



# SOUTHWEST TRANSPORTATION PLANNING REGION

## Regular Meeting Agenda

Thursday, June 10, 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. April 2021 Meeting Minutes   |            |
|      | 2. Financial Report: July 2020 – April 2021                           |            |
| III. | Reports   | 9:15 a.m.  |
|      | 1. April, May 2021 STAC Update  |            |
|      | 2. Transportation Commissioner Report – Sidney Zink                   |            |
| IV.  | CDOT Reports  | 9:45 a.m.  |
|      | 1. Construction Update - Julie Constan                                |            |
|      | 2. SB 260 Update - Julie Constan                                      |            |
|      | 3. MMOF Funding Update: Requests for supplemental funding - Tony Cady |            |
| V.   | Other Business  | 10:45 a.m. |
|      | 1. Updates – Round Robin  |            |
| VI.  | Adjourn   |            |

Next regular meeting date: Thursday, August 12, 2021

Video/Phone Conference Info:

<https://zoom.us>

Webinar ID: 516436015

Or by Telephone:

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

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**Southwest Colorado Regional Transportation  
Planning Commission  
Thursday, April 8, 2021 - 9:00 a.m.  
Video/phone conference**

TPR Members in Attendance:

Bernadette Cuthair – Ute Mountain Ute Tribe  
Clyde Church – La Plata County  
Phil Johnson – City of Cortez  
Steve Garchar – Dolores County  
Mark Garcia – Town of Ignacio  
Doug McDonald – Southern Ute Indian Tribe  
Katie Sickles – Town of Bayfield  
Ronnie Maez – Archuleta County  
David Black – Town of Bayfield  
Jim Candelaria – Montezuma County  
Martin Schmidt – Town of Pagosa Springs  
Sarah Hill – City of Durango  
Andrea Phillips – Town of Pagosa Springs

Others in Attendance:

Jim Horn – Short Elliot Hendrickson, Inc.  
Julie Bingham – Dolores County  
Patrick Davis – Southwest Rides  
Pete Merkel – San Juan National Forest  
Sidny Zink – Transportation Commissioner  
Tony Cady - Colorado Department of Transportation  
Aaron Willis – Colorado Department of Transportation  
TJ Burr - Colorado Department of Transportation  
Annelies Van Vonno - Colorado Department of Transportation  
Jamie Grim – Colorado Department of Transportation  
Nathan Lindquist – Colorado Department of Transportation  
Mike McVaugh – Colorado Department of Transportation  
Matt Muraro - Colorado Department of Transportation  
Carrie Tremblatt – Colorado Department of Transportation  
Rachel Bolin - Colorado Department of Transportation  
Kevin Curry - 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:**

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

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

**Jim Candelaria motioned to accept the financial report, Clyde Church seconded, unanimously approved.**

### **III. Reports**

#### **1. February, March 2021 STAC Update**

Sarah reported that STAC approved the Safe Routes to School proposed projects. The budget was presented. They approved a resolution to support long-term funding sources. They met with Senator Hickenlooper to discuss transportation priorities, which included a discussion on rural equity.

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

Sidny reported the Transportation Commission had budget discussions. They are planning SB 267 funding. They discussed Floyd Hill outside Denver and the Little Blue Canyon.

### **V. CDOT Reports**

#### **1. Colorado Main Streets Grant Program – Rachel Bolin**

Rachel explained that they would be rolling Revitalizing Main Streets and Safer Main Streets into one program and described the grant program. Sarah asked about local match. Nathan replied match is 20%, but they are flexible on what match might look like. Sarah asked about the timeframe for expending funds. Nathan replied looking to have funds spent by 2024. Mark asked if a main street entry would qualify. Rachel replied the focus is on active transportation.

#### **2. Construction Update – Kevin Curry**

- Hawkins Signal & Curb Ramps Cortez – Work is complete.
- SH 184 Priority Culverts – Work is complete.
- US 160/SH 151 Wildlife Crossing Project – Started in the past month, will include large animal overpass and underpass.
- SH 145 Dolores Rico US 160 Cortez – Started recently.
- US 550/160 Connection South Design – Work is ongoing.
- US 160 Wolf Creek West Fiber – Hoping to begin work soon.
- 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.
- US 550 Durango 9<sup>th</sup> to 12<sup>th</sup> – Under ad.
- SH 172 at County Road 318 – Scheduled in the summer of 2021.
- US 160 West of Pagosa – Surface treatment project running west of McCabe Creek.
- US 550 and 30<sup>th</sup> Street – Possible construction in 2021.
- US 160 Four Corners to Aztec Creek – Looking for funding, would include shoulders and alternating passing lanes.
- US 160 San Juan River Bridge Scour – Looking at 2023.

Jim asked if NMDOT has money set aside for when CDOT is ready to move forward on the Aztec Creek project. Kevin replied that New Mexico has indicated they are prepared to fund it, if this falls though, the ending location for the project would be modified. Martin asked if McCabe Creek is still on schedule. Kevin replied the ad was delayed, but the schedule is generally on

track, looking at fall/spring. Steve asked about the chip seal project in Dove Creek. Tony will follow up.

### **3. 267 Funding Update - Carrie Tremblatt**

Carrie presented the current plan for SB 267 funding. Tony described the anticipated projects in Region 5. Sarah asked about the regional equity distribution within regions. Tony described the distribution formula that Region 5 tries to adhere to, averaged out on a rolling basis. Carrie described the next steps for the approval process.

## **VI. Other Business**

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

Clyde reported that La Plata County will be paving over two miles of Florida Road, six miles of CR 203. He mentioned that the railroad changed their schedule which is causing congestion at CR 200 and US 550.

David reported the Town of Bayfield is contracted for their eight corners intersection. They are finishing the water line project.

Phil reported the City of Cortez is in the process of the repave and diamond grinding projects. They are rebuilding the intersection at Mildred and Montezuma. They had a kickoff meeting on the MMOF funded connectivity for the senior center to Main Street.

Jim reported that Montezuma County is working on a fiber project in coordination with Cortez. They have their schedule for paving projects finalized. They are ready for phase one of a collaborative project with the Ute Mountain Ute Tribe on CR G.

Mark reported the Town of Ignacio will be putting in a new signal at the intersection of Becker and Goddard. He will look into funding to move an overlay and sidewalks project forward.

Martin reported the Town of Pagosa Springs is excited to work on the McCabe Creek and repaving projects. They are moving forward with a Revitalizing Main Streets project to turn a parking lot into a public gathering space. They will be working on several paving projects and a major trail project.

