value for homes.
- The rent rates for the units will be tied to the median income requirement. It will be below the 80% of the area median income (AMI) rent rate. The rent revenues will come back into a maintenance fund for upkeep of the housing facilities.

Bridge and Tunnel Enterprise (BTE) Series 2024A Revenue Bond Transaction Summary Workshop - Patrick Holinda and David Fox [Recording Timestamp 02:25:28](#)

Purpose and Actions: Staff is requesting approval from the TC of the attached Parameters Resolution relating to certain matters with respect to the Colorado Bridge and Tunnel Enterprise 2024A Bonds. This includes but is not limited to, providing approval to staff to proceed with the transaction if certain parameters are met, granting the Enterprise Director

or any member of the Enterprise Board the authority to determine the specific terms of the bonds, and executing and delivering Bond Documents on behalf of the Enterprise.

- Topics covered included an overview of the preliminary official statement, bond indenture, the bond parameters resolution, transaction updates, and bond types evaluated and the proposed choice, BTE fees associated with the proposal, etc.
- Transaction Timeline:
 - In February the rating assessment was completed, the 2nd draft of the Preliminary Official Statement was distributed and rating packet were developed
 - In March, ratings packets are distributed to agencies and the BTE board presented Bond Parameters resolution for approval
 - In April, pricing will be finalized, the Final Official Statement will be posted and the BTE board will present budget supplements

Discussion:

- Commissioner Adams asked about the double A rating capacity of the bond insurers. Holinda stated that the best option for bond insurance will be determined and reported to the TC.
- Commissioner Garcia stated that a visual aid showing 10-Year Plan projects within the budget would be very helpful.

Greenhouse Gas (GHG) Transportation Planning Standard and PD 1610 Overview - Darius Pakbaz, Chris Laplante, Libba Rollins [Recording Timestamp 03:00:04](#)

Purpose and Actions: This presentation is intended to update the TC on the GHG Pollution Reduction Planning Standard, the associated Policy Directive (1610), and compliance requirements. Information only, no action requested.

- Relevant legislation discussed included:
 - House Bill 19-1261 Climate Action Plan to Reduce Pollution set in 2019
 - Relative to 2005, reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050
 - HB 23-016 updated and added additional GHG reduction targets in 2023
 - Relative to 2005 - reduce GHG emissions 65% by 2035, 75% by 2040, 90% by 2045, and net zero by 2050
 - Senate Bill 21-260
 - Made the Roadmap 1.0 recommendation for transportation planning a requirement 2; the near term target is to reduce GHG pollution by 12.7 million metric tons by 2030. For more details see the TC Packet.
- Stakeholder engagement for the GHG rule development included 11 regional public meetings, 10 public hearings and over 300 comments were collected.
- The 2021 GHG Transportation Planning Standard requires CDOT and the five metropolitan planning organizations to create transportation plans that create more travel choices and result in reduced GHG emissions
- GHG Mitigation Measures are strategies that can't be effectively modeled or are too small to be captured in travel demand modeling. GHG Mitigation Measures include projects that have bike, pedestrian or transit facilities.

Discussion:

- Commissioner Garcia asked about micro-mobility transportation options being included in the model, it was noted that these modes of transportation are very difficult to model, so they are not included in the general model. However, micro-mobility specific projects can be submitted as a GHG Mitigation Measure in the process outlined in PD 1610.

Freight Plan Overview - Darius Pakbaz, Craig Hurst, Erica Denney, Katrina Williams [Recording Timestamp 03:26:56](#)

Purpose and Actions: To provide the TC a summary of the 2024 Colorado Freight Plan that was approved by the Federal Highway Administration in March of 2024. Information only, no action required.

- The Freight Mobility & Safety Branch is comprised of Planning, Operations and Permits
- The branch has 4 strategic priorities for planning
 - Align with CDOT goals, plans and processes
 - Comply with Federal freight planning requirements
 - Use a data driven approach and use stakeholder input
 - Focus on implementation and being operations-oriented
- The 2024 Freight Plan goals: include Safety and Security, Mobility, Maintenance and Economic Vitality, Sustainability and Resiliency.
- Engagement and Outreach to stakeholder included the Traveling Public, Business and Industry Partners and Regions and agency partners.
- 283 members of the public were surveyed.
- Emphasis Areas are Truck Safety, Freight Operations and Clean Transportation
- FHWA recently approved the National Highway Freight Program funding.

Discussion:

- Commissioner Ridder asked whether video instructions for putting on truck chains were available. They are available on the [Mountain Rules](#) page of the Colorado Freight website. Commissioner Ridder also discussed the need for greater truck stop and rest area access.
- Commissioner Adams asked about the legislation surrounding double and triple trailer truck. Craig Hurst, Freight Mobility and Safety Branch Manager, explained that trucking companies are regulated by federal law and training is a major factor for truck safety especially drivers from out of state.
- Another safety concern is trucks hitting low clearance bridges. Hurst explained that trucks striking bridges have been by drivers who were not complying with state regulations and permits.
- Commissioner Hart discussed the issue of freight truck drivers tailgating. Hurst noted that there is a serious issue regarding speeding and tailgating which will be the next focus of the Mountain Rules Campaign.
- Other issues raised included CDOT's freight program integration with freight rail, which the Freight Branch is actively working on, and the importance of employing new communications technologies to improve highway safety. CDOT is focused on technology and there is money in the freight budget to focus on this.

Transportation Commission Regular Meeting Thursday, March 21, 2024

[Youtube link: Transportation Commission March 21, 2024 Regular Meeting](#)

Call to Order, Roll Call

Nine of the 11 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Hannah Parsons, and Rick Ridder. Commissioners Barbara Bowman, and Megan Vasquez were excused.

Public Comments [Recording Timestamp 00:01:49](#)

- The TC received three written public comments.
- Jacob Belgrad, a transportation advocate with Green Latinos, wanted to highlight the reinvestment of Federal and Colfax and 14th intersection, with respect to walkability. This is the most dangerous intersection in the city and state, there are insufficient pedestrian facilities and there are a number of fatalities. It is in the backyard of CDOT's headquarters. There is the Vulnerable Road User Safety Bill, which was introduced in the Capitol. There was a grant recently given to the City of Denver for this intersection. He urges CDOT to work with the City of Denver to make this intersection as safe as possible, and put pedestrian safety first.
- Ean Tafoya, the Chair of the Environmental Justice Task Force, commented on SB 24-1338, how this will create a dedicated office within the Colorado Department of Public Health and Environment (CDPHE) and in charge of interagency cooperation. Other departments are recommitting to equity, roundtables, and regular Diversity, Equity and Inclusion (DEI) work, and bolstering staff for this. He encourages CDOT to make sure that the Civil Rights Office has the resources to answer the concerns of the community. This intersection is a glaring disappointment for our communities and people are dying. We need to involve the communities, those who cross from bus to bus and go from schools and libraries along Federal Blvd. at the 14th Street intersection.
- June Churchill, the 2024 Denver Bike Mayor, representing the Denver Bike Lobby, commented that Denver bike riders encounter the barriers of state highways, as roads become more dangerous due to vehicles speeding, running red lights, and large vehicle sizes. There have been little proactive steps from CDOT to protect bike riders. The intersection of 14th and Federal Boulevard is emblematic of the issues. Both Colfax and Federal have high injury rates, and the communities have been subjected to increased traffic, violence, pollution, and disempowerment. Prioritizing car movement above all else has led to air pollution, unlivable spaces, and drained money from working families. She asks for increased funding for transit capex and operations, transit infrastructure, cycling infrastructure.

Comments of the Chair and Individual Commissioners [Recording Timestamp 00:07:26](#)

- Several Commissioners expressed appreciation for the maintenance crews responsible for snow removal.
- Commissioner Ridder - this month has been active with community engagement on traffic lights in Hayden, CO, and working with communities to establish a coalition of vocal supporters for the Northwest Passenger Rail.
- Commissioner Adams appreciated the CDOT staff and John Lorme's decision to limit heavy truck traffic over Interstate-70. Over the last month, Commissioner Adams met with Douglas County Commissioners, and heard their priorities and their alignment with CDOT. They brought a concern on the Santa Fe Daniels Park interchange and the need for more safety lighting. He will take a personal tour of this area to see the concerns. He is scheduling a meeting with the Arapahoe County Commissioners for the same purpose. He also wants to bring up spring break travelers on highways and wants to emphasize travel safety.
- Commissioner Garcia - he is part of the Planning Rule Coordination Committee, and there have been several meetings and has attended some meetings on legislation, and the San Luis Valley Transportation Planning Region (TPR) meeting.
- Commissioner Cook - she has had some engagement with people on the Western Slope

that are for Mountain Rail. The Denver Regional Councils of Government (DRCOG) Regional Transportation Committee (RTC) met the previous day, and they are undertaking a housing assessment in connection with transportation. She is working to get up to date on the Greenhouse Gas Emission Rules.

- Commissioner Holguin - she thanked the public for their comments today. She attended DRCOG's RTC meeting. She also overviewed the Colorado Freight Plan with Craig Hurst. Commissioner Holguin attend the Nonattainment Area Pollution Mitigation Enterprise (NAAPME) and they approved their 2024-2025 budget.
- Commissioner Kelly - Thanked CDOT for taking meticulous notes on the meetings.
- Commissioner Stuart - she and Commissioner Hart attended the CDOT Region 2 regional leadership meeting. As a member of the Planning Rules Coordination Committee for the TPR study, they held two public hearings, and she wants to continue to echo gratitude for those who provided letters and public comments. She also expressed gratitude to CDOT staff for keeping them updated on what is happening at the Capitol with the regular legislative updates.
- Commissioner Hart - appreciated the presentation on electric vehicles and its connection to greenhouse gas reductions. Electric vehicles are the way of the future. Transit and the Front Range Passenger Rail District in particular will help Colorado's economic ability to survive and thrive into the future. There are problems with communication and money, but there are many good conversations going on.
- Commissioner Stuart - was a passenger on the test train from Boulder to Longmont and there was an interesting dialogue on finishing the Northwest Rail Corridor and initiating Front Range Passenger Rail. There is the political will and the opportunity for funding this multimodal opportunity, for long trains that will reduce congestion and improve air quality in Colorado. She was very interested in the recent housing workshop. They had an opportunity to meet with the Regional Transportation District (RTD) Board of Directors this year, and discussed how to integrate and coordinate with them to make transit more accessible to people in Colorado, and particularly along the Front Range.

Executive Director's Management Report (Shoshanna Lew)

[Recording Timestamp 00:33:13](#)

- Kudos were expressed to those who managed the snowstorm this last weekend and John Lorme's decision on limiting heavy truck traffic. She emphasized the corporate responsibility for truck congestion issues, particularly with Amazon. In an acute event, trucks coming from out of state without chains makes it more difficult for CDOT to do its job.
- There is a lot on the policy side with the state legislature that will keep CDOT busy. The test train was an interesting demonstration because of the breadth of stakeholders and the possibility of the ride right now.

Chief Engineer's Report (Keith Stefanik) [Recording Timestamp 00:38:12](#)

- Last month, the Transportation Core Curriculum was open to CDOT engineering staff. It is a week-long course going over consistent transportation on how CDOT does business from a capital perspective. It provides an opportunity for Region staff to see how CDOT operates across regions.
- There was an annual review of the state and the condition of the assets. Asset managers across the state speak to the state of the assets they manage and the trends that we are

heading.

- CDOT continues to explore safety on an everyday day basis. In the last month, he and John Lorme testified on the SB 24-100 regarding the commercial motor vehicle (CMV) Chain Law and Restrictions, and this would improve safety on the I-70 corridor. April is Distracted Driving Month so CDOT will be releasing campaigns reinforcing the negative aspects of distracted driving. There was a press release on a project including 176 miles of roadways in Region 4, that will be improved through pavement markings and rumble strips.
- An invitation was extended to the TC, the Highway Safety Office, and the Traffic Safety and the Engineering Office, to participate in hosting the annual Traffic Safety Summit in Antlers Hotel in Colorado Springs from July 22 - July 23rd. He will work with Jennifer Uebelher to get an invitation out.

Colorado Transportation Investment Office (CTIO) Report (Piper Darlington) [Recording Timestamp 00:43:20](#)

- The CTIO Board met yesterday. As Commissioner Cook mentioned, there was a good discussion on legislative updates from Emily Haddaway, Colorado State Legislative Liaison, and Lisa Kaufmann, Chief of Staff of Governor Polis' Office. There was action on a couple of items with approval of the annual budget, and there is an annual fee for service Inter-Agency Agreement (IAA) which the TC is being asked to approve.
- For the Federal and Colfax Interchange, the CTIO Board committed a state match for that. Normally they aren't this involved in a federal grant, but their role in the Removing the Highway Barrier: Equitably Restoring Colfax and Federal Mobility and Land Use project is working with Region 1 and looking at highest and best use of the land, if there are innovative financing tools available to deliver project.

