



SOUTHWEST TRANSPORTATION PLANNING REGION

Regular Meeting Agenda

Thursday, December 9, 2021, 9:00 a.m.

Video/Phone Conference – See connection details below

- | | | |
|------|--|------------|
| I. | Introductions | 9:00 a.m. |
| II. | Consent Agenda | 9:10 a.m. |
| | 1. October 2021 Meeting Minutes | |
| | 2. Financial Report: July 2021 – October 2021 | |
| III. | Reports | 9:15 a.m. |
| | 1. October, November 2021 STAC Update | |
| | 2. Transportation Commissioner Report – Mark Garcia | |
| IV. | CDOT Reports | 9:45 a.m. |
| | 1. Construction Update – Kevin Curry | |
| | 2. 10-Year Plan Amendment Process - Annelies Van Vonno | |
| | 3. Greenhouse Gas Rulemaking Update – Matt Muraro | |
| | 4. Multimodal Transportation and Mitigation Option Fund, New Funding:
Federal Stimulus and Senate Bill 260 – Michael Snow | |
| | 5. Overview of Federal Infrastructure Investment and Jobs Act – Jamie Grim | |
| V. | Decision Items | 11:15 a.m. |
| | 1. MMOF – City of Durango request for redirection of funds | |
| VI. | Other Business | 11:30 a.m. |
| | 1. Updates – Round Robin | |
| VII. | Adjourn | |

Next regular meeting date: Thursday, February 10, 2022

Video/Phone Conference Info:

<https://zoom.us>

Webinar ID: 516436015

Or by Telephone:

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

295 Girard Street, Durango, CO 81303

970.779.4592

www.swccog.org

**Southwest Colorado Regional Transportation
Planning Commission
Thursday, October 14, 2021 - 9:00 a.m.
Video/Phone Conference**

TPR Members in Attendance:

Sarah Hill – City of Durango
Mark Garcia – Town of Ignacio
Katie Sickles – Town of Bayfield
Clyde Church – La Plata County
David Black – Town of Bayfield
Ronnie Maez – Archuleta County
Andrea Phillips – Town of Pagosa Springs
Martin Schmidt – Town of Pagosa Springs
Jim Candelaria – Montezuma County
Kenneth Charles – Town of Dolores
Steve Garchar – Dolores County
Rich Landreth – City of Cortez

Others in Attendance:

Mary Evening Star Eagle – Southern Ute Indian Tribe
Tracy Hughes – City of Cortez
Laura Vanoni – Archuleta County
Jay Rhodes – Southern Colorado Community Action Agency
Michael Snow – Colorado Department of Transportation
Jennifer Allison – Colorado Department of Transportation
Sarah Knoebl – Colorado Department of Transportation
Amber Blake – Colorado Department of Transportation
Tony Cady – Colorado Department of Transportation
Annelies Van Vonno - Colorado Department of Transportation
Matt Muraro - Colorado Department of Transportation
Kevin Curry - Colorado Department of Transportation
TJ Burr - Colorado Department of Transportation
Jessica Laitsch – Southwest Colorado Council of Governments
Bryce Bierman – Southwest Colorado Council of Governments

The meeting was called to order at 9:04 a.m.

I. Introductions

II. Consent Agenda:

August 2021 Meeting Minutes
Financial Report: July 2021 – August 2021

Laura Vanoni motioned to approve the August minutes, Clyde Church seconded, unanimously approved.

Jim Candelaria motioned to accept the financial report for July – August 2021, David Black seconded, unanimously approved.

III. Reports

John provided an update on the infrastructure bill under current consideration and the ongoing efforts by Senator Bennet. Clyde asked if there are any funds anticipated for county roads. John replied he did not expect direct funds, although there may be avenues for funding that may help. Sarah asked about potential funds for local transit. John replied that transit investment is expected to be included. John will send out a current summary.

1. June, July 2021 STAC Update – Sarah Hill

Sarah reported that the STAC met to talk about how the GHG rulemaking process, which applies mainly to urban areas in the state. Rulemaking will direct more money to transit. The multi-modal funding coming through SB 260 is being considered now. Jim mentioned the TPR is asking the STAC for an extension for consideration for the Greenhouse Gas rulemaking in rural areas like southwest Colorado. Sarah is representing the region as a member of the newly created MMOF Distribution Committee.

2. Transportation Commissioner Report – Mark Garcia

Mark reported that he had a working session with STAC to prepare for the 2022 budget. He participated in a tour, riding a Bustang transit bus from Denver to Glenwood Springs to see some of the ongoing CDOT projects. He participated in a tour with the Glenwood Springs City Council and staff to see how they used CDOT funds for a rural main street restoration project after the latest wildfire in the Glenwood Canyon. He met with the greenhouse gas rulemaking committee in Durango last week and next week the Transportation Commission is holding their October meeting.

IV. Discussion/Decision Items

1. Division of Transit and Rail Director Introduction – Amber Blake

Amber asked if anyone in the group had any questions. She mentioned that this update to the 10-year plan will include more involvement from transportation support entities. Clyde asked how the recent redistricting of the Colorado voting map will affect the transportation corridors. Amber reported that the governor is still deciding who will take charge of each of the new districts.

V. CDOT Reports

1. 10-Year Plan Amendment Process – Annelies Van Vonno

Annelies shared a presentation, "Vision for Colorado's Transportation System", that summarized the amendment process for the 10-year update. CDOT is updating the 10-Year Plan earlier than normal to account for the abnormally large amount of federal funding that has been released recently.

Anneliese mentioned the previous commitment of \$500M/year will likely decrease; Jim asked to what extent the original funding commitment will be decreased. Annelies replied, saying they are still working through that overall number; she believes it will be less than the original \$500M/Year. Matt mentioned that the STAC will be discussing the new overall funding number at their meeting tomorrow in Denver. Laura asked if it is possible to add new projects to the 10-Year plan that may be prioritized over some of the unfinished projects that were included in the

original plan. Annelies encouraged the TPR members to come forward with any new, higher-priority, projects that were not established as part of the original 10-Year Plan.

2. Greenhouse Gas Rulemaking Update – Matt Muraro

Matt shared a video with group that was provided by Rebecca White. Matt mentioned there has been a request to extend the process by 30 days for additional comment. Nine hearings have been held throughout the state to answer questions about the program, with the latest held in Durango last week.

Jim mentioned he received an email during the meeting regarding an extension that was made into November for the Greenhouse Gas Rulemaking process.

Clyde asked about alternative options available to adhere to the new Greenhouse Gas rules including changes to land use codes to encourage higher density housing development near job centers. He also asked if expanding broadband infrastructure could be considered one of the alternative options for complying with the new rules regarding greenhouse gas emissions. Matt mentioned there are many alternative options included in the plan that could be used to help greenhouse gas emissions. Clyde mentioned that airplanes and trucks would be exempt from the greenhouse gas rules and asked what the state's definition of a "truck" is. Matt responded that he believes the state's definition refers to semi-trucks.

Sarah asked if any of the new rules will be retroactively applied to ongoing projects. Matt mentioned that previously approved projects are exempt from the new rule.

3. Construction Update – Kevin Curry

Kevin shared is screen for his presentation.

- US 160 McCabe Creek Pagosa – Work has begun. They are relocating a thermal line; a winter shutdown is anticipated.
- US 550 Durango 9th to 12th – This project is ongoing and will have traffic impacts. This project is on schedule.
- US 550 priority culverts – Work has begun, expected completion by the end of October.
- US 160 West & Cortez PCCP Diamond Grind – Ongoing. Much of the work in Cortez is being done at night. Expected completion October.
- US 160/SH 151 Wildlife Crossing Project – Ongoing. Working on the wildlife underpass, will continue until December. Night closures will impact traffic.
- SH 145 Dolores Rico US 160 Cortez Heater Repave – Most of the work is complete, working on paving. The work should be done by the end of October.
- US 550/160 Connection South Design – The Gulch "A" bridge has been paved and they are preparing to remove material. Upcoming work will include shifting US 550 traffic at CR 220. Completing the irrigation canal and wildlife crossing. Work will continue through the winter.
- SH 172 at County Road 318 – The work expected to begin in October.
- US 160 Wolf Creek West Fiber – The bidder declared bankruptcy, looking at restarting the process next year.
- US 160 West of Pagosa – Surface treatment project on the west side of McCabe Creek.

- US 550 and 30th Street – They are hoping to add this to an existing project as a change order. Still moving forward.
- US 160 Four Corners to Aztec Creek – The project will repave and add shoulders, working with NMDOT. They are working on environmental clearance and looking to start in 2022.
- US 160 Bayfield – Yellow Jacket Cape Seal – The project is not expected to start until 2023.
- US 172 Ignacio to Elmore’s Corner – The project is in the design phase and is intended to begin in 2023.
- US 160 Mancos Pedestrian Improvements – CDOT is still negotiating with the town for the construction of ADA crossings.
- US 160 & CR 225 94.04 Improvements – The project is in the design phase and is intended to begin in 2023.
- US 160 Section 3 Priority Culverts – The replacement of 12-14 culverts along Highway 160 between Cortez and Wolf Creek Pass is expected to start in 2023.
- US 160 San Juan River Bridge Scour – The project will build an additional bridge across Aztec Creek and is expected to begin in 2023.

Andrea asked if the wildlife crossing on Highway 160 would interfere with the transportation of modular homes. Kevin mentioned the overpass will have a clearance of 26 feet, which should be more than enough for any modular home transportation.

Laura asked how the lane adjustment will work for the McCabe Creek project. Kevin replied, saying the lanes will continue to be reduced to 2 lanes.