Bernadette reported that the Ute Mountain Ute Tribe will be working with CODT on the Aztec Creek project. She would like to have future discussions with CDOT about a port of entry rest stop.

Ronnie reported that Archuleta County is working on moving forward with a MET electric bus and transportation to between Allison and Arboles as well as to Durango. The SH 151 project is moving forward.

Sarah reported the City of Durango Archuleta's Mountain Express transit will be submitting a joint application with for charging infrastructure to support an electric fleet between Durango and Pagosa Springs. They had an election on Tuesday and have three new council members. An increase to lodgers' tax was approved, a part of which will go to transit. They are working with CODT on and IGA for SB 267 to improve accessibility for transit stops on north Main Avenue. They have issued an RFP for traffic calming on 32<sup>nd</sup> Street.

The meeting ended at 10:08 a.m.

# SWTPR Financials 7/1/2020-4/30/2021

To: SW Colorado Transportation Planning Region  
From: Jessica Laitsch  
Date: 10 June, 2021

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

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

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# Southwest Colorado Council of Governments

Profit and Loss  
July 2020 - April 2021

	TOTAL
Income	
Project Administration	
SWTPR	4,918.48
<b>Total Project Administration</b>	<b>4,918.48</b>
SCAN Services	
Contract Sharing	2,100.00
<b>Total SCAN Services</b>	<b>2,100.00</b>
<b>Total Income</b>	<b>\$7,018.48</b>
<b>GROSS PROFIT</b>	<b>\$7,018.48</b>
Expenses	
Administrative Costs	
Operating Expenses	
Information Technology (IT)	
Software	52.50
<b>Total Information Technology (IT)</b>	<b>52.50</b>
Internet Connectivity	
Internet Connection (AT&T)	68.74
<b>Total Internet Connectivity</b>	<b>68.74</b>
Office Equipment	263.27
Office Supplies	15.00
Professional Fees	
Audit	393.75
<b>Total Professional Fees</b>	<b>393.75</b>
Rent	875.00
<b>Total Operating Expenses</b>	<b>1,668.26</b>
Personnel Expense	
Insurance Expense	
Health	183.49
Worker's Compensation	14.63
<b>Total Insurance Expense</b>	<b>198.12</b>
Salary and Wages	2,505.26
457 Retirement	43.06
Car Allowance	7.79
Cell Phone Allowance	12.25
Payroll Processing Fee	18.86
Payroll Tax	92.04
<b>Total Salary and Wages</b>	<b>2,679.26</b>
<b>Total Personnel Expense</b>	<b>2,877.38</b>
<b>Total Administrative Costs</b>	<b>4,545.64</b>

# Southwest Colorado Council of Governments

Profit and Loss  
July 2020 - April 2021

	TOTAL
Project Costs	
Shared Services Expenses	
Software Maintenance	2,100.00
<b>Total Shared Services Expenses</b>	<b>2,100.00</b>
SWTPR Internet Connection	573.08
<b>Total Project Costs</b>	<b>2,673.08</b>
<b>Total Expenses</b>	<b>\$7,218.72</b>
NET OPERATING INCOME	<b>\$ -200.24</b>
NET INCOME	<b>\$ -200.24</b>

# STAC Summary – April, May

To: SW Colorado Transportation Planning Region  
From: Jessica Laitsch  
Date: 10 June, 2021

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

April:

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

- Overview of a transportation funding bill
- An overview of a proposed Bustang micro-transit service
- Summary of SB 267 third year funding
- Update on the Greenhouse Gas Rule Making process
- Notification of the Transportation Commission's upcoming STIP public hearing

May:

CDOT, Transportation Commission, and STAC representative Updates

- Discussion about plans to transition to in-person
- State Legislative Report – summary and discussion of SB 260, SB 264, HB 1303
- An overview of lessons learned through the 2045 planning process
- An update of the draft Greenhouse Gas Pollution Standard for Transportation Planning
- An overview of CDOT's Historic Bridge Program and their historic bridge preservation efforts
- An update on the Central 70 project
- The June meeting will be held in-person with a remote option

For more information about STAC, visit:

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

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Statewide Transportation Advisory Committee (STAC)  
Meeting Minutes

Location: Via Web Conference

Date/Time: April 9, 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 (left at 10:00am)
Central Front Range:	Dick Elsner	San Luis Valley:	Keith Baker, Vern Heersink
Eastern:	Trent Bushner	South Central:	Walt Boulden
Grand Valley:	Dana Brosig, Dean Bressler	Southeast:	Stephanie Gonzales, Jim Baldwin
Intermountain:	Bentley Henderson	Southwest:	Sarah Dodson Hill
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Upper Front Range:	Scott James, Elizabeth Relford
Northwest:	Heather Sloop	Southern Ute Tribe:	Not represented
Pikes Peak Area:	John Liosatos, Erik Stone, Kathryn Wenger	Ute Mountain Ute Tribe:	Bernadette Cuthair
Pueblo Area:	Chris Wiseman, John Adams	FHWA:	John Cater, Bill Haas
		FTA:	Kristin Kenyon

Karen Stuart (Transportation Commissioner)  
Sidney Zink (Transportation Commissioner)  
Eula Adams (Transportation Commissioner)  
Andy Karsian (State Legislative Liaison)  
Steve Harelson (CDOT Chief Engineer)  
Keith Stefanik (CDOT Deputy Chief Engineer)  
Jeffrey Sudmeier (CDOT Chief Financial Officer)  
Sally Chafee (CDOT Chief of Staff)  
Matt Inzeo (CDOT Director, Communications Office)  
Rebecca White (CDOT Director Division of Transportation Development)  
Marissa Gaughan (CDOT Manager Multimodal Planning Branch)  
Theresa Takushi (CDOT Greenhouse Gas Climate Action Specialist DTD)  
Mike Timlin (CDOT Acting Director Division of Transit & Rail)  
Sharon Terranova (CDOT Planning Manager Division of Transit & Rail)  
Jamie Collins (CDOT STIP Manager DTD)  
Heather Paddock (CDOT Region 4 RTD)  
Paul Jesaitis (CDOT Region 1 RTD)  
Jerad Esquibel, (CDOT Director, Division of Project Support)

