



SOUTHWEST TRANSPORTATION PLANNING REGION

Regular Meeting Agenda

Thursday, April 8, 2021, 9:00 a.m.

Video/Phone Conference – See connection details below

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| I. | Introductions | 9:00 a.m. |
| II. | Consent Agenda | 9:10 a.m. |
| | 1. February 2021 Meeting Minutes | |
| | 2. Financial Report: July 2020 – February 2021 | |
| III. | Reports | 9:15 a.m. |
| | 1. February, March 2021 STAC Update | |
| | 2. Transportation Commissioner Report – Sidney Zink | |
| IV. | CDOT Reports | 9:45 a.m. |
| | 1. Colorado Main Streets Grant Program - Rachel Bolin | |
| | 2. Region 5 Construction Update - Kevin Curry | |
| | 3. 267 Funding Update - Carrie Tremblatt | |
| V. | Other Business | 10:45 a.m. |
| | 1. Updates – Round Robin | |
| VI. | Adjourn | |

Next regular meeting date: Thursday, June 10, 2021

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, February 11, 2021 - 9:00 a.m.
Video/phone conference**

TPR Members in Attendance:

Clyde Church – La Plata County
Laura Vanoni – Archuleta County
Phil Johnson – City of Cortez
Sarah Hill – City of Durango
Archie House Jr – Ute Mountain Ute Tribe
Jim Candelaria – Montezuma County
Josh Joswick – Town of Bayfield
Mark Garcia – Town of Ignacio
Fred Brooks – Town of Mancos
Steve Garchar – Dolores County
Andrea Phillips – Town of Pagosa Springs
Martin Schmidt – Town of Pagosa Springs
Katie Sickles – Town of Bayfield
Doug McDonald – Southern Ute Indian Tribe
Ken Charles – Town of Dolores
David Black – Town of Bayfield
Ronnie Maez – Archuleta County

Others in Attendance:

Mindy
Jim Horn – Short Elliot Hendrickson, Inc.
John Whitney – Senator Bennet’s Office
Elijah Henley – Federal Highways, Federal Lands Division
Sidny Zink – Transportation Commissioner
Mike McVaugh – Colorado Department of Transportation
Julie Constan - Colorado Department of Transportation
TJ Burr - Colorado Department of Transportation
Matt Muraro - Colorado Department of Transportation
Tony Cady - Colorado Department of Transportation
Carrie Tremblatt – Colorado Department of Transportation
Kevin Curry - Colorado Department of Transportation
Jamie Grim – Colorado Department of Transportation
Jessica Laitsch – Southwest Colorado Council of Governments

The meeting was called to order at 9:03 a.m.

I. Introductions

II. Consent Agenda:

December 2020 Meeting Minutes
Financial Report: July 2020 – December 2020

Martin Schmidt motioned to approve the December 2020 minutes, Steve Garchar seconded, unanimously approved.

Phil Johnson motioned to approve the financial report, Steve Garchar seconded, unanimously approved.

III. Reports

1. January 2021 STAC Update

Sarah reported there was a special meeting in January to discuss COVID relief package, which included \$10.6 million to Region 5. Mike suggested the region keep an eye on the allocations to ensure commitments are honored. Sarah reported there will be discussions concerning SB267. There was a summary of expected legislation.

2. Transportation Commissioner Report – Sidney Zink

Sidny reported there was a new commissioner in December. There was a short meeting in early January regarding distribution of COVID relief funds, there was considerable feedback urging the commission not to use funds on infrastructure, but rather on more direct COVID impacts. The Commission moved forward with the staff recommendations.

V. CDOT Reports

1. CFL - Phase II Update - Elijah Henley

Elijah presented an update of the FMLA needs identification and prioritization. Sarah asked if the data only represents travel inside Durango. Elijah replied this is cell phone data only for Colorado and only for travel between park areas, not all federal lands. Clyde mentioned working with counties to help address access issues. Elijah asked how to set up regular discussions with federal and tribal representatives. Sarah suggested using the scheduled TPR time to begin prioritization discussions. Jim mentioned that there are significant traffic impacts in Montezuma County of travelers from New Mexico. There was discussion about interstate impacts and Elijah clarified they are continually seeking additional data. There was support for using the TPR meetings for these discussions.

2. Construction Update – Kevin Curry

- Hawkins Signal & Curb Ramps Cortez – Work is complete.
- SH 184 Priority Culverts – Work is complete
- R5 Chain Station Improvements – Work is complete.
- US 550/160 Connection South Design – Work is ongoing.
- US 160 Wolf Creek West Fiber – Project has been awarded.
- US 160/SH 151 Wildlife Crossing Project – Project has been awarded, preparing to begin next month.
- US 160 West & Cortez PCCP Diamond Grind – Project was awarded, work expected to begin in the spring.
- SH 145 Dolores Rico US 160 Cortez Htr Repave – Expect to begin work in the summer.
- US 160 McCabe Creek Pagosa – Stimulus funding will allow this to begin sooner than expected.
- US 550 Durango 9th to 12th – Expected to go to bid in the spring with construction in the summer.
- SH 172 at County Road 318 – In design for signage and pavement markings.
- US 550 and 30th Street – Pedestrian crossing signal, scheduled for 2021.

- US 160 West of Pagosa – In design, scheduled construction in 2022.
- US 160 Four Corners to Aztec Creek – In design, expecting construction in 2023.
- US 160 San Juan River Bridge Scour – Reevaluating design.

Martin asked for involvement prior to restriping design. Julie mentioned that they have planned outreach with the Town and County.

3. Southwest Plan dashboard tool - Carrie Tremblatt

Carrie presented various tools to track the status of the projects in the transportation plan.

4. Federal and State Funding Updates - Tony Cady

Tony summarized the additional funding that had been distributed to the region and the resulting projects. He described some funding opportunities available.

VI. Other Business

1. Community Updates – Round Robin

Jim reported that Montezuma County is finishing engineering on CR G. Working with City of Cortez on a fiber project. Received DOLA funding for roads to Utah Stateline.

Fred Brooks reported the Town of Mancos received notification that they received funding for bridge project. He expressed concern about delays when they are working on their projects. Julie suggested setting up a meeting to discuss. Jim asked that the county be included in the discussion. Tony added that the TPR meetings are a good forum to communicate issues like this and CDOT staff is available to try to address such issues.

Clyde reported that La Plata County is working with the City of Durango on CR 251 and 32nd Street. They working to address road damage from the 416 fire. They have an Energy Impact grant for work on CR 234.

Mark reported that the Town of Ignacio is out to ad on the Goddard/Becker project, bids close this week. They are looking at main street sidewalk improvements.

Sidny mentioned that the Mayor of Durango asked that more attention be paid to transit issues.

Phil reported the City of Cortez is working with the County on CR G. They provided a fixed location for a Bustang stop. They are working on some chipseal projects.

Ken reported the Town of Dolores is working on a repaving project. He reiterated the importance to have communication with community and asked staff to reach out to him. Kevin mentioned the public relations person will be in communication when the project begins.

There was discussion about the fiber project in Montezuma County.

Martin reported the Town of Pagosa Springs is working on a Multimodal Options Fund grant for the east side of town. The Town will be working on various repaving, chipseal, and seal coat projects this summer, will be going to bid soon. Have an upcoming trail project over the San Juan River. They are excited for the McCabe and wildlife overpass projects.

John Whitney reported a federal infrastructure package is being prepared, he will join these meetings when possible to keep communication open. Tony mentioned the need for funding for

transit. Sarah added that transit operating is particularly important. John added that the COVID Relief Bill looks good for local funding.