Sarah asked about the access control plan in Durango and if there is an updated construction end date since it was delayed due to a COVID outbreak. Jennifer mentioned the latest update shows a completion of the project in December and that the work will likely continue again next season.

Sarah also asked if Matt could send the construction update to the group. Jessica will provide the construction report to the attendees via email.

4. Multimodal Transportation and Mitigation Option Fund (MMOF), New Funding: Federal Stimulus and Senate Bill 260 – Michael Snow

Michael shared a presentation summarizing the Multimodal Transportation and Mitigation Options Fund and the planned funding appropriations; the presentation provided an overview of the recent changes to the program and its goals for completing this process.

Sarah asked how long localities must spend the federal ARPA dollars that were awarded in Colorado. Michael replied, saying the funds must be obligated by the end of 2024 and the funds need to be spent by the end of 2026.

Clyde asked if the presentation could be shared with the group. Michael will send the presentation to Jessica for dissemination to the group.

Sarah asked if the projects must be identified on the 10-Year plan to be considered. Michael replied, saying the MMOF will be entertaining projects outside of the 10-Year plan that align with the local priorities.

Matt mentioned the 10-Year projects list is different from projects that may be considered for 2022 MMOF projects.

VI. Other Business

1. Community Updates – Round Robin

Jim reported Montezuma County is finishing their diamond grind road construction project.

David reported Bayfield has contracted with an engineering firm to evaluate the Town's trail systems.

Katie reported Bayfield is looking at an annexation off US 160. The developer is requesting an additional access point off the highway.

Laura reported Archuleta County is currently designing a transit terminal. The County is currently reviewing their long-range transportation plan. She is also in process for changing the bus routes within the County.

Clyde reported La Plata County is finishing up shoulder work on CR 125, overlay on CR234, topped West Animas Drive, and the County is helping to remediate some box culverts that were washed away in result of the deforestation from the 416 Fire. The County is starting an internal review of the original trails plan to consider the rise of the use of electric bicycles.

Martin reported Pagosa is finishing their paving projects for the year. The Town is finishing the extension of the river trail. The Town has had initial meetings with the Main Street Initiative to repave downtown in 2023. The Town was awarded a multi-modal planning grant for their East End extension planning effort.

Steve reported Dolores County is finishing projects before winter weather arrives. They have a new business application on CR 8.2 near Dove Creek. The County is starting to investigate water storage options for Dove Creek with the help of Montezuma Water.

Ken reported CDOT is finishing some handicap accessible sidewalks in Dolores.

Sarah reported Durango is resubmitting a cooperative grant request with Archuleta County to pursue electric buses. The Regional Transit Council is investigating possibilities for a "Fare Share" program using a mobile app to work with the many different transportation entities in the region. Construction projects in Durango are wrapping up now and design of new projects will continue through the winter. The City is working on connecting the Animas River Trail to downtown.

The meeting ended at 11:03 a.m.

SWTPR Financials 7/1/2021-10/31/2021

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 9 December, 2021

Comments: A profit and loss report for the period July 1, 2021 to October 31, 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.

Southwest Colorado Council of Governments

Profit and Loss

July - October, 2021

	TOTAL
Income	
Total Income	
GROSS PROFIT	\$0.00
Expenses	
Administrative Costs	
Operating Expenses	
Information Technology (IT)	
Software	19.88
Total Information Technology (IT)	19.88
Office Supplies	53.79
Professional Fees	
Audit	812.50
Total Professional Fees	812.50
Rent	350.00
Total Operating Expenses	1,236.17
Personnel Expense	
Insurance Expense	
Health	190.00
Worker's Compensation	15.60
Total Insurance Expense	205.60
Salary and Wages	1,088.59
457 Retirement	41.53
Car Allowance	3.47
Cell Phone Allowance	13.07
Payroll Processing Fee	8.00
Payroll Tax	89.73
Total Salary and Wages	1,244.39
Total Personnel Expense	1,449.99
Total Administrative Costs	2,686.16
Project Costs	
SWTPR Internet Connection	640.16
SWTPR Travel	1,131.72
Total Project Costs	1,771.88
Total Expenses	\$4,458.04
NET OPERATING INCOME	\$ -4,458.04
NET INCOME	\$ -4,458.04

STAC Summary – October, November

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 9 December, 2021

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

October:

10-year Plan Update
Federal and State Legislation report
Greenhouse Gas Rulemaking update
Transportation Demand Management Update
Multimodal Transportation and Mitigation Options Fund (MMOF) update

November:

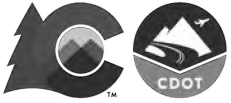
Transportation Commission and STAC representative updates
Federal and State Legislation report
FY23 Draft Budget Overview
10-year Plan Amendment Process update
Multimodal Transportation and Mitigation Options Fund (MMOF) update
Greenhouse Gas Rulemaking update
Snowstang Service update

December:

The STAC meeting in December has been cancelled.

For more information about STAC, visit:

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



Statewide Transportation Advisory Committee (STAC)
 Meeting Minutes

Location: CDOT Headquarters Auditorium & Via Web Conference
 Date/Time: October 15, 2021; 9:00 a.m.
 Chairman: Vince Rogalski, Gunnison Valley, TPR Chair

Attendance:

Denver Area:	Ashley Stolzmann, Ron Papsdorf	San Luis Valley:	Vern Heersink
Central Front Range:	Dick Elsner	South Central:	None
Eastern:	Chris Richardson	Southeast:	Stephanie Gonzales
Grand Valley:	Dana Brosig	Southwest:	Sarah Hill, Jim Candelaria
Intermountain:	Bentley Henderson	Upper Front Range:	Elizabeth Relford, Scott James
North Front Range:	Suzette Mallette	Southern Ute Tribe:	None
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	None
Pikes Peak Area:	Holly Williams, John Liosatos, Eric Stone	FHWA:	John Cater
Pueblo Area:	None	FTA:	None
Gunnison Valley:	Vince Rogalski		

Kathy Hall (Transportation Commissioner)	Andy Karsian (CDOT Office of Policy and Government Relations)
Eula Adams (Transportation Commissioner)	Rebecca White (CDOT Director, Division of Transportation Development)
Shoshana Lew (CDOT Executive Director)	Steve Harelson (CDOT Chief Engineer)
Herman Stockinger (CDOT Deputy Director)	Jamie Grim (CDOT Office of Policy and Government Relations)
Jeffrey Sudmeier (CDOT Chief Financial Officer)	Theresa Takushi (CDOT Division of Transportation Development)
Carrie Tremblatt (CDOT Statewide and Regional Planning Section)	Kay Kelly (Chief, CDOT Office of Innovative Mobility)
Michael Snow (CDOT Statewide and Regional Planning Section)	John Featherstone (CDOT Office of Innovative Mobility)
Aaron Willis (CDOT Manager, Statewide and Regional Planning Section)	Lisa Streisfeld (Assistant Director, Office of Innovative Mobility)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes	<ul style="list-style-type: none"> Sarah Hill motioned to approve the September minutes, seconded by Bentley Henderson. Minutes were approved without corrections or additions. 	Minutes were approved.

<p>– Vince Rogalski, STAC Chair</p>		
<p>CDOT Update on Current Events</p> <p>– Shoshana Lew, CDOT Executive Director</p>	<ul style="list-style-type: none"> • Masks must be worn at all large meetings. Within teams, at small meetings, masks may be removed if all attendees agree. 	<p>No action.</p>
<p>10-Year Plan Update</p> <p>– Rebecca White, CDOT Director, Division of Transportation Development (DTD)</p> <p>– Jeffrey Sudmeier, CDOT Chief Financial Officer</p> <p>– Aaron Willis, CDOT Manager, Statewide and Regional Planning Section</p>	<ul style="list-style-type: none"> • This agenda item was moved up before the Transportation Commission (TC) report so that Executive Director (ED) Lew could hear the presentation. • There are three reasons for updating the 10-Year Plan: we are further along in project delivery and need to identify new projects to fund, we have a better sense of the expected budget, and the GHG rule requires an update. • The 10-Year Plan is divided into year 1-4 projects which are more shovel ready, and outyear projects in years 5-10. We are ahead of our schedule for delivering the current year 1-4 projects and need to prepare a new list of projects for the next four years. Looking beyond that, we also want to think about whether to add new years to the plan so that we have a 2032 plan. • The total budget for FY19-22 is ~\$3 billion (~\$750million/year). This funding is from SB-267, SB18-001 general fund transfer, SB-260 general fund transfer, supplemental allocations from the TC Program Reserve, and federal Coronavirus recovery and relief funds. These sources leveraged significant funds from the Bridge Enterprise, High Performance Transportation Enterprise (HPTE), local contributions, and discretionary grants. • FY23-26 is anticipated to be ~\$2 billion (~\$500 million/year). This funding is from SB-267, SB-260 revenue from the Highway Users Tax Fund (HUTF) and the state portion of the Multimodal Transportation and Mitigation Options Fund (MMOF), and the anticipated federal infrastructure bill. Half of the \$2 billion is CDOT's discretionary fund and the other half is tied to federal programs: Risk and Resiliency, Bridge; and state enterprises: Nonattainment, High Performance Transportation (HPTE), Bridge and Tunnel. <ul style="list-style-type: none"> o The final and fourth year of SB-267 will be issuing next calendar year. We won't know the exact amount until it actually issues, but we can expect \$625-30 million total proceeds. We have ~\$380 million left from the FY19-22 bucket as well. That leaves ~\$250 million for the next four years. The residual SB-267 funds will be used first, early next calendar year. o SB-260 HUTF: The HUTF revenues will increase over the decade as new fees are phased in. So during the first part of the decade, over the next four years, we will have lower revenues. There is a temporary reduction in FASTER fees in the early years as well. In addition, though HUTF revenues are estimated to be ~\$740 million, a lot of SB-260 revenues will go to debt service. Considering that, we will have ~\$130 million of flexible HUTF revenue available for FY23-26 of the 10-Year Plan. 	<p>CDOT to present on worst case funding scenario.</p> <p>CDOT to reach out to DRCOG to coordinate schedules for plan update.</p> <p>CDOT to provide a status report in the next few months on year 1-4 projects that weren't complete and why.</p> <p>CDOT to provide a detailed description of the revenue estimates by program category for the</p>