Kay Kelly (CDOT, Director of Innovative Mobility)  
 John Lorme,(CDOT Division of Maintenance and Operations)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● <u>Motion</u> by Bentley Henderson to approve the March 12, 2021 STAC meeting minutes, seconded by Dick Elsner.</li> <li>● Minutes approved unanimously.</li> </ul>	Minutes approved
CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director	<ul style="list-style-type: none"> <li>● No update provided.</li> </ul> <u>STAC Discussion:</u> <ul style="list-style-type: none"> <li>● None</li> </ul>	No Action.
Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>● A presentation was given on the options for I-70 Floyd Hill improvements. A viaduct is currently the most likely and viable choice to be recommended; \$700 million is needed to complete all the improvements, with phasing options being considered.</li> <li>● The Revitalizing Main Streets (RMS) program was approved for an additional \$30 million with funding available in two programs</li> <li>● A new Bustang Micro-mobility Van Service is being proposed to provide transit from Denver to several mountain resort areas. We'll hear more from Mike Timlin (DTR) today.</li> <li>● Off-Highway Vehicles Special Permit for Lake City was approved for a three year extension.</li> <li>● The final PD1601 Interchange Approval Process amendment and process was reviewed.</li> <li>● The latest Safe Routes to School (SRTS) awards were approved, including one in Gunnison Valley region.</li> <li>● The Commission is likely to return to in-person meetings beginning in June. STAC should also consider starting in-person meetings in June.</li> </ul> <u>STAC Discussion:</u> <ul style="list-style-type: none"> <li>● Several STAC members expressed interest in returning to in-person meetings beginning in June.</li> <li>● Considering some members are not-yet vaccinated, many prefer to continue having a remote participation option.</li> <li>● Keith Baker: I think we should indefinitely have a remote option available for STAC meetings.</li> <li>● Bernadette Cuthair: We also are in favor of a remote option, as it is challenging for us to attend otherwise.</li> <li>● Trent Bushner, Dana Brosig and several others expressed the need/desire for a better audio solution in the Auditorium, if we continue to offer a remote participation option.</li> </ul>	No Action.

	<ul style="list-style-type: none"> <li>• Staff agreed to examine the current audio/visual set up and to prepare for a June STAC meeting that will effectively support both in-person and virtual attendance and participation by STAC members.</li> <li>• Sidny Zink: Three Transportation Commission (TC) members will come to the end of their limited terms in June, which is why the Commission is considering meeting in person in June.</li> </ul>	
TPR & Federal Partner Reports	<ul style="list-style-type: none"> <li>• <u>DRCOG</u>: We held two public hearings at our last Board meeting, one on the Regional 2050 Plan and another on our FY2022-2027 Transportation Implementation Plan (TIP); Hearings on those will be held in April.</li> <li>• <u>CFR</u>: We wish to thank Adam Lancaster for his service as TPR chair for many years. He has moved on and will no longer be STAC Alternate. Our new Chair and STAC Representative is Fremont County Commissioner Dwayne McFall, and Dick Elsner is now the STAC Alternate. Other than several paving projects that will get underway this year, not a lot is going on in the Region.</li> <li>• <u>Eastern</u>: We met with our new CDOT Region Planner Josie Hadley. We met over an in-person lunch that was nice for a change from doing everything virtually.</li> <li>• <u>Grand Valley</u>: At the upcoming April 26 Board meeting we will consider adoption of the FY2022-25 TIP. We will be joining CDOT next Tuesday for the US50 Delta Dips repair project groundbreaking. The Mobility Hub Siting Study is making progress. Following a new agreement with Greyhound, our downtown transit center will now see both Bustang and Greyhound services out of the same location.</li> <li>• <u>Gunnison Valley</u>: Starting this week we will see closures on US50 in Blue Creek Canyon at Windy Point. This is a \$40 million project with \$18 million in Federal Lands Access Program funds. Several other projects will get underway including the Hwy92 bridge over the Gunnison River; Regions 3 and 5 will coordinate on a resurfacing project on Hwy149; and the Hwy141 and 145 resurfacing will be ready for the summer. Lake City was granted our remaining Multimodal Options Fund (MMOF) funding to be awarded to their existing project.</li> <li>• <u>Intermountain</u>: There are several projects getting underway on I-70, including a culvert replacement on the west side of the Eisenhower Tunnel. The auxiliary lane between Frisco and Silverthorne may get underway in the summer. The second phase of the Hwy9 Gap project will start this summer also, installing a roundabout south of Breckenridge and widening to four lanes. There will be several other paving projects and repairs starting also, including continued work in Glenwood Canyon and some additional rockfall mitigation work there, plus they'll be doing some work to mitigate risk from the fire there this past year.</li> <li>• <u>North Front Range</u>: At our April Board meeting, we adopted the region's first Transit Safety targets. Our new one-call, one-click program, now rebranded as Ride No-Co, has recently been providing transportation for vaccinations and launched a new website. The north I-25 construction continues, but was delayed some by the big snowstorm, and also had a big tanker truck fire spilling fuel and closing the interstate for 36 hours. The bridge over the river is under construction; that will provide a connection on the 40-mile long river trail there.</li> </ul>	No Action.