Katie reported that the Town of Bayfield is preparing an RFQ for their trail project. There may be interest in having the Town proceed with the east intersection. David added that they are finishing the water line project. They will be looking to repair the main entrance. They will be working on a trail along CR 501.

Steve reported that Dolores County that they have had little snow. He asked if CDOT staff could look at possible improvements to the intersection of Road G and SH 491. He added that there is a lot of ATV traffic between the Town of Dove Creek and Road H.6. He mentioned that there has been a truck wreck near Pleasant View. Julie replied that they are working with state patrol and insurance to have the truck removed. She will look into the other issues. She also spoke with Dove Creek about a road diet, staff will be reaching out.

Sarah reported the City of Durango will be reevaluating the Revitalize Main Streets program, looking at bringing back the bump outs in the spring, depending on snow. She added the there is still funding through this program available. They are receiving bids for an ADA accessibility project between the river trail and downtown. They are working with the County on CR 250/251 they will be issuing an RFP to extend that project along 32nd Street. They are working with CDOT on 30th Street project. They will be issuing RFP for the design of Camino project. They were able to temporarily reinstate a transit route to Mercy. Colorado is receiving funding for rural transit, CDOT will be distributing according to operating budgets.

TJ reported that Colorado transit was relatively underfunded in the first CARES Act, the new funding will help remedy this.

Carrie mentioned the regional workgroup related to the Greenhouse Gas Roadmap effort.

The meeting ended at 11:12 a.m.

SWTPR Financials 7/1/2020-2/28/2021

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 5 April, 2021

Comments: A profit and loss report for the period July 1, 2020 to February 28, 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 2020 - February 2021

| | TOTAL |
|--|-------------------|
| Income | |
| Project Administration | |
| SWTPR | 2,968.45 |
| Total Project Administration | 2,968.45 |
| SCAN Services | |
| Contract Sharing | 2,100.00 |
| Total SCAN Services | 2,100.00 |
| Total Income | \$5,068.45 |
| GROSS PROFIT | \$5,068.45 |
| Expenses | |
| Administrative Costs | |
| Operating Expenses | |
| Information Technology (IT) | |
| Software | 52.50 |
| Total Information Technology (IT) | 52.50 |
| Internet Connectivity | |
| Internet Connection (AT&T) | 68.74 |
| Total Internet Connectivity | 68.74 |
| Office Supplies | 15.00 |
| Professional Fees | |
| Audit | 393.75 |
| Total Professional Fees | 393.75 |
| Rent | 700.00 |
| Total Operating Expenses | 1,229.99 |
| Personnel Expense | |
| Insurance Expense | |
| Health | 5.87 |
| Worker's Compensation | 2.49 |
| Total Insurance Expense | 8.36 |
| Salary and Wages | 2,023.68 |
| 457 Retirement | 23.80 |
| Car Allowance | 1.73 |
| Cell Phone Allowance | 2.09 |
| Payroll Processing Fee | 10.18 |
| Payroll Tax | 50.86 |
| Total Salary and Wages | 2,112.34 |
| Total Personnel Expense | 2,120.70 |
| Total Administrative Costs | 3,350.69 |
| Project Costs | |
| Shared Services Expenses | |
| Software Maintenance | 2,100.00 |
| Total Shared Services Expenses | 2,100.00 |
| Total Project Costs | 2,100.00 |
| Total Expenses | \$5,450.69 |
| NET OPERATING INCOME | \$ -382.24 |
| NET INCOME | \$ -382.24 |

STAC Summary – February, March

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

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

February:

CDOT, Transportation Commission, and STAC representative Updates
Federal and State Legislative Report
State legislative session to begin next week
FY 2022 Annual Budget Allocation Plan
SB 267 Recap
Greenhouse Gas Roadmap Update

March:

CDOT, Transportation Commission, and STAC representative Updates
Overview of preparations for the expected snowfall throughout the state
Safe Routes to Schools Project Selection
1601 Interchange Approval Process Policy
FY22 Budget Overview
SB267 3rd Year Funding
Statewide Transportation Needs
Approved resolution regarding statewide funding

For more information about STAC, visit:

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

STAC Meeting Minutes
February 12, 2021

Location: Via Web Conference
Date/Time: February 12, 2021; 9:00 a.m.
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

| | | | |
|----------------------|---|-------------------------|-------------------------------------|
| Denver Area: | Ashley Stolzmann, Tammy Maurer, Ron Papsdorf | Gunnison Valley: | Roger Rash |
| Central Front Range: | Dick Elsner, Adam Lancaster | San Luis Valley: | Keith Baker, Vern Heersink |
| Eastern: | Trent Bushner, Chris Richardson | South Central: | Walt Boulden |
| Grand Valley: | Dana Brosig, Dean Bressler | Southeast: | Jim Baldwin, Stephanie Gonzales |
| Intermountain: | Bentley Henderson | Southwest: | Sarah Dodson Hill, Jim Candelaria |
| North Front Range: | Dave Clark, Becky Karasko | Upper Front Range: | Scott James |
| Northwest: | Heather Sloop, Kristen Manguso | Southern Ute Tribe: | Doug McDonald |
| Pikes Peak Area: | Holly Williams, John Liosatos, Kathryn Wenger, Erik Stone | Ute Mountain Ute Tribe: | Archie House, Jr. |
| Pueblo Area: | Chris Wiseman | FHWA: | John Cater, Mark Johnson, Bill Haas |
| | | FTA: | Kristen Kenyon |

Shoshana Lew (CDOT Executive Director)
Herman Stockinger (CDOT Deputy Executive Director)
John Lorme (CDOT Division of Operations and Maintenance Director)
Andy Karsian (CDOT Legislative Liaison)
Sidny Zink (Transportation Commissioner),
Jeffery Sudmeier (CDOT, Chief Financial Officer),
Bethany Nicholas (CDOT, Budget Director),
Rebecca White (CDOT Director, Division of Transportation Development),
David Krutsinger (CDOT Director, Division of Transit & Rail),
Theresa Takushi, (CDOT, Environmental Protection Specialist),
Heather Paddock (CDOT Region 4 RTD),
Richard Zamora (CDOT Region 2 RTD),
Kay Kelly (CDOT Interim Director, Office of Innovative Mobility),
Steve Harelson (CDOT Chief Engineer),
Randy Grauberger (CDOT Front Range Rail, Project Manager),
Paul Jesaitis (CDOT Region 1 RTD),
Matt Inzeo (CDOT Communications Director)
Sally Chafee (CDOT Chief of Staff)