Federal Highway Administration (FHWA) Division Administrator Report (Andy Willis) Report [Recording Timestamp 00:46:05](#)

- FHWA is pleased to get federal fiscal year appropriation for 2024, which fully funded the Infrastructure Investment and Jobs Act (IIJA) funding levels, a little over \$70 billion nationwide. This includes 17 congressionally designated and/or earmarks for the Colorado transportation system. Highlights include The Medal of Honor Boulevard Extension in Pueblo, the Cottonwood Pass Bluehill Project, US-160E Bayfield intersection, and the South Bridge project in Grand Junction.
- On the theme of safety, FHWA hosted a pilot road safety workshop with a goal to encourage interaction between law enforcement and the engineering and planning community. This included the City of Aurora, City and County of Denver, Colorado State Patrol, CDOT, and Douglas County, to demonstrate immediate impact on safety when law enforcement and engineers and planners talk to each other. There are a lot of fatalities of vulnerable road users in Lakewood along the Colfax section. The City of Lakewood is making improvements to add gaps in traffic and signal timing changes along the corridor that provide a lower risk for a pedestrian crossing the roadway, and and for safer crossing. A barrier in the median forces pedestrians to cross both directions of traffic while facing the traffic. CDOT presented on crash reporting activities.

Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski, STAC Chair) [Recording Timestamp 00:51:20](#)

- The STAC meeting was on March 7th, starting with legislative reports led by Emily Haddaway - CDOT. The Distracted Driving Bill will be useful. The state legislature is talking about broadband, which is a topic of interest from local to state governments. In total, 60 bills are being tracked by CDOT and being discussed by the legislature. Jamie Grim - CDOT gave an update on federal legislation. Everyone is very interested in the boundary study from HB-23-1101. Vince met with the group in Region 3 on the issue of dividing the money for projects, prior to the TC decision regarding CDOT recommendations of the TPR boundary study.
- The STAC meeting discussed the budget and recommended moving the budget forward.
- John Lorme presented on winter maintenance and a discussion on housing, which was provided to TC the previous day. The recruitment of 18-21 year olds into CDL licenses has a high retention rate at 92%.
- The STAC meeting discussed rest areas, and the fall in the number of rest areas in Colorado and the lack of funding available to maintain them.
- A representative from STAC is on the Federal Lands Committee, Keith Baker. He is term limited and will be leaving STAC and his post with the Federal Lands Committee. Holly Williams nominated John Liosatos to be Keith Baker's replacement on the committee, and STAC agreed to this.
- The STAC meeting for next month will be on April 4th and the following meeting on May 2nd will be in-person to talk about a number of issues, the initiation of the statewide planning process for the long range plan, and an update and renewal of the 10-Year Plan.

State Legislative Update Report (Emily Haddaway) [Recording Timestamp 01:01:03](#)

- Today, the Commercial Motor Vehicle Safety Bill was in front of the State Senate for the second reading. They brought a few amendments to clarify scope of the bill, identifying specific mile markers for no pass zones that correlated with existing crash data, and adding new zones for Down Junction and White Hill. They also clarified the chain requirements and added new measurements. It should be on the third reading on Friday March 22th, 2024. They are still intending to talk to drivers.
- The Distracted Driving Bill will be up in the House on April 3rd, having passed the Senate. They are looking for testimony to speak to impacts of distracted driving for Colorado roads.
- There aren't concrete updates on broadband. Emily provided a note on the footnote on the bill regarding how revenue from right of way fees should be used, giving an overview of how much they have processed, \$4,000 for 27 permits for annual fees.
- The Air Quality Improvement Bill had the provision on VMT amended for removal, so this bill will not be tracked as closely.
- The Railway Transit Funding Bill SB-24-184 was introduced. The committee hearing will be next Wednesday. CDOT is working on testimony in support of this bill.
- There is a potential new enterprise in CDOT for funding rest stops.
- They are now working on a bill for vulnerable road users.
- Chair Stuart requested the briefing to be sent to the TC.

Act on Consent Agenda (Herman Stockinger) [Recording Timestamp 01:05:55](#)

- Proposed Resolution #1: Approve the Regular Meeting Minutes of February 15, 2024
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: STIP Amendment to include I-76 Reconstruction and Improvements Project

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

Discuss and Act on Proposed Resolution #4: Budget Amendment of FY 2025 (Jeff Sudmeier and Bethany Nicholas) [Recording Timestamp 1:07:30](#)

- The sixth amendment includes two items
 - Reallocate \$5.7 million from TC Program reserve to agency operations to address supplemental increase to risk management and property that was adopted by legislature
 - Reallocate \$1.4 million from TC Program Reserve to agency operations and to increase department indirect budget by \$1.1 million to address budget shortfall from Governor's Office of Information Technology (OIT), as a result of updated forecast from OIT due to midyear rate adjustments.

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

Discuss and Act on Proposed Resolution #5: FY 2025 Final Budget (Jeff Sudmeier and Bethany Nicholas) [Recording Timestamp 1:09:22](#)

- This request to approve the final FY 2025 budget follows multiple workshops. Following the approval, this budget will be submitted to the Office of State Planning and Budget ahead of an April submission deadline.
- The budget is \$2.4 billion for estimated CDOT spending and enterprises and allocates approximately \$2.1 billion including \$827 million to capital construction programs, \$531 million to maintenance and operations, and \$359 million to suballocated programs.

A Motion by Commissioner approved, and seconded by another Commissioner, passed unanimously.

Discuss and Act on Proposed Resolution #6: FY 2024-25 CTIO-CDOT Fee for Service Intra Agency Agreement (Piper Darlington) [Recording Timestamp 1:11:00](#)

- TC is asked to approve the Intra-Agency Agreement (IAA) and the scope of work for CTIO that it will work on on behalf of CDOT, receiving payment.
- Commissioner Garcia asked if last year's scope of work was completed. Piper Darlington answered that they are in the current year FY 24, through June 30th, and she will provide a report out on the completion and status update. A mid-year report was provided in January 2024, saying that there is progress on a lot of items, but some are multi-year project.

A Motion by a Commissioner to approve, and seconded by another Commissioner, passed unanimously.

Discuss and Act on Proposed Resolution #7: 1601 Interchange Request at I-76/Weld County Road 8 (Heather Paddock and Elizabeth Relford) [Recording Timestamp 1:13:54](#)

- BNSF Railway is proposing a new intermodal facility and logistics park. TC will approve systems-level study and if Traffic Demand Management (TDM) strategy requirements are met. CDOT has approved the systems-level study and deemed this necessary, along with verifying the TDM 1% reduction strategy target.
- Upon TC's approval, an IGA will be entered for approval.
- Commissioner Kelly noted that Heather and Elizabeth have done hard work on this, and that this will be an economic boon to the area. This is an interesting and promising project.

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

Adjournment at 10:18 am

Transportation Commission (TC) Meeting Notes DRAFT April 17-18, 2024 Workshops - Wednesday, April 17, 2024

1:00 pm to 5:00 pm

[April 17, 2024 TC Workshops Zoom Video Recording](#)

Transportation Commission Workshop

Attendance

All 11 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, Yessica Holguin, Mark Garcia, Shelley Cook, Hannah Parsons, Barbara Bowman, Jim Kelly and Rick Ridder, and Megan Vasquez.

Right of Way Condemnation Authorization - Bob Hays for Keith Stefanik [Recording Timestamp 00:21:54](#)

Purpose and Action: CDOT Region 3 seeks condemnation authorization of one fee simple parcel and one temporary easement necessary for Project Number C 133A-054. A resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings.

- The Project C 133A-054, Project Code: 24598, for CO 133 Rockfall Mitigation, MP 21 to 31.5 is necessary to stabilize slopes and for rockfall mitigation.

Discussion:

- No major issues with the condemnation authorization request were raised by TC members.

Joint TC/BTE Budget Workshop (Decision) - Jeff Sudmeier and Bethany Nicholas, Patrick Holinda and Katie Carlson - [Recording Timestamp 00:25:35](#)

Purpose and Action:

- FY 24 Budget 10th Budget Supplement -
 - Project Increases Region 2
 - \$9 million increase CO 21 and Airport Road Diverging Diamond Interchange (DDI) Construction project for award. Funds requested for construction require transfer between 10-Year Plan projects, and is listed in the memo provided in the TC packet. TC is being requested to approve the \$9 million increase.
 - Additional funds being added to the project, but do not TC require approval are: \$303,120 Property sale proceeds pooled under Regional Priority Program (RPP) funds, and \$500,000 of RPP funds approved by PPACG as contingency. In addition, \$2,262,328 of Cost Escalation Funds (EMT approved) with 10-Year Plan changes
 - Region 2 - reallocate savings from two completed projects I-25 through

Pueblo New Freeway for \$1,578,506, and the CO 21 and Research Parkway Interchange with savings of \$478,081 - See other changes to the 10-Year Plan outlined in the TC packet information.

- Region 4 - change which projects are funded with FY24 and FY27 funding in order to advance a portion of a project that is progressing more rapidly from Planning to Design than the other.
 - Advance \$7,100,000 #2498 - CO 59 Safety Improvements FY27 to FY24
 - o Push \$7,100,000 #2686 - US 385 S. of Cheyenne Wells from FY24 to FY27
- Other information regarding TC contingency reserves, maintenance reserves and the cost escalation fund was provided, along with the impacts to the 10-Year Plan project funding.

Discussion:

- Commissioner Parsons confirms that the \$9M project increase for CO 21 and Airport Road is the number one priority and emphasizes the impact of timing on this project and her support of the move.
- Commissioner Adams questioned policy when the fully allocated amount for 10-Year Plan projects is not spent and if it could be brought to the asset management program. This is possible but across the entire portfolio of 10-Year Plan projects, projects are balanced out.
- Confirmation from Commissioner Stuart noted that this move is not a surprise and is acceptable.

Bridge and Tunnel Enterprise Workshop Bethany Nicholas, Patrick Holinda and Katie Carlson [Recording Timestamp 00:41:30](#)

Purpose and Action: Per PD 703.0, OFMB administratively added \$150 million of new inflexible revenue funds to the BTE FY 2023-24 budget to reflect the estimated bond proceeds from the BTE Senior Infrastructure Revenue Bond Series 2024A transaction. After the closing of the bonds later this month, OFMB will increase the new revenue amount to \$165,379,275.20 to capture the additional funding received from the premium on the bonds. Therefore, this month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request to allocate new bond proceeds and existing BTE funding to several projects - see the TC packet for more details.

Brief on successful financing, some budget approval items.

- Bond Transaction Updates
 - BTE Senior Infrastructure Revenue Bond Series 2024 A totals \$400M-\$500M with a 30-year term.
 - All parameters have been met and credit enhancement was provided resulting in \$1M in savings.
 - Looking to move forward and get proceeds on the street, no action required as these are flexible revenue streams.
- Bond Proceed Allocation
 - Needs approval tomorrow
 - \$44M for Floyd Hill, I-70 WB over US 6 bridges in two areas. Staff is anticipating a future supplement, to keep the project moving forward.
 - Informational only
 - Swapping funds to Construction Package #5, funding from FY25 and FY26, use bond funds instead of FASTER funds
- Region 2 Safety Critical Bridges
 - I-25 NB over US160/CO 10
 - Funded with FASTER funds if approved
 - US 85 over Fountain creek

- Funded with FASTER funds if approved
- Pending FY2024-25 BTE Budget Modifications
 - New debt service payments for new bonds
 - Subdividing the BTE capital construction item from the 10-year Plan projects
- Next Steps
 - Continue to bring supplements to TC for approval
 - Amend the FY2024-25 BTE Allocation plan
 - Begin planning second tranche of BTE financing for CDOT 10-year Plan
 - Evaluate potential refunding of outstanding bonds

Discussion:

- The underwriter for activity is Bank of America.

Region 3 Update - Jason Smith - [Recording Timestamp 00:56:10](#)

Purpose and Action:

- To present a Region 3 update to the Transportation Commission. Action No action necessary; this is information only.
- An overview of Region 3, program accomplishments, staffing, the three Program Engineer Areas, traffic and safety - culverts, Sections 2 and 6, Local Agency Program and Wildlife Projects were the topics covered. Please see the [TC April 2024 Packet](#) for more details.

Discussion:

- Feedback from Commissioner Adams: what determines a good year or how can you compare this year to other years? Asking for a standard to compare against.
- Commissioners expressed their surprise from the commissioners regarding the number of culverts in Colorado.
- Commissioner Ridder responded to a question regarding how wildlife improvements are prioritized, and noted that decisions are made with a combination analysis of the conflicts and incidents between wildlife and vehicles, with numbers provided by CDOT, and other environmental factors.
- The need for some of these projects is due to aging interstates that are mostly around the same age, but some areas are deteriorating more quickly than other areas.
- Commissioners asked about the biggest challenges for CDOT Region 3, the response was funding, keeping up with maintenance.