	<ul style="list-style-type: none"> <li>● <u>Northwest</u>: The CMAQ project paving to Fairgrounds will finally get underway. We are going to see US40 from Rabbit Ears all the way into Steamboat chip-sealed this year. We are also going to see some intersection projects done in Grant County.</li> <li>● <u>PPACG</u>: We had no board meeting since last month, so nothing to report there. Thanks to CDOT Region 2 for getting the Research/Powers project out to bid quickly.</li> <li>● <u>PACOG</u>: Pueblo West US50 project is continuing. We received a Safe Routes to School (SRTS) award for \$280,000. The County just approved an additional 4-lane arterial on the south side of town out to Pueblo West. We're down to two choices for SW Chief rail station location, which will most likely be downtown at the old station location.</li> <li>● <u>San Luis Valley</u>: Several winter projects are starting back up finally including a crack seal on Poncha Pass, US50/291 intersection project east of Salida, and the US24/285 wildlife project. We are wondering, can the County use recovery funds for local projects? Also, Chaffee Shuttle is required to do an expensive study that they can't afford in order to use the Health Care Policy &amp; Financing (HCPF) funds - we could use some assistance for that.</li> <li>● <u>South Central</u>: At our last meeting, we discussed shifting some of the SB267 funding to do a shoulder widening on Hwy12 in response to the Elk Mine going in there, and we discussed the Revitalizing Main Streets program. The I-25 Exit 11 project is going to bid next week and will start in June. In discussions with the Elk Creek Mine folks, we found out they were planning to run trucks that are overweight for one bridge that's not being replaced until 2022; they're now going to run smaller trucks, but more frequently.</li> <li>● <u>Southeast</u>: We also had discussion of RMS candidate projects. We will be hiring a new Mobility Manager next month, and we are working to complete some transit shelter installations.</li> <li>● <u>Southwest</u>: We met yesterday also, and discussed the RMS program. We will have a busy spring with several paving and American with Disabilities Act (ADA) projects. The \$100 million Hwy160/550 project has been awarded and will get underway soon. Cortez has kicked off their MMOF project.</li> <li>● <u>Upper Front Range</u>: The TPR has not met since the last STAC. We are waiting to see the language for the proposed transportation bill from the legislature.</li> <li>● <u>Southern Ute</u>: No report.</li> <li>● <u>Ute Mountain Ute Tribe</u>: Archie House, Jr. has been replaced by Lyndreth Wall, Sr. as the new STAC Representative. We are also advertising for a new Transportation Specialist, to be hired in May; that person will also contribute to STAC. And we are partnering with Montezuma County on a ditch repair project on County Road G within the reservation.</li> <li>● <u>FHWA</u>: We held a very successful two-day workshop in Denver recently called Safe Transportation for Every Pedestrian (STEP), which is focusing on Ped issues. The attendance was maxed out, so we are looking to hold another in a few months. We are also holding a best practices peer exchange on pedestrian safety and making that our focus at the moment. Regarding Inactive Projects, Colorado is one of the best in the region getting money spent and projects closed very efficiently.</li> </ul>	
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	<ul style="list-style-type: none"> <li>● <u>Federal Transit Administration (FTA)</u>: We are primarily focused on getting the 2<sup>nd</sup> and 3<sup>rd</sup> rounds of COVID relief money awarded from the \$30 Billion American Rescue Plan package. A big thanks to Director Lew for quickly signing apportionment letters allowing us to get grants to RTD.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Vince Rogalski: Recently, Senator Hickenlooper held a virtual round-table discussion to seek input about the transportation needs throughout the state; We discussed transit, shoulder safety, congestion and other issues. Governor Polis is also seeking input through virtual round-table discussion on the needs of the transportation system.</li> </ul>	
<p>State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>● The Project Limit Bill, which would allow CDOT maintenance do work up to \$250,000 without having to go to bid, has passed the House Business Affairs Committee. The bill also clarifies that those maintenance workers aren't part of a contractor requirement for the Davis Bacon Wages. That saw an amendment to clarify reporting to the TC for maintenance projects before it was passed.</li> <li>● There are discussions about greenhouse gas (GHG) emissions from construction materials. We are working through details before a Bill is drafted that makes sense and that quantify emission measurements.</li> <li>● Senate Bill 200 has specific emission reduction requirements pertaining to implementing the state's GHG Roadmap that affects specific industries, particularly transportation. It also has to do with Environmental Justice and outreach to disadvantaged communities.</li> <li>● We are also discussing SB137 which seeks to reimburse dialysis transportation costs; we are exploring how to use those new funds for that.</li> <li>● The Procurement Method bill died last month.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Vince Rogalski: Senator Coram is touring the Little Blue Canyon project today along with Director Lew and discussing how we engage communities for projects like this.</li> </ul>	<p>No Action</p>
<p>Funding Bill overview – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>● Andy Karsian presented a summary overview of a transportation funding proposal being considered that generates new revenues from several fee sources and provides that funding to the state and local governments through new programs and through the Highway Users Tax Fund (HUTF). The proposal also reduces the existing FASTER Fees over 2 years.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Vince Rogalski: Will the MMOF funding still be distributed through the planning regions?</li> <li>● Sally Chafee: The current proposal will maintain flexibility in the MMOF program for regions to use it as they need.</li> <li>● Ashley Stolzman: Please follow up with us on that; we have heard differently – that it will be awarded through a CDOT competitive process.</li> <li>● Sally Chafee: We will send MMOF program guidance to STAC members.</li> <li>● Sarah Hill: Will transit operating also continue to be eligible in the MMOF Program?</li> <li>● Andy Karsian: Yes, it will continue to have that eligibility.</li> </ul>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>● Bentley Henderson: It mentions a Fix-It-First concept – what does that mean?</li> <li>● Andy K: We will also follow up as we ascertain the intent of that.</li> <li>● Scott James: Regarding the \$106 million to non-attainment areas - what are the strings attached? And will it be competitive selection process? There are multimodal projects already in the 10-year Plan and they should take priority with that \$106 million. It seems that only about 30% of these funds will go towards that 10-year Plan. Why? Are the sponsors planning to move more money into that 10-year Plan? We went through the process to develop that Plan and I feel the legislature should honor it. I would also ask that they honor the commitments to the SB267 Certificates of Participation (COPs). Are they simply recommitting those COPs or is this committing more money on top of that? Why do away with the Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) fees? It seems that program has been working, so why get rid of it? Why the ramp up of electric Vehicle (EV) fees since they are having impacts now?</li> <li>● Andy Karsian: Regarding the non-attainment fund, we're still working through details and I will provide information when we have it. Regarding the multimodal projects, the intent is to establish a steady funding stream for multimodal projects that we don't have now that will allow funding also for GHG and fleet electrification projects. As for the ramp up of EV fees – I think the idea may be to avoid any undue burden on current owners.</li> <li>● Sally Chafee: Currently, there are not a lot of EVs on road, so the revenue impacts are very minimal at this point.</li> <li>● Ashley Stolzman: I need a better explanation of why FASTER fees are being reduced. On the Package Delivery fees, we also need to understand those better. Also, why is CDOT not pursuing vehicle miles of travel (VMT)-based fees instead of so many other fees? And we need more clarity and assurances on MMOF – I would like it to be distributed to the Transportation Planning Regions (TPRs)/ Metropolitan Planning Organizations (MPOs).</li> <li>● Andy Karsian: The online package fees, curb management fees – prevents Lyft and Uber from stopping in middle of road. Regarding the MMOF – some funds need to stay with CDOT to fund Bustang and other statewide multimodal needs. The VMT fee concept faces many challenges – technologically it is very difficult, and politically it's not popular and privacy security is not well understood or accepted.</li> <li>● Suzette Mallette: Considering these new funds will be distributed using various means, the Highway Users Tax Fund (HUTF), the MMOF distribution: Do we have an idea how all of it gets split out to regions and to MPOs or TPRs?</li> <li>● Jeff Sudmeier: HUTF funds will use existing distribution structure: 18% goes to cities, 22% to counties and 60% to CDOT.</li> <li>● John Liosatos: Will HUTF funds be required to direct 10% to multimodal projects, including existing funds? Regarding the FASTER reduction – do we have a sense of the impacts to local governments?</li> <li>● Andy Karsian: FASTER reductions affect only the portion going to CDOT.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Scott James: Why are there no funds proposed to go through High Performance Transportation Enterprise (HPTE) to create bonding opportunities?</li> <li>• Sally Chafee: That's not been a priority of the Bill sponsors. HPTE statute would also have to be restructured to be able to use it for infrastructure maintenance.</li> <li>• Jeff Sudmeier: The need for bonding is not there over the next few years because of SB267. This is intended to keep us whole over the long-term as gas tax revenues continue to decline.</li> <li>• Ron Papsdorf: If MMOF's intent is to mirror existing distribution, I suggest the 50/50 match requirement be reduced on sustained funding, perhaps to 20%.</li> </ul> <p><i>Break began at 10:32am, resumed at 10:40am</i></p>	
<p>Bustang Micro-Transit Project</p> <p>– Mike Timlin, Interim Director, Division of Transit and Rail</p>	<ul style="list-style-type: none"> <li>• CDOT proposes to implement a new micro-transit service providing van transit service to local riders from locations in the Denver Area to various resort locations.</li> <li>• Service would start in December with Friday, Saturday and Sunday services.</li> <li>• CDOT confirmed with existing private resort transportation service providers that the new service would not compete with theirs, which caters to tourist customers coming from the airport.</li> <li>• While CDOT is required to maintain a 20% minimum farebox recovery rate, the new service is expected to operate at 40% recovery rate, similar to the existing Bustang service.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• Bentley Henderson: When this begins in December, will this be an hourly service?</li> <li>• Mike Timlin: Yes, and these will be augmenting the existing Bustang services.</li> <li>• Bentley H: I think both Summit Stage Transit and the Intermountain TPR will be supportive of this proposal. From an operational standpoint, there are a large number of vehicle trips operating daily through the Frisco Transit Center. We should have a conversation off-line to coordinate on this and ensure we're not over-loading that facility's capacity. And if you're able, we'd like to invite you to bring this presentation and discussion to the TPR next week.</li> <li>• Trent Bushner: We should not be providing these services, especially at a 20% recovery rate. Only private service providers should provide it. Instead we should be providing more transit services to our seniors.</li> <li>• Ashley Stolzman: CDOT's investment in this service accomplishes our mobility goals in a much less expensive way than roadway investments. A 20% return wouldn't be great, but the alternative has a zero return. Instead, we should continue to find creative ways to fund these solutions as they benefit the whole system.</li> <li>• <u>Motion</u> by Keith Baker to approve a recommendation to the TC to create and fund the Bustang Micro-transit program as proposed; seconded by Bentley Henderson; Motion approved affirmatively with Eastern TPR voting No</li> </ul>	<p>Motion to Support</p>

