

Colorado Transportation Environmental Resource Council (TERC) Meeting
March 15, 2012 * 9 a.m. to Noon
US Department of Housing and Urban Development (HUD), Denver, CO

[Please note action items in red text.]

Mr. John Cater, Division Administrator for Federal Highway Administration (FHWA) Colorado Division welcomed members. He then discussed that the current reauthorization ends March 31, 2012 and a new reauthorization was passed yesterday. He thinks that there will be a new bill in place by March 31st that will last for 1 ½ years. It will provide some programmatic direction moving forward, but there shouldn't be any major changes in management philosophy.

Mr. Don Hunt, Executive Director for the Colorado Department of Transportation (CDOT), let everyone know that the North I-25 Record of Decision (ROD) was signed in December. He then discussed that the governor is kicking off TBD Colorado next month to look at the most challenging issues in the next decade in Colorado. Some of these issues include Transportation, Health Care, Budget, and Talent Reform of employee requirements in our state constitution. There will be 40 people per district with about 40 districts to come together in 3 meetings. Want to cut through some ideologies. There is a website (www.tbdcolorado.org) where you can find out more about the initiative and you can also nominate yourself to attend the meetings on the "button" at the top of the home page. He then indicated that we will talk about future direction of the TERC and the TERC Charter during today's meeting.

Self introductions. See attached attendance sheet.

Mr. Cater thanked HUD for hosting the TERC meeting and then turned it over to Ms. Guadalupe Herrera (HUD) for the host presentation.

HUD Host Presentation – Sustainable Communities is not a \$140 Million HUD Program, but a \$40 Billion Program. How Community Planning and Development (CPD) Funds and Multi-Family Funds Can Work Together for Transit Oriented Development.

Ms. Herrera welcomed everyone to the HUD building and made sure everyone checked out the views. She gave an overview (see attached) of the Office of Sustainability Housing and Communities (OSHC) Priorities in 2012 – Sustainable Communities. Ms. Shelley Poticha is the Director of OSHC. The sustainable communities program is a priority for the HUD secretary. HUD funding was cut back by \$100 Million last year. She showed a slide on the 6 Livability Principles from the HUD-Department of Transportation (DOT)-Environmental Protection Agency (EPA) Livability Partnership. She said they were glad that the state adopted the principles and changed them to fit Colorado specifically. She talked about roles in the partnership between HUD, DOT, and EPA. HUD has sustainable communities planning grantees all over the US, including Colorado. Most of the planning grants are still in the process of development and they are working with the Denver Regional Council of Governments (DRCOG) on this. Transportation is a major component in HUD's sustainability grants and it is strongly linked to existing and future housing. HUD is interested in economic development linkages. This follows the President's guidance to focus on the economy. Denver is doing well with jobs compared to others, but our state still has a lot of work to do - especially in rural and tribal areas. The HUD 2012 Priorities include: 1) Tell our story on what has been funded, 2) Ensure Current Grantees Succeed (planning is one thing, implementation is another and needs focus – example: Housing Development in South Lincoln Park Development) and Have to be creative in how staff is used in and with associated agencies – attend activities in each states but can't go door to door, 3) Interagency Preferred Sustainability status (PSS) – DRCOG was able to get preference points in the grant competition. 4) Infuse Sustainability into key HUD programs, 5) Secure grants funding in FY 13. Question: How are the grants distributed? Formula grants come to entitlements (44 in the six state area but each state gets an allotment), then there are competitive grants such as the homeless grants that can be applied for (each state except Wyoming in our 6-state area got a grant for this – Wyoming pays for their homeless to come to Denver and that is not acceptable). Usually these grants are spent on temporary housing. HUD has also given money to universities, non-profits for housing, Centers for Disease Control, etc.

Ms. Herrera introduced Ms. Janine Halverson, Operations Director with Denver HUD for Multifamily Mortgage and Rental Options. She discussed the Multifamily Mortgage and Rental Program (see attached). It is a mortgage insurance program that can go out to 40 years using Federal Housing Administration (FHA) lenders to develop multifamily housing. They developed a process that standardizes nationwide how an application is processed. Eligible programs include mainly new construction and rehabilitation, but also acquisition and refinancing of properties. The HUD website has information regarding how to become an FHA lender.

Ms. Halverson introduced Mr. Leroy Brown, CPD Director. He discussed that CPD provides financing and assistance to low income communities. They work with all levels of governments and private sector, as well as non-profit organizations. They have citizen participation and public notifications where the communities go through consolidated planning and needs are prioritized. Big issues are economic development and helping with affordable housing. They have an investment partnership program called HOME. They have a self-help homeownership program using sweat equity and volunteers similar to Habitat for Humanity. They also provide Homeless Assistance for shelters, and other support. CPD also provides housing opportunities for people with AIDS. They funded neighborhoods under the Recovery Act programs that include tax credit assistance and homeless prevention programs. Funding goes to local governments, consortia, states, and communities.

TERC Future Direction

Ms. Deb Perkins-Smith (CDOT) and Ms. Jane Hann (CDOT) led the discussion about the future direction of the TERC. Ms. Perkins-Smith introduced the discussion by saying how the TERC is coming up on its 10 year anniversary and we want to look at how the TERC should move forward so that it is a good use of everyone's time. We recently completed a survey about the TERC's future, which we'll incorporate into our discussions. Attached to the agenda is the TERC charter (see attached) from 2002 and there are a few things that we'd like to get feedback on.

Ms. Perkins-Smith walked through the charter by paragraph to get thoughts. The first five paragraphs (whereas statements) appeared to be okay with everyone. The 6th whereas statement discusses using this forum "to discuss and resolve policy issues" and to "inform and educate members and attendees of key issues unique to each agency". Mr. Cater said that FHWA feels that the forum should be used to form relationships so that issues can be resolved in smaller groups. Mr. Hunt agreed, but questioned how future issues could be anticipated. Mr. Richard Wilshusen (History Colorado) suggested using the wording of "anticipate" or "discern" and Mr. Hunt and the rest of the group felt that would be good wording to use. Ms. Susan Linner (US Fish & Wildlife Service [USFWS]) indicated that the value to USFWS has been having the agencies get together and being able to hear about upcoming things. Mr. Hunt said that a good thing to talk about in the future will be the reauthorization and impacts to Categorical Exclusions and we should keep in the "inform and educate" part.

The 7th paragraph discussed establishing an effective forum. Everyone was okay with this paragraph.

The 8th paragraph is the purpose of the Council. The first part (1) says to "improve communications between CDOT/FHWA and resource agencies concerned with transportation development efforts by CDOT and FHWA". Ms. Perkins-Smith questioned if it should also include transportation planning efforts. Mr. Hunt said that transportation planning and development efforts would be clearer. The second part (2) says to "improve communications between CDOT/FHWA and resources agencies regarding resource agency plans, regulations, and procedures as they affect the transportation system". Everyone agreed this was okay and it was the intent of the host presentations – still continue to improve communications. The third part (3) says to "discuss key environmental issues, opportunities, and concerns among members of the Council", which everyone thought was still okay. The fourth part (4) is to "address/resolve policy issues in a timely, appropriate, and mutually beneficial manner". Per the earlier discussion about resolving issues, discern should be used.

Paragraph 9 was okay with everyone and a strong point.

Ms. Hann discussed Paragraph 10, which says the Council members agree to "fully and openly air all concerns at the Council meetings". She indicated how this ties in with the purpose discussed earlier about continuing to improve communications and facilitate communications – identify concerns in group and discuss issues/priorities to set context, but

resolve in smaller groups. Mr. Dan Coursen (History Colorado) indicated that they were fortunate to have quarterly meetings between the History Colorado, CDOT, and FHWA to maintain communications and address concerns. Also, the TERC is not always transportation-related, which is ok to the group sometimes, but it's not really what the TERC is supposed to be about. Ms. Perkins-Smith said that the overall agency goals should provide context (transportation-related). The History Colorado/CDOT/FHWA quarterly meetings are a good example of working on specific issues in a smaller group and they can bring larger things back to the TERC if relevant to others. Ms. Linner agreed that discussions should be relevant to all and the group shouldn't have to sit through project discussions that aren't relevant to anyone except a couple of members.

The 11th paragraph says that the Council "shall be chaired by the Division Administrator of the Federal Highway Administration and the Executive Director of the Colorado Department of Transportation". Mr. Cater and Mr. Hunt feel that the chairs can designate someone in their place if they can't attend, but that the most important thing is to keep the meetings at their regularly scheduled times. The wording can be changed to "chaired by.....or their designee".

The last paragraph discusses the membership of the Council – US Bureau of Land Management, US Army Corps of Engineers (USACE), EPA, FHWA, USFWS, US Forest Service, Colorado Department of Natural Resources, Colorado Department of Public Health and Environment, CDOT, and the Colorado Division of Wildlife (now Colorado Parks and Wildlife). Ms. Perkins-Smith started the discussion with questions about keeping the members on the charter but still allowing anyone to attend, add others (Federal Transit Administration [FTA], History Colorado, HUD, Regional Transportation District [RTD]), keep at agency level with open invitation to all for informational purposes, or expand membership even further. Ms. Lauren Evans (American Council of Engineering Companies [ACEC]) indicated that ACEC shouldn't be members at the same level as the agencies, but appreciate being invited to attend. Mr. Larry Squires (FTA) indicated that FTA is not permitted to enter into charters. Ms. Herrera indicated that HUD is not permitted to, either. Mr. Cater wondered if Metropolitan Planning Organizations (MPOs) should be members. Mr. Hunt indicated that they get direct federal funds. Mr. Yates Oppermann (CDOT) questioned if other organizations should receive invites similar to ACEC such as Colorado Counties Inc (CCI) and Colorado Municipal League (CML). Mr. Hunt said that would go with the governor's philosophy and yes, broad invitations should go out.

Mr. Hunt also indicated that the TERC is important to him and the governor because Colorado is pro-business with high environmental and economic standards that they have and they want to keep the communications. Mr. Aaron Bustow (FHWA) asked if there was a mission statement because it could be good to have one. Ms. Perkins-Smith indicated that there was just the charter. Mr. Hunt said that's almost what the first paragraph of the charter is. Mr. Bustow agreed and said that it could just be reworded to be a formal mission statement.

Mr. Coursen asked how members were originally chosen or invited. He suggested that perhaps the charter could be rewritten between CDOT and FHWA with participants listed (but only CDOT and FHWA would sign). There was general agreement with this approach within the group. Mr. Van Truan (USACE) said that the TERC has evolved a lot. In the beginning, the meetings were pretty heavy with people walking out in the middle. There were big issues between the agencies and that why it was a lot higher level group. It's gotten away from that and signature authority probably doesn't need to be so high anymore. Mr. Hunt felt that it's still important to have commitment from the participating agencies to attend. Ms. Perkins-Smith reiterated that it can still be broad and allow anyone to attend. Mr. Hunt reiterated that it's important to have agency attendance and the charter could be changed to more of a participation commitment. He said that there's been pretty good commitment over the past 10 years and he wants to keep that up.

Ms. Perkins-Smith moved into the survey results. The first six questions were covered under the Charter Discussion above. The next question that she wanted to discuss was #7, which listed the topics list that was created in 2006. The question asked respondents to vote for topics that should be kept, which should be priorities, and which should be eliminated. The top topics were (c) How to effectively merge Section 106 and NEPA, (e) Cumulative Impact Assessments – How to make them meaningful, (h) Resource agencies discussing best practices with the group, (i) New Ozone Standard, (n) Sustainable project construction techniques, (o) VMT reduction and Energy Conservation, (v) Discuss proposed legislation that might impact transportation, (dd) Controversial projects, and (ee) Precedent-setting projects. Additional suggestions included reporting on new policies/laws and integrating coordination/planning efforts of agencies.

