



# SOUTHWEST TRANSPORTATION PLANNING REGION

## Regular Meeting Agenda

Thursday, August 12, 2021, 9:00 a.m.

20581 US 160 W, Durango

- |      |   |            |
|------|---|------------|
| I.   | Introductions   | 9:00 a.m.  |
| II.  | Consent Agenda  | 9:10 a.m.  |
|      | 1. June 2021 Meeting Minutes                                |            |
|      | 2. Financial Report: July 2020 – June 2021                  |            |
| III. | Reports   | 9:15 a.m.  |
|      | 1. June, July 2021 STAC Update                              |            |
|      | 2. Transportation Commissioner Report – Mark Garcia         |            |
| IV.  | Discussion/Decision Items                                   | 9:45 a.m.  |
|      | 1. MMOF Project Application Funding Allocation Decisions    |            |
|      | 2. Ratification of letters of support for FTA Transit funds |            |
| V.   | CDOT Reports  | 10:30 a.m. |
|      | 1. Construction Update – Kevin Curry                        |            |
|      | 2. State Legislative Update - Julie Constan                 |            |
|      | 3. SB267 Year 3a and Year 4 Funding - Matt Muraro           |            |
|      | 4. Discuss “updates” to the 4 Year Plan - Matt Muraro       |            |
|      | 5. Greenhouse Gas Rulemaking Update – Annelies Van Vonno    |            |
| VI.  | Other Business  | 11:30 a.m. |
|      | 1. Updates – Round Robin                                    |            |
| VII. | Adjourn   |            |

Next regular meeting date: Thursday, October 14, 2021

Video/Phone Conference Info:

<https://zoom.us>

Webinar ID: 516436015

Or by Telephone:

US: +1 669 900 6833, Webinar ID: 516 436 015

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**Southwest Colorado Regional Transportation  
Planning Commission  
Thursday, June 10, 2021 - 9:00 a.m.  
Video/phone conference**

TPR Members in Attendance:

Clyde Church – La Plata County  
Phil Johnson – City of Cortez  
Sarah Hill – City of Durango  
Martin Schmidt – Town of Pagosa Springs  
Drew Sanders – City of Cortez  
Laura Vanoni – Archuleta County  
Fred Brooks – Town of Mancos  
David Black – Town of Bayfield  
Katie Sickles – Town of Bayfield  
Jim Candelaria – Montezuma County  
Doug McDonald – Southern Ute Indian Tribe  
Andrea Phillips – Town of Pagosa Springs  
Ronnie Maez – Archuleta County  
Ken Charles – Town of Dolores  
Josh Joswick – Town of Bayfield  
Amber Blake – City of Durango

Others in Attendance:

James Horn – Short Elliott Hendrickson Inc  
Sidny Zink – Transportation Commissioner  
Michael Snow - Colorado Department of Transportation  
Carrie Tremblatt - Colorado Department of Transportation  
Annelies Van Vonno - Colorado Department of Transportation  
Tony Cady - Colorado Department of Transportation  
Jamie Grim – Colorado Department of Transportation  
Jessica Laitsch – Southwest Colorado Council of Governments

The meeting was called to order at 9:02 a.m.

**I. Introductions**

**II. Consent Agenda:**

April 2021 Meeting Minutes  
Financial Report: July 2020 – April 2021

**Clyde Church motioned to approve the April minutes, Jim Candelaria seconded, unanimously approved.**

**David Black motioned to accept the financial report, Phil Johnson seconded, unanimously approved.**

### **III. Reports**

#### **1. April, May 2021 STAC Update**

Sarah reported that STAC is following SB 260, there will be an update later in the meeting. They received an update of Bustang's proposed micro transit. They are following the greenhouse gas transportation rulemaking process. There was an update on SB 267 funding, this includes \$500 million for highways, \$50 million for transit capital, 25% to be spent in small counties, and 10% to transit. There was a presentation of the lessons learned during the statewide planning process. The June STAC meeting will be in person.

#### **2. Transportation Commissioner Report – Sidney Zink**

Sidny reported the Transportation Commission has added equity, diversity, and inclusion to the updated policy directive. Crash statistics are high despite miles traveled being down. Her term is nearly complete, she has not been notified yet of the replacement.

### **V. CDOT Reports**

Julie announced that Jennifer Allison is the new Region 5 Traffic Engineer and Amber Blake was selected as the new Division of Transit and Rail Director.

#### **1. Construction Update – Julie Constan**

- US 160 West & Cortez PCCP Diamond Grind – Underway, currently working in Durango.
- US 160/SH 151 Wildlife Crossing Project – Underway, working on support for the underpass, estimated completion in the fall.
- US 550/160 Connection South Design – Working on setting girders over gulches. Plans for a project tour are underway.
- SH 145 Dolores Rico US 160 Cortez – Work underway, expect to be completed by fall.
- US 160 Wolf Creek West Fiber – Awarded, running into supply issues.
- SH 145 Dolores Rico US 160 Cortez Htr Repave – Expect to begin work in the summer.
- US 160 McCabe Creek Pagosa – There was a slight delay to bidding, work should begin in the summer.
- US 550 Durango 9<sup>th</sup> to 12<sup>th</sup> – Awarded, will begin in the summer.
- SH 172 at County Road 318 – Scheduled to go to ad, scheduled to begin late summer or early fall.
- US 550 and 30<sup>th</sup> Street – Working on change order to combine this with the 9<sup>th</sup> to 12<sup>th</sup> project.
- US 160 West of Pagosa – Surface treatment project, looking at striping.
- US 160 Four Corners to Aztec Creek – In design, scheduled for ad in the fall.
- US 160 San Juan River Bridge Scour – In design, planned for 2023.
- They are preparing an avalanche mitigation project on Red Mountain Pass.

#### **3. 260 Update – Julie Constan**

Julie presented an update on SB 21-260 concerning distribution of the federal American Rescue Plan Act (ARPA) of 2021. Tony added that there are additional projects identified which there may be the opportunity to add and prioritize in this new funding. Andrea asked how municipalities can provide input. Tony suggested approaching CDOT, discussing with the TPR directly, or working with the county. Sarah asked about the timeframe. Tony replied this would be ongoing but suggested discussions within the next four months for this particular funding. Clyde asked about previously unanticipated population changes due to remote work. Tony

replied their travel demand model helps to look at current trends. Sarah asked about including projects from the 10-year transit plan. Phil asked if there was a plan to estimate the expected costs to residents in various regions. Jamie replied she expects such information to be compiled.

### **3. MMOF Funding Update: Requests for Supplemental Funding – Tony Cady**

Michael reported that the MMOF funding awarded to the City of Cortez is being returned, and CDOT staff's suggestion is to add these funds to an existing project. He summarized the program. Jim asked about supplemental funds for Montezuma County that had been previously been reduced. There was discussion about supplementing funds for projects which had not been previously been fully funded through this process. Staff will send the application to all awardees.

## **VI. Other Business**

### **1. Community Updates – Round Robin**

Fred reported the Town of Mancos is working on a bridge project. Tourism seems to be up. There was an unauthorized pedestrian bridge constructed.

Jim reported that Montezuma County has completed striping at County Roads N and P. They are planning to begin their paving project on CR G, CR 29 North, and 29 Road.

Clyde mentioned the initial discussion regarding a roundabout at CR 225 and US 160.

David thanked Sidney for her service. He reported the Town of Bayfield finished their water line replacement. They will be hosting July 4 festivities.

Ronnie reported that Archuleta County is working on a number of small road projects.

Andrea congratulated Amber on her new role at CDOT. She reported that the Town of Pagosa Springs is preparing for striping. They have an RFQ out for their multimodal plan. CDOT is reviewing their parade permit, the parade is planned for July 3. They submitted a Revitalizing Main Streets application for Hot Springs Blvd. They have a number of road projects in Town.

Phil reported the City of Cortez is preparing a major intersection rebuild at Montezuma and Mildred. They are also preparing for the microgrind project. They will be hosting festivities on July 4.

Sarah reported the City of Durango is busy. She will be serving as interim Transportation Director for the City. They are awaiting the IGA for SB 267 transit stop improvements. They are preparing to issue the RFP for design of Camino crossing. They have contracted design for the midtown project. They have awarded for the 32 Street project. They submitted a joint request with Archuleta County for two electric buses and electric charging for a fully electric pilot project.

Amber expressed excitement to take on her new role with CDOT. She mentioned this is the first time DTR has had a director from a rural area.

There was discussion about meeting in person in August.

The meeting ended at 10:25 a.m.

# SWTPR Financials 7/1/2020-6/30/2021

To: SW Colorado Transportation Planning Region  
From: Jessica Laitsch  
Date: 12 August, 2021

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Comments: A profit and loss report for the period July 1, 2020 to June 30, 2021 is attached.

The TPR grant runs on a state fiscal year (July 1 to June 30). The attached P&L shows the current grant status. Because this is a reimbursement grant, the net income is showing in the negative as funds have been spent but not yet reimbursed.

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# Southwest Colorado Council of Governments

## Profit and Loss July 2020 - June 2021

	TOTAL
Income	
Project Administration	
SWTPR	4,918.48
<b>Total Project Administration</b>	<b>4,918.48</b>
SCAN Services	
Contract Sharing	2,100.00
<b>Total SCAN Services</b>	<b>2,100.00</b>
<b>Total Income</b>	<b>\$7,018.48</b>
<b>GROSS PROFIT</b>	<b>\$7,018.48</b>
Expenses	
Administrative Costs	
Operating Expenses	
Information Technology (IT)	
Hardware	263.27
Software	75.60
<b>Total Information Technology (IT)</b>	<b>338.87</b>
Internet Connectivity	
Internet Connection (AT&T)	68.74
<b>Total Internet Connectivity</b>	<b>68.74</b>
Office Supplies	21.22
Professional Fees	
Audit	393.75
<b>Total Professional Fees</b>	<b>393.75</b>
Rent	1,050.00
<b>Total Operating Expenses</b>	<b>1,872.58</b>
Personnel Expense	
Insurance Expense	
Health	289.33
Worker's Compensation	23.75
<b>Total Insurance Expense</b>	<b>313.08</b>
Salary and Wages	3,240.71
457 Retirement	72.47
Car Allowance	13.42
Cell Phone Allowance	19.90
Payroll Processing Fee	31.70
Payroll Tax	154.92
<b>Total Salary and Wages</b>	<b>3,533.12</b>
<b>Total Personnel Expense</b>	<b>3,846.20</b>
<b>Total Administrative Costs</b>	<b>5,718.78</b>

# Southwest Colorado Council of Governments

Profit and Loss  
July 2020 - June 2021

	TOTAL
Project Costs	
Shared Services Expenses	
Software Maintenance	2,100.00
<b>Total Shared Services Expenses</b>	<b>2,100.00</b>
SWTPR Internet Connection	893.16
SWTPR Travel	563.30
<b>Total Project Costs</b>	<b>3,556.46</b>
<b>Total Expenses</b>	<b>\$9,275.24</b>
NET OPERATING INCOME	<b>\$ -2,256.76</b>
NET INCOME	<b>\$ -2,256.76</b>

# STAC Summary – June, July

To: SW Colorado Transportation Planning Region  
From: Jessica Laitsch  
Date: 12 August, 2021

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Comments: Below are some highlights from the June and July 2021 Statewide Transportation Advisory Committee (STAC) meetings. The draft minutes for the June and July meetings are attached.