<p>SB 267, 3rd Year Funding Summary</p> <p>– Marissa Gaughan, Manager, Multimodal Planning Branch</p>	<ul style="list-style-type: none"> <li>• Staff provided a summary of the projects proposed for funding, assuming \$500 million in proceeds and \$50 million going to Transit.</li> <li>• The current slate of transit projects were considered by the Transit &amp; Rail Advisory Committee (TRAC) last month and received full support of the selection of projects, minus one member that abstained.</li> <li>• No action is needed by STAC currently. Once the actual amount of COP proceeds are determined, staff will return to STAC to finalize the project selection.</li> </ul> <p>STAC Discussion: None</p>	<p>No Action</p>
<p>GHG Rule Making Update (Information Update)</p> <p>– Theresa Takushi, Greenhouse Gas Climate Action Specialist, DTD</p>	<ul style="list-style-type: none"> <li>• A review was provided of HB1261, the GHG Roadmap, outreach and stakeholder contributions and the main elements included in the draft GHG Transportation Planning Rule.</li> <li>• The Planning Rule will be adopted through the Colorado Department of Public Health and Environment (CDPHE) in partnership with CDOT, and approved by the Air Quality Control Division</li> <li>• The Energy &amp; Emission Reduction Policy Analysis Toolkit (EERPAT) will provide modeling to support Cost/Benefit Analysis</li> <li>• The Rulemaking process will begin with a Request for Hearing on May 20, 2021; Meanwhile CDOT will continue meeting with the Advisory Group and... 11:39</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Scott James: One of the options the proposal mentioned was land use, which is explicitly a local responsibility. What role will this policy play in dictating how we make local land use decisions?</li> <li>• Theresa Takushi: It will look at Land Use as one of the scenarios to address GHG emissions; it does not say Land Use has to be considered or included.</li> <li>• Scott James: The GHG Roadmap lays out a set of goals, but it does not have statutory authority, which lies with the Environmental Protection Agency (EPA). I want to understand where this authority comes from, because the federal Clean Air Act reserves to the EPA the job of regulating mobile sources.</li> <li>• Theresa: It is best we leave it to legal counsel to answer the legal authority question. I would refer you to CDPHE's public comment process in the formal rule making.</li> </ul>	<p>No Action</p>



<p>Statewide Transportation Improvement Program (STIP) Public Hearing</p> <p>- Jamie Collins, STIP Manager, DTD</p>	<ul style="list-style-type: none"> <li>• Next week the TC will have a public hearing on the FY2022-FY2025 STIP. It will then be considered for adoption in May before going to FHWA for approval.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• None</li> </ul>	<p>No action.</p>
<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>• Aaron Willis provided an update on the PD 1601 Interchange Approval Process amendment, with additional clarification on Travel Demand Management (TDM) definition; and clarification on definition of Multimodal Hubs, and examples of type 1 and type II Interchanges.</li> <li>• The next STAC meeting is scheduled May 14, hosted via Zoom.</li> <li>• June STAC meeting will be held in-person at CDOT Headquarters, with a remote attendance option still available.</li> </ul>	<p>Adjourned.</p>

STAC ADJOURNED at 11:51am



Statewide Transportation Advisory Committee (STAC)  
Meeting Minutes

Location: Via Web Conference  
Date/Time: May 14, 2021; 9:00 a.m.  
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Tammy Maurer, Jacob Riger	San Luis Valley:	Keith Baker, Vern Heersink
Central Front Range:	Dick Elsner, Dwayne McFall	South Central:	Walt Boulden
Eastern:	Chris Richardson	Southeast:	Stephanie Gonzales, Jim Baldwin
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sarah Hill (arrived after 10:00am)
Intermountain:	Bentley Henderson	Upper Front Range:	Scott James, Elizabeth Relford, Jon Becker
North Front Range:	Suzette Mallette, Becky Karasko	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop, Kris Manguso	Ute Mountain Ute Tribe:	Bernadette Cuthair, Lyndreth Wall
Pikes Peak Area:	Holly Williams, John Liosatos, Kathryn Wenger	FHWA:	John Cater, Bill Haas
Pueblo Area:	Chris Wiseman, John Adams	FTA:	Not represented
Gunnison Valley:	Represented by Vince Rogalski		

