



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually and in-person

April 15, 2022

8:30 AM – 11:30 AM

Agenda

- 8:30-8:35 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 8:35-8:40 **Approval of the March Meeting Minutes** - Vince Rogalski, STAC Chair
- 8:40-8:55 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department
 - Proposed change to the STAC meeting date
- 8:55-9:05 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report from the most recent Transportation Commission meeting
- 9:05-9:25 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies
- 9:25-9:40 **Legislative Report (Informational Update)** – Herman Stockinger, Andy Karsian, Jamie Grim
CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity
- 9:40-10:15 **GHG Policy Directive Update (Informational Item)** – Rebecca White, Director, Division of Transportation Development, and Theresa Takushi, Greenhouse Gas Program Specialist
- Overview of the draft Greenhouse Gas (GHG) mitigation policy
- Break**
- 10:25-10:45 **10-Year Plan and Transit (Informational Item)** – Amber Blake, Director, Division of Transit and Rail
- Overview of approach for sustainable funding for Bustang operations and maintenance
- 10:45-11:05 **Rest Areas Update (Informational Item)** – Hope Wright, Buildings and Rest Area Asset Manager
- Overview of the rest area program
- 11:05-11:10 **FY23-26 STIP Update (Informational Item)** – Jamie Collins, STIP Manager
- Overview of the FY23-26 STIP
- 11:10-11:30 **Other Business** - Vince Rogalski, STAC Chair
- Nonattainment Enterprise: Rulemaking schedule and 10-Year Plan update next month
 - TDM Grant Opportunities

Statewide Transportation Advisory Committee (STAC)—Meeting Minutes

Recording: <https://youtu.be/IIDXPYrBMlg>

Location: Virtual and in-person at CDOT Headquarters, 2829 W. Howard Pl., Denver, CO 80204

Date/Time: March 11, 2022; 9:00 a.m. – 12:30 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Attendance:

Denver Area:	Tammy Maurer, Ron Papsdorf	San Luis Valley:	Keith Baker, Vern Heersink
Central Front Range:	Dick Elsner	South Central:	Lourae King, John Galusha
Eastern:	Scott Weaver, Chris Richardson	Southeast:	Ron Cook
Grand Valley:	Dana Brosig, Rachel Peterson	Southwest:	Sarah Hill
Gunnison Valley:	Vince Rogalski	Upper Front Range:	Scott James
Intermountain:	Bentley Henderson	Southern Ute Tribe:	None
North Front Range:	Kristin Stephens, Suzette Mallette	Ute Mountain Ute Tribe:	None
Northwest:	Heather Sloop	FHWA:	John Cater
Pikes Peak Area:	Danielle Miller, John Liosatos	FTA:	Kristin Kenyon
Pueblo Area:	Chris Wiseman, John Adams		

Highlights and Action Items

- 1) Introductions and STAC Minutes – Vince Rogalski, STAC Chair – [Video link 00:03:55](#)
 - Action: Motion by Scott James to approve the February 11, 2022 STAC meeting minutes, seconded by Dick Elsner. The minutes were approved unanimously without changes or additions.
- 2) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director; John Lorme, CDOT Director, Division of Maintenance and Operations – [Video link 00:08:49](#)
 - CDOT is working on federal grant applications for a project at US-6 and Wadsworth Boulevard and three mobility hubs on the western slope.
 - Staff presented on the intense conditions of snow plowing and safety concerns for drivers.
- 3) Transportation Commission (TC) Report – Vince Rogalski, STAC Chair – [Video link 00:22:20](#)
 - Regarding the 10-Year Plan update, TC agreed to use the Regional Priority Program (RPP) midpoint formula and to keep the 10% transit set-aside.
 - TC discussed investment in Cottonwood Pass as an alternative detour route for closures on I-70.
- 4) STAC Member and Federal Partners Reports – [Video link 00:23:47](#)
 - Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) representatives reported on construction projects, Multimodal Transportation and Mitigation Options Fund (MMOF) preparations, safety targets, transportation demand projects, Transportation Improvement Program (TIP) amendments, service cuts due to driver shortages, staffing updates, 10-Year Plan updates, road closures, project awards, and maintenance projects.
 - Federal Highway Administration (FHWA): States should gear up for the federal infrastructure bill rollout.
 - Federal Transit Administration (FTA): FY2022 discretionary funding for the Low or No Emission Program and the Buses and Bus Facilities Program has been announced.
- 5) Legislative Report – Andy Karsian and Jamie Grim, CDOT Office of Policy and Government Relations (OPGR) – [Video link 00:43:50](#)
 - Action: CDOT staff to provide Heather Sloop with a list of the proposed safety stop bill amendments.
 - The omnibus spending bill is going to President Biden for signing and will provide funding through September 30, 2022. Staff reviewed the funding provided by the bill.

- At the state level, the legislature is reviewing bills relating to alternative transportation options for employees, the bicycle safety stop, wildlife crossings, laying fiber in the CDOT right of way, and air quality.
- The Joint Budget Committee (JBC) long bill is coming out. CDOT has funding authorization requests for Revitalizing Main Streets (RMS), Multimodal Transportation and Mitigation Options Fund (MMOF), Burnham Yard, and impaired driving pass-through dollars.

STAC Discussion

- Regarding the safety stop bill, Senator Winter is open to conversing with CDOT about amendments. CDOT and Bicycle Colorado agreed to continue working together, regardless of the outcome of the bill.
- 6) Draft GHG Mitigation Policy Overview – Theresa Takushi, CDOT Division of Transportation Development (DTD) – [Video link 01:00:53](#)
- Action: CDOT to provide STAC members with a list of the Interagency Consulting Team members and the most current mitigation calculations. CDOT will bring a definition of “regionally significant projects” to STAC next month.
 - CDOT has formed a state Interagency Consulting Team (IACT) to look at the definition for “regionally significant project.”
 - CDOT is working on a GHG mitigation policy directive. The policy directive will be a high level document in order to remain relevant for the 30-year lifespan of the GHG Rule. It will define “regionally significant project” from the GHG Rule, define the processes for establishing and scoring mitigation measures, and define mitigation action plan and status report.
 - CDOT is also working on a procedural directive that will be approved by CDOT’s executive director. The procedural directive will provide more detailed information such as the list of specific GHG mitigation measures, the methodology for quantifying and scoring measures, how to incorporate disproportionately impacted communities, and detailed modeling calculations. The procedural directive can be updated as modeling methodologies improve.

STAC Discussion

- Some STAC members continue to be concerned about how rural areas will be impacted by the Rule.
 - The list of mitigation measures will be given to STAC once CDOT has finished compiling and refining it.
 - Some STAC members were interested in a cost-benefit analysis of the mitigation measures.
- 7) Update on Transit Projects for the 10-Year Plan – Amber Blake, Director, Division of Transit and Rail (DTR) – [Video link 02:02:34](#)
- Action: CDOT will discuss with Scott James the idea of counting reduced funding as a GHG credit.
 - Revenue for the Bustang family of services is less than expenditures. To address this, CDOT is looking to deduct operations and maintenance from the 10% transit set-aside of the 10-Year Plan. This will remedy the deficit, allow for expansion of the service, and cover operation and maintenance of mobility hubs.

STAC Discussion

- Some STAC members were concerned about CDOT redirecting funds from the 10% transit set-aside to operations and maintenance. This would decrease the amount of funding for local projects. There were requests for CDOT to refrain from expanding Bustang services and to find operation and maintenance funds elsewhere.
- The funds under discussion are MMOF funds that were specifically set aside for the state. CDOT put these funds into the 10-Year Plan but is now trying to reclaim the funds for operations and maintenance. CDOT has very limited transit operation dollars and using the MMOF dollars is the only option.
- There was a suggestion that the money taken from TPRs/MPOs portion in the Plan be considered a GHG credit.

- There was a question about the trade-off, from a GHG perspective, of using this money for Bustang versus reducing local funding.
- 8) Transportation Demand Management (TDM) Grant Program Overview – Kay Kelly, Chief, Office of Innovative Mobility – [Video link 03:08:33](#)
- Agenda item tabled due to lack of time.
- 9) Rest Area Update – Hope Wright, CDOT Building/Rest Area Asset Manager – [Video link 03:08:33](#)
- Agenda item tabled due to lack of time.
- 10) Cottonwood Pass Overview – Steve Harelson, CDOT Chief Engineer – [Video link 03:09:22](#)
- Three to four times a decade, I-70 through Glenwood Canyon experiences significant closures due to natural hazards. The shortest alternate route is Cottonwood Pass in Garfield and Eagle counties.
 - Staff summarized the discussions with the counties, design challenges, and legal ownership challenges.
- STAC Discussion
- Process concerns were raised regarding the TC’s decision to grant \$1 million to the project.
- 11) STAC Business – Vince Rogalski, STAC Chair – [Video link 03:21:40](#)
- Action: The next meeting will start earlier, at 8:30 AM.
 - The next meeting is on April 15, 2022.
- STAC Discussion
- There was a suggestion to put TPR reports at the end of the agenda.

Transportation Commission (TC) Meeting Minutes

Workshops – Wednesday, March 16, 2022, 1:00 pm – 5:00 pm, Virtual Meeting via Zoom

Recording: <https://youtu.be/QUxeKZKSael>

Call to Order, Roll Call

All eleven Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Barbara Vasquez, and Eula Adams, Yessica Holguin, and Terry Hart.

1. Joint Session with Colorado Transportation Investment Office (CTIO) and TC (Nick Farber and Simon Logan) – 00:01:50

Purpose & Action: Provided background information related to the proposed Central 70 Globeville, Elyria, and Swansea (GES) Low-Income Tolling Equity Program. No action requested currently - information only.

Discussion Summary:

- Staff presented an overview of efforts taken and continuing to develop options for a preferred program for reduced tolling program for the residents in the area adjacent to the new Central 70 tolled corridor, including outreach and research, costs, accessibility and implementation considerations.
- The CTIO currently recommends both a transit pass component and a tolling benefit to begin in 2023 and those programs to share the program funding based on ongoing community feedback and input. It is proposed to fund the program with \$1 million of the Central 70 contingency fund, to be repaid over 10 years from tolling revenues.
- Commissioners had questions about how to create assurance that funding would be available to the program regardless of the likely low levels of tolling revenues collected in the initial years.

2. ROW Condemnation Authorization (Stephen Harelson) – 00:43.45

Purpose & Action: Provided background to inform the TC prior to taking action at the March regular meeting to authorize the initiation of condemnation proceedings for Region 3 Project US 6 & I-70 B in Clifton, Project Code 21415.

Discussion Summary:

- Commissioners sought to clarify that the owner's claimed loss of access was indeed mitigated by CDOT's change of design to a mountable curb that vehicles can easily drive over.

3. Budget Workshop (Jeff Sudmeier) – 00:51:47

Purpose & Action: Presented the FY 2022-23 Final Annual Budget Allocation Plan for TC adoption. The TC was being requested to adopt the FY 2022-23 Final Annual Budget Allocation Plan at the regular meeting.

Discussion Summary:

- The total FY2023 budget includes approximately \$1.8 billion in new revenues, including about \$100 million more than presented last month to reflect the confirmed surplus FY2021 state revenues expected to be transferred to the Multimodal Mitigation Options Fund (MMOF). Approximately \$373 million of that amount are funds passed through to local agencies.
- The proposed FY2023 budget and spending plan includes approximately \$2.2 billion of funds being rolled over from FY2022 to FY2023, and approximately the same amount to be spent in the fiscal year.
- Cash projections indicate that CDOT will spend down the majority of its current balances in the next two years.
- Commissioners and staff discussed recent and anticipated inflation and how that is managed as the large number of planned projects are implemented.
- Staff will bring to a future TC meeting some discussion on how CDOT plans to address the personnel needs for maintenance operations.

- This being the final budget proposal for FY2023, CDOT will submit this to the Governor's office before the April 15 deadline, presuming it is adopted by the Commission.

4. Rest Area Update (Hope Wright) – 01:34:14

Purpose & Action: Rest areas are vital to CDOT's transportation network and exist to provide the traveling public a safe place to pullover and rest. This workshop served to provide an update to the TC about rest areas since they were identified as an asset in 2019, how they compare to other states and an update on future rest area projects thanks to dedicated funding beginning in FY2023. No action requested.

Discussion:

- Staff presented short, mid and long-term rest area strategies, including formation of an advisory committee to help guide CDOT's approach to maintaining facilities.
- Commissioners stressed the benefit of more numerous rest areas, such as there are in New Mexico, but recognized that not all need to be very large or sophisticated to fill their need.
- Current federal restrictions prohibit charging fees for use of public electric vehicle charging facilities on rest areas. Commissioners discussed various partnership models that may make some facility enhancements possible.