Ms. Perkins-Smith asked what the group thought about format of the meetings. What about policy items first and then specifics second? Does everyone like rotating the location among the agencies? Ms. Liz Telford (RTD) said that it would be helpful to always have a "lessons learned" topic. It's also good to hear about innovations and it's really good to hear from the resource agencies on what they think of the lessons learned and innovations. Ms. Linner said the approach is okay as long as there is an issue identified rather than just an open agenda item. Ms. Hann asked if themes would be good. Everyone generally agreed that would be a good idea. Mr. Coursen asked for a legislative update as a regular agenda item (as long as it might impact more than just one or two agencies in the group). Mr. Bustow said that he would support theme-related meetings. Also, the new bill might be out soon and that would affect everyone and would be a worthwhile discussion. Mr. Wilshusen said that if themes are used, the host should try to present within that theme. Ms. Hann said that would be a good idea, but there should be some flexibility for the host. Mr. Coursen said that there were pretty interesting things in the bill that went through the Senate yesterday that could really be helpful to discuss as a group. Mr. Oppermann asked if it would be helpful to send out more updates with changing legislation between meetings. The group said that it would and Mr. Oppermann would be the "clearinghouse" for those updates. If anyone has any of these updates between meetings, send them to him and he will get the information out to the group.

The question of meeting frequency was asked. They're three times per year now for three hours. Is that too often, too long, not often enough, not long enough? Mr. Hunt said that if there's nothing pressing, they could be canceled because there shouldn't be meetings just to meet. There should be a set schedule, though. Ms. Hann asked if the PowerPoint presentation at the beginning and the discussion for the rest of the meeting is an okay format. Mr. Phil Strobel (EPA) said that he likes the mix and the group agreed.

CDOT will work on incorporating all of these thoughts into a revised charter/commitment document, meeting scheduling, and agenda preparation.

Energy Smart Transportation Initiative (ESTI)

Mr. Jeff Sudmeier (CDOT) introduced the presentation (see attached). Ms. Michelle Scheuerman was the project manager, but she's out sick and wasn't able to be here today. The State Smart Transportation Initiative (SSTI) is supported by the USDOT/FHWA and the Rockefeller Foundation and SSTI provides technical assistance with Smart Transportation initiatives. Colorado's Energy Smart Transportation Initiative (ESTI) was a six month collaborative process between MPOs, state, federal, and local agencies. ESTI was sponsored by CDOT and the Governor's Energy Office (GEO) with assistance from SSTI. The Funding Advancement for Surface Transportation and Economic Recovery (FASTER) bill was the impetus and it required planning factors addressing greenhouse gas emissions and growth. Energy impacts of transportation have been increasing even over the past 10 years. This started with a two day workshop by the American Association of State Highway Transportation Officials (AASHTO) on Climate Change in June 2010. Goals of the ESTI effort included retain more jobs and dollars in the Colorado economy, address air quality issues such as ozone and greenhouse gas emissions, improve the environment and the health of Coloradans, demonstrate that Colorado is a national leader in transportation innovation, and overall enhance the quality of life for Colorado's citizens.

A Project Management Team and a Project Advisory Team were established to develop a collaborative process for the ESTI and identify participants. Interviews were conducted with various stakeholders to explore how Colorado might consider energy use in transportation, where successful programs and practices were already in place, and what type of collaborative process design would be most effective. The Collaborative Team meetings were kicked off in May 2011 with several meetings following. In July 2011, this group broke up into 4 work groups - Advanced Technology Vehicles/ Alternate Fuels, Smart Systems and Smart Trips, Planning Processes, and Data and Measurement. These work groups looked at 80 strategies and narrowed those down to 10 to prioritize and move forward. These included: (1) Promote Public/Private Partnerships and Shared Station Agreements to Support Natural Gas Vehicles Use in Fleet Vehicles, (2) Consolidate Alternative Fuel/Advanced Vehicle Procurement for Public Fleets*, (3) Truck Stop Electrification Pilot Program*, (4) Sustainability in Design and Construction*, (5) Enhance Real Time Traveler Information (Smart Phone Application)*, (6) Truck Fleet Enhancements, (7) I-70 Rolling Speed Harmonization Pilot*, (8) Enhancements to Transit Traveler Information and Improving Scheduling/Fares, (9 and 10) Energy Literacy Strategy (advanced by two work groups)*. Strategies that are

currently making progress towards implementation include those with a * by them. The final Collaborative Team meeting was held in November 2011. Next Steps include: CDOT and GEO will check in with Collaborative Team member during the course of 2012, the Long Range Transportation Plan process will begin and will build upon these initiatives, SSTI will host a Webinar on the ESTI on March 30th, a "Practitioner's Guide" to the ESTI is due in late March, and a final report on the ESTI is due in April.

There were requests that the two documents be provided to the TERC when available.

A clarification question was asked - the truck stops are actually rest areas, right? The response was that yes, they are rest areas. The project doesn't want to compete with private facilities and three rest areas were identified as pilot candidates and one will be selected.

A question was asked if the reduced fuel use was actual reduction or if it took into account growth. The response was that the reduction is to account for incremental reductions including fleet turnover and Corporate Average Fuel Economy (CAFÉ) standards.

Short Subjects

Mr. Cater provided an update on FHWA's Every Day Counts Initiative. He said that a request for new ideas for the next year had been done and they received hundreds of ideas. They've narrowed down the list to about 40-50 and will come out with about 10 this summer.

Ms. Vanessa Henderson (CDOT) listed upcoming NEPA documents and when they were tentatively expected to be available for public review. Upcoming documents for public review include:

- Twin Tunnels, Region 1, Environmental Assessment (EA), August 2012
- US 287 Reliever Route in Lamar, Region 2, EA, July 2012
- US 24, I-25 West to Manitou Springs, Region 2, EA, May 2012
- US 550/160, Region 5, Supplemental Final Environmental Impact Statement, Summer 2012
- I-25 and Arapahoe Interchange, Region 6, EA, July 2012
- US 50 West, Baltimore to McCullough, Region 2, Planning and Environmental Linkages (PEL), April 2012

Ms. Perkins-Smith provided an update on CDOT's Long Range Transportation Plan. The plan process was kicked off in February and will be about a 2 ½ year process to get the final plan. It will be staying in the corridor format as it is now and it will focus on performance-based planning. Things being taken into account include the governor's transition report that said to be comprehensive, clear, and multi-modal and investment policies with Transportation Commission including tiering and local match requirements. Planning rules will be out for public comment in May.

Mr. Oppermann provided a handout (see attached) with information about three Region 6 PEL projects that will need agency involvement in the coming months. The projects are I-70/Kipling, I-25 North, and SH 7.

We then went around the room and asked if anyone else had anything additional to say.

- Ms. Herrera asked that everyone leave their badges in the box at the front of the room.
- Ms. Telford said that over 50 miles of rail are now under construction.
- Mr. Truan said that the Nationwide Permits expire next week and a public notice will be out soon. There are no major changes related to transportation.
- Mr. Squires said that FTA rolled out discretionary programs in February and those are starting to end over the new few months. Mr. Terry Rosapep retired in February and Ms. Charmaine Knighton is acting in his place.
- Ms. Linner said that USFWS is starting a 5-6 year program to list about 250 species nationwide. They've agreed to address all of the candidate species. There are about 10 in Colorado, so think about your projects long-range and Section 7 consultations. The white-tailed ptarmigan and the wolverine have greenhouse gas/climate change connections.

- DRCOG said that they want to be a participating TERC agency and they will continue to commit to participating. They have a grant for sustainable communities and they will involve the TERC agencies in the process. There will be a scenario workshop in June and invitations will go out soon for that. There are new division policy and transportation plan processes starting.
- Colorado regional state implementation plan was approved by EPA last week.
- ACEC would like to present an overview to the Council on the Institute for Sustainable Infrastructure. It's an initiative by ACEC, the American Society of Civil Engineers (ASCE), and the American Public Works Association (APWA) for an infrastructure tool and it's just being launched.

Mr. Cater ended by thanking HUD for hosting. The next meeting will be on June 14th at History Colorado. Send agenda items or theme ideas to Mr. Oppermann. Mr. Coursen said that they will give a tour afterwards if people are interested and he will provide parking information.

- Potential agenda items
 - Follow-up from TERC future discussion
 - New transportation bill: Discussion on guidance and differences between the old and new bills.
 - Lessons learned – theme related
 - Other regulatory/legislative updates

The TERC web site can be found at <http://www.coloradodot.info/programs/environmental/transportation-environmental-resources-council-terc>.

NEXT MEETING:
June 14, 2012
History Colorado
1200 Broadway
Denver, CO

TERC Attendees – March 15, 2012

Name	Organization
Brown, LeRoy P	US Department of Housing and Urban Development (HUD)
Bustow, Aaron	Federal Highway Administration (FHWA)
Cater, John	FHWA
Cody, Cindy	US Environmental Protection Agency (EPA)
Corson, Dan	History Colorado
Evans, Lauren	American Council of Engineering Companies (ACEC)
Fronczak, David	EPA
Halverson, Janine	HUD
Hann, Jane	Colorado Department of Transportation (CDOT)
Henderson, Vanessa	CDOT
Herrera, Guadalupe	HUD
Hilton-Takushi, Theresa	Colorado Department of Public Health and Environment – Air Pollution Control Division (CDPHE-APCD)
Hirsch, Art	TerraLogic (consultant)
Hunt, Don	CDOT
Linner, Susan	US Fish & Wildlife Service (USFWS)
Oppermann, Yates	CDOT
Perkins-Smith, Debra	CDOT
Russo, Rebecca	EPA
Squires, Larry	Federal Transit Administration (FTA)
Strobel, Phil	EPA
Telford, Liz	Regional Transportation District (RTD)
Truan, Van	US Army Corps of Engineers (USACE)
Wilshusen, Richard	History Colorado



partnership for
Sustainable Communities
an interagency partnership HUD • DOT • EPA

OSHC PRIORITIES -2012



Shelley Poticha
Director

Office of Sustainable Housing and Communities, HUD



What Is a Sustainable Community?

“Sustainability means tying the quality and location of housing to broader opportunities, like access to good jobs, quality schools, and safe streets. It means helping communities that face common problems start sharing solutions. It means being a partner to sustainable development, not a barrier”.

~ Secretary Shaun Donovan



COURTESY: ROANOKE VALLEY CVB



HUD-DOT-EPA Partnership for Sustainable Communities

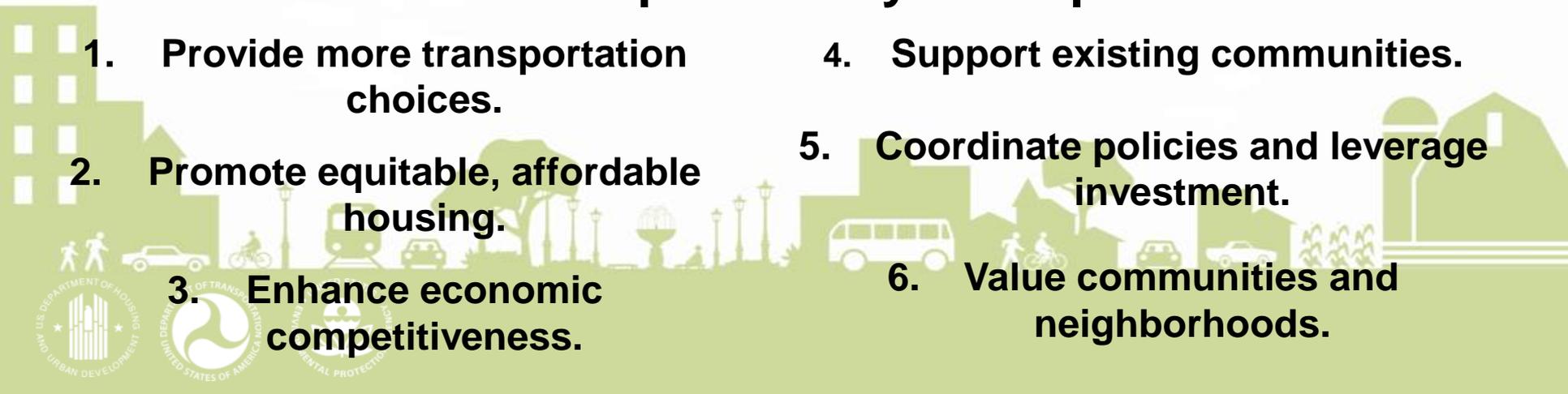


June, 2009



Partnership Livability Principles:

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.