Transit Connection Study - Kay Kelly and Paul DesRoucher - [Recording Timestamp 01:27:39](#)

Purpose and Action: The purpose To provide an overview of the Transit Connections Study (TCS) project. No action requested, item is informational only.

- The CDOT Division of Transit and Rail received funding last year to accelerate transit planning efforts.

Discussion:

- Commissioner Bowman asked how CDOT plans to foster transit oriented development. The response was that the market responds favorably to train stations, but also CDOT's intent is to enable a planning process that allows for more dense development around transit stations.
- Commissioner Cook noted that she is still looking for information on intermountain and front-range passenger rail transit depots. CDOT is still looking for location placeholders

and have assessed the markets and are moving forward with planning on the market in general.

- Commissioner Adams expressed that he is looking forward to future updates and assuming that much of the state is covered percentage wise.
- Some TC members are looking forward to the mobility hubs on I-25

Central 70 Overview - Bob Hays [Recording Timestamp 01:47:26](#)

Purpose and Action: To provide an update to the TC on the Central 70 Project before their tour tomorrow. This item is informational only, no action is requested.

- Goals for the 70 Central project included community connections and noise reduction, and Swansea Elementary school improvements were prioritized.

Discussion:

- Commissioner Garcia raised questions on the hotel voucher and the business interruption funds. Kiewit's focus on responsibility to the community was written into the contract but they also stepped up and provided additional services.
- Commissioner Adams asked about the project benefits to cost ratio. It was explained that meticulous records were taken, 56 homes had to be purchased and a handful of businesses had to be relocated with significant impacts.
- Commissioner Bowman complimented the work on the project.
- Commissioner Holguin is hoping for more discussion on the impact of this project on the community. There are also impacts that we do not understand and we have the responsibility to recognize them.
- Commissioner Stuart's recognition of the phenomenal challenge and result.
- Commissioner Adams asks why there have not been more rewards for this project. Perhaps there was a lack of communication on the project.

Burnham Yard Overview - Piper Darlington - [Recording Timestamp 02:24:15](#)

Purpose and Action: To provide an update to the TC on the Burnham Yard property. This item is informational only, no action requested.

- Site is adjoining the La Alma-Lincoln Park neighborhood of central Denver in the middle of I-25, Santa Fe, Colfax, and 6th Avenue.
- Funds are going to securing the property and focusing on transportation related needs of the site.
- Burnham Yard Transportation Planning study will recommend one or more track alternatives for the relocation of the Consolidated Main Line (CML), expansion of RTD light rail, and provision of Front Range Passenger Rail (FRPR).

Discussion:

- Commissioner Garcia raised the question regarding who this land was purchased from. Initial attempts to partner with developers in the area shifted due to transportation interests in the area. Future development is still being considered based on the outcome of the study. The Colorado Transportation Investment Office (CTIO) got the funds through loan financing and utilized the future sale of the improved land to

finance the loan.

- Commissioner Parsons wondered how the outcome of the project has reflected expectations. It was noted that many unknowns existed when the property was purchased and there have been a lot of twists and turns.
- Commissioner Adams sees this as an opportunistic, strategic, and long term action.
- Commissioner Ridder asks to keep affordable housing nearby in mind.
- Commissioner Cook echoes potential for this property, doesn't want to short change the sale of this property, and sees potential for development.

STIP Overview - Jamie Collins and Darius Pakbaz - [Recording](#) [Timestamp 02:47:18](#)

Purpose and Actions: This workshop serves as the formal request to open the STIP Public Hearing during the TC's regular meeting on April 18, 2024. No TC action is requested this month. FY25-28 STIP has been released and is available for viewing

Discussion:

- Commissioner Garcia questioned the fiscal constraint of the STIP. SAP does the work here and reports how much has been budgeted and how much is left over. Budget pools are expected revenues that establish fiscal constraint (estimated available funding) for projects.
- Question from Commissioner Adams on the transition process of the STIP to EcoInteractive, we are still in the process of getting contracts signed and aim to kick off implementation of EcoInteractive in May.
- Darius Pakbaz, CDOT Division of Transportation Development Director, explained that procurement of the EcoInteractive software is handled by OIT.

GHG Transportation Report - DRCOG Alvan-Bidal Sanchez - [Recording](#) [Timestamp 03:08:08](#)

Purpose and Action: DRCOG's 2050 Regional Transportation Plan (2050 RTP) has been amended and must continue to demonstrate compliance with the state's Greenhouse Gas Planning Standard (GHG rule). DRCOG staff will provide an overview of the 2024 Amended 2050 RTP and GHG compliance framework. CDOT staff has prepared a memo for TC action this month, finding DRCOG and its GHG Transportation Report to be in compliance with 2 CCR 601-22. Check the packet for more specificity.

Discussion:

- Commissioner Kelly questioned the greenhouse gas reduction requirements and how they were met or exceeded expectations. DRCOG relied on various methods, (i.e. active transportation and signal timing) and developed a mitigation action plan. The reduction levels in the table in the TC packet are what DRCOG needs to meet, its better to exceed reduction targets, and DRCOG don't necessarily know which strategy puts them over the top.
- Commissioner Garcia requested DRCOG to elaborate a bit more on the modeling. It was explained that part of the update is to confirm some of the changes. DRCOG is working closely with state partners to ensure consistency throughout the modeling.

CDOT 2023 Environmental Awards - Darius Pakbaz and Troy Halouska - [Recording Timestamp 03:28:10](#)

Purpose and Action: Present the 2023 awards to the four winning nominations at the TC meeting in April in conjunction with Earth Day.

Innovative Process Award:

- Navigating Regulatory Requirements by Embracing Partnerships: ESA-listed Bat Species Mitigation Strategies
 - Team Members Involved: CDOT: Jason Roth, Annie Hoffman, Brianna (Grey) Buttner, Jeff Peterson, Erik Schmude, and Summer Slama; USFWS: Kristin Salamack; CNHP: Rob Schorr; Colorado Parks and Wildlife: Dan Neubaum; Northern Arizona University, Species from Feces/Bat Ecology and Genetics Laboratory: Dr. Faith Walker; United States Geological Survey-North American Bat Monitoring Program, CO Bat Working Group; Bat Conservation International; and Colorado State University

Environmental Support by Maintenance

- Steel Sister Beam Installation on Timber Bridges
 - Team Members Involved: Region 2 Bridge Maintenance: Jacob Aguilar, Robert Bak, Joseph Navares, Gilbert Gallegos, & Troy Ortiz; Trinidad Maintenance Patrols: Jesse Martinez, John Vigil, Jerad Lessar, Jason Rayfield, Trevor Bowman, Frank Cordova, Steve Pino, Adam Cordova, Jason McGraw, Eric Summers, Paul Mares, Jack Wiseman, & Harry Wysocki;
 - Region 2 South Program Design: Daniel Lucero; Staff Bridge: Joel Johnson; with a special nod to Region 4 Engineering
 - Anticipation that these updates will increase life expectancy of bridges by 25 years.

Special Environmental Contributor

- Hope Wright, Real Estate Asset Manager for work on Rest Areas.
 - Thanks to the TC for contributing to rest area management.

Best Environmental Project

- Advance Mitigation of the US 50 Tier I EIS Projects
 - Team Members Involved: CDOT R2 Environmental: Rob Frei, Gabriel Cosyleon, and Summer Slama; CDOT R2 ROW: Amber Billings & Christina Thiebaut; Colorado Parks and Wildlife: Todd Marriott; CDOT-US Fish and Wildlife: Kristin Salamack; FHWA: Stephanie Gibson and Armando Henriquez; US Army Corps of Engineers: Joshua Carpenter; EPA: Julie Smith; Natural Resources Conservation Service: Lana Pearson; BLM: Veronica Vogan; Summit Public Relations: Nancy Shanks; SME Environmental: Sean Moore

Thursday, April 18, 2024

[TC April 18, 2024 Regular Meeting](#)

Call to Order, Roll Call

All 11 of the Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Hannah

Parsons, Barbara Bowman, and Rick Ridder. Commissioner Vasquez has stepped down from serving on the TC.

Open FY25 - FY28 STIP Public Hearing (Darius Pakbaz) [Recording](#) [Timestamp 00:01:00](#)

- The FY25 - FY 28 Statewide Transportation Improvement Program (STIP) has been released for public comment. The comment period opened earlier in the week and will be open until May 15th. Staff has received one comment at this time and has responded to it.

Public Comments [Recording](#) [Timestamp 00:01:55](#)

- Clear Creek County Commissioner Randy Wheelock, Vice Chair of I-70 Coalition: they are significantly impacted by I-70 and Glenwood Canyon closures. He worked on the construction of the original Eisenhower Tunnel and saw the economic boom that followed, which thrives when I-70 is open but suffers when it is closed. The broader economic impact of I-70 closures is roughly \$2 million per hour of closure. Partial completion of the Vail Pass is not good enough and this project should move forward.
- Eagle County Commissioner Matt Scherr: he understands the challenges with rapidly inflated costs and the urgency with this project. The Vail Pass project has such significance to statewide transportation planning, several transportation planning regions, and the Grand Mesa MPO which committed funding. Eagle County is looking for funding for this project to save it from a decade or more of delay. There are nearly 500 crashes on Vail Pass from 2014 to 2016 which emphasizes the need for safety improvements. The reduced scope will fail the achievement of the fundamental safety improvements. The funding gap is no one's fault but he is asking that CDOT remain committed to getting this project across the finish line.
- Town of Vail Mayor Travis Coggin: he shares his concerns regarding CDOT's decision to not complete the Vail Pass project as it was designed and approved in 2020. This is for safety for travelers on I-70, community members, and first responders. Removing two miles of auxiliary lanes is a significant reduction in the project's safety benefits. Town emergency service personnel respond an average of 250 times per year to Vail Pass, which mostly occur within the project limits of mile markers 185 to 190. This is where first responders experience the most risk due to bumper to bumper traffic. While responding to incidents on Vail Pass, three fire engines were hit and numerous police vehicles were totaled. In addition to supporting the reopening of Vail Pass, first responders help motorists safely wait for its reopening. A Vail Pass shutdown can block the entire 7 mile highway stretch of East to West Vail, and can block the only access communities west of Dowd Junction have to the hospital and Eagle County's only emergency room.

Comments of the Chair and Individual Commissioners [Recording](#) [Timestamp 00:08:40](#)

- Commissioner Ridder - over the last month, he has met with the I-70 Coalition and thanks the Mayor and Commissioners for explaining the needs for improvement. Attendees believe that the need is appropriate. It is outside of Commissioner Ridder's direct jurisdiction but I-70 is the lifeblood of the transportation system for the entire West Slope. At the meeting with the Northwest TPR, a number of individuals reiterated the importance of the Vail Pass project and its impact on the Western Slope. In other areas of concern, wildlife corridors were brought up, the RTA that may be brought forth in the Moffat County area, and truck stops. They received local feedback and hope to move expeditiously in that arena.
- Commissioner Bowman - she echoed Commissioner Ridder's comments and

appreciation for the I-70 Coalition. She wants to highlight the Colorado-133 emergency culvert repair, which was remarkable. Safety improvements on CO13 and the auxiliary lane on I-70 from Frisco to Silverthorne have been excellent.

- Commissioner Garcia - he met with the Southwest TPR and had an interesting discussion for the potential changes to TPR policy.
- Commissioner Cook - had a busy month in terms of meetings.
- Commissioner Holguin - she echoes the fellow Commissioners' comments in yesterday's presentation on the projects. Community members continue to reach out regarding safety concerns, particularly Federal and Colfax and the Globeville neighborhood. CDOT should continue to further driver education and a multimodal region. She attended the Non-Attainment Area Pollution Mitigation Enterprise (NAAPME), which continued allocation of program funds.
- Commissioner Kelly - the North Front Range MPO Executive Director, Suzette Mallette, is retiring in the summer, the first round for the job posting just closed. On I-25 North the express lane is a little wild from the speed perspective, so they are taking a look at what safety or enforcement changes can be made.
- Commissioner Hart - passing on his comments this morning.
- Commissioner Parsons - she attended the CDOT Region 2 Remembrance Day event and this was a humbling experience and thanked Director Ferguson for having them.
- Commissioner Adams thanked the CDOT staff. He met with the Commissioners of Arapahoe and Douglas Counties to understand their priorities and challenges. He has become concerned about the level of investment in asset management, and particularly surface treatment. It seems that the spending is flat for surface treatment, and he encourages the Commission to try to keep up more with this part of asset management, which is a valuable and significant resource.
- Commissioner Stuart - she would like to congratulate five new Transportation Commissioners for being officially confirmed by the Senate. District 11's Commissioner Megan Vasquez has resigned and Commissioner Stuart thanked her for her service. The I-270 Corridor Improvement has an Open House on April 18th. There will be another in-person open house in person on Saturday April 20th at the Eagle Point Recreation Center. There is another Open House for the Federal Bus Rapid Transit project, with three public meetings on Monday, May 6th, Thursday May 9th, and May 13th at CDOT headquarters.