5. Greenhouse Gas (GHG) Mitigation Policy Directive Update (Rebecca White and Theresa Takushi) – 02:14:20

Purpose & Action: This workshop provided an update on the status of the development of the Policy Directive on GHG Emissions Mitigation Measures and an update on the progress towards compliance for the GHG Pollution Reduction Standard for Transportation Planning. No action requested, discussion only.

Discussion:

- Regarding the content and updates of related Procedural Directives, Commission expressed the desire to have opportunity to review them but recognized possible unnecessary hinderance of CDOT management's role in maintaining and updating them. Staff's recommendation, therefore, is to include everything in the Policy Directive adopted by the TC and have that updated every six months and not have Procedural Directives.
- The Commission emphasized that their role includes serving as a forum for public comments and appeals to Procedural Directives.

6. 10-Year Plan (Rebecca White and Amber Blake) – 03:00:28

Purpose & Action: The purpose of this workshop was to provide the TC with an update on the projects with in the 10-Year Plan. No action required.

Discussion:

- The Commission preferred Option B, which removes the State MMOV Program funding from the 10-year Plan to fund the needed Operations and Maintenance of the Bustang services and Mobility Hubs, while maintaining the 10% minimum of the remaining funds in the Plan.

7. CDOT's Intelligent Transportation System (ITS) Fiber Program (John Lorme and Bob Fifer)

- Item postponed to March 17 following the conclusion of the regular meeting.

Workshop concluded at 4:53pm.

Regular Meeting - Thursday, March 17, 2022, 9:00 am to 10:30 am

Recording Link: <https://www.youtube.com/watch?v=JyVGfDd9gQ>

1. **Call to Order, Roll Call** – Video link [00:00:23](#)

Ten Commissioners were present: Commissioners Don Stanton (TC Vice Chair), Karen Stuart, Terry Hart, Yessica Holguin, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Eula Adams, and Barbara Vasquez. Kathy Hall (TC Chair) was excused

2. **Public Comments** – Video link [00:03:45](#)

Provided to the Commission in writing prior to the meeting:

- Danny Katz, Executive Director of Colorado Public Interest Research Group (CoPIRG) commented on the types of projects that CoPIRG would like to see get prioritized for funding to comply with the GHG rule including Safety/Vision Zero projects, Revitalizing Main Streets program projects, transit, biking, and land use. He pointed out that funding programs such as the Highway Safety Improvements Program (HSIP), 15% of which needs to be spent on vulnerable users, and the new Safe Streets and Roads for All, a new \$5 billion competitive grant program should be used for such projects.
- Jenny Gaeng of Conservation Colorado commented on the importance of directing funding to disproportionately impacted (DI) communities by investing in public transit in rural communities. She also urged an equity score for project prioritization.
- Thomas Easley, of the Rocky Mountain Climate Organization applauded the clean trucking effort, but does not appreciate the delay on clean trucking rulemaking, and stressed the importance of early implementation of the new SB260 enterprises. He stressed the importance that scoring mitigation measures should be based on actual benefits, and should not give extra points in DI communities. Also asked that a mechanism linking mitigation to performance over time be incorporated.
- Molly McKinley, of the Denver Streets Partnership, urged a rebalancing of transportation investments prioritizing land use and public transit. Pointed out the importance of a regionally network of bus rapid transit (BRT), diverse transit routes, and expanded operations. Pointed out the many options for funding transit and multimodal projects.
- Matt Frommer, Southwest Energy Efficiency Project (SWEEP) stressed the importance of smart land use to meet the transportation goals and pointed out that the benefits of smart growth are evident in modeling.
- Piep van Heuven, of Bicycle Colorado, commented that public transit is the best way to reduce VMT. Urged prioritization of bike/ped projects. Lots of funding available now including HSIP, which now requires a certain portion to be directed to multimodal projects.
- Three Written Comments were submitted into the record.

3. **Comments of the Chair and Individual Commissioners** – Video link [00:29:00](#)

- Commissioners expressed gratitude for the public comments on the GHG rule and commented on various transportation topics including the importance of educating the public in an effort to increase the safety on our roads, the importance of rest stops, the importance of maintaining the integrity of the planning process through the Transportation Planning Regions (TPRs), and a need to take another look at how speeds are set for the roads.

4. **Executive Director's Management Report (Shoshana Lew) – Video link [01:09:37](#)**
 - Executive Director Lew congratulated Mike Goolsby on retirement, and commented on his remarkable service considering his ability to handle some of the most difficult problems CDOT has seen as an organization.
 - Staff was recognized for all the hard work completed clearing the roads during the storm.
5. **Chief Engineer's Report (Steve Harelson) – Video link: [01:12:45](#)**
 - Chief Engineer Harelson congratulated Mike Goolsby on his service to CDOT, and gave a touching homage to his grandmother in honor of Women in Transportation.
6. **High Performance Transportation Enterprise (HPTe)/Colorado Transportation Investment Office (CTIO) Director's Report (Nick Farber) – Video link: [01:22:40](#)**
 - Governor Polis signed HB22-1074 allowing enforcement of express lanes with existing technology. This allows the CTIO Board to amend rulemaking, which will start in the near future.
 - The CTIO Board adopted the FY22 budget, and FY 23 fee for service, which will come before TC for approval soon.
 - ROADIS got an extension on their resubmittal for the I-25N unsolicited proposal until April 14, 2022.
7. **Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater) – Video link: [01:26:00](#)**
 - Complete Streets training was a huge success. Addressing the needs of all users is very difficult, and will depend on looking at context rather than designing based on a check list.
8. **Statewide Transportation Advisory Committee (STAC) Report (STAC Chair, Vince Rogalski) – Video link: [01:31:30](#)**
 - Vince Rogalski gave a summary of STAC discussion on the 10-year Pipeline and transit targets, Bustang expansion, and the GHG mitigation measures.
9. **Legislative Report (Andy Karsian) – Video link: [01:43:50](#)**
 - Acknowledged Mike Goolsby for his service. HB22-1074 managed lane bill was signed into law. All Commissioners came through confirmation successfully, and they responded very well to Senator Scott's questions.
 - Bill regarding broadband and bike safety stop bill passed out of Senate committee and amended it to accommodate CDOT's requests, including ability to sign intersections deemed unsafe for safety stops. Wildlife crossing bill is delayed and will be heard on March 28th.
10. **Act on Consent Agenda – Video link: [01:47:11](#)**

A Motion by Commissioner Beedy to approve Consent Agenda Resolutions 1-4, seconded by Commissioner Stuart, passed unanimously.

 - a) Proposed Resolution #1: Approve the Regular Meeting Minutes of February 17, 2022 (Herman Stockinger)
 - b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
 - c) Proposed Resolution #3: Former Kit Carson Maintenance Site Disposal (Heather Paddock)
 - d) Proposed Resolution #4: FTA 5311 Distribution (Amber Blake)
 - e) Proposed Resolution #5: Right of Way Condemnation Authorization Request 1 (Steve Harelson) (removed from Consent Agenda by motion from Commissioner Stuart, and seconded by Commissioner Beedy).

11. Proposed Resolution #5: Right of Way Condemnation Authorization Request 1 (Steve Harelson) –

Video link: [01:48:50](#)

Proposed condemnation of fee parcel and two temporary easements in Town of Clifton near US 6 with a motion by Commissioner Beedy to approve, and seconded by Commissioner Hickey, passed unanimously.

12. Discuss and Act on Proposed Resolution #6: 6th Budget Supplement of FY 2022 (Jeff Sudmeier) – Video link: [01:50:16](#)

A Motion by Commissioner Vasquez to approve, and seconded by Commissioner Garcia, passed unanimously.

13. Discuss and Act on Proposed Resolution #7: FY 2022-23 Final Budget Allocation Plan (Jeff Sudmeier and Bethany Nichols) – Video link: [01:52:28](#)

A Motion by Commissioner Garcia to approve, and seconded by Commissioner Bracke, passed unanimously.

14. Discuss and Act on Proposed Resolution #8: FY 2022-23 CTIO Fee for Service IAA Approval (Nick Farber) – Video link: [01:54:27](#)

A Motion by Commissioner Stuart to approve, and seconded by Commissioner Garcia, passed unanimously.

15. Recognitions: No recognitions

16. Other Matters:

- Bob Fifer, CDOT Division of Maintenance and Operations, and John Lorme, CDOT Director of the Division of Maintenance and Operations, announced that the fiberoptic workshop will be moved to April.

Meeting Adjourned: 11:01



COLORADO
Department of
Transportation

DATE: April 8, 2022

TO: Statewide Transportation Advisory Committee

FROM: Herman Stockinger, Deputy Director
Rebecca White, Director, Division of Transportation Development
Theresa Takushi, Greenhouse Gas Program Specialist

SUBJECT: Policy Directive Development - GHG Mitigation Measures &
Update on Compliance with GHG Pollution Reduction Standard

Purpose

This memo provides an update on the status of the development of the Policy Directive on GHG Mitigation Measures and an update on the progress towards compliance for the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning. Staff will also present a proposed interpretation for two key terms (Regionally Significant and Transportation Capacity).

Action

Discussion only.

Background

As outlined in the Rule, approved by the Commission in December: "...CDOT in consultation with the MPOs shall establish an ongoing administrative process and guidelines, through a public process, for selecting, measuring, confirming, verifying, and reporting GHG Mitigation Measures" (Section 8.02.4).

This month, CDOT staff will present an updated Draft Policy Directive including Appendix A with specific GHG Mitigation measures. The Transportation Commission may consider the PD for approval at the May Commission meeting.

Details

CDOT staff has been working with the Ad Hoc Agency Coordination Committee to develop the GHG Mitigation Policy Directive. Staff has also been continuously working with the Metropolitan Planning Organizations and other stakeholders to discuss modeling and GHG Mitigation measures/methodology.

Following the March Commission workshop, and with specific guidance from the Ad Hoc Committee, CDOT staff is now bringing forward the Draft Policy Directive which includes both a broader framework and guidance as well as an Appendix listing the draft approved GHG Mitigation Measures, their scores, and the calculation methodology behind the scores. The calculation methodology outlined is based on state of the practice and cites the best thinking and information on this work available nationwide. The scores associated with each GHG Mitigation Measure are based on actual GHG reductions, where 1 point is equivalent to 1 ton of CO₂ reduced.

The four main sections of the Draft Policy Directive include:

1. Process for Establishing GHG Mitigation Measures
2. Proposing New GHG Mitigation Measures
3. Broad overview of scoring approach for GHG Mitigation Measures
4. Developing a Mitigation Action Plan & Status Report
5. Appendix - Approved GHG Mitigation Measures

As noted above, staff will also present a proposed interpretation of two key terms that are used in both SB260 and the GHG Rule. In particular, the GHG Rule requires that Regionally Significant Projects be modeled for compliance with the rule. The interpretation outlined in the slides will help staff identify and categorize these projects within the context of the 10 Year Plan.

Next Steps

Development of this Policy Directive is an important piece of implementing the GHG Rule. By October 1, 2022, CDOT, DRCOG and NFRMPO must update their plans pursuant to the requirements of the rule and demonstrate compliance with the GHG reduction levels. Each agency must submit a GHG Transportation Report to the Commission, demonstrating the emissions analysis for their regions and, if necessary, a Mitigation Action Plan which details mitigation measures used to help them meet their reduction levels.

Attachments

- Slide presentation



COLORADO

Department of Transportation

GHG Pollution Standard for Transportation Planning: Policy Directive Development and Rule Implementation Update

April 20, 2022



Agenda

- Current Status of Rule Implementation
- Policy Directive
 - Overview
 - Appendix A



GHG Planning Rule Process





- April: TC and STAC Workshops (GHG Mitigation Policy Directive)
- May: TC Workshop and potential Approval of PD
- 10 Yr Plan Update and GHG Report to TC
 - CDOT, DRCOG and NFRMPO must have updated plans in place - before Oct 2022



GHG Mitigations: Background

GHG mitigation strategies are a key concept within the GHG Rule providing another pathway toward meeting the GHG reduction levels in the Rule.

Staff has been working to develop both the overall guidance for these mitigation strategies as well as the detailed quantification of how much each measure would reduce GHG emissions.

At last month's Transportation Commission meeting it was decided that all of this detailed work would live in a single Policy Directive to be adopted by the Commission.