Roles in the Partnership

Housing and Urban Development

- Community Development Block Grants
 - Regional Planning
- Community Challenge
- Choice Neighborhoods
- Affordable Housing Programs



Department of Transportation

- TIGER Grants
- FTA Core Programs
- FTA Livability Grants
 - Flex Funding
- FHWA Discretionary Grants
 - United We Ride
- State/Metro Planning
- Intermodal Connectivity

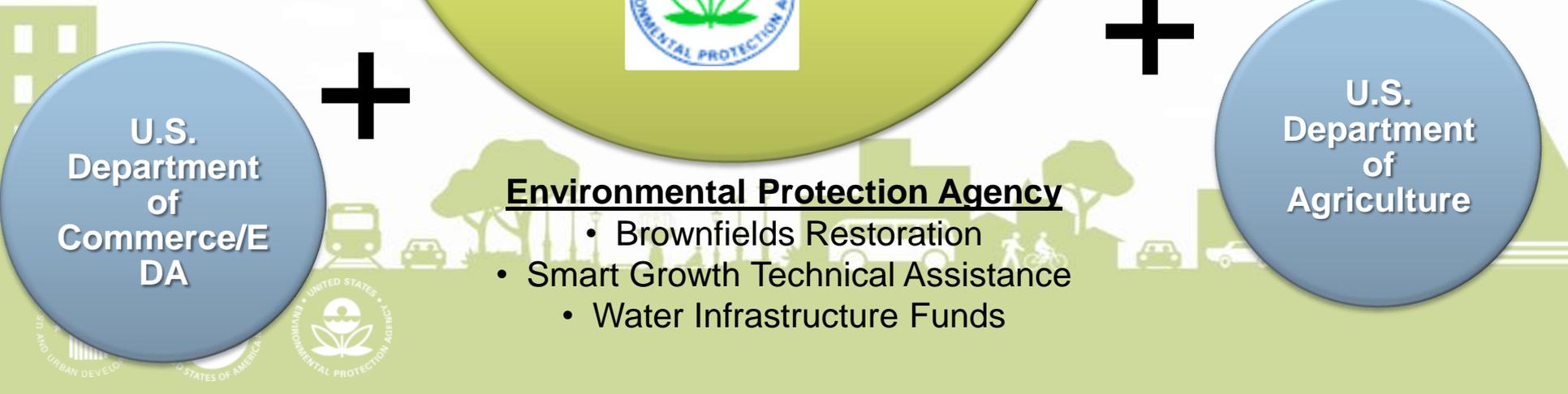


Environmental Protection Agency

- Brownfields Restoration
- Smart Growth Technical Assistance
- Water Infrastructure Funds

U.S.
Department
of
Commerce/E
DA

U.S.
Department
of
Agriculture

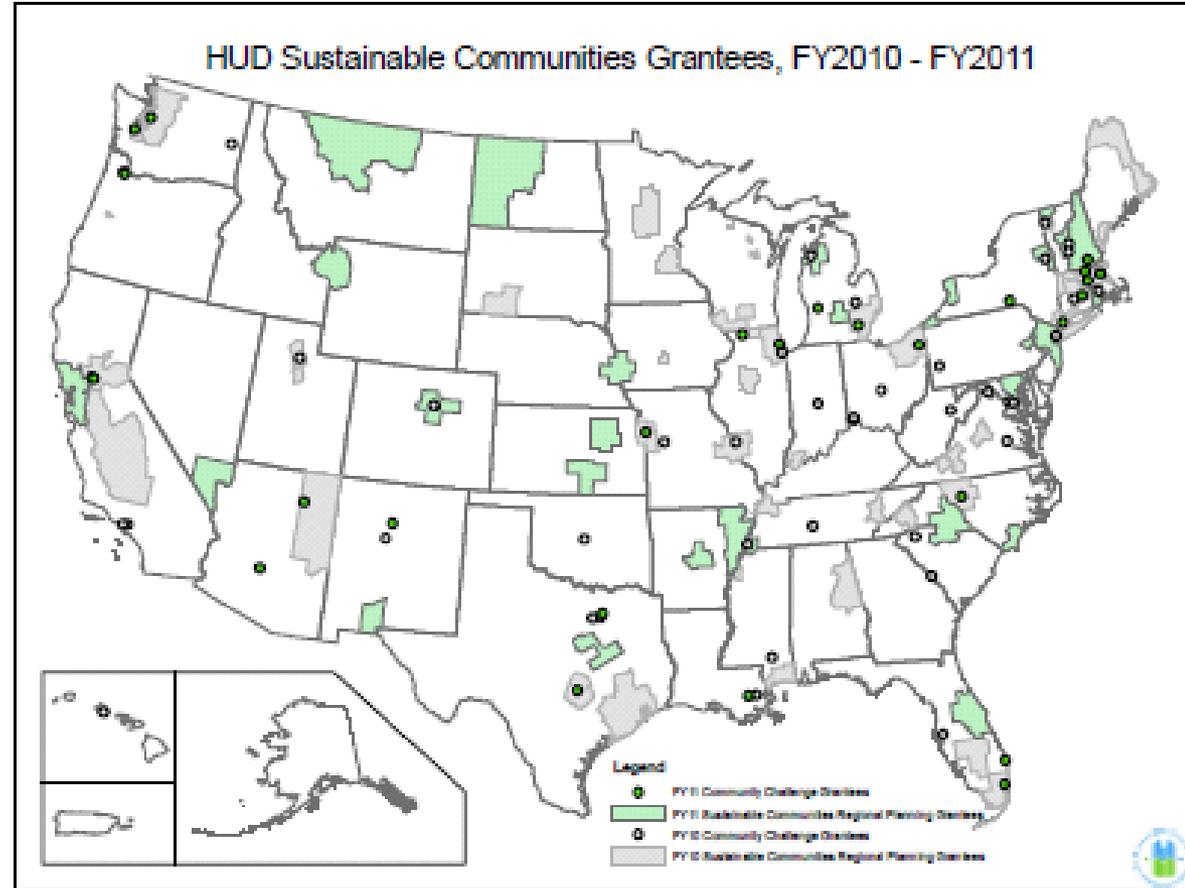


HUD Sustainable Communities Planning Grantees

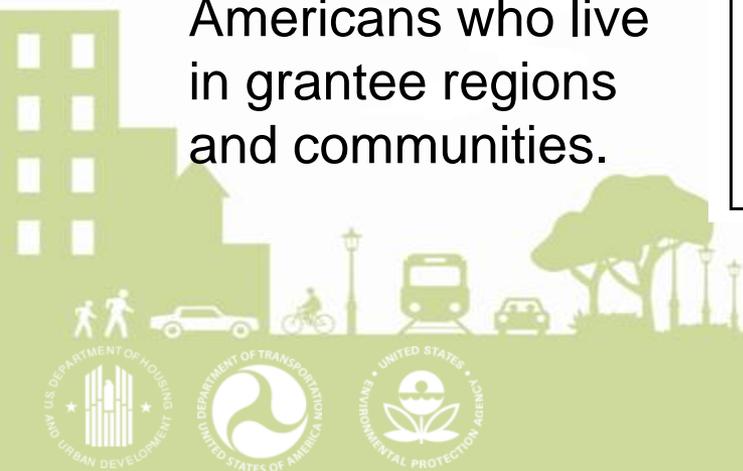


Supporting work in 48 states and D.C.

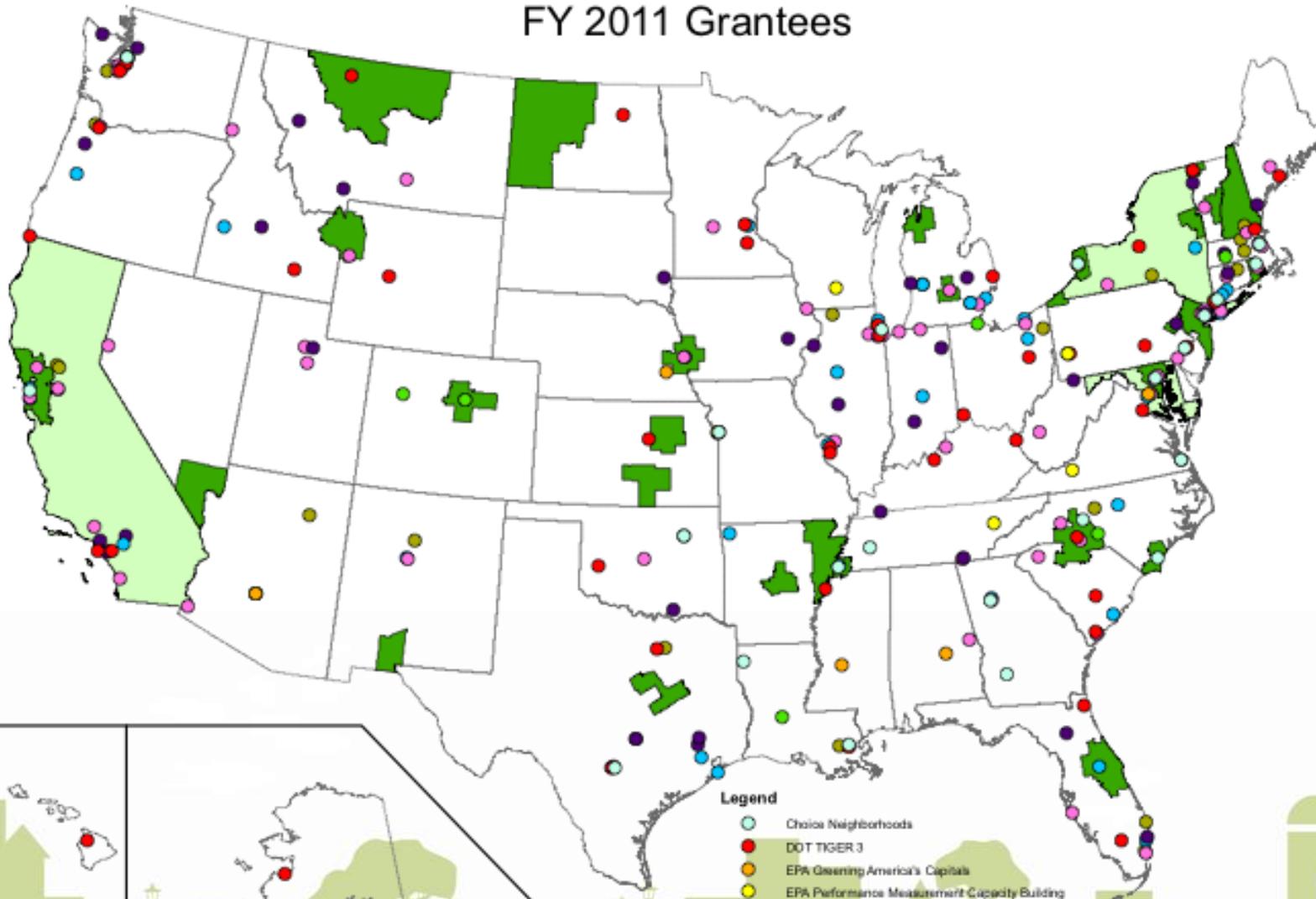
- Including initiatives in MT, ID, WY, NV, NE, and AK.
- Two statewide efforts in New Hampshire and Rhode Island
- More than 133 million Americans who live in grantee regions and communities.



A total federal investment of \$240 million is leveraging an additional \$253 million in private investment and local commitment.