June:

CDOT, Transportation Commission, and STAC representative Updates  
Federal and State Legislative Report

Overview of SB 21-260

Summary of induced travel demand

Summary of CDOT Performance Program

Future meetings will be hybrid, there will be consideration of periodic in-person meetings

July:

CDOT, Transportation Commission, and STAC representative Updates

Update on cleanup of recent mudslides

Comments from the Transportation Commissioners in attendance

Federal Legislation Update

Review and consensus of project recommendations for the Highway National Freight Program

Review of proposed projects to be funded by SB 267 and SB 260

There was a follow-up meeting for an update of the Greenhouse Gas Rulemaking

Recommendation for the TC to postpone the start of the rulemaking process

The next meeting will be in-person with a Zoom option

For more information about STAC, visit:

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

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Statewide Transportation Advisory Committee (STAC)  
 Meeting Minutes

Location: Via Web Conference  
 Date/Time: June 11, 2021; 9:00 a.m.  
 Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Tammy Maurer, Ashley Stoltzmann, Ron Papsdorf	San Luis Valley:	Keith Baker, Vern Heersink
Central Front Range:	Dick Elsner,	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Jim Baldwin
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sarah Hill, Jim Candelaria
Gunnison Valley:	Represented by Vince Rogalski	Upper Front Range:	Elizabeth Relford
Intermountain:	Bentley Henderson	Southern Ute:	Not Represented
North Front Range:	Suzette Mallette, Becky Karasko	Ute Mountain Ute:	Not Represented
Northwest:	Heather Sloop	FHWA:	John Cater, Bill Haas
Pikes Peak Area:	Holly Williams, John Liosatos, Kathryn Wenger	FTA:	Kristin Kenyon
Pueblo Area:	John Adams		

Kathleen Bracke (Transportation Commissioner)  
 Don Stanton (Transportation Commissioner)  
 Eula Adams (Transportation Commissioner)  
 Hermann Stockinger (Deputy Director)  
 Andy Karsian (State Legislative Liaison)  
 Steve Harelson (CDOT Chief Engineer)  
 Keith Stefanik (CDOT Deputy Chief Engineer)  
 Jeffrey Sudmeier (CDOT Chief Financial Officer)  
 Rebecca White (CDOT Division of Transportation Development)  
 Marissa Gaughan (CDOT Multimodal Planning Branch)  
 Mike Timlin (CDOT Division of Transit & Rail)  
 Sharon Terranova ((CDOT Division of Transit & Rail)

Julie Constan (CDOT Region 5 RTD)  
 Heather Paddock (CDOT Region 4 RTD)  
 Kay Kelly (CDOT Office of Innovative Mobility)  
 Paul Jesaitis (CDOT Region 1 RTD)  
 Erik Sabina (CDOT Information Management Branch)  
 Sally Chafee (CDOT Chief of Staff)  
 Matt Inzeo (CDOT Communications Office)  
 William Johnson (CDOT Performance and Asset Management Branch)

Introductions & STAC Minutes	<ul style="list-style-type: none"> <li>• <u>Motion</u> by Dick Elsner to approve the May 14, 2021 STAC meeting minutes, seconded by Walt Boulden.</li> <li>• Minutes approved unanimously.</li> </ul>	Minutes approved
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<p>– Vince Rogalski, STAC Chair</p>		
<p>CDOT Update on Current Events</p> <p>– Sally Chaffee, CDOT Deputy Director</p>	<ul style="list-style-type: none"> <li>● Sally Chaffee thanked all STAC members who were so helpful in supporting the SB 260 effort, and commented on what a momentous achievement it is to finally have a sustainable funding source for transportation. She also recognized Heather Sloop for testifying in support of the bill after having to wait for several hours.</li> <li>● Construction season is in full swing, and going well, but speeding is becoming a really big problem, especially on I-70, so CDOT is doing a lot of outreach and requesting more enforcement to hopefully keep maintenance and construction crews safe while they are working.</li> <li>● Central 70 shift has happened and is going well. Currently working on taking down the viaduct without causing damage to the new structures, so it is a pretty delicate demolition job.</li> <li>● Three Transportation Commissioners terms are up this month, so CDOT will be filling those positions.</li> <li>● CDOT hired Amber Blake from Durango to lead the Division of Transit and Rail. She will be working mostly in Durango out of the Region 5 office.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● No Discussion</li> </ul>	<p>No Action.</p>
<p>Transportation Commission Report (Informational Update)</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● Joint Transportation Commission (TC) meeting with High Performance Transportation Enterprise (HPTE) on the various financial agreements involved in the Burnham Yard acquisition.</li> <li>● Regarding greenhouse gas (GHG) Rulemaking: There is a discussion on what level of authority CDOT should have given the responsibility for implementing these air quality rules and regulations, so there is consensus that CDOT and the TC should be part of the discussion. There is a resolution that would make TC an interested party to the rulemaking process.</li> <li>● There was a discussion on the maintenance apprentice program.</li> <li>● There was a discussion about how to improve efficiency and effectiveness of maintenance controls.</li> <li>● The TC approved the Statewide Transportation Improvement Plan (STIP) unanimously for FY22-25, which will be effective July 1, 2021 with the new fiscal year.</li> <li>● Update on the Front Range Passenger Rail (FRPR) was provided through a virtual lunch meeting. Discussed project progress, and different alignments. There is a lot of excitement about getting it done.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● No discussion</li> </ul>	<p>No Action.</p>
<p>Transportation Planning Region (TPR) &amp; Federal Partner Reports</p>	<ul style="list-style-type: none"> <li>● <u>DRCOG</u>: RTD Fastracks issued its report at a Board meeting on May 19, 2021. The North Metro Line is open for service. DRCOG has its Unified Planning Work Program (UPWP) out for public comment. Congratulated CDOT on success with the Central 70 shift.</li> <li>● <u>CFR</u>: In Park County area there are a few projects that are moving along. They are working on US 24 over Wilkerson Pass where they are restricting access, and adding an additional passing lane. There is work on a bridge in Fairplay, and they will be working on an Interchange of US 285, which will</li> </ul>	<p>No Action.</p>