The Commission's Ad Hoc Committee has been meeting weekly to advise on the development of this Directive. Staff also has been meeting with CEO, CDPHE and the Interagency Consultation Team to receive their input.



DRAFT GHG Mitigations Policy Directive

- Policy Directive
 - Overarching framework
 - Explains intent of mitigations and process for scoring
 - High level enough to consider the 30 year life of the rule
 - Reporting requirements
 - Appendix A
 - Lists actual GHG Mitigation Measures
 - Scoring matrix
 - Detailed calculation methodology with citations



DRAFT Framework for GHG Policy Directive

Four main sections:

1. Process for Establishing GHG Mitigation Measures
2. Proposing New GHG Mitigation Measures
3. Broadly describes scoring approach for GHG Mitigation Measures
4. Developing a Mitigation Action Plan & Status Report



DRAFT Appendix A Overview

- Table 1 - GHG Mitigation Measures and points
 - State of the practice: Table 11 citations
 - Same measure has different impacts over time
- Table 2 - Lifetime
 - Different measures have different lifetimes
 - Infrastructure - 30 years
 - Investment - 1 year
- Table 3 - Project construction mitigations and points
- Tables 4-10 - Calculation Methodology
- Table 11 - Citations



Mitigation Measures and their Point/Metric - Bike/Ped

Project Type	Metric	Points/ Metric ² Now - 2024 ⁴	Points/Metric 2025-2030	Points/Metric 2031-2040	Points/Metric 2041-2050	Additional Multipliers
Pedestrian/Bicycle						
Bike lane/facility - urban ³	Miles of facility built between plan year 1 and evaluation year	10	8	4	2	2.0 – separated / protected lane or bike boulevard
Bike lane/facility – suburban		3	3	1	1	
Bike lane/facility – rural		1	1	1	1	
Sidewalk/ pedestrian facility - urban		9	8	4	1	
Sidewalk/ pedestrian facility - suburban	1	1	1	1		
Sidewalk/ pedestrian facility – rural	1	1	1	1		
Shared-use path - urban	22	18	9	3		



DRAFT Lifetime Effectiveness

Measure	Lifetime (years)
Transit - Infrastructure (bus priority)	30
Transit - Operations (added service/ reduced fares)	1
Electrification (vehicle)	12
Electrification (charging station)	12
Parking (requirements)	30
Parking (pricing)	1
TDM	1
Bike/Ped	30
Shared bikes/scooters	2
Traffic Operations (signal retiming)	5
Traffic Operations (roundabout)	30



DRAFT Calculation Methodology - Bike/Ped

PEDESTRIAN AND BICYCLE STRATEGIES

Ref	Parameter	Value				Source/Calculation	Metric & Notes
		2025	2030	2040	2050		
Parameters Common Across Strategies							
A	grams CO2 per vehicle-mile (auto)	303	256	119	46	GHG Rule CBA (MOVES model) - high EV scenario	
	Prior drive mode share of new bikers/walkers						
B1	Owned bikes	60%				Transportation Investment Strategy Tool, Table A.4	
B2	Shared bikes and scooters	40%				Buehler et al (2019), Mobility Lab (2019), NABSA (2020), Ramböll (2020), MacArthur et al (2018)	
	Average trip length (mi)						
C1	Bike	2.3				2009 National Household Travel Survey	
C2	Walk	0.7				2009 National Household Travel Survey	
C3	Shared bike	1.4				PBOT (2020) and NABSA (2020)	
C4	Scooter	1.1				PBOT (2020) and NABSA (2020)	
D	Annualization factor	365					
	Per New Facility-Mile:	New Users (Daily)	Displaced Auto Miles/yr	Source/Calculation			
	Bike lane/facility - urban	80	40,296	New users: Transportation Investment Strategy Tool documentation, Table A.4			
	Bike lane/facility – suburban	25	12,593	Displaced auto miles: New users * C1 * B1 * D			
	Bike lane/facility – rural	5	2,519				



DRAFT Calculation Methodologies

Per New Facility-Mile:	New Users (Daily)	Displaced Auto Miles/yr	Source/ Calculation
Bike lane/facility – urban	80	40,296	New users: Transportation Investment Strategy Tool documentation, Table A.4
Bike lane/facility – suburban	25	12,593	Displaced auto miles: $\text{New users} * C1 * B1 * D$
Bike lane/facility – rural	5	2,519	





DRAFT Mitigation Measures and their Point/Metric - Transit

Project Type	Metric	Points/ Metric ¹ Now - 2024 ²	Points/Metric 2025-2030	Points/Metric 2031-2040	Points/Metric 2041-2050	Additional Multipliers
Transit						
New/increased fixed-route transit service - urban/suburban	Per 1,000 additional vehicle revenue-hours in evaluation year ⁴	13*	6*	5	2	*2025 points only for electric bus
New/increased demand-response transit service - urban/suburban		0	0	1	1	2030: 11 points for electric bus
New/increased transit service - rural fixed-route		13*	6*	5	2	



DRAFT Calculation Methodology- Transit

TRANSIT STRATEGIES

Ref	Parameter	Value				Metric; Source/Calculation
		2025	2030	2040	2050	
Parameters Common Across Strategies						
Vehicle revenue-miles per revenue-hour						
A1	Fixed-route bus	13	13	13	13	NTD (2019), Colorado agencies
A2	Demand-response bus	13.7	13.7	13.7	13.7	NTD (2019), Colorado agencies
Passenger-miles per vehicle-mile						
B1	Fixed-route bus	8.2	8.2	8.2	8.2	NTD (2019), Colorado agencies
B2	Demand-response bus	1	1	1	1	NTD (2019), Colorado agencies
grams CO2 per vehicle-mile						
C1	Fixed-route bus	1,555	399	-	-	GHG Rule CBA (MOVES model) - high bus electrification (100% electric by 2033)
C2	Demand-response bus	619	159	-	-	2019 based on medium truck MPG from AEO, future years adjusted proportional to fixed-route bus
C3	Auto	303	256	119	46	GHG Rule CBA (MOVES model) - high bus electrification
grams CO2 per vehicle-hour						
C4	Fixed-route bus	3,966	1,018	-	-	CS (2021), scaled by g/mi from CBA analysis for future years
D	Prior drive mode share of new	40%	40%	40%	40%	CS (2021), as referenced in GHG Rule CBA
Average trip length (mi)						
F1	Fixed-route bus	9.9	9.9	9.9	9.9	FHWA (2017), average trip length (all modes/purposes) * average transit work trip length / average all mode work trip length
F2	Demand-response bus	9.9	9.9	9.9	9.9	Assumed same as fixed-route
G	Annualization factor	300	300	300	300	



DRAFT Calculation Methodology - Transit

New/increased fixed-route bus service - urban/suburban					1,000 new vehicle revenue-hours
Tons CO2 per new VRH					
Displaced auto	-12.9	-10.9	-5.1	-1.9	=A1 * B1 * C3 * D/1000
New bus (fleet average)	20.2	5.2	-	-	=C1 * A1 * 1000/1000000
New bus (electric)	-	-	-	-	
Net (fleet average bus)	7.3	-5.7	-5.1	-1.9	= new bus + displaced auto
Net (electric bus)	-12.9	-10.9	-5.1	-1.9	
Points per new VRH (fleet average)	NA	6	5	2	
Points per new VRH (electric bus)	13	11	5	2	



Next Steps

Staff will continue to refine the PD based on input at April's workshops and additional stakeholder discussions.

The Rule also provides for a formal review period for the Air Pollution Control Division. Staff has initiated that review in time for a May adoption of the PD.

As noted in earlier meetings, this work will continue to evolve over time and staff anticipates modifications to the PD as both our models increase in sophistication and we receive additional data on the real-world impact of these mitigations.



Questions?



COLORADO

Department of Transportation

Regionally Significant Transportation Capacity Projects: **Proposed Interpretation** April 2022



In order to effectively implement new environmental provisions in SB260 as well as the GHG Planning Rule, CDOT needs to provide guidance and interpretation around two key terms:

- Regionally Significant projects
- Transportation Capacity projects

GHG Planning Rule: Requires that “Regionally Significant” projects be modeled for compliance with the emission reduction targets.

SB260: Section 30 requires that if a planned “Transportation Capacity” project is “Regionally Significant”, CDOT must:

- Include additional project level air quality analysis as part of the NEPA process
- Conduct air quality monitoring during construction
- Develop air quality mitigation strategies; and
- Provide enhanced public engagement, especially for impacted Disproportionately Impacted (DI) Communities



Why is clarification needed?

Transportation Capacity

- Not defined in SB 260

Regionally Significant

- GHG Planning Rule includes a broad definition that lacks sufficient detail to easily categorize projects.
 - “a transportation project that is **on a facility which serves regional transportation needs** (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and **would normally be included in the modeling of a metropolitan area's transportation network or state transportation network**, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.



How were this interpretation developed?

Based on:

1. Federal definitions
2. MPO definitions
3. Air quality conformity language

Discussions with:

- Regional staff
- FHWA
- Interagency Consultation Team (IACT) for GHG Rule
- MPOs
- STAC (April meeting)



Challenges that this interpretation seeks to resolve

- Must be flexible enough to apply in a reasonable way to a diverse set of circumstances and contexts
- Must be specific enough to ensure broad agreement on what is and is not regionally significant to avoid arbitrary decisions
- Must reconcile the various terms used in SB 260 and the Pollution Reduction Planning Standard (GHG Rule)



Proposed Interpretation: Regionally Significant (RS) project

Transportation
Capacity Project



On facility
serving regional
transportation
needs



Normally
included in
modeling



Regionally Significant
Project

- Within the context of the GHG Rule, these definitions only apply to CDOT projects outside of the MPO boundaries.
- The MPO's have, or can modify, their own definitions of Regionally Significant.



Proposed Definition: Transportation Capacity Project (TCP)

Transportation Capacity Project (TCP) is defined as a change to a transportation facility, including a roadway, transit service or parking facility, which improves travel time reliability or increases the maximum throughput. On urban roads, a TCP consists of a project at least one-centerline mile in length. In rural roadways (defined below), a TCP is at least one-centerline mile in length where the vehicle volume to capacity ratio (V/C) equals or exceeds 85%. If the V/C is less than 85% in a rural area, a TCP will need to be at least two-centerline miles in length, similar to the definition used by the North Front Range MPO. A centerline mile is measured from the start of the project to the terminus of the project.





Transportation Capacity Projects: Project Length and Volume/Capacity Ratio

FHWA Urban/Rural	Volume to Capacity Ratio	Transportation Capacity Project Threshold
Urban Area (FHWA urban area category)*	Not Applicable	Projects at least one mile in length.
Rural	≥ 0.85	Projects at least one mile in length.
Rural	< 0.85	Projects at least two miles in length.

*FHWA's definition of an urban area is a census designated area having a population of 5,000 or more. The current data is from 2010. Updated 2020 census data should be available this summer.