Federal Partnership for Sustainable Communities FY 2011 Grantees



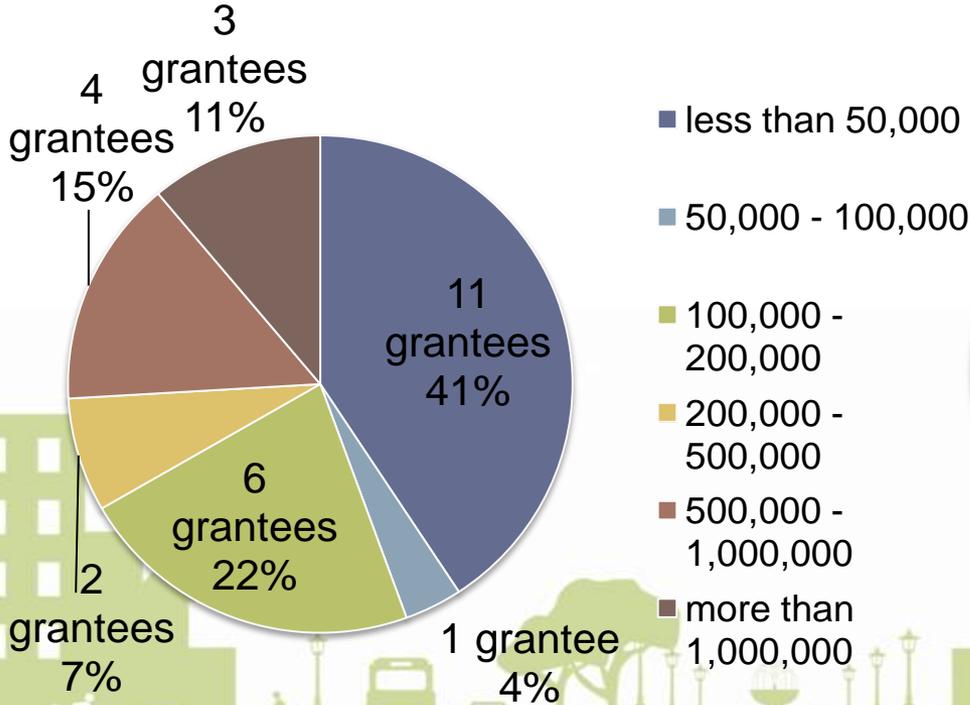
Legend

- Choice Neighborhoods
- DOT TIGER 3
- EPA Greening America's Capitals
- EPA Performance Measurement Capacity Building
- EPA Special Assistance
- FTA Alternatives Analysis
- FTA Bus Livability
- DOT Transportation, Community, and System Preservation Program
- HUD Community Challenge Grantees
- HUD Sustainable Communities Regional Planning Grantees
- EPA Clean Water State Revolving Fund Pilot

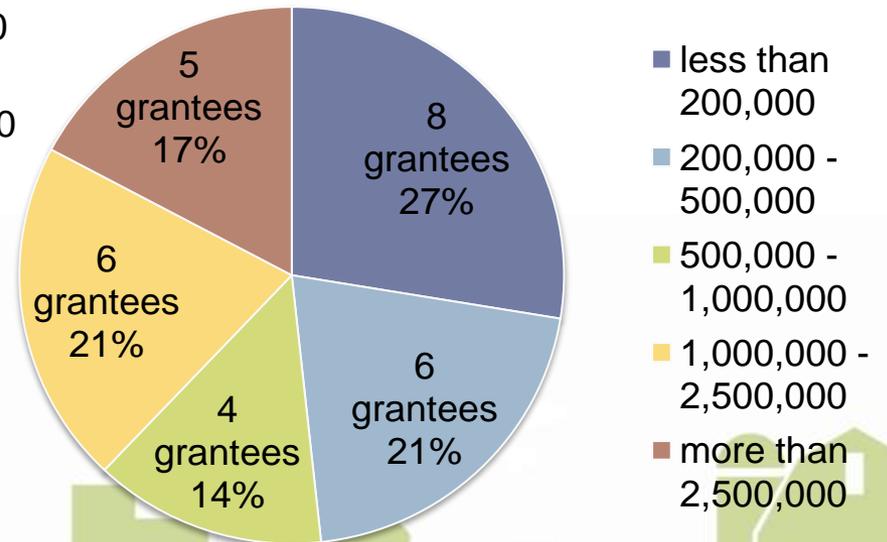


Demand is Strong in Rural, Suburban, and Urban communities

**FY 2011 Community Challenge:
Percent of Grantees by
population**



**FY 2011 Regional Planning
Grants:
Grantees by regional population**



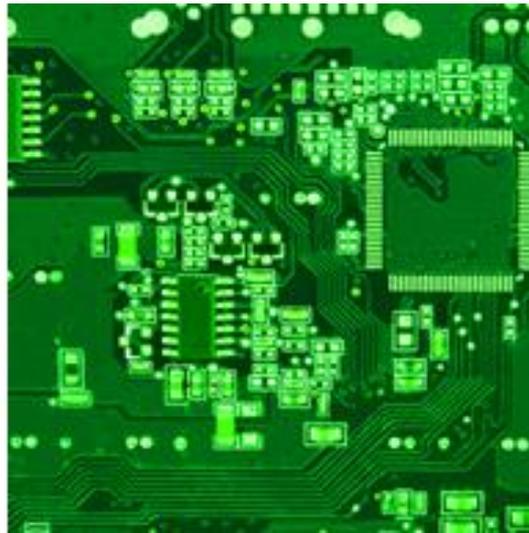
Transportation is a major component in HUD's sustainability grants

- Regional transportation planning coordinated with housing and economic development
- Revisions to funding priority plans (TIP)
- Corridor & station area plans
- TOD overlays, building and zoning code updates
- Complete streets with viable housing and businesses
- Land acquisition for mixed-income TOD
- Small town main street revitalization strategies



Economic Development is being Linked to Sustainable Development

- Active engagement with business community, economic development agencies and local chambers – often for the first time
- Community Asset Mapping – efforts to build on the unique strengths/weaknesses of regional economy to identify key industry clusters and ancillary businesses/educational needs
- Aligned goals and strategies for economic development plans, infrastructure investments and housing programs. Reciprocity with CEDS
- Review of local public works and community development budgets to focus on “quality of place” investments. Employee retention is tied to Quality of Life -



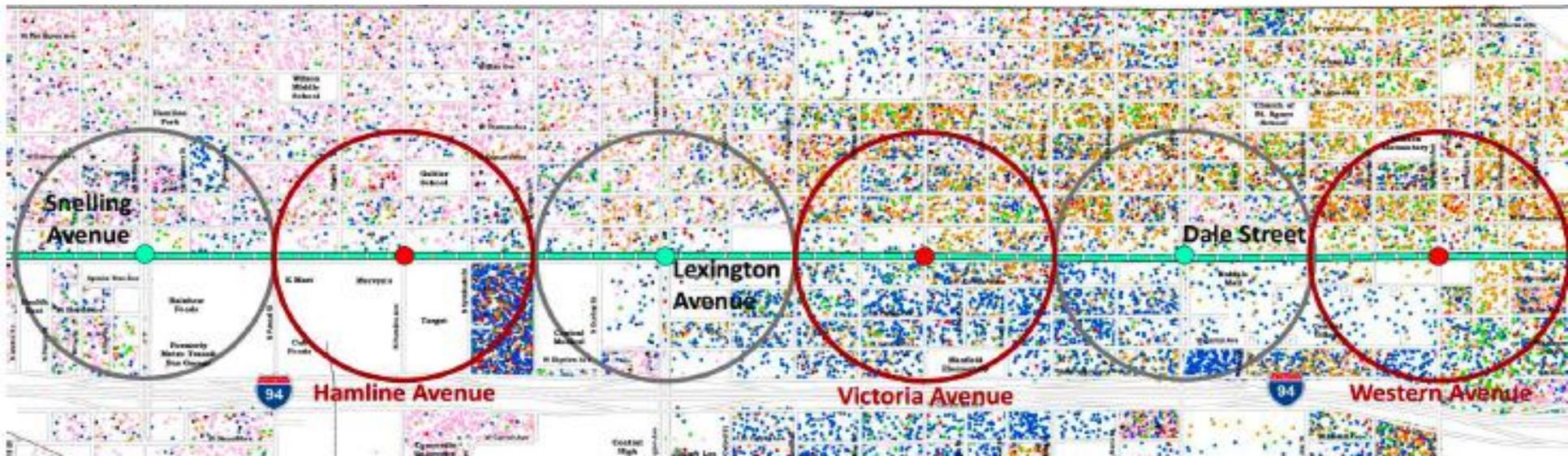
Sustainable Prosperity Examples

- **Austin, TX** estimates creating at least 7,000 permanent jobs and thousands more in the construction sector -- generating an additional \$1.1 billion of economic growth over the next five years and saving the taxpayer \$1.25 billion.
- **Memphis, TN** integrated planning strategy has helped FedEx create over 3,000 jobs, and is poised to create another 1,500 by attracting companies like Electrolux, Mitsubishi, and Nucor Steel.
- **Thunder Valley Community Development Corporation and the Oglala Lakota Tribe** in SD are developing the region's first economic development plan, including identifying sectors that could be competitive in the regional economy, increasing job training, especially for young people, and streamlining business regulations to enhance access to capital.



A Key Focus: Catalyzing Private Market Investments

- Revising building and zoning codes – form based, green, fair
- Identifying focused development opportunities
- Selecting priority public infrastructure projects



Community Involvement is seen as key to Lasting Change

- **New tools:** scenario planning, open source, new media, surveys, charettes, etc
- **New voices:** business, builders, low-income, minority, youth
- **Capacity Bldg** resources targeted to improve and expand community engagement
- **Peer-to-Peer Learning Networks**



OSHC Priorities for 2012

- **Tell Our Story**
 - Case studies of grantee results
 - Communications to make the value-added case for this program
 - Sustainable Communities Resource Center (w/PDR)
- **Ensure Current Grantees Succeed**
 - Cooperative agreements
 - Capacity-Building/Peer Networks
 - Sustainability Officer teams
- **Interagency Preferred Sustainability Status (PSS)**
 - Reciprocity with DOT, EPA, EDA, FEMA, NEA, HHS
 - Joint funding waiver authority (FY13 President's budget)
- **Infuse Sustainability into key HUD programs**
 - ConPlan Mapping tool and guidebook support
 - Housing and Transportation expenditure database + policy analysis
 - Regional Fair Housing + Equity Assessment/Regional AI
 - Align HUD energy and green standards
 - Accelerate pick up of EPCs by PHAs and MF builders/Promote key innovative projects
- **Secure grants funding in FY13**





Financing Rental Options

HUD's Multifamily Mortgage Insurance Program

Janine Halverson, Operations Director
Region VIII, Denver MF Hub



Today's Discussion

- FHA Mortgage Insurance Basics
- FHA Mortgage Insurance Process
- How to become an FHA Approved Lender



FHA Mortgage Insurance Basics

- Non-Recourse Loan
- Integrated Construction/Permanent Financing
- Long Term Financing
- Fixed Rate
- Assumable
- High Loan to Value Ratios
- No Affordable Housing Criteria For Market Rate Deal
- Mortgage Insurance Premium
- Eligible for Ginnie Mae Securitization
- Provides Credit Enhancement
- Multifamily Accelerated Processing
- Prepayments - Lockout periods set by lender



How does it work?

- To obtain a FHA-insured loan, a prospective borrower must use a lender approved by the **Office of Multifamily Development** and the HUD-approved lender, in turn, must submit a mortgage insurance application to HUD.



What is MAP?

Multifamily Accelerated Processing

- A set of procedures for Lenders and HUD staff designed to:
 - Improve the efficiency of application processing for MF mortgage insurance
 - Increase the appropriate use of the FHA mortgage insurance product
 - Make better use of staff resources





MAP Eligible Programs

- **New construction/
substantial rehabilitation**
 - Section 221(d)(4)
 - Section 221(d)(3)
 - Section 220
 - Section 231
- **Acquisition/refinancing of
existing properties**
 - Section 223(f)
 - Section 223(a)(7)





Primary MAP Programs

- Section 221(d)(4) or d(3)
- Section 223(f)





Section 221(d)(4) or (d)(3)

- Terms:

Up to 40-year term

LTV – 83.3% - 95%; 75-80% on large loans

DSC – 1.11 – 1.20; 1.25 or 1.30 on large loans





Section 223(f)

- Terms:

Up to 35-year term or 75% of remaining economic life

LTV – 83.3% - 90%; 70-75% on large loans

DSC – 1.11 – 1.20; 1.25 or 1.30 on large loans



New Construction/Sub-Rehabilitation: What is the process?