| Agenda Item Presenter, Affiliation | Presentation Highlights | Actions |
|---|--|------------------|
| Introductions & STAC Minutes - Vince Rogalski, STAC Chair | <ul style="list-style-type: none"> ● Motion by Holly Williams to approve the January 15, 2021 STAC meeting minutes, seconded by Dick Clark. ● Ashley Stolzmann asked to correct the minutes to note that she is from Louisville, not Broomfield. ● Minutes approved unanimously with requested change. | Minutes approved |
| CDOT Update on Current Events - Shoshana Lew, CDOT Executive Director | <ul style="list-style-type: none"> ● Executive Director Lew emphasized the importance of STAC as a forum for statewide perspectives and how much CDOT relies on the group to provide this critical perspective as they consider all matters that come before the Transportation Commission. ● Progress on 10-year Program; 580 miles of roads improved this past year; major projects I-25 GAP 1/3rd completed; tremendous progress on Central I-70 project; ● Safer Main Street projects and Revitalizing Main Streets projects will provide local areas all over the state with funds to complete projects that boost local economies and improve multimodal safety. ● Excited about the next group of selected priority projects that will move ahead using federal stimulus dollars. The SB267 Year-3 Certificates of Participation (COPs) are looking very likely to happen, which will further more projects; STAC will have the conversations about choosing those projects very soon. ● The legislature, local governments and business interests are beginning to weigh in on their priorities for these funds. ● Additional federal stimulus funding is looking possible also. If passed by Congress, Transit may see potentially \$30B nationwide; state and local governments may see direct aid. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● None | No Action. |
| Transportation Commission Report - Vince Rogalski, STAC Chair | <ul style="list-style-type: none"> ● The Commission had a lot of conversation about the impacts the current \$150K statutory spending limit has on rural road maintenance; the Legislature is considering raising this to as high as \$750 K; CDOT has recommended raising it to \$500K . ● An overview was provided on Asset Management summarizing what it entails and what it means to CDOT's operations. ● The Commission discussed and adopted the updated Policy Directive (PD) 1601. ● All the resolutions considered by the Commission were approved. | No Action. |
| TPR & Federal Partner Reports | <ul style="list-style-type: none"> ● <u>DRCOG:</u> Our 2050 Regional Transportation Plan has been released for public review and comment; The Board of Directors will hold a public hearing on March 17 prior to consideration for plan adoption; Anyone interested may provide comments on the DRCOG website and is welcome to join the hearing on the 17th. ● <u>CFR:</u> The Hwy115 pedestrian improvement project in Cañon City is now out for bid; The bridge replacement project south of Fairplay is also out for bid; HWY9 & 285 intersection project is also to get underway later this year; That project is expected to last two construction seasons. ● <u>Eastern:</u> The Sterling project is wrapping up; It is a little over budget, but nearing completion. ● <u>Grand Valley:</u> The Technical Advisory Committee (TAC) met this week to review the TIP Amendment that includes the stimulus funding for I-70B Phase 5 and for US50 repairs between Grand Junction | No Action. |

and Delta. The relief provided by the stimulus funding should allow us to move forward more quickly with projects on US 6. We also reviewed with our TAC the resolutions for the Safety Performance Targets for Performance Measure Rule 1 (PM1), as well as the pavement target updates for PM2-PM3. We are taking those to our board on Feb 22 along with the Transportation Improvement Program (TIP) Amendment. There has been a lot of excitement and progress with the Mobility Hub study and we are excited to be finalizing a scope with HDR for their services. The Grand Junction Mobility Hub Location Analysis is scheduled to complete by April 30 so that the information can be included in a BUILD Grant application. Greyhound and Bustang have officially moved to our downtown Grand Valley Transit operations facility. We are working with our transit contractor and Greyhound to become a full-service ticket office and will also be taking that to our board for approval later this month. Staff is actively working with partners on Bike Month activities. From this, a new partnership has developed with the St Mary's Vascular Institute to share health facts related to the benefits of active transportation within the community. Excited about this new partnership and having more institutions behind the promotion of active transportation. We are also working with CDOT and our local partners on several transportation studies.

- Gunnison Valley: Our Region won't meet again until April 8; We are planning for SB267 funding priorities and considering a major, \$30M project at Billy Creek south of Montrose; we are looking to break it up into smaller projects to get it funded, including a wildlife overpass to mitigate the high wildlife safety issue that exists. Roger Rash: Growth along the US 550 corridor necessitates some County road intersection improvements; We are hoping to see some developer investments into some of those.
- Intermountain: We are continuing Vail Pass auxiliary lanes planning discussions. The Exit 203 at Frisco project is getting design work done. An Eisenhower HAZMAT study is underway to allow some to travel through the tunnel and avoid Loveland Pass. A PLT has started for a new structure on west side of the tunnel for vehicle storage. Glenwood Canyon will have a lot of focus to mitigate issues arising from last year's fires.
- North Front Range: At the February Council meeting, FY21 transport program of projects was discussed; also \$6.5M of funding for the Berthoud Mobility Hub project was amended into the TIP and is fully funded now. The Metropolitan Planning Organization (MPO) is involved in a continual update to our 10-year program of projects. We are accelerating the implementation of our one-call one-click center; Larimer County Emergency Management is coordinating with transit provider to use that system to support citizens needing transportation for COVID vaccinations. North I-25 construction continues; some recent large accidents closed the corridor temporarily and required some repairs.
- Northwest: The Chair and Vice Chair were both reelected. We discussed leftover Regional Priority Program (RPP) funds from the Hwy13 project to get prioritized for sections of Hwy40. Yampa had an Electric Vehicle charging station ribbon cutting last week. One of the Multimodal Options Fund (MMOF) awards has been returned; We are looking to award that to a new additional project. Bustang is now coming from Denver through Winter Park, Fraser, Steamboat Springs and into Craig, which is a huge asset to communities in the region.

- PPACG: Numerous TIP amendments have occurred; mainly stimulus funding changes; along the I-25 GAP a flash storm occurred causing a closure; Bridge repairs are planned for the Summer and we'll be finishing up the MANSF projects which are projects around our military bases. We are monitoring legislative discussions around legislation that allow for creation of special districts for the purpose of wildfire mitigation.
- PACOG: The long-range transportation plan (LRTP) and our TIP are scheduled for adoption on Feb. 25. The final draft of Pueblo Area Passenger Rail Plan has been presented with two alternative locations for a Front Range Passenger Rail stations. US50 Purcell Blvd project is on schedule.
- San Luis Valley: Last met on February 4. Scour work was completed on Hwy160 at South Fork and some resurfacing on the east side of Wolf Creek. Projects that are in winter shutdown include the Hwy17 & US 160 intersection, and the US 285 widening coming up to Hwy17; Those will start up again in the spring. New projects expected to start in the spring include fiber optic work and safety signal installations for truck warning systems on Wolf Creek Pass. Also, some Americans with Disabilities Act (ADA) is expected to be awarded on the east side of Salida where Hwy 291 intersects with US50, in addition to several chain station upgrades on Monarch Pass and other locations. Projects out for bid now include an ADA project in Manassa, and some always-controversial wildlife fencing work going up Trout Creek Pass out of Johnson Village on US 285. The Regional Transit Council's HOPE grant, to do a regional transit study, is out for Request for Proposal (RFP) with responses expected March 26. Discussion continues on the idea to reactivate the Tennessee Pass Rail Line, which also plays into the proposal for the Uinta Basin Railroad which would be an 85-mile railroad to be built in northeastern Utah. That proposal is out for comment through February 12. That could have reasonable and foreseeable consequences for the Moffat Tunnel subdivision and the Tennessee Pass Rail line if it does get reactivated.
- South Central: At the January TPR meeting, RPP funds were agreed to be added to I-25 in the Statewide Transportation Improvement Program (STIP); Discussed adding some RPP funding also to a planning study awarded to Trinidad to help improve the link from Fisher's Peak State Park to the City. Established a work group to work with Elk Mine on impacts when that opens. Exit 11 on the Interstate will open up this summer, putting in a new bridge and a couple roundabouts there.
- Southeast: We had our TPR meeting on Jan 27. Discussed and approved changes to the RPP for the STIP. Projects in our area include Hwy 71 bridge replacement between Rocky Ford and Hawley, Bridge and culvert replacement on CO 101 and preventative bridge replacement on US 287. Our advertisement for employment applications for a mobility manager closes on Monday Feb 15 and we plan on interviewing late next week. Other than that, we have been terribly cold and are preparing for the possibility of a storm tomorrow evening into Sunday that could bring some significant snow. Our next TPR meeting will be on March 24th.
- Southwest: At the TPR meeting held yesterday we heard a Federal Lands presentation on access to public lands, which is important to us especially now with the increased tourism visitation we're experiencing. FHWA is still in the needs identification stage of these project and we're continuing to discuss at our TPR meetings the priorities for these projects. There is a long list of CDOT projects underway, most notably the Hwy 160/US 550 interchange. Colorado received \$78 million in COVID