Karen Stuart (Transportation Commissioner)  
Sidney Zink (Transportation Commissioner)  
Kathleen Bracke (Transportation Commissioner)  
Kathy Hall (Transportation Commissioner)  
Hermann Stockinger (Deputy Director)  
Andy Karsian (State Legislative Liaison)  
Steve Harelson (CDOT Chief Engineer)  
Keith Stefanik (CDOT Deputy Chief Engineer)  
Jeffrey Sudmeier (CDOT Chief Financial Officer)  
Rebecca White (CDOT Director, Division of Transportation Development)  
Marissa Gaughan (CDOT Manager, Multimodal Planning Branch)  
Theresa Takushi (CDOT Greenhouse Gas [GHG] Climate Action Specialist)  
Mike Timlin (CDOT Acting Director, Division of Transit & Rail)  
Jerad Esquibel, (CDOT Director, Division of Project Support)

Kay Kelly (CDOT, Director of Innovative Mobility)  
John Lorme (CDOT Division of Maintenance and Operations)  
Julie Constan (CDOT Region 5 RTD)  
Richard Zamora (CDOT Region 2 RTD)  
Lisa Schoch (CDOT Environmental Programs)  
Jenny Young, (Statewide Plan Consultant)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
<p>Introductions &amp; STAC Minutes</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>• Motion by Dick Elsner to approve the April 9, 2021 STAC meeting minutes, seconded by Scott James.</li> <li>• Minutes approved unanimously.</li> </ul>	<p>Minutes approved</p>
<p>CDOT Update on Current Events</p> <p>– Herman Stockinger, CDOT Deputy Director</p>	<ul style="list-style-type: none"> <li>• CDOT staff are returning to the office in June with flexible work arrangements to continue some remote work.</li> <li>• STAC and Transportation Commission (TC) meetings will return to in-person in June, with continued support for remote participation.</li> <li>• We will see three of the Commissioners in person just once more in June, as they are termed out. This includes Commissioners Zink, Thiebaut and Gifford. STAC was encouraged to recommend candidates apply to the vacated seats in Commissioner Regions 1, 8 and 10.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• Scott James: Are any CDOT applications being prepared to seek Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants?</li> <li>• Herman Stockinger: We are still exploring various options, including possibly a Bus Rapid Transit (BRT) project on Hwy119 or the Grand Junction Mobility Hub. We will likely apply for one and possibly two grants.</li> </ul>	<p>No Action.</p>
<p>Transportation Commission Report (Informational Update)</p> <p>– Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>• The High Performance Transportation Enterprise (HPTE) Board, the Bridge Enterprise (BE) Board and the TC all met together to discuss and approve refinancing of the Central 70 project.</li> <li>• The Commission was provided an overview and definition of CDOT's Mobility Hubs program. The question came up about commercial activities in Mobility Hubs and whether they can be allowed outside the public rights-of-way.</li> <li>• The Policy Directive 1601 on Interchange permits was approved.</li> <li>• There was questioning whether the Greenhouse Gas (GHG) Rule infringes upon the Air Quality Control Commission's (AQCC) authority over GHG reductions. The AQCC will be invited to join the TC for a future discussion on this to determine the appropriate levels of authority with CDOT.</li> <li>• The Front Range Passenger Rail legislation is creating a district that includes all counties along the Front Range. If passed, this district could then propose funding measures on the ballot.</li> <li>• FHWA discussed several efforts and programs focused on pedestrian safety.</li> <li>• Bustang's Micro-transit service proposal was approved.</li> <li>• Traffic on Central I-70 will soon move from the old viaduct to the newly completed west-bound lowered and covered section.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>• John Liosatos: We have a lot questions about the GHG Rule and would like more information to help understand what authority lies with the AQCC. We feel the TC is better suited to having that authority, considering transportation is the largest contributor to GHGs.</li> </ul>	<p>No Action.</p>

	<ul style="list-style-type: none"> <li>• Karen Stuart: The TC has asked for clarification from the Attorney General's office to weigh in on the Commission's authority in the GHG Rule, and we expect to hear something soon.</li> </ul>	
<p>Transportation Planning Region (TPR) &amp; Federal Partner Reports</p>	<ul style="list-style-type: none"> <li>• <u>DRCOG</u>: At our last meeting, the Board approved our Regional Transportation Plan as well as the FY2022-2025 Transportation Improvement Plan (TIP). They also approved the allocation of \$56 million available funding to waiting list projects in the TIP.</li> <li>• <u>CFR</u>: CDOT is completing some sidewalks on US50 in Canon City as well as overlays and cable guards east of the City. On US285, they are replacing some culverts near Bailey and preparing to replace a bridge south of Fairplay once the river levels come down in July, as well as an interchange at Hwy9 and US285.</li> <li>• <u>Eastern</u>: We have not met recently. Trent Bushner and I were able, however, to meet face-to-face with Director Paddock recently.</li> <li>• <u>Grand Valley</u>: At our April 26 Board meeting we adopted our FY2022-2025 TIP and with that supported some transit fleet replacement. Our Mobility Hub Study is progressing and we are looking forward to developing a RAISE Grant application for that.</li> <li>• <u>Gunnison Valley</u>: We are dealing with the delays caused by the construction in Little Blue Canyon, which are largely due to the detour on Hwy92. CDOT is chipping and blasting away at canyon walls on that project. It is open only about 5 hours daily, but will be open on weekends starting this weekend.</li> <li>• <u>Intermountain</u>: CDOT is reworking some bridge decks along I-70 Vail Pass. There is overlay work being completed on Hwy9 from Frisco to Breckenridge, and there's work on Hwy24 in Leadville and in Glenwood Canyon preparing to mitigate the effects of the fires there last year. We are expecting some interest in Main Streets Grants for a couple projects in Summit County.</li> <li>• <u>North Front Range</u>: At our May 6 meeting, the Council approved our FY2022-2023 Unified Planning Work Program (UPWP) as well as our FY2022-2025 TIP. We also released our Active Transportation Plan which includes micro-mobility options. That is expected to be approved in June. We've selected a consultant to complete a premium transit connections study, funded by Multimodal Options Funds (MMOF), which is expected to complete in 18 months. We've hired a new Mobility Coordinator, who will start May 24.</li> <li>• <u>Northwest</u>: At our TPR meeting, we heard from former Commissioner Kathy Connell who voiced some concerns about deterioration along Hwy9 in the region. In our region we are concerned more with fixing what we have than building new roadway. And there will be conversations to discuss the missing segment reroute on Hwy40 through Muddy Pass. Hwy13 is getting five miles of widening and a wildlife underpass in a year. The chipseal on Hwy40 in Steamboat will begin in June and take two months to complete. Steamboat has finished their transportation mobility plan. And there are strong</li> </ul>	<p>No Action.</p>