- Concept Meeting
- Pre-Application (45 days)
- Invitation Letter
- Firm Commitment (45 days)
- Initial Endorsement
- Construction
- Cost Certification
- Final Endorsement



Refinance: What is the process?

Concept Meeting – not required but recommended

Firm Commitment Application (60 days)

Firm Commitment Issued
Initial/Final Endorsement



How Do I become a MAP FHA Approved Lender

- **Requirements** (Legal, Underwriting, General & Restrictions)
- **FHA Lender Application (HUD-11701)**
- http://www.hud.gov/offices/hcra/mfh/map/invite_exhibit.pdf



DENVER MULTIFAMILY HUB

CONTACT INFORMATION

Denver Multifamily Hub

1670 Broadway, 24th Floor
Denver, CO 80202

Marcie LaPorte (303) 672-5445
Hub Director

Customer Service

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Fax: (303) 672-5388
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Development Team

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Operations Director

Asset Management

Linda Cluck (303) 672-5412
Project Management Director

Adela Escalante (303) 672-5417
Supervisory Project Manager

Joe Kelso (303) 672-5442
Supervisory Project Management

HUD Resources

Denver Hub Local Website:
<http://www.hud.gov/local/shared/working/r8/mf/index.cfm?state=co>

HUD "Subsidized Apt. Search":
www.hud.gov

Disaster Asst. in case of emergency:
http://portal.hud.gov/app_nhls/



What is the Denver Multifamily Hub?

The Denver Multifamily Hub is comprised of a Development division and an Asset Management division. The Hub provides mortgage insurance to HUD-approved lenders to facilitate construction, substantial rehabilitation, purchase, refinancing, monitoring of HUD multifamily properties in Region VIII: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.



Development

The Development team provides FHA mortgage insurance for multifamily apartment properties, as well as administers the Section 202/811 Capital Advance program for elderly and disabled housing.

Asset Management

The Asset Management team oversees insured and subsidized multifamily projects as well as all matters affecting the performance and condition of each property.

HUD Subsidized Programs

- Project-Based Section 8
- Section 202 (elderly)
- Section 811 (persons with disabilities)

Region VIII Affordable Housing Partners

- Colorado Housing Search: <http://www.coloradohousingsearch.com/>
- Colorado Housing and Finance Authority (CHFA): (800) 877-CHFA, <http://www.chfainfo.com/>
- Montana Dept. of Commerce Project-Based Section 8 Housing Program: (401) 841-2840, <http://housing.mt.gov/about/section8/default.mcp>
- North Dakota Housing Finance Agency (NDHFA): (800) 292-8621, <http://www.ndhfa.org/>
- South Dakota Housing Development Authority: (800) 540-4241, www.sdhda.org
- (Utah) Contract Management Services (CMS): (800) 369-7144, www.contractmgmt.org
- (Wyoming) Cheyenne Housing Authority: (307) 633-8327, <http://cha.rocket-dev.com/pbca>

**Colorado Transportation Environmental Resource Council
Council Charter 2002**

Whereas, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are interested in developing stronger working relationships and better communications with State and Federal resource agencies in Colorado whose responsibilities and interests intersect with the state transportation system;

Whereas, the Transportation Commission has adopted policies guiding CDOT in its mission and activities as they relate to the environment;

Whereas, the signatories to the Charter all have missions that affect each other in some way;

Whereas, there is a need for regular policy-level interactions among CDOT, FHWA and State and Federal resource agencies in Colorado concerning transportation related environmental issues, opportunities, and concerns; and

Whereas, CDOT and FHWA wish to host a forum in Colorado that includes representatives of these resource agencies to discuss key transportation related environmental issues, opportunities and concerns;

Whereas, CDOT and FHWA desire to use this forum to discuss and resolve policy issues in a timely, appropriate and beneficial manner with the resource agency representatives; and to inform and educate members and attendees of key issues unique to each agency;

Therefore, be it recognized that the Colorado Transportation Environmental Resource Council (Council) is hereby established in an effort to establish an effective forum for communications, cooperation and collaboration on matters of mutual interest to its members that address issues of transportation and environment.

Further, it is the purpose of the Council to (1) improve communications between CDOT/FHWA and resource agencies concerned with transportation development efforts by CDOT and FHWA; (2) improve communications between CDOT/FHWA and resource agencies regarding resource agency plans, regulation, and procedures as they effect the transportation system (3) to discuss key environmental issues, opportunities and concerns among the member of the Council; and (4) to address/resolve policy issues in a timely, appropriate and mutually beneficial manner.

Further, the Council members agree to cooperatively seek the most effective and innovative procedures for accomplishing the missions of each of our agencies; and

Further, the Council members agree to fully and openly air all related concerns at the Council meetings: and agree to fully consider issues and concerns expressed at these meetings in any associated decisions that are within the authority of each agency.

Further, the Council shall be chaired by the Division Administrator of the Federal Highway Administration and the Executive Director of the Colorado Department of Transportation;

Further, the membership of the Council will be composed of decision makers from the following resource agencies:

US Bureau of Land Management, US Army Corps of Engineers, US Environmental Protection Agency, US Federal Highway Administration, US Fish and Wildlife Service, US Forest Service, Colorado Department of Natural Resources, Colorado Department of Public Health and Environment, Colorado Department of Transportation, and the Colorado Division of Wildlife.

EnergySmart TRANSPORTATION

Colorado Department of Transportation (CDOT)
Governor's Energy Office (GEO)
State Smart Transportation Initiative (SSTI)



Governor's
Energy Office



State
Smart Transportation
Initiative

Overview of Presentation

- Background
- Energy Impacts of Transportation
- Collaborative Process
- Strategies
- Analysis of Strategies
- Conclusion of Process
- Implementation and Next Steps

About SSTI



State
Smart Transportation
Initiative

- The State Smart Transportation Initiative (SSTI) is supported by the U.S. Department of Transportation (USDOT)/Federal Highway Administration (FHWA) and The Rockefeller Foundation.
- SSTI operates in three ways:
 - As a community of practice, where participating agencies can learn together and share experiences as they implement innovative Smart Transportation policies.
 - As a source of in-depth, no cost direct technical assistance to the agencies on transformative and replicable reform efforts.
 - As a resource to the wider transportation community, including local, state, and federal agencies, in its effort to reorient practice to changing social and financial demands.

Background

- Six month collaborative process involving federal, state, and local agencies and MPOs.
- Sponsored by CDOT and GEO and supported by a technical assistance grant from the SSTI.
- Included a wide range of participants.

Energy Smart Transportation Mission Statement

The Energy Smart Transportation Initiative will develop a framework for considering energy efficiency and greenhouse gas emissions in transportation decision-making- ultimately enhancing all transportation services to our citizens, promoting clean transportation technologies and improving the economy of our state.

Background

- Senate Bill 09-108 (FASTER) served as the initial impetus.
 - Included additional “planning factors” requiring that the Statewide Transportation Plan address environmental stewardship and reduction of greenhouse gas emissions.
- In June 2010 CDOT hosted an AASHTO Climate Change Workshop.
 - Two day workshop including a staff level workshop and an Executive session and report out.
 - Consensus that additional inter-agency collaboration would be useful and there was a need to leverage resources and develop consistent messaging.

Goals

- The goals of the Colorado Energy Smart Transportation Initiative are to identify strategies to improve the energy efficiency and reduce associated greenhouse gas (GHG) emissions impacts of Colorado's transportation sector.

This will:

- Retain more dollars and jobs in the Colorado economy;
- Address air quality issues, such as ozone and greenhouse gas emissions;
- Improve the environment and the health of Coloradans;
- Demonstrate that Colorado is a national leader in transportation innovation; and,
- Overall, enhance the quality of life for Colorado's citizens.

Objectives

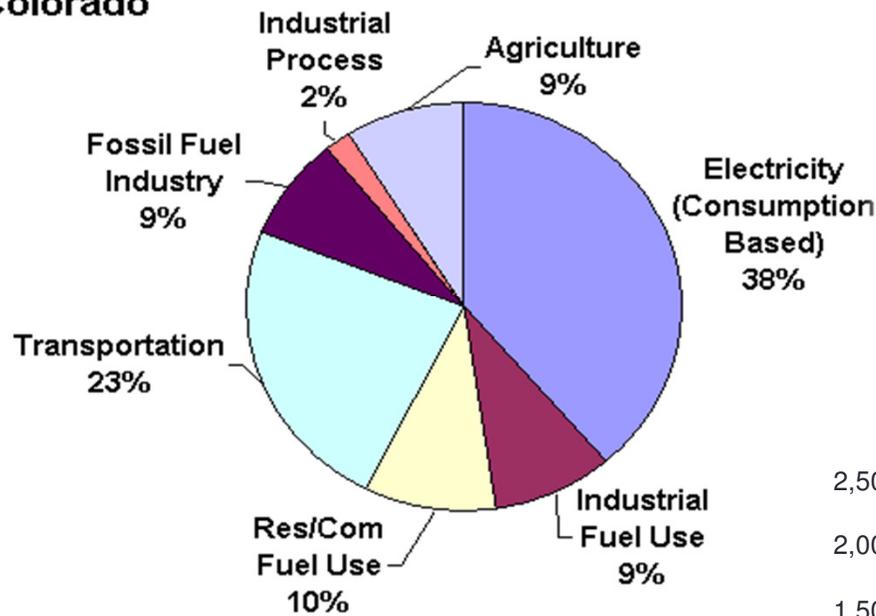
- To achieve the Initiative's goals of identifying strategies to improve energy efficiency and reduce associated GHG emissions impacts of Colorado's transportation sector, the Initiative's objectives include:
 - Develop a framework
 - Identify new tools
 - Identify encourage, and disseminate new and/or enhanced programs and initiatives
 - Better align and coordinate the actions of state, regional, and local agencies
 - Develop concurrent clear and consistent messages

Participants

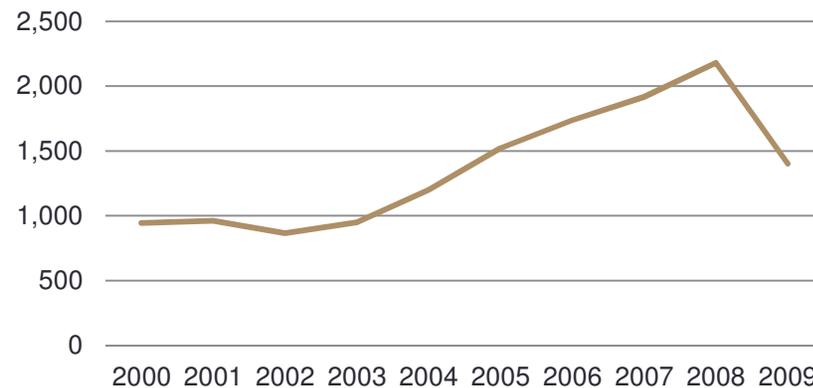
- Colorado Department of Transportation (CDOT)
- Governor's Energy Office (GEO)
- Colorado Department of Public Health and Environment (CDPHE)
- Colorado Department of Local Affairs (DOLA)
- Environmental Protection Agency (EPA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- U.S. Department of Housing and Urban Development (HUD)
- Regional Air Quality Council (RAQC)
- Regional Transportation District (RTD)
- Statewide Transportation Advisory Committee (STAC)
- Denver Regional Council of Governments (DRCOG)
- Grand Valley MPO
- North Front Range MPO
- Pikes Peak Area Council of Governments (PPACG)
- Pueblo Area Council of Governments (PACOG)

Energy Impacts of Transportation

Colorado



Colorado Per Capita Transportation Fuel Expenses (2009)



Development of Collaborative Process and Participant Selection

- CDOT engaged GEO to cosponsor and jointly oversee.
- Project Management and Project Advisory Teams were formed to develop and oversee a collaborative process that would serve as the focal point of the EST Initiative.
 - Project Management Team
 - Consisted of Consultant Team, SSTI, CDOT and GEO staff
 - Provided project management and oversight
 - Project Advisory Team
 - Additional CDOT staff from multiple disciplines including engineering, environmental, and finance.
 - Met five times between January and June 2011 to provide input on approach and collaborative process.