	<ul style="list-style-type: none"> o SB-260 MMOV: 85% of those dollars go to the locals and 15% goes to CDOT. Over the next four years CDOT will have ~\$50 million. o Proposed federal infrastructure bill: The bill is a continuation of existing federal programs. There is a significant increase to the FAST Act. Over the course of the next five years of the bill (this fiscal year and next four years), the bill will bring ~\$700 million to the 10-Year Plan. \$380 million is purely flexible. The rest is tied to the Risk and Resiliency Program (\$90 million) and a new bridge program (\$225 million). o The above-mentioned funding sources for FY23-26 sum to ~\$1.2 billion. But a portion of that must be kept aside for maintenance and operations, especially since we are expanding assets. This leaves ~\$1 billion (~\$250 million/year) for FY23-26. o FY23-26 also has funding from the state enterprises. The Nonattainment Enterprise focuses on projects that mitigate air quality impacts in the front range nonattainment area (~\$40 million). HPTE brings in funding from tolls on major capacity projects (~\$325 million). The Bridge and Tunnel Enterprise has funding through a combination of pay-go and financing (~\$550 million). This includes anticipated commitments on I-70 Floyd Hill, I-270, Vail Pass, Eisenhower Johnson Memorial Tunnel (EJMT), and other projects. SB-260 revenues in the next decade are anticipated to go toward some of these enterprises. ● FY27-30 budget is anticipated to be ~ \$0.8 billion (\$200 million/year). Half is CDOT's discretionary fund and half is tied to enterprises. The revenue slopes back down in relation to prior years. The prior years, FY19-26, had a large amount of funding from SB-267 and the federal infrastructure package. ● In summary: FY19-22 ~\$3 billion (\$750 million/year), FY23-26 ~\$2 billion (~\$500 million/year), FY27-30 ~\$0.8 billion (~\$200 million/year). ● There are a number of unknowns, so this is a rough estimate. We don't know what will happen with the Jobs Act. There is a lot of volatility in base HUTF revenue and SB-260 fee revenue. We have no history to extrapolate on for these revenues. ● The update is planned to be completed by March. This is contingent on using the hard work and effort we already went through, and simply reprioritizing years 5-10. There are a few milestones between now and then. <ul style="list-style-type: none"> o TC will deliberate on adding new guiding principles. CDOT staff proposed principles that consider pollution reduction, mobility choices, and Disproportionately Impacted (DI) Communities benefiting economically from transportation projects. This is just draft language to start a conversation. o In November, TC will also be considering adoption of the GHG rule. o Region staff are looking at year 5-10 projects in terms of refining scopes and budget numbers. o CDOT will facilitate conversations with Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) on prioritizing year 5-10 projects. These meetings 	<p>infrastructure investment and Jobs Act.</p>
--	---	--

will be in November and December. If necessary, a second round of TPR/MPO meetings will be in early January. We are fully flexible in using virtual meetings.

- o We will also be engaging our environmental stakeholders and metro area partners.
- o A draft update is expected in February. The draft, along with GHG modeling results, will be presented to STAC and TC.
- o If needed, there will be additional stakeholder outreach.
- o The draft plan update will be presented to TC in March.

STAC Discussion

- Bentley Henderson: Will the update be a brand new set of projects or reviewing the year 5-10 projects we already prioritized?
 - o Rebecca White: A lot of work was put into the 10-Year Plan and that will be our starting point. We need to look at project compliance with the GHG requirements, but we don't intend to divert in a big way from the list.
- Ron Papsdorf: The graphs are labeled as "FY23-26," but the Jobs Act starts in FY22. What are you expecting for FY22?
 - o Jeffrey Sudmeier: FY23-26 relates to the next four years of the 10-Year Plan. But there are some revenues in there from FY22. We are just calling it "FY23-26" to align with the next four years of the 10-Year Plan.
- Ron Papsdorf: For Fast Act funding in FY27-30, are you just going back to original levels prior to the proposed infrastructure bill? Because historically we have seen a bump up with each authorization period.
 - o Jeffrey Sudmeier: We did not assume that the elevated numbers of the Jobs Act will continue. We assumed a step back down to prior levels, growing with the rate of inflation. The Jobs Act is an anomaly. We assume a return to our original long term curve for Fast Act funds.
 - o Shoshana Lew: Until the federal government indicates a new baseline, we have to assume there isn't a new one.
- Heather Sloop: If we take out any federal stimulus dollars, can we assume \$250 million/year is coming our way for FY23-26?
 - o Jeffrey Sudmeier: If you assume no federal funding, the total would be \$300-350 million/year with a larger proportion of that being the enterprise funding.
 - o Heather Sloop: Can someone do a presentation on the worst case scenario?
 - o Jeffrey Sudmeier: Yes, I can do that presentation. In the meantime, the slides show that about \$700 million over the next 4 years is the federal package.
 - o Shoshana Lew: The worst worst case scenario is that the federal government fails to pass anything and the federal aid program shuts down. That has never happened. The worst case scenario is that we flatline where we are right now, which means not much to put into the capital program. The baseline scenario is that most federal aid dollars go into the asset management

program. There is \$600-700 million if you count the competitive grants, which you can't rely on. And the noncompetitive portion is absorbed to keep the lights on. The ballpark estimate of the worst case scenario is to remove the federal portion because we won't get the added funds for the capital program.

- John Liosatos: Will MMOF projects funded with federal funds follow normal federal rules, or will there be an exception?
 - Jeffrey Sudmeier: The only federal funds in the MMOF are the front-loaded funds from the SB-260 package, totaling \$150 million received this fiscal year. They are federal stimulus dollars and every project funded by that is federalized, be it local or CDOT. Once we move beyond that front loaded money, we are back to the money being state funding. In this presentation, I referenced \$50 million. That is both the CDOT share of the upfront portion and the CDOT share of the ongoing lower levels of FY23-26.
 - John Liosatos: Federalized MMOF funds might be an issue for some projects. MMOF projects are usually pretty small and federalizing will inflate the budget just to handle federal rules. It took a long time to work through contracting issues with the original MMOF. Now moving forward, some deadlines are tenuous. We might need to ask the legislature to allow Jeffrey to move money around so that the federalized funds go to programs that are easy to federalize and return MMOF to only state money.
 - Jeffrey Sudmeier: We are looking to see where we can swap out money. But our state funds are already committed to things that must be state funds, e.g. debt service. We don't have state funds to swap out with MMOF.
 - Shoshana Lew: Can you distinguish between federal funds that are block grants and typical Title 23 restrictions? They aren't the same and are less cumbersome.
 - Jeffrey: The MMOF federal funds are not transportation funds. They are federal American Recovery Plan Act (ARPA) funds and there is much wider flexibility in terms of eligibility.
- Ashley Stolzmann: We have a lot of requirements with SB-260, so the March date for finalizing the plan update might not work for us. With the Regional Transportation Plan (RTP) update, we have to make sure projects fit with the GHG rule, once it is approved.
 - Rebecca White: I would like to get a sense of the Denver Regional Council of Governments (DRCOG) schedule and see how we can coordinate.
 - Ashley Stolzmann: I will leave that to CDOT to schedule. It looks like we are setting out a new set of principles for selecting projects for the 10-Year Plan. It looks like we are redefining equity, though I don't think equity is a good term to use.
 - Rebecca White: I wouldn't call them a new set of principles. Based on TC conversations so far, it looks like they are weaving in additional concepts into two slots. The additional concepts reflect where SB-260 is heading. I feel that the projects we have in the plan already align with these additions.

- Ashley Stolzmann: We completed most projects in years 1-4 but not all. I ask for support from STAC and TC that year 1-4 projects be finished before starting year 5-10 projects.
 - Shoshana Lew: We will provide a status report in the next few months on year 1-4 projects that weren't complete and why. About 45% of the funds are I-270 costs. It is a big project with a lot of moving parts and isn't ready to have a shovel in the ground. And a large portion are projects that are already happening, but funding was shifted to a later year to better align with the project delivery schedule. For example, there were delays in right of way acquisition for the Colorado Springs downtown transit station. They asked us to delay the funding since they aren't ready to spend it. There are about six other projects like that, including Floyd Hill. Some projects cannot move forward. I think I-92 in Region 3 is delayed because of Glenwood Canyon. There won't be any bombshells in the list. For most of them, there was a reason holding it back. A number of rural road projects will be accelerated in the next batch of projects.
 - Ashley Stolzmann: My concern is that a smaller project that was already prioritized for years 1-4 will have trouble competing anew. That project might never get funding. And application of the new TC principles might also weaken the case for those projects.
- Vince Rogalski: Some definitions need to be clarified, for example what is a regionally significant project?
 - Heather Sloop: I agree.
 - Shoshana: Our intent is not to shake things up a lot. It is more about sequencing. If the public wants to have a discussion on a small number of projects or something that has come up in the last few years, we don't want to preclude that. But the intent on CDOT is to not remove things that have been prioritized. The goal is not to throw away the list we worked hard on, and to think about what to put in the back years so that we have a full 10-Year Plan.
- Ron Papsdorf: Can Jeffrey provide a more detailed layer of the revenue estimates for the infrastructure investment and Jobs Act piece by program category? As we look at the 10-Year Plan, there are some funding restrictions, particularly around some of the new programs in the bill, and it would be interesting to see the breakdown of the various programs instead of the top line number
 - Jeffrey Sudmeier: yes.
- Scott James: It is my understanding that SB-260 references the 10-Year Plan, and now we are changing the 10-Year Plan. Is that in the spirit of SB-260? Second, we only meet once a quarter. We will meet next in December, and then in March. When it comes to something as important as updating the 10-Year Plan, our TPR should have more opportunities to discuss it. We protest an advanced timeline because it leaves those of us who only meet quarterly at a disadvantage. Third, there was a lot of discussion on relying on federal money, but I am skeptical. I thought SB-260 was supposed to fund 75% of the 10-Year Plan. And now it seems to me that it isn't the case. Finally, I-25 segment 5, it has a Record of Decision (ROD) already. It is in years 5-10 of the 10-Year Plan. How will the GHG rule impact projects in years 5-10 and something that has a ROD already?