Volume to Capacity Ratio

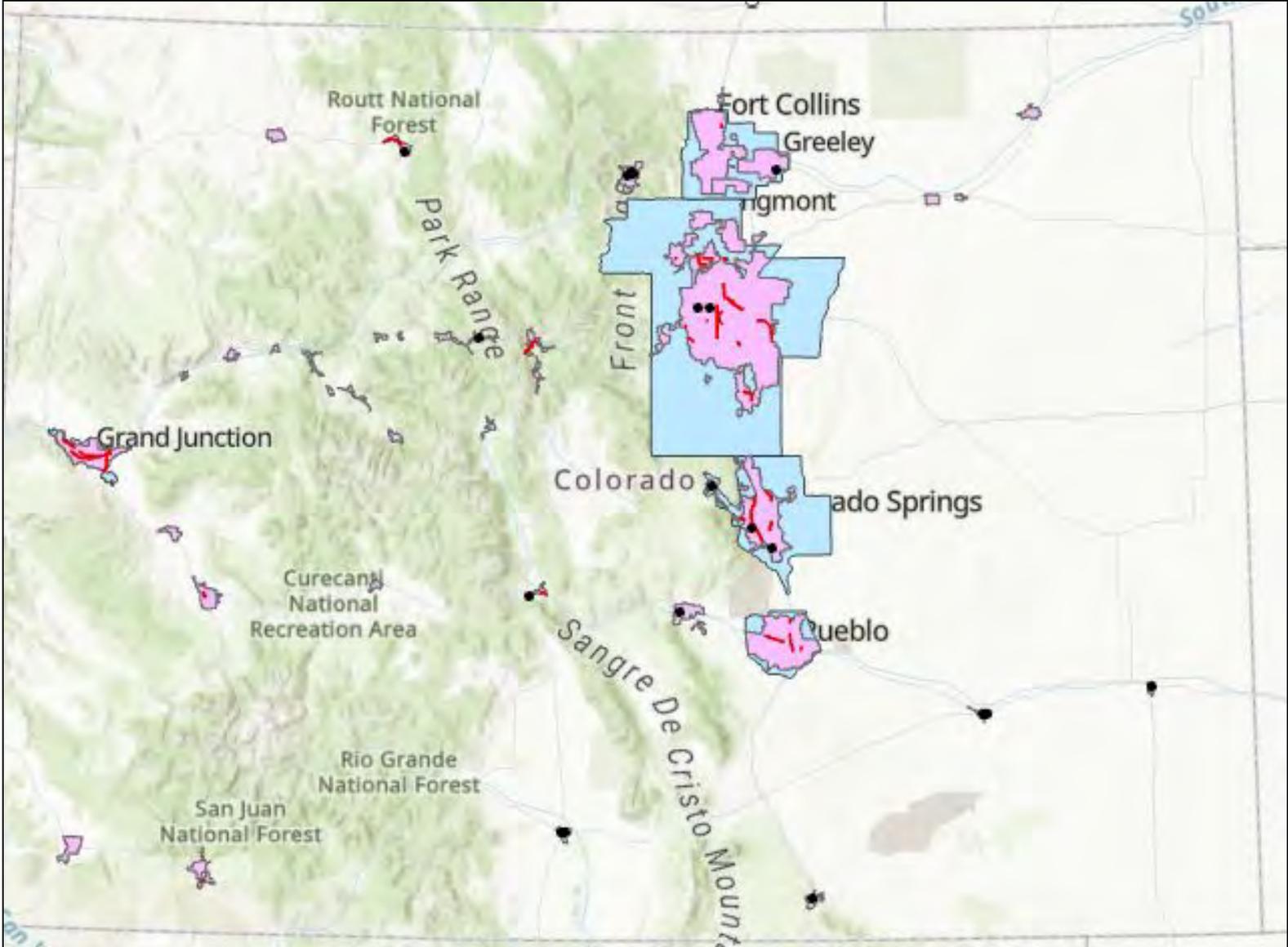
- Volume to Capacity (V/C) ratio is a measure of congestion indicating how close to full capacity a facility is.
- V/C ratio is relatively easy to determine by dividing traffic volumes by the capacity of the roadway.
- The higher the VC ratio the more congested a roadway.
- A V/C ratio of 0.85 essentially means the roadway is at 85% capacity





Urban/Rural

- MPO Area
- Urban Area
- 10 Year Plan Project
- 10 Year Plan Project





Examples of Project Exemptions

To further enable staff to interpret these definitions, a number of exemptions and exceptions are proposed:

- **Certain Roadway Improvements**
 - Intersection improvements (such as the addition of turn lanes or other auxiliary lanes)
- **Safety**
 - Shoulder improvements.
 - Truck climbing lanes outside urbanized areas, except for those that are already congested, which means operating at, or above 85% vehicle to capacity ratio.
 - Projects that correct, improve, or eliminate a hazardous location or feature, and qualify for CDOT Safety Mitigation Funding (HSIP and FASTER Safety).
 - Qualify for Emergency relief in 23 U.S.C. 125.
- **Air Quality (projects which reduce GHG emissions and improve air quality)**
 - Bicycle and pedestrian facilities
 - Operational improvements such as rail vehicle passing tracks
- **Other activities which do not involve, or lead directly to, construction activity**



Considered Regionally Significant

- New Type 1 or 2 interchanges (per PD-1601) regardless of length, urban or rural, or congestion levels
- Includes grade separated interchanges

Not Considered Regionally Significant

- Minor interchange modifications



Determining factors for Transit Projects

Transit projects are particularly difficult to categorize within the context of what is typically considered transportation capacity or regionally significant. Because of that, staff has considered a number of criteria that would distinguish transit projects as transportation capacity and regionally significant.

- A new rail rapid transit station that extends an existing line one mile or more.
- A bus rapid transit guideway corridor or guideway segment extension of at least one mile.
- A mobility hub or parking facility with sufficient capacity to have a significant change in the regional or statewide transportation model.
- Addition or deletion of major bus routes with a minimum of 3,000 riders per day, taking into account existing service levels.
- A transit station which enables new service that extends an existing rail transit line one mile or more.

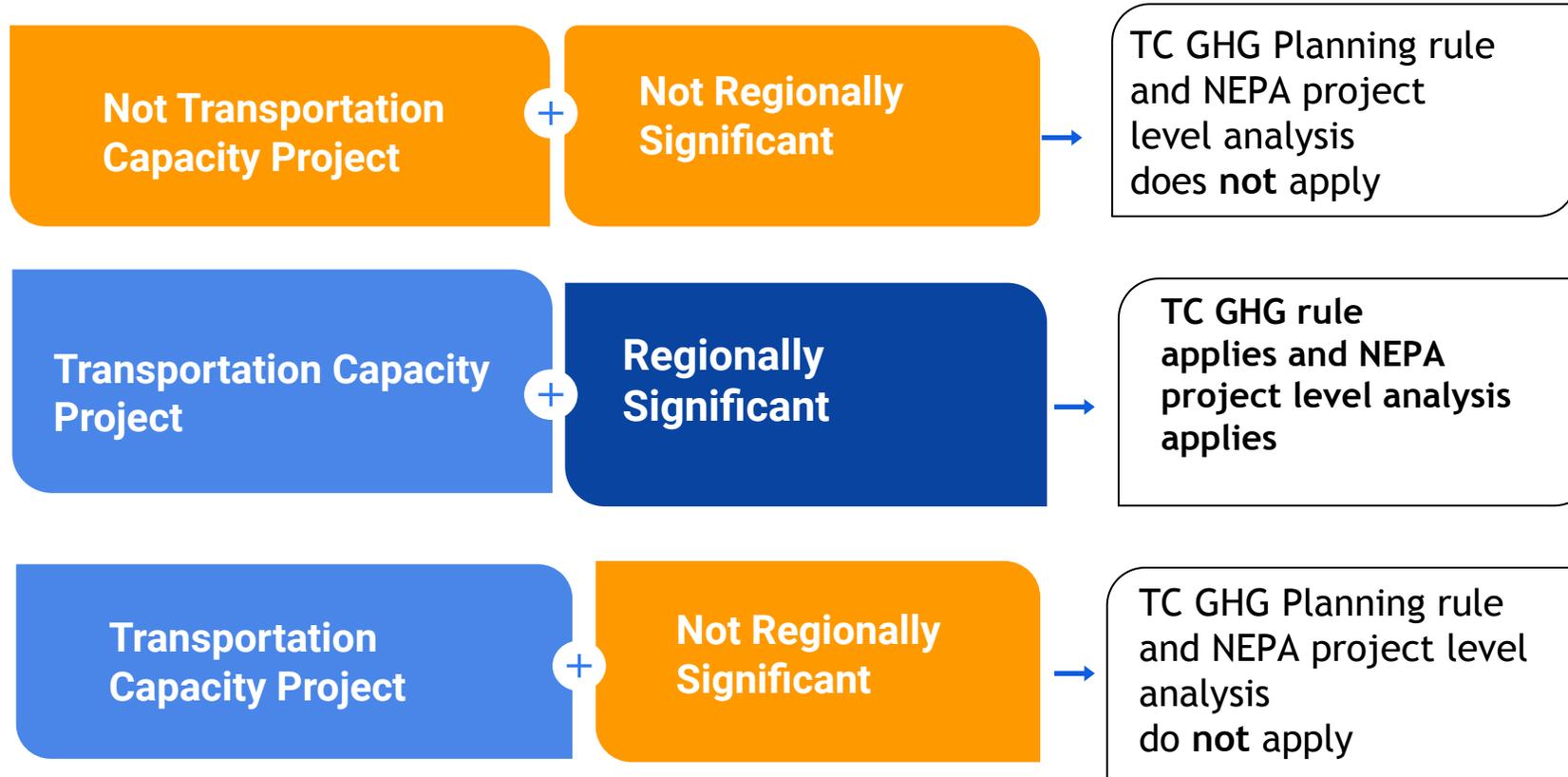


Application of the definition



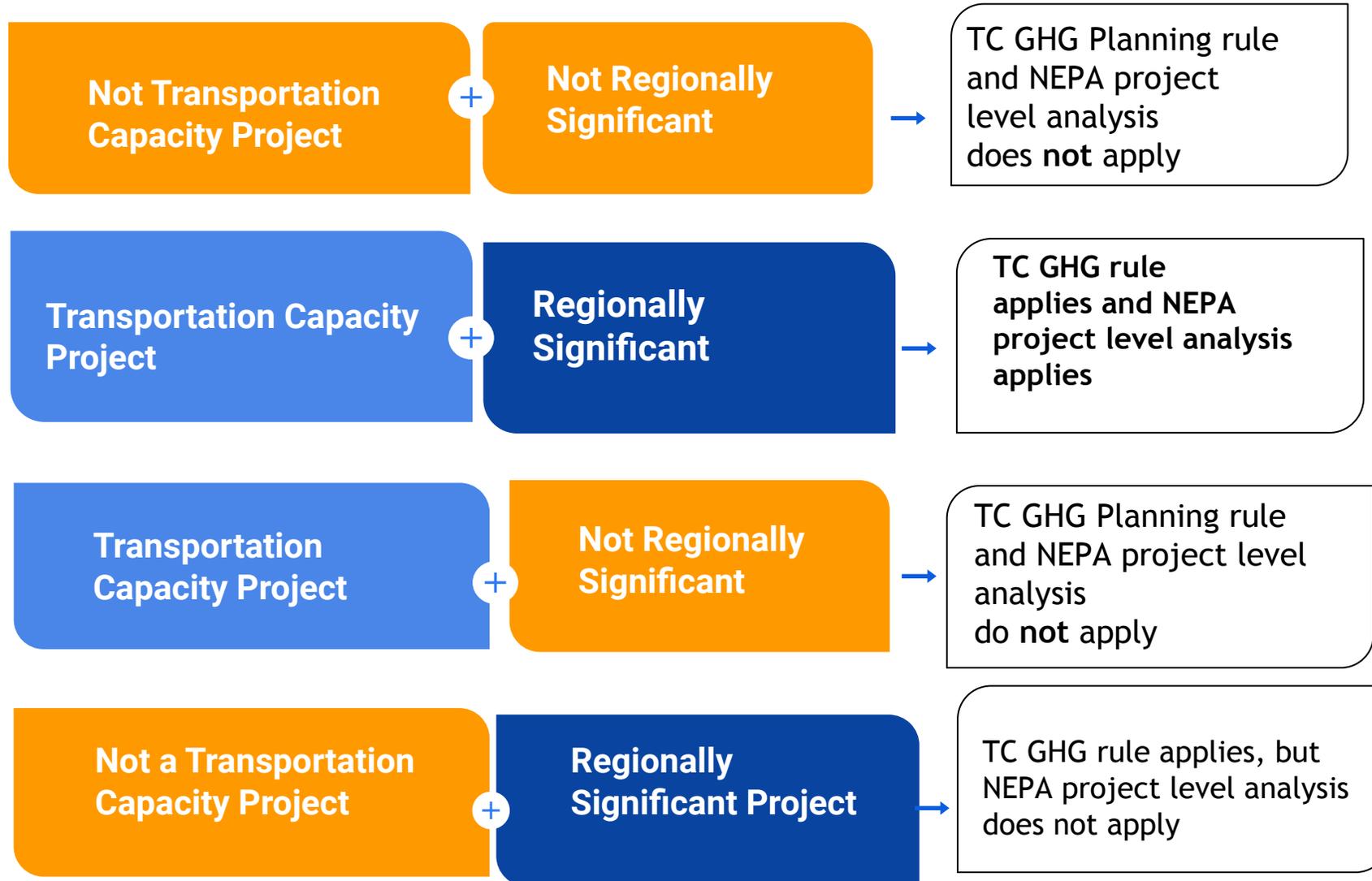


Regionally Significant vs. Regionally Significant Capacity Project





Regionally Significant vs. Regionally Significant Capacity Project





Example Project: US 40 Capacity Improvements Fraser

Project Description: This project provides capacity improvements for 1.5 miles along US 40 and intersection improvements at US 40 and Grand County Road 804.

Is Project TCP?