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| | <p>transit funding. That is having a significant positive impact and we're grateful to David Krutsinger and his team for turning that around quickly.</p> <ul style="list-style-type: none"> ● <u>Upper Front Range</u>: At our next TPR meeting in March, we'll review our 10-year projects in light of hearing from our legislators at the I-25 Coalition meeting. And we look forward to hearing the equity discussion and how that affects us. ● <u>Southern Ute</u>: We are initiating a gravel roads maintenance program this year to address roads that aren't maintained by the state or county that are generally hunter access roads. Our Long Range Transportation Plan and the Tribal Transportation Safety Plan will be updated this summer. We're grateful to CDOT for improvements on the Ignacio corridor that provides intersection and median improvements. On Trujillo Road in Archuleta County, the San Juan River has eroded soil at the base of the cliff that's advanced about 80 feet towards the road, so we are looking to identify matching funds to a DOLA grant to repair that. ● <u>Ute Mountain Ute Tribe</u>: We received Bureau of Indian Affairs (BIA) funding for four tribal roads that are in our plan. We're still operating with only essential workers here and we're holding vaccine drives. ● <u>FHWA</u>: There's potential for increased funding. A new acting Deputy Administrator for FHWA is Stephanie Pollock. She comes to us from the Massachusetts DOT and the Bay Authority. We expect to see increased priority on climate change and racial and economic equity issues; we'll know more about what that means very soon. West Vail Pass finding of no significant impact is expected soon on that stretch of Interstate which is the most frequently closed section of Interstate in the country. With the addition of climbing lanes, we hope that's greatly improved. Regarding some of the Executive Orders coming out of the new administration – those that pertain to policies don't go into effect right way as they need to be adjusted according to those orders. Mark Johnson was introduced and is serving as the Deputy Region Director for the next six months. ● <u>Federal Transit Administration (FTA)</u>: In the Coronavirus Aid, Relief, and Economic Security (CARES) Act funding, rural Colorado received \$78 million and another \$200 million has gone to RTD for the Denver area urban transit. We also have a new acting Administrator, Nuria Fernandez, who comes to us from the Silicon Valley transit agency. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● None | |
| <p>Federal and State Legislative Report - Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p> | <ul style="list-style-type: none"> ● CDOT is continuing to keep an eye on any developments on additional stimulus funds, including the potential in the \$1.8 trillion package for \$30B in transit funding. We're not hearing anything that would bring specific highway funding. ● CDOT also anticipates there may be additional competitive federal grant opportunities; For those, we want to keep our eye on places where local coalitions can come together to make very competitive applications for those funds. ● State legislature begins the session next Tuesday after the Monday holiday with numerous COVID restrictions and protocols, including remote testimony and participation by legislators and limited participation by lobbyists and liaisons. | <p>No Action</p> |

- Issues of interest to CDOT are legislative, and not ballot initiatives. So these entail fees, such as emerging technologies, including Electric Vehicle use fees and for transportation network companies, such as Uber and Lyft. Also the legislature is looking at index fees on top of the gas taxes.
- There will be conversations about how these revenues will be used and finding the balance between multimodal and capital uses to reduce Vehicle Miles Traveled and emissions in the Front Range.
- We have a Bill proposed that will raise the \$150K state competitive spending limit to \$500K . We expect to have negotiations with the construction industry to find what the right limit is.
- Greenhouse gas emissions in transportation construction is to be discussed, possibly looking at quantifying and budgeting GHG emissions for transportation projects prior to construction.
- There are also Bills being considered in utilizing green construction and reconstruction materials in both horizontal and vertical construction.

STAC Discussion:

- Holly Williams: Who in the legislature is carrying the Bill? Will the Bill raise the state spending limit?
- Andy Karsian: We have Rob Pelton from northeast Colorado, who is our House sponsor and Senator Chris Hansen from Denver as the Senate sponsor.
- Holly Williams: Are they looking at whether the EV annual fee is too low to pay for their impact on roads?
- Andy Karsian: Yes, this has long been the intent for legislators on both sides of the aisle, to find parity between the EV fee, registration fees and revenues contributed by gas vehicles through the gas tax.
- Jim Candelaria: In the Southwest, we don't have a lot of contractors or gravel pits; So if the state spending limit is raised, will CDOT be getting into that business? And is that more efficient for the State?
- Andy Karsian: No, CDOT will not be getting into the aggregate business; CDOT will continue to work with businesses for projects and in many cases, contractors are the best ones at doing those projects. The raised limits may mean that CDOT can do, for example, a chip seal on a section of road that keeps the road in better condition until that time that the full reconstruction can take place. This won't increase funding for those maintenance programs, it just gives CDOT more flexibility in using those funds.
- Jim Candelaria: I'm not convinced that increasing the limit will mean more efficiency for CDOT, but I'll wait and see.
- Andy Karsian: If anyone wishes to discuss these dynamics further, I welcome a phone call at any time.
- Heather Sloop: Are you having conversations about parsing this between rural vs. urban or by vehicle miles of travel (VMT) or by population so that you can focus on rural communities that have such a patchwork of maintenance work?
- Andy Karsian: Yes, we are. We do not want to interfere with existing maintenance contracts in urban areas that work well for us. In rural areas however, where the high costs of transporting materials occur, we have opportunities to achieve greater efficiencies for our maintenance activities.

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| | <ul style="list-style-type: none"> ● Heather Sloop: Are there any conversations about the current highway users tax fund (HUTF) funding formula being redone? ● Andy Karsian: While there are conversations about formulas, the HUTF formula which basically distributes 60/40 between the state and local governments is pretty set in stone and not expected to be examined. When considering distribution of new sources of funds, there are arguments in favor of weighing distributions more towards population by urban stakeholders. And, there are also conversations going on between Counties and Cities to maintain the existing formula. ● Shoshana Lew: While no formula is going to make everyone happy, we are working to make sure everyone in these types of conversations is aware of the long history and depth of discussions that have taken place to find equity in the existing formulas. <p><i>Break at 10:23; resumed at 10:30</i></p> | |
| <p>FY2022 Annual Budget Allocation Plan -Jeff Sudmeier, Chief Financial Officer -Bethany Nicholas, Budget Director</p> | <ul style="list-style-type: none"> ● The proposed FY2022 budget reflects approximately \$47 million reduction in HUTF revenues from projections due to COVID economic impacts. ● TC will review the draft budget next week and adopt a final budget in March. ● The statutory deadline to submit final budgets to the Governor's Office is by April 15. ● Including adjustments made from the draft budget presented in December and FY2021 roll-forwards, a deficit remains of approximately \$8.4 million. <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● Ashley Stolzman: Does this also include any state stimulus funds being discussed? ● Jeff Sudmeier: This does not include state stimulus funds. We received notice of the federal stimulus and of the FY21 federal supplemental funds at the same time. This includes those, and utilizes the \$4 million supplemental funds to offset FY2021 budget deficits. ● Ashley Stolzman: So considering the state stimulus funding discussion that is taking place, are you anticipating this will change by the time this budget goes to the Commission? ● Jeff S: If that state stimulus comes in, we will balance the existing budget by replacing the maintenance reserve funds in the current proposal; We would then amend the budget to direct those funds to projects that are in line with the stated purpose of the stimulus program. ● Ashley S: Do you usually end up needing to use the contingency or have you built that into each program? ● Jeff S: We typically maintain project level contingency funds for individual projects and a general TC contingency fund for emergency repairs and that type of unexpected activity. The reserve funds are meant for things like a shortfall on a project. We typically try to maintain those reserves at a targeted amount based on multiple years of historic use. ● John Liosatos: As STAC's purpose is to make recommendations to TC, can we go back and start with Option 1 or 2 to see if either option is something we (STAC) can get behind and recommend? ● Jeff S: While we may have presented specific options, that's not to say it needs to be one or the other. Rather, we may consider cuts to programs in either option or we may opt to backfill those shortfalls with reserve funds. | <p>No Action</p> |