	<ul style="list-style-type: none"> o Shoshana Lew: SB-260 requires us to do an update to the plan and to do the plan. We are walking the fine line between those two things. The first step is to sequence the projects we already picked. SB-260 also calls on us to continue having a 10-Year Plan. Once we re-baseline the revenue expectations, I'm optimistic we can start adding projects at the back of that list to keep it at ten years. We calculated that SB-260 over an eleven year period would get us to 75%. The years we are talking about now are a lot less if we are talking about SB-260. If you want to look at the glass half full, we are talking about delivering the 10-Year Plan far ahead of the projected timeline. If all the federal funds were to disappear, the immediate impact would be to slow projects down. Some of it is how long to stretch the project list and some of it is about what the project list is. To the question about I-25 north, federal law requires a re-examination just as any Environmental Impact Statement (EIS) sitting on the shelf for so long requires. Projects that have RODs still have to go into the GHG modeling. It doesn't mean they won't happen. It is more about how to prioritize them and what the mitigation package looks like, and how things get sequenced. For I-25 north, it might be about how to take the bus rapid transit (BRT) corridor to the next level. Things that add travel options for the people moving into the new communities along the corridor. It is not about stopping a project. o Scott James: Is there a ROD on the I-270 project and didn't SB-260 specifically point out I-270? How does that affect what is in the plan? o Shoshana Lew: There is not a ROD on I-270 now. If our analysis concludes with an environmental assessment, it will have a different process because of the category of National Environmental Policy Act (NEPA) that it is in. SB-260 specifically mentioned I-270 as requiring additional process and the reason there aren't shovels on the ground is because we are working on interpreting what that means and working with the communities to make sure they are comfortable with our interpretation. Regarding I-270, we are still reconciling what else needs to happen. Some of it is procedural and some of it has to do with the comfort level of the communities. o Vern Heersink: What is a ROD? o Shoshana Lew: A Record of Decision. There are three basic categories of decision for a project within the National Environmental Policy Act (NEPA). The most thorough, or cumbersome depending on how you look at it, is an Environmental Impact Statement (EIS) which culminates in a Record of Decision (ROD), which gets projects to address impacts if they exist. The middle category is an Environmental Assessment, where the conclusion to the process is called the Finding of No Significant Impact. Categorical Exclusion is for projects with less of a footprint, but enough to require some NEPA process. <p style="text-align: center;"><i>Break at 10:15 AM; resumed at 10:25 AM</i></p>	
Transportation Commission Report	<ul style="list-style-type: none"> • Some parts of this section were not recorded. When the record went back online, Chair Rogalski repeated what was missed. 	No action.

<p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • TC had a bus tour of the Floyd Hill project, I-70 peak period shoulder lanes, Eisenhower Johnson Memorial Tunnel, Vail Pass and rest stop area projects, Glenwood Springs, Glenwood Canyon, and the Hanging Lake Tunnel. • At the TC meeting, TC recommended extending the comment period for the GHG rule by 30 days. The recommendation was accepted by CDOT, and the comment period was extended to November 18. • TC also discussed the 10-Year Plan update and timeline. • Jeffrey Sudmeier presented to the TC and indicated that TC will need a draft budget for FY 22-23 for the Governor's Office in the next few months. 	
<p>Legislative Report</p> <p>– Andy Karsian, CDOT Office of Policy and Government Relations</p> <p>– Jamie Grim, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> • We are starting to think about the state legislative session coming up in January. • Two bills came out of the Transportation Legislative Review Committee. One bill relates to the non-divisible nature of dairy loads, harmonizes state statutes with federal regulations, and captures the variety of different times for dairy farming. • The second bill will turn Idaho stops into a statewide policy. The rule would allow cyclists to take a look at an intersection and make a determination to not stop. Current law requires them to put a foot down when going through an intersection. This bill would relate to all intersections including lights and would include electric scooters as well as pedestrians. CDOT has concerns with the bill as it was drafted and provided amendment language to the sponsors. • For CDOT's legislative agenda there is enforcement of mountain express lane closures. Right now, express lanes are closed and are used as shoulders. But a lot of vehicles still use them as express lanes. We are asking for photo enforcement during closure times. • On the federal level, there is a stalemate in Congress regarding the infrastructure bill and reconciliation bill (a.k.a. Build Back Better). Moderates in Congress are saying they want to vote for the bills separately and progressives want to vote on them together. The infrastructure bill is being held hostage in all this. The debt ceiling has been extended to early December. Transportation and Fast Act funding have been reauthorized through a continuing resolution through the end of the month. The goal in the House is to vote before October 31. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> • Heather Sloop: Can you forward CDOT's concerns with the Idaho measure? We passed a similar measure at Steamboat and I had concerns with it. I would like to know CDOT's concerns so I can bring it up again at Steamboat. <ul style="list-style-type: none"> ○ Andy Karsian: I will send it. But to share with the others here, we are suggesting that it be limited to four-way stop sign intersections and that it not apply to signalized intersections. CDOT is also not comfortable with electric scooters being able to cruise through red lights. School zones for kids is another concern. ○ Eula Adams: I'd like to know about the sponsors of that bill. I share the same concerns about it that were just stated. Any information would be appreciated. 	<p>Andy Karsian will send Heather Sloop and Ashley Stolzmann information on CDOT's concerns with the Idaho stop and information to Eula Adams on who the bill sponsors are.</p>

	<ul style="list-style-type: none"> ○ Andy Karsian: The sponsors are the chairs of the senate and house. Senator Winter and Representative Gray. I will send the information. ○ Ashley Stolzmann: When you say CDOT is opposed to it, does that mean that TC has taken a position and staff are carrying out this position? It might be difficult for a bill if staff have a position on it before there has been discussion on it. ○ Andy Karsian: We don't have a position on it. We aren't opposed to it. We have concerns about it and are working with the sponsors to amend it. Regarding how CDOT takes a position on legislation or a draft bill, we submit that to the impacted areas or divisions for their input and that input provides a position for the department. TC does not take positions on legislation. They are the governing body for the fiscal administration. As far as policy, they provide input on pieces of legislation. But the department itself takes positions on bills. ○ Ashley Stolzmann: Very helpful, thank you. I would like to see the comments as well and point out that research shows that Idaho stops are good and saves lives. That would be good for the group as well. ○ Heather Sloop: Bicycle Colorado has a huge forum on this and has been trying to push this through every city and municipality. ● Sarah Hill: My understanding is that the Fast Act expired in September for a short amount of time. Does that have any ramifications? <ul style="list-style-type: none"> ○ Ron Papsdorf: It had an impact. It furloughed employees at the Federal Highway Administration for two days. But no funding had lapsed because the appropriations continuing resolution had already been passed. There was money still flowing. They were still collecting the federal gas tax fuel taxes. 	
<p>GHG Rulemaking Update – Theresa Takushi, GHG Climate Action Specialist, Division of Transportation Development</p>	<ul style="list-style-type: none"> ● The draft rule was released on August 13 with a 60-day comment period. The comment period has been extended by the TC to November 18. ● The public website has the cost-benefit analysis, fact sheets, and FAQs. Spanish translation is provided for key materials, including the rule. ● There were nine public hearings held under the Administrative Procedures Act. The meetings allowed for virtual or in-person attendance. Extended hearing times allowing for after work participation. Spanish translation was available at many of the hearings. There was also a pre-recorded plain language deck. There is Spanish translation for that too. Hearings were all live streamed. All links and recordings are available. There were regional Facebook ads which brought people into the rulemaking. ● Hearings lessons learned: virtual engagement is strongly preferred. People aren't ready to engage in person. Commenters liked taking advantage of this format and having a scheduled window for commentary to know where and when they will speak so they don't have to hold on during the whole hearing. We provided Spanish translation, but it was challenging in a hybrid format. We needed two separate teams of translators for the virtual and in-person format. In community centers, there are wifi issues. Disproportionately Impacted (DI) communities said that community 	<p>Heather Sloop to represent the rural perspective on the interagency team that will define "regionally significant project."</p>