Executive Director's Management Report (Shoshanna Lew) [Recording Timestamp 00:23:10](#)

- Executive Director Lew reiterated the acknowledgements of Work Zone Safety Week and Remembrance Week, it is a public responsibility to keep road workers safe.
- They welcomed Pete Buttigieg to the Floyd Hill Project this week. This project received CDOT's largest federal grant and has benefited from Senate Bill 260. This is a flagship for getting a big project in a busy corridor done, while keeping costs under control by trimming elements from original scope.
- Director Lew is participating in a virtual conference at the National Bureau of Economic Research which is discussing infrastructure costs and why these exceed the national rate of inflation.

Chief Engineer's Report (Keith Stefanik) [Recording Timestamp 00:27:10](#)

- He noted that Work Zone safety is critical.
- He worked with the Division of Transportation Development on the Research Implementation Council, which is a federal assisted program to help CDOT study how to improve. There was a focus on what CDOT does and how to do it better, including environmental, operations, materials, cybersecurity, geohazards, implementing AI, etc.

Colorado Transportation Investment Office (CTIO) Report (Piper Darlington) [Recording Timestamp 00:29:40](#)

- CTIO elected to cancel its Board meeting this week.
- They are currently installing safety enforcement equipment on Central 70 and the I-25 South Gap, but are not starting civil penalties yet. They will also be installing this on I-25 North.
- They are looking at reinvesting excess civil penalty revenue in a more robust communications and education campaign, including television advertisement.
- Commissioner Stuart noted that there was a significant drop in violations on I-25 Segments 2 and 3. The purpose is to reduce bad driving behaviors that impact others through crashes.
- CTIO is also reviewing the entire network for safety and where there is room for improvement.

Federal Highway Administration (FHWA) Division Administrator Report - Paige Castaneda [Recording Timestamp 00:33:44](#)

- There has been a lot of visitation from FHWA leadership. This highlights the importance of projects within Colorado and the example that Colorado provides.
- Safety remains a joint priority as they strive towards Vision Zero. There was a three day course on Clear Zone Concept, recognizing unsafe road design features, the need for traffic barriers, and applying other highway core competencies.

Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski, STAC Chair) [Recording Timestamp 00:36:00](#)

- STAC did not meet this month.
- The next meeting on May 2nd is in-person at the CDOT headquarters, which will discuss the upcoming planning process. They are anxious to hear about the SB 23-1101 decisions since that impacts planning.
- Commissioner Stuart responds that there will be a workshop in May and make a decision regarding HB 23-1101 and the TPR boundaries in May.

State Legislative Update Report (Emily Haddaway) [Recording Timestamp 00:37:25](#)

- They are approaching the deadline for the end of the legislative session.
- SB-65, the Distracted Driving Bill, and SB-100, and commercial vehicle (CMV) safety, have passed their first committee in the House unanimously. They are now awaiting appropriations. There is optimism for these bills but there is more lobbying to do.

- Earlier this week, SB-184 was up on the Senate Floor, this is for transit and rail. The second reading was on Tuesday and it passed the third reading on Wednesday. There was some filibustering and amendments brought to the floor on Tuesday. There was an amendment that removed the travel corridor provision.
- SB-195, the Vulnerable Road User Bill which creates an enterprise created from FASTER safety funds, was up in the first committee. This also cleans up SB-23-200 that helps CDOT collaborate on the speed camera enforcement program. There were amendments from this committee due to some wording that clarified intentions to municipalities. There may still be forthcoming amendments but they are also optimistic.
- The RTD bill came up in the House. Director Lew testified virtually and was present for questions and they did not vote on the bill. They will vote on it next week. The board reform piece may be excised from the bill.
- SB-32, the Ozone Zero Fare program and Youth Zero Fare program, has been recently worked on. There is an opportunity to re-allocate one year of funding from MMOF to this program. This seems like it will be moving through on Friday. This will not result in the cancellation of any projects and will not be in continuous appropriation from that fund. This will allow transit agencies to participate in Youth Zero or Ozone Zero Fare.
- Commissioner Stuart has noted that the Commission does not take a position on any of these pieces of proposed legislation.

Act on Consent Agenda (Herman Stockinger) [Timestamp 00:44:18](#)

- Proposed Resolution #1: Approve the Regular Meeting Minutes of March 21, 2024 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal Mesa Springs Greenway Trail (Region 2) - Shane Ferguson
- Proposed Resolution #4: Troy Hill Road Devolution (Region 2) - Shane Ferguson

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

Discuss and Act on Proposed Resolution #5: Budget Supplement of FY 2025 (Jeff Sudmeier) [Timestamp 00:45:08](#)

- The first request is from Region 2 to address funding shortfall in Colorado-21 and Airport Road, DDI Interchange Project to award it to the lowest bidder. This shortfall is \$12.1 million and \$3.1 million will be addressed by the Region through funds that do not require Commission approval. This includes actions related to the remaining amount of funding needed. The supplement would move funds between US-24E widening and US-24W over-ridge project to a total of \$9 million. This has been discussed at length with the Region and Pikes Peak Area Council of Governments.
- The second request is from Region 2 to reallocate \$2 million of savings from two recently completed 10 year plan projects on I-25 through Pueblo.
- The third request is from Region 4 to shift funds from 10 year project plans to a project that has progressed more quickly to planning and design. This would pull \$7.1 million from FY27+ outyear period to the current period for the Colorado-5 safety improvements project and would push the same amount of dollars to the outyear from the current year to the US-85 South of Cheyenne project.

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

**Discuss and Act on Proposed Resolution #6: Right of Way
Condemnation Authorization Request (Keith Stefanik) [Timestamp 00:48:07](#)**

- This authorizes the Chief Engineer to initiate condemnation proceedings for the property discussed in the previous workshop. This is located in Region 3 and there is a conservation easement on the property. The property owner is not in the audience.

A Motion by a Commissioner approved, and seconded by another Commissioner, passed unanimously.

**Discuss and Act on Proposed Resolution #7: DRCOG GHG Transportation
Report for the 2050 Regional Transportation Plan (Darius Pakbaz)
[Timestamp 00:49:42](#)**

- In accordance with policy, DRCOG has presented their report as required. The Colorado Department of Public Health and Environment and CDOT have reviewed their report.

A Motion by a Commissioner to approve, and seconded by another Commissioner, passed unanimously.

Recognition - Joe Duarte (John Lorme) [Timestamp 00:51:20](#)

- [This news clip](#) was shown to the Commission. Joe helped police capture a person involved in a chase by using his plow to stop the vehicle, after the person ignored a road closure sign on Berthoud Pass.
- Joe joined CDOT in the fall of 2019, which is a challenging time to join CDOT. He became a TMD2 in Summer of 2021. He has led two patrols. He has trained four LTCs to become full-time maintainers.
- Joe Duarte received an award from the TC.
- Commissioner Garcia thanked Joe for his quick thinking on Berthoud Pass.
- Commissioner Garcia mentions that four awards were given for environmental awards.

Adjournment at 10:09 am



Statewide Transportation Advisory Committee (STAC) Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Darius Pakbaz, Director, Division of Transportation Development
Marissa Gaughan, Manager, Multimodal Planning Branch
Date: May 2, 2024

Subject: 2050 Statewide Plan Update

Purpose

This memo provides the STAC with a broad overview of the upcoming 2050 Statewide and Regional Transportation Plan development effort.

Action

This agenda item is for informational and discussion purposes.

Background

CDOT has begun the initial tasks associated with the development of the 2050 Statewide and Regional Transportation Plans. The next major steps in the planning process include:

1. Policy Directive (PD) 14 - [PD 14](#) provides performance objectives to measure the success of the Department's efforts to improve the multimodal transportation system through its planning efforts. The performance objectives and targets inform the implementation of the [Long-Range Statewide Transportation Plan](#) and [10-year Plan](#) by focusing transportation investments on the 4-Year STIP and the [annual budget](#).
2. Long-Range Revenue Projections - CDOT uses a revenue projections model that estimates revenues from the State Highway Users Tax Fund (HUTF) and other sources, including federal funds, that are used for programs administered by CDOT. Long-range revenue projections help determine how much revenue is anticipated out to 2050 and give us planning control totals to guide the next 10-year plan update.
3. Transportation Commission Boundary Decision - The Transportation Commission will soon be taking action on potential boundary changes resulting from [House Bill 23-1101](#), which will set the TPR boundaries for the 2050 plan development process.

Upon completion of these major tasks, CDOT will begin the TPR and MPO outreach

and coordination. Concurrently, CDOT will conduct public and stakeholder engagement before the review and adoption period for both the regional plans and the statewide plan.

Next Steps

Staff anticipates frequent statewide plan updates throughout the year at key decision points.

Attachments

2050 Statewide Plan Update Presentation



COLORADO
Department of Transportation

**2050 Statewide Plan Update
STAC
May 2024**



Required Elements

State and/or Federal Requirements

- Performance-based
- Identify reasonably expected financial resources
- Discuss potential environmental mitigation activities, corridor studies, or corridor visions
- Address 10 planning factors
- Integration and consistency with relevant plans
- Minimum 20-year horizon
- Early and continuous public involvement
- Seek out and consider needs of DI and traditionally underserved communities

Federal Planning Factors

1. Economic vitality
2. Safety
3. Security
4. Accessibility & mobility
5. Environment & planned growth
6. Modal connectivity
7. Efficiency
8. Preservation
9. Resiliency & reliability
10. Travel & tourism



2050 Statewide Plan: Next Major Steps

We are still in the early stages of developing/scoping the next long-range plan. There are three key “pre-planning” activities that will need to occur before we can move forward.

1. Policy Directive (PD 14) - Develop / update performance measures, targets, and goals
2. Long-range revenue projections
3. Final decision from TC on TPR boundaries



Policy Guiding Statewide Plan Goals and Objectives

- The Colorado Transportation Commission sets policy for the Department and establishes the overall goals for transportation planning via **Policy Directive 14 (PD 14)**.
- PD 14 provides performance objectives to measure the success of the Department's efforts to improve the multimodal transportation system through its planning efforts. The performance objectives and targets inform the implementation of the **Long-Range Statewide Transportation Plan** and **10-year Plan** by focusing transportation investments on the 4-Year STIP and the **annual budget**.
- PD 14's goal is to incorporate the following policy and performance areas to develop a comprehensive vision of the future of the transportation system for the next 20 years: Department's Wildly Important Goals (WIGs), Transportation Commission Policy, Governor's Key Priorities, and federal performance objectives required under the Infrastructure Investment and Jobs Act (IIJA) of 2021.



Long-Range Revenue Projections

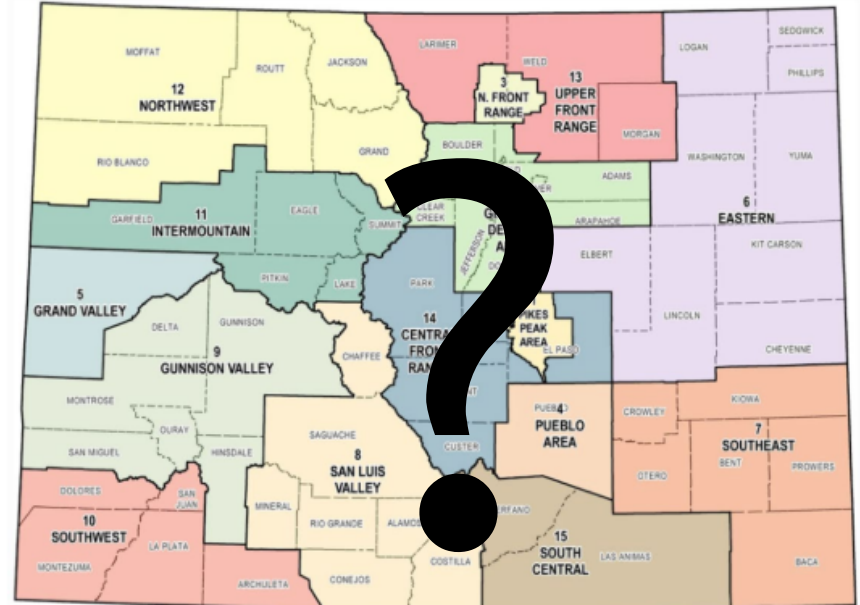
CDOT is currently in the process of updating the long-range revenue forecasts & assumptions.