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| | <ul style="list-style-type: none"> • John L: Can we discuss the different implications of a reduction of \$1 million in the National Highway Freight Program (NHFP), which may delay projects versus a reduction of \$1 million capital equipment purchases, which may just mean using a snow truck for another year? • Jeff S: Yes, that's correct – reductions to capital purchases or property could mean a delay of a new vehicle purchase or delay of some building maintenance. While a NHFP reduction would not impact existing projects, it does mean less money would be available to choose future projects. • John L: Can I ask if there is any STAC representative here that feels we could propose a specific recommendation to the TC, based on this information? • Heather Sloop: I agree with John - it would be better if we made a specific recommendation to the TC. • Sidny Zink: A specific recommendation would be helpful to the TC, but it's also not necessary if there's not a clear choice the STAC recommends. • Holly Williams: I just don't feel adequately prepared or knowledgeable yet to make any specific recommendation at this point. • Vince Rogalski: If we don't make a specific recommendation, we can at least support Staff's recommendations. • Walt Boulden: I recommend we forward the proposed options for consideration by the TC. • Jeff S: Even if STAC doesn't take a specific position, it's helpful to TC just to have made comments and acknowledge we've identified those options. | |
| <p>SB 267 Recap -Rebecca White, Director, Division of Transportation Development, -Kay Kelly, Chief, Office of Innovative Mobility, and -David Krutsinger, Director, Division of Transit and Rail</p> | <ul style="list-style-type: none"> • Staff presented an overview of the changes in funding amounts over the past year and a half along with the highway and transit project funding amounts region-by-region. • In March, staff will present STAC with options to consider for use of the SB267 Year 3 COP funds. In April and May, STAC will finalize the project list, which is about the time we expect the Year 3 funds to be issued. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • Sarah Hill: Can you please let me know, what is the formula that determines what the regional equity targets are overall? • Rebecca White: The formula used is the Regional Priority Program (RPP), which is based on population, Lane Miles and Truck Vehicle Miles Traveled (TVMT). While this has changed somewhat over time between two formulas that slightly favor either rural regions or urban regions, for the SB267 equity we split the difference between these two historic formulas. • Ashley Stolzman: Can you clarify for me, is the federal stimulus going to be part of the overall equity target or is that separated from this consideration? • Rebecca White: The long term goal is to achieve equity within all four years of the SB267 funding, and because certain projects have advanced, such as I-25 North, we have to look to balance that equity in subsequent SB267 considerations. The stimulus funds were intended to boost statewide economy, so we began at square one and distributed those funds regionally using the same formula. • Bentley Henderson: I want to point out that when we began the RPP formula discussion again a couple years ago, it was agreed that it would not be used automatically as the distribution for | No Action |

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| | <p>subsequent future funding. While the formula is heavily weighted to population in the urban centers, that remains a bit of a sore spot since rural regions had hoped to get it changed.</p> <ul style="list-style-type: none"> • Jeff Sudmeier: While the RPP formulas have been used as a starting point, the RPP is not the distribution formula being used. • Vince Rogalski: Getting at a new formula for distribution of new sources of money has historically been a very difficult, lengthy exercise. I think the distribution being used is a good compromise. • Keith Baker: Who were the parties that decided not to fund the Poncha Springs Transit Center project? • Tony Cady: It was actually Poncha Springs that decided not to move forward with that. They had already made previous investments in the location and didn't want to take it any further due to some logistical challenges. CDOT continues to work with Poncha Springs; however, to perhaps add a Bustang parking shelter, and add an EV charging station at the Visitor Center there. | |
| <p>Greenhouse Gas Roadmap Update - Kay Kelly, Director of Innovative Mobility and - Theresa Takushi, Greenhouse Gas Climate Action Specialist</p> | <ul style="list-style-type: none"> • The Greenhouse Gas Reduction Roadmap was issued in January 2021. • Staff presented an overview of CDOT's recommendations for implementing the strategies and directives in the roadmap and are conducting outreach to seek input on its priorities and strategies. • Staff will ensure that STAC members are notified by email of the upcoming outreach meetings to seek stakeholder input. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • Dave Clark: One of the things that concerns folks in Northern Colorado is the idea of large employer trip reduction; We're not getting much indication that large employers are aware of this or have been able to provide input. Are you reaching out to employers or Chambers for their input? • Kay Kelly: We do not want this to blindside the large employers, so we are preparing our outreach plans in conjunction with the Colorado Energy Office and Colorado Department of Public Health and Environment, to ensure we are getting their feedback and input. The Regional Air Quality Council (RAQC) has been doing some work in this area within the non-attainment areas. If large employers have not heard of this yet, we expect over the next couple of weeks that they will. • Dave Clark: Not all parts of the state are the same, and in Northern Colorado we don't have the same transportation options that are available in the Denver region. So we hope this rulemaking takes into consideration what options are available. • Kay Kelly: We recognize that fact, that not all areas have access to the same options, and we'll consider that. We also recognize that we don't want to incentivize people who do have access to those options to locate far from places where they could utilize those options. We'll seek to strike a proper balance in this. | <p>No action.</p> |
| <p>Other Business - Vince Rogalski, STAC Chair</p> | <ul style="list-style-type: none"> • The next STAC meeting is scheduled March 12, hosted via Zoom | <p>Adjourned.</p> |

STAC ADJOURNED at 11:59am

STAC Meeting Minutes
March 12, 2021

Location: Via Web Conference
Date/Time: March 12, 2021; 9:00 a.m.
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

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| Denver Area: | Ashley Stolzmann, Tammy Maurer, Ron Papsdorf | Gunnison Valley: | Roger Rash (left at 10:00am) |
| Central Front Range: | Dick Elsner | San Luis Valley: | Keith Baker, Vern Heersink |
| Eastern: | Chris Richardson (late) | South Central: | Walt Boulden |
| Grand Valley: | Dana Brosig, Dean Bressler | Southeast: | Jim Baldwin, Stephanie Gonzales |
| Intermountain: | Bentley Henderson | Southwest: | Sarah Dodson Hill, Jim Candelaria |
| North Front Range: | Dave Clark, Suzette Mallette | Upper Front Range: | Scott James, Elizabeth Relford |
| Northwest: | Heather Sloop, Kristen Manguso | Southern Ute Tribe: | Doug McDonald |
| Pikes Peak Area: | Holly Williams, John Liosatos, Kathryn Wenger, Erik Stone | Ute Mountain Ute Tribe: | Archie House, Jr. |
| Pueblo Area: | Chris Wiseman, Eva Cosyleon | FHWA: | John Cater |
| | | FTA: | Kristin Kenyon |