	<p>centers are good for reaching people, but community centers might not have strong wifi connections.</p> <ul style="list-style-type: none"> ● We received a lot of comments this week, over 200. We also received over 100 oral testimonies at the nine hearings. We received over 95 written comments. The comments are all on the website, with names redacted for privacy reasons. Over 75% of the comments are supportive of the rule. 20% were simply questions or wanting clarification. ● A lot of the comments relate to the personal impacts of climate change: fires, air quality. There were a lot of comments about the safety of all users on roadways including bicycles and pedestrians. There is a desire for Colorado to be a leader in this. Comments discussed the need to consider equity as part of the rule. Comments also discussed the need to set clear and measurable GHG reductions, the need for strong enforcement, and to include assurances that the waiver will be applied sparingly. Comments requested more time to review the rule and understand the modeling better. There was concern on the impact on future projects and the application of the rule to urban versus rural areas. ● Changes stakeholders want to see: Remove the baseline GHG levels because the baseline isn't regulatory; the reduction levels themselves are the regulatory piece. Include vehicle miles traveled (VMT) in the rule. Change the waiver and enforcement provisions. Clarify mitigation measures. Make all MPOs/TPRs subject to the rule in 2025. Give greater consideration to DI communities. Change the timing of review and approvals. ● Though the comment period is extended to November 18, it is advised to submit comments as early as possible so they can be processed and addressed. Next week, CDOT will submit an updated rule based on stakeholder feedback. A public hearing has been added to early November to gather feedback on this new draft. CDOT will also release supplementary materials including a mitigation measures framework and a modeling technical support document. ● It is anticipated to bring the draft rule to TC in December. The effective date of the rule will be February 14, 2022. The requirement deadline to comply is October of 2022. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> ● Eric Stone: Pikes Peak Area Council of Governments (PPACG) just approved a letter of commentary that will be submitted shortly. Thank you for extending the comment period. We have a few concerns: the potential for dramatic cost increases due to mitigation, how the GHG algorithm was derived, the potential for cancelling a project that has been planned for some time, potential for more congestion due to bias against expanding capacity. PPACG is in a bottleneck area and will experience increased congestion if the rule precludes capacity projects. With the delayed comment period and the revision coming out, is it better to wait for the revised rule to submit the comments? <ul style="list-style-type: none"> ○ Theresa Takushi: Rule revisions are going to be made in response to the comments, so we are encouraging everyone to submit comments as early as possible. You are welcome to submit comments later again in response to the revision. 	
--	---	--

- Ashley Stolzmann: I would suggest revealing names that were redacted for the comment letters. Not having people’s names is a missed opportunity. The Sierra Club letter had 119 names and they probably expected their names to be published but they have all been redacted, which blunts the impact.
 - Rebecca: We were trying to be protective.
 - Herman Stockinger: There is a law and policy about protecting personal information as much as possible. We erred on the side of caution by protecting information. Maybe we went over the top in our rules process, and we’ve done that for all rules since the new law went into place a year ago. We will be reassessing that. Since we published the GHG rule saying we will be redacting comments on the website, we don’t want to go back on that. We will reassess for future rule processes.
- Sarah Hill: Is there an expected time frame for the policy directive that is going to define mitigation measures and things of that nature?
 - Theresa Takushi: We are planning to issue a framework for the mitigation along with the revised rule. The rule says that the mitigation policy directive needs to be out by a certain date, I think by April 1, 2022.
- Elizabeth Relford: The process of updating the 10-Year Plan was obviously used as a baseline for updating this rule. How is CDOT going to be looking at the amended plan in relation to the rule amendments?
 - Rebecca White: That is part of the reason why we are taking a fresh look at the 10-Year Plan. You heard from Director Lew that we want to continue delivering those projects. But we need to do the modeling to figure out mitigations to make sure we stay under GHG standards.
 - Elizabeth Relford: So for rural areas, we would hope that identified mitigation measures apply to rural areas. Most mitigation measures in the comments you have received are for more urban areas. I know CDOT has to cover the second highest GHG emission reduction for the rural areas, which already in theory have lower GHG pollution, being rural areas. It would be good to know what CDOT will do to meet such a high reduction standard when you are already dealing with rural lower volume traffic.
 - Rebecca White: That was a good comment you and others provided about giving more information on how and what type of mitigations would work in the rural areas. Delivering the mitigation policy in April feels like a long time away, but it is a complex undertaking and we would like to get all ideas in and have an open process about that as well.
- Heather Sloop: I’m not going to beat the same dead horse I’ve been beating a long time, your definition of “regionally significant” needs to be clarified. I am also concerned we aren’t defining “transportation terminals,” and that without clarification it could be interpreted differently in urban and rural settings. If a “transportation terminal” is not defined, you can define it however you please. I know you guys have reassured me that “regionally significant project” would not be inclusive of say the Northwest TPR area probably, but a “transportation terminal” could be if it is not

	<p>defined. I would counter to say that I would rather see your VMT addition and all the other comments that you are trying to pepper in the rulemaking as additions or refinements. I would like to see that before the comment period is up so that we can comment on the refinements. I am concerned that there is still a lot of vagueness in this rule for rural communities and it is a broad stroke approach for the state.</p> <ul style="list-style-type: none"> o Rebecca White: The updated rule will be available next week, and then we'll have the balance of the comment period through November 18. Your comment on "regionally significant project," right now it is a defined term in the rule. There is a generic definition there now since it is difficult to reach consensus on that with MPOs given the time frame. So we took a process used by the Environmental Protection Agency (EPA), where an interagency group can modify the definition. I think we are going to have to tailor the definition and I can continue to share the thinking on that. o Heather Sloop: Your state interagency group team has no one that represents rural Colorado. o Rebecca White: That is a fair point, that we should look at a rural representative on the interagency group. Are you volunteering? o Heather Sloop: I would be more than happy to volunteer. ● John Liosatos: If you are going to do VMT, have it be something based in reality. The model assumptions are too far removed. It is about how long the engine idles and not how far it goes. ● Holly Williams: I feel we are 20 years behind on projects. Let's not rush into GHG so fast that we forget that we need more capacity. Individuals out in Falcon, they aren't going to give up their cars to ride bikes to get to work. These are all projects we are trying to catch up on with our 1% sales tax. I'm fine going into multimodal, but if we don't get our capacity, the GHG isn't going to go down. Because we love our cars. 	
<p>Transportation Demand Management</p> <p>John Featherstone, Project Coordinator, CDOT Office of Innovative Mobility</p> <p>Kay Kelly, Chief, CDOT Office of Innovative Mobility</p> <p>Lisa Streisfeld, Assistant Director, CDOT Office of Innovative Mobility</p>	<ul style="list-style-type: none"> ● Transportation Demand Management (TDM) has taken on new significance in these times of more flexible work arrangements, increasing population, housing affordability impacting where people can live in relation to their work, air quality issues, and new state climate goals. The Office of Innovative Mobility (OIM) has been thinking about how to support both traditional and more innovative TDM strategies in the state. ● John Featherstone is the newest member of OIM. He joined in October. He has a background in urban and regional planning and behavioral economics. He will present on TDM grants. ● TDM is about enabling, encouraging, and incentivizing people to make the most efficient use of limited transportation resources by reducing trips, getting people out of cars, and changing travel modes. TDM encompasses a broad array of policies including changing travel times and redirecting travel demand to other areas. TMD maximizes the travel network we already have and taxpayer dollars because TDM interventions are cheaper than capacity expansion projects. We need TDM to help reach the GHG goals. There are also other benefits: reducing travel time, travel costs, wear on roads, congestion, and parking issues, and increased access to opportunity and travel choice. 	<p>CDOT to coordinate with DRCOG on TDM programs within the state.</p> <p>John Liosatos to introduce John Featherstone to Mountain Metro Transit.</p>

- OIM developed three grants to push TMD forward. Efforts began in July with the Transportation Management Organization (TMO) Support Grant. This grant supports existing TMOs in the state to evolve and expand their trip reduction efforts. We want to take advantage of recent changing travel behaviors and see what we can do with it.
- The second and third opportunities are the TDM Innovations Grant and the TDM Seed Funding Grant. OIM will be releasing the grants this month. The two grants combined have \$420K which TC appropriated from the HUTF.
- The TDM Innovations Grant encourages applicants to use new approaches, partnerships, and technologies to address transportation challenges for a wider array of communities around the state through TDM and teleworking. Each award will be limited to \$20-50K. Government entities, non-profits, transit agencies, and educational institutions can apply. It is meant to reach underserved populations like shift workers, people who are actually going to work at the moment. As opposed to office workers, who were the traditional focus of TDM efforts but are now staying home. The goal is to offer more travel choices, enable getting to work more easily, and reduce transportation costs.
- The TDM Seed Funding Grant awards \$20-100K over a two year period. The purpose is to set up new TDM programs in the state. Local governments, chambers of commerce, and transit agencies are eligible. The hope is to address issues of congestion, parking, hindered economic development, damaged public health, and limited access to economic opportunity.
- The notice of funding opportunity (NOFO) will be released next week. There is a one month application window. The deadline is November 19. We expect to make awards in early to mid December.

STAC Discussion

- Ron Papsdorf: DRCOG has a mature TDM program. We fund \$13.5-15 million every four years in TDM activities. We have seven or eight of the nine existing TMOs in the state. I want to stress the opportunity to collaborate with us and not duplicate efforts. We already have a strong existing system in place in the Denver region. We don't want to confuse TMOs or our customers in that realm. We want to make sure we are coordinating and maximizing our efforts.
 - o John Featherstone: We have seen a lot of fragmentation in how TDM is done in the state. CDOT hopes to coordinate TDM efforts statewide to avoid duplication among applicants and take advantage of tried-and-true best practices. Coordinating with DRCOG will be invaluable. Coordination was a big part of the TMO Support Grant. We worked with Steve Erickson from DRCOG's Way to Go program to establish those connections.
- John Liosatos: I see the benefit of TDM and think of it as a win-win for employers and employees. Have you done this presentation to the Transit & Rail Advisory Committee (TRAC)? Our program in Pikes Peak is running through Mountain Metro Transit and I want to know if they heard this presentation.
 - o John Featherstone: I have not presented to them, but would be happy to.