	<p>conversations in the valley to consider how to form a transportation authority to manage winter employee housing and transportation.</p> <ul style="list-style-type: none"> <li>● <b>PPACG:</b> We had a long Senate Bill 260 discussion about who should be in control of GHG emission reductions; Our position is that we'd like to see specific language in the Bill that gives a very key role to the TC in GHG standards as related to transportation projects. Some ramp work has begun on north I-25, and we had a ribbon cutting on the Hwy21 Research Parkway project. The Hwy115 open house was well received.</li> <li>● <b>PACOG:</b> The Phase I widening on US50 in Pueblo West is 60% done and construction on the Purcell Bridge is scheduled to begin soon. The Right-of-way work for I-25 US50B interchange is getting underway. Our long-range plan and our TIP are scheduled to be approved later this month. We have several Multimodal Options Fund (MMOF) projects moving through the Intergovernmental Agreement (IGA) process. Discussions continue to find alternative locations for the Multimodal Hub in the north end of the City. And the Joe Martinez Blvd extension to US50 plans continue.</li> <li>● <b>San Luis Valley:</b> At our TPR meeting, we heard a TC report and farewell from Commissioner Zink. We are going to miss her as our Commissioner. We have awarded grant funding to do a transit needs study in our region. The Hwy17 &amp; US160 intersection project is complete. The Monarch Pass chain up project begins next week, and the Johnson Village wildlife project is on hold, since we only received one over-budget bid. The US285 shoulder widening is underway. Andy Karsian visited to talk about SB260 and we heard a Revitalizing Main Streets (RMS) program overview from Rachel Bolin. We are considering that the additional SB260 revenue can be used on local roads. We would like to see language in the Front Range Rail to consider future rail connections to interior routes.</li> <li>● <b>South Central:</b> We are wrapping up the Exit 11 bid process, and starting on that this summer. Hwy12 shoulders and wildlife mitigation project is coming in 2022. Our MMOF projects are moving forward. The TPR is not meeting again until July, once SB260 is finalized.</li> <li>● <b>Southeast:</b> All projects are progressing as planned. We have hired a new Mobility Manager, Charity Markus, who has relocated from Los Angeles and will be located at our Las Animas office. Our goal is to have a regional transit system that closes the gaps in the region. Director Lew is expected to tour our region the end of this month, and our next meeting is in July.</li> <li>● <b>Southwest:</b> No Report</li> <li>● <b>Upper Front Range:</b> We have not met since last month; there is no more to report today.</li> <li>● <b>Southern Ute:</b> Have selected a contractor to do our long-range plan update, a safety plan and we're working on our TIP for the next four years. This will be our first time to roll out a road maintenance program that includes local roads not currently maintained.</li> <li>● <b>Ute Mountain Ute Tribe:</b> We're working with Montezuma County for ditch repairs on County Road G; we will see if that works and if not we'll have to consider phase 2 to do further correction. This year we will put out for bid our long-range plan update. Today we are introducing our new transportation representative, Council Member Lyndreth Wall.</li> </ul>	
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	<ul style="list-style-type: none"> <li>● <u>FHWA</u>: We held a recent Safety Action Plan webinar to talk about best practices, represented by several agencies around the country; FHWA also held an event on the Highway Safety Improvement Plan (HSIP) to hear from different states how they are using that program. And we held a Law enforcement and first responders conference to talk about management of roadway incidents. We discussed the I-25 incident near Longmont that closed I-25 for 36 hours, exploring what worked, what did not.</li> <li>● <u>Federal Transit Administration (FTA)</u>: No Report</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Karen Stuart: Commissioners Stuart, Bracke and Vasquez toured the Central 70 project yesterday and we were all impressed at the technology and accomplishments made already. We have been talking on the GHG task force about what is realistic for employer trip reduction goals. On the SB260 hearings, I waited to testify but never got the chance – they discussed until about 9:00pm last night. Commissioner Zink: I have been to ten different counties over last 6 weeks, and it was good to hear in person from Region 5 folks about their needs.</li> </ul>	
<p>State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>● The Senate is currently debating numerous amendments to SB260, which proposes a number of new mechanisms to generate additional transportation funding for CDOT, municipalities and counties. The Bill also directs funds to alternative multimodal investments and includes a provision that would require governments to do an enhanced level of planning, analysis, community engagement, and monitoring for road expansion projects, including consideration of GHG emissions in construction activities. CDOT specifically sought input from the STAC on this Bill.</li> <li>● Senate Bill 1303 was also introduced this week, which seeks to direct CDOT work with suppliers and the construction industry to quantify GHG emissions from construction materials and activities. The proposal is to implement this over a 3-year period to allow CDOT to build the collaborative capacity.</li> </ul> <p><u>STAC Discussion:</u></p> <ul style="list-style-type: none"> <li>● Karen Stuart: Is CDOT offering amendments to SB260?</li> <li>● Andy Karsian: CDOT is offering several clean-up amendments: To clarify MMOF distribution is still 85/15, some Section 28 amendments are based on stakeholder input; and RTD wants to make sure the Regional Transportation Authority (RTA) language coordinates with them. We also expect to see many competing amendments for changing the amount of funds between state highways or for GHG reductions or between opposing interests about how much would be going to alternative multimodal investments.</li> <li>● Andy K: The majority of opponents we have seen are either the TABOR proponents or the environmentally green interests that want more to go to alternatives. Overall, we saw the vast majority are in support of the Bill generally.</li> </ul>	<p>No Action</p>