Development of Collaborative Process and Participant Selection

- 20 interviews conducted with various stakeholders
- Interviews explored:
 - how Colorado might consider energy use in transportation,
 - where successful practices and programs were already in place, and
 - what type of collaborative process design would work most effectively.

Development of Collaborative Process and Participant Selection

- Agency interviews and Project Advisory Team input identified framework for process:
 - Limit participation to those directly involved in the transportation planning process- federal, state, and local agencies, and MPOs.
 - Early engagement of senior level staff
 - Staff appointee participation in process.
 - Avoid duplication and “piggyback” on existing efforts.
 - Streamline collaborative effort.
 - Identify immediate, quick wins.
 - Limit to short to medium term strategies.
 - Create specialized work groups to “do the heavy lifting.”
 - Report back as full group.

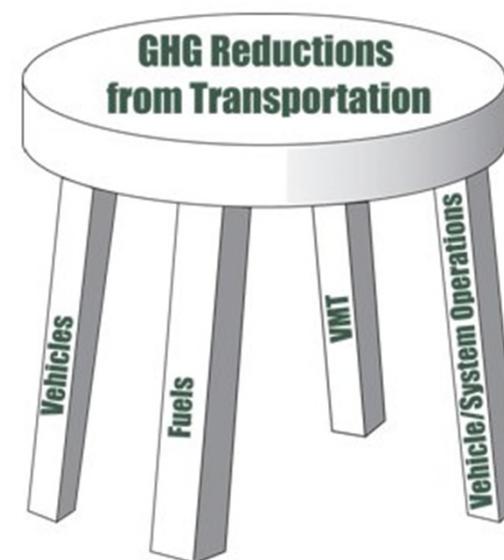
Collaborative Team Meetings

- May 2011
 - Kick-off meeting to garner project support and staff level commitment.
- June 2011
 - Staff-level “brainstorming” session to develop:
 - Mission
 - Goals
 - Objectives
 - Initiative Approach
 - EST Charter Agreement

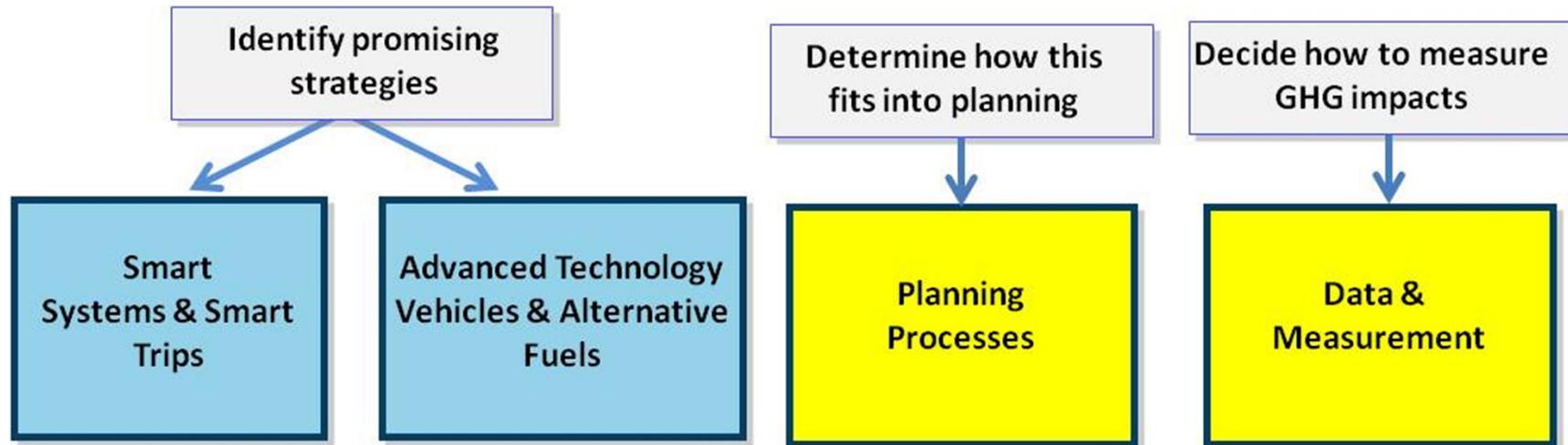


Work Groups

- July 2011
 - Four work groups formed:
 - Advanced Technology Vehicles/Alternate Fuels
 - Smart Systems and Smart Trips
 - Planning Processes
 - Data and Measurement
 - Explored purpose of work groups:
 - Specific strategies that can improve energy efficiency;
 - Available data and measurement techniques
 - Ways to include energy efficiency and GHG emission reduction in transportation planning and decision-making.
 - Work Groups collectively met twelve times between July and October 2011.



Work Groups

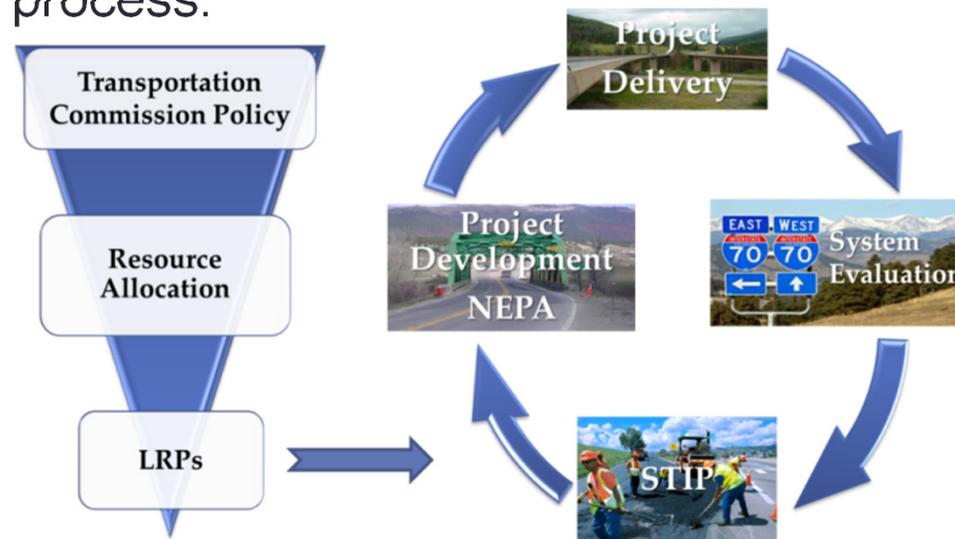


Work Groups

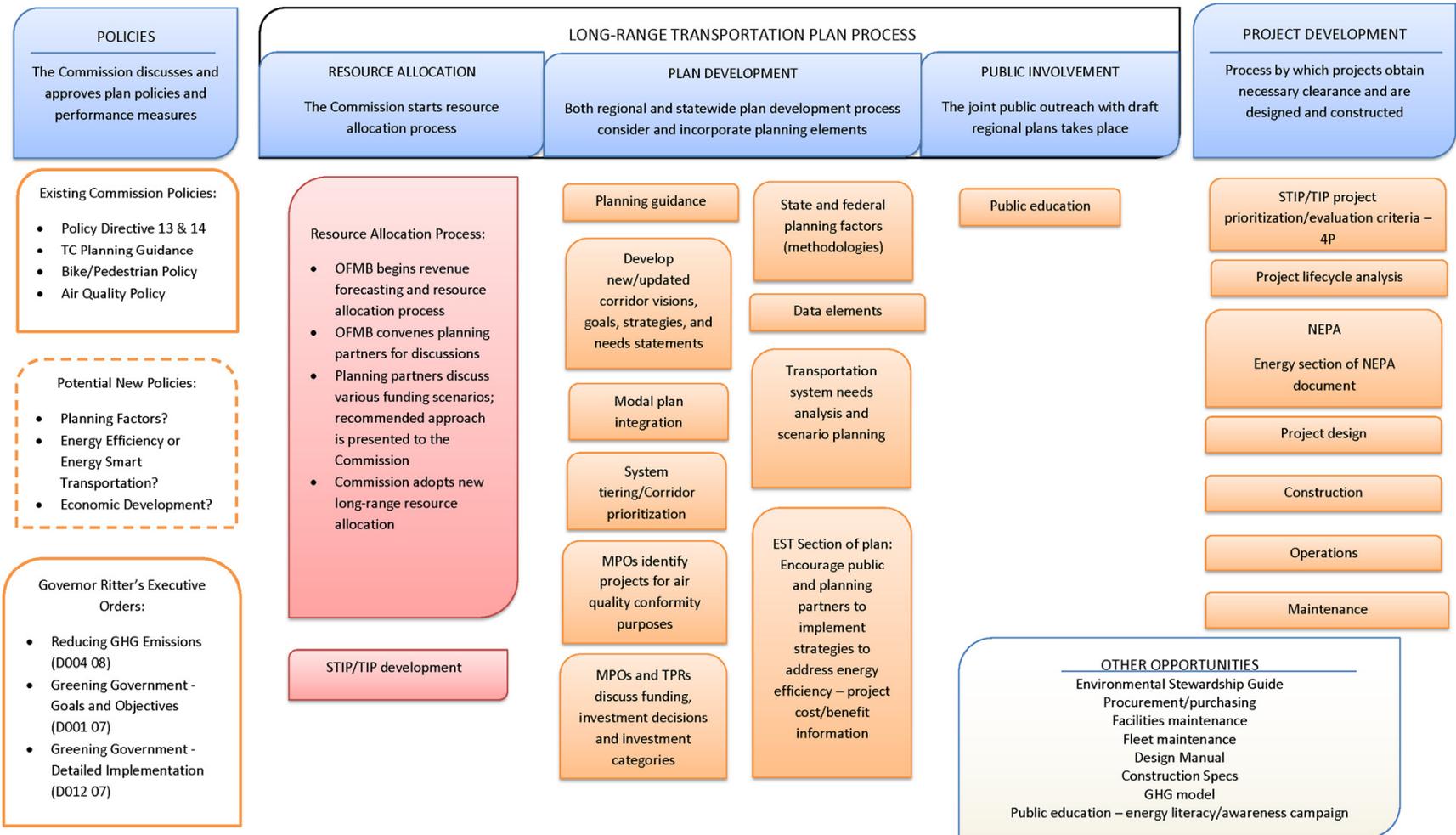
- **Advanced Technology Vehicles and Alternate Fuels**
 - Considered strategies to increase use of alternative fuels such as Compressed Natural Gas (CNG), biofuels and electricity and enhance the deployment of advanced vehicles such as conventional hybrids, plug-in hybrids, pure electric, and CNG vehicles.
- **Smart Systems and Smart Trips**
 - Considered strategies to provide better transportation services and promote energy efficiency through improving the efficiency of the system, improving travel times, reducing congestion, or providing citizens with more travel choices.

Work Groups

- Planning Processes
 - Reviewed state and regional planning processes.
 - Identified key decision points where energy and GHG emissions can be considered.
 - Looked for opportunities outside of planning process.
 - Reviewed strategies from other work groups to identify connections to planning process.



Key Points for Energy Smart Transportation Integration into Long-Range Planning, Programming, and Other DOT Processes



Work Groups

- Data and Measurement

- Measured associated GHG emission reduction impact of the highest priority strategies to explore the order of magnitude of the energy reduction impacts of various strategies.

