



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**

January 9, 2025, from 8:30 AM to 11:30 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Roll-call	Gary Beedy, STAC Chair
8:35-8:40	Public Comment	Gary Beedy, STAC Chair
8:40-8:45	Approval of the Nov. 2024 Meeting Minutes	Gary Beedy, STAC Chair
8:45-8:50	CDOT Update on Current Events (Informational Update)	Herman Stockinger, CDOT Deputy Director
8:50-8:55	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:55-9:20	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:20-9:45	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:45-9:55	Break	
9:55-10:15	STAC Onboarding and Work Plan	Marissa Gaughan, DTD Multimodal Planning Branch Manager
10:15-10:35	2050 Statewide Plan Update <ul style="list-style-type: none"> • Refresher & report on plan progress 	Darius Pakbaz, Director, Division of Transportation Development
10:35-10:55	Greenhouse Gas Planning Standard Refresher	Chris Laplante, DTD Air Quality and Climate Section Manager
10:55-11:15	Rural Transportation Planning Program Update	Darius Pakbaz, Director, Division of Transportation Development

Time	Agenda Item and Item Description	Presenter
11:15-11:30	Other Business <ul style="list-style-type: none"><li data-bbox="375 264 943 380">● A TPR Administrator Meeting is scheduled for February 6, 2025, at 1 pm (Virtual Meeting)	Gary Beedy, STAC Chair

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

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: Thursday, November 7, 2024; 8:30 a.m. - 11:30 a.m.

Attendance:

Denver Area: Steve O’Doriso and Greg Mills

Central Front Range: Dwayne McFall and Dick Elsner

Eastern: Gary Beedy (Newly elected STAC Chair)

Grand Valley: Dana Brosig and Rachel Peterson

Gunnison Valley: Vince Rogalski

Intermountain: Brian Pettit

North Front Range: Jonny Olson, Paul Sizemore, and Becky Karasko

Northwest: Brian Cerkvenik

Pikes Peak Area: Holly Williams (Newly elected STAC Vice Chair), John Liosatos, Jessica Bechtel, Danelle Miller

Pueblo Area: Eva Cosyleon, Wendy Pettit

San Luis Valley: Vern Heersink

South Central: Brian Blasi

Southeast: Stephanie Gonzales and Ron Cook

Southwest: Heather Alvarez and Sarah Hill

Upper Front Range: Kevin Ross, Elizabeth Relford, and Evan Pinkham

Southern Ute: None

Ute Mountain Ute: Brendon Adams

Federal Highway Administration: Bill Haas and Will Keenan

Federal Transit Administration: Emma Belmont

Call to Order & Roll Call - Gary Beedy, STAC Chair

The meeting commenced at approximately 8:30 am and a quorum was present.

Approval of the September Meeting Minutes - Gary Beedy, STAC Chair

- Chair Beedy requested a motion to approve the September STAC meeting minutes.

STAC Action: STAC members approved the October 2024 meeting minutes following a motion for approval.

Transportation Commission Report - Gary Beedy, STAC Chair

- Key topics covered at the October TC meeting included:
 - FY 2026 Budget, Budget Amendment, and Budget Supplement

- Fuel Impact Enterprise (FIE) Workshop - this workshop outlined the proposed budget for the Fuels Impact Enterprise for fiscal year 2025-26, allocating anticipated revenues of \$15,000,000. Additionally, staff gave an update on enterprise program activities.
- The Bridge and Tunnel Enterprise (BTE) gave an overview of the Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2025-26 Draft Proposed Annual Budget, and an overview of their BTE 10-Year Plan.
- Audit Review Committee met and provided a status update of the Audit Division activities.
- Emily Haddaway provided a fall legislative update preparing for the 2025 legislative session.
- Division of Transit and Rail Director, Paul Desrocher, provided an update regarding the Mountain Rail project.

TPR Representative and Federal Partners Reports (Informational Update) - STAC Members and Federal Partners

- **Central Front Range:** Not a lot is currently happening, but many projects are wrapping up. The Fairplay project got paved before the weather turned.
- **Eastern:** The new Transportation Commissioner for District 11 and the Eastern TPR area is Todd Masters. Generally, we are dealing with snow and hoping to keep I-70 open with more snow being expected.
- **Pikes Peak:** Wrapping up the active transportation plan and bringing it to the Board next week for adoption and continuing work on the 2050 Long Range Transportation Plan. Still counting ballots from the election and dealing with the heavy snowfall.
- **Intermountain:** Our next meeting is Jan 17th, where they will complete the Multimodal Transportation and Mitigation Options Fund (MMOF) prioritized project list for the 2050 planning process, and elect a new chair and vice-chair for the TPR. Moving forward as one TPR for now (with recommendations and some preferences to split the TPR into two TPRs), but this may change due to the legislation.
- **San Luis Valley:** Main focus is on snow removal in the past few days with a TPR meeting next week to continue the 2050 Regional Transportation Plan (RTP) planning process.
- **Southwest:** Still in the middle of the long range planning and MMOF processes, no changes since last month.
- **Pueblo:** Had a Board meeting Oct. 24th, where they passed the TPR's Rural Planning Grants, approved the Performance Measure (PM) 2 and PM3 safety targets, and passed a resolution to include technology in bylaws. The MPO was awarded bridge investment project funding for two studies along CO96. The City of Pueblo received \$14 million from the FHWA bridge investment program for the Union Ave bridge project.
- **DRCOG:** Appointed folks to an oversight committee and set up a technical committee to help with their de-carbonization program, adopted and approved the regional housing needs assessment. Got an update on the public engagement plan and the BRT projects (11 total corridors) and is looking to continue advancing these projects.

- **Gunnison Valley:** Little Blue Creek Canyon along US 50 is now complete, however, the bridges are still under construction with major things happening. Blue Mesa Reservoir major bridges are open 24/7 to legal vehicles, but no overweight vehicles can pass, and the hope is to be done by early November with painting happening next spring. Sent out a call for projects for MMOF funding with a deadline coming up in December with new rules on how the applications are processed. The 10-Year Plan and 2050 statewide and regional planning processes are slow going, with meeting #2 coming on 11/14.
- **South Central:** Currently, the biggest project is the I25 SB bridge over CO10 in Walsenburg, which is expected to be completed early this month. Colorado Communities Inc. (CCI) will support the bill adding an additional TPR, and considers it as a priority.
- **Northwest:** The Chair, Heather Sloop, stepped down at their last TPR meeting, and the TPR members appointed a new vice chair, Jennifer O'Hearon, Rio Blanco County Commissioner. The new Chair is Brian Cerkvani, the previous Vice-Chair. Not much else to report, other than the substantial snow storm that was challenging for CDOT maintenance staff to respond to promptly.
- **Upper Front Range:** Some questions for CDOT: when will FHWA release notice of MEGA and INFRA grant awards for rural transportation? Is there an indication on the timeline for a replacement of Commissioner Jim Kelly of District 5? Otherwise, we are moving forward on the interchange at Lochbuie and Hudson.
- **Grand Valley:** Updated the MPO boundary based on the last census and updated the transportation Safety Action Plan. At the last Board meeting the Board recommended approval of the Mesa County Safety Action Plan, which will now be taken to all four jurisdictions for approval and finalization. The MPO is deeply into development of their 2050 RTP and project prioritization process.
- **North Front Range:** At the October 3rd NFR Planning Council meeting, the Council approved the 2024 TIP amendment and opened the 2024 MMOF call for projects, which closes on the 15th. Updated on NFR MPO CDOT traffic congestion performance measure, and attended the ribbon-cutting of the Mobility Hub at US34 and I-25.
- **Ute Mountain Ute:** The Tribe has received an FHWA grant, and is currently working with a consultant on a Tribal Transportation Safety Plan, and when completed, will be asking CDOT for assistance on funding for design and construction on the main intersection at Mike Wash Road and CO 491. Looking to start on the construction phase by the end of the coming year.

Legislative Report (Informational Update) - Emily Haddaway and Jamie Grim, CDOT Office of Policy and Government Relations

General Legislative Update

- No updates on the District 5 Transportation Commissioner appointment yet to fill Jim Kelly's seat.

State Legislative Update

- State legislative session to start in January 2025.
- Significant budget deficit identified for the State of Colorado
 - Transportation GF transfer for SB 260 \$100 million transfer of funds to be transferred to next year, reduced by \$40 million. But promise to stay whole in future funds.
 - No change to FASTER Safety for municipalities and counties in HUTF to be kept whole.
 - No discussion of administrative cuts or furloughs.
- Continuous Spending Authority - CTE - SB21-260 funds and new funds SB24-230 - recent fund continuously funded but previous fund is annually appropriated. Delays funding and creates hurdles for transit entities. Same for MMOF program funds. Asking JBC to change this situation to be continuous.
- Looking at other transportation fees for maintenance and asset management.

Federal Legislative Update

- The transportation sector and IIJA may have substantial changes with the new federal administration.
- The Senate drives a lot of transportation budget and spending authority. New funds for electrification and/or GHG and passenger rail and reducing funds for discretionary grants are anticipated. Some funding programs are annually and others are advanced appropriations processes.
- On December 20, 2024 Budget expires and will need a continuing resolution to keep the budget active for FFY 2025-2026.
- Transportation reauthorization package anticipated to look different at federal level.
- We do not know when FHWA is to release the notification of rural surface transportation program awards. We asked and were told in a couple months.
- CDOT was awarded \$47M for safety improvements on US 287 from Boulder County up to the Wyoming border. CDOT also received \$66M a CRISI grant to improve the rail corridor from Union Station to Longmont.
- Today is national hug a (Teddy) bear day.

Fiscal Year 2026 Proposed Budget Overview - Jeff Sudmeier, CDOT Chief Financial Officer

- CDOT is updating the FY 2026 budget to respond to the state budget deficit in the next two weeks for the TC.
- TC adopts a draft budget in November 2024 and the final budget in March 2025.
- A number of budget adjustments are forthcoming.
- Revenue Projections and the sources of revenue and anticipated program allocation expenditures was overviewed.
- The main changes based on the state budget deficit are:
 - Reduction in Road Safety surcharge - roughly \$65M of HUTF.
 - \$39M less from the SB 260 General Fund transfer.
 - Overall impact to the budget would be \$2.2B to \$2.1B
- Described the difference between the Budget Allocation and Revenue Allocation Plans.
- The current budget is estimated to be roughly \$1.7B for CDOT and \$470M for Enterprises.

- Adjusting down the assumption of federal appropriations will be reduced moving forward to avoid backend negative adjustments.
- An overview of the update to the 10-Year Plan was provided.

Discussion:

- Flexible FHWA revenue was reduced significantly. Any federal flexible residual funds are provided to the 10-Year Plan. Reduction of FY25-26 program funds relates to the reduction of anticipated federal funding.
- The Governor-requested \$65M budget reduction would not be reallocated to something else - it is a reduction in revenue. The Road Safety surcharge is based on vehicle registration fees, and would decrease by \$11 each roughly. The reason for this is to balance the state budget. This is a reduction to CDOT compared to normal collections. The reduction in the fees is to comply with TABOR regulations.
- Vice Chair Williams noted there is not much flexibility to make changes.

STAC Action: Vice Chair Williams motioned to advise the TC to approve the proposed budget, with a second from Vince Rogalski.

2025 STAC Workplan Discussion - Gary Beedy and Darius Pakbaz

- A draft 2025 STAC work plan was presented that includes standing agenda items.
- Workplan considers: Training and onboarding, 2050 SWP, 10-Year Plan, Enterprise Updates, Winter Maintenance, FY 26 Budget Overview, STIP Update and Adoption, TPR RPA Grants, Rest Area Program Update, and Aeronautics Update.

Discussion

- Several STAC members commented on the need for STAC to add value and be better integrated and aligned with TC decision making. STAC working in unison before advising the TC is one approach noted.
- Policy Directives planned would be good to add: PD 1602 (Bike and Ped) is one known for a need to update, Annual Update of PD 14, Update PD 1601(TDM requirements for intersection approvals), Add GHG Rule 2 CCR 601-22, PD 1610, cover a briefing of one PD at each meeting. Another suggestion was to discuss the Interagency Consultation Team (IACT) and their role in implementing GHG PD 1610.
- Consider making FASTER an enterprise as one approach to keeping these funds available.
- The 10-Year Plan will be critical over the next years to monitor closely.
- STAC requested CDOT to forward a copy of PD 1602 to STAC membership as a follow up item to today's meeting.
- CDOT will bring back a revised STAC Work Plan for 2025 and post it on the CDOT website.
- This is a draft work plan for the STAC for the year 2025. It includes standing agenda items.

Statewide Travel Survey Update - Erik Sabina

- The survey work is going well, and we are heading towards the conclusion of this statewide project.
- MPOs and CDOT all have contributed funds for this project.
- Attempting to identify the impacts of various types of transportation projects on travel behavior.

- New data gathering from cell phones, and including weekend travel patterns, and multiple new modes of transportation.
- Shared a live feed from the survey via a live portal including over 12,700 households participating.
- The plan is to wrap up the survey in March 2025 with follow up work to document the findings by September 2025.

Discussion

- Eastern Colorado and low population areas may have a low response, was a concern of Chair Beedy.
- The numbers are looking pretty good in the Eastern Plains to date, but CDOT continues to monitor the situation. Erik will check on the status of the response rate for Eastern Colorado.
- Any data collection to capture through traffic. Using big data from a survey consultant team, Locus data source is being used about in, out, and through Colorado.

2050 Statewide Plan Update - Darius Pakbaz

- Active Transportation and Transit Plan Discussion
 - This plan promotes intentional integration of active transportation modes and transit into the Colorado transportation system.
 - Presentations covered key information regarding active transportation and transit planning activities occurring at CDOT.
 - Both elements will be rolled up into the 2050 Statewide Transportation Plan.
- Next Steps for Active Transportation and Transit Plan
 - Long-range plan modal integration will be ongoing topics of STAC meetings
 - Other topics integrated into the statewide long-range plan include: freight, asset management, resilience, and safety.
- Discussion:
 - Pueblo Area asked for their region's ATP survey results. CDOT is in the process of compiling results based on MPOs and TPRs.
- PD 14 Letter from NFRMPO
 - As a result of the comments in the letter from NFRMPO regarding the revised PD 14, draft text changes to PD 14 were submitted to the 2050 SWP Subcommittee of the Transportation Commission for their review. PD 14 is a potential living document. The TC will discuss these changes to PD 14 at their November meeting.
 - STAC requested to be informed of the results of the 2050 SWP TC Subcommittee review of PD 14 text changes and to keep the STAC posted. CDOT agreed to report back on this.

Next STAC Meeting

- Next STAC meeting is scheduled for January 9, 2025
- If anything does come up related to STAC in the interim, including the 2050 SWP TC Subcommittee updates, they will be communicated to the STAC members via email.
- Chair Beedy's email is garybeedy@gmail.com if there is anything that arises that needs consideration by the STAC membership.

Transportation Commission (TC) Meeting Notes

November 20, 2024 - November 21, 2024

Workshops - Wednesday, November 20, 2024

Attendance:

Ten Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, Rick Ridder, and Todd Masters. Commissioner Hannah Parsons was excused.

Burnham Yard Briefing - (Joint TC/Colorado Transportation Investment Office [CTIO] Board of Directors Workshop) - Piper Darlington

Purpose and Action:

To update the TC and the CTIO Board of Directors on the Burnham Yard property and the final report for the Burnham Yard transportation planning study. No action was required.

Discussion:

- CTIO bought the property for \$50 million in May 2021, with CDOT planning to own 15 acres for \$15 million via an Inter-agency agreement. A planning study for the Burnham Yard was conducted to evaluate realigning the track for the potential relocation of the Consolidated Main Line, expansion of RTD Light Rail, and provision of Front Range Passenger Rail (FRPR) right-of-way.
- The planning study found moving FRPR to the La Ama-Lincoln Park and Baker neighborhoods would create substantial noise and vibration impacts for residents, FRPR would not receive a substantial benefit having separate tracks in this area, Burnham Yard is too expensive (not zoned, no utilities on the site, and too isolated) to use for FRPR for passing and staging areas, Safety investments would benefit all users for grade separation or other safety improvements if they were installed at 13th Avenue, Sante Fe Drive, and Kalamath Street. CDOT does not need to retain any of the initially identified 15 acres for transportation related purposes. CTIO is still looking at opportunities for safety, connectivity and flexibility for multi-modal projects, as CTIO prepares to sell the property by May 2026.
- Commissioner Ridder asked if an environmental issue exists on the property. CTIO found that Burnham Yard is not a superfund site, and is fairly clean except for a few areas.
- Commissioner Adams expressed concern for the proposed sale date May 2026 being too optimistic and it was noted that no interest from potential buyers has been received to date.
- Commissioner Garcia suggested considering a property trade vs. a formal sale.
- Commissioner Cook asked if a pedestrian bridge was part of the preliminary design for the area, and it was explained that it has not been considered at this stage.

- Commissioner Hart asked if CTIO and CDOT have a future need for right-of-way to consider preserving. Piper Darlington, CTIO Director, responded that the FRPR team was coordinated with during the planning process. No discussion has occurred at this time for CTIO to reserve a portion of right-of-way for the future.

Right of Way Condemnation Authorization Request - Keith Stefanik

Purpose and Action:

CDOT Region 1 seeks condemnation authorization of one fee simple parcel necessary for Project Number NHPP 2073-206. TC adoption of a resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings was requested.

Discussion:

- No substantial comments or concerns were raised by Commissioners.

Budget Workshop - Jeff Sudmeier and Bethany Nichols

FY 2024-2025 Budget Amendment

Purpose and Action:

To review the fourth budget amendment to the FY 2024-25 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the fourth budget amendment to the FY 2024-25 Annual Budget, which consists of one item that requires TC approval. The proposed amendment reallocates \$382,800 from the TC Program Reserve Fund in the Commission Reserve Funds to the Property line of the budget to fund improvements at the Sterling and Virginia Dale Rest Areas located in Region 4.

Discussion:

- No substantial comments were raised by the Commissioners.

FY2026 Draft Proposed Annual Budget

Purpose and Action:

To review and approve the Proposed FY 2025-26 Annual Budget Allocation Plan. DAF is requesting the TC to review and adopt the Proposed FY 2025-26 Annual Budget Allocation Plan. The TC will be asked to adopt the Final Budget at the meeting in March 2025 after the plan is updated based on the December 2024 revenue forecast, and to reflect approval of Decision Items, updates to common policy, and any other changes.

Discussion:

- A Commissioner asked if the numbers moved out to the future accounted for inflation. Jeff Sudmeier, CDOT Chief Financial Officer, responded that no, these numbers do not account for inflation.
- This budget change should not impact the current ongoing 10-Year Plan projects. The updated 10-Year Plan will be adjusted as is necessary.
- \$10 million is being set aside for Bustang operations.
- Commissioners Garcia and Cook noted the negative impacts of TABOR and the need to DeBruce.
- Executive Director Lew pointed to the success of the creation of enterprises to fund special projects, with more opportunities to address funding shortfalls. Changes in the federal administration were raised related to CDOT's funding. Director Lew also noted that generally formula programs do not change much, but discretionary funding sources may be influenced more. Changes would occur during the reauthorization process. Changes are often reflected in the Notice of Funding Availability.
- STAC Chair, Gary Beedy, noted that STAC reviewed proposed budget information and asked for CDOT staff to send this presentation to all of STAC. STAC is available to help the TC members lobby for funds.
- Commissioners Stuart expressed concerns with the loss of funds to asset management programs.
- The hope of the TC is that CDOT will eventually be able to backfill the funds removed from the budget for FY 2026. The concept of revising SB 260 to accomplish this.
- The concept of using the Redistribution funds to backfill the lost funding was proposed.
- Commissioner Holguin commented that larger messaging related to the disbenefits of Taxpayers Bill of Rights (TABOR) is required. There is a need to make these cuts in budget real for CDOT customers.

1601 Greeley- US 34 “Merge” PD 1601 Interchange Request - Heather Paddock

Purpose and Action:

The CDOT 1601 Policy and Procedural Directives outline the guiding principles and steps necessary to approve a new interchange, or interchange modification, on the interstate, freeway, or state highway system. The Greeley Mobility Enhancements for Regional Growth and Equity (MERGE) project includes two new interchanges and a regional mobility hub along US 34 between 35th Avenue and 47th Avenue. This proposed project is a Type 1 project, which is subject for approval by the TC. The Type 1 category includes proposals for new interchanges on the state highway system with a functional classification of interstate or freeway; and any type of proposal on the state highway system not initiated by CDOT that anticipates CDOT cost-sharing participation. CDOT is participating with 10-Year Plan funds for the proposed regional mobility hub. The 1601 Procedural Directive states that new interchanges in a Metropolitan Planning Organization (MPO) boundary should make a ‘good faith effort’ to reach a 3% reduction in Average Daily Trips (ADT) on the interchange ramps.

The MERGE Project falls within the North Front Range MPO (NFR MPO) boundary. The goal for Transportation Demand Management (TDM) strategies at the US 34/47th Avenue and US 34/35th Avenue interchanges is to reach a reduction of 1,015 and 881 daily trips, respectively, which is 3% of the total ADT at the interchange ramps. The TC is requested to review and discuss the MERGE project and TDM strategies applied to the project. The requested action is the approval of the MERGE project through the 1601 Interchange Approval Procedure, and will be requested at the December 2024 TC meeting.

Discussion:

- Commissioner Kelly noted the project is in his region, and he took a tour of the area. This project is a strong example of taking older land use concepts (parking lots), and expressed strong support for this project. It is a great example of multimodal transportation in Colorado.
- Commissioners Stuart and Cook expressed support for this project.

BTE Build America Bond Refunding Workshop - Patrick Holinda

Purpose and Action:

To request approval from the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (Board) to move forward with the Colorado Bridge and Tunnel Enterprise Senior Revenue Refunding Bonds, Series 2024B (“Series 2024B Bonds”) issuance. Staff requested approval from the Board of the attached Approving Resolution for the Colorado Bridge and Tunnel Enterprise Series 2024B Bonds. This resolution provides approval for staff to proceed with the transaction if parameters related to the size and the final maturity date of the transaction, and average annual debt service savings generated by the transaction, are met. The resolution also grants the Enterprise Director, Enterprise Chief Financial Officer, or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents on behalf of the Enterprise.

Discussion:

- No substantial comments were raised by the Commissioners.

Access Appeal Regarding Modification of Eagle View Access to US Hwy 550A, Durango, CO - Julie Constan

Purpose and Action:

The purpose of this workshop was to summarize and inform the TC of the access appeals submitted by six property owners in Region 5 regarding modification of the access from Eagle View Drive to U.S. Highway 550A located at milepost at 13.96, in Durango, Colorado, and the access appeal process outlined in the State Highway Access Code (2 CCR 601-1, 2.9). Region 5 recently received six separate access appeals from six different property owners in Eagle View Estates located in Durango, Colorado, all of which arise out of the modification of the access from Eagle View Drive to U.S. Highway 550A (the “Access”). The following property owners submitted their appeals between September 25 and November 7, 2024: Andrew R. and Cristina E. Baumker; Sharon A. Cook; William & Rebecca Counley; Kasten Properties, LLC, via

Jessie & Allison Kasten; Wayne & Debbie Kjonaas; and Margaret E. Pyle Descendents (sic) Trust via Margaret E. Pyle, Trustee (the “Property Owners”). The appeals were originally submitted between September 25 and September 30, 2024; however, each of the appeals included issues that are unrelated to their Access and outside the jurisdiction of an access appeal. The Property Owners were given the option to review and revise their appeals, and each has done so. The revised appeals were received between October 23 and November 7, 2024.

In accordance with the Colorado State Highway Access Code, the Property Owners have requested a hearing before the Transportation Commission (the “TC”). The TC will make the determination if the appeal goes through the Internal Administrative Review Committee process, or through the Department of Personnel and Administration, Office of Administrative Courts process. CDOT staff request that the appeals should be heard by the Department of Personnel and Administration, Office of Administrative Courts. CDOT requested that each Property Owner submit their own Access Appeal, consistent with the Code which does not contemplate collective property owner appeals; however, CDOT staff request that the six appeals be consolidated into one matter to be heard in the Office of Administrative Courts, as all six appeals concern the same access and each property owner has raised the same issues to be addressed in the appeal, and will therefore include the same witnesses and evidence.

Discussion:

- Commissioner Garcia asked about the specific traffic movements (U-turn pattern) for the access provided to landowners along this project. Questions were answered to the Commissioner’s satisfaction.

Adjournment

This meeting adjourned at 3:41 pm.

Thursday, November 21, 2024

Call to Order, Roll Call

Ten Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman and Rick Ridder, and Todd Masters. Commissioner Hannah Parsons was excused.

Public Comments

- Tom Peterson, Director of the Colorado Asphalt Pavement Association, apologized for the report they submitted with a logo that was inappropriate. The logo will be removed and they will refrain from inserting logos in their reports to CDOT in the future.
 - The asphalt industry in Colorado is a 9 million ton industry and works in 42 counties of Colorado

- Percentage of work for CDOT is traditionally 30-35%, but it dropped recently to 20%; a change of 5% is a concern for the industry.
- Recognized CDOT has limited funds and capable engineers to identify pavement maintenance needs for delivering the right treatments at the right time.
- Adding a new plant in Colorado to address needs.

Comments of the Chair and Commissioners

- Commissioner Masters attended the Region 4 military appreciation event for Veterans Day, was overwhelmed by the number of CDOT employees who have served, and also how the event appropriately honored the military. There is a need to remember this honor all year long.
- Commissioner Garcia noted the early snow storm and the work of CDOT maintenance crews. Wolf Creek opened early this year, and Garcia was impressed with how the roads were kept clear of snow. The Commissioner also attended the San Luis Valley TPR meeting remotely.
- Commissioner Holguin recognized and thanked Jessica Myklebust, CDOT Region 1 Transportation Director, and CDOT Region 1 teammembers, Angie Drum and Ryan Noles for their work on the Bus Rapid Transit (BRT) project. There is both excitement and trepidation regarding this project. The comments from the public were appreciated. At the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) meeting, they learned that they have released the Notice of Funding Availability (NOFA) for their program.
- Commissioner Cook attended the Division of Transit and Rail (DTR) hosted event for Mountain (Passenger) Rail. The meeting was well attended and coordinated. Roughly 170 people attended. Cook also attended the DRCOG Regional Transportation Commission meeting with TIP amendments that would benefit CDOT Region 4 including: \$10 million to cover project cost escalation, \$2 million for American with Disabilities Act (ADA) improvements, and a safety median for \$11 million. The Commissioner was impressed by the mobility hub presentation also.
- Commissioner Ridder echoed Commissioner Cook's comments regarding the DTR-hosted meeting for Mountain Rail, and is looking forward to the report on this project anticipated for delivery at the end of this year. Ridder noticed how contractors working for CDOT on projects do a good job representing CDOT seamlessly. The Wolford project is 95% complete.
- Commissioner Stuart mentioned several press conference events that occurred over the past weeks: The Winter Park train expansion of service that was funded by the Colorado Transportation Investment Office (CTIO); the Federal Railroad Association Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant award of \$66 million for positive train control on a rail segment in Westminster. Stuart attended the Legislative Efficiency and Accountability Committee meeting with Chair Hart. A presentation on the Dig Once Project (concept to install infrastructure during project kellyconstruction once, without the need to revisit the site for future infrastructure installations), and another presentation from the Audit Division were both impressive. Commissioner Stuart has been appointed to the Transit Pass Exploratory Committee, along with other leaders of transit agencies. The purpose is to explore how transit connections between transit providers can occur smoothly to enhance access and use

of transit as a mode. The Commissioner attended the Loveland Mobility Hub event in Region 4, led by Heather Paddock, CDOT Region 4 Transportation Director, which also noted the birth of the Longmont Mobility Hub. Stuart also cannot wait for the eventual CO 7 Mobility Hub.

- Commissioner Bowman congratulated CDOT Region 3 Transportation Director, Jason Smith, on the opening of the US 50 Blue Mesa Bridge. Bowman attended the San Luis Valley Durango-Silverton Narrow Gauge railroad event, and recognized Julie Constan, CDOT Region 5 Transportation Director, for the work on the US 550/14th Street project. A collaboration between Scenic Byways and this project's celebration for 250 years of our nation and 150 years of the state of Colorado was interesting. A CDOT collaboration with the Colorado Tourism office for Safety and the Economy was recognized and appreciated.
- Commissioner Kelly noted this is his last meeting serving as a TC member. Kelly noted his new found appreciation for CDOT, as the Commissioner had not always had a positive outlook on public agencies, Kelly has been very impressed with the CDOT staff and their efficient and dedicated work ethic. Recognized and thanked the TC members, especially Herman Stockinger, CDOT Deputy Executive Director, and CDOT Executive Director, Shoshana Lew. Commissioners Hart and Adams wished Commissioner Kelly the best of luck.
- Commission Vice Chair Adams has been traveling to east Africa recently. Noted the importance for travelers to keep in mind safety over the holiday season.
- Commission Chair Hart recognized CDOT staff, in particular, maintenance crew work during the recent snow storms. Noted that the Governor's Vision 2035 is providing CDOT with its "marching orders" in terms of working to reduce Greenhouse gas emissions related to transportation.

Executive Director's Management Report - Shoshana Lew

- It has been a packed few weeks with grant awards to CDOT and response to winter storms.
- Both grant awards were the first to be awarded during the first submittal, the US 287 North and CRISI grants.
- CDOT is closer to being fully staffed compared to previous years, and this demonstrates that CDOT's recruiting and training approach has been effective.
- CDOT is making the transition from construction project closure to winter seasonal snow and ice removal and holiday traffic increases. Director Lew noted that maintenance crews are appreciated as they need to work, while other staff takes time off.
- Director Lew attended several moving memorial events recently, and cautioned folks to please drive carefully with the winter season approaching, as everyone plays a part in being safe.

Chief Engineer's Report - Keith Stefanik

- A grant award of \$32 million was received from the Low Carbon Transportation Materials Grant program to CDOT. Thanks to staff in CDOT Materials/Geotech.
- The month of October 2024 was a record for spending at CDOT with \$120 million spent.

- Eight projects are going out to bid this week for FY 2026.
- Plans now for the FY 2026 construction season anticipate a healthy program also, with roughly 92 projects identified so far, for roughly just under \$1 billion of awarded projects.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- At the last CTIO Board meeting they held a safety and tolling enforcement workshop.
- CTIO is rolling out tolling on 70 Central, I-25 South Gap, and the US 36 projects.
- There is a waiver of penalties when these toll lanes open, but after January 2025 penalties will be in place.
- Records indicate that civil penalties change behavior after one or two fines charged for violations of PPSL or crossing the double lines on the highways. Lots of media coverage and notifications will be part of the notice provided. An A-Line train wrap will also be part of spreading the word on the new tolls being enforced. A larger campaign is planned for 2025.

FHWA Division Administrator Report - John Cater

- This is National Crash Responder Week. Multiple agencies get involved in response to a crash where 7 million occur in a year across the nation. Emergency response agencies include: DOTs, Law Enforcement, Fire and Medical Rescue, Towing, etc. They need to continue to improve coordinating responses to crashes/traffic incidents safely and effectively. Held a great event in the Stapleton/Central Park area bringing together response entities with Director Lew and the Governor present.
- Administrator Cater congratulated CDOT Region 3 for the reopening of the US 50 Blue Mesa Bridge project with over 51,000 bolts installed in the bridges.
- FHWA is very busy preparing for the new Administration, providing briefings, and other activities required to prepare for this transition.

Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy, STAC Chair

- The last STAC meeting was held remotely, during the snow storm event. The Storm brought 36 inches of snow, and in Burlington, there was guard rail damage just after the new guard rails were installed.
- STAC discussed the FY 2026 Budget Allocation Proposal
- A STAC 2025 Work Plan was overviewed.
 - The plan includes a review of Policy Directives - 1601, 1602, and 1610
- Also STAC wants to work more closely with the TC in decision making, where it is possible, to help obtain more funding, and also help get other legislation passed that is important to both parties.
- STAC appreciates the focus on transit hubs, but also recognized that in five years or so, these facilities will require funding for maintenance, and we need to plan for this.

- The next STAC meeting will be on January 9th and will be virtual.
- Commissioner Cook noted the need for earlier coordination with the STAC on updates.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of October 16-17, 2024 - Herman Stockinger
- Proposed Resolution #2: Authorizing CDOT to execute Intergovernmental Contracts, Amendments, and Option Letters over \$750,000 for projects - Keith Stefanik.
- Proposed Resolution #3: Disposal - Old Aguilar Maintenance Site, 131 West Main St, Aguilar, Las Animas County - Shane Ferguson
- Proposed Resolution #4: Disposal - Parcel 36-EX, US Highway 285 (Formerly State Highway 70), Lakewood, Jefferson County - Jessical Myklebust
- Proposed Resolution #5: Approve Referral of CDOT Region 5 Access Appeals to the Office of Administrative Courts, C.R.S. § 43-2-147(6)(c) & 2 CCR 601-1(2.9) - Julie Constan

A motion by Commissioner Cook was raised to approve, and seconded by Commissioner Ridder, and passed unanimously.

Discuss and Act on Proposed Resolution #6: Right of Way Condemnation Authorization Request - Keith Stefanik

The project is R1 SH-287 Resurfacing: I-70 to 92nd Ave, Project #: NHPP 2073-206, Project Code: 23780

A motion by Commissioner Bowman was raised to approve, and seconded by Commissioner Masters, and passed unanimously.

Discuss and Act on Proposed Resolution #7: 4th Budget Amendment of FY 25 - Jeff Sudmeier

A motion by Commissioner Stuart was raised to approve, and seconded by Commissioner Holguin, and passed unanimously.

Discuss and Act on Resolution n #8: Draft Proposed FY 2026 Budget - Jeff Sudmeier

A motion by Commissioner Kelly was raised to approve, and seconded by Commissioner Masters, and passed unanimously.

Adjournment

The meeting was adjourned at approximately 10:10. The next Transportation Commission meeting will be held on Wednesday, December 18, 2024.

Transportation Commission (TC) Meeting Notes

Wednesday, December 18, 2024

Workshops and Regular Meeting

1:00 pm - 5:00 pm

Attendance:

Ten Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Yessica Holguin, Rick Ridder, Todd Masters, Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, and Hannah Parsons. Commissioner Gutierrez was excused.

Youtube Recording Link for December 18, 2024:

<https://www.youtube.com/live/Caj5CTQ29NY>

Transportation Commission Workshops

Pikes Peak Area Council of Governments (PPACG) Greenhouse Gas Transportation Report - Darius Pakbaz, John Liosatos, Will Mast, and Andy Gunning

Purpose and Action:

As outlined in Chapter 23, Section 134 of the Code of Federal Regulations, the Pikes Peak Area Council of Governments (PPACG) has been designated as the Metropolitan Planning Organization (MPO) for the Pikes Peak Urbanized Area. As the MPO in attainment for air quality conformity, PPACG is required to develop a regional transportation plan that is no more than 5 years old and has a horizon year no less than 20 years into the future. PPACG is preparing to adopt its 2050 Long Range Transportation Plan (LRTP). As required by SB21-260, PPACG must comply with State of Colorado Rule 2 CCR 601-22 that outlines emission reduction levels for the PPACG MPO area for the 2030, 2040, and 2050 analysis years. The action requested is for anticipated acceptance of the PPACG GHG Report at the January 2025 TC Meeting.

Discussion:

- PPACG Executive Director Andy Gunning reported that the Pikes Peak area was no longer in non-attainment, so they have different circumstances from DRCOG and NFRMPO.
- 20 years ago, voters approved a transportation investment mechanism that has been reauthorized twice since it passed, most recently this year for the next ten years.
- The report only focuses on the urbanized area of the Pikes Peak region. This includes Colorado Springs, Fountain, Monument, Palmer Lake, Manitou Springs, Green Mountain Falls, Woodland Park, and urbanized parts of unincorporated El Paso County.

- Improvements over the 2045 plan were highlighted including improvements to their land use forecasting methodology and travel modelling capabilities, transportation project mix to include twice as much multimodal project funding, and adopting a more collaborative approach between different jurisdictions in the region.
- The City of Colorado Springs approved a new Unified Development Code (UDC) that allows increased density and mixed use development, reduces parking requirements, encourages walkability, and introduces a “form-based zone” for downtown. These land use changes are supported by a new downtown circulator, improved bike lanes, roadway lane diets, an e-scooter and bike share program, and pedestrian safety improvements.
- \$1.5 billion in projects across both plans, with 40% of the project mix dedicated to bicycle, pedestrian, multimodal, and transit solutions. Support for multimodal investments are noted by the following projects in the PPACG GHG Plan:
 - Enhanced transit corridors, Innovative Mobility Zones (last mile connectivity, car/van pool), new routes, improved infrastructure and route frequency.
 - Short term projects: Enhanced Transit Corridors on Academy Blvd and Platte Ave, Northeast Mobility Zone, and a shuttle route connecting CO Springs to Manitou and Garden of the Gods.
 - Medium term projects: Enhanced Transit Corridors on N Nevada Ave, S Nevada Ave, and Colorado Ave, connecting new mobility zones and tourist destinations to statewide transit (Bustang) system.
 - Long term projects: Enhanced Transit Corridors on Airport Rd and Tutt Blvd, new routes, service, and frequency improvements to remaining routes.
 - Transit Connections Study: The Division of Transit and Rail, CDOT Region 2, Mountain Metro Transit, and local jurisdictions identified projects in the region that align with CDOT’s transit goals.
- Commissioner Adams asked what the public process was, and what the process was to make sure the rural areas don’t get neglected. He further observed that the presentation did not include quantitative data showing where PPACG’s GHG emissions were now, and what reduction could be achieved by their plan.
- The impact on GHG from the plan will be modeled once preferred projects are selected.
- The urbanized area for PPACG includes areas identified in a “boundary smoothing” exercise, that includes rural areas within the urbanized area in anticipation that they will be developed. The rural areas in Park, Teller, and El Paso counties are covered by the Central Front Range TPR.
- Commissioner Parsons commented on the excellent work of the PPACG team.
- Commissioner Cook asked if the total includes the whole project cost, or just the relevant component? PPACG reported that it was the full project cost.
- STAC Chair Beedy asked if rural areas would be engaged about the 10-year plan. Darius Pakbaz replied that they would be engaged, as rural plans feed into the SWP.

Burnham Yard East Line Easement - John Putnam

Purpose and Action:

To seek TC approval, via resolution, of the purchase of the easement on the Burnham Lead Line at the negotiated price of \$19,400,000.

Discussion:

- A workshop with CTIO last month determined there was no need to realign the lead line, and continued discussion with Union Pacific (UP) for purchase. \$13.4M is the appraised value of the real estate, and \$6M is a negotiated figure over the appraised value, reflecting the reduced operating capacity.
- Commissioner Adams asked for clarification on the \$6M figure over the appraised value of the property. UP has a business benefit from operating a train on the Burnham Lead which allows them to access their customers from the north and south and bypass congestion on the consolidated main line. The \$6 Million figure compensates UP for additional fuel costs, additional wear and tear, and the loss of the ability to bypass. The sale does not include a fiber optic cable along the ROW. UP will retain operation of the cable, and will be able to access it. Considerable public benefit comes from removing three at-grade crossings on the site.
- Commissioner Cook commented to support the purchase and highlight the fact there will be room for multiple lanes.

Legislative Update - Emily Haddaway and Jeff Sudmeier

Purpose and Action:

The Colorado General Assembly will reconvene in January for the 2025 Legislative session. There are several transportation-related legislative agenda items the Polis Administration is pursuing that CDOT would like to bring to the attention of the TC. This is an informational update and no action is needed at this time.

Discussion:

- Legislature reconvenes on 1/9/2025.
- Commissioner Adams asked about item R-04 - Reduce Road Safety Surcharge and Distribution.
- The Legislative Joint Budget Committee (JBC) hearing last week went well, despite the tight budget this year.
- **Item 1: MMOF Spending Authority**, requested an increase in spending authority as more dollars available than are able to be accessed, and roll forward authority was approved. Also requested considering this fund to be continuously appropriated.
- **Item 2: Continuous spending authority for Clean Transit Enterprise Cash Fund**, which is annually appropriated and currently goes out in the form of grants that may take years to be filled. Reduces administrative processes each year.
- **Item 3: Reduce SB21-260 Transfers and Extend the Funding**. Requested a reduction in the General Fund transfer to the State Highway Fund and an increase in future year

funding to ensure CDOT receives the total amount enacted in SB21-260. Would increase General Fund transfers in FY 2030-33. Would essentially buy time for Bustang operations funding to be developed and put into place.

- **Item 4: Reduce Road Safety Surcharge and Distribution Update.** Reinstate a reduction in Road Safety Surcharge by \$11.10, leading to a net decrease of \$65.1M annually in state revenue, subject to Tax Payer Bill of Rights (TABOR) regulations.
- Commissioner Garcia asked if the rail fund on the Clean Transit Enterprise fund was included at the workshop last month. He also stated he may have missed the meeting for the Clean Transit Enterprise, where he serves as TC representative, when this was discussed.
- Commissioner Adams asked if he was interpreting Item 4 correctly, that the state would be losing \$66.2M in funding that it needs, but that the funds would come from somewhere else. The attempt to backfill would come from enterprises. Commissioner Adams expressed concern about the proliferation of enterprises in the State.
- Director Lew commented on enterprises, highlighting the effectiveness especially of the bridge and tunnel enterprise. This comment was to support the creation of a CDOT R.O.A.D. enterprise to address the State's road maintenance needs.
- **Proposal: Creation of the CDOT R.O.A.D. Enterprise and Expansion of the Bridge and Tunnel Enterprise**
 - The Bridge and Tunnel Enterprise has been successful. This proposal would increase the bridge safety surcharge and the revenue would be used to fund bridge and tunnel repairs, replacement, and maintenance. The surcharge would generate \$45M in yearly revenue.
 - This proposal would create a new enterprise called the R.O.A.D. Enterprise. (ROAD stands for Road Operations, Asset Management, and Driveability). This enterprise would address Colorado's road condition. It would be funded by a new Road Impact Fee which is applicable to special fuels. This would generate \$20M a year.
 - This is the first pass of this concept, a preview. The final iteration will be different as it is workshopped among stakeholders.
- **Proposal: Arriba Rest Area Project**
 - CDOT is requesting \$281,672 to fund xeriscaping at the CDOT rest area.
- Commissioner Ridder asked that, since there was little pushback on the proposals from the JBC, what proposal would generate more pushback? Emily Haddaway responded that the JBC pushed back on most proposed budget cuts. They are likely to push back in particular to the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) and General Fund fee reduction.
- STAC Chair Beedy asked if the Arriba rest area xeriscaping project would include adding additional truck parking.
- STAC Chair Beedy asked why the impact fee is only being applied to trucks and not all vehicles using the road, especially when the proposed fee would raise \$20M annually and the need is \$350M. Emily Haddaway responded that Prop 117 in the Colorado constitution caps the amount a new enterprise can collect in the first five years at \$100M, meaning that it can only collect a maximum of \$20M for five years. After that,

the enterprise can grow, and that's the plan behind it, to grow the enterprise into something more impactful after those first five years.

- Commissioner Stuart asked if creating this enterprise would preclude the Transportation Commission from adding more funds to asset management. It wouldn't. Commissioner Stewart further followed up with STAC Chair Beedy's concerns about parking at the Arriba rest area.
- Commissioner Hart complimented Emily Haddaway and Jeff Sudmeier's presentation to the JBC. He also made a comment supporting xeriscaping at rest areas to reduce water usage.

Transportation Commission Regular Meeting

Public Comments

- Cory Gaines: Cory is a teacher who also writes for the Colorado Sun, based in Denver. He is hearing from readers that they are concerned about broadband coming to his area. Gaines expressed frustration not receiving responses to his communications with CDOT, and noted CDOT should be more responsive to public comments.

Comments of the Chair and Commissioners

- Commissioner Masters: Attended Eastern TPR last month. Well attended but with mild turmoil due to turnover of Regional Transportation Commission members of the Eastern Transportation Planning Region (TPR). Attendees saw a presentation on the revenue collected from overweight freight loads and there was a question in the meeting as to where that money went, as it did not go back to the roads.
- Commissioner Garcia: Attended Southwest TPR meeting earlier this month. Reported on Broadband Committee meeting: the funds generated about \$35,000 from fees, not a huge source of funds. Providers are avoiding right-of-way (ROW) access, because of the fee. The Clean Transit Enterprise meeting was canceled for December.
- Commissioner Holguin: Highlighted conversations with community members on prohibiting handheld devices while driving taking effect in January 2025. Holguin wondered if there will be more efforts to inform people this is happening.
- Commissioner Cook: Third round of Mountain Rail meetings, one in Arvada was very well attended. Someone asked who would take Mountain Rail, and the majority of attendees raised their hand.
- Commissioner Parsons: Talked about the GHG report from PPACG. Mentioned many of the local programs in action, such as main streets and other grant programs that contribute to the PPACG GHG report.
- Commissioner Ridder: Complimented team on US 50 bridge. Ridder spoke with rail managers in other countries in the last few months, and learned that the quality of the physical rail is directly correlated with the satisfaction of the customers. This should be considered as Colorado pursues Front Range Passenger Rail and Mountain Rail.
- Commissioner Stuart: Nothing to report.

- Commissioner Bowman: Talked to Leadville area tourism office about the pullout at the top of aspen pass. Thanked Director Lew for attending the celebration of the reinstatement of Delta Airlines at Grand Junction Regional Airport.
- Commission Vice Chair Adams: Nothing to report.
- Commission Chair Hart: Attended a kick off for an intersection replacement between I-25 and US 50. Hats off to CDOT staff in getting that project going. Has received positive feedback from community members on the work getting done in Region 2.

Executive Director's Management Report - Shoshana Lew

- Kicked off snow fighter season and gathered with colleagues in the maintenance team in Section 2 to recognize the work that's been done and the work ahead.
- Preparing for the legislative session, including preparing an appearance before the Specific, Measureable, Achievable, Relevant and Time-bound (SMART) Act Team.
- Continuing work to get grant agreements wrapped up.
- Echoed Commissioner Holguin's concerns about hands free law, spoke about the requirements with the press.
- Colorado overtook California this month for new EV sales.
- Thanked maintenance teams for working over the holidays to keep everyone safe.

Chief Engineer's Report - Keith Stefanik

- \$732M spent this year to date (YTD), if we take out the emergency fund, CDOT is at 97% of its forecast. We are 107% of the forecast if emergency funds are included. Blue Mesa Bridge repairs took emergency funding.
- In 2024 CDOT had four rejected bids out of 108 projects, lowest it has been for six years. This shows that the estimators are in tune with the contracting community.
- In 2024, CDOT had an average of 3.5 bidders for each project, the highest it has been for six years as well.
- For the 2025 forecast, CDOT is advertising 101 projects with a cost of \$1.1B.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- Did not hold a December board meeting. CTIO is going live with civil penalties for [safety and toll enforcement](#) on January 1st, we are currently in a warning period on I-25 S Gap, Central 70, and US 36.

FHWA Division Administrator Report - Andy Wilson

- The FHWA is celebrating closing out their first safe streets for all ([SS4A](#)) grant. It was a planning grant for the city of Castle Pines to complete a [comprehensive safety action plan](#). Colorado has received 53 planning grants, passing directly from the Fed to the local government without passing through CDOT. Hopefully this leads to many safety projects across the state. Colorado has done a great job with pursuing federal grants.

Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy, STAC Chair

- STAC did not meet in December, so there are no new updates. All the TPRs are working on their regional plans for the statewide 2050 plan. There is a feeling that preserving the system is the priority, and there isn't anything available for improvements for safety, capacity, passing lanes, and etc, especially for rural communities. Mobility on highways is vital to Colorado's economic vitality. The Transit and Rail Advisory Committee (TRAC) website seems to be out of date, and STAC needs info on meeting times and dates in order to send a representative.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of November 21, 2024
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: 1601 Greeley- US 34 "Merge" PD 1601 Interchange Request - Heather Paddock
- Proposed Resolution #4: State Transportation Improvement Program (STIP) Amendment- US 287 Safety Improvements - Jamie Collins

A motion by Commissioner Holguin was raised to approve, and seconded by Commissioner Ridder and passed unanimously.

Discuss and Act on Proposed Resolution #5: State Infrastructure Bank (SIB) Rate Update: Jeff Sudmeier

A motion by Commissioner Adams was raised to approve, and seconded by Commissioner Parsons, and passed unanimously.

Discuss and Act on Proposed Resolution #6: Burnham Yard East Line Easement - John Putnam

A motion by Commissioner Cook was raised to approve, and seconded by Commissioner Masters, and passed unanimously.

Adjournment

The meeting was adjourned at approximately 3:20 pm.

The next Transportation Commission meetings, workshops and regular meeting will be held on Wednesday, January 15, 2025 and Thursday, January 16, 2025.



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC) Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development

Date: January 9, 2025

Subject: STAC Onboarding and Work Plan

Purpose

To provide a refresher of the STAC roles and responsibilities, membership, and meetings. Discuss STAC work plan for 2025.

Action

This agenda item is for discussion purposes only.

Background

The STAC advises CDOT and the Transportation Commission on the needs of the transportation system in Colorado and reviews and comments on all Regional Transportation Plans (RTPs) and the Statewide Transportation Plan. STAC membership includes Colorado's 15 urban and rural Transportation Planning Regions (TPRs), and the Southern Ute and the Ute Mountain Ute Indian Tribes in southwest Colorado. Each TPR and tribal nation may appoint a voting member to STAC.

A STAC work plan is developed at the beginning of each calendar year. The intent of the STAC work plan is to identify areas of CDOT's work where the STAC can add value, fulfill their statutory advisory role for CDOT and the Commission, and serve as a productive forum to exchange viewpoints from around the state and achieve consensus.

2025 STAC Work Plan

Below is a table that outlines STAC work plan topics for FY 2025. The topics are organized to work in concert with the 2025 Transportation Commission (TC) schedule, and adjustments may be made to the FY 2025 STAC workplan to ensure the STAC and TC schedules and topics are aligned. Standing informational agenda items at STAC meetings include CDOT updates on current events, a Transportation Commission meeting recap from the previous month, TPR and federal partner reports, and a legislative update.



COLORADO

Department of Transportation

2025 proposed STAC Topics by month:

January	<ul style="list-style-type: none"> ● Onboarding for new STAC Members ● 2025 STAC Work Plan ● 2050 Statewide Plan Update ● GHG Standard Target Refresher ● Rural Transportation Planning Grants Update <ul style="list-style-type: none"> ○ Announcement of TPR Administrator Meeting in February
February	<ul style="list-style-type: none"> ● Transportation Vision 2035 ● SMART Hearing Recap ● Statewide Plan Update ● TPR Administrator Meeting - Virtual Meeting ● (Potential) - Overview of STAC/Onboarding
March	<ul style="list-style-type: none"> ● FY25-26 Final Annual Budget Overview (Action Item) ● Statewide Plan Update ● ITS Program Update
April	<ul style="list-style-type: none"> ● Winter Maintenance Update ● Statewide Plan Update
May (In-Person Meeting)	<ul style="list-style-type: none"> ● Statewide Plan Update ● FY26 - FY29 STIP Approval (Action Item) ● Freight Update ● Rest Area Update
June	<ul style="list-style-type: none"> ● Statewide Plan Update ● Rural Transportation Planning Assistance Grants Budget (Action Item)
July	<ul style="list-style-type: none"> ● Statewide Plan Update ● Aeronautics Update
August	<ul style="list-style-type: none"> ● 2050 Statewide Plan Anticipated Adoption (Action Item)
September	<ul style="list-style-type: none"> ● 10-Year Plan Update
October (In-Person Meeting)	<ul style="list-style-type: none"> ● 10-Year Plan Update
November	<ul style="list-style-type: none"> ● 10-Year Plan Update ● FY2027 Draft CDOT Budget ● 2026 STAC Workplan Development
December	<ul style="list-style-type: none"> ● 10-Year Plan Anticipated Adoption (Action Item)



COLORADO

Department of Transportation

Next Steps

Staff will update the 2025 work plan as needed, based on input/feedback from STAC and to ensure optimal alignment with the TC schedule. Staff will work with new STAC members to onboard them to STAC on an ongoing basis.

Attachments

STAC Onboarding and Work Plan Presentation



COLORADO
Department of Transportation

STAC Onboarding and Work Plan January 2025



STAC Overview

- The Statewide Transportation Advisory Committee (STAC) advises CDOT and the Transportation Commission on the needs of the transportation system in Colorado and reviews and comments on all Regional Transportation Plans (RTPs) and the Statewide Transportation Plan.
- The [STAC Bylaws](#) define the roles and responsibilities of the STAC.

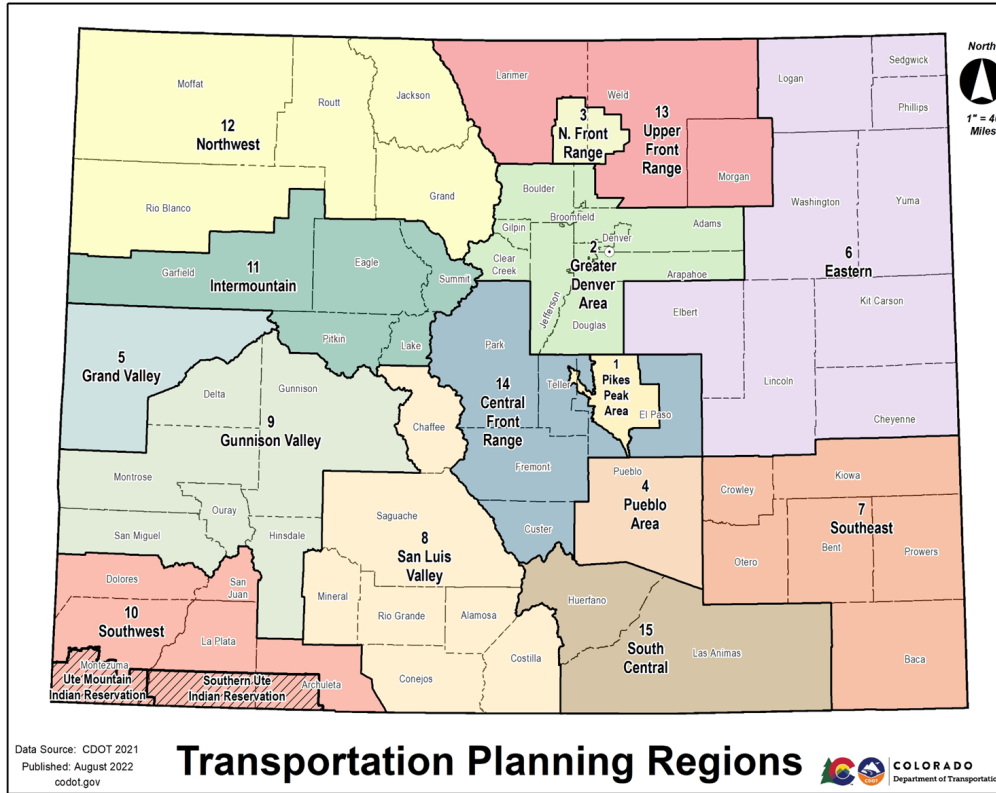


STAC Roles & Responsibilities

- Provide expert advice and recommendations
- Fostering collaboration
- Advising on funding and budgeting
- Review and assessment of transportation plans
- Supporting public outreach and education
- Guiding and supporting transportation planning, policy and decision-making processes



STAC Membership



- STAC membership includes Colorado's 15 urban and rural Transportation Planning Regions (TPRs), and the Southern Ute and the Ute Mountain Ute Indian Tribes in southwest Colorado.
- Each TPR and tribal nation may appoint a voting member and alternates to STAC.
- NOTE: Any changes to TPR membership must be submitted in writing to the DTD Director within 30 days. The notification must include the name, title, mailing address, telephone number and email address of the new STAC representative(s).



STAC Meetings

- STAC meetings are held monthly from 8:30 am to noon, and typically fall on the first Thursday of every month.
- Meetings are held virtually with the exception of the months of May and October, when STAC meetings are held in person. In person meetings maybe held at the discretion of the STAC Chair.
- In-person STAC meetings are held in the auditorium of the CDOT headquarters office.
- STAC meetings are open to the public, and public comments may be made at the beginning of each STAC meeting.



- A STAC work plan is developed at the beginning of each calendar year.
- The intent of the STAC work plan is to identify areas of CDOT's work where the STAC can add value, fulfill their statutory advisory role for CDOT and the Commission, and serve as a productive forum to exchange viewpoints from around the state and achieve consensus.
- The STAC work plan topics are organized to work in concert with the 2025 Transportation Commission schedule.
- The 2025 STAC work plan is included in the meeting packet.



Please visit the [STAC webpage](#) on the CDOT website for more information including:

- Current STAC Meeting Materials (typically available 7 days before the next meeting)
- Past STAC meeting archives (agendas, summaries, minutes, livestream recordings)
- STAC meeting schedules
- STAC membership
- STAC Bylaws



COLORADO
Department of Transportation

2050 Statewide Plan Update Refresher & Report on Plan Progress

January 2025



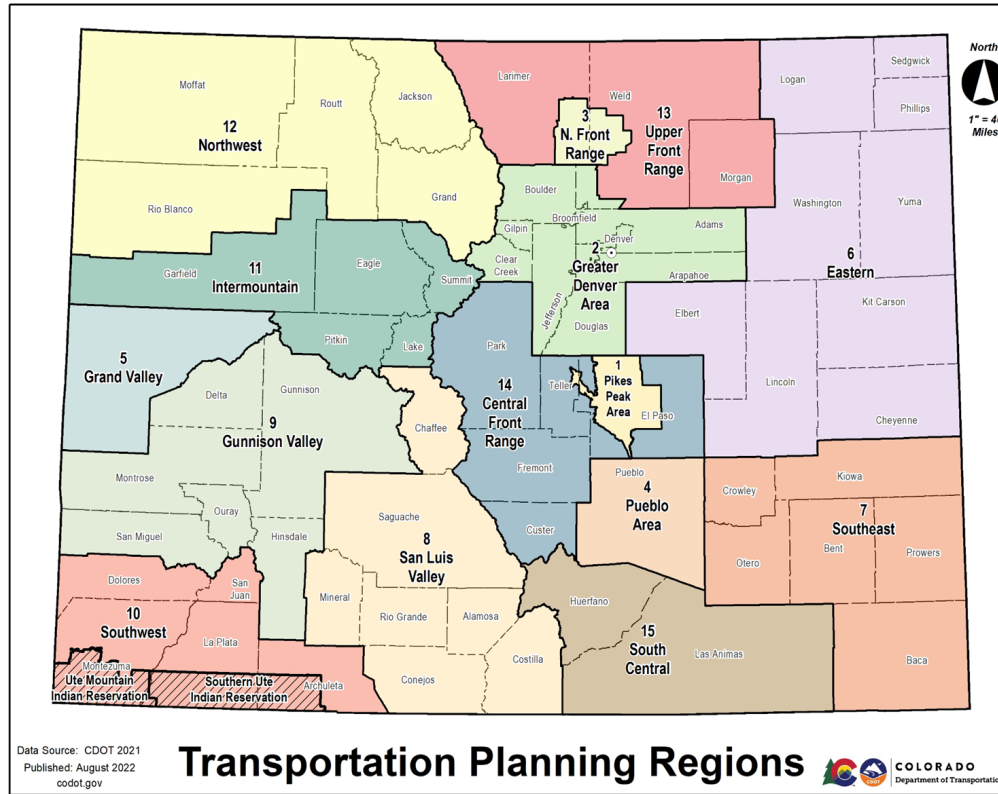
Multimodal Planning at CDOT

- CDOT conducts multimodal planning activities and outreach to identify what Coloradans want from their transportation system and what projects best deliver that vision.
- We work to describe our future transportation system, how we may fund it, and how we measure success.
- Today's Preparation = Tomorrow's Success. We are dedicated to preparing Colorado's transportation system for the future through planning, analysis, and innovation.

The screenshot shows a webpage header with navigation tabs for 'September 2022', 'STATEWIDE PLAN INFORMATION', and 'YTP.cdot.gov'. Below the header are three main sections: 'THE LATEST ON TRANSPORTATION PLANNING', 'YOUR TRANSPORTATION PRIORITIES POWERED BY YOU', and the CDOT logo. The main content area features a large blue arrow pointing right with the text 'VISION FOR COLORADO'S TRANSPORTATION SYSTEM'. Below this is a red banner for 'UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022'. The page includes an aerial photo of a highway construction site with yellow machinery. A quote from Shoshana Lee, CDOT Executive Director, is displayed in a light orange box, dated May 2019. At the bottom, there is a 'LEARN MORE' link and the website address 'YTP.cdot.gov | YTP@state.co.us'.



Planning Partner Engagement



- The idea-to-improvement planning process includes **building strong relationships** in every corner of the state.
- CDOT partners with Colorado’s 15 **Transportation Planning Regions (TPRs)** and **two tribal nations** to identify issues, look at data trends and patterns, and share ideas.
- A member from each TPR and tribal nation is elected to serve on the **Statewide Transportation Advisory Committee (STAC)**. STAC advises CDOT and the Transportation Commission on the needs of the transportation system in Colorado.



Public Engagement

In addition to working with our planning partners, CDOT **seeks input directly from community leaders and the public** through:

- Community events
- Stakeholder meetings
- County meetings
- Local and elected official and community leader meetings
- Public surveys
- Online interactive maps
- Telephone town halls
- Social media and the CDOT website





Key Planning Documents

A **Long-Range Regional Transportation Plan** is developed for each of the 15 TPRs. The Statewide Transportation aggregates the themes from these regional transportation plans.

The **Long-Range Statewide Transportation Plan** is essentially the “mother plan” that identify goals, focus areas, priorities over a time horizon of 20+ years. The statewide transit plan is created in tandem and integrated with the Statewide Plan.

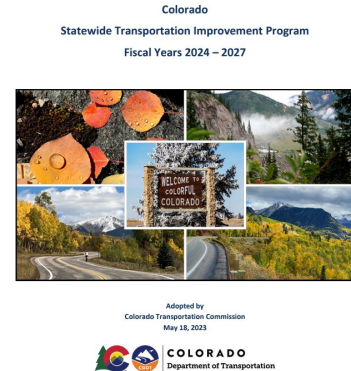
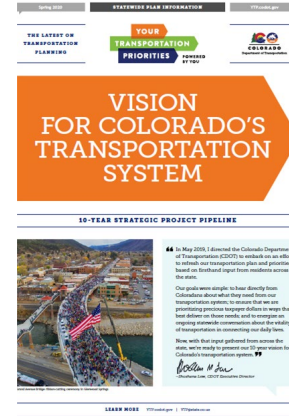
The **10-Year Plan** considers the goals, focus areas, and priorities from the long-range plans above and identifies strategic projects that best support that collective vision over the next decade.

The **4-Year Statewide Transportation Improvement Program** represents funded projects over a 4-Year time period.

These plans work together to take CDOT from a statewide vision to achievable reality.



Plan Development



Regional Plans

Statewide Transportation & Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Stakeholder and Community Input



Performance Based Planning

Policy Guiding Statewide Plan Goals and Objectives

- The Colorado Transportation Commission sets policy for the Department and establishes the framework for transportation planning via Policy Directive 14 (PD 14).
- PD 14 provides performance objectives to measure the success of the Department's efforts to improve in the key goal areas of Safety, Asset Management, and Mobility. The performance objectives and targets inform the implementation of the **Statewide Transportation Plan** and **10-year Vision Plan** by focusing transportation investments on the 4-Year STIP and the **annual budget**.
- PD 14 aligns with goals and concepts from the Department's Wildly Important Goals (WIGs), Transportation Commission Guiding Principles, Governor's "Key Priorities", and federal performance objectives.
- You can view progress towards achieving the objectives of PD 14 and **explore the data** on CDOT's website here: <https://www.codot.gov/performance/data-dashboards>.



PD 14 Planning Cycle Goals

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter your journey or travel method, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely through a collaborative and shared vision for transportation safety in Colorado.



Fix our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions through the state.



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase mode choice and reduce air pollution from transportation for all members of the traveling public.



Greenhouse Gas Reduction

- Colorado is leading the nation by developing a greenhouse gas emissions tracking and mitigation program. In a state where the effects of climate change are acutely felt – with massive fires, mudslides, high winds and drought – Colorado has responded with one of the most forward-thinking greenhouse gas standards in the nation, a standard designed to help reduce emissions while giving Coloradans more transportation and mobility options.
- The new standard requires CDOT and the state’s five metropolitan planning regions to create transportation plans that provide more travel choices, resulting in reduced greenhouse gas emissions. The regions must use sophisticated travel models to make this determination for different years in the future, and the emission goals differ for each agency and metro region.
- CDOT’s 10-Year Plan is compliant with the new standard and helps lower emissions while getting Coloradans where they need to go.



Progress on the Current 10-Year Plan

Since the creation of the 10-Year plan, CDOT has been hard at work delivering and planning the projects that our neighbors helped identify and made possible by legislative funding initially provided in SB17-267.

Going into the fifth year of CDOT's current 10-year plan:

- **100%** of the projects in the first four years of the plan are complete or underway
- **Over 50%** of the full 10-year plan is now complete or in progress at the start of the 2025 Construction season
- The department completed **40** projects from its 10-Year Plan in 2024 and had **56** projects from the plan start this construction season.





Commitment to Rural Roads - 2023

- **818 miles** of rural roads improved through CDOT contracted projects and maintenance activity
- **323 miles** repaved in Southeast CO
- **254 miles** repaved in Northwest CO
- **80 miles** repaved in Northeast CO
- **160 miles** repaved in Southwest CO

The Transportation Commission has indicated they are looking to extend the rural resurfacing program into future years.





Accountability & Transparency

CDOT continues to be transparent and accountable in the delivery of the 10-Year Plan. In addition to web pages on many major projects, the Department publishes:

- 10-Year Plan Accountability Dashboard - Updated Monthly
- Quarterly 10-Year Plan Report with project status updates
- Annual 10-Year Plan Report, included in the Department's Budget Submission
- Annual Department Accomplishments Report

10 Year Plan Information: <https://www.codot.gov/programs/yourtransportationpriorities/your-transportation-plan/10-year-vision>

10 Year Plan 2023 - STATEWIDE

Total Projects Cost	Total Strategic Funds	10Y Plan Projects
\$9,848M	\$5,819M	370

CDOT Strategic Funds

Projects by Status

Status	Project Count	%
Planning	177	
Design	98	
Construction	40	
Complete	54	
On Hold	1	
Total	370	

All Funds

CDOT Strategic	Other CDOT	Bridge & Tunnel Enterprise (BTE)	Colorado Transportation Investment Office (CTIO)	Federal Grants	Local
\$5,819M	\$1,225M	\$822M	\$648M	\$1,053M	\$272M

Draft: Subject to Revision
Release Date: 9/1/2023

Total Cost by Project Type

Project Type	Total Cost	%
Highway	\$6,713M	68%

September 2023 | STATEWIDE PLAN INFORMATION | YTR codot.gov

THE LATEST ON TRANSPORTATION PLANNING

YOUR TRANSPORTATION PRIORITIES POWERED BY YOU

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022


44 In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT's 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

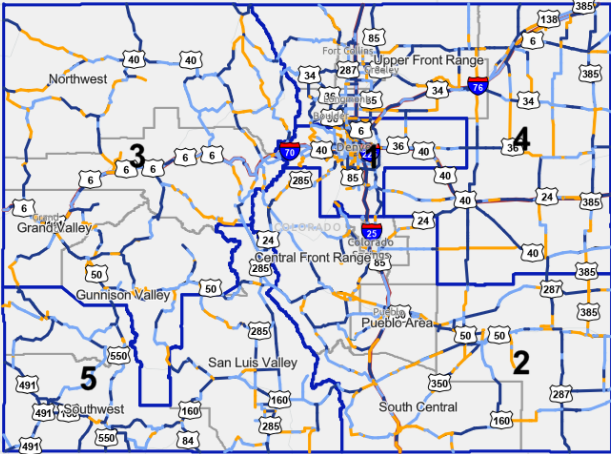

The CDOT team looks forward to building these projects and creating a safer, more vibrant Colorado.



Data Visualizer



2050 Long Range Transportation Plan Visualizer



Instructions

Instructions for Use

- To view the legend, click this button.
- To change the basemap, click this button.

Viewing Layers

Within the map layers popup window, layers can be turned on and off. To turn layers on and off, click on the checkbox next to each layer.

Layers in the layer list are organized by categories into groups. To view layers in a group, click the arrow next to the group name. To activate

Layer List

- Highway Symbols
- Advancing Transportation Safety (Safety)
- Fix Our Roads (Asset Management)
- Sustainably Increase Transportation Choice (Mobility)
- Highways
- General Population Data/Boundaries

Instructions

Accessibility

<https://experience.arcgis.com/experience/c9ec4c30351143caaa995b6ad5ce5f44>



Transition Between Plans

Current 10-Year Plan FY 2019-2027

2019-2022

4-Year Prioritized Plan #1

2023-2026

4-Year Prioritized Plan #2

2027+

The “Out”
Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan



Refresh Cycle to “New” Plan:
Evaluate “out” years projects
New Projects
Revised funding scenarios
Updated project pipeline

“New” 10-Year Plan FY 2027-2036

2027-2030

4-Year Prioritized Plan #1

2031-2034

4-Year Prioritized Plan #2

2035+

The “Out”
Years

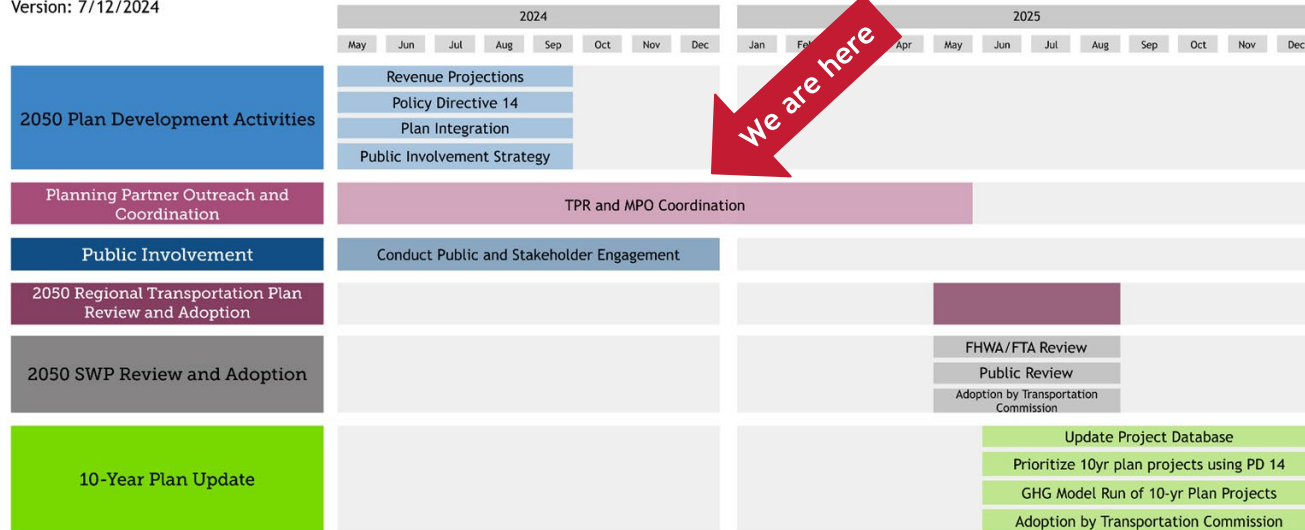
- SB24-184 requires CTIO to develop a new multimodal strategic capital plan that aligns with department’s 10-Year Plan, incorporating the new funding from rental car fees.



Current Planning Process Status

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 7/12/2024



We are here

COMPLETED EFFORTS

- Completed initial round of TPR Meetings.
- Beginning second round, focusing on prioritization efforts in each TPR
- Initial revenue projections completed.
- Goals for the next plan have been adopted.
- Updated external website
- Active Transportation and State Highway Safety Plan outreach and development efforts.

DISCUSSIONS WITH TPRS

- Projects selected through a data informed process through PD 14
- GHG Planning Standard encouraging complete and multimodal projects.
- Encouraging TPRs to perform a prioritization process that is data informed

WHAT WE HEARD

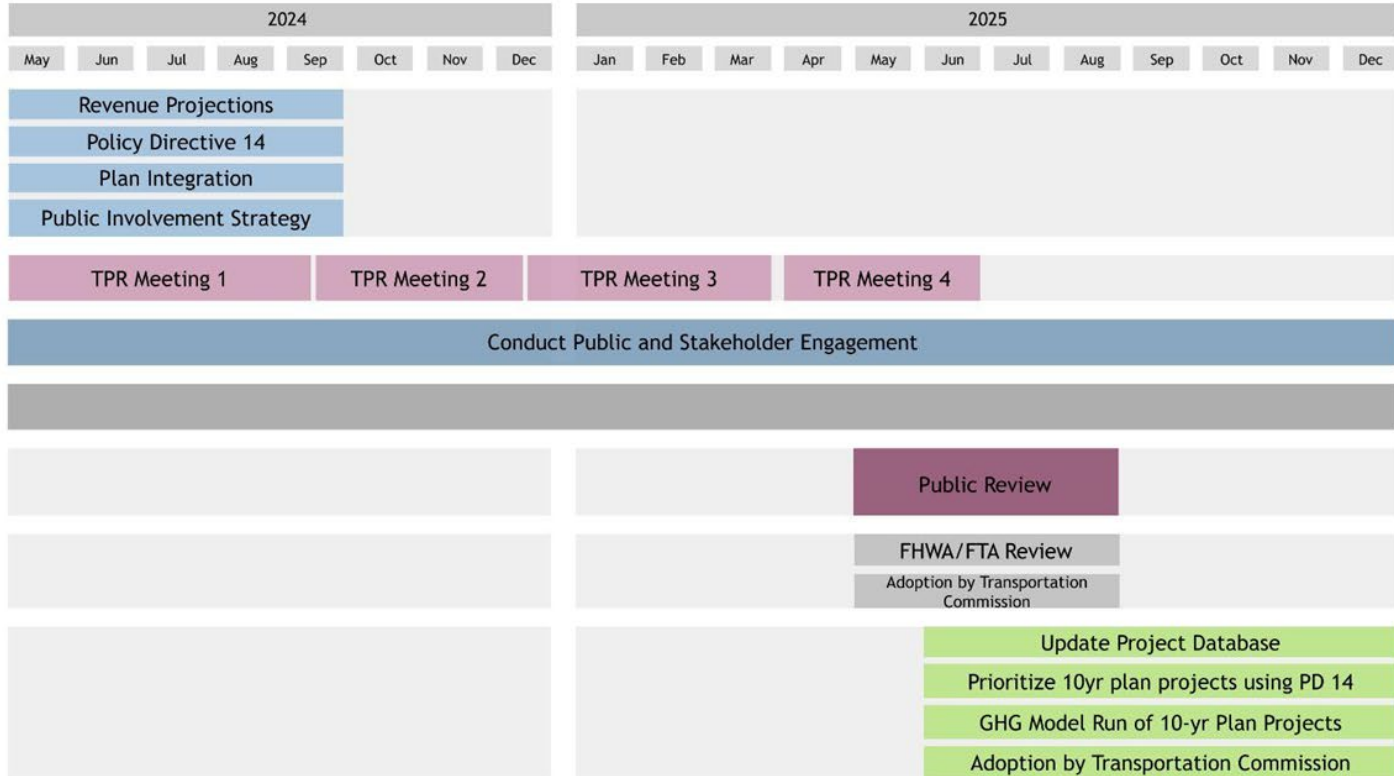
- Asset Management and road conditions a big concern.
- Transportation Safety
- Growth & Tourism (congestion)
- Resilience



2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 9/3/2024



2050 Plan Development Activities

Rural TPR Outreach

Public Involvement

MPO Coordination

2050 Regional Transportation Plan Review and Adoption

2050 SWP Review and Adoption

New 10-Year Plan Covering FY 2027-2036

Public Review

FHWA/FTA Review

Adoption by Transportation Commission

Update Project Database

Prioritize 10yr plan projects using PD 14

GHG Model Run of 10-yr Plan Projects

Adoption by Transportation Commission



COLORADO
Department of Transportation

Statewide Transportation Advisory Committee (STAC) Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development

Date: January 9, 2025

Subject: CDOT's GHG Planning Standard Overview

Purpose

CDOT staff will provide STAC members with an overview of the GHG Pollution Reduction Planning standard in light of the ongoing statewide planning process and CDOT's intention to update the 10-year plan which will trigger a need to demonstrate compliance with GHG reduction requirements.

Action

This agenda item is for discussion purposes only.

Background

In December 2021 CDOT's Transportation Commission adopted revisions to the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions contained in 2 CCR 601-22 Section 8. The new requirements established greenhouse gas emissions reduction targets for CDOT and MPOs to achieve through the development of long-range transportation plans. A key goal of the regulation is to provide more transportation mobility options. This presentation is intended to inform STAC members of the need for CDOT to consider how projects proposed in the CDOT 10-year plan must consider GHG impacts.

Next Steps

Beginning in the Summer of 2025, staff will start the process of developing the draft of the next 10-Year Plan which will cover FY 2027 to 2036. The 10-Year Plan will be built using the guiding principles from CDOT Policy Directive 14 and the results from Transportation Planning Region regional plan project prioritization efforts and discussions.

CDOT Staff will bring both the initial draft of the next 10-Year Plan and the GHG analysis to the STAC, Regional Planning Commissions, stakeholders and the public for review and comment once available.

Attachments

STAC Overview of the GHG Transportation Planning Standard Presentation



COLORADO

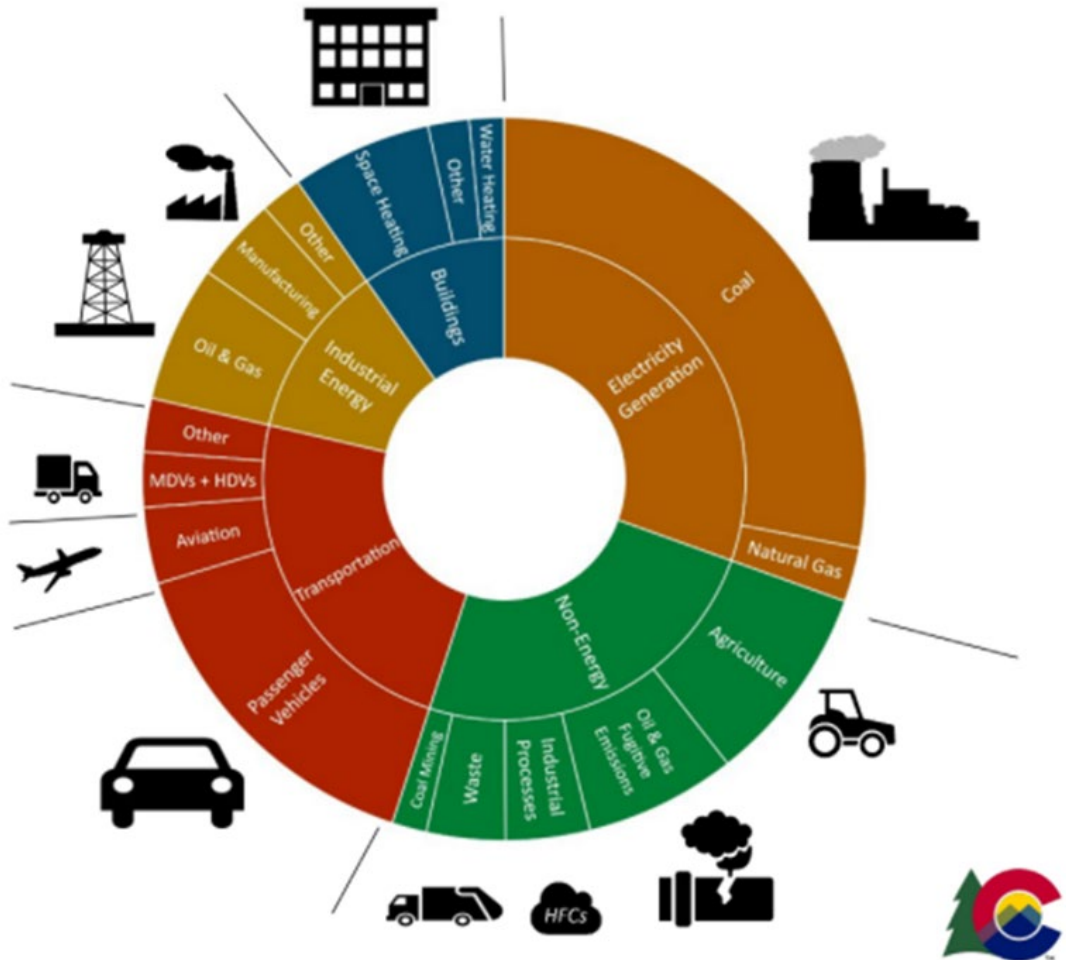
Department of Transportation

Overview of Colorado's GHG Pollution Reduction Planning Standard

Chris Laplante, Air Quality and Climate Manager
January 9, 2024



Legislation



- House Bill 19-1261 - [Climate Action Plan to Reduce Pollution](#)
 - Relative to 2005, reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050
- [HB23-016](#) updated and added additional GHG reduction targets
 - Relative to 2005 - reduce GHG emissions 65% by 2035, 75% by 2040, 90% by 2045, and net zero by 2050
- Colorado Greenhouse Gas Roadmaps
 - A list of near-term actions the State will pursue over the next few years to make significant progress toward the Climate Action Plan goals
 - Roadmap 1.0 releases January 2021 and Roadmap 2.0 released February 2024
- Senate Bill 21-260
 - Made the Roadmap 1.0 recommendation for transportation planning a requirement



GHG Roadmap 1.0 Near Term Actions for Transportation

Reduction GHG pollution ~12.7 million metric tons by 2030

6 MMT
reduction

Low & Zero Emission Vehicle rules

2 MMT
reduction

Utility and public investment in fleet turnover and infrastructure for light-duty zero emission vehicles (SB19-077, electrification investments from SB21-260)

1.5 MMT
reduction

GHG Transportation Planning Standard

~3.2 MMT
reduction

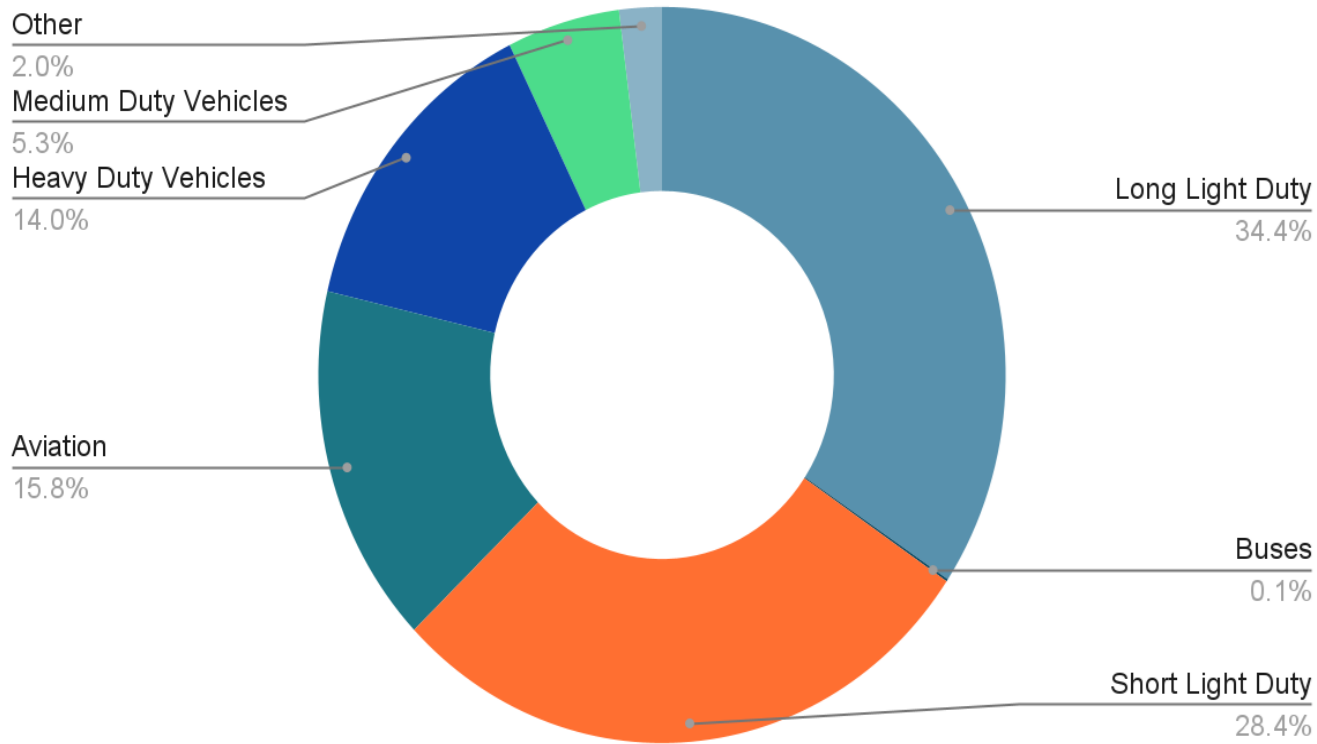
Collectively, the other strategies will target remaining 3.2 million tons:

- Incentivize land use to increase housing near jobs and reduce VMT pollution
- Clean tracking strategy
- Participate in developing post 2025 vehicle standards (state and federal)
- AQCC evaluation of indirect source rules
- Expansion of public transit, including setting the stage for Front Range Rail



GHGs and the Transportation Sector

2019 CO Transportation Emissions by Type



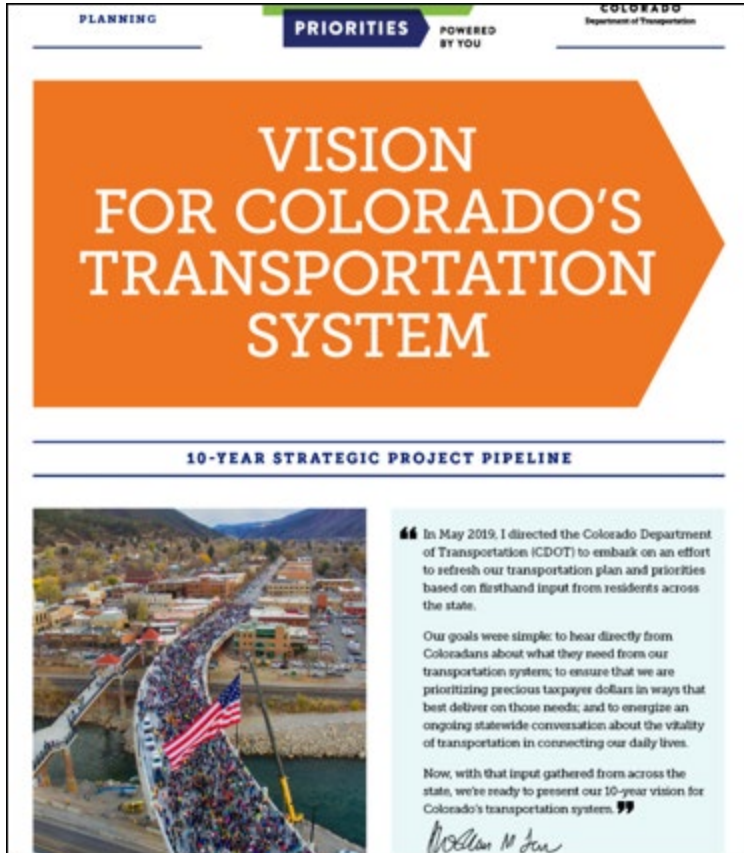
Lowering GHGs from Transportation:

1. Increase the efficiency of vehicle technology
2. Use lower-carbon dioxide intensive fuels
3. Change how we travel and transport goods

❖ Light duty vehicles are the largest source of emissions within Colorado's transportation sector (see Figure 1). "Short Light Duty" refers to passenger cars, light trucks, vans, while "Long Light Duty" refers to large passenger cars - mainly pickup trucks, vans, and SUVs.



GHG Transportation Planning Standard

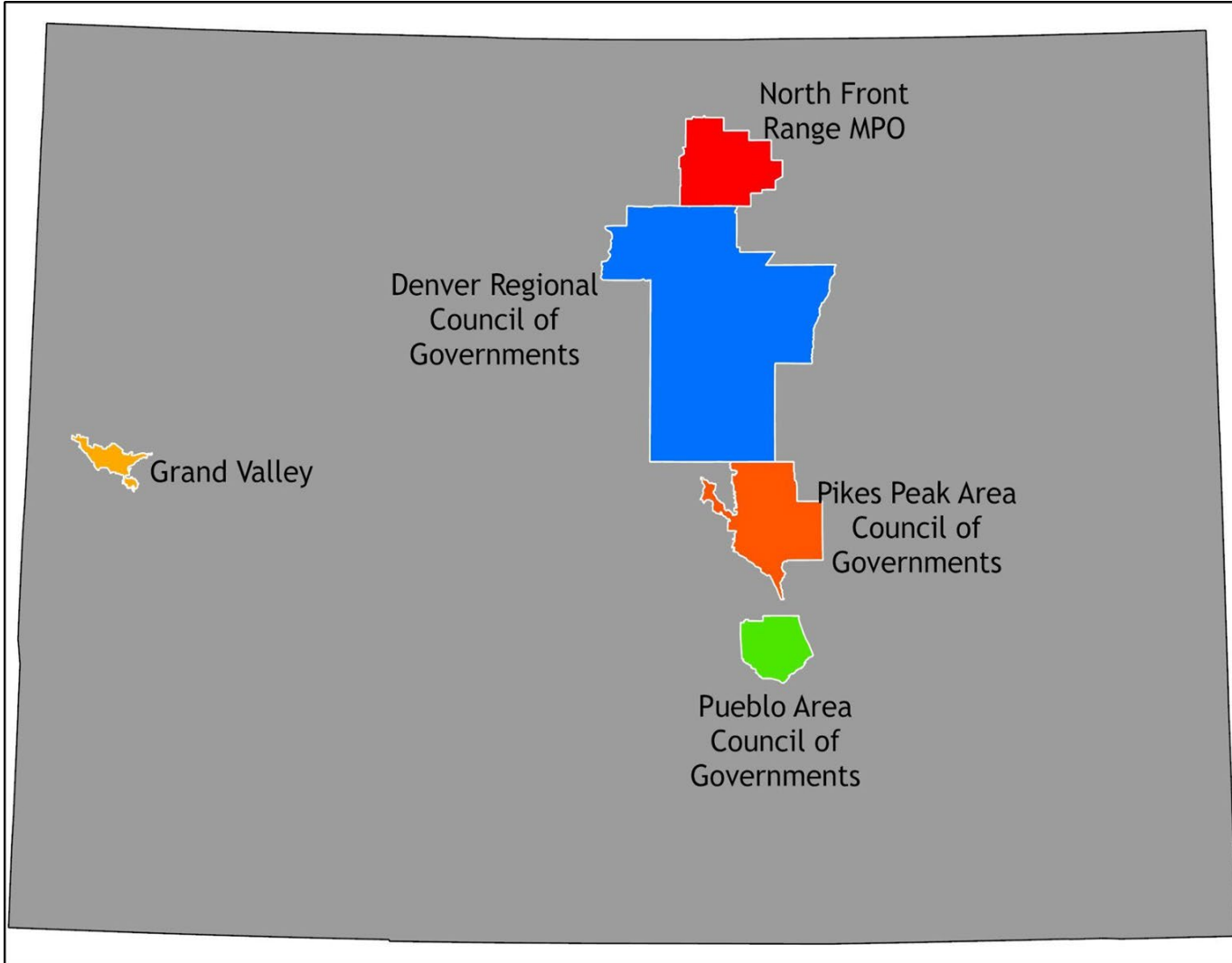


- Adopted by the Colorado Transportation Commission in December 2021
- Requires CDOT and the State's five metropolitan planning organizations (MPOs) to create transportation plans that provide more travel choices, resulting in reduced GHG emissions
- Systems planning decisions provide a greater opportunity to reduce GHGs than individual projects on their own

Planning Standard Goal: Reduce GHG emissions from the transportation sector through the development of long range transportation plans that support more travel choices.



Colorado's Planning Agencies



- Denver Regional Council of Governments (DRCOG)
 - Grand Valley MPO (GVMPO)
 - North Front Range MPO (NFRMPO)
 - Pikes Peak Area Council of Governments (PPACG)
 - Pueblo Area Council of Governments (PACOG)
-
- Each MPO is responsible for the emissions resulting from the transportation network within their boundaries



How much will CDOT & MPOs need to reduce GHG emissions?

Table 1: GHG Transportation Planning Reduction Levels in Carbon Dioxide Equivalent (CO₂e) Million Metric Tons (MMT) (8.01.2)

Regional Areas	2025 Reduction Level (MMT CO ₂ e)	2030 Reduction Level (MMT CO ₂ e)	2040 Reduction Level (MMT CO ₂ e)	2050 Reduction Level (MMT CO ₂ e)
DRCOG	0.27	0.82	0.63	0.37
NFRMPO	0.04	0.12	0.11	0.07
PACCG	N/A	0.15	0.12	0.04
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
Total	0.43	1.5	1.2	0.7

How were these reduction levels chosen?

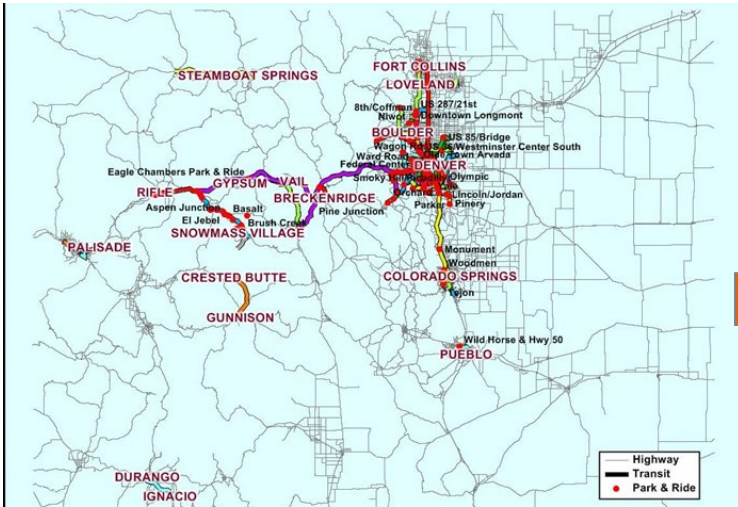
3 scenarios (layer cake - building on each level)

- Travel choices
- Travel choices + Transit
- Travel choices + Transit + Land Use



How are emissions calculated?

CDOT TRAVEL MODEL



**Outputs: VMT,
congestion/speed**

EPA MOVES Model Inputs: Fleet Mix/Age & Fuel Type



**Total transportation
GHG emissions within
agency's boundary**

Baseline - Emissions based on MPO RTP or CDOT 10 Year Plan adopted as of January 30, 2022.

Compliance demonstration - Emissions based on Updated RTP or CDOT's 10 year plans.



Process Overview: GHG Transportation Planning Standard

Develop long range planning docs

Determine GHG Impact of plans in 2025, 2030, 2040, and 2050

Compare results to GHG reduction levels

CDOT:

- 10-Year Plan
- Four-Year Prioritized Plan

MPOs:

- Regional Transportation Plans (RTPs)
- Transportation Improvement Programs (TIPs)



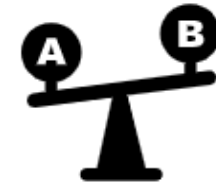
Using a combination of transportation demand models and EPA MOVES, model the GHG impact of the existing transportation network and the projects in the applicable planning documents.



Do the agencies meet the Table 1 reduction levels in each year as required by the Planning Standard?

If yes - standard met

If no - can rely on GHG Mitigation Measures





What happens if an agency cannot meet the Table 1 reduction levels?

1. Change the plan project mix and rerun the model; and/or
 2. Implement mitigation measure strategies and develop a Mitigation Action Plan to quantify GHG emissions reductions “off model” based on CDOT Policy Directive 1610;
- or
3. Funding restrictions - TC will require CDOT or MPO to spend money on projects or approved GHG mitigation measures that reduce GHG emissions as necessary to achieve the GHG reduction levels for each compliance year in Table 1.
 - Waivers can be requested for specific projects as long as the project does not increase GHG emissions, based on agency priority and need.



Compliance Determination - GHG Transportation Reports

Development of GHG Transportation Reports to the Transportation Commission

- Reports will have the following components:
 - GHG Emissions Analysis
 - If needed, GHG Mitigation Action Plan demonstrating compliance with the Planning Standard
 - Documentation of Modeling
- CDPHE Air Pollution Control Division Confirmation and Verification
 - APCD provides review and verification of technical data contained within the draft GHG Transportation Report
- Transportation Commission Acceptance
 - Transportation Commission, through resolution, accepts the GHG Transportation Report as meeting the reduction levels required within the planning standard, within 30 days of receipt of the report.



Policy Directive 1610: GHG Mitigation Measures

- GHG mitigation strategies are a key concept within the GHG Rule providing another pathway toward meeting the GHG reduction levels in Table 1 in the Rule
- GHG Mitigation Measures are strategies that can't be effectively modeled or are too small to be captured in travel demand modeling.
- The Transportation Commission first adopted this as Policy Directive 1610.0 in June 2022 and revised most recently in June 2023.
- If a GHG Mitigation Action Plan is submitted by CDOT or an MPO, they must provide a status report of each GHG Mitigation Measure used for compliance with the planning standard by April 1st each year.



What types of projects can be considered a GHG Mitigation Measure?



Bicycle Infrastructure



Pedestrian infrastructure

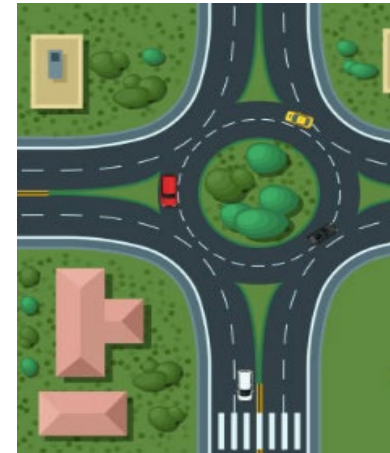


Micromobility E-share



Transit

Operational Improvements