	<ul style="list-style-type: none"> o Vince: The next TRAC meeting is November 5. o John Liosatos: I will introduce you to the Mountain Metro Transit folks. They might be interested in going after this grant opportunity and expanding their current program in the region. 	
<p>Multimodal Transportation and Mitigation Options Fund (MMOF) Process Update</p> <p>– Heather Sloop, Northwest TPR Representative</p>	<ul style="list-style-type: none"> • The MMOF Advisory Committee has met twice and reviewed the distribution formula for the rural/urban split and the distribution within those urban and rural areas. The Committee also reviewed the match reduction formula. The Committee’s recommendations will be presented at the November STAC. 	<p>MMOF Committee determinations will be presented at the November STAC.</p>
<p>STAC Business</p>	<ul style="list-style-type: none"> • Heather Sloop would like an update on Snowstang for this year, who is participating, and how it will be executed. • Vince Rogalski would like an update on the Bustang Pegasus shuttle service proposed for the I-70 Mountain Corridor as well. • There was no time for TPR reports. 	<p>CDOT to provide STAC with an update on Snowstang and the Bustang Pegasus shuttle service.</p>

Meeting Adjourned at 11:40 am



COLORADO

Department of Transportation

Division of Transportation Development

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Recording: <https://www.youtube.com/watch?v=J9inEU427LE>

Location: CDOT Headquarters Auditorium & Via Web Conference

Date/Time: November 12, 2021; 9:00 a.m. – 12:00 p.m.

Chairman: Vince Rogalski, Gunnison Valley, TPR Chair

Attendance:

Denver Area:	Ashley Stolzmann, Tammy Maurer, Ron Papsdorf	Gunnison Valley:	Vince Rogalski, Roger Rash
Central Front Range:	Dick Elsner	San Luis Valley:	Keith Baker
Eastern:	Trent Bushner, Chris Richardson	South Central:	Lourae King, John Galusha
Grand Valley:	Dana Brosig, Dean Bressler	Southeast:	Stephanie Gonzales, Jim Baldwin
Intermountain:	Bentley Henderson	Southwest:	Jim Candelaria
North Front Range:	Kristin Stephens, Suzette Mallette, Becky Karasko	Upper Front Range:	Elizabeth Relford, Scott James
Northwest:	Heather Sloop	Southern Ute Tribe:	None
Pikes Peak Area:	John Liosatos, Danelle Miller, Erik Stone	Ute Mountain Ute Tribe:	None
Pueblo Area:	Chris Wiseman, John Adams	FHWA:	John Cater, William Haas
		FTA:	Kristin Kenyon

Kathy Hall (Transportation Commissioner)
Eula Adams (Transportation Commissioner)
Karen Stuart (Transportation Commissioner)
Kathleen Bracke (Transportation Commissioner)
Don Stanton (Transportation Commissioner)
Herman Stockinger (CDOT Deputy Director)
Paul Jesaitis (CDOT Region 1 Regional Transportation Director [RTD])
Richard Zamora (CDOT Region 2 RTD)
Mike Goolsby (CDOT Region 3 RTD)
Heather Paddock (CDOT Region 4 RTD)
Julie Constan (CDOT Region 5 RTD)
Jeffrey Sudmeier (CDOT Chief Financial Officer)
Matt Enzeo (CDOT Office of Communications)
Jordan Rudel (CDOT Region 1)
Danny Herrmann (CDOT Region 1)
Bridget Hart (CDOT Region 1)

Mac Callison (City of Aurora)
Ajin Hu (CDOT Region 2)
Rob Frei (CDOT Region 2)
Wendy Pettit (CDOT Region 2)
Dave Cesark (CDOT Region 3)
Jim Eussen (CDOT Region 4)
Jan Rowe (CDOT Region 4)
Josie Hadley (CDOT Region 4)
Michael Timlin (CDOT Senior Manager, Division of Transit and Rail [DTR])
Andy Karsian (CDOT Office of Policy and Government Relations [OPGR])
Theresa Takushi (CDOT Division of Transportation Development [DTD])
Rebecca White (CDOT Director, DTD)
Keith Stefanik (CDOT Deputy Chief Engineer)
Jared Esquibel (CDOT Division of Project Support)
Jamie Grim (CDOT OPGR)
Julie George (CDOT OPGR)

Vanessa Halladay (CDOT Region 1)
 Geoff Guthrie (CDOT Region 2)
 Matt Muraro (CDOT Region 5)
 Tony Cady (CDOT Region 5)
 Michael King (CDOT Office of Innovative Mobility [OIM])
 Miriam Aranoff (CDOT DTD)
 Timothy Burr (CDOT DTR)
 Tamara Dipner (EST, Inc.)
 Carla Perez (HDR, Inc.)

Kay Kelly (Chief, CDOT OIM)
 Amber Blake (CDOT Director, DTR)
 Lisa Streisfeld (CDOT OIM)
 Marissa Gaughan (CDOT Manager, Multimodal Planning Branch [MPB])
 Kathleen Collins (CDOT Statewide and Regional Planning Section)
 Michael Snow (CDOT Statewide and Regional Planning Section)
 Aaron Willis (CDOT Manager, Statewide and Regional Planning Section)
 Nate Vander Broek (CDOT MPB)
 Jamie Collins (CDOT MPB)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions and STAC Minutes Recording time stamp: Not recorded – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> The Governor's Office strongly recommended that boards and commissions meet virtually due to Covid-19. STAC meetings from here on out will be virtual until further notice. October STAC meeting minutes were approved without corrections or additions. 	Minutes were approved.
CDOT Update on Current Events Recording time stamp: 0:00 (tail end recorded) – Herman Stockinger, CDOT Executive Director	<ul style="list-style-type: none"> With the new federal bill, we will make sure to let STAC know about grant opportunities. The final GHG hearing occurred on November 11. The deadline for submitting comments is November 18. Appreciation was expressed to STAC for working on the greenhouse gas (GHG) rule. The Transportation Commission ad hoc committee will have a lot to consider. There is a need to hire more staff. In 2013, the Responsible Acceleration of Maintenance and Partnerships (RAMP) program increased the construction budget. As that wound down, SB17-267 created an influx of funding. CDOT will be asking the Transportation Commission (TC) in November for a 3% increase to CDOT's cap for full time employees. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> President Biden has not yet signed the infrastructure bill, but it is a matter of time. 	No action.
Transportation Commission Report Recording time stamp: 2:33	<ul style="list-style-type: none"> TC discussed a program to allow sponsorship of rest areas to generate non-tax revenue to supplement construction, maintenance, and operations. There was discussion on funding for Front Range rail. \$810K-\$1.62 million will be needed. TC passed two resolutions to provide funding in the form of a loan. There is a lot of enthusiasm for Front Range rail and Amtrak is interested in participating. 	No action.

<p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • In addition to the two rail-related resolutions, the Consent Agenda was passed. • Jeffrey Sudmeier provided a workshop to TC on the FY22/23 budget. • TC discussed the 10-Year Plan update. One issue was the lack of information on how much money each region would receive. • Herman Stockinger presented to TC on the GHG rulemaking. 	
<p>Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) Representative and Federal Partners Reports</p> <p>Recording time stamp: 7:16</p>	<ul style="list-style-type: none"> • TPRs and MPOs provided updates on construction projects, rail development, bicycle infrastructure, changes in transit service, transit driver training programs, transportation studies, grants, comments on the GHG rule, and progress in updating the 10-Year Plan. • The Federal Transit Administration (FTA) shared information on two funds that are open for application. The Buses and Bus Facility Program closes on November 19 and the Innovative Coordinated Access and Mobility Program closes on December 6. FTA also shared updates on their Covid relief funds. 	<p>No action.</p>
<p>Legislative Report</p> <p>Recording time stamp: 37:25</p> <p>– Andy Karsian, CDOT Office of Policy and Government Relations</p> <p>– Jamie Grim, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> • The Office of Policy and Government Relations is preparing for the state legislative session which starts on January 12. CDOT will be doing several presentations to the legislature. • CDOT will present legislation to enforce closure of mountain express lanes. • CDOT's Annual Smart Hearing in front of the legislature will take place in January. • CDOT heard the Joint Budget Committee (JBC) briefing and will be preparing responses and a presentation for the JBC November meeting. • CDOT is applying for a Capital Development Committee grant for airport aviation weather towers. • CDOT is looking at the Governor's newly released budget. It has some air quality program funding. The budget also included funding for Revitalizing Main Streets and the Burnham Yard National Environmental Policy Act (NEPA) process. • Other issues of interest are affordable housing on state lands, biofuels, highway safety funding, driving under the influence (DUI) enforcement, and wildlife crossings. Because of SB21-260, there probably won't be a lot of discussion on funding. • The federal infrastructure bill will be signed next week. The bill is huge and specific funding amounts won't be clarified until the rulemaking concludes. • Staff presented on anticipated funding for programs receiving formula funding: highways, bridges, transit, broadband, electric vehicle charging, airports, and discretionary grants. These programs are receiving large increases. Some of this funding won't be available until it is appropriated. Appropriated amounts are usually a little less than the authorized amount. • The federal bill created new programs and we don't know what the formulas for those will be yet. • There are billions of dollars in discretionary grant programs. CDOT will be partnering with STAC members to compete for these grants. <p><u>STAC Discussion</u></p>	<p>No action.</p>