- This will determine how much revenue is anticipated out to 2050 and give us planning control totals to guide the next 10-year plan update.
- PD 14 will guide long term goals with ambitious, but achievable performance target for improvement of the state's overall transportation system.



Final Decision on TPR Boundaries

We can't start work with the TPRs until we know what the TPR boundaries will be.





Successful integration = Successful planning.

Without integrated planning, planning activities can become fragmented, resulting in confusion about priorities and use of resources. Some key planning areas that will be integrated within the scope of the Statewide Plan include:

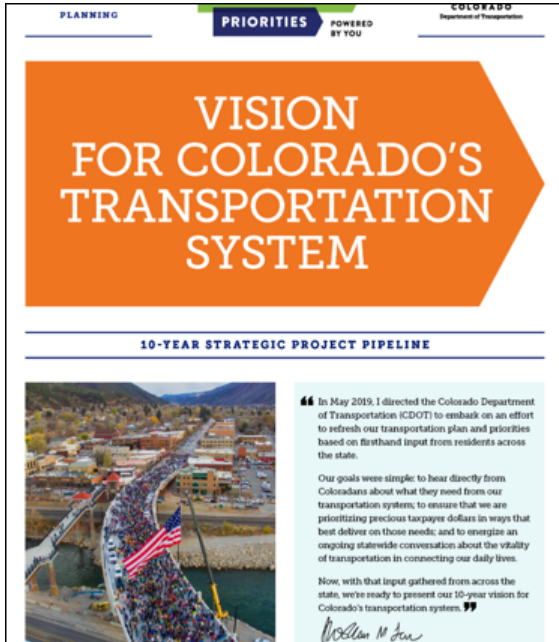
- Greenhouse Gas Mitigation (more on following slides)
- Transit & Rail (more on following slides)
- Safety
- Active Transportation
- Freight
- Asset Management

These are just a few of the key planning areas for integration.

There are over 25 modal plans, functional plans, and topical areas that we will work to integrate into the scope of the Statewide Plan.



GHG Transportation Planning Standard



- Adopted by the Colorado Transportation Commission in December 2021
- Requires CDOT and the State's five metropolitan planning organizations (MPOs) to create transportation plans that provide more travel choices, resulting in reduced GHG emissions
- Systems planning decisions provide a greater opportunity to reduce GHGs than individual projects on their own

Planning Standard Goal: Reduce GHG emissions from the transportation sector through the development of long range transportation plans that support more travel choices.



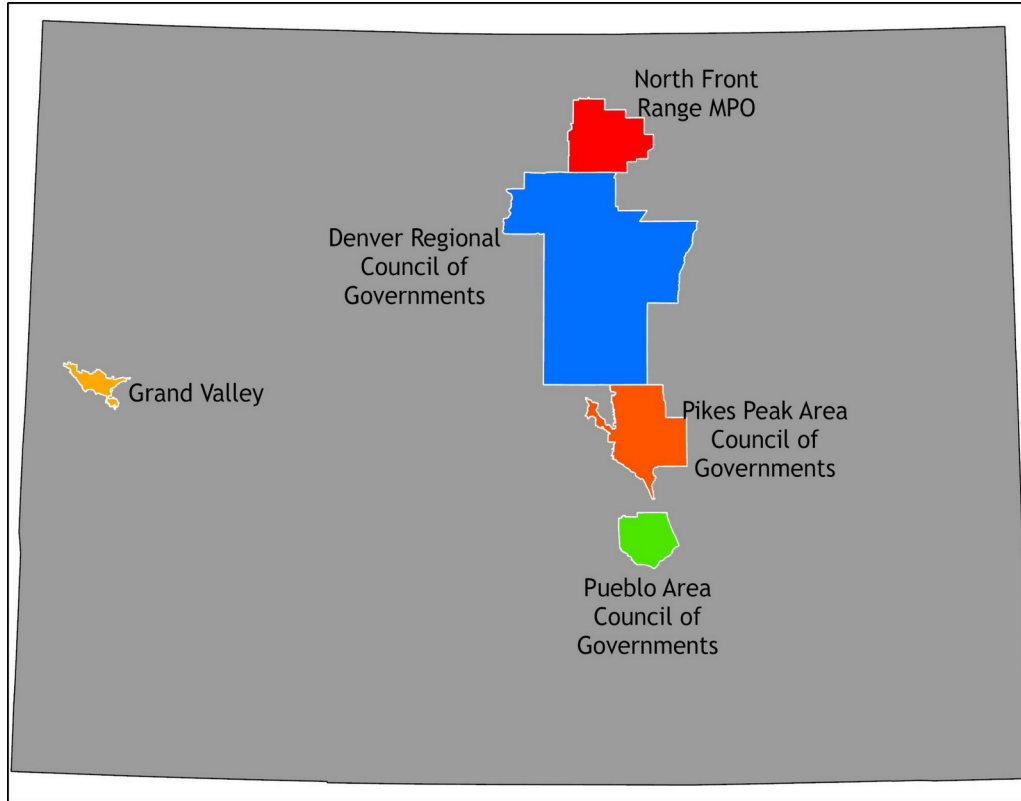
How much will CDOT & MPOs need to reduce GHG emissions?

Table 1: GHG Transportation Planning Reduction Levels in Carbon Dioxide Equivalent (CO₂e) Million Metric Tons (MMT)

Regional Areas	2025 Reduction Level (MMT CO ₂ e)	2030 Reduction Level (MMT CO ₂ e)	2040 Reduction Level (MMT CO ₂ e)	2050 Reduction Level (MMT CO ₂ e)
DRCOG	0.27	0.82	0.63	0.37
NFRMPO	0.04	0.12	0.11	0.07
PACCG	N/A	0.15	0.12	0.04
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/ Non-MPO	0.12	0.36	0.30	0.17
Total	0.43	1.5	1.2	0.7



Colorado's Planning Agencies



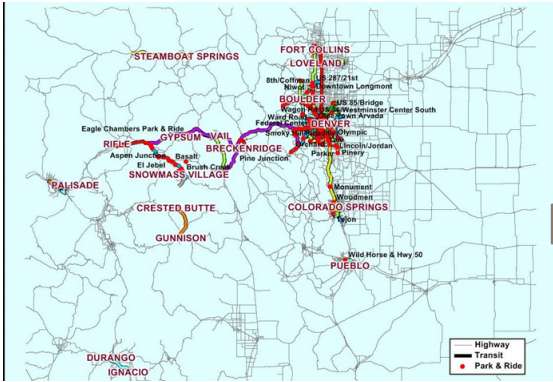
- Denver Regional Council of Governments (DRCOG)
- Grand Valley MPO (GVMPO)
- North Front Range MPO (NFRMPO)
- Pikes Peak Area Council of Governments (PPACG)
- Pueblo Area Council of Governments (PACOG)

- Each MPO is responsible for the emissions resulting from the transportation network within their boundaries



How are emissions calculated?

CDOT TRAVEL MODEL



**Outputs: VMT,
congestion/speed**

EPA MOVES Model Inputs: Fleet Mix/Age & Fuel Type



**Total transportation
GHG emissions within
agency's boundary**

Baseline - MPO RTP or CDOT 10 Year Plan adopted as of January 30, 2022.

Compliance demonstration made each time MPO or CDOT updates plans.



Process Overview: GHG Transportation Planning Standard

Develop long range planning docs

Determine GHG Impact of plans in 2025, 2030, 2040, and 2050

Compare results to GHG reduction levels

CDOT:

- 10-Year Plan
- Four-Year Prioritized Plan

MPOs:

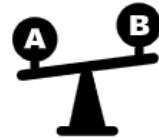
- Regional Transportation Plans (RTPs)
- Transportation Improvement Programs (TIPs)

Using a combination of transportation demand models and EPA MOVES, model the GHG impact of the existing transportation network and the projects in the applicable planning documents.

Do the agencies meet the Table 1 reduction levels in each year as required by the Planning Standard?

If yes - standard met

If no - can rely on GHG Mitigation Measures





GHG Planning Standard Planning Summary

- CDOT needs to demonstrate compliance with specific GHG reduction levels based on projects included in the 10-year plan.
- CDOT only gets credit for GHG reductions from the impacts of project selection outside of MPO boundaries.
- Emphasis on multimodal infrastructure projects that will enhance transit and active transportation activity is an important consideration in project selection.



Transit and Rail Planning Area Integration: Transit Connections Study

- CDOT is conducting a **Transit Connections Study** that aims to provide a strategic vision for a statewide transit network as part of a transformational, interconnected multimodal system. This includes improving and expanding the Bustang Family of Services, adding passenger rail services and ensuring seamless connections with local and regional transit/mobility providers. This study will inform CDOT's long-range planning and investment decisions.
- This will be an ongoing topic of discussion at upcoming Transit and Rail Advisory Committee (TRAC) meetings.
 - Please email Deseri.Scott@state.co.us to be added to TRAC meeting invitations.



Other Next Steps: Transportation Equity Plan

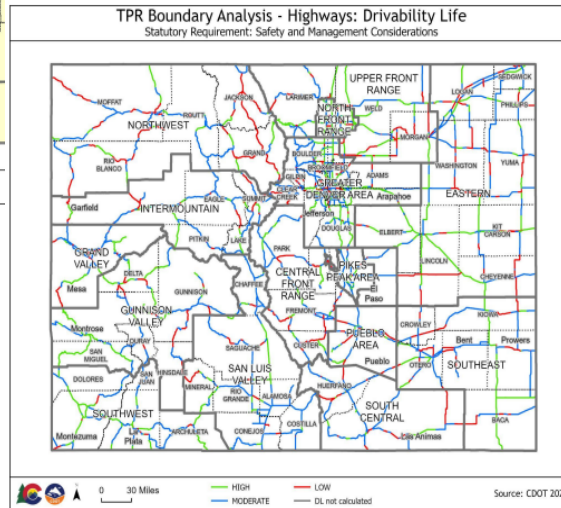
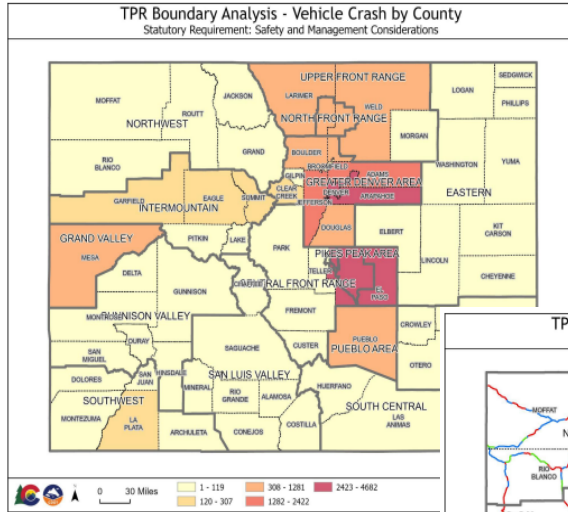
- Building upon the efforts in the 2045 Statewide Plan (2045 SWP), CDOT is looking to expand engagement, analysis, and decision-making opportunities that ensure an increased level of involvement for disproportionately impacted communities.
- To this end, CDOT will develop a Transportation Equity Plan that will explain how equity, diversity, and inclusion concepts will be included throughout Colorado's Statewide Planning Process. This plan will look at:
 - Proactive public engagement opportunities
 - An equity analysis that examines the relationship between vulnerable populations and the project development and prioritization processes
 - Greater accountability to disproportionality impacted communities by demonstrating areas of improvement



Other Next Steps: Public Involvement

- Based on feedback from STAC, we plan to keep similar branding for this Statewide Plan (with CDOT displayed more prominently).
- Same themes, intentional approach.
 - We also generally plan to keep the same overall key themes of **Safety, Mobility, and Asset Management**, but will tailor the associated outreach and messaging based on strategies identified in the development of the Transportation Equity Plan & PD 14 outcomes.
 - Key themes will be written in a way that is public-friendly and easy to understand.





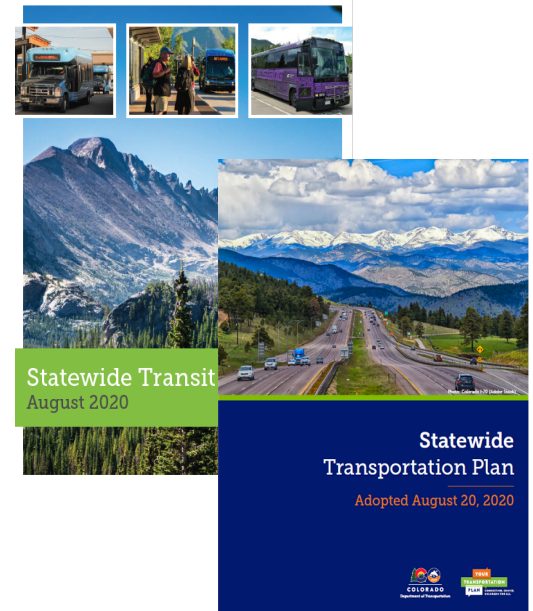
- Data Approach
 - Will be informed by PD 14 goal areas and desired outcomes.
 - Looking at repurposing [mapping tool](#) used for the TPR Boundary Study to provide an interactive (online) resource to look at a variety of data sources to inform planning.