Energy Smart Transportation Strategy Evaluation Matrix

Strategy	Estimated Energy Benefits at 2015/2025 Horizon Year								Ease of Implementation (Low/Medium/High)	Partnership Potential	Key Assumptions
	Est. Petroleum Displaced (gallons)		Est. VMT Reduction		Est. Emission Savings (mt CO2e)		Est. Cost of Implementation				
	2015	2025	2015	2025	2015	2025	2015	2025			
Enhance Real Time Traveler Information (Smart Phone Application)	2,700 (Low), 14,000 (High)	3,300 (Low), 17,000 (High)	NA	NA	11 (Low), 55 (High)	12 (Low), 60 (High)	TBD	TBD	Easy	Public/Private partnership	<ul style="list-style-type: none"> +1.70. Vail to Golden Divided, peak travel times: 7:15AM, 10:2-4PM Low: E.G. travel time savings/vehicle: 30 sec. High: E.G. travel time savings/vehicle: 5 min.; Delay savings/vehicle: 2.5 min. 50% of parking revenue benefit
Truck Fleet Enhancements	1,100,000 (Low), 2,000,000 (High)	NA	NA	NA	8,800 (Low), 22,000 (High)	NA	\$4,700,000 (Low), \$9,300,000 (High)	NA	Easy	RMC; CO Motor Carriers EPA SmartWay Finance Program	<ul style="list-style-type: none"> 35,000 Trucks described in Colorado 2015 Low: 5% participation; High: 10% participation 2025: No benefit due to technologies becoming OEM to comply with MY2014-2018 CAFE standards
Promote Public/Private Partnerships & Shared Station Agreements to Support HOV Use in Fleet Vehicles	20,000	180,000 (Low), 460,000 (High)	NA	NA	90,000	870,000 (Low), 2,100,000 (High)	\$200,000,000	\$1,900,000,000 (Low), \$10,000,000,000 (High)	Hard	CEO Energy Producers CO Clean Cities Funding Station Vendors Vehicle Providers (OEMs and Commercial) Local Governments Private Fleets	<ul style="list-style-type: none"> The Colorado Plan for Natural Gas Vehicles and Infrastructure targets and economic data utilized. 2015 Mid-range: Natural Gas assumes 1.8% market share 2025 Low: Natural gas assumes 10% transportation fuel market share 2025 High: Natural gas assumes 25% transportation fuel market share Off-road vehicle not considered (see data) Costs do not account for LCWS vehicle credit/incentives Private Fleets
Truck Electrified Parking Red Area Pilot Program	40,000 (Low), 110,000 (High)	90,000 (Low), 225,000 (High)	NA	NA	225 (Low), 650 (High)	550 (Low), 1,500 (High)	TBD	TBD	Easy	Public/Private partnership	<ul style="list-style-type: none"> Trip utilization rate: 6-24 hour/day Truck idle rate: 1 gallon/hour Step 1: TEP deployment of 20 stalls by 2015; 3 TEP deployments, 1 @ 20 stalls, 1 @ 40 stalls by 2015 High: 3 TEP deployments with 20 stalls by 2015; 5 TEP deployments, 1 @ 20 stalls, 1 @ 40 stalls by 2015
Consolidate Alternative Fuel/Advanced Vehicle Procurement for Public Fleets	1,200,000 (Low), 1,400,000 (High)	1,500,000 (Low), 1,700,000 (High)	NA	NA	500 (Low), 6,000 (High)	6,000 (Low), 14,000 (High)	TBD	TBD	Hard	CEO State Fleet Management RMC State Fleets/Private Fleets Local Gov'ts and Other Public Fleets	<ul style="list-style-type: none"> Baseline: CO Clean Cities 2010 Report to DOE Agreement with subcontractor group (50 members) with demonstrated desire to participate Low: 2.5% Annual Incremental Improvement High: 5.0% Annual Incremental Improvement Improvements can be achieved from any combination of alt. fuel/alt. inc. vehicles, improved fleet efficiencies, rate reduction technologies or more fuel efficient vehicles, which provides flexibility for both fleets. Significant overlap with other gas strategies. Predicted fuel saving/GHG benefits associated with natural gas selected not Conservative estimate: likely additional fleets will opt in.
1-70 Speed Harmonization Pacing Pilot	1,000 (due to avoided incident delay)	1,200 (due to avoided incident delay)	NA	NA	6 (due to avoided incident delay)	8 (due to avoided incident delay)	\$280,000	\$340,000	Easy	Colorado State Patrol	<ul style="list-style-type: none"> Results based upon a reduced crash rate and subsequent incident delay due to speed harmonization effort +1.70. eastbound Silver Thorne to Empire Junction Sunday, 11AM-4PM, 8 months of each year Avg. pacing speed: 55 mph Avg. historic speed without pacing: 52 mph Avg. historic speed avoided due to incident delay: 30 mph
Enhancements to Traveler Information and Scheduling/Pace Improvements	90,000 (Low), 140,000 (High)	60,000 (Low), 240,000 (High)	4,700,000 (Low), 18,800,000 (High)	4,700,000 (Low), 18,800,000 (High)	500 (Low), 1,900 (High)	300 (Low), 1,200 (High)	NA	\$15,300,000	Easy	RFD	<ul style="list-style-type: none"> An accurate estimate of the increase in travel rider ship associated with this strategy cannot be calculated at this time. The estimated energy benefits provided correspond with an increase of 5% (Low) and 2.0% (High) increase in daily ridership based on 2010 RFD annual boardings.
Accelerating Clean Construction	EOST is anticipating contracting with a consultant to develop a CO21 sustainability evaluation tool for construction projects. The consultant would develop a comprehensive list of design and construction activities, define the evaluation process, and recommend performance goals for sustainable construction evaluations. It is anticipated that specific goals and strategies may be identified through this study and may be measured at a later time.										
Increase/Coordinate Education on Transportation Efficiency and Clean Fuels	This strategy requires further discussion and development and is not being quantified at this time.										
Investigating Long-term Policy Options to Address the Impact of Decreased Infrastructure Revenues from an Increased Penetration of Alternative Fuel and Fuel Efficient Vehicles	This strategy requires further discussion and development and is not being quantified at this time.										

Estimated Energy Benefits From Deployment of All Recommended Strategies	Est. Total Emission Savings (mt CO2e)		Est. Petroleum Displaced (gallons)		Est. Reduction in GHG From Transportation Sources (% of Total)	
	2015	2025	2015	2025	2015	2025
	2,500,000 (Low), 4,700,000 (High)	1,800,000 (Low), 3,000,000 (High)	2,500,000 (Low), 3,800,000 (High)	1,800,000 (Low), 3,100,000 (High)	7 % (Low), 14 % (High)	5 % (Low), 9 % (High)

Collaborative Team Meetings

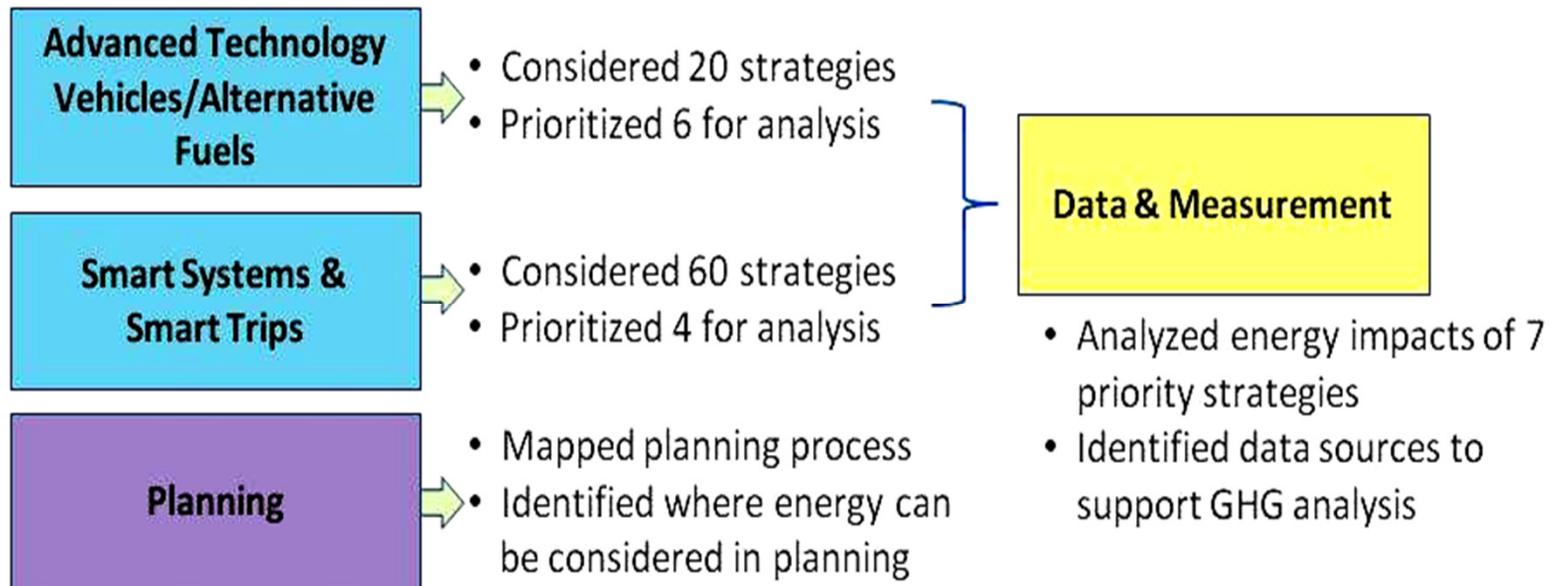
- September 2011
 - “Cross-Walk” meeting to bring work groups back together.
 - Meeting Objectives:
 - Review and discuss the prioritized strategies
 - Review and discuss the findings of the Planning Processes work group
 - Review and discuss the results of initial analysis of strategies by the Data and Measurement work group.



Strategy Screening and Prioritization

- Strategies prioritized based on ease/feasibility of implementation and energy reduction potential.
- Focus on short-medium term strategies.
- From nearly 80 potential strategies, 10 strategies were prioritized.
- Some potential strategies were not prioritized for reasons such as:
 - The measure fell outside of the control or influence of participants;
 - The idea was not sufficiently scoped to allow for analysis;
 - The strategy was already the subject of existing efforts;
 - The strategy was very long-term.

Strategy Screening and Prioritization



Advanced Technology Vehicles and Alternate Fuels Strategies

- Promote Public/Private Partnerships and Shared Station Agreements to Support Natural Gas Vehicles Use in Fleet Vehicles
- Consolidate Alternative Fuel/Advanced Vehicle Procurement for Public Fleets
- Truck Stop Electrification Pilot Program
- Sustainability in Design and Construction



Smart Systems/Smart Trips Strategies

- Enhance Real Time Traveler Information (Smart Phone Application)
- Truck Fleet Enhancements
- I-70 Rolling Speed Harmonization Pilot
- Enhancements to Transit Traveler Information and Improving Scheduling/Fares



Verizon 12:10 PM



State Find Me Conditions

Energy Literacy

- Energy Literacy Strategy discussed and recommended by Smart Systems and Smart Trips and Advanced Technology Vehicles and Alternate Fuels work groups.
 - Combines a number of concepts to increase awareness of transportation energy use, its impacts, and ways to reduce transportation energy use.
 - CDOT and GEO should partner to develop clear, consistent messaging that explains the connection between energy and transportation and why it is in the public interest to reduce transportation sector energy use.

Analysis of Strategies

- Of the ten prioritized strategies, seven were analyzed by the Data and Measurement Work Group.
- Strategies not analyzed were those that required additional discussion and refinement to properly scope and/or those that were of a nature not given to quantification.
- Strategies were analyzed at a low and high level of implementation and for two time horizons- 2015 and 2025.