- Improves Travel Time Reliability ✓
- Increases Maximum Throughput ✓
- 1 mile + in length ✓
- Urban area ✗
- VC ratio .85 or above ✗
- 2 + mile project ✗

Is Project RS?

- On facility serving regional needs ✓
- Included in modeling ✓

Not a Transportation Capacity Project



Regionally Significant Project





Example Project: US 40 Capacity Improvements Fraser

Project Description: This project provides capacity improvements for 1.5 miles along US 40 and intersection improvements at US 40 and Grand County Road 804.

Is Project TCP?

- Improves Travel Time Reliability ✓
- Increases Maximum Throughput ✓
- 1 mile + in length ✓
- Urban area ✗
- VC ratio .85 or above ✗
- 2 + mile project ✗

Is Project RS?

- Is Project TCP? ✗
- On facility serving regional needs ✓
- Included in modeling ✓

Not a Transportation Capacity Project



Not a Regionally Significant Project





Example Project: US 50 Asset Management North of Montrose

Project Description: This project includes major asset management and repairs to US 50 North of Montrose approaching Olathe.

Is Project TCP?

- Improves Travel Time Reliability **✗**
- Increases Maximum Throughput **✗**
- 1 mile + in length **✓**
- Urban area **✗**
- VC ratio .85 or above **✗**
- 2 + mile project **✗**

Is Project RS?

- On facility serving regional needs **✓**
- Included in modeling **✗**

Not Transportation Capacity Project

+

Not Regionally Significant Project





Example Project: US 50 Asset Management North of Montrose

Project Description: This project includes major asset management and repairs to US 50 North of Montrose approaching Olathe.

Is Project TCP?

- Improves Travel Time Reliability **✗**
- Increases Maximum Throughput **✗**
- 1 mile + in length **✓**
- Urban area **✗**
- VC ratio .85 or above **✗**
- 2 + mile project **✗**

Is Project RS?

- Project is TCP **✗**
- On facility serving regional needs **✓**
- Included in modeling **✗**

Not Transportation Capacity Project



Not Regionally Significant Project





Example: US 50 Passing Lanes Between Fowler and Kansas State Line

Is Project TCP?

- Improves Travel Time Reliability ✓
- Increases Maximum Throughput ✗
- 1 mile + in length ✓
- Urban area ✗
- VC ratio .85 or above ✗
- 2 + mile project ✓

Is Project RS?

- Is Project TCP? ✓
- On facility serving regional needs ✓
- Included in modeling ✗

Project Description: This project will install additional passing lanes for the 4-lane project as identified in the US 50 Corridor East Tier 1 Environmental Impact Statement



Transportation Capacity Project



Not Regionally Significant



Example: US 50 Passing Lanes Between Fowler and Kansas State Line

Is Project TCP?

- Improves Travel Time Reliability ✓
- Increases Maximum Throughput ✗
- 1 mile + in length ✓
- Urban area ✗
- VC ratio .85 or above ✗
- 2 + mile project ✓

Is Project RS?

- On facility serving regional needs ✓
- Included in modeling ✗

Project Description: This project will install additional passing lanes for the 4-lane project as identified in the US 50 Corridor East Tier 1 Environmental Impact Statement



Transportation Capacity Project



Not Regionally Significant



- Receive input at STAC and TC meetings in April.
- **For purposes of the GHG Rule:**
 - Revise as needed and present to Interagency Coordination Team for review and concurrence.
 - Apply to projects in the 10-Yr Plan for modeling
 - If there is uncertainty or disagreement on whether a project is regionally significant, it would go to the Statewide Interagency Consultation Team for consideration.
- For purposes of the SB260 environmental requirements:
 - Revise as needed and include in NEPA guidance documents



Questions?





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Department of Transportation

Division of Transportation Development
2829 W. Howard Place
Denver, CO 80204-2305

DATE: April 8, 2022
TO: Statewide Transportation Advisory Committee
FROM: Amber Blake, Director, Division of Transit and Rail (DTR)
Rebecca White, Director, Division of Transportation Development (DTD)
SUBJECT: 10-Year Plan Update - Transit

Purpose

The purpose of this memo is to provide the Statewide Transportation Advisory Committee (STAC) with an update on the 10-Year Plan transit considerations that were discussed at the March TC meeting regarding funding for Transit Operations and Maintenance.

Action

No action is required. This memo is for informational and discussion purposes only.

Background

The 10-Year Plan is being updated to reflect state SB260 and federal infrastructure bill revenues, along with the recently adopted GHG pollution reduction planning rules, and the progress thus far in delivering the original first four years of the 10-Year Plan. This plan update has provided an opportunity to take a more strategic approach toward planning, transparency, and accountability as transit projects are more fully integrated into the 10-Year plan. As we work to update the plan for the reasons noted above, staff is considering the following transit-specific issues, Transit Allocation Target, Transit Equity Target, Statewide Transit Operations, and Maintenance.

Details

This memo follows last month's discussion on transit projects within the plan and the need for dedicated long-term transit operations and maintenance funding. The helpful input we received from the Commission has led to the approach outlined below.

Statewide Transit Operations and Maintenance (O/M)

The development of a comprehensive multimodal 10-Year plan moves the Department towards achieving its vision and the Commission's guiding principles. As transit becomes a more prominent part of our state transportation system, ensuring dedicated long-term funding for State transit and operations is critical.

In March, Staff presented an approach to the STAC and Transit and Rail Advisory Committee (TRAC) that would fund State Transit O/M and rolling stock within the 10 Year Plan before applying the regional equity formula. However, this approach impacted the transit funding available within the 10 Year Plan for regional capital transit projects. Based on the discussions with STAC, TRAC and Plan stakeholders, an alternative approach to funding State Transit O/M was developed and presented to the Transportation Commission at the March TC workshop.

The alternative approach removes State Transit Operations and Maintenance from the 10 Year Plan. Rollingstock and other transit capital projects remain in the 10 Year Plan. To make this work, the state's MMOF dollars (the 15% CDOT receives) would be removed as a funding source for

the plan and focused entirely on transit O/M. In addition, staff is evaluating a combination of other funds to fully meet the O/M funding needs (including, but not limited to: Non-Attainment Enterprise, CMAQ, and the SB260 Retail Delivery Fee). This approach provides focused funding for State transit O/M needs while maintaining the original 10 Year Plan fiscal transit equity funding allocations amongst the regions. Moreover, this approach separates State transit operations and maintenance projects from capital construction projects (all modes) increasing transparency and clarity in the planning process.

TC received a brief summary of this alternative at the March meeting. After discussions with STAC, Stakeholders, and the TC, the alternative approach has received support. Staff will continue to move forward based on the alternative approach outlined. This will include further refinement of a four-year funding plan. As costs and funding plans are finalized, we anticipate returning to the TC for appropriate funding approval actions via budget amendment, supplement, or resolution.

Next Steps:

DTR will continue to work in partnership with DTD and the Regions on the plan's development.

Attachments:

Presentation



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10 Year Plan Update – Transit

Statewide Transportation Advisory Committee

APRIL 2022



10 Year Plan - Transit Update

The plan update provides an opportunity for the Department to improve how we:

- Demonstrate effective statewide transit planning
- Improve Accountability & Transparency
- Provide clarity between funding for transit capital construction and Statewide transit operations and maintenance (O/M) projects
- Examine funding for the operations and maintenance of our State transit system inclusive of: Bustang Family of services (Bustang, Outrider, Pegasus, Snowstang) and Mobility Hubs



10 Year Plan - Transit Update: Transit O/M Considerations

1. Retaining minimum transit funding target of 10%.
 - Based on the discussion at STAC and TC, staff supports retaining a 10% minimum for transit.
 - Staff is committed to build a multimodal system and select projects in coordination with transit needs.

1. Establishing a single equity formula for highway and transit.

2. Establishing increased transparency by separating State Transit O/M projects and looking at opportunities to grow Bustang along I-25 and I-70.



10 Year Plan - Transit Update: Presented to STAC and TC in March

One option to consider is accounting for a portion of State transit operations and maintenance in the 10-Year Plan, including ongoing funding for:

- Bustang family of services O/M (above existing funding from FASTER, FTA, and Farebox)
- O/M for Mobility Hubs once constructed and operational
- Potential Bustang service expansions on the West and North/South Routes
 - Ex: West Route to 8 trips a day, plus rollingstock
 - Commitment to this expansion may enhance CDOT “MOVE: Westward 3” federal RAISE application
 - Ex: N/S Routes doubling service to 12 trips a day, plus rollingstock
- Outrider Service Expansions (including those in the existing 10 Year Plan)
 - Implementation of expansions will be based on results of update to Intercity and Regional Bus Plan (2022-23) and associated public process and coordination with locals



10 Year Plan - Transit Update: Presented to TC in March

Alternative B to consider:

- Fund State Transit O/M Outside of the 10 year plan
 - Use State MMOF, and a combination of other funds as eligible and available including, but not limited to: Non-Attainment Enterprise, CMAQ, Retail Delivery Fee

Transit O/M includes:

- Bustang family of services O/M (above existing funding from FASTER, FTA, and Farebox)
- O/M for Mobility Hubs once constructed and operational
- Potential Bustang service expansions on the West and North/South Routes
- Outrider Service Expansions (including those in the existing 10 Year Plan)

Keep all Transit Capital and Rolling Stock in the 10 Year Plan



10 Year Plan - Transit Update: Presented to TC in March

Outcome of Alternative B:

- Maintain 10 year plan 10% for Transit fiscal constraint of \$38M (FY 22), \$130M (FY 23-26)
- Remove State MMOF Funds from 10 Year Plan (No impact on Local MMOF)
- Establishes Operating and Maintenance funding for Transit - Improves transparency and clarity
- Ensures 10 year Plan pipeline projects move forward in timeline as planned



Key Takeaways

- Provides dedicated funding for existing State transit operations
- Maintain regional equity for transit funding at minimum 10%
- Increase interregional state transit service with dedicated O/M
- Provide clarity on transit funding available within regions
- Maintain priority capital construction projects (transit and multimodal) in the 10- year plan by region
- Local agency transit capital projects remain within 10-year plan
- Local operating expansion projects - continue to prioritize local service expansions, with enhanced service planning support from CDOT-DTR for small rural agencies, more sustainable funding through 5311 grant process for local service expansions
- Increase accountability and ensure time for appropriate public process and update to intercity and regional bus plan and essential local coordination to prioritize Outrider projects



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Department of Transportation

Questions and Discussion

Thank You





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Department of Transportation

Office of the Chief Engineer
2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

TO: Statewide Transportation Advisory Committee

FROM: Hope Wright, Buildings and Rest Areas Asset Manager

DATE: April 8, 2022h

SUBJECT: Rest Area Program Update

Purpose:

Rest areas are vital to CDOT's transportation network and exist to provide the traveling public a safe place to pullover and rest. This memo serves to provide an update on rest areas since they were identified as an asset in 2019, how they compare to other states, and an update on future rest area projects thanks to dedicated funding beginning in FY2023.

History and Background

Absent dedicated funding, maintenance and building funds were utilized to address emergent issues at the rest areas however because of years of deferred maintenance, many large improvements and replacements are necessary to allow the rest areas to continue to function. Several rest areas have been closed previously because of not only deferred maintenance but other safety issues at the locations.

- 2016: The Transportation Commission (TC) requested a Rest Area study to establish a framework for assessing rest areas for improvements and/or closure in response to the recent closure of seven rest areas statewide.
- November 2018: The Rest Area study was presented to the TC and the TC resolved that all remaining CDOT rest areas should remain open because of demonstrable linkages between rest areas and safety, economic vitality, and public perception
- December 2018: Rest areas were approved as an asset management class by the TC and \$6M was added to the overall Asset Management Pool beginning in FY2023
- December 2019: Received separate funds from the TC to immediately replace the Vail Pass Rest Area due to failing fresh water and wastewater systems that force the closure of the rest area three days per week and an overall deficient rest area. Additionally, the 2018 study identified the rest area as critical because it is the only rest point for commercial traffic between Georgetown and Vail
- August 2019: Participated in budget setting and received funds for FY23 and FY24. Developed Rest Area Program.
- January 2020: Held pre-scoping meetings and formed the Project Leadership Team (PLT) and Issue Task Force teams to comply with the I-70 Mountain Corridor Context Sensitive Solution (CSS) process for replacement the Vail Pass Rest Area.
- March 2021: Participated in budget setting and received funds for FY25.



- March 2021: Initiated design of the Vail Pass Rest Area after the PLT accepted a design alternative.
- July 2021: Wastewater system replacement completed at Vail Pass Rest Area
- April 2022: Vail Pass Rest Area Replacement drawings at 99% and environmental clearance are nearing completion.