Kathleen Bracke (Transportation Commissioner),
Eula Adams (Transportation Commissioner),
Karen Stuart (Transportation Commissioner),
Lisa Hickey (Transportation Commissioner),
Herman Stockinger (CDOT Deputy Executive Director),
Andy Karsian (State Legislative Liaison)
Steve Harelson (CDOT Chief Engineer),
Keith Stefanik (CDOT Deputy Chief Engineer),
John Lorme (CDOT, Director of Maintenance and Operations),
Jeffery Sudmeier (CDOT, Chief Financial Officer),
Bethany Nicholas (CDOT, Budget Director),
Rebecca White (CDOT Director, Division of Transportation Development),
Kay Kelly (CDOT Director, Office of Innovative Mobility),
Sharon Terranova (CDOT Planning Manager, Division of Transit & Rail),
Heather Paddock (CDOT Region 4 RTD),
Richard Zamora (CDOT Region 2 RTD),
Julie Constan (CDOT Region 5 RTD),
Mike Goolsby (CDOT Region 3 RTD)
Paul Jesaitis (CDOT Region 1 RTD)

| Agenda Item / Presenter (Affiliation) | Presentation Highlights | Actions |
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| <p>Introductions & STAC Minutes</p> <p>– Vince Rogalski, STAC Chair</p> | <ul style="list-style-type: none"> ● Motion by Holly Williams to amend the agenda to add the Statewide Transportation Needs presentation and discussion; Seconded by Heather Sloop; ● Ashley Stolzman: With items being added to the agenda so close to the meeting, it is difficult to have an opportunity to discuss and get input from the DRCOG Board. ● Agenda amended unanimously. ● <u>Motion</u> by Holly Williams to approve the February 12, 2021 STAC meeting minutes, seconded by Dick Elsner. ● Minutes approved unanimously. | <p>Minutes approved</p> |
| <p>CDOT Update on Current Events</p> <p>– Herman Stockinger, CDOT Deputy Director</p> | <ul style="list-style-type: none"> ● CDOT congratulates Julie Constan, who has taken over as the new Region 5 RTD following Mike McVaugh's retirement last month. ● Everyone is encouraged to read the excellent article in the Denver Post this week that provides an overview of the needs and history of the Eisenhower-Johnson Memorial Tunnel, including some really good photographs. ● The legislature has approved a state stimulus plan that includes about \$30 million for a new statewide Safer Main Streets program and additional funding for CDOT's Revitalizing Main Streets (RMS) program. ● There is also discussion continuing for additional state stimulus funding, including some likelihood for a newly introduced Bill this year that would generate new fee revenues. The legislature asked CDOT to present this to STAC – this is the transportation needs item that STAC has agreed to add to today's agenda, for which you may consider a formal action. ● John Lorme: CDOT is preparing for the impending storm that is expected to impact the Front Range beginning Saturday morning through Monday morning; Some safety closures are likely on Sunday into Monday, including I-70 to Kansas, I-76 to Nebraska, I-25 North through Region 4 and the Gap south of Region 1, and I-70 west of Golden. The length and duration of these closures will of course be dependent on the severity of the storm and the behavior of drivers. All CDOT Front Range maintenance sections will be on 24 hours throughout the weekend and we are prepared to bring in additional support from other regions of the state; Courtesy Patrol will be in full 100% service to assist drivers in trouble. The Emergency Response Center in Golden has been activated to fully support our response to this major event and which supports broad coordination with municipal and county operations as well as those of the neighboring states. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● None | <p>No Action.</p> |
| <p>Transportation Commission Report (Informational Update)</p> <p>– Vince Rogalski, STAC Chair</p> | <ul style="list-style-type: none"> ● The joint High Performance Transportation Enterprise (HPTE) meeting discussed Burnham Yard; and some expressed concern that CDOT could get saddled with unexpected environmental cleanup costs. ● Amendment of the existing FY21 budget and consideration of the FY22 budget were considered ● An update provided on SB267 funding decisions to-date; Of note - interstates were included in the years 1-4 of the 10-year Plan, but not in years 5-10 as it pertains to the objective to get 25% to rural roads. | <p>No Action.</p> |

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| | <ul style="list-style-type: none"> • The Commission discussed how we communicate and advocate for safety considering we have no helmet law in Colorado. • Potential greenhouse gas (GHG) Rules were discussed; • The Commission discussed the merits of extending the off-road vehicle (OHV) permit for Lake City; that decision was postponed to the next meeting. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> • None | |
| TPR & Federal Partner Reports | <ul style="list-style-type: none"> • <u>DRCOG</u>: At the February Board meeting, the finance and Budget Committee approved the contract for the Regional Vision Zero public education campaign. The Board adopted Fixing America’s Surface Transportation (FAST) Act safety targets. Our Regional Forums are working through COVID Relief allocation to Transportation Improvement Program (TIP) projects; the Board will decide those in April. • <u>CFR</u>: We are hoping CDOT is able to complete a couple culvert repairs near Bailey before the storm hits; this summer we are expecting a couple large projects, including the intersection on Hwy285 at Hwy9, and the bridge on Hwy285 south of Fairplay. • <u>Eastern</u>: None. • <u>Grand Valley</u>: On Monday they held the first virtual workshop for the Mobility Hub study, 25 stakeholders participated; In April GVMPO will roll ahead TIP to 2025; A GHG stakeholder meeting was held. • <u>Gunnison Valley</u>: Had a continuing discussion with communities along the Little Blue Creek Canyon project on US50 regarding alternative closure plans which would increase the time the road is open, but lengthen the project from two years to three; most expressed support to stay with the current closure plans and be done in two years. CDOT has been working very responsively to address concerns and impacts of the public. • <u>Intermountain</u>: Nothing to report; we are just waiting for conditions to get back to where we can resume some work. • <u>North Front Range</u>: Attended a March 4th meeting regarding regional transit safety targets; to be adopted at their April 1 meeting. Had a big discussion on the e-trip program that supports the Greenhouse Gas Emissions Reduction. • <u>Northwest</u>: Have not met since the last STAC meeting; Southwest Air has agreed to continue daily service to Steamboat; Multimodal Options Fund program applicants are splitting to two other projects. • <u>PPACG</u>: The Board of Directors met two days ago, and discussed policy on transportation funding; generally supports policies to ensure a statewide system, provide cost-effective broadband; the TIP was amended to include the Better Utilizing Investments to Leverage Development (BUILD) grant for the Fort Carson project. • <u>PACOG</u>: Our US50 project in Pueblo West is about 30% complete; the Board heard a final presentation on Union Station on Main Street project that will help in efforts to get Front Range Rail and the Southwest Chief rail service to Pueblo. The County Commission is moving forward in the next few weeks with the issuance of a \$125 million bond to build a new jail and also complete Joe | No Action. |