Other Next Steps

MPO/TPR Coordination

- **TPR Chair Meetings**
 - Anticipated to occur at the beginning and end of the planning process to help guide MPO/TPR coordination.
- **Rural TPR Coordination**
 - Anticipating a series of four TPR meetings, and one transit / active transportation special session for each rural TPR.
- **MPO Coordination**
 - Conduct one-on-one meetings with each of the five MPOs to discuss how CDOT can support the MPO's planning efforts, coordinate public engagement activities, etc.

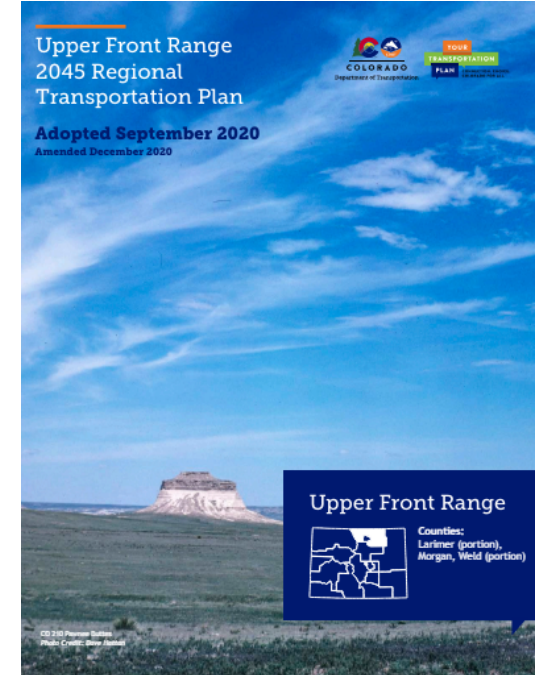




Other Next Steps

Draft Rural RTP Development Schedule

- **TPR Chair Meeting (Summer 2024)**
- **Meeting # 1 (Summer 2024)**
 - Discuss TPR mission & vision
 - Changes/progress made since 2045 RTP Adoption
 - Identify focus areas
- **Meeting # 2 (Fall 2024)**
 - Discuss goals, objectives, and performance measures
 - Look at data trends and patterns; identify issues
 - **WORKSHOP:** For applicable TPRs, Central Federal Land project updates and project implementation will be discussed.





- **Transit / Active Transportation Special Session (Fall 2024)**
 - This was a suggestion from the lessons learned assessment. Goal is to facilitate a broader meeting to allow for more focused discussions on transit & active transportation priorities / needs.
- **Meeting # 3 (Winter 2024-25)**
 - Corridor / travel shed visions & priorities
 - Summarize & discussion of public input
 - Discuss project priorities
- **Meeting # 4 (Spring 2024)**
 - Review draft RTPs
- **TPR Chair Meeting (Spring 2024)**



State Requirements for Regional Transportation Plans (RTPs)

CO Code § 43-1-1103

- Identification of facilities and services, including expansion or improvement of existing facilities and services, required for transportation over the twenty-year period
- Time schedules for completion of transportation projects
- Additional funding amount need and identification of anticipated funding sources
- Expected environmental, social, and economic impacts of the recommendations contained in the transportation plan, including an objective evaluation of the full range of reasonable transportation alternatives.
- Shall assist other agencies in developing transportation control measures for utilization in accordance with state and federal statutes or regulations, and the state implementation plan, and shall identify and evaluate measures that show promise of supporting clean air objectives.
- RTPs state the fiscal need to maintain mobility and what's reasonably expected to be implemented with the estimated revenues.
- The regional transportation plan for any region may recommend the priority for any transportation improvements planned for such region. The commission shall consider the priorities contained in such plan in making decisions concerning transportation improvements.



State Requirements for a Statewide Transportation Plan

The department shall integrate and consolidate the regional transportation plans for the transportation planning regions into a comprehensive statewide transportation plan. The state plan shall address but shall not be limited to the following factors:

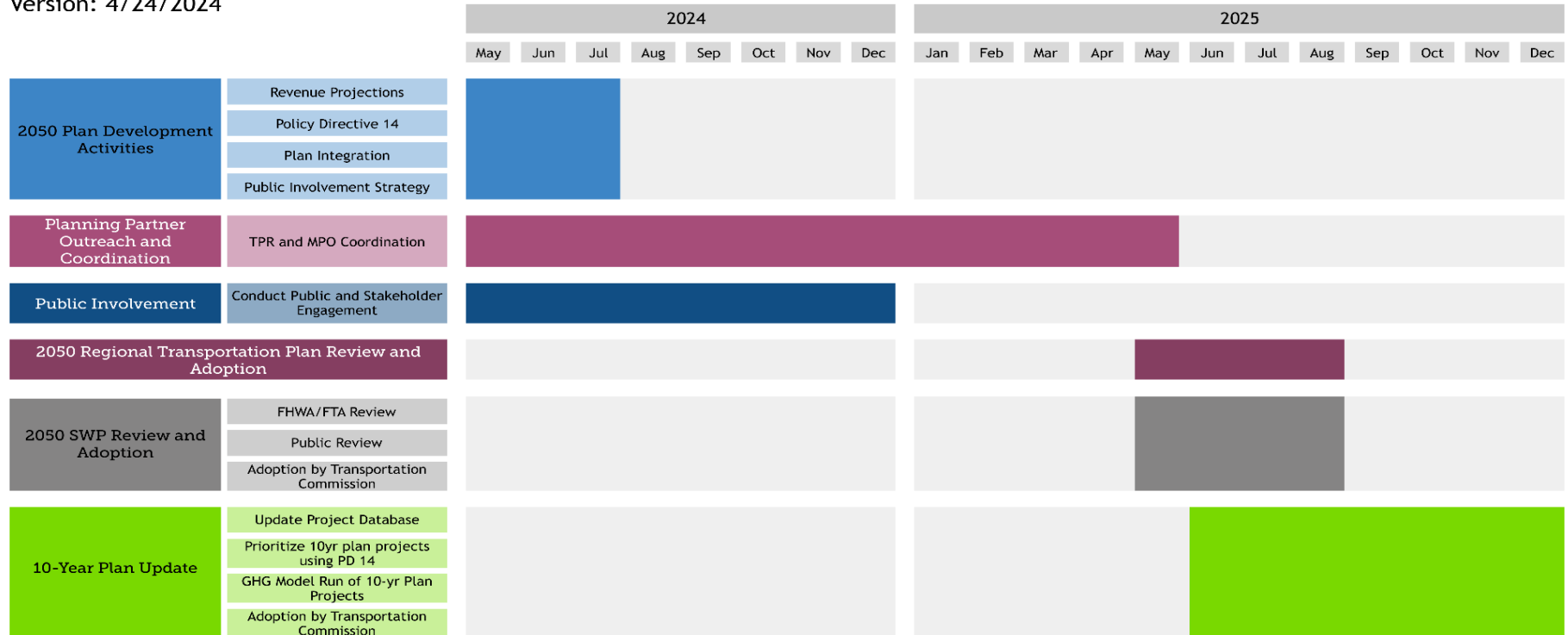
- An emphasis on multi-modal transportation considerations, including the connectivity between modes of transportation;
- An emphasis on coordination with county and municipal land use planning, including examination of the impact of land use decisions on transportation needs and the exploration of opportunities for preservation of transportation corridors;
- Coordination with federal military installations in the state to identify the transportation infrastructure needs of the installations and ensure that those needs are given full consideration during the formation of the state plan.
- The development of areawide multi-modal management plans in coordination with the process of developing the elements of the state plan;
- The targeting of infrastructure investments, including preservation of the existing transportation system commonly known as "fixing it first" to support the economic vitality of the state and region;
- Safety enhancement;
- Strategic mobility and multimodal choice;
- The support of urban or rural mass transit;
- Environmental stewardship;
- Effective, efficient, and safe freight transport; and
- Reduction of greenhouse gas emissions.



Draft Timeline

DRAFT Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 4/24/2024





Discussion Questions

- What does a successful planning process look like to you?
- How should we measure success?
- What do you see being the biggest opportunities?
- What do you see being the biggest challenges?
- What other suggestions do you have as we move forward with developing the 2050 Statewide Plan? (i.e. public engagement, document formats, messaging, data presentation and sources, etc.)



What can we be doing now?

- Re-familiarize yourself with your 2045 Regional Transportation Plans and appendices, and encourage the members of your TPR to do so as well. This will help make the upcoming series of planning meetings more productive and interactive.
 - Links to the existing plans can be found here:
<https://www.codot.gov/programs/yourtransportationpriorities/regional-transportation-plans>
- Ensure your TPRs are ready for a public process (website, posting agendas, etc.)



- CDOT Webpage for [Transportation Planning Resources](#)
- Planning Rules, Regulations, and Policies
 - Federal
 - [23 United States Code \(USC\) section 134 - Metropolitan Transportation Planning](#)
 - [23 USC section 135 - Statewide and Non-metropolitan Transportation Planning](#)
 - [23 Code of Federal Regulations \(CFR\) 450 Part B: Statewide Transportation Planning and Programming](#)
 - [23 CFR 450 Part C: Metropolitan Transportation Planning and Programming](#)
 - State
 - [2 Colorado Code of Regulations \(CCR\) 601-22: Colorado Statewide Planning Rules](#)
 - [43 Colorado Revised Statutes \(CRS\) Article 1 Part 11: Transportation Planning](#)



Thank you



Colorado Federal Lands Planning Pilot: Phase II

CENTRAL FEDERAL LANDS HIGHWAY DIVISION (CFL)

Elijah Henley, CFL Planning Team Leader

Joelean Hall, CFL Planner

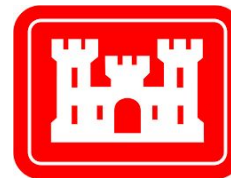


U.S. Department
of Transportation

**Federal Highway
Administration**

Discussion Topics

- Phase: I Recap
- Phase II: Desired Outcomes
- Phase II Scope and Schedule



Phase I Recap: Outcomes and Benefits

- Standardized Process and Template Development
 - 8 Needs Assessment Workshops (90 minute to 3-hour sessions – delivered both in-person and virtually)
 - Standard FLTP mileage maps and tables for each region
 - Standard FLTP/FLAP Base Maps for each region
 - Standardized Cluster Analysis for each region
 - FLTP/FLAP Write Up Template – 8 regional write ups for each regions' Regional Transportation Plan (RTP)
- Process and Templates Designed to also be applicable outside Colorado

Phase II: Desired Outcomes

1. Better definition of local FLMAs role at different stages of the state and local planning process.
2. Re-evaluate project needs identified in Phase I and add new needs in each TPR as appropriate and applicable.
3. Provide policy and process recommendations for enhanced integration of federal lands access needs into the statewide and MPO transportation planning processes and identifying supplemental funding.
4. Cultivate new partnerships to jointly deliver projects of mutual interest.

Phase II: Upcoming Tasks

1. FLMA Coordination
2. Conduct Needs Workshops in Central Front Range, Intermountain, and Northwest Regions
 - i. To identify and analyze unmet access needs to federal high-use recreation sites and economic generators
3. Develop Categorization Framework
 - i. Conduct Federal Lands Access Enhancement Workshops with CDOT
 - ii. Prioritize needs based on impact, readiness, cost-effectiveness, and FLMA support
4. Establish FLMA Coordination Framework
5. Traffic/Travel Demand Modeling Case Study
6. NPS Black Canyon of the Gunnison (BLCA) P2P Case Study

Phase II: Planning to Programming (P2P)

Link Planning and Programming by seeking leverage and co-benefit opportunities

Opportunity:

- Identify projects that are
 - Most compelling to public/stakeholders
 - Most likely to receive program (formulaic) funds investment from owner agencies
 - Eligible for varied discretionary funding sources

Benefits:

- Elevate certain access projects in quantitative process for STIP development, CFL supports Federal-Aid strategically with FLAP & FLTP
- Agencies agree on a strategy for BIL discretionary, developing 'shelf', and joint project implementation

<p>High Priority High Cost</p> <p>Major Road and Bridge Reconstruction at High-Use Recreation Areas</p> <p>Expanded Rec Based Transit Service</p>	<p>High Priority Low Cost</p> <p>Corridor & Trails Planning for High-Use Recreation Areas</p> <p>Targeted Safety or Trails Projects</p>
<p>Low Priority Low Cost</p> <p>Trails, Trailhead, and Planning Projects in Rural/Remote Areas</p>	<p>Low Priority High Cost</p> <p>3R/4R Projects on Rural, Low Volume Roads</p> <p>Low Recreational Usage</p>

Phase II: Timeline

Task and Deliverable	Completed by:
FLMA Coordination	Spring 2024
Needs Identification Workshops – NW, IM. & CFR	Fall 2024
Categorization Framework + Workshops	Spring 2025
Categorization Criteria Technical Memo	Summer 2025
P2P and Traffic/Travel Demand Modeling Case Studies	Fall 2025
Establish Coordination Framework	Winter 25/26
Updated RTP Write Ups	Spring 2026
Web-Based Performance Tracking Data	Summer 2026

Q&A?