Future Activities

Short Term Strategy

- March 2022: Establish Rest Area Steering Committee to increase partnership, collaboration and communication between different CDOT departments and programs who all have an interest in rest areas for various initiatives and projects
- March 2022: Participate in Budget Setting workshop to establish budgets for FY26 and FY27.
- April 2022: Finalized Rest Area Sponsorship Program to manage sponsorship life cycle. Revenue generated would supplement existing funding sources.
- June 2022: Estimated start of construction of both the building and remaining infrastructure at Vail Pass Rest Area

Midterm Strategy

- Year 1 of Rest Area Program
 - FY23 \$6.9M
 - Statewide critical repairs, safety enhancements and ADA compliance
 - Design and bidding to replace Bair Ranch in Glenwood Canyon*
 - Design and bidding to replace Shaw Creek near South Fork*
 - Summer 2023 - Construction start at Bair Ranch and Shaw Creek
- Year 2 of Rest Area Program
 - FY24 \$5.4M
 - Statewide critical repairs, safety enhancements and ADA compliance
 - Design and bidding to replace No Name and Grizzly Creek, both in Glenwood Canyon*
 - Summer 2024 - Construction start at Grizzly Creek and No Name
- Year 3 of Rest Area Program
 - FY25 \$4.0M
 - Statewide critical repairs, safety enhancements and ADA compliance
 - Design and bidding to remodel Rifle*
 - Design and bidding to remodel El Moro (near Trinidad)*
 - Design and bidding to replace Elk Springs (between Dinosaur and Craig)*
 - Summer 2025 - Construction start at Rifle, El Moro, and Elk Springs

*Average duration of design and bidding process is 6-12 months.

Next Steps

- Steering committee will establish a framework to better refine long-term and midterm strategies and ensure that programs dependent on the rest areas can be implemented successfully.





Rest Area Update: Agenda

- Rest Areas as an Asset: Timeline of Events
- Rest Area Study Results
- Rest Areas Prior to Dedicated Funding
 - Inventory
 - Closures
- CDOT Rest Areas compared to Other State Rest Areas
 - Elements to incorporate into CDOT's rest area program
- Rests Areas With Dedicated Funding
 - Steering Committee
 - Investment Strategy
 - Other Investment Opportunities
- Vail Pass Rest Area Update
- Wrap Up & Questions



Rest Areas as an Asset: Timeline of Events

Fiscal Year (FY) 2016: CDOT's Transportation Commission (TC) requested a framework to assess CDOT's network of rest areas for improvements and/or closures

FY 2017: CDOT engaged a diverse work group to develop a rest area study. The study supported developing a sustainable rest area program for highway safety

FY 2018: The TC establishes rest areas as CDOT's 12th asset and increased the overall asset management budget by \$6M to ensure dedicated funding to implement the findings from the study

FY 2019: a sustainable rest area program was developed and funds are allocated from asset management budget setting for FY 2023 and 2024

FY 2020: Program receives separate funds from the TC to initiate the process of replacing the Vail Pass rest area to address failing and unsafe facility and to increase parking

FY2021: Rest areas participate in asset management budget setting, receive funds for FY 2025

FY2022: Implementation of the rest area program and construction start at Vail Pass

Rest Areas and Truck Parking Study

Post Study Activities

The study concluded that Rest Areas should remain open

- Numerous studies point to the importance of rest areas for helping to combat drowsy driving
- Distinctive rest area signage has the potential to prompt drivers to take a rest
- The greater the distance between rest areas, the greater the risk of accidents
 - An MnDOT study from 2016 indicated that the probability of nighttime, single-vehicle crashes increases exponentially when the distance between rest stops exceeds 55 miles

AAA: Drowsy driving plays larger role in accidents than federal statistics suggest

Bart Jansen, USA TODAY Published 2:13 a.m. ET Feb. 8, 2018 | Updated 7:59 a.m. ET Feb. 8, 2018



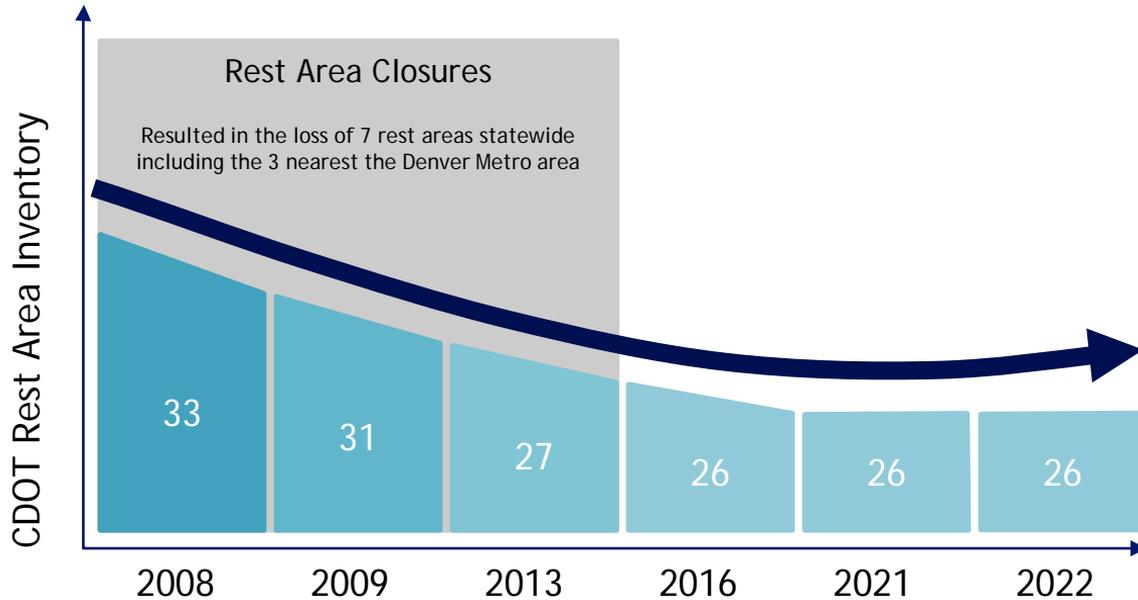
Sleepy drivers cause nearly 1 in 10 crashes in the U.S. that accounts for several thousands deaths per year, according to study released by the car and travel group AAA. USA TODAY

- By studying dashboard video from 700 accidents, the AAA Foundation for Traffic Safety found that 9.5% of all crashes involved drowsy drivers, based on the portion of time the drivers' eyes were closed in the minutes before a crash. The portion grows to 10.8% in more severe crashes.
- Federal estimates suggested drowsiness was factor in only 1% or 2% of crashes.



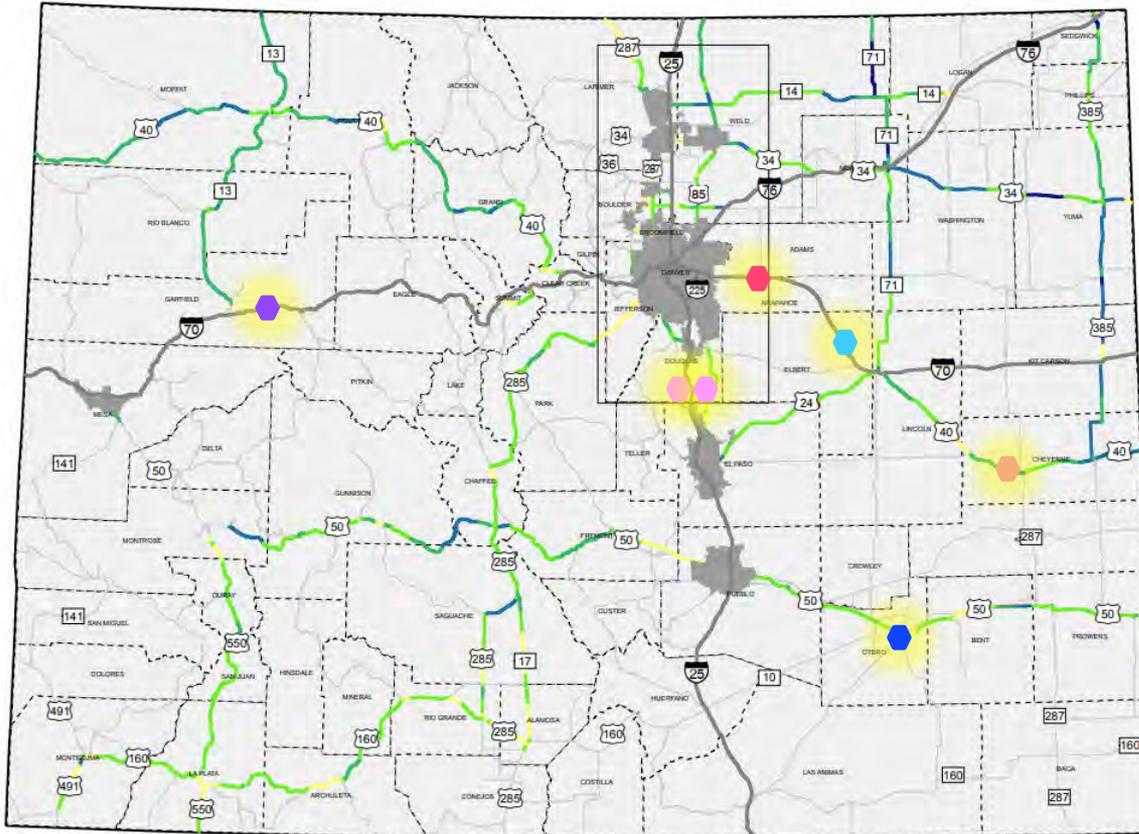
Rest Areas: Closures Prior to Funding

Prior to establishment as an asset, lack of funding for major repairs and safety issues forced the permanent closure of several rest areas





Rest Areas: Closures Prior to Funding



- Rest area closures were concentrated along major transportation corridors
 - Impacts commercial motor vehicle's ability to find safe parking
- Some rest area closures were in rural areas with few other stopping alternatives
 - Impacts all driver's ability to stop and rest
- Closures:
 - Larkspur NB and SB in 2009
 - West Glenwood in 2013
 - Bennett in 2013
 - Hugo/Kit Carson in 2013
 - La Junta in 2013
 - Deer Trail in 2016



CDOT vs Other States

State	Rest Areas	Welcome Centers	Funding for Day-to-Day Maintenance	Funding for Reconstruction
COLORADO	26	4	<ul style="list-style-type: none"> State DOT maintenance funds for staffing and/or maintenance contracts 	<ul style="list-style-type: none"> Dedicated funds beginning in FY23
WYOMING	37	8	<ul style="list-style-type: none"> State funds for staffing and/or maintenance contracts <ul style="list-style-type: none"> Budget cuts resulted in the closure of 10 rest areas in 2020. Due to public outcry, used emergency funding to temporarily re-open 9 of the 10 in 2021 Long term funding solutions have not been identified 	<ul style="list-style-type: none"> No dedicated funding. Used ARRA funds to reconstruct seven rest areas in 2009. Utilizing a federal BUILD grant to add 200 truck parking spots to rest areas along I80
KANSAS	36	1	<ul style="list-style-type: none"> Various state funding for staffing and/or maintenance contracts 	<ul style="list-style-type: none"> No dedicated funding - use a mix of transportation funds and federal grants
UTAH	26	3	<ul style="list-style-type: none"> Various state funding for staffing and/or maintenance contracts 	<ul style="list-style-type: none"> No dedicated funding - use a mix of transportation funds and federal grants
IOWA	36	4	<ul style="list-style-type: none"> Dedicated various state funding for statewide maintenance contract of \$6M/year 	<ul style="list-style-type: none"> Dedicated funds of \$6M/year 2020 plan closes 8 and reconstructs 12 with expanded truck parking



Possible Future Elements to Incorporate into CDOT's Rest Area Program

IOWA:

Themed immersive experiences designed by local artists to honor local history and culture

Walking paths and viewing areas



WYOMING:

Renewable energy to power rest areas, specifically wind turbines and solar

Local materials to complement the natural surroundings



Rest Areas: With Dedicated Funding

As Is Operations

No funds for Improvements

Current State

FY 2022

Dedicated Funding

First year eligible for Asset Management funds due to five-year budget cycle. Begin work to fix known site deficiencies.

Immediate Priorities

FY 2023

Internal Enhancements

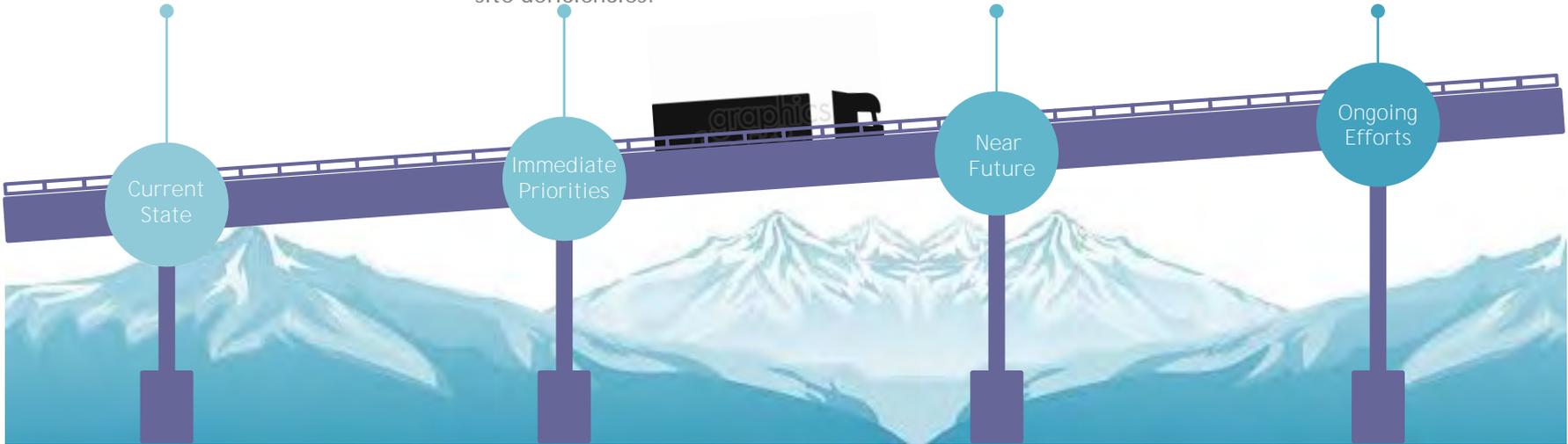
Establish CDOT Rest Area Steering Committee for collaboration and enhancements internally

Near Future

External Partnerships

Investigate enhancements using private/public partnerships and stakeholder coordination

Ongoing Efforts





Rest Areas: Investment Strategy

SHORT TERM STRATEGY

Fix known deficiencies at rest areas

- Replace/Remodel the most deficient buildings
- Upgrade/replace wastewater and freshwater treatment systems
- Ensure ADA Compliance
- Upgrade Fixtures and Fittings
- Lighting
- Safety Enhancements

MIDTERM STRATEGY

Remodel, Replace and Enhance deficient rest areas

- Utilize existing infrastructure to
 - Increase capacity
 - Make better use of existing space
 - Improve truck movements
- Aesthetic and informational improvements

Rest Area Steering Committee

- Establish framework for other CDOT initiatives that might include rest areas such as EV charging and truck parking

Advertising and Sponsorships

- Supplement existing funding sources

LONG TERM STRATEGY

Public/Private Partnerships

- Add truck parking adjacent to truck stops where:
 - Utilization data supports the need
 - There is room for expansion
 - Users can safely access adjacent property for services
- Fund with a mix of dedicated and leveraged funding options
 - Freight
 - Cross asset optimization
 - Grants



Rest Areas: Short and Midterm Strategy

Strategies made possible by: DEDICATED ASSET MANAGEMENT FUNDING

2022-2023

\$0.9M Safety Enhancements/
ADA Compliance/
Critical Repairs

\$2.4M Design/Bid/Construct
Bair Ranch
(Glenwood Canyon)

\$3.6M Design/Bid/Construct
Shaw Creek
(Near South Fork)

Total Budget \$6.9M

2023-2024

\$0.6M Corrective Repairs /
Deferred Maintenance

\$2.4M Design/Bid/Construct
No Name
(Glenwood Canyon)

\$2.4M Design/Bid/Construct
Grizzly Creek
(Glenwood Canyon)

Total Budget \$5.4M

2024-2025

\$0.5M Corrective Repairs /
Deferred Maintenance

\$1.5M Remodel El Moro
(Trinidad)

\$1.5M Remodel Rifle

\$0.5M Design/Bid/Construct
of Elk Springs
(Near Dinosaur)

Total Budget \$4.0M



Rest Areas: Establish CDOT Rest Area Steering Committee

Purpose:

- Increase partnership, collaboration, and communication between different CDOT departments and programs who all have an interest in rest areas for various initiatives and projects.

Need:

- Rest Areas are the nexus for CDOT initiatives such as truck parking, “Greening of State Government”, and potentially EV charging stations, to name a few. As more programs identify rest areas as integral to their program’s success, a framework is needed to coordinate those efforts.

Goal:

- Organize stakeholders
- Guide outcomes and influence decisions
- Provide structure for engagement and information sharing
- Refine strategies

• Who

- Maintenance
- CTIO (formerly HPTE)
- Civil Rights
- Freight
- DTD
- Innovative Mobility
- ITS
- Government Relations
- Communications
- Property Management
- Asset Management



Rest Areas: Pursue Other Investment Opportunities

Rest Area Sponsorship Program

- ✓ Currently pursuing third-party vendor to manage sponsorship life-cycle
 - Advertising signs within the rest area and acknowledgement signs along traveled way
 - Commission based structure with funds directly benefiting Rest Areas
- ✓ Revenue generated would supplement
 - Capital construction and building maintenance costs
 - Day to day operating expenses
- ✓ Goal: Improve Rest Area Experience





Vail Pass Rest Area Replacement Update

Project Approach:

I-70 Mountain Corridor - Context Sensitive Solution (CSS) Process

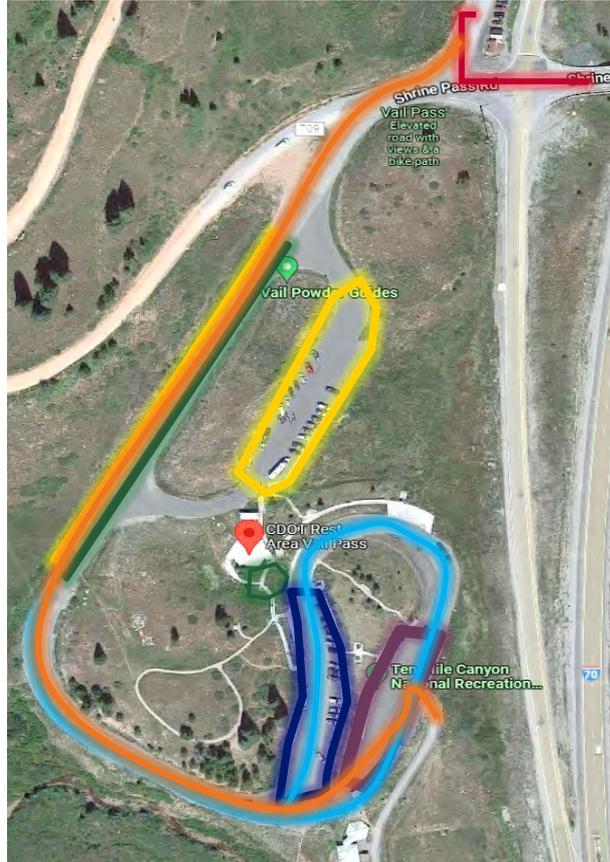
- Six Step Decision Making Process
 - Engages stakeholders throughout the project
 - Stakeholders establish project goals and identify criteria needed to reach those goals

STAKEHOLDER GOALS	DESIGN ELEMENTS INCORPORATED TO SATISFY STAKEHOLDER GOALS			
Improve safety, connectivity, and mobility	Moved first decision point further into rest area to prevent traffic from backing up onto I70	Separated commercial and passenger parking	ADA compliant building and site	Safe Continuation of recreation trail the site
Increase capacity	Increased passenger parking spaces from 32 to 65 and commercial truck parking spaces from 6 to 20	Increased restroom fixtures from 5 to 12 for women and from 5 to 8 for men. Added two family restrooms	Two restrooms for men and two for women allow one to be open while the other is being cleaned	New freshwater treatment system
Preserve the natural, cultural, and scenic character	Building and material selection compliments surrounding environment	Interactive & creative displays provide users the opportunity to explore the history of Vail Pass	Viewing deck in the shape and location of the old rest area building to honor the historic building and views	Landscaping and aesthetic elements compliment setting
Minimize environmental and historic impacts	Maintained culturally sensitive areas and minimized impacts to wetlands	Improved permanent water quality treatment features	Maximized use of existing infrastructure	
Build sustainably	Construction type supports longevity and can stand up to increased visitation	LEED Certified Building to meet or exceed Governor's Greening Initiatives	Maintenance facility and snow storage for cost effective and long-term preservation	Proper janitorial space to easily and efficiently maintain building



Vail Pass Rest Area Exterior Priorities

Current Rest Area Site and Building



★IMPROVE CIRCULATION: Black Lakes Road and Forest Service building created a bottle neck forcing traffic onto off ramps

★INCREASE RECREATION PARKING: Limited recreation parking led to illegal on road parking

★IMPROVE COMMERCIAL ACCESS: Steep grade and illegal parking stranded commercial vehicles and blocked access

★INCREASE COMMERCIAL PARKING

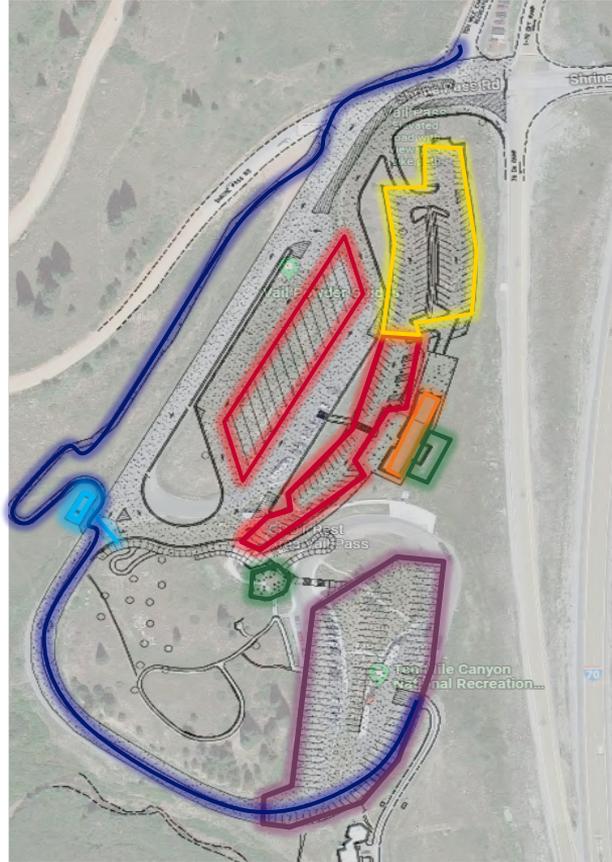
★INCREASE PASSENGER VEHICLE PARKING

★SEPARATE USERS: Commercial and passenger vehicle interaction was unsafe for all users

★DEDICATED RECREATION TRAIL: Recreation path users shared access road with commercial and passenger vehicles.



Vail Pass Rest Area Exterior Improvements



Planned Rest Area Site and Building

- ★ **INCREASED PARKING:** from 32 to 65 for passenger and 6 to 20 for commercial. Separated parking for safety
- ★ **RECREATION PARKING:** Increased parking from 35 to 67
- ★ **HONORED HISTORIC VIEWS:** Viewing decks and nature paths. Lower viewing deck in location and shape of historic building
- ★ **BLACK LAKES ROAD CLOSED IN THE WINTER:** Dedicated lower lot for snowmobilers in the winter and permitted drop offs in the summer
- ★ **SAFE CONTINUATION OF REC PATH:** Rec users cross behind a locked gate onto dedicated path. Shared use is limited to permitted drop offs only
- ★ **MOVED FOREST SERVICE BUILDING.** Eliminates bottle neck and provides better winter management and gate limits interactions rec path interactions in the summer.



Vail Pass Rest Area Schedule

- Overall Schedule
 - Rest Area Closure - 5/02/2022
 - Rest Area Demolition Complete - 5/31/2022
 - Construction Start - 6/4/2022
 - Construction End - 10/31/2023
 - Project Bidding Schedule - 2 Step
 - Step 1: Request for Qualifications
 - 4/8 - Quals due
 - 4/15 - Short List Posted
 - Step 2: Hard Bids
 - Est post date - 4/19
 - Est NTP date - 6/4*
- * Essential to match expected import dates from WVP Aux project



COLORADO

Department of Transportation

Thank you!

- Questions?
- For questions or comments, please contact:

Hope Wright
Buildings and Rest Area Asset Manager
hope.wright@state.co.us | 720.237.6173



COLORADO
Department of Transportation
Division of Transportation Development
2829 West Howard Place, 4th Floor
Denver, CO 80204

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE

FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
JAMIE COLLINS, STIP MANAGER, DIVISION OF TRANSPORTATION DEVELOPMENT

DATE: APRIL 8, 2022

SUBJECT: INFORMATION REGARDING THE STIP PUBLIC HEARING AND PUBLIC COMMENT PERIOD FOR
THE FY2023 - FY2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Purpose

To provide background and contact information regarding the STIP Public Hearing and the public comment period for the FY2023 - FY2026 STIP.

Action

This item is for informational purposes only.

Background

The STIP is a four-year plan of transportation projects and is developed pursuant to 23 U.S.C. 135. At this time, the Draft FY2023 - FY2026 STIP has been released for public review and comment. As part of the comment period, the Transportation Commission holds a public hearing to allow for further comments on the plan. The public hearing will take place during the Commission's regular meeting on April 21, 2022. The public comment period will close on Wednesday, May 11, 2022.

This year's STIP acknowledges both state and federal funding initiatives (SB260 and the Infrastructure Investment and Jobs Act (IIJA)).

Comments regarding the STIP may be submitted to Jamie Collins, STIP Manager at jamie.collins@state.co.us. The Draft STIP can be found on the external CDOT website [here](#).

Next Steps

Staff will request the Transportation Commission adopt the FY2023 - FY2026 STIP in May.





DATE: April 15, 2022

TO: Statewide Transportation Advisory Committee (STAC)

FROM: John Featherstone, Office of Innovative Mobility

CC: Lisa Streisfeld, Assistant Director of Mobility Services

Kay Kelly, Chief of Innovative Mobility

SUBJECT: Strategic Transportation Demand Management (TDM) Grant Program: Round 2 Release

Purpose

To brief the committee on the upcoming April 18th release for the second round of the Strategic Transportation Demand Management Innovation and TMO Seed Funding grant funding opportunities.

Action

Formal action is not required at this time. STAC members are requested to share information on the April 18th Notice of Funding Opportunity release for the Strategic TDM Innovation and TMO Seed Funding grants with their networks, and to direct any interested parties or questions to the dot_innovativemobility@state.co.us mailbox.

Background

OIM is advancing statewide TDM through a grassroots approach that leverages existing successful efforts, broadens the conversation to include new perspectives, and allows for stakeholder-led innovation. Last year, OIM released the first round of funding for its [Strategic TDM Grant program](#), totalling \$1,050,000 in awards across three complementary funding opportunities:

- The **Transportation Management Organization (TMO) Support Grants**, designed to supplement existing TDM programming and allow existing TDM leaders to expand their reach and impact.
- The **TMO Seed Funding Grants**, which supported the establishment of new TMOs and dedicated TDM programs in currently un-represented areas of the state, and to add new perspectives to the TDM conversation that have the potential to increase TDM success in non-urban areas.
- And the **TDM Innovation Grants**, for projects that incentivized innovative ideas helping TDM reach new audiences, address current TDM gaps and scale up existing best practices to expand their impact.

Timeline and Next Steps

- The second round of funding for the TMO Seed Funding and TDM Innovation grants will be released Monday, April 18th.
 - The notice of funding opportunity - including all application materials and rules and selection criteria - will be posted to the [Strategic Transportation Demand Management Grant Program site](#).
 - For general or project scoping questions, or to be added to the mailing list for the notice of funding opportunity, please contact the Office of Innovative Mobility at dot_innovativemobility@state.co.us.
- Applications for both funding opportunities will be due Wednesday, May 18th to the dot_innovativemobility@state.co.us mailbox.
- Projects will be evaluated by a review panel - made up of CDOT and CDPHE staff - according to the evaluation criteria attached and award decisions are expected by the end of May.

Attachments

TDM Innovation Grant Rules & Selection Criteria
TMO Seed Funding Rules & Selection Criteria

Resource Links

[Strategic TDM Grant Program Website](#)



Strategic Transportation Demand Management (TDM) Innovation Grants

Round 2: FY22/23 Projects

Rules & Selection Criteria

Program Purpose

Transportation Demand Management (TDM) - defined broadly as strategies that maximize travelers' choices and, in doing so, allow them to make more efficient use of existing transportation infrastructure - is an increasingly crucial tool in meeting Colorado's commitment to a reliable transportation network and the ambitious goals for tackling climate change outlined in *House Bill 19-1261 Climate Action Plan to Reduce Pollution*.

However, while there are strong, existing examples of successful TDM programming in Colorado, many areas and groups across the state - including rural residents, shift workers, caregivers, and recreational travelers - have not been as well-served by traditional TDM efforts.

The **Strategic Transportation Demand Management (TDM) Innovation Grant** was developed by the Colorado Department of Transportation (CDOT) to support and demonstrate creative solutions addressing gaps in existing TDM approaches and programming.

Program Goals

- Demonstrate effective and replicable approaches to TDM programming addressing underserved populations and areas of the state.
- Foster the creation of innovative solutions and technologies that reduce single occupancy vehicle trips and encourage the use of alternative modes of transportation.
- Encourage the use of partnerships between entities to enable transportation demand management initiatives with a multi-region or statewide reach.
- Provide safe access to economic opportunity and mobility for people of all ages, incomes and abilities, including vulnerable users.
- Reduce greenhouse gas and criteria pollutant emissions by reducing vehicle miles traveled by personal vehicles.

Applicant Eligibility Requirements

All organization types are eligible to apply for funding.

Project Eligibility Requirements

Funding background

Funds for these programs will be provided by the Office of Innovative Mobility (OIM).

Eligible Project Locations

This program is eligible for TDM programs and services statewide.



Eligible Project Types

Applicants must consider the program goals in developing project concepts. While this program is intentionally broad in scope to capture solutions that reduce single occupancy vehicle trips; encourage use of, or improve access to, alternative modes of transportation; and address gaps or populations underserved by traditional TDM strategies, **project proposals must meet at least one of the minimum criteria for innovation:**

- **Demonstrates** a technology or approach that is new to the region, application, or audience.
- **Expands** a technology or approach from a limited pilot to a wider geography, application, or audience.
- **Scales** existing, proven approaches, programs, and/or technologies to a regional or statewide scale through the use of partnerships.

Funding Requirements

Eligible projects must request a minimum of \$20,000 and a maximum of \$50,000, excluding match. A local cash or in-kind match of 20% is required for all projects.

Application Process

Applications should be submitted along with letters of support from impacted or participating entities.

Project Funding Evaluation and Selection Process

The **Strategic TDM Innovation Grant was released April 18, 2022. Applications are due by May 18, 2022.**

Please submit your application to dot_innovativemobility@state.co.us.

CDOT will establish an internal scoring and selection panel to assist with scoring and evaluating projects. Participants may include staff from various CDOT and state agency divisions:

- CDOT Office of Innovative Mobility
- CDOT Division of Transit and Rail
- Colorado Department of Public Health & the Environment
- Colorado Department of Labor and Employment

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. Projects meeting the minimum scoring threshold of 80 (out of 100) upon review by the committee will be approved for funding.

Evaluation Criteria

Category	Weight (%)	What are we assessing?
Trip Reduction Impact	25	What is the project's potential to reduce trips, both within the grant period and in the long-term, by demonstrating a new approach or technology?



Level of Innovation	25	To what extent does the project meet one or more of the criteria for innovation?
Project & Applicant Readiness	20	What is the project's likelihood of success, given the readiness demonstrated by the applicant's expertise, project plan, timeline, budget, and partnerships?
Equity	10	To what extent does the project consider and address underserved populations and equity gap areas in existing TDM practice? (i.e. disproportionately impacted communities or those who are underserved by traditional TDM approaches)
Long-Term Impact	10	What steps will the applicant take to disseminate their findings and ensure the continuing impact of the project? How is this built into their overall project design and approach?

Award Conditions

- All project scopes of work are subject to review and approval by CDOT. The submitted and approved project scope becomes the work that the applicant at a minimum must complete.
- Each applicant awarded funds will provide a signed scope of work and be issued a purchase order from the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these state funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Approved applicants will be required to report data based on the application scoring criteria.
- Select applicants may be required to attend a post-project debrief with CDOT and other state agency staff.
- Select applicants may be invited to present their projects to the Statewide Transportation Demand Management work group, Statewide Transportation Demand Management Conference, or other platform upon completion.



Strategic Transportation Demand Management (TDM) Seed Funding Grants

Round 2: FY22/23 Projects

Rules & Selection Criteria

Program Purpose

Transportation Demand Management (TDM) - defined broadly as strategies that maximize travelers' choices and, in doing so, allow them to make more efficient use of existing transportation infrastructure - is an increasingly crucial tool in meeting Colorado's commitment to a reliable transportation network and the ambitious goals for tackling climate change outlined in House Bill 19-1261 Climate Action Plan to Reduce Pollution.

However, while there are strong, existing examples of successful TDM programming in Colorado, many areas and groups across the state have not been as well-served by traditional TDM efforts.

The **Strategic Transportation Demand Management (TDM) Seed Funding Grant** was developed by the Colorado Department of Transportation (CDOT) to establish new transportation management organizations (TMOs) and permanent TDM programs in currently un-represented areas of the state, and to add new perspectives to the TDM conversation that have the potential to increase TDM success in non-urban areas.

Program Goals

- Foster the creation of innovative solutions and technologies that reduce single occupancy vehicle trips and encourage the use of alternative modes of transportation.
- Support the creation of financially sustainable TDM programs that enhance the capacities and efficiencies of their local and regional transportation networks and support stakeholders in voluntary efforts to reduce trips, emissions, and travel impacts.
- Support economic development by normalizing and encouraging telecommuting as a best work practice for employers.
- Provide safe access to economic opportunity and mobility for people of all ages, incomes and abilities, including vulnerable users.
- Reduce greenhouse gas and criteria pollutant emissions by reducing vehicle miles traveled by personal vehicles.

Applicant Eligibility Requirements

Eligible applicants include governmental agencies, transit agencies, and non-profit organizations. Nonprofits must provide affirmation/letters of support from the local government entities within their proposed area of service.

Project Eligibility Requirements

[Funding background](#)

Funds for these programs will be provided by the Office of Innovative Mobility (OIM).



Eligible Project Locations

Funding is available for the creation of programs statewide that do not overlap with the service area boundaries of existing Transportation Management Organizations (TMOs).

Eligible Project Types

Funding is available for the creation of new, dedicated transportation demand management (TDM) programs.

Funding Requirements

Eligible projects must request a minimum of \$20,000 and a maximum of \$100,000, excluding match. A local cash or in-kind match of 20% is required. Preference will be given to larger matches and programs that identify sustainable funding commitments and/or commitments from multiple partners.

Application Process

Applications should be submitted along with letters of support from impacted or participating entities.

Project Funding Evaluation and Selection Process

The **Strategic TDM Seed Funding Grant was released April 18, 2022. Applications are due by May 18, 2022.**

Please submit your application to dot_innovativemobility@state.co.us.

CDOT will establish an internal scoring and selection panel to assist with scoring and evaluating projects. Participants may include staff from various CDOT and state agency divisions:

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- Colorado Department of Labor and Employment

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. Projects meeting the minimum scoring threshold of 80 (out of 100) upon review by the committee will be approved for funding.

Evaluation Criteria

Category	Weight (%)	What are we assessing?
Need & Existing Transportation Challenges	35	To what extent does the proposed service area have a demonstrated need and audience for a dedicated TDM program? (e.g. congestion, mobility issues, planning precedent)



Applicant Readiness	30	What is the program’s likelihood of success given the applicant’s readiness, plan, timeline, budget, and partnerships?
Equity	15	How does the program consider and address underserved populations in the area, especially those underserved by traditional TDM practice?
Long-Term Sustainability	20	To what extent does the applicant demonstrate a plan and capacity for financial self-sustainability beyond the initial grant period?

Award Conditions

- All project scopes of work are subject to review and approval by CDOT. The submitted and approved project scope becomes the work that the applicant at a minimum must complete.
- Each applicant awarded funds will provide a signed scope of work and be issued a purchase order from the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these state funds. CDOT will specify requirements for status reporting and reimbursement requests.
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