	<p>cause a complete closure, so that will make travel to Buena Vista difficult for those coming from Denver, but it is only a seven minute detour. In Canon City they are putting sidewalks in at SH 115 and 9<sup>th</sup> Street. They are doing guardrail work on Hwy 50 East.</p> <ul style="list-style-type: none"> <li>● <u>Eastern</u>: They haven't had a TPR meeting since last STAC, but summer maintenance and projects continue and the next meeting is next week in Limon.</li> <li>● <u>Grand Valley</u>: They've been making good progress on the mobility hub, and are now adding Glenwood Springs and Rifle transit projects into the application, and there is really great collaboration in preparing for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. They had a successful FTA training review, which was virtual this year. They are advocating for a Grand Valley transit project, which is part of the Colorado Association of Transit Agencies (CASTA's) congressional spending request to Senator Bennet and Senator Hickenlooper. The package is requesting four compressed natural gas (CNG) replacement buses, intelligent transportation system (ITS), and fare boxes for the buses, and there is good progress on the 1<sup>st</sup> and Grant intersection reconstruction and the US 50 project.</li> <li>● <u>Gunnison Valley</u>: A lot of roadwork going on in the area. One interesting thing is the cooperation between Region 3 and Region 5 on the Lake City project. Little Blue Creek Canyon is a \$40M project, and there were a lot of complaints at first, but now going well. There were some unstable rocks discovered on Memorial Day weekend, and they had to close for 4-5 days until it was taken care of. July 1<sup>st</sup> is the next TPR meeting</li> <li>● <u>Intermountain</u>: Not a lot to report except that they are in the thick of construction season, and used the opportunity to encourage everyone to be careful on the roads to keep the construction crews safe.</li> <li>● <u>North Front Range</u>: Had a June 3, 2021 Council meeting. There was a great presentation from Nick Farber. He talked about the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, and also gave an update on an unsolicited proposal that would complete N I-25 segment 2-8, and would cost \$660M to complete. It's a 3 step process and they are in step 2. Had a really good presentation from the directors on the two segments of the North I-25 project, which is about 20 miles long, and they are making great progress on that. The Council also looked at the Active Transportation Plan, which used to be the bike and pedestrian plan, and it's anticipated that it will be adopted at the July 1, 2021 meeting. North Front Range is filing for party status for the rule making process pertaining to air quality and GHG emissions.</li> <li>● <u>Northwest</u>: No TPR meeting since the last meeting. In the midst of construction season. Chip seal project from the top of Rabbit Ears Pass to Steamboat Springs will start soon, and that will really lead to a lot of traffic congestion coming into city. The City of Steamboat Springs passed a bicycle safety initiative that allows cyclists to go through a red light after yielding if safe. They are trying to stay out of fire hazard, and have already been receiving lots of smoke and warning signs, so they are hoping for the best but anticipating a difficult fire season ahead.</li> </ul>	
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	<ul style="list-style-type: none"> <li>● <u>PPACG</u>: They have registered as an interested party in the air quality rulemaking process. They are concerned that some of their projects might be slowed down by air quality rules. They had a ground breaking in Honor of the Military Access Mobility Safety Improvement Program (MAMSIP) grant project which will be a huge improvement for the Fort Carson area and for Peterson Air Force Base. There will be a celebration in two weeks for the SH 21 and Research Pkwy intersection. Doing some overlay on North I-25, and unfortunately there have been multiple closures on I-25 due to an accident resulting in a fatality, so going slow reminders are so important to continue.</li> <li>● <u>PACOG</u>: No Report.</li> <li>● <u>San Luis Valley</u>: County meetings have wrapped up. Site specific visits are going on. Seasonal work is going on. Monarch Pass is open and impacting traffic. They have been working on some chain stations. The Salida Americans with Disabilities Act (ADA) project is underway, and think the Wolf Creek West Fiber program will be underway, and the Teleride program that was testing a central deployment station for transit unfortunately died, and will be closing by the end of month and returning to traditional dispatching.</li> <li>● <u>South Central</u>: Not a lot to report. Maintenance, projects and planning are moving forward.</li> <li>● <u>Southeast</u>: They finished bridge on SH 71 south of Rocky Ford, and are getting a lot of good reports on the new bridge.</li> <li>● <u>Southwest</u>: Thanked Commissioner Zink for her years of service in the Region. The City of Cortez returned \$146,000 of their awarded Multimodal Options Funds (MMOFs), so at the next TPR meeting they will be looking at projects that didn't receive full funding in the first round to make them whole, or at projects that provided an overmatch. They won't have any problems redirecting that funding within the TPR given all the needs. Construction Update- they are busy in the region! Looking forward to an upcoming TPR tour of the US160/US 550 project; There was a supply issue with the Wolf Creek Fiber project- freeze in Texas affected the supply chain, so there's been a delay and it will now be a two season job with completion anticipated in 2022</li> <li>● <u>Upper Front Range</u>: June 3, 2021 was the last TPR meeting. Discussed RAISE grant options, and asked CDOT whether they would be supporting other applications. They had a presentation on various PTC applications, and appreciated the air quality conformity report from North Front Range MPO, they also received a presentation on a bicycle, pedestrian safety study, and Herman Stockinger gave a presentation on SB21-260 funding. They added a new HAZMAT route to the designated roads in their region. The next SH 52 coalition meeting is this month and they will be reviewing the access control maps for that corridor. Weld County completed their first pedestrian trail, and just received notification that they received an award for excellence in road paving for their first roundabout that was installed.</li> <li>● <u>Southern Ute</u>: No Report.</li> <li>● <u>Ute Mountain Ute Tribe</u>: No Report.</li> <li>● <u>FHWA</u>: Still in the full work from home mode, and so they are still not able to go to meetings in person, but there will be a shift soon. Congratulated CDOT on the open house for Central 70 that</li> </ul>	
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	<p>offered the public a view of how complex a highway project is, and it was well done with a great turn out, and it's great to see the traffic using it now, and now that the viaduct demolition is so visible it's great for the public to see all that is involved in infrastructure.</p> <ul style="list-style-type: none"> <li>• <u>Federal Transit Administration (FTA)</u>: Notice of Available Funding opportunities are open. Deadline for RAISE is July 12, 2021, Tribal transit discretionary program is open and closes on August 25, 2021, and there is also a pilot program for transit oriented development closing 6/21/21, and other discretionary programs will be available later this summer. They are still working diligently on getting COVID related funds out. Successfully obligated 90% of the Corona Virus Aid Relief and Economic Security (CARES) funds.</li> </ul> <p><u>STAC Discussion:</u> Shoshana Lew commented on how busy CDOT will be with the new funding bill, and starting to transition to in person meetings, and the TC will have the first live meeting next week. Nice to see folks after so long. Work now is focused on the implementation piece of the funding bill. Working on all fronts to get it done efficiently. Certificates of Participation (COPs) also went through for year 3 of SB 267 with more premium than was anticipated.</p>	
<p>State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>• The next agenda item will cover SB 21-260 “Fee Bill” in more detail and the legislative update for this agenda item will cover the 2021 Legislative Session generally.</li> <li>• Very Interesting Session, coming back from a recession, interim break of 4 weeks, then transitioning. A record number of bills were heard for transportation. CDOT had a wonderful year.</li> <li>• The maintenance project limit was raised to \$250K from \$150K, and CDOT maintenance workers will be released from federal Davis Bacon requirements from previous legislation.</li> <li>• Made efficiencies on the outdoor advertising statutes that were fixed off of a lawsuit CDOT is facing.</li> <li>• A greenhouse gas (GHG) emissions bill, a bill that allows CDOT to work with partners and quantify GHG emissions coming from materials that CDOT uses on construction projects. This will be a fascinating process as CDOT is nationally in the lead for this type of work and analysis.</li> <li>• Audit recommendations/finding bills and address those regarding fiscal reporting, that brought CDOT into compliance in terms of reporting requirements to the State Controller.</li> <li>• Another bill will allow CDOT to more efficiently manage our internal IT systems.</li> <li>• HB 1076 allows small carpool companies, applications to connect passengers with drivers. The two in Colorado generally bring passengers up to the I-70 Mountain Corridor. Register with CDOT vs the PUC TNC regulations. Lots of efficiencies.</li> <li>• State land being used for renewable energy and affordable housing, CDOT amended the bill to protect the existing TC process for disposing of land (CDOT owns numerous small parcels that would not accommodate renewable energy or affordable housing) so CDOT will continue to dispose of land parcels in the usual way with minimal impact with the amendment.</li> <li>• Rail district bill passed, first major step forward on the development of passenger rail along the Front Range.</li> </ul>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>• One bill that CDOT opposed was the bill that sought to bring transparency into how CDOT chooses alternative delivery projects and limited CDOT’s ability to choose alternative delivery projects in the future. The Bill died on a party line vote, but CDOT did not ignore the intent of the bill and added language in SB 260 that provided more transparency to the alternative delivery project selection process.</li> <li>• A bill that will fund DUI enforcement with funds that pass through to local law enforcement agencies passed to carry on the program for an additional year. The Highway Safety Office will distribute the funder to locals for 12 high visibility enforcement actions over the year. Kudos were given to Mothers Against Drunk Driving to get this through along with a CDC grant to get money for a weather forecasting tower and future modeling for future precipitation in the four corners area.</li> <li>• Understanding SB 260 is of the most interest to folks so Jeff and Rebecca will talk more on this.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>	
<p>SB 260 Transportation Bill Overview (Informational Update)</p> <p>– Jeff Sudmeier, CDOT Division of Account and Finance (DAF) and Rebecca White, CDOT Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> <li>• Jeff Sudmeier explained he will cover what it means for CDOT in terms of dollars, that is awaiting the Governor’s signature. Rebecca will cover its impact on the planning and environment aspects of the bill.</li> <li>• This bill will provide CDOT with \$5.635 billion of new funding over the next 11 years through to FY 2032. But that \$5.4 billion in funding is composed of about \$3.8 billion that is provided through a series of new fees and about \$1.6 billion that would be provided through upfront stimulus dollars and ongoing general fund revenue.</li> <li>• It would include a road usage fee and a bridge and tunnel enterprise fee, which would essentially sit on top of the existing gas tax. And an equalization fee to expand the EV registration fee in an attempt to make EVs pay their fair share in alignment with what drivers of conventionally fueled vehicles.</li> <li>• TNC fees are a 30 cent per ride fee, and a 27 cent delivery fee for home deliveries like Amazon and doordash would apply. Also includes rental car fees</li> <li>• Bill creates several new enterprises – three focused on electrification with the Colorado Energy Office, CDPHE and for CDOT with the Clean Transit Enterprise. Also creates a non-attainment enterprise focused on air quality mitigation activities in the non-attainment areas of the Front Range. Expands the Bridge Enterprise to a Bridge and Tunnel Enterprise, with an expansion of funding for this enterprise. Many elements focus on accountability and transparency, maintain and update the 10-year plan,</li> <li>• \$3.4 billion over 11 years are for CDOT to oversee. Jeff provided estimates of how HUTF revenues would be broken down. A large portion will go to CDO COPs/upfront funding for debt service. Some amount will be spent to backfill projects. Most funds for projects will be used to fund the 10-year Plan projects. Plus since we still have two years of SB 267 funding to consider, we will have a substantial amount of funds to move projects forward.</li> </ul>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>● Rebecca White – other provisions that impact planning and environment requirements. Section 30 is where it can be found in the 200 page piece of legislation. Regionally Significant Projects – Larger projects make a difference in capacity and modeled for performance. Will assess projects in 10-year plan to see how the GHG emissions and VMT are generated or reduced. Work to meet GHG emission reduction by treating GHG emissions the way that ozone is currently evaluated and analyzed. Another provision for planning get two MPO’s in non-attainment – update plan by October 2022 or most spend funds on projects that help bring areas into compliance, resulting in a loss of flexibility. The idea is to encourage use of transit and other alternative modes of transportation.</li> <li>● Environmental Study requirements – for Regionally Significant projects – more NEPA requirements that are additional, Particulate Matter and GHG emission are a focus. Provide monitoring on criteria pollutants before construction. Requires a construction plan that accounts for particulate matter and includes continuous monitoring and public alerts to let communities know if there are air quality issues on a project site and action plans to prevent issues from occurring.</li> <li>● Includes language particular sensitivity and focus CDOT should have on adjacent disproportionately impacted communities. This language is included throughout the bill. Similar to EJ there are three distinctions – housing, income and percent of minority populations. For Regionally Significant Projects develop a mitigation plan for Particulate matter and GHG emissions. Will apply to projects that don’t have a signed NEPA document by July 1, 2022. However I-270 is focusing on adjacent disproportionally impacted communities, and we are well on our way there.</li> <li>● Bill asks us to look at our public engagement plan for these capacity projects to evaluate them to determine if they have a robust plan and sensitive public engagement plan to cover the DI communities.</li> <li>● Jeff Sudmeier covered the timeline for decision points and key milestones Initial dollars available to program - \$170 million for shovel ready stimulus funds, and \$65 million in additional year 3 SB 267 funds (\$53 million highway and \$12 million transit) to 10-year plan projects (July).</li> <li>● Identification of resource needs to deliver expanded capital construction program and local pass-through programs, establish and operate new enterprises, provide program management and oversight, coordinate recovery activities with other state agencies and the Governor’s Office and meet new reporting requirements (June – August)</li> <li>● Deployment of additional rounds of Revitalizing Main Street and Multimodal and Mitigation Options Fund grant funding (Ongoing; building from current programs)</li> <li>● Establishment of new organizational infrastructure to support new Enterprises, new revenue sources and new programs (i.e. new funds and budget pools, new reports, new governance structures, etc.) (Next 12 months)</li> <li>●</li> <li>● STAC Discussion:</li> </ul>	