Elijah Henley

Planning Team Lead

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Joelean Hall

Planner

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COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC) Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Darius Pakbaz, Director, Division of Transportation Development
Michael Snow, Transportation Planning Specialist, Multimodal Planning Branch
Date: May 2, 2024

Subject: Multimodal Transportation & Mitigation Options (MMOF) Program Updates

Purpose

To provide STAC with updates on the MMOF Program, including proposed Match Reduction Formula updates, and CDOT guidance and support for future TPR/MPO project selections.

Action

Informational and discussion only; no action required.

Background

Match Reduction Formula updates. The statutes controlling the MMOF Program require a 50% match be provided on all awards of funds. Recipients of MMOF funds awarded by the Transportation Planning Regions (TPR) through the Local MMOF program must provide an amount equal or greater than the award funding from other sources. Statutes also permit the Transportation Commission (TC) to adopt a formula that reduces or eliminates that 50% match requirement for certain local governments.

The current Match Reduction Formula, adopted by the TC in December, 2021 through Resolution 2021-12-10, reduces the required match rates for certain local governments based on several economic factors. That formula currently uses criteria data from 2019. As TPRs prepare for the next round of MMOF project selections, CDOT proposes updating the match formula with data from 2021, to align with the data used in the Program Distribution formulas.

While local governments' economic factors may not fluctuate significantly within a two-year period, those slight changes can make a difference for some local governments' qualification for match reductions. Those changes resulting from the new data are summarized in the attachments below. The TC will consider this formula update on May 16, 2024 and if approved, the new match rates will apply to all Local MMOF awards made after this date.

Progress and challenges for MMOF Projects. To-date, a total of approximately \$288 million has been awarded to 277 separate MMOF projects throughout Colorado, growing investments

in many communities that have not seen multimodal improvements in decades. That growth can be challenging for both the project sponsors and for CDOT's oversight of the projects when they experience unanticipated delays and setbacks. For example, four years have passed since MMOF's first project awards in 2020, but less than half of the award funding and projects have been implemented.

CDOT's project managers, engineers and subject matter experts have seen many MMOF projects suffer delays and cost escalations due to issues that could have been remedied much earlier, but weren't identified until long after the award decisions when the local agencies begin implementation.

CDOT review and support of MMOF applications. To support the successful implementation of MMOF projects, CDOT staff propose to proactively review all applications during TPRs' MMOF Calls and Selections. Subject Matter Expert review and feedback on both draft and final applications will support applicants to prepare better project proposals and it will provide TPRs more complete application information to make the best award decisions. A more thorough overview and discussion will be provided during the STAC meeting.

TPRs will want to coordinate with their CDOT Region Planners to provide adequate time within their Call & Selection schedule for CDOT application review.

During today's STAC meeting, CDOT will also provide updates on other guidelines and recommendations for TPRs as they carry out MMOF project selections.

Next Steps

The Transportation Commission will consider approval of the updated Match Reduction Formula and STAC's recommended MMOF Distribution Formula changes at their May 16, 2024 meeting. Detailed information on CDOT's application review process and TPR guidance on conducting project selections will be provided in an updated MMOF Program Guidebook in mid to late May.

Attachments

Match Reduction Formula - summary of changes

Proposed Match Reduction Rates

DRAFT Match Reduction Update - May 2024
Summary of Changes

Municipalities	Previous	New formula
Carbonate town	0%	50%
Englewood city	25%	50%
Green Mountain Falls town	0%	50%
Hayden town	25%	50%
Jamestown town	25%	50%
Nunn town	25%	50%
Ouray city	25%	50%
Pitkin town	25%	50%
Alma town	0%	25%
Black Hawk city	0%	25%
Bonanza town	0%	25%
Brush city	0%	25%
City of Creede town	0%	25%
Deer Trail town	0%	25%
Dinosaur town	0%	25%
Empire town	0%	25%
Evans city	50%	25%
Fort Lupton city	50%	25%
Fruita city	0%	25%
Gilcrest town	50%	25%
Granby town	50%	25%
Hudson town	50%	25%
Idaho Springs city	0%	25%
Kersey town	50%	25%
Kremmling town	0%	25%
Log Lane Village town	0%	25%
Loveland city	50%	25%
Mancos town	0%	25%
Merino town	0%	25%
Mountain Village town	50%	25%
Norwood town	0%	25%
Peetz town	0%	25%
Poncha Springs town	0%	25%
Rico town	0%	25%
Sanford town	0%	25%
Bethune town	25%	0%
Brookside town	25%	0%
Calhan town	25%	0%
Estes Park town	25%	0%
Fort Morgan city	25%	0%
Georgetown town	25%	0%
Holyoke city	25%	0%
Parachute town	25%	0%
Ramah town	50%	0%
Sawpit town	50%	0%
Silverton town	25%	0%
Yampa town	25%	0%

Counties	Previous	New Formula
Mesa County	0%	25%
Cheyenne County	25%	0%
Hinsdale County	25%	0%
Kit Carson County	25%	0%
Moffat County	25%	0%
Phillips County	25%	0%
San Juan County	25%	0%

Highlighted agencies will see increased Match Rates

DRAFT Match Reduction Formula - Counties
Proposed for adoption May 16, 2024

County	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Adams County	514,969	84.1%	50%
Alamosa County	16,377	30.1%	0%
Arapahoe County	651,621	90.4%	50%
Archuleta County	13,267	55.5%	25%
Baca County	3,519	1.5%	0%
Bent County	5,861	4.7%	0%
Boulder County	328,713	85.7%	50%
Broomfield County	72,697	98.4%	50%
Chaffee County	19,436	53.9%	25%
Cheyenne County	1,691	42.8%	0%
Clear Creek County	9,427	69.8%	25%
Conejos County	7,579	14.2%	0%
Costilla County	3,517	0.0%	0%
Crowley County	6,018	17.4%	0%
Custer County	4,720	50.7%	0%
Delta County	31,133	20.6%	0%
Denver County	706,799	79.3%	50%
Dolores County	2,288	22.2%	0%
Douglas County	351,929	100.0%	50%
Eagle County	55,693	95.2%	50%
El Paso County	25,897	93.6%	50%
Elbert County	722,736	73.0%	50%
Fremont County	49,007	25.3%	0%
Garfield County	61,221	82.5%	50%
Gilpin County	5,812	80.9%	50%
Grand County	15,629	61.9%	25%
Gunnison County	16,851	65.0%	25%
Hinsdale County	858	34.9%	0%
Huerfano County	6,787	9.5%	0%
Jackson County	1,375	11.1%	0%
Jefferson County	580,130	92.0%	50%
Kiowa County	1,414	15.8%	0%
Kit Carson County	7,071	47.6%	0%
La Plata County	7,417	76.1%	50%
Lake County	55,673	66.6%	25%
Larimer County	354,670	71.4%	25%
Las Animas County	14,531	6.3%	0%
Lincoln County	5,630	28.5%	0%
Logan County	21,765	49.2%	0%
Mesa County	154,685	52.3%	25%

DRAFT Match Reduction Formula - Counties
Proposed for adoption May 16, 2024

County	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Mineral County	794	44.4%	0%
Moffat County	13,240	46.0%	0%
Montezuma County	25,916	36.5%	0%
Montrose County	42,328	41.2%	0%
Morgan County	28,868	58.7%	25%
Otero County	18,665	7.9%	0%
Ouray County	4,850	63.4%	25%
Park County	17,384	68.2%	25%
Phillips County	4,497	39.6%	0%
Pitkin County	17,471	88.8%	50%
Prowers County	11,966	19.0%	0%
Pueblo County	167,453	26.9%	0%
Rio Blanco County	6,495	57.1%	25%
Rio Grande County	11,476	23.8%	0%
Routt County	24,899	87.3%	50%
Saguache County	6,369	12.6%	0%
San Juan County	698	38.0%	0%
San Miguel County	8,084	74.6%	50%
Sedgwick County	2,459	3.1%	0%
Summit County	31,042	96.8%	50%
Teller County	24,607	60.3%	25%
Washington County	4,834	33.3%	0%
Weld County	322,424	77.7%	50%
Yuma County	9,944	31.7%	0%

DRAFT Match Reduction Formula - Cities
Proposed for adoption May 18, 2024

Municipalities	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Aguilar town	477	6.2%	0%
Akron town	1,793	18.0%	0%
Alamosa city	9,704	35.7%	0%
Alma town	323	58.6%	25%
Antonito town	612	1.4%	0%
Arriba town	229	7.7%	0%
Arvada city	122,903	77.4%	50%
Aspen city	7,019	93.7%	50%
Ault town	1,785	57.5%	25%
Aurora city	383,496	68.6%	50%
Avon town	6,209	78.9%	50%
Basalt town	3,802	77.8%	50%
Bayfield town	2,821	76.7%	50%
Bennett town	2,964	76.3%	50%
Berthoud town	10,188	88.9%	50%
Bethune town	188	17.7%	0%
Black Hawk city	85	54.2%	25%
Blanca town	344	34.6%	0%
Blue River town	947	94.0%	50%
Bonanza town	12	56.0%	25%
Boone town	263	8.8%	0%
Boulder city	104,930	67.8%	50%
Bow Mar town	986	91.8%	50%
Branson town	57	0.0%	0%
Breckenridge town	5,086	99.6%	50%
Brighton city	39,895	79.3%	50%
Brookside town	249	32.1%	0%
Broomfield city	72,697	90.7%	50%
Brush city	5,323	47.9%	25%
Buena Vista town	2,859	50.5%	25%
Burlington city	3,212	47.6%	25%
Calhan town	394	21.0%	0%
Campo town	126	7.0%	0%
Canon City city	17,157	28.7%	0%
Carbonate town	-	96.3%	50%
Carbondale town	6,464	72.3%	50%
Castle Pines city	11,296	95.2%	50%
Castle Rock town	71,037	97.4%	50%
Cedaredge town	2,584	12.1%	0%
Centennial city	107,972	89.2%	50%
Center town	2,377	25.0%	0%

DRAFT Match Reduction Formula - Cities
Proposed for adoption May 18, 2024

Municipalities	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Central City city	680	62.3%	25%
Cheraw town	194	26.1%	0%
Cherry Hills Village city	6,426	88.5%	50%
Cheyenne Wells town	898	36.5%	0%
City of Creede town	312	53.5%	25%
Coal Creek town	461	7.3%	0%
Cokedale town	98	19.1%	0%
Collbran town	579	29.1%	0%
Colorado Springs city	475,282	63.0%	50%
Columbine Valley town	1,701	85.2%	50%
Commerce City city	61,516	84.1%	50%
Cortez city	8,742	29.5%	0%
Craig city	9,026	37.6%	0%
Crawford town	373	24.7%	0%
Crested Butte town	1,419	92.6%	50%
Crestone town	31	2.5%	0%
Cripple Creek city	992	9.2%	0%
Crook town	135	11.0%	0%
Crowley town	306	26.9%	0%
Dacono city	6,084	89.6%	50%
De Beque town	484	50.9%	25%
Deer Trail town	599	56.4%	25%
Del Norte town	1,667	16.9%	0%
Delta city	9,036	22.5%	0%
Denver city	706,799	71.9%	50%
Dillon town	1,147	67.5%	50%
Dinosaur town	129	57.9%	25%
Dolores town	865	17.3%	0%
Dove Creek town	705	35.4%	0%
Durango city	18,953	69.0%	50%
Eads town	733	25.4%	0%
Eagle town	7,420	97.7%	50%
Eaton town	5,648	82.2%	50%
Eckley town	327	12.9%	0%
Edgewater city	5,047	83.3%	50%
Elizabeth town	1,792	80.0%	50%
Empire town	427	48.3%	25%
Englewood city	33,500	69.7%	50%
Erie town	29,367	99.2%	50%
Estes Park town	5,942	46.8%	0%
Evans city	21,727	59.4%	25%