Analysis of Strategies

Identify quantifiable strategies

Agree on scoping assumptions for strategies

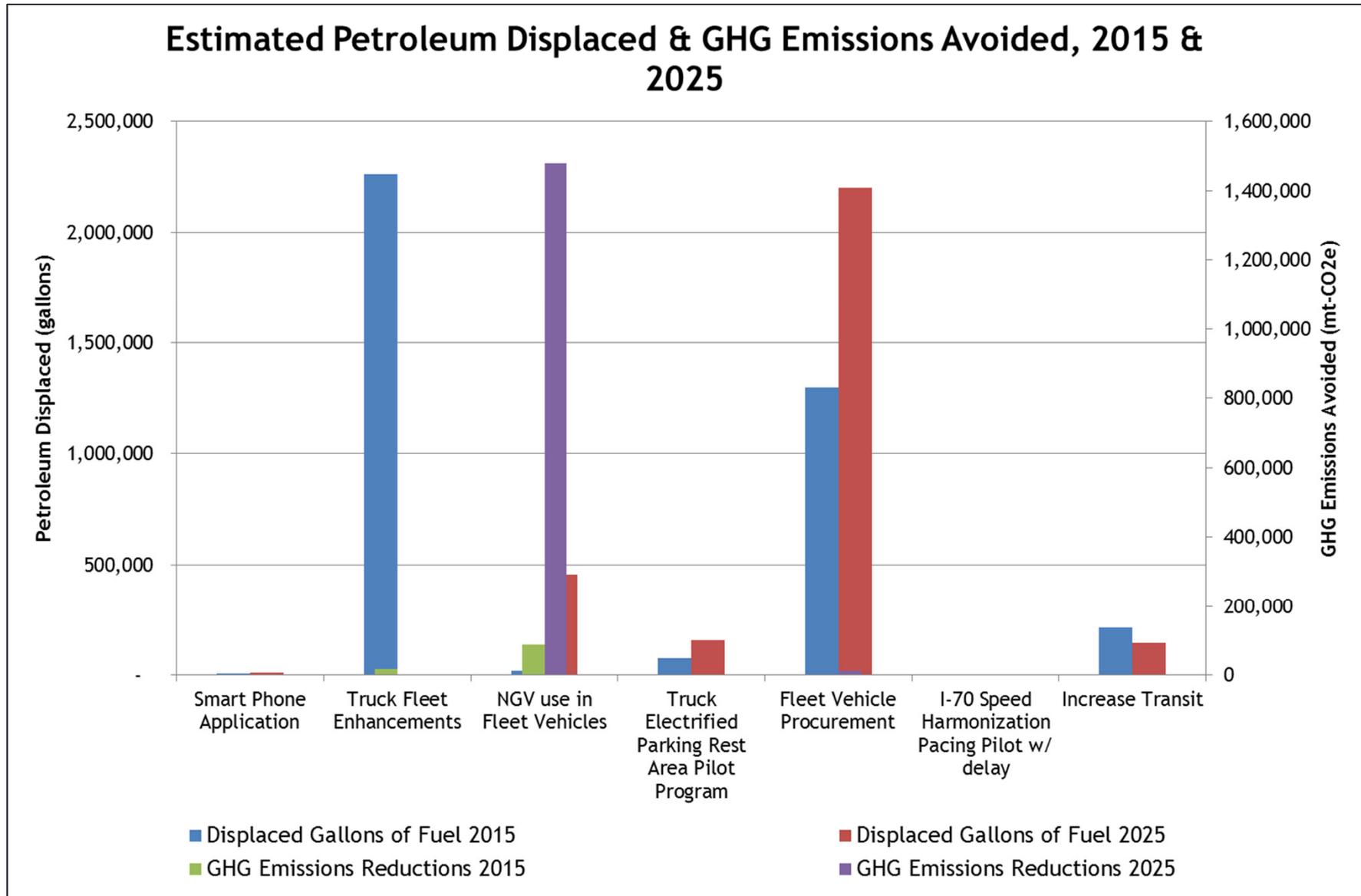
Utilize available data, nationally recognized defaults, and “best professional judgment” to define the strategy and the changes that will occur with the changes.

Use modeling tools (such as MOVES 2010a) to estimate revised emissions levels based upon VMT, VHT and other changes.



Analysis of Strategies

- Reduction in GHG from transportation
 - 2015 (7% - 14%)
 - 2,500,000 mt CO₂e (low) to 4,700,000 mt CO₂e (high)
 - 2025 (5% - 8%)
 - 1,800,000 mt CO₂e (low) to 3,000,000 mt Co₂e (high)
- Gallons of Petroleum Displaced
 - 2015
 - 2,500,000 gl. (low) to 3,800,000 gl. (high)
 - 2025
 - 1,800,000 gl. (low) to 3,100,000 gl. (high)
- Strategies varied widely in terms of the level of reduction-ranging from relatively limited reductions for small-scale pilot programs to significant reductions from strategies with statewide implementation.



Final Collaborative Team Meeting

- November 2011
 - Concluded with remarks from SSTI, CDOT and GEO management, discussion of next steps and the signing of a “Recognition Board” acknowledging the efforts and contributions of participants.

Colorado Department of Transportation
and
The Governor's Energy Office



Planning for a More Efficient Colorado

On behalf of the Colorado Department of Transportation and the Governor's Energy Office, we commend the commitment and dedication of all Collaborative Team members in developing a framework for considering energy efficiency and greenhouse gas emissions in transportation decision-making ultimately enhancing all transportation services to our citizens, promoting clean transportation technologies and improving the economy of our state.


 Donald E. Hunt, Executive Director
Colorado Department of Transportation


 T.J. Deora, Director
Governor's Energy Office

Partnering Agencies



Strategies moving forward:

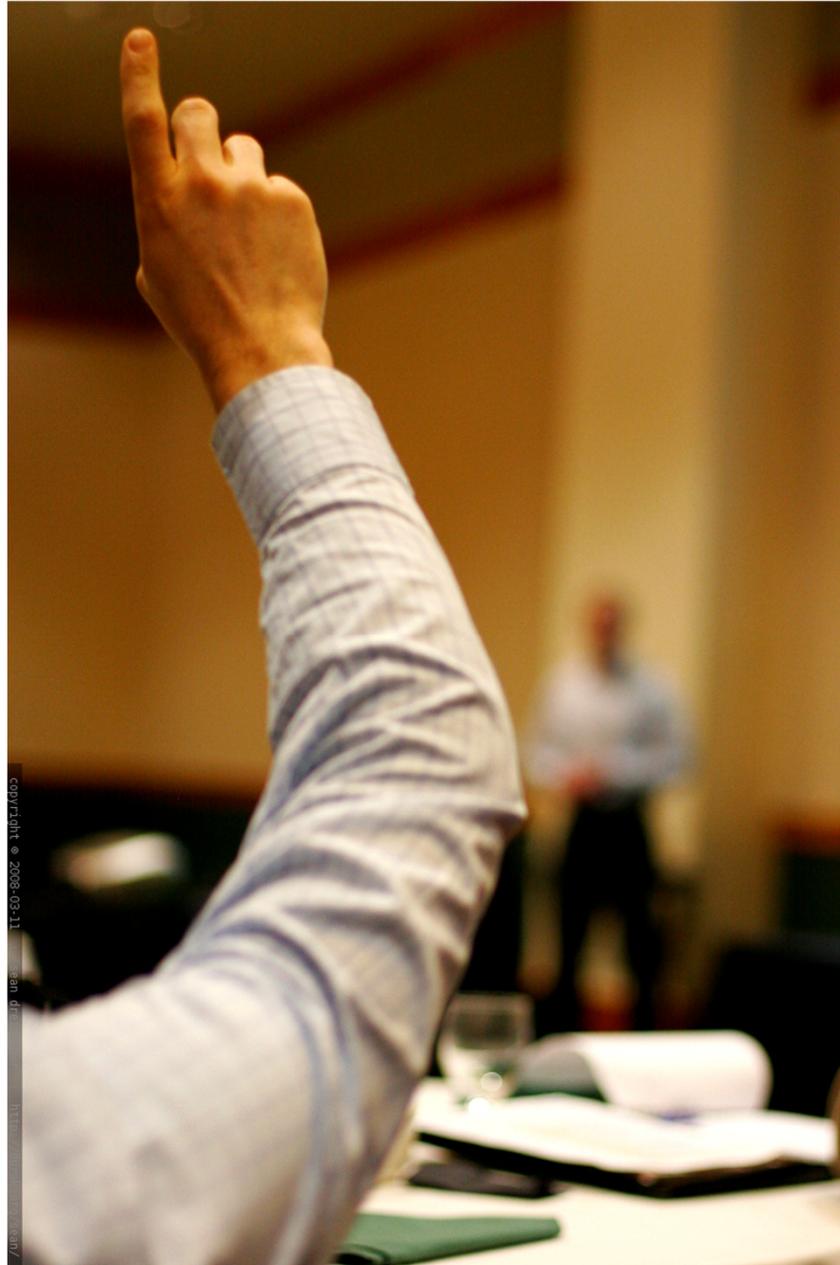
- Enhance Real Time Traveler Information (Smart Phone Application)
- Truck Fleet Enhancements
- I-70 Rolling Speed Harmonization Pilot
- Enhance Transit Traveler Information and Improve Scheduling/Fares
- Promote Public/Private Partnerships & Shared Station Agreements to Support NGV Use in Fleet Vehicles
- Truck Stop Electrification Pilot Program
- Consolidate Alternative Fuel/Advanced Vehicle Procurement for Public Fleets
- Energy Literacy Program
- Sustainability in Design and Construction
- Investigate Long-term Policy Options to Address the Impact of Decreased Infrastructure Revenues From an Increased Penetration of Alternative Fuel and Fuel Efficient Vehicles

Implementation Status

- Strategies currently making progress towards implementation include:
 - Truck Stop Electrification Pilot Program
 - Consolidate Alternative Fuel/Advanced Vehicle Procurement for Public Fleets
 - Sustainability in Design and Construction
 - Enhance Real-Time Traveler Information (Smart Phone Application)
 - I-70 Rolling Speed Harmonization Pilot
 - Energy Literacy

Next Steps

- EST Initiative is an important first step in efforts to consider energy efficiency and GHG in transportation decision-making.
- CDOT and GEO will check in with Collaborative Team participants during the course of 2012 to check on implementation status, report on progress and discuss new opportunities.
- As the EST Initiative concludes, the planning process for the next Statewide Long-Range Transportation Plan begins
- EST Initiative will provide a solid foundation to build upon as the long-range transportation vision for the state is developed and implemented through the Statewide and Regional Transportation Plans, and Transportation Improvement Programs.
- SSTI Webinar on the ESTI Initiative scheduled for March 30.
- A “Practitioner’s Guide” to the EST Initiative is due in late March.
- A final report on the EST Initiative is due in April.



TERC Notification of CDOT Region 6 PEL Studies

CDOT three Planning and Environmental Linkage studies in the scoping phases right now. You have already been contacted about the I-25 North PEL Project currently being conducted in the north metro area of Region 6. The other two are:

- SH 7 PEL Study between US85 on the east and US 287 in the west
- I-70 Kipling Interchange PEL study in Wheat Ridge and Arvada.

Project Descriptions

North I-25 PEL: While this study is separate from the North I-25 EIS, the PEL will look to build upon the improvements in this section of the metro area identified in EIS. The objective of this study is to work with and gain the support of stakeholders to analyze and develop a range of improvements to reduce congestion and improve operational performance and safety.

SH 7 PEL: The study will evaluate the existing and future operating conditions of the highway, while considering future development along the corridor. This study will identify a range of improvements, including the potential for multi-modal improvements such as transit service, and the capacity to add bicycle and pedestrian facilities or to make trail connections. Additionally, environmental analysis will be conducted to assess the potential impacts of identified improvements.

I-70 Kipling Interchange PEL: The study will provide an improved understanding of the existing conditions of the interchange including congestion, operations and safety. The study team will work with stakeholders to analyze a range of short- and long-term improvements to reduce congestion and improve operation performance and safety along I-70 and on Kipling Street (SH 391).

Request Your Involvement

Per the Planning and Environmental Linkages Partnering Agreement (June 2009), CDOT will be contacting staff in your various agencies for both information gathering and active participation in this PEL project. The project team has identified the following agencies as those whose participation is going to be requested initially, although others may be necessary as the project progresses:

- RTD
- SHPO
- USACE
- USFWS
- CDPW
- USEPA
- CDPHE

We ask that you please encourage your staff to participate in these efforts. Please contact CDOT Region 6 (see below) if you have any questions or would like more information about this project. Thank you in advance for your participation in these PEL projects.

Contacts

North I-25 PEL: either Lizzie Kemp (303-757-9929 or elizabeth.kemp@dot.state.co.us) or Jon Chesser (303-757-9936 or jonathon.chessser@dot.state.co.us)

SH 7 PEL: either Kirk Webb (303-757-9866 or kirk.webb@dot.state.co.us) or Dan Herrmann (303-757-9946 or danny.herrmann@dot.state.co.us)

I-70 Kipling Interchange PEL: either Dan Herrmann (303-757-9946 or danny.herrmann@dot.state.co.us) or Kirk Webb (303-757-9866 or kirk.webb@dot.state.co.us)