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	<ul style="list-style-type: none"> <li>● <u>Suzette Mallette</u> – Regarding upfront stimulus federal funds presented, is this what we know or are anticipating to get – Jeff responded it is what we know is coming.</li> <li>● <u>Sarah Hill</u> – How will amendments to the 10-year plan occur, as TPRs have projects in mind that are not in the 10-year Plan?</li> <li>● <u>Rebecca White</u> – The 10-year Plan is a living document. We want to go through an organized process in the next few months regarding how we look at amending the plan, but the projects now in the near-term we are focused on the projects that are in the plan.</li> <li>● <u>Vince Rogalski</u> – A question came in regarding when the dollars will be made available to the local communities.</li> <li>● <u>Jeff Sudmeier</u> - The collection starts in FY 2023 – and money will start flowing sometime in FY 2023 starting at around 30-40 million initially but will grow each year. The Multimodal Options Funds (MMOF) are front loaded and will flow not quite immediately, but soon. Also the Revitalizing Main Streets funds will flow earlier like the MMOF.</li> <li>● <u>Liz Relford</u> – Regarding the \$170 million if there would be a different list from the year 3 SB 267 list.</li> <li>● <u>Jeff Sudmeier</u> – The projects mostly would come from the 10-year Plan at this point.</li> <li>● <u>Liz Relford</u> – it would be great to see what projects would be applied to that funding.</li> <li>● <u>Jim Baldwin</u> – What will the CDPHE requirements cost a project percentage wise?</li> <li>● <u>Rebecca White</u> – I don't have a percentage to offer, but I don't think the percentage will be substantial as it only applies to the larger Regionally Significant projects.</li> <li>● <u>Liz Relford</u> – Don't think additional NEPA will take an additional timeline for approval</li> <li>● <u>Rebecca White</u> – requirements are more analysis, but will be simultaneously conducted with existing analysis practices.</li> <li>● <u>Liz Relford</u> – How will these state requirements interface with federal requirements for NEPA?</li> <li>● <u>Rebecca White</u> – Not an uncommon practice for additional environmental requirements by states. Coordinating closely with FHWA on this.</li> <li>● <u>Liz Relford</u> – Consider local agency check lists for these state requirement to expedite compliance.</li> <li>● <u>Commissioner Stanton</u> – Any effect on diesel truck with these regulations for PM.</li> <li>● <u>Rebecca White</u> – Monitoring at construction sites is where the PM monitoring will apply – can reduce idling at construction site focus across the state – highway impacts to PM is more complicated. We will provide more information on this but Colorado is not in non-compliance for fine PM.</li> <li>● <u>Ron Papsdorf</u> – Understand need to move quickly – July is not enough time to consult with MPOs and TPRs. DRCOG would like an opportunity to coordinate with CDOT before projects are identified. We do have a tier four for Sb 267 and welcome opportunity to talk with you, and bring to STAC and TC in July, but let's talk about opportunities to engage.</li> </ul>	
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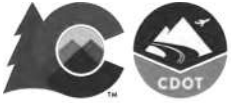
<p>Induced Travel Demand (Informational Update)</p> <p>– Erik Sabina, CDOT Information Management Branch (IMB)</p>	<ul style="list-style-type: none"> <li>● The phenomenon of induced demand has been the subject of considerable interest and some controversy in recent years. Prior to the development of its statewide travel model, CDOT had very limited ability to evaluate such effects in planning or design efforts. With the completion of the statewide model, CDOT is now working to encourage and support its use, including explanation/clarification of some of its design and capabilities, such as analysis of induced demand.</li> <li>● One of the most basic insights of economic theory is that if a “product” becomes cheaper, on average the public will “buy” more of it (and conversely, if a product becomes more expensive, the public will buy less of it.) The term “product” doesn’t describe only objects that a person obtains at a store and carries home, but also services (haircuts, tax accounting, ,etc.) and use of facilities (gym memberships, visits to the zoo, etc.) Trips taken on public roads fall into this last “use of facilities” category.</li> <li>● It is also important to note that the “cost” of a product often is measured in more than simply cash paid: the time required to obtain the product usually is also a key component of cost. For example, the amount of time required to conduct a shopping trip also influences our perception of the “cost” of the product we obtain. In the case of trips taken on public roads, travel time clearly is a very important aspect of the overall cost of the trip (and absent a toll being charged, it is the primary cost that travelers perceive for the trip.)</li> <li>● So returning to the initial point, shorter travel time on public roads corresponds to a cheaper “price” for the “good” (the trip on the road), and both data and theory demonstrate that shorter travel times will tend to produce more driving (that is, “induce” more driving.)</li> <li>● Six elements of induced demand are: change of - route, destination, daily activity pattern, mode, time of say, and development pattern. Induced demand is real.</li> <li>● In terms of how much induced demand actually happens – the answer is it depends on if the region/road is already congested – if yes – you will get increased induced demand, if no – you will get little or none; Is the region growing? – if yes – over the long-term, you will see more induced demand; If no - over the long-term, you may see less.</li> <li>● Induced demand is why we need travel models; we all have had the experience of a road being congested shortly after widening. Examples are I-25 NW/O University Boulevard, I-25 N/O I-225 Denver,</li> <li>● CDOT’s model is quite new – only 1.5 years old, some MPO modeling programs have been around for 50 years, we are still learning what induced demand it shows and in what circumstances, but experience so far is quite promising.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● <u>John Liosatos</u> – Great presentation – not sure that induced demand is the phenomenon we are experiencing in a lot of these cases. How do you look at population growth as the population is growing faster than our capacity is growing.</li> </ul>	<p>No Action</p>
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	<ul style="list-style-type: none"> <li>● <u>Erik Sabina</u> – One concept not being modeled yet, might be if our state widens more roads than another state, would we create more latent/ induced demand than the other state? Hold development constant and then wash out effect of population growth.</li> <li>● <u>John Liosatos</u> – Not sure roads cause the demand as there are many cases where development goes in first due to the location being the cheapest option and roads go in later. Not sure the roads are causing the induced demand. How do we get our arms around the development problem? Development happens where it doesn't belong.</li> <li>● <u>Erik Sabina</u> – many factors for development sites not just roads. DRCOG has a sophisticated land use model that could be shared with this group.</li> <li>● <u>Ron Papsdorf</u> – Complicated and unsettled issue – in terms of growth – volume and VMT align with Population growth – use SDO data. Have a land use sophisticated model estimate throughout counties and local land use plans. Concern with T-REX project and I-25 and increase in traffic volume identified as induced growth – growth that led up got tamped down due to construction constraints, once construction was done the diverted traffic returned.</li> <li>● <u>Erik Sabina</u> – agreed construction does suppress traffic. Still could model on widened vs. existing to analyze results with constant land use. Don't disagree with your points.</li> <li>● <u>Suzette Mallette</u> – See our models do a good job of recognizing induced demand. We pick up induced demand in our travel models already, and would like to hear your thoughts on this.</li> <li>● <u>Erik Sabina</u> – The six items that contribute to induced demand – without including the NFR model, but an activity based model we cover all the green –first five route, destination, daily activity, mode and time of day. All models in Colorado get some of the induced demand, with the activity-based models essentially hit all of them, and trip-based models get a subset.</li> <li>● <u>Ashley Stolzmann</u> – Generally the issue is complex. The real question to answer is vs. discussing the causes is how to equitably assign a cost to this additional analysis, get past the why and get to how we are going to fund things on an ongoing sustainable basis. So ensuring that when you do know if you do choose to locate in a very cost effective piece of land, but it causes society to have to put in transit or expensive highway infrastructure that we ensure that there are impact fees and appropriate ways to recover that revenue.</li> </ul>	
<p>Transportation Asset Management Demand (Informational Update)</p> <p>– William Johnson and Toby Manthey, CDOT Performance and Asset Management Branch</p>	<ul style="list-style-type: none"> <li>● William Johnson - this presentation will be a joint effort between myself and Toby Manthey.</li> <li>● The purpose of this presentation is to inform the STAC on the revised performance reporting section of the Colorado Department of Transportation Website (<a href="http://www.codot.gov/performance">www.codot.gov/performance</a>), features within the new website sections, and new performance dashboards for major performance reporting efforts.</li> <li>● CDOT's performance reports provide details on the progress of our short- and long-term strategic goals. Reports include annual reporting to the Governor's Office through the SMART Act of 2013, national performance measures from the Fixing America's Surface Transportation (FAST) Act of 2015, and Policy Directive 14, which outlines the objectives and goals of the 10-year, long-range transportation plan.</li> </ul>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>● The new site has four information pages and two links to other sections of the external website. The pages illustrate current and historical performance, current performance targets, and context information on the data. This new performance website includes information on : <ul style="list-style-type: none"> <li>● 1. Revenue and Expenditures a. Includes links to the Colorado Transparency Online Project (TOP) system, listing all revenues and expenditures, as well as payroll expenditures by job classification. b. Links to the CDOT Annual Budget section of the external website, allowing users to view the current annual budget and historical budget documents. This site is maintained by the Division of Accounting and Finance.</li> <li>● 2. Project Accountability Dashboard a. Links to the CDOT Project Accountability Dashboard, presenting project and program specific information. This is site is maintained by the CDOT Program Management Office.</li> <li>● 3. Performance Plan and Strategic Goals <ul style="list-style-type: none"> <li>a. Access to the Department’s Annual Performance Plan, which outlines the current fiscal year strategic goals. Additionally, this page provides quarterly reports on the progress of goals and related strategies.</li> <li>b. New dashboards for each strategic goal, including monthly updated data on the progress towards meeting the goals and the strategies that support them. This information mirrors the Department’s section of the Governor’s Dashboard</li> </ul> </li> <li>● 4. National Performance Measures – FAST Act Metrics <ul style="list-style-type: none"> <li>a. Displays performance information on federally required metrics each state DOT is required to set targets for and report on annually. Users are able to view current performance targets and navigate to federal sites on the topic.</li> <li>b. Illustrates the annual performance for each performance metric, sorted by goal area category.</li> <li>c. Links to federally required plans which illustrate current improvement efforts for different programs managed by CDOT and its partners.</li> </ul> </li> <li>● 5. Statewide Plan Goals and Objectives <ul style="list-style-type: none"> <li>a. Outlines all the performance objectives and goal areas developed in the current 10-year long range transportation plan. These metrics are approved by the Transportation Commission through Policy Directive 14.</li> <li>b. New dashboards are currently in development to illustrate annual performance for all objectives in Policy Directive 14.</li> </ul> </li> <li>● 6. CDOT Projects <ul style="list-style-type: none"> <li>a. Links to the current CDOT projects page on the external website, for users to learn about current transportation projects statewide. This site is managed by the Office of Communications.</li> </ul> </li> <li>● Next Steps <ul style="list-style-type: none"> <li>• Performance and Asset Management Branch will update WIG dashboards on a monthly basis. Other dashboards and website pages will be updated annually.</li> </ul> </li> </ul> </li> </ul>	
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	<ul style="list-style-type: none"> <li>• A new page will be developed for the FHWA-CDOT Stewardship and Oversight Agreement, which manages and illustrates the health of the federal aid program.</li> <li>• See the STAC Packet for more details.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• None</li> </ul>	
Other Business / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• A discussion ensued regarding how frequently STAC should meet in person:</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• <u>Dick Elsner</u> – Would like to get back to the in-person meetings. Fifty percent of how I learned after joining the STAC was just sitting around talking to people.</li> <li>• <u>Keith Baker</u> – I agree with Dick, but we should have a choice of in-person and virtual. Let’s move to a hybrid format.</li> <li>• <u>Heather Sloop</u> – Like a hybrid, maybe meet quarterly in-person, make a real effort to attend and steer around the winter months for mountain travelers.</li> <li>• <u>Holly Williams</u> – Like the idea of some more virtual ones during the winter months. I will be out of town that day and will dial in.</li> <li>• <u>Jim Canelaria</u> – Agrees with virtual meetings in winter months as traveling over the passes can be treacherous, but you learn a lot more by participating in-person.</li> <li>• <u>Dana Brosig</u> – Likes the idea of having quarterly in-person meetings or every other month as it is easier. Also Virtual is nice in a lot of different ways (avoids Friday afternoon traffic back to the mountains).</li> <li>• <u>Walt Boulden</u> – Hates the drive to Denver, but agrees face to face is much more beneficial. Suggested we come up with and stay with a hybrid option.</li> <li>• <u>Vince Rogalski</u> – Should we for July do an in-person meeting and talk about the quarterly meeting after that?</li> <li>• <u>Walt Boulden</u> – I would be fine with that.</li> <li>• <u>Vince Rogalski</u> – Okay so right now we are going to have modified in-person meeting again in July on July 9 and talk about the structure, possibly with virtual meetings with quarterly in-person meetings. CDOT needs to know how many of us will be attending in person, so they can set up the room accordingly. STAC members will receive an email asking whether you intend to join in person or remotely. The next STAC meeting is July 9, hosted in-person at CDOT Headquarters, with remote participation also supported.</li> </ul>	No Action