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| | <p>Martinez Blvd between Pueblo West and Pueblo Blvd., which will alleviate a lot of congestion in Pueblo West.</p> <ul style="list-style-type: none"> ● <u>San Luis Valley</u>: Completed several projects: Hwy17/US160 intersection is on pause through the winter; Fiber on Wolf Creek Pass will start once construction season arrives; Americans with Disabilities Act (ADA) improvements are scheduled in Salida; Chain up station area upgrades throughout the region are planned; Deer fencing on Trout Creek Pass is in the works; In Poncha Springs, the US 50 intersection will no longer be a roundabout, but a signalized intersection. One of the bridges in Johnson Village has been deemed historically significant and it needs widening; the hope is that the stimulus funding can be flexibly used fund that bridge project. The Collegiate Peak Scenic Byway has been designated an Electric Vehicle (EV) Corridor, which means EVs can confidently travel that route and have options to recharge their vehicles. ● <u>South Central</u>: Our Multimodal Options Fund (MMOF) project contracts came out, so we can now get started on those. The Highway of Legends has successfully been designated a scenic byway; we believe the work we did on the Planning and Environmental Linkage (PEL) study for that route provided some key support to gaining that designation. Work groups have now met to look at the impact this may have on the new Elk Mine along that Hwy12 scenic route. This spring, the I-25 Exit 11 project will get underway which provides a gateway to Trinidad and access to Trinidad State Park and Fishers Peak Park. ● <u>Southeast</u>: The Hwy71 bridge replacement between Rocky Ford and the Holly Store continues and should be completed in May. Las Animas resurfacing will continue through June. Our Next TPR meeting is March 24. ● <u>Southwest</u>: Resurfacing will begin next week, weather permitting, on US169 & Hwy145 through Cortez and Rico. Archuleta County just started a transit feasibility study that will result in the launch of a fixed service from Pagosa Springs to Durango. ● <u>Upper Front Range</u>: At our last meeting, we heard presentations on the progress on our 10-Year Plan, the Can Do Colorado grant opportunities and a Senate Bill 267 recap. Our region is interested to know, when federal stimulus funds are used in place of funds that were already for years 1-4 projects, where those funds are going to and what about reserve funds? We heard a Ports-to-Plains update on Hwy71; we were updated on the Hwy36 flood recovery, and also on the Bustang service from Sterling to Denver. ● <u>Southern Ute</u>: Several projects are just going out for bids in our region, so we will have more to report next month. ● <u>Ute Mountain Ute Tribe</u>: Livestock hauls will be starting up next month, so it is important we get information to our resource manager about the Little Blue Canyon project closures and coordinating the movement of those livestock trucks with the County; We will also be working with Montezuma County on the County Road G issues we have there. ● <u>FHWA</u>: One of the initiatives included in the Central I-70 Project was a local hiring preference, supported by a Ladders of Opportunity Grant of \$400,000 from FHWA. That program has been very successful – there have been 691 employees hired from the zip codes in the area of the project. They have worked over 733,000 hours at rates over \$20/hour, which has very positively affected | |
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| | <p>families' ability to make a living wage. Retention rates of these employees are at 86%. The success of this program means we may see this kind of program applied more broadly.</p> <ul style="list-style-type: none"> ● <u>Federal Transit Administration (FTA): No Report</u> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● None | |
| <p>Safe Routes to Schools (SRTS) Project Selection</p> <p>– Nate Vander Broek, Bicycle and Pedestrian Program Manager</p> | <ul style="list-style-type: none"> ● Staff presented an overview of the project applications and awards to nine infrastructure and three non-infrastructure projects. ● Awarded projects were selected from all five CDOT Regions. ● Staff is seeking STAC support for the recommended project awards, and is seeking support to allocate the remaining funds to augment funding to projects awarded in FY2019 and FY2020 that are unable to proceed due to COVID revenue hardships. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Heather Sloop (SRTS Selection Committee Member): We had the benefit of many different selection committee members with varying areas of expertise to contribute to the selection of the recommended project awards. There were four projects not awarded that were worthy projects, but they were not quite ready, or the applications were not yet up to standards compared to other projects. Overall, we feel we have a strong package of projects to recommend to the TC. ● <u>Motion</u> by Holly Williams to support the awards as recommended by the Selection Committee; Seconded by Chris Wiseman; Approved unanimously. | Motion to Support |
| <p>1601 Interchange Approval Process Policy Approval</p> <p>– Aaron Willis, Acting Regional and Statewide Section Manager, DTD</p> | <ul style="list-style-type: none"> ● Following extensive public input on the matter, CDOT is seeking a recommendation for approval by the TC of an updated Policy Directive 1601 and updated accompanying Procedural Directive. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● <u>Motion</u> by Scott James to recommend the TC adopt the updated PD1601 and its accompanying Procedural Directive; Seconded by Heather Sloop; Approved unanimously. | Motion to Support |
| <p>FY22 Budget Overview</p> <p>– Jeff Sudmeier, CDOT Chief Financial Officer</p> | <ul style="list-style-type: none"> ● Following STAC input in February on the FY2022 Budget, staff were able to adjust several line items that were of concern to the STAC. ● Including approximately \$1.2 billion of funds projected to roll forward from FY2021, the total proposed budget for FY2022 is about \$3.1 billion. ● Following an update to the state revenue forecasts, the \$8.4 million deficit presented last month has been reduced to \$2.8 million. Staff recommends off-setting that deficit using a portion of the \$4.2 million of unallocated Surface Transportation Block Grant (STBG) funds. ● The final budget will be considered for adoption by the TC next week in time to be submitted to the Governor's Office by April 15. <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> ● Scott James: Can you please clarify - did staff indicate there is \$1.2 billion being rolled forward from FY2021? ● Jeff Sudmeier: Yes, the majority of those funds are Senate Bill 267 funds that came to us in the current year but are not yet encumbered to the selected projects. Other roll-forwards include local | Motion to Support |

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| | <p>agency pass-through funds. If additional state stimulus funding comes from the legislature, we will be back to amend the budget to reflect those funds.</p> <ul style="list-style-type: none"> • Scott James: What happens to SB267 funds encumbered in Years 1-4 projects that are now being funded with stimulus funds? • Jeff S: When we received stimulus funding in January, those were allocated to additional Year 1-4 projects that had not yet been funded with SB267 or any other funds. • Scott James: I just wanted to make sure that these funds are going to further projects in the Plan. • Jeff Sudmeier: There are some projects being selected by the MPOs whereby they are using stimulus funds on already planned projects. With just a few exceptions, the projects selected in January were from Years 1-4. • Tammy Maurer: I think it is great that we are able to use the TC Reserves to support the upcoming budget. With respect to the Maintenance budget, does that include things like ITS, Intelligent Transportation Systems, or are there things like that left off? • Jeff S: The maintenance and operations budget of, I think, \$358 million encompasses all those activities that we consider maintenance; Of that, about \$275 million goes to what we classify as standard maintenance, and about \$75 million goes to operational programs like our ITS programs, our Operations Center, Courtesy Patrol and others. • <u>Motion</u> by Heather Sloop to recommend the TC adopt the budget as presented; Seconded by Bentley Henderson; • Scott James: A 100-page document goes along with the budget that I have not had time to review. Therefore, I am not in favor of a recommendation to approve at this time. • Motion to support approved unanimously, with Scott James abstaining. <p><i>Break at 10:30; resumed at 10:40.</i></p> | |
| <p>SB 267 3rd Year Funding – Rebecca White, Director, Division of Transportation Development (DTD) – Sharon Terranova, Planning Manager, Division of Transit and Rail</p> | <ul style="list-style-type: none"> • Staff presented a proposal to allocate an expected third tranche of funding from SB267 to projects in the 10-Year Program. • The State Treasurer’s Office indicates that the issuance of the funds will likely happen next month. • Staff is seeking only STAC input today; no formal STAC recommendation or TC decision is expected until next month or in May. • The recommendation presented today shows both highway and transit project recommendations combined rather than separate as in previous presentations. • We currently estimate to receive \$500 million with 10% going to transit. We will know the actual amount once those funds have been issued. • With the recommended allocation of this third tranche of funds, we will have closely reached our regional equity goals over the four years of the program. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • Ron Papsdorf: We would like to have some opportunities to discuss these projects in more detail with our stakeholders, particularly with our Transportation Advisory Committee (TAC). Specifically, we would like to have a conversation with CDOT about the pre-construction project funding. | <p>No Action</p> |