	<ul style="list-style-type: none"> • CDOT has not seen revised language on the draft bill regarding Idaho stops. Some members of STAC are concerned about this legislation. Denver Regional Council of Governments has heard from people supportive of the legislation. • No one received earmarks in the federal bill. • The breakdown of federal funding to Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions (TPRs) will be available in December. 	
<p>FY23 Draft Budget Overview</p> <p>Recording time stamp: 1:00:41</p> <p>– Jeffrey Sudmeier, CDOT Chief Financial Officer</p>	<ul style="list-style-type: none"> • The draft FY23 budget will be presented to the November TC for approval. TC will only be approving a draft. The final budget will be finalized in March. The FY23 budget will take effect on July 1, 2022. • FY23 Revenue Forecast: The Highway User Tax Fund (HUTF) will be back to pre-pandemic levels, though still lower than what was forecasted prior to the pandemic. • In FY21, vehicle miles travelled (VMT) was down 6.1% and gross gallons of gasoline sold was down 8.8%. It is interesting to see this difference given the historically tight relationship between VMT and gas consumption. Though VMT and gas consumption are recovering, there is still volatility. We are projecting that fuel consumption for the current fiscal year will be below pre-pandemic levels. • The most current forecast for developing FY23 reflects a shortfall of \$36 million from what would have been forecasted pre-pandemic. \$40 million in new HUTF revenue is projected, but this is offset by a lag in motor fuel collections and temporary reductions in Funding Advancement for Surface Transportation Economic Recovery (FASTER) fees. • The draft budget is available online. Staff reviewed the various appendices in the draft. • The Revenue Allocation Plan calculates revenues using the most recent revenue forecast, flexible revenue allocated in FY22, inflexible revenue adjusted based on the FY23 revenue forecast, and asset management and maintenance program totals approved by TC in 2017. Revenue is forecasted to be \$1.5 billion with a surplus of \$1.9 million. • The FY23 Spending Plan anticipates that expenditures will be ~\$2.1 billion. • 44% of the budget is allocated to capital construction. 26% is allocated to maintenance and operations. 17% is sub-allocated to pass-through programs. 13% goes to other programs, research, and debt service. • The presented information does not reflect changes from the federal infrastructure bill. We will reassess these numbers in light of the federal bill. • SB21-260 temporarily reduces FASTER fees, resulting in a \$32 million reduction for FY23. The FASTER safety program is being supplemented by maintaining a higher balance in contingency and reserve funds • Items for our legislative agenda are: temporary fuel products fee reduction, Multimodal and Mitigation Options Fund (MMOF) rollover authority, and first time drunk driving spending authority. 	<p>No action.</p>

	<ul style="list-style-type: none"> In the Governor’s air quality investment package, CDOT has legislative placeholders for Revitalizing Main Streets, Burnham Yard National Environmental Policy Act (NEPA) process costs, and Front Range rail. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> There was a question about RAMP funding The high revenue forecasts come from the SB17-267 \$600 million a year in stimulus funds; American Rescue Plan Act (ARPA) funds; Covid-19 Aid, Relief, and Economic Securities (CARES) Act funds; and general fund transfers. All these funds will draw down in about three years. In comparison, funding we had under RAMP was from ongoing funding sources. 	
<p>10-Year Plan Update</p> <p>Recording time stamp: 1:17:40</p> <p>– Rebecca White, CDOT Director, Division of Transportation Development (DTD)</p> <p>– Aaron Willis, CDOT Manager, Statewide and Regional Planning Section</p>	<ul style="list-style-type: none"> TC is still deliberating on updating the TC Guiding Principles. The proposed additions reflect the goals of SB21-260 and House Bill 19-1261. Updating the plan has four components: <ul style="list-style-type: none"> Fully deliver FY19-22 Build a new four year priority list for FY23-26 Develop out-year projects for FY27-30 Add additional years FY31-32 to have a completed ten year plan CDOT staff are meeting with MPOs and TPRs to review the current year 5-10 project list. Discussions are focused on which projects to remove, add, clarify, and modify. In making these decisions, the following factors are considered: the TC Guiding Principles, the GHG rule, project readiness, MPO/TPR planning cycles, MPO/TPR prioritized projects, funding type, available funding, and maintaining rural goals for paving, multimodal transportation, and transit. The robust expenditure forecast for the FY22 construction program gives some flexibility in the timeline for updating the 10-Year plan. This will allow for better alignment with TPR/MPO planning cycles. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> Equity distribution of projects within the state is under discussion right now. We are proceeding with the SB17-267 formula and will bring those results to the STAC and TC next month. 	<p>CDOT to present equity distribution formula at December STAC.</p>
<p>Multimodal and Mitigations Options Fund (MMOF)</p> <p>Recording time stamp: 1:38:00</p> <p>– Michael Snow, CDOT Transportation Planner, DTD</p>	<ul style="list-style-type: none"> MMOF funding is split 85% to the local program and 15% to CDOT for the state program. SB21-260 expanded the role and purpose of MMOF to include Disadvantaged (DI) Communities. This change prompted CDOT staff to review the formula for distributing funding and the formula for applicant match requirements. SB18-01, the original legislation for MMOF, requires an advisory group to review changes to the grant. The MMOF advisory group reviewed CDOT staff and STAC recommendations. The MMOF advisory committee recommended maintaining the 81%/19% funding split between urban and rural areas. Within rural areas, the group advised to eliminate unlinked passenger trips and to shift weights to the DI Communities, disabled population, and aged 65+ population criteria. 	<p>Motion approved to support the recommended Distribution and Match Reduction Formulas</p>

	<p>Within the urban areas, the recommendation was to retain unlinked passenger trips and to omit consideration of disabled individuals and individuals aged ≥ 65. Staff presented the many variables considered for funding distribution.</p> <ul style="list-style-type: none"> • The match reduction formula is currently based on population and poverty rate. The MMOF advisory committee recommended a new formula that uses factors more reflective of an entity's fiscal health: median household income, median home value, poverty, and individuals aged ≥ 65. • The Transit & Rail Advisory Committee (TRAC) subsequently reviewed the committee's formulas. They recommended no changes to the committee's recommendations. TRAC advised, however, that the formulas be revisited when the new 2020 Census data and other more current data becomes available. TRAC also advised MPOs/TPRs to consider awarding multi-year MMOF funding commitments to enable new transit services. TRAC requested that staff provide support for these types of projects, including long-term TPR funding projections. • FY21 state revenues were very strong. As a result, MMOF will receive an additional transfer of \$108.1 million in June 2022. MPOs/TPRs, therefore, will have a mix of both federal ARPA funds and state funds to consider for their project selections. • The administrative set-aside rate for the local MMOF program will be reduced from 5% to 2% and will be withheld from the local program's state funds. • TC will review the distribution and match reduction formula recommendations on November 17. STAC will have a final review on December 10 before TC considers adoption on December 16. <p><u>STAC Discussion</u></p> <ul style="list-style-type: none"> • An unlinked passenger trip tracks every time a passenger boards a transit vehicle. It is not a measure of the number of people using transit since someone might board several different vehicles to make one trip. For instance, when a person boards three buses to make one journey, three unlinked passenger trips are counted. • There was concern for the urban areas' exclusion of disabled and individuals age ≥ 65 in the distribution formula. One explanation from an urban representative was that there are already many factors considering population. • A motion was made by Ashley Stolzmann to support the MMOF Advisory Committee's recommendations as presented on both the Distribution Formula and the Match Reduction Formula; seconded by Heather Sloop and approved unanimously. • Members of the MMOF advisory committee explained that the group spent a lot of time reviewing the urban/rural split to ensure that all regions were receiving enough funds to make effective changes, and to ensure that even small jurisdictions could be competitive. • The distribution and match reduction formulas will be reviewed by the TC next week, along with the summary recommendations of the committee, STAC and TRAC. Final adoption of the formulas will be considered by the TC on December 16, 2021. 	
--	--	--

<p>GHG Rulemaking Update</p> <p>Recording time stamp: 2:30:00</p> <p>– Theresa Takushi, CDOT GHG Climate Action Specialist, DTD</p>	<ul style="list-style-type: none"> • The GHG working group is still in listening mode. The deadline for comments is November 18. All comments received to date are posted on the website. Staff presented the categories of comments received. • The GHG working group released an updated GHG rule based on stakeholder feedback, a mitigations framework document, and modeling technical support document. • After the comment period is closed, an ad hoc committee will review all the comments and prepare responses. 	<p>No action.</p>
<p>Snowstang Service Update</p> <p>Recording time stamp: 2:38:20</p> <p>– Michael Timlin, CDOT Senior Manager, Division of Transit and Rail</p>	<ul style="list-style-type: none"> • Copper Mountain has joined Loveland, A-Basin, and Steamboat/Howelsen in participating in Snowstang. • Service will be provided on weekends and on some Monday holidays. • The new name “Pegasus” has been approved, along with a new wrap for the vehicles. New fleet vehicles have been ordered, with an expected delivery date in January. • Coordinating a Denver pick-up location with the Regional Transportation District (RTD) was challenging since RTD does not allow vans in the bus concourse. A pick-up location was found. • We are awaiting a Pegasus launch date and finalizing parking agreements with the towns. 	<p>No action.</p>
<p>STAC Business</p> <p>Recording time stamp: 2:48:00</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • There is a new calendar for the 2022 meetings to consider. • It was proposed to begin STAC meetings 30 minutes earlier, at 8:30 a.m., so that all agenda items could be covered. The majority of those who commented were in favor of this. • To save on staff time, it was proposed that STAC minutes be presented as time-stamped summary notes along with the recording. There was concern that this might not meet governmental regulations on meeting minutes. There was consensus to approve this recommendation, pending CDOT lawyer Kathy Young’s confirmation that meeting minute requirements would be satisfied. 	<p>STAC meetings to start at 8:30 a.m.</p> <p>CDOT to obtain legal advice on changing meeting minutes format.</p>



COLORADO

Department of Transportation

Multimodal Transportation & Mitigation Options Fund (MMOF): Senate Bill 2021-260 Updates

November, 2021



SB260's MMOF Program Changes

New Name:

Multimodal Transportation and Mitigation Options Fund

Same Acronym:

MMOF



SB260's Expanded MMOF Program Goals

- An integrated system that:
 - Benefits seniors by making aging in place more feasible
 - Benefits residents of rural **and Disproportionately Impacted (DI) Communities** by providing them with **more accessible and flexible** public transportation services
 - Provides enhanced mobility for persons with disabilities
 - Provides safe routes to school for children, AND
 - **Reduces emissions of air pollutants and Greenhouse Gases that contribute to adverse environmental effects, including but not limited to Climate Change and adverse Human Health Effects.**



Disproportionately Impacted (DI) Community

Definition:

A *Census Block Group* where the *proportion* of Households is:

- >40% Low Income,
- >40% Minority, ...or...
- >40% Housing Cost-burdened

Low-Income means Household Income \leq 200% Federal Poverty Level

Cost-burdened means a household spends >30% of Household Income on housing



SB260's MMOF Funding Appropriations

Estimated \$448M over 10 Years: Split: 85% Local / 15% State

1. **\$146.84 million total - Federal ARPA stimulus**
2. **\$108.1 million total - State Excess Revenues**
3. **\$10.5 million annually - State General Funds, FY2025-32**
4. **Approx. \$109 million total - State Retail Delivery Fees,**
Estimated \$7M in FY23, increasing annually to approx. \$16M in FY32

\$254.9M currently available for planning/project selections



Projected Annual Revenues

	TOTAL	State (15%)	Local (85%)
FY2022	\$ 146,840,000	\$ 22,026,000	\$ 124,814,000
FY2023	\$ 114,800,442	\$ 17,220,066	\$ 97,580,376
FY2024	\$ 7,390,320	\$ 1,108,548	\$ 6,281,772
FY2025	\$ 18,457,953	\$ 2,768,693	\$ 15,689,260
FY2026	\$ 19,509,734	\$ 2,926,460	\$ 16,583,274
FY2027	\$ 20,459,717	\$ 3,068,958	\$ 17,390,759
FY2028	\$ 21,519,330	\$ 3,227,900	\$ 18,291,431
FY2029	\$ 22,405,248	\$ 3,360,787	\$ 19,044,461
FY2030	\$ 24,026,804	\$ 3,604,021	\$ 20,422,783
FY2031	\$ 25,510,033	\$ 3,826,505	\$ 21,683,528
FY2032	\$ 27,174,398	\$ 4,076,160	\$ 23,098,238
TOTAL	\$ 448,093,979	\$ 67,214,097	\$ 380,879,882

\$212,365,020 to be allocated to MPOs/TPRs now for project selection

-does not include 2% Admin set-aside



Local Distribution Formula Changes

- *MMOF Advisory Committee* developed recommendations for Distribution formula updates
 - Aligns criteria with SB260's expanded program goals
 - Uses 11 criteria representing population, disadvantaged groups, transit, bike/ped safety
 - Updated with 2019 criteria data (ACS 5-yr estimates)
- STAC, TRAC & TC reviewed in November
- TC adoption of final formula expected in December



Recommended Distribution Formula Criteria

	Current CRITERIA (2016 data)	Proposed CRITERIA (2019 data)
Population	% Population	same
	% Disabled, Senior and/or Low-income	% Population in DI Communities
	% of income required for housing & trans	% Disabled Population
		% Population 65+
% School-Aged Children (5-18)	% School-Aged Children (5-17)	
Transit Ridership	% Transit Revenue Miles	same
	% Transit Unlinked Trips	same
Other	% of Bike Crashes	same
	% of Pedestrian Crashes	same
	% of Jobs	same
	% Zero Vehicle Households	same



Approximate Allocations

Approximations based on the current formula - THESE WILL CHANGE!

Pikes Peak Area	\$	18,898,912	8.9%	Gunnison Valley	\$	6,911,154	3.3%
Denver Area	\$	127,502,541	60.0%	Southwest	\$	3,232,712	1.5%
North Front Range	\$	15,457,986	7.3%	Intermountain	\$	11,939,005	5.6%
Pueblo Area	\$	5,526,588	2.6%	Northwest	\$	2,642,788	1.2%
Grand Valley	\$	4,629,639	2.2%	Upper Front Range	\$	3,686,829	1.7%
Eastern	\$	2,482,334	1.2%	Central Front Range	\$	3,035,210	1.4%
Southeast	\$	2,381,688	1.1%	South Central	\$	1,153,278	0.5%
San Luis Valley	\$	2,884,355	1.4%				



Match Reduction Policy UPDATES

- Current Match Reduction Policy based solely on *Population* and *Poverty Rate* is a poor representation of fiscal hardship for some agencies, leaving them ineligible for reductions
- Current policy created an extraordinary administrative burden and complexity for both CDOT and Local Agencies.
- Proposed Match Reduction Formula/Policy will:
 - Utilize proven indicators of local agencies' fiscal health
 - Use only fixed Match Rates (0%, 25%, 50%)
 - Grant automatic reduction of Match Rate for the most fiscally challenged Cities & Counties and for non-government agencies based on their service areas (no requests to be submitted to the TC)



New Match Reduction CRITERIA

- Uses *proven* indicators recommended by DOLA's State Demographer that:
 - Demonstrate Local Agency's ability to generate revenues
 - Median Household Income & Median Home Value
 - Demonstrate Local Agency's degree of burden on its resources
 - Percent Poverty & Percent 65+
- Advisory Committee & STAC recommendations to be considered by the TC in December



SB260's Expanded Eligible Project Types

- Fixed-route and On-demand transit (fixed or operating costs),
- Transportation Demand Management programs,
- MM Mobility projects enabled by new technology,
- MM Transportation studies,
- **Modeling Tools,**
- **GHG mitigation projects that decrease VMT or increase MM travel, AND**
- Bicycle or pedestrian projects



Local MPO/TPR Project Selection

Issues / Considerations / Opportunities:

- ARPA stimulus funds, must be:
 - *Obligated* by Dec. 31, 2024; *Expended* by Dec. 31, 2026
- Federal Funds “Federalize” projects (details coming)
- Federal MMOF \$\$ cannot match other Federal \$\$ (e.g., TAP)
 - HOWEVER, other Fed \$\$ can satisfy the MMOF match requirement
- Prioritize “ready-to-implement” projects for stimulus funds
- Sustained funding allows MPOs/TPRs to consider multi-year awards
 - for example, to establish & fund new transit services



Local MPO/TPR Project Selection

Recommended:

- Seek CDOT input on proposed projects during project selection with respect to proposed costs, delivery timelines, feasibility, and to identify opportunities to combine or coordinate with other CDOT projects for cost savings
- Notify your local agencies and prepare NOW for project selection; Final Allocations & Match Requirements will be known by December

CDOT will provide additional project selection support and Program Guidance in December



SB260's New Reporting Requirements

MPOs/TPRs are now required to submit annual MMOF Project Status Reports to CDOT

- To include Status, Issues, actual and projected expenditures, Timelines, etc.
- A PDF form was distributed to MPO/TPR Chairs on Nov. 23
- All MMOF Project sponsors should return completed project status forms to your MPO/TPR
- MPOs/TPRs are requested to compile all project status and submit to CDOT by December 17



Next Steps / Timeline

OCT - NOV

Recommendations for
Distribution & Match
Formula updates

- MMOF Advisory
Committee
- STAC review
- TRAC review

**Begin local agency
outreach NOW**

DECEMBER

TC Adoption of Distribution
& Match Formulas

CDOT to distribute:
Funding Allocations,
Program Guidance &
suggested application
form

**MPOs/TPRs begin
Project Applications
(suggested)**

JANUARY & beyond

**MPOs/TPRs conduct &
finalize project
selections**



Questions & Discussion

- For questions or comments, please contact:
Michael Snow
Transportation Planning Specialist
michael.snow@state.co.us | 303.512.4123



Jim Candelaria, Vice Chair
Southwest Transportation Planning Region
PO Box 963
Durango, CO 81302

November 8, 2021

Mayor
Kim Baxter

Dear Mr. Candelaria,

Mayor Pro Tem
Barbara Noseworthy

I am writing to the Southwest Transportation Planning Region to request a redirection of the City of Durango's 2020 Multimodal Options Fund (MMOF) award from the 30th Street Connect Project to the College & 8th Safety Project (Project 22062).

Councilors
Melissa Youssef
Jessika Buell
Olivier Bosmans

MMOF funds in the amount of \$75,000 were awarded to the City of Durango to complete the 30th Street Connect Project, which includes the installation of a Rectangular Rapid Flashing Beacon and pedestrian crossing in the vicinity of 30th Street and US Hwy 550. The City of Durango contributed an overmatch of \$95,000, which is budgeted and appropriated in the 2021 Adopted Budget. The City of Durango and CDOT Region 5 recently executed an IGA to transfer the City's \$95,000 contribution to complete the project as a Contract Modification Order to CDOT's project 22810. However, the \$75,000 MMOF award is not eligible to be spent on this project due to the combination of funding sources that CDOT will be using to complete Project 22810.

City Manager
José Madrigal

The City of Durango is requesting that the unused \$75,000 MMOF award be redirected for use on (22062) College & 8th Safety Project, which is scheduled for construction in 2022 using Highway Safety Improvement Project and FASTER grant funding. Because the City of Durango did contribute the MMOF award's original local match, including an overmatch, we also request that the TPR consider allowing the MMOF award to be matched by the \$300,000 FASTER award dedicated to project 22062. This would alleviate the need for the City to identify a second local contribution for the \$75,000 MMOF award.

Thank you for your kind consideration.

Sincerely,

A handwritten signature in black ink that reads "Sarah Hill".

Sarah Hill
Transportation Director
City of Durango
sarah.hill@durangogov.org