STAC ADJOURNED at 11:50 am



Statewide Transportation Advisory Committee (STAC)  
Meeting Minutes

Location: Via Web Conference  
Date/Time: July 9, 2021; 9:00 a.m.  
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Ashley Stolzman, Tammy Maurer, Ron Papsdorf	San Luis Valley:	Vern Heersink
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Jim Baldwin, Stephanie Gonzales
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sarah Hill
Intermountain:	Bentley Henderson	Upper Front Range:	Scott James, Elizabeth Relford
North Front Range:	Dave Clark	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Not Represented
Pikes Peak Area:	Eric Stone	FHWA:	John Cater, Bill Haas
Pueblo Area:	Chris Wiseman, John Adams	FTA:	Kristin Kenyon
Gunnison Valley:	Roger Rash		

Lisa Hickey (Transportation Commissioner)  
Eula Adams (Transportation Commissioner)  
Kathleen Bracke (Transportation Commissioner)  
Karen Stuart (Transportation Commissioner)  
Kathy Hall (Transportation Commissioner)  
Hermann Stockinger (CDOT Deputy Director)  
Steve Harelson (CDOT Chief Engineer)  
Keith Stefanik (CDOT Deputy Chief Engineer)  
Jeffrey Sudmeier (CDOT Chief Financial Officer)  
Marissa Gaughan (CDOT Manager, Multimodal Planning Branch)  
Theresa Takushi (CDOT Greenhouse Gas Climate Action Specialist)  
Jerad Esquibel, (CDOT Director, Division of Project Support)  
Sally Chafee (CDOT Chief of Staff)

Rebecca White (Director, Division of Transportation Development)  
Michelle Scheuerman (Freight Planning Program Manager)  
John David (CDOT Region 3, Section 2 Maintenance Superintendent)  
Kane Schneider (CDOT Region 3, Section 2 Deputy Maintenance Superintendent)  
Craig Hurst (CDOT Freight Office Manager)  
Mike Ogborn (Chair, Freight Advisory Committee Chair)  
Kay Kelly (CDOT, Director of Innovative Mobility)  
John Lorme (CDOT Division of Maintenance and Operations)  
Julie Constan (CDOT Region 5 RTD)  
Richard Zamora (CDOT Region 2 RTD)  
Mike Timlin (CDOT, Division of Transit and Rail)  
Amber Blake (CDOT Director, Division of Transit and Rail)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
<p>Introductions &amp; STAC Minutes</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● <u>Motion</u> was approved unanimously to approve the June 11, 2021 STAC meeting minutes.</li> </ul>	<p>Minutes approved</p>
<p>CDOT Update on Current Events</p> <p>– Herman Stockinger, CDOT Deputy Director</p>	<ul style="list-style-type: none"> <li>● Commissioner Kathy Hall from Grand Junction has been appointed as the new Transportation Commission (TC) Chair; Don Stanton from Jefferson County was appointed the new TC Vice Chair.</li> <li>● An Executive Order is expected today from the Governor re-appointing Commissioners Karen Stuart and Eula Adams to second terms and appointing three new Commissioners to replace those termed out in June.</li> <li>● Amber Blake, former Transit Director and Interim City Manager for the City of Durango, has been hired as the new CDOT Director of the Division of Transit &amp; Rail (DTR).</li> <li>● CDOT Region 3 staff provided an overview of the series of debris flows that covered I-70 in Glenwood Canyon between late June and early July.</li> </ul> <p>STAC Discussion: None</p>	<p>No Action.</p>
<p>Transportation Commission Report (Informational Update)</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● I received a card from outgoing Commissioner Bill Thiebaut applauding the contributions STAC makes and all the progress it has made.</li> <li>● We heard an overview of Senate Bill 260 (SB260) and all that will need to take place to implement everything, including project selections, the need for additional CDOT staffing, the Greenhouse Gas (GHG) rulemaking, which we'll hear more about today.</li> <li>● We heard of the asset management implications and the need to continue to provide more funding for that.</li> <li>● We heard a summary report on Floyd Hill, the results of which indicate a viaduct may be the preferred alternative to a tunnel to improve that section.</li> </ul> <p>STAC Discussion: None</p>	<p>No Action.</p>
<p>Transportation Planning Region (TPR) &amp; Federal Partner Reports</p>	<ul style="list-style-type: none"> <li>● <u>DRCOG</u>: WE heard comments this month on our Public Involvement Plan. WE also approved amendments to our 2022-2025 TIP adding Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) Safety funds for 33 projects. The Board approved allocations for \$2.7 million COVID relief funds and FTA 5311 funds.</li> <li>● <u>CFR</u>: The bridge project south of Fairplay is expected to start very soon. CDOT is addressing some mudflow issues on Poncha Pass.</li> <li>● <u>Eastern</u>: No report.</li> <li>● <u>Grand Valley</u>: We have nearly completed a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant application for a mobility hub and want to thank the CDOT staff for their support on that. We're currently reviewing proposals for the North Avenue corridor transit study being funded</li> </ul>	<p>No Action.</p>

with SB267 funds. We participate in a local economic development meeting yesterday along with CDOT's Michelle Scheuerman and Mark Rogers to talk about how to make the numbers work for shipping and receiving freight in the Grand Valley.

- Gunnison Valley: We discussed funding and projects under SB267 and SB260. We also discussed how we'll handle future Multimodal Transportation and Mitigation Options Fund (MMOF) project selections, which we expect to hear more about from CDOT soon. We also considered that we will need to update the 10-Year Plan of projects for our Region. On the Little Blue Creek construction project on US50, there was an unfortunate fatality of a worker hit by a falling rock.
- Intermountain: We have a significant number of paving projects underway currently. Another big project getting underway is a Wrong-way Detection System going in on a section of I-70. In addition to the mudslide response, CDOT is trying to do additional rockfall mitigation in Glenwood Canyon. I-70 traffic is impacted currently by some box culvert work on the west side of Vail Pass. Commissioner Baker and I participated in a meeting recently to hear an update on the Federal Lands Access program and what projects are scheduled. There are 11 projects planned for Colorado, bring over \$160 million of additional funding to the state. When Federal Lands Access Program (FLAP) grant opportunities come to Colorado, I encourage folks to look hard at the criteria and reach out to the program representative to help figure out what projects will compete well. This can continue to be a significant contribution to our needs for access to our recreational lands.
- North Front Range: In July our Council approved the updated Active Transportation Plan, which is an update to the 2016 non-motorized plan. They also approved Surface Transportation Block Grant (STBG) allocations to partially funded and white-listed projects. North Front Range MPO has achieved party status for the Air Quality Control Commission's rulemaking process. We are beginning the community engagement process for our Northlink premium transit analysis, including the kickoff of its website later this month. North I-25 segments 6, 7 and 8 work is continuing, which will necessitate a closure of SH56 over I-25 beginning early to mid-August and lasting 140 days. Construction on the southbound port of entry has begun in addition to the second half the mobility hub at US34 and I-25.
- Northwest: No report.
- PPACG: The Research Parkway interchange has broken ground. The Military Access Mobility Safety project began June 2, and the I-25 resurfacing project is also underway. There are currently nightly closures on I-25 as they work on the bridge replacement at County Line Road between El Paso and Douglas Counties. Another bridge replacement is progressing well on US24 between Callahan and Peyton. We, too, are experiencing substantial traffic congestion on US24 in and out of the mountains. CDOT made some adjustments to the timing of the six lights through Woodland Park that's improved that flow on the weekends. The City of Woodland Park is paying for a study on a possible reliever route on US24. Folks traveling to the mountains are encouraged to slow down and be safe.
- PACOG: The work on the US50 and Purcell exchange is continuing and on schedule. County Commissioners just approved the design for the Joe Martinez extension. PACOG approved their 2045 Long Range Plan and the FY2022-2025 TIP last month.

- San Luis Valley: American's With Disabilities (ADA) work is continuing in Salida, and some ADA work will get underway soon in Manassa. Maintenance has completed some significant mudslide mitigation on Poncha Pass following the recent thunderstorms.
- South Central: Our next TPR meeting will in-person on July 22. The I-25 Exit 11 project will kick off this month. CDOT and the City of Trinidad are working on a traffic study.
- Southeast: The Lamar resurfacing is in full swing. Due to the rains, we really need a lot more mowing in the region. Grasses are getting so high you can't see wildlife along the roadway. We want to thank Commissioner Bill Thiebaut for all he's done for our region. Our next TPR meeting is July 28.
- Southwest: We had a recent site visit of our design build project. It was interesting to get to see the how they transported the gigantic girders over Wolf Creek Pass. That project is on schedule and on budget despite some challenges. The TPR will consider ratification of some FTA 5310 & 5311 letters of support for transit operating projects at our next meeting.
- Upper Front Range: The top project in our region right now is an Intermodal Facility we're building on I-76. It's a BNSF project that will take some trucks off the road and mitigate some air quality impacts. The project is apparently not eligible for the Statewide Transportation Implementation Program (STIP) currently because it's not in the fiscally constrained 2045 Metro Vision plan. We are excited to hear that CDOT is reviewing three separate Public-Private Partnership proposals for North I-25 right now.
- Southern Ute: This is the first year of implementing our first road maintenance program for our earthen roads in the region and are beginning to do maintenance on some important back-country roads using a new road grader we've purchased. The Tribal Council adopted our TIP last month and we got approval to do some pedestrian improvements to address the very high pedestrian fatality rates we see on our roads. We've hired a firm to complete our 5-year long range plan.
- Ute Mountain Ute Tribe: No report
- FHWA: We did not have success on our Infrastructure for Rebuilding America (INFRA) grants here in Colorado. However, the RAISE grants are just around the corner, and we expect we'll have a very competitive projects for that. We want to thank Jeff Sudmeier and his team for keeping on top of inactive projects and effectively using federal funds.
- Federal Transit Administration (FTA): No additional updates.
- Lisa Hickey: I am the chair of the Ad Hoc Agency Coordination Committee; our job is to help guide CDOT's development of rules in implementing SB21-260 and Section 30 specifically which is the Greenhouse Gas (GHG) Roadmap. That rulemaking will begin soon, so we welcome your input on that soon.
- Kathy Hall: I agree with Commissioner Hickey. With all that is transitioning and being implemented in transportation right now, we really want a transparent and collaborative approach so that we are kept informed of issues throughout the state. We're very grateful for how hard CDOT works to keep our roads open, particularly I-70 following the debris flows and on US50 during its construction.
- Eula Adams: I want to thank our outgoing Commissioners, particularly Commissioner Thiebaut and Commissioner Zink for their helping me learn everything I needed to be effective as well. I look



	<p>forward to working with Commissioners Hall and Stanton as the Chair and Vice Chair.</p> <ul style="list-style-type: none"> <li>• Kathleen Bracke: I second all that's been said by other Commissioners. This is an important and transitional time for us to leverage our local partnerships as we apply the funding from SB21-260.</li> <li>• Karen Stuart: I'm hopeful, now that things are getting back to more normal that the TC might be able to return to doing a retreat together to learn what is important to all of us as we consider SB260 funding. I'd really like to see our transportation system metrics change such as being 47<sup>th</sup> in the nation for asset condition and 27<sup>th</sup> for overall transportation improvements. I would also like to continue doing the road tours we've done in the past to see how the system is managed first-hand.</li> </ul> <p><u>STAC Discussion:</u> None</p>	
<p>State &amp; Federal Legislative Report</p> <p>– Herman Stockinger, CDOT Deputy Director</p>	<ul style="list-style-type: none"> <li>• On July 1 the House passed the Invest Act, which is the FAST Act reauthorization that must be passed by September 30.</li> <li>• The Invest Act currently includes \$579 Billion in funding, which is four times the amount in the Recovery Act. Anticipated in that is about \$110 Billion for Roads, Bridges and Major Projects, that will fund the replacement of ten of the most economically significant bridges in the US, which are most likely in the eastern US. We do not know yet how much that will leave to formula grants to the states. It also includes \$48 Billion for transit, the largest amount in history, and \$66 Billion for passenger and freight rail.</li> <li>• CDOT believes that the Act will be successful, but not likely to be fully hashed out until September. At this point there are too many unknowns to predict how much funding might come to Colorado.</li> </ul> <p><u>STAC Discussion:</u> None</p> <p><i>Break at 10:18am; resumed at 10:31 am.</i></p>	<p>No Action</p>
<p>National Highway Freight Program Project Selection</p> <p>– Craig Hurst, CDOT Freight Office and</p> <p>– Mike Ogborn, Freight Advisory Committee (FAC) Chair</p>	<ul style="list-style-type: none"> <li>• Staff reviewed the program goals, purpose and project selection process.</li> <li>• In addition to the Committee's project award recommendations, Executive Management (EM) priority projects were funded off-the-top, including some statewide Timber Structure Repairs on Freight Routes, Monument Area Chain Stations, some statewide Weigh-in-Motion Program &amp; Safety Enhancements, and an I-70 Runaway Ramp HazMat Containment System.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• Sarah Hill: Is the Region 5 Chain Station project region-wide or specific to one location?</li> <li>• Matt Muraro: There are five locations we are proposing, including one on Wolf Creek Pass, one on US160 La Veta Pass, another on Hwy17 Cumbres Pass and we're speaking with San Miguel County about a couple locations on Lizard Head Pass.</li> <li>• Ashley Stolzman: Could we see a list of all the projects reviewed, not just those selected? Are NHFP funds available for off-system projects? And I'm wondering why this was an internal CDOT selection process. Was it recommended by the FAC or the TC that this be an internal selection process?</li> <li>• Michelle Scheuerman: NHFP funding is eligible for off-system improvements, but only if it's on the National Highway Freight network.</li> </ul>	<p>Consensus to Support</p>

- Ashley Stolzman: Did the FAC agree this time that this would be a CDOT selection process?
- Michelle Scheuerman: That is how it's always been conducted because of the relatively small amount of funding.
- Ashley Stolzman: Did the FAC also support the Executive Management's recommendation to fund those off-the-top projects, and were those projects scored similarly to the other projects?
- Michelle Scheuerman: Those projects did complete the applications to see where they scored in that range, and that was presented to management for their consideration. FAC did also fully support the recommendation.
- Ashley Stolzman: Is the final project selection not going to TC for approval?
- Michelle Scheuerman: Because of Policy Directive 703, we have a well-developed and established selection process, such that it does not need to go before TC.
- Ashley Stolzman: It seems to me that the process is somewhat hollow in that the executive leadership that makes the recommendation also finalizes the selection. I would like to see it brought before the TC in the future.
- Jeff Sudmeier: The TC makes decisions about what projects to approve and what to not approve. Without PD703 and its defined project selection processes, far too many projects in many other programs, for example the Surface Treatment program, would be required to be considered and approved by the TC than their schedule could ever allow.
- Scott James: Do you review and re-review projects every year?
- Michelle Scheuerman: We are currently implementing a project monitoring program which will continually monitor progress of projects.
- Scott James: Considering there is a Bridge Enterprise, is there not enough funding there first to fix these bridges, rather than using these scarce NHFP funds?
- Craig Hurst: Bridge Enterprise's focus is on repair and replacement of bridges. These projects are really based on analysis of the system and its ability to handle oversize and overweight freight vehicles.
- Bentley Henderson: Are candidate projects presented by each Region?
- Mike Ogborn: Yes, projects were presented by each region to the FAC.
- Bentley: A recent report I saw looked at the I-70 Eisenhower Tunnels and their improvements needed for them to handle movement of hazmat materials. Are these funds available for these improvements?
- Herman Stockinger: There are still working groups that are looking at this. If those improvements are determined to be in line with the criteria of the program, they would be eligible.
- Craig Hurst: There are NHFP safety improvement projects underway now on not just the tunnels, but the entire corridor that supports the tunnels.
- John Cater: For those projects that are design only, is there an assumption that construction would then be funded by the Regions?
- Michelle Scheuerman: We considered that and determined that those construction projects would likely rise to the top of future selection processes.

	<ul style="list-style-type: none"> <li>• Rebecca White: Can you remind me and the STAC, what is the annual funding typically for the NHFP?</li> <li>• Michelle Scheuerman: It's about \$15 million annually. I will also provide STAC a link to our new Highway Freight Program guidance document which explains these processes and provides a great overview.</li> <li>• Vince Rogalski: CDOT would like a consensus for support from the STAC for the NHFP project recommendations. Considering there are no objections, I think we can affirm STAC consensus in support of the project recommendations.</li> </ul>	
<p>SB267 / SB 260 Year 3B Projects (Action Item)</p> <p>– Rebecca White, Director, Division of Transportation Development</p>	<ul style="list-style-type: none"> <li>• Staff presented a slate of proposed highway, transit and multimodal projects to be funded with surplus SB267 Year 3 proceeds and SB260 funding.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Ashley Stolzman: I propose we postpone reviewing and discussing this proposal until the August STAC meeting since the materials were only shared with STAC members on Wednesday afternoon, and we've had little to no time to consider them with our constituents.</li> <li>• Rebecca White: Staff have reached out and discussed the proposed projects with DRCOG's Ron Papsdorf a couple weeks ago.</li> <li>• Ron Papsdorf: We have not heard from Region 4 but heard from Region 1 by phone to discuss particular projects. But that has not really made it possible for us to adequately consider the proposed program of projects.</li> <li>• Scott James: I'll repeat what I've said before, that this selection process as well as the GHG Rulemaking process are moving way too rapidly for something this important with long-term impacts.</li> <li>• Herman Stockinger: The TC is scheduled to consider approval of the project list next week. It is a rapid process, partly for the reason these are stimulus funds and should be used as quickly as possible. We understand this has not gone through a full stakeholder process, and that's our fault. But the TC is likely approving this next week and we would like to at least have your general input on it to take to that conversation.</li> <li>• Ashley Stolzman: Can we ask the TC to delay their consideration by a month? What ramifications would there be if that were to happen?</li> <li>• Herman Stockinger: I don't know what impacts there might be if it were delayed. But if STACs recommendation is a request to delay, we can take that to the TC next week.</li> <li>• Suzette Mallette: If the ramifications of delaying this aren't dire, what would be the response of the Commissioners who are currently in attendance here today?</li> <li>• Kathy Hall: There aren't enough of the Commissioners here today for us to say, and we would need the time to go over the information to make that decision.</li> <li>• Eula Adams: I agree, without the full TC here, we cannot say one way or another. But I'd like the staff's perspective on whether there are negative ramifications or not. If there are not, I'd likely favor postponing.</li> </ul>	<p>Motion to Recommend a 1-month Continuance</p>

- Karen Stuart: We've been asking staff for information on where we are in the 10-Year Plan. This provides us that information and I understand staff are looking for us to move ahead in an expedient fashion. But without the full TC to discuss, we can't make any definitive comment.
- Rebecca White: I'll provide some pros and cons. The SB267 funding comes with some spending time-limits, while the stimulus funds appropriated in SB260 are intended to be spent quickly to stimulate the economy. Our intent to show the legislature that when we're provide the additional funding we're asking for, it gets used quickly on the 10-Year Plan.
- Scott James: I'd like to ask the senior staff whether there are truly financial ramifications to waiting an additional 30 or 31 days, or if it would just be an inconvenience. If it's an inconvenience, I say we and the TC should take the time in the spirit of transparency to discuss it with our staff and constituents.
- Rebecca White: I understand the point, but how much do we want to continue to litigate project selections when we've already spent months of work to agree on the 10-Year Plan. Are STAC members saying you want to have your agencies vote whether to move these projects forward, or is it an issue of the order in which they are to be done?
- Scott James: If what is proposed is indeed the 10-Year Plan and does not contain any other, then I would agree with you. I just haven't had the opportunity to see whether that's the case.
- Ron Papsdorf: The issue is not whether they are in the 10-Year Plan, which they are. But when the proposal is for some projects in the years 5-10 of the Plan and out of priority with some projects not yet funded in years 1-4, I question what the criteria are used to make these decisions.
- Rebecca White: I suggest we proceed with the slides presenting the projects. But I should note that because of SB260, we are assured of being able to do the Year 4 SB267 issuance. This will likely be another \$500 million of funding coming soon. Because we have certainty around those dollars, I think we could decide today to move these projects forward knowing any years 1-4 projects displaced by these projects will benefit from additional funding. To prepare for that discussion and additional federal infrastructure funding that may come we expect to begin STAC discussions this summer to develop a new four-year plan of projects.
- Barbara Vasquez: I would suggest we support CDOT staff in using the 10-Year Plan to be nimble as we respond to new funding that comes to the state.
- John Liosatos: Is this an all-or-nothing program of projects? Or because these are largely distributed by regions, could some regions approve their projects and others not?
- Rebecca White: I think if we wanted to do that, we could bring those recommendations to the TC.
- John Liosatos: Doing so would at least allow CDOT to keep working on those portions of the projects while giving those regions that desire more time to have further discussions before a decision is made. I personally would be in favor of the Region 2 projects proposed.
- Ashley Stolzman: In June, DRCOG voiced concern that we would not be given enough time to review this adequately. I don't believe that was completed in a satisfactory manner for DRCOG. I'm supportive of moving quickly, but I'm not ok with skipping steps and repeatedly going against STAC bylaws which require a week's notice and distribution of materials for STAC matters. Further, I want the record to

reflect that CDOT staff indicate that all the Years 1-4 projects have been funded so that if we find out later than some years 5-10 projects were advanced ahead of year 1-4 projects, we can come back and figure out what the disconnect was.

- Rebecca White: Correction, what we have indicated is that the Year 1-4 projects have been largely funded, so there are some remaining projects in those years.
- Ashley Stolzman: So, if we move forward, how do we explain to people who have unfunded year 1-4 projects why they were passed over for year 5-10 projects?
- Eric Stone: I agree it is improper that we've not been given enough time to review before today. If we make no recommendations to TC today however, it may be taken up and we've missed that opportunity. I recommend we go through the staff's presentation and provide what input we can.
- Scott James: I'm concerned too as to how the allocation process is possibly muddled by this combination of SB260 stimulus funding and the state's SB267 proceeds. My recommendation is that we forward that feedback from the STAC to TC in support of a one-month delay in the decision.
- Dick Elsner: I think we go through the proposal and make our recommendations on the projects, so Vince has something to deliver to the TC.
- Ashley Stolzman: this is the second time this year that I've raised concerns for issues being brought to STAC without adequate time to consider. I'd like to propose that we all agree that no longer permit this, otherwise it will continue.
- Ashley Stolzman: The SH7 multimodal options project, as an example, is a year 5-10 project. Meanwhile the SH42 project, which is a year 1-4 project and is not yet fully funded. They are both as far along, both have some design work, both have similar traffic counts and accident rates. What criteria elevates the SH7 project over the SH42 project?
- Paul Jesaitis: SH7 is a long corridor with a lot of needs. This project is a mobility hub site on SH7 at I-25 and is a year 1-4 project.
- Rebecca White: Mayor Stolzman, you're correct. This project on SH7 is in years 5-10 while the mobility hub is in years 1-4. The reason this was moved up is we've been hearing from DRCOG the importance of moving the BRT corridors ahead and we felt it short-sighted to not begin preparing for the east-west mobility hub movement that this intersection improvement project provides.
- Ashley Stolzman: On the Revitalizing Main Street Urban Arterial study, I would recommend that it be expanded to include all DRCOG, not just the Region 1 portion.
- Scott James: It would help me if staff could add to this list, for each project, the year 1-4 or year 5-10 section from which it comes in the Plan, and not just the funding, but whether that's SB260 or SB267 funding. And I know I-25 Segment Five is a year 5-10 project, but it is a big concern of mine that we are knowingly creating a huge bottleneck on I-25 by not completing this segment now.
- Eric Stone: Is it possible to complete some of the Pueblo I-25 phases now.
- Richard Zamora: We are confidently going to cover about \$120 million of that project next spring with the SB267 Year 4 funding.

<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>● STAC members debated the merits of in-person meetings and the limited but often necessary ability to participate virtually. It was generally agreed that all STAC members should attend in-person whenever possible and CDOT will continue to support the alternative means to attend virtually when necessary. STAC will continue to consider all-virtual meetings either on a periodic or occasional basis, for instance during winter or holiday seasons when it is harder to travel.</li> </ul> <p>Other Discussion:</p> <ul style="list-style-type: none"> <li>● Eric Stone: I would also like the Chair to communicate to the TC our comments about the readiness of STAC agenda materials being done in a timely manner.</li> <li>● Vince Rogalski: I've been doing this for 30 years, and regardless of how hard we try, there are often issues that just don't allow enough time for support materials to be produced and delivered with the advance time we expect. If we want to be an advisory to the Commission on those items, we must accept that on occasion.</li> <li>● Dick Elsner: If we had been on our old STAC/TC schedule, we wouldn't have even had the opportunity to weigh in on this topic at all.</li> <li>● Dave Clark: We are ok with the proposed projects in our Region. But I agree that it's just not feasible to have proper consideration and deliberation when we get materials 24 hours before a meeting.</li> <li>● Herman Stockinger: Staff will always try to do what we can to get STAC the materials they need ahead of time. When I consider the STAC and TC meeting timeline, we have Commission workshop and meeting next Wednesday-Thursday, the call for agenda items the following Monday, the deadline to produce materials for that agenda is the following Monday in order to have it delivered to the TC members the following week. It's a really quick turnaround. When we have to get the STAC materials delivered the week before that, we often do not have time to respond to what happens at the Commission and be able to produce STAC materials that have been reviewed and finalized. It's just a very challenging timeline. I just hope you all know, while we can always do better, we are trying earnestly to follow the expected STAC materials timeline.</li> <li>● <b>Next STAC meeting is 9:00am on August 13, 2021, in-person at CDOT Headquarters with a virtual connection available for those that need it.</b></li> </ul>	<p>Meeting Adjourned to July 14</p>
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Meeting ADJOURNED at 12:50am

Meeting CONTINUED at 12:00, July 14, 2021

<p>STAC Attendance:</p> <p>Vince Rogalski, STAC Chair; Heather Sloop, STAC Vice Chair; Bernadette Cuthair, Ute Mountain Ute Tribe; Keith Baker, SLV TPR; Dean Bressler, Grand Valley MPO; Douglas McDonald, Southern Ute Indian Tribe; Scott James, Elizabeth Relford, and Jon Becker, Upper Front Range TPR; Jim Baldwin, Southeast TPR; John Adams, Pueblo Area Council of Governments; John Liosatos and Kathryn Wenger, Pikes Peak Area Council of Governments,; Dick Elsner, Central Front Range TPR; Sarah Hill, Southwest TPR; Ashley Stolzman and Ron Papsdorf, DRCOG; Tracey MacDonald, FTA; Bill Haas, FHWA; Transportation Commissioners Barbara Vasquez and Don Stanton.</p> <p>CDOT Staff: Heather Paddock, Region 4 RTD; Jamie Grim, CDOT Office of Policy and Government Relations; Jeff Sudmeier, CDOT Chief Financial Officer; Jared Esquibel, CDOT Staff Bridge; Kay Kelly, CDOT Innovative Mobility Branch; Keith Stefanik, CDOT Deputy Chief Engineer; Marissa Gaughan, CDOT Multimodal Planning Branch; Matt Inzio, CDOT Communications Office; Rebecca White, CDOT Division of Transportation Development; and Herman Stockinger, CDOT Deputy Executive Director.</p>		
Other	<ul style="list-style-type: none"> <li>Herman Stockinger: I've placed my phone and email in the chat. Now that you've had more time to consider them, if any STAC members have follow up comments or feedback on the SB267/SB260 project list being considered by TC this week, please send those to me today. Staff's recommendation to the TC today is that they move forward in approving the recommended projects as planned. But we will deliver the STAC's comments from last week and today.</li> </ul>	
<p>GHG Rulemaking Update</p> <p>– Rebecca White, Director, Division of Transportation Development</p>	<ul style="list-style-type: none"> <li>Theresa Takushi summarized the relevant SB260 elements along with a status and updates on the rulemaking effort.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>Scott James: How were the advisory group members selected? And can we get a listing of stakeholders that have been engaged in the rulemaking outreach to-date?</li> <li>Rebecca White: We have about 20 members, and we'll provide that list which includes Commissioners from El Paso County, Larimer, Commissioner Hoffmeister in Lincoln County, all five MPOs, Colorado Contractors' Association, the Freight Advisory, and several environmental groups. We looked for past stakeholders we've engaged with previously to ensure we had a broad and comprehensive representation.</li> <li>Heather Sloop: Please send that list to all STAC members.</li> <li>Rebecca White: We are asking the TC this week to move forward with the rulemaking, so we want your input today. The rulemaking only starts what will be a robust public involvement process which will be appended to the work we've already done over the past 7-8 months. We will be keeping STAC involved in that process every month. It's a significant change in planning for folks statewide to consider ozone impacts where they've not had to previously through conformity requirements.</li> <li>Scott James: I'm curious as to why we've placed a November deadline upon ourselves when SB260 outlines a rulemaking deadline of July 2022.</li> </ul>	<p>Motion to Recommend a Delay</p>

- Rebecca White: It's because of another SB260 deadline which requires DRCOG, PPACG and NFRMPO to update their planning documents accordingly by October 2022. We've heard loud and clear from them that this is not a light undertaking, and they will need all the time possible in advance to make that deadline, preferably a year.
- Scott James: This is a major shift in CDOT's role that warrants a good amount of thought and perhaps a change in its mission to include a role in climate change mitigation. I suggest we hit the brakes for 30-60 days before starting the rulemaking process.
- Rebecca White: We began working on this almost 8 months ago, and I believe we have a good plan for doing this the right way that keeps moving ahead in a way that doesn't leave the MPOs in a position with little time to update their plans.
- Medora Bornhoft: Suzette Mallette was unable to attend today. But staff here agreed that more time needs to be allowed in this rulemaking. One year is not enough for something this major so we would be in favor of extending the rulemaking to allow more time.
- Heather Sloop: I agree with comments that the timeline can't be rushed. This is affecting rural CO and Northwest TPR is largely in the dark on this thus far. I don't anticipate having enough time and opportunities to provide input and negotiate the issues affecting rural areas like ours.
- Rebecca: The focus in the GHG Rule is on Regionally Significant projects – therefore only a subset of very large projects, major interchanges, like US550 in Southwest TPR for example is only one rural project in decades that meets that definition in that region.
- Heather: Rural CO will be affected more frequently as resiliency models greatly affect rural areas; roads that aren't affected in the past will be as we implement those outcomes.
- Ashley Stolzman: I fear that the rule will penalize Denver Area and the Front Range considering Transit growth targets a 6% increase while just this year it's down 56%. We need to do reality checks in what we're modeling and targeting for goals. They must be realistic goals and not punitive measures that result in funding impacts that further harm our ability to make progress.
- Scott James: The Air quality Control Commission (AQCC) is undertaking E-trip rulemaking simultaneously. It's coming at us all too fast. I hope the TC will consider pausing this for 60 days or so to permit time to consider all that's affected. We need to also make more opportunities for Disproportionately Impacted (DI) communities to have opportunity to provide input. In our region, we'd like Natural Gas be considered as a bridge fuel. The Local Land Use issue need to be very carefully negotiated – I want to remind CDOT and the TC that Land Use is the sole purview of local government. We want to make sure they do not cross those boundaries.
- Scott James: Is CDOT looking for formal action today, or just input?
- Rebecca White: The resolution proposed for the TC's consideration on Thursday directs staff to commence the rulemaking. It directs us to amend state planning rules to that end but puts no date on that commencement. We defer to STAC whether a formal action or recommendation is made today.
- Scott James: I feel that July 30 is too soon. I move to recommend the TC wait until Aug 30 to begin



	<p>the formal rulemaking process.</p> <ul style="list-style-type: none"><li>● Heather Sloop: I <u>second</u> that motion.</li><li>● Dana Brosig: I disagree and believe the timeline gives us adequate time to review and discuss with our TAC and our Board and obtain the comments we need.</li><li>● Vince Rogalski: Hearing no other comments – other than one dissenting vote, we'll consider the <u>motion passed</u> and will extend the recommendation that the TC postpone the rulemaking start to August 30.</li></ul>	
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Meeting CONCLUDED at 12:47pm

# Ratify Letters of Support

To: SW Colorado Transportation Planning Region  
From: Jessica Laitsch  
Date: 12 August 2021

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Comments: A number of local agencies requested letters of support from the SWTPR for FTA Transit grants. Because the grants were due in July, the requests were emailed to the SWTPR membership. Since there were no objections, the attached letters were sent.

Please see the attached letters along with summaries of each request.

**Staff Recommendation:** Ratify the letters of support for Dolores County, Durango Transit, Southwest Center for Independence and Southwest Colorado Council of Governments.

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## **Southwest Transportation Planning Region – Letter of Support Request**

**Project Summary:** This program provides demand response transportation for seniors and the general public in Dolores County and the surrounding areas. Dolores County Senior Services also responds to persons with disabilities, low income, and other transit dependent persons in the community.

**Approximate amount to be requested:** \$54,000.00

**Does the proposal have a regional impact?** Yes

**Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?** Not applicable

**What is the impact on the region if the proposal succeeds?** If we succeed, we will continue to provide quality service to our population. Should we fail, we will be unable to provide service to Dolores County and the surrounding area. This has the potential to affect many people's quality of life because without our service our residents would be unable to get to medical appointment, and to meet their other basic needs.

**In what areas of the region, if any, will the proposed activity take place?** Service area includes Dove Creek, Cahone, and Rico in Dolores County and the neighboring communities of Pleasant View, in Montezuma County and Egnar in San Miguel County.

**Is one or more SWTPR member working on a similar activity or goal?** Not to my knowledge.

**If so, does this letter of support potentially support or undermine the Member activity/goal?**

**What other agencies are you requesting a letter of support from?** Dolores County Board of County Commissioners.



# SOUTHWEST TRANSPORTATION PLANNING REGION

16 July, 2021

Kim Phi, Programming Specialist  
Division of Transit and Rail  
Colorado Department of Transportation  
2829 W. Howard Pl.  
Denver, CO 80204

RE: Support for Dolores County's application for FTA 5311 Rural Public Transit

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the valuable transportation services they provide, we would like to express support for Dolores County's application for FTA 5311 funds.

Dolores County provides essential public transportation service in our region, providing demand response transportation for seniors and the general public in Dolores County and the surrounding areas. Dolores County Senior Services also responds to persons with disabilities, low income, and other transit dependent persons in the community. In addition to providing essential public transportation services, the Dolores County is a key player in our region's transportation coordination efforts and partnerships including the SWTPR and the Regional Transit Coordinating Council.

We fully support Dolores County's application for FTA 5311 funds. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Sarah Hill  
Southwest Transportation Planning Region Chair

## **Southwest Transportation Planning Region – Letter of Support Request**

### **Project Summary:**

Durango Transit utilizes FTA Section 5310 Mobility Management funds to sustain operating expenses for the complementary paratransit service, the Opportunity Bus. Durango Transit uses the funding to improve mobility options primarily for people with disabilities, seniors and low-income earners, and to improve service efficiencies and reduce transportation costs in the Southwest Transportation Planning Region.

### **Approximate amount to be requested:**

Total project: \$88,502

Federal amount: \$70,801.60

Local: \$17,700.40

### **Does the proposal have a regional impact?**

Yes. The Opportunity Bus serves seniors within  $\frac{3}{4}$  of a mile of Durango city limits, and coordinates with regional service providers.

### **Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?**

Yes

### **What is the impact on the region if the proposal succeeds? Fails?**

The Opportunity Bus is the largest public transit service provider for people with seniors and disabilities in the region, providing over 5500 rides per year. Those riders would not be able to be accommodated at the same level if this project is not funded.

### **In what areas of the region, if any, will the proposed activity take place?**

Durango, and  $\frac{3}{4}$  of a mile outside of City limits

### **Is one or more SWTPR member working on a similar activity or goal?**

This public transit service does not overlap other transit service providers due to the nature of public availability and capacity.

### **If so, does this letter of support potentially support or undermine the Member activity/goal?**

N/A

### **What other agencies are you requesting a letter of support from?**

City of Durango, San Juan Basin Public Health, La Plata County, FLC, School District 9-R



## SOUTHWEST TRANSPORTATION PLANNING REGION

16 July, 2021

Kim Phi, Programming Specialist  
Division of Transit and Rail  
Colorado Department of Transportation  
2829 W. Howard Pl.  
Denver, CO 80204

RE: Support for Durango Transit's application for FTA 5310 Mobility Management funds

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the valuable transportation services they provide, we would like to express support for Durango Transit's application for FTA 5310 Mobility Management funds.

Durango Transit provides essential public transportation service in our region, offering mobility, access and coordination for many of our region's residents and visitors. Durango Transit uses the Mobility Management funds to improve mobility options primarily for people with disabilities, seniors and low-income earners, and to improve service efficiencies and reduce transportation costs in the Southwest Transportation Planning Region. In addition to providing essential public transportation services, the City of Durango is a key player in our region's transportation coordination efforts and partnerships including the SWTPR and the Regional Transit Coordinating Council.

We fully support Durango Transit's application for FTA 5310 funds. We thank you for your support of public transportation in southwest Colorado.

Sincerely,



James Candelaria  
Southwest Transportation Planning Region Vice-Chair

## **Southwest Transportation Planning Region – Letter of Support Request**

### **Project Summary:**

Expanding accessible transportation across La Plata County

### **Approximate amount to be requested:**

\$100,000

### **Does the proposal have a regional impact?**

Yes- the proposal will increase access to transportation for older adults and people with disabilities across La Plata County.

### **Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?**

Yes

### **What is the impact on the region if the proposal succeeds? Fails?**

The proposed project will expand accessible transportation options for older adults (60+) and people with disabilities to access essential resources.

### **In what areas of the region, if any, will the proposed activity take place?**

### **Is one or more SWTPR member working on a similar activity or goal?**

Yes, various members of the SWTPR are applying for 5310 and 5311 funding through CODOT.

### **If so, does this letter of support potentially support or undermine the Member activity/goal?**

No- we are working in coordination with transit providers that are part of the SWTPR to maximize resources across agencies, in efforts to address the communities growing transit needs.

### **What other agencies are you requesting a letter of support from?**

Pine River Shares

City of Durango



# SOUTHWEST TRANSPORTATION PLANNING REGION

16 July, 2021

Kim Phi, Programming Specialist  
Division of Transit and Rail  
Colorado Department of Transportation  
2829 W. Howard Pl.  
Denver, CO 80204

RE: Support for Southwest Center for Independence's request for Rural Operating funds.

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the valuable transportation services they provide, we would like to express support for Southwest Center for Independence's (SWCI) application for FTA Rural Operating funds.

SWCI's transit program, Southwest Rides (SWRides), provides accessible, door-to-door transportation for people with disabilities, older adults, veterans across La Plata County at no cost to the rider. Through the proposed project, SWRides aims to expand its capacity to address the unmet transportation needs of marginalized populations across La Plata County, especially people that reside in geographically isolated communities and older adults, who have no other way to access essential community resources. The SWRides team has also been a valuable collaborator with the Regional Transit Coordinating Council.

We fully support SWCI's application for FTA Rural Operating funding. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Sarah Hill  
Southwest Transportation Planning Region Chair



## **Southwest Transportation Planning Region – Letter of Support Request**

### **Project Summary:**

The phased development by the Southwest Colorado Council of Governments of a regional one-call/one-click public transportation information system for the 5-county region.

### **Approximate amount to be requested:**

\$30,000

### **Does the proposal have a regional impact?**

This project will improve coordination, information sharing, and access to information for transportation providers and their clients throughout the southwest Colorado region.

### **Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?**

Yes

### **What is the impact on the region if the proposal succeeds? Fails?**

If the proposal succeeds, the region will have an increased ability to coordinate existing services. Additionally, this will simplify access to information for residents and visitors. If the proposal fails, the current operations remain unchanged.

### **In what areas of the region, if any, will the proposed activity take place?**

Throughout the 5-county region.

### **Is one or more SWTPR member working on a similar activity or goal?**

This project is intended to facilitate coordination of existing transit services.

### **If so, does this letter of support potentially support or undermine the Member activity/goal?**

This would support each of the existing services and supports the overarching goal to enhance coordination.

### **What other agencies are you requesting a letter of support from?**



# SOUTHWEST TRANSPORTATION PLANNING REGION

16 July, 2021

Kim Phi, Programming Specialist  
Division of Transit and Rail  
Colorado Department of Transportation  
2829 W. Howard Pl.  
Denver, CO 80204

RE: Support for SWCCOG's application for FTA 5310 Mobility Management funds

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the planned improvements to transportation services, we would like to express support for the Southwest Colorado Council of Government's (SWCCOG) application for FTA 5310 Mobility Management funds.

The SWCCOG works to maximize the services available through their coordination efforts managing the Regional Transit Coordinating Council and encouraging collaboration among the various partners and other stakeholders throughout the region. The one-call/one-click system will enhance collaboration efforts and help the region address its well documented needs.

We fully support SWCCOG's application for FTA 5310 funds. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Sarah Hill  
Southwest Transportation Planning Region Chair