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| | <ul style="list-style-type: none"> • Scott James: With respect to the Firestone and Longmont mobility hubs, this assumes that there are mobility services to use them. Can you tell me about that and explain the funding? • Sharon Terranova: These projects expand on existing parking facilities, improves pedestrian access, bus shelters and platforms. The initial project is \$11.8 million and we hope to work out transit connections with COLT, City of Loveland transit and with transit on Hwy 119. • Scott James: But you are hoping with \$11 million. • Sharon T: We do not provide the transit service connecting to these hubs; Local transit services in Loveland and Berthoud and at Centerra, for instance, are supporting local transit services out of the hub. We have not worked out the details yet of those services, but they will be critical to the projects' success. • Ashley Stolzman: these are largely expansions of existing parking and transit centers that are maxed out and need to be expanded and improved. Bustang is already using these locations, as are local transit as well as local and regional private transportation service companies. • Scott James: Typically, when you make this kind of investment, you have done studies prior. Can you show me these studies? • Sharon T: I can share with you what we have for this; I can speak, at least, about the Hwy119, Firestone and Longmont hubs – they will be very heavily used and will reduce VMT in the region. Bustang is also going to be adding additional vehicles and services on those routes. • Heather Paddock: We have the original numbers showing the volumes of ridership to justify these projects. • Rebecca White: We are not certain exactly when we will be asking for STAC's recommendation on this, so this allows members the opportunity to discuss with your local stakeholders. In the meantime, we are happy to take any further inquiries. | |
| <p>State Legislative Report – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p> | <ul style="list-style-type: none"> • Senate Bill 110 passed last week, providing \$30 million to CDOT's Safer Main Streets program. • Another Bill has passed the House that frees carpool apps from having to pay the \$150,000 fee required of other Transportation Network Companies (TNCs) such as Lyft and Uber. This also enables these application companies to report useful data to CDOT rather than to the Public Utilities Commission (PUC). • Other legislative considerations this upcoming week include CDOT procurement processes, a project limit Bill and an EV charging Bill. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • None | <p>No action.</p> |
| <p>Statewide Transportation Needs – Rebecca White, Director, Division of Transportation Development (DTD)</p> | <ul style="list-style-type: none"> • Staff provided an overview of the state's transportation needs identified through the 10-Year Pipeline planning efforts, highlighting what remains to be done in light of the projects that have been funded thus far. • Staff presented a draft Resolution for STAC to consider that formally stresses the transportation needs of the state and urges legislative funding to address those unmet needs. <p>STAC Discussion:</p> | <p>Resolution adopted.</p> |

- Scott James: The resolution states that the STAC supports recent discussions of the legislature, but it is difficult to show support of them, since there was not anything in the presentation about those discussions.
- Herman Stockinger: I think perhaps a rephrasing of the resolution is in order to clarify that rather than supporting the discussion of the legislature, that STAC supports the conclusion that the state needs to provide increased, stable and long-term transportation funding.
- Bentley Henderson: I think that in addition to increased funding generally, the STAC needs to show support for funding that provides equity throughout the state to address the broad array of needs across both rural and metropolitan systems and for both highway needs as well as multimodal system needs.
- Scott James: I am supportive of asking the taxpayers whether they want more taxes levied upon them.
- Ashley Stolzman: Because this item came to the agenda late, I have not had an opportunity to discuss it with my stakeholders, and therefore I will abstain from voting on such a matter. DRCOG has been very supportive of efforts asking voters to create new sources of funding to address broad statewide transportation needs. That support has always recognized the importance of freight and agriculture needs outside the Denver region. It is problematic for us to support this resolution when we have not yet seen a specific Bill proposing a solution. In the conversations now, we are hearing about the importance of rural paving, but those conversations do not yet recognize that 70% of fatal crashes occur in urban areas, it doesn't recognize that some currently unfunded mandates are coming down on urban areas through the Greenhouse Gas (GHG) reduction initiatives. I represent DRCOG here. However, Metro Mayors Caucus (MMC), of which I am a member, has taken some positions on the matter. I think there is some confusion about the conversations that have taken place at the capitol, so I would welcome discussion on the MMC's position today. However, as representative of DRCOG, I am not prepared to support this resolution until it has greater clarity and has been vetted through our organization.
- Vince Rogalski: Some ten years ago or more, STAC worked through some memorandums of understanding (MOUs), showing great cooperation in addressing urban as well as rural needs for the state, and we will continue to do so.
- Heather Sloop: I would suggest we voice support for increased, long-term funding for transportation, but take out of the resolution reference to discussion of the legislature. This resolution does not need to say anything more than that STAC is unified in its support to address the state's transportation needs. It does not need to be something that may pit one region against another, or one set of interests against another. It just says that we successfully and collaboratively make this state everything it should be using the resources we are given.
- Walt Boulden: I like that suggestion because it takes the political tone and controversy out of it, focusing instead on accomplishing what our 10-Year Plan intends.
- Scott James: I suggest the following change to the wording in the resolution: "The STAC supports the Colorado Legislature committing to an increased, stable and long-term solution to needed transportation funding."

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| | <ul style="list-style-type: none"> ● Heather Sloop: That sounds right to me. ● Kris Manguso: On the second “Be it further resolved...”, can we also add something about equitable support throughout the regions? ● Vince Rogalski: I think it pretty well covers that by saying it benefits all Colorado residents without it going too far afield. ● Holly Williams: I agree that it needs to stay generic. What we all have in common is that we just do not have enough money to address our needs, regardless if it is urban or rural. ● Dave Clark: The main point is that this communicates that STAC has worked well together to address the state’s needs and it will continue to do what is best for Colorado and all its transportation needs. ● Sarah Hill: I agree with the suggested wording change in the resolution and would support it on behalf of the Southwest region. ● Ashley Stolzman: I appreciate the collaborative spirit of this conversation. But I am concerned with how this resolution will be used and I think before we make this resolution, that we do need to have conversations about issues such as impacts on low-income tax-payers, whether it is a tax or a fee, about the fact that if a tax-payer pays \$1 it gets only \$.60 back. ● Scott James: I am in favor of the wording changes I suggested. But when it comes to an “additional, sustained and long-term” source of funds, we still need to have conversations about what the source of funding is, before I support a resolution. ● Vince Rogalski: What we’re trying to say is, that we generically support a funding solution without getting into specifics; that STAC will work together as we have before to address the agreed upon needs in the state, if the legislature provides additional funding. ● <u>Motion</u> by Heather Sloop to approve the resolution with the following amendments made during this meeting: <p style="margin-left: 40px;">NOW THEREFORE BE IT RESOLVED, the STAC supports the Colorado State Legislature committing to provide an increased, stable, and long-term revenue source for transportation; and NOW THEREFORE BE IT FURTHER RESOLVED, that any transportation funding increases should support needs across the state to the benefit of all Colorado residents and our economy. Seconded by Walt Boulden. Resolution passed unanimously, with Ashley Stolzman abstaining.</p> | |
| Other Business / Vince Rogalski, STAC Chair | <ul style="list-style-type: none"> ● Aaron Willis: I wanted to recognize both Scott James and Dick Elsner who are the new STAC representatives to the Freight Advisory Council (FAC). ● The next STAC meeting is scheduled April 9, hosted via Zoom | Adjourned. |

STAC ADJOURNED at 11:59am