DRAFT Match Reduction Formula - Cities
Proposed for adoption May 18, 2024

Municipalities	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Fairplay town	718	67.1%	50%
Federal Heights city	14,111	28.4%	0%
Firestone town	15,949	93.3%	50%
Flagler town	504	16.6%	0%
Fleming town	663	43.5%	0%
Florence city	3,857	34.3%	0%
Fort Collins city	166,788	66.4%	50%
Fort Lupton city	7,947	61.9%	25%
Fort Morgan city	11,483	44.6%	0%
Fountain city	29,495	78.5%	50%
Fowler town	1,157	3.3%	0%
Foxfield town	648	81.5%	50%
Fraser town	1,334	68.2%	50%
Frederick town	14,127	96.6%	50%
Frisco town	2,952	87.8%	50%
Fruita city	13,296	52.7%	25%
Garden City town	165	24.3%	0%
Genoa town	131	3.6%	0%
Georgetown town	1,098	38.0%	0%
Gilcrest town	1,171	59.7%	25%
Glendale city	4,605	63.4%	50%
Glenwood Springs city	10,017	71.2%	50%
Golden city	20,041	81.1%	50%
Granada town	527	18.8%	0%
Granby town	2,229	52.3%	25%
Grand Junction city	65,067	44.2%	0%
Grand Lake town	305	47.2%	25%
Greeley city	107,014	55.7%	25%
Green Mountain Falls town	615	66.0%	50%
Greenwood Village city	15,548	87.4%	50%
Grover town	186	4.4%	0%
Gunnison city	6,459	41.3%	0%
Gypsum town	8,047	82.6%	50%
Hartman town	72	30.2%	0%
Haswell town	73	30.9%	0%
Haxtun town	949	19.9%	0%
Hayden town	2,116	80.4%	50%
Hillrose town	240	38.7%	0%
Holly town	809	0.3%	0%
Holyoke city	2,416	40.9%	0%
Hooper town	162	45.3%	0%

DRAFT Match Reduction Formula - Cities
Proposed for adoption May 18, 2024

Municipalities	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Hot Sulphur Springs town	873	85.6%	50%
Hotchkiss town	1,273	15.1%	0%
Hudson town	2,172	59.0%	25%
Hugo town	951	40.2%	0%
Idaho Springs city	2,044	60.5%	25%
Ignacio town	1,319	51.2%	25%
Iliff town	338	23.9%	0%
Jamestown town	281	79.7%	50%
Johnstown town	16,596	92.2%	50%
Julesburg town	1,226	8.4%	0%
Keenesburg town	1,546	65.3%	50%
Kersey town	1,533	56.8%	25%
Kim town	53	14.0%	0%
Kiowa town	648	45.7%	0%
Kit Carson town	254	29.8%	0%
Kremmling town	1,697	51.6%	25%
La Jara town	772	11.4%	0%
La Junta city	7,282	12.5%	0%
La Salle town	2,934	73.4%	50%
La Veta town	809	36.1%	0%
Lafayette city	30,307	91.1%	50%
Lake City town	485	50.1%	25%
Lakeside town	8	42.4%	0%
Lakewood city	155,608	65.6%	50%
Lamar city	7,636	21.7%	0%
Larkspur town	260	23.6%	0%
Las Animas city	2,564	2.9%	0%
Leadville city	2,623	75.6%	50%
Limon town	1,167	27.6%	0%
Littleton city	45,465	70.4%	50%
Lochbuie town	7,730	83.0%	50%
Log Lane Village town	960	48.7%	25%
Lone Tree city	13,701	90.4%	50%
Longmont city	98,789	70.8%	50%
Louisville city	21,091	92.9%	50%
Loveland city	75,938	60.1%	25%
Lyons town	2,261	95.9%	50%
Manassa town	981	22.8%	0%
Mancos town	1,168	49.0%	25%
Manitou Springs city	4,912	63.8%	50%
Manzanola town	497	32.4%	0%

DRAFT Match Reduction Formula - Cities
Proposed for adoption May 18, 2024

Municipalities	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Marble town	180	84.5%	50%
Mead town	4,716	91.5%	50%
Meeker town	2,482	46.4%	0%
Merino town	272	58.3%	25%
Milliken town	8,122	74.9%	50%
Minturn town	1,084	94.8%	50%
Moffat town	83	11.8%	0%
Monte Vista city	4,228	21.4%	0%
Montezuma town	156	64.9%	50%
Montrose city	20,098	33.2%	0%
Monument town	10,026	86.7%	50%
Morrison town	398	75.2%	50%
Mount Crested Butte town	906	88.1%	50%
Mountain View town	648	94.4%	50%
Mountain Village town	1,577	61.6%	25%
Naturita town	434	5.5%	0%
Nederland town	1,392	95.5%	50%
New Castle town	4,883	85.9%	50%
Northglenn city	37,899	73.0%	50%
Norwood town	551	52.0%	25%
Nucla town	578	8.1%	0%
Nunn town	463	71.5%	50%
Oak Creek town	722	54.6%	25%
Olathe town	1,874	40.5%	0%
Olney Springs town	604	27.3%	0%
Ophir town	198	97.0%	50%
Orchard City town	3,144	32.8%	0%
Ordway town	2,066	13.2%	0%
Otis town	526	20.2%	0%
Ouray city	1,009	66.7%	50%
Ovid town	308	5.1%	0%
Pagosa Springs town	1,548	16.2%	0%
Palisade town	2,575	33.5%	0%
Palmer Lake town	2,652	72.3%	50%
Paoli town	46	14.7%	0%
Paonia town	1,542	30.6%	0%
Parachute town	1,607	43.9%	0%
Parker town	57,311	98.8%	50%
Peetz town	246	54.9%	25%
Pierce town	1,019	64.5%	50%
Pitkin town	133	74.5%	50%

DRAFT Match Reduction Formula - Cities
Proposed for adoption May 18, 2024

Municipalities	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Platteville town	2,879	70.1%	50%
Poncha Springs town	1,098	61.2%	25%
Pritchett town	81	4.0%	0%
Pueblo city	111,424	23.2%	0%
Ramah town	114	43.1%	0%
Rangely town	2,381	53.8%	25%
Raymer (New Raymer) town	95	15.4%	0%
Red Cliff town	281	90.0%	50%
Rico town	335	49.4%	25%
Ridgway town	1,033	55.3%	25%
Rifle city	10,325	77.1%	50%
Rockvale town	632	42.0%	0%
Rocky Ford city	3,876	6.6%	0%
Romeo town	313	10.7%	0%
Rye town	189	13.6%	0%
Saguache town	530	37.2%	0%
Salida city	5,671	45.0%	0%
San Luis town	624	2.2%	0%
Sanford town	1,359	49.8%	25%
Sawpit town	17	36.9%	0%
Sedgwick town	166	28.0%	0%
Seibert town	133	1.8%	0%
Severance town	7,691	98.1%	50%
Sheridan city	6,090	42.8%	0%
Sheridan Lake town	56	31.7%	0%
Silt town	3,485	80.8%	50%
Silver Cliff town	683	19.5%	0%
Silver Plume town	183	60.8%	25%
Silverthorne town	4,520	81.9%	50%
Silverton town	638	39.4%	0%
Simla town	534	31.3%	0%
Snowmass Village town	3,089	83.7%	50%
South Fork town	387	39.1%	0%
Springfield town	1,318	9.5%	0%
Starkville town	83	10.3%	0%
Steamboat Springs city	13,193	73.8%	50%
Sterling city	13,976	26.5%	0%
Stratton town	685	35.0%	0%
Sugar City town	644	5.9%	0%
Superior town	13,283	100.0%	50%
Swink town	617	38.3%	0%

DRAFT Match Reduction Formula - Cities
Proposed for adoption May 18, 2024

Municipalities	Population (2021 ACS 5-yr)	Overall Percentile Rank	Match Rate Required
Telluride town	2,593	87.0%	50%
Thornton city	140,538	84.8%	50%
Timnath town	6,289	98.5%	50%
Trinidad city	8,318	14.3%	0%
Two Buttes town	32	1.1%	0%
Vail town	4,900	78.2%	50%
Victor city	315	41.6%	0%
Vilas town	149	18.4%	0%
Vona town	122	25.8%	0%
Walden town	622	15.8%	0%
Walsenburg city	3,034	4.7%	0%
Walsh town	551	0.7%	0%
Ward town	70	9.9%	0%
Wellington town	10,769	74.1%	50%
Westcliffe town	403	20.6%	0%
Westminster city	115,535	76.0%	50%
Wheat Ridge city	32,340	57.1%	25%
Wiggins town	1,137	62.7%	25%
Wiley town	352	53.1%	25%
Williamsburg town	709	22.1%	0%
Windsor town	31,972	86.3%	50%
Winter Park town	785	69.3%	50%
Woodland Park city	7,854	64.2%	50%
Wray city	2,338	39.8%	0%
Yampa town	447	46.1%	0%
Yuma city	3,451	33.9%	0%



COLORADO

Department of Transportation

Local MMOF Program Updates

Statewide Transportation Advisory Committee
May 2, 2024



MMOF Updates

- Update to Match Reduction Formula with newer data
- CDOT support of TPRs' MMOF project selections
- Webinar for MMOF applicants
- Required Competitive Selections
- Guidance Updates



Match Rate Formula Update

- Current Match Reduction Formula is based on 2019 criteria data
- Proposed update replaces it with 2021 data to align with data used in Program Distribution
- Results in a match increase for some and a decrease for others
 - Two fewer cities benefiting from a reduction (from 171 to 169), but an increase from 15.2% to 17.1% of city population benefiting
 - Same number of Counties benefiting (46), but an increase from 20.7% to 21.5% of county population benefiting
- New rates apply only to future MMOF awards.
- TC will consider Approval on May 16, 2024, along with STAC's recommended Distribution Formula changes



Current MMOF Project Progress is LOW & SLOW

- 2020 Awarded Projects (109): \$36M of \$76M expended (47%)
- 2022 Awarded Projects (168): \$22M of \$212M expended (10.5%)
- Many projects delayed due to unanticipated work, underestimated costs, technical, regulatory or logistical challenges
 - Delays result in impacts to cost, Local Agency workload, and additional burden on CDOT local agency support staff
 - Many could have been avoided through a review by the applicable CDOT experts prior to awards being made



Proposed MMOF Application Review

CDOT will review MMOF applications to identify obstacles & challenges early in the process. Goals of the review:

- Support applicants in preparing well-defined and competitive project proposals
- Help applicants identify potential impacts to their project delivery
- Reduce the number of withdrawn and/or delayed projects
- Provide TPRs more complete information to select viable & ready projects





Roles in Local MMOF Project Selection

TPR/MPO: conduct calls and selections of Local MMOF projects

CDOT will support TPR's project selections by:

- Ensuring project eligibility and compliance with regulations
- Providing an application template
- Providing an applicant webinar on grant requirements and the local agency process (recommended for ALL applicants)
- Optional applicant consultations if needed/desired
- Requiring CDOT staff to review Draft & Final applications to provide expert feedback
- Supporting TPRs as needed/requested, including an application scoring framework, if desired.



MMOF Application Review

CDOT review of applications will address:

- **Budget** - adequate costs, implications and status of proposed funding sources
- **Project Delivery** - readiness, reasonableness, timeline, potential delays
- **Scope/feasibility** - eligibility, clarity and completeness

NOTE: CDOT's review will not address project merits or any TPR/MPO-identified scoring criteria unless the applicable MPO or TPR requests CDOT's participation on their project selection committee.



MMOF Application Review (cont'd)

QUESTIONS?



Competition Requirements for Grants

CDOT must ensure all Grants comply with applicable federal and state regulations, fiscal rules, cost principles, etc.

This includes the State Controller's Competition Requirements Policy for Grants:

- Requires all awards be made through a Competitive Process that entails:
 - An Application process
 - Assessing each on the basis of evaluation factors; and
 - Determining the best Application choices

TPRs should identify their evaluation & selection process prior to a Call for Projects



Recommended Call Practices for TPRs

- Establish a Call timeline in consultation with CDOT planning staff to allow time for Draft & Final application reviews
- Determine how the TPR will evaluate and prioritize proposed projects based on evaluation criteria and MMOF program goals
- Consider establishing a process for awarding any returned funds
- Clarify proposed priority for any partially-funded or waitlisted projects
- Award full amount of requested funds to selected projects whenever possible
 - Partially funded projects experience more delays and administrative burden
- Issue award letters to applicants selected for an award



Next Steps

- May 16, Transportation Commission
 - Action to approve Distribution Formula & Match Reduction
- Late May, MMOF Program Guidance
 - Updated guidebook will be posted & distributed
- June 6, STAC
 - Discussion - TPR Funding Allocations/Projections
- June - July
 - Webinar training for applicants - Session dates TBD



COLORADO

Department of Transportation

Thank You!

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