	<ul style="list-style-type: none"> <li>● Holly Williams: In the Pikes Peak Region, we have a lot of concern that the Section 28 language may delay any of the projects promised in our RTA.</li> <li>● Andy K: We are ensuring nothing in this bill will delay any of the RTA projects going on or any of the existing projects that we have going on. In fact, Section 28 affects only Regionally Significant projects and therefore does not affect the vast majority of projects.</li> <li>● Scott: I am against the Section 28 language altogether; land use is a local purview and it's wrong to have state government involvement at all. I also think it muddies the water on determining GHG emissions. Weld County will oppose the Bill unless it strikes all of these. That said, I would like to know where CDOT stands in support of the Bill.</li> <li>● Andy K: CDOT supports the bill 100%. Land Use is something that has been lacking in transportation planning. Nothing in this Bill takes away local land use authority. However, unless we incorporate land use planning we will not be able to address our needs regionally or statewide; we are intending to say we will continue to work with local entities on land use to address those needs. It has not intended to supersede local authority. CDOT strongly supports the Bill, as it also addresses long term funding needs.</li> <li>● Sarah Hill: Does the Bill include an early lump sum MMOF distribution?</li> <li>● Andy: Yes, there is an earlier lump sum, then later ongoing transfers. Also being considered are match requirements and improving the upfront planning with CDOT on selection of projects.</li> <li>● Holly Williams: Does holistic land use planning mean land use planning at the statewide level can supersede local land use? Sometimes Denver Area land use views do not match those of El Paso County. If that is what Section 28 implies, we are opposed.</li> <li>● Andy: We have not incorporated local land use planning before. What this means is we have cooperative conversations with comprehensive stakeholder engagement. Holistic does not mean there is a statewide overarching land use program. It means neighboring locals have conversations about local land use plans so they work together.</li> <li>● John Liosatos: We really want to be assured that the project selection can continue in such a way that GHG mitigation is appropriate, but not be overly punitive to our local Regional Transportation Authorities' (RTA's) project selection. And we also see idling in congestion as an issue – that if we increase capacity cars don't sit idling, and we reduce emissions.</li> <li>● Andy K: CDOT agrees with you. Not only has Director Lew testified to that in committee on the bill, she has also said that multiple times in meetings with other environmental groups. We also recognize the idling issue. We believe if we built more capacity, it will fill up and just create more congestion and GHG pollution.</li> <li>● John L: When we heard GHG reduction will only affect metro areas, will CDOT still be able to do capacity improvements in rural areas?</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Andy: I cannot answer all definitively right now. CDOT believes we will still be able to do capacity building, and some may require additional mitigations. Capacity projects in rural areas are not going to affect metro areas. This is one of the biggest bills we have ever seen on transportation and we expect, if this passes, there will follow up bills in future years, as usual, that clarify and clean up issues as they develop.</li> </ul> <p><i>BREAK at 10:31; to resume at 10:40</i></p>	
<p>2045 Statewide Plan Debrief Summary (Informational Update)</p> <p>– Marissa Gaughan, Multimodal Planning Branch Manager</p>	<ul style="list-style-type: none"> <li>• Staff presented results of a survey of planning stakeholders seeking input on the process and contents of the recent 2045 Statewide Transportation Plan development.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Bentley Henderson: We found some regional interests in projects competed with localized project priorities. I am wondering if there couldn't be more opportunity up-front in the process to try to coordinate on identifying those regional needs.</li> <li>• Marissa: It may be that just having more time for the process may alleviate that conflict, to allow more exploration of the data and allow more robust, thoughtful conversations.</li> </ul>	No Action
<p>Update on GHG Proposed Rulemaking and Policy Directive (Informational Update)</p> <p>– Rebecca White, Director, Division of Transportation Development (DTD) and Theresa Takushi, Greenhouse Gas Climate Action Specialist</p>	<ul style="list-style-type: none"> <li>• Because SB260 has some effect on the GHG Rule, the decision was made to delay the rule-making schedule on the GHG pollution standard by 2-3 weeks – exact date is yet unknown. The Employee Trip Reduction (ETR) goal has been published on the AQCC site and the request for hearing will move forward in May.</li> <li>• Staff reviewed recent and ongoing stakeholder engagement and work establishing State and MPO area GHG budgets.</li> <li>• 5 Regional stakeholder meetings held recently to seek input on the transportation planning elements, stakeholder engagement, reporting requirements.</li> <li>• Discussion addressed specific feedback including Land Use authority concerns and Local GHG targets.</li> <li>• Staff will update STAC and stakeholders once we know the new rulemaking date.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Suzette Mallette: The TC Workshop Notes last month noted that: Colorado Department of Public Health and Environment (CDPHE) continues to use 100-year climate-forcing calculations for methane equivalents, which is not consistent with the 20 to 25 year baseline used by the Intergovernmental Panel on Climate and therefore may inaccurately show transportation as a current number one contributor to greenhouse gases. It also said that CDPHE has been encouraged to shift to the standard, but they have not. Can you help me understand what that is all about?</li> <li>• Theresa: It pertains to how pollutants can have different emission factors whether you are looking at the 20 out-year or 100 out-year baselines. I am not familiar with why one may have been used over another or why CDPHE is looking at it from that perspective.</li> <li>• Suzette M.: If we chose one baseline over another, how might that affect our budgets?</li> <li>• Theresa: I will take that back to our modeling team and get more information.</li> </ul>	Follow up requested



<p>Historic Bridges and Colorado's Most Endangered Places List (Informational Update)</p> <p>– Lisa Schoch, CDOT Senior Historian, DTD</p>	<ul style="list-style-type: none"> <li>• Lisa provided an overview of CDOT's Historic Bridge Program and its proactive approach to historic preservation.</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• Vince Rogalski: There was a 1960's bridge that was on US160 that went underwater in the 1970's when Blue Mesa Reservoir was built. Recent sonar found it was still there and in good condition.</li> <li>• Keith Baker: We have several historic bridges that were part of the Pikes Peak Ocean-to-Ocean Highway (PPOO), some of which are off-system. One of them is just south of Leadville and has a plaque about the PPOO.</li> </ul>	<p>No Action</p>
<p>Central 70 Project Update (Informational Update)</p> <p>– Bob Hays, Central 70 Project Director</p>	<ul style="list-style-type: none"> <li>• Crews are testing fire suppression and water control systems in the now-complete westbound lanes in preparation for the "Mile High Shift" when all existing west and eastbound lanes will shift from the existing viaduct into this new lowered section on the north portion of the corridor.</li> <li>• Once traffic is shifted, it will remain there for approximately 14 months while the remaining south portion of the viaduct is demolished and the</li> </ul> <p>STAC Discussion:</p> <ul style="list-style-type: none"> <li>• None</li> </ul>	<p>No Action</p>
<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>• The next STAC meeting is June 11, hosted in-person at CDOT Headquarters, with remote participation also supported.</li> <li>• CDOT needs to know how many of us will be attending in person, so they can set up the room accordingly. STAC members will receive an email asking whether you intend to join in person or remotely.</li> <li>• John Liosatos: Can we request CDOT to bring a presentation on induced demand? We are not sure it is being applied correctly and we would like to understand how that has been interpreted and used.</li> </ul>	<p>Future STAC Item requested.</p> <p>Adjourned.</p>

STAC ADJOURNED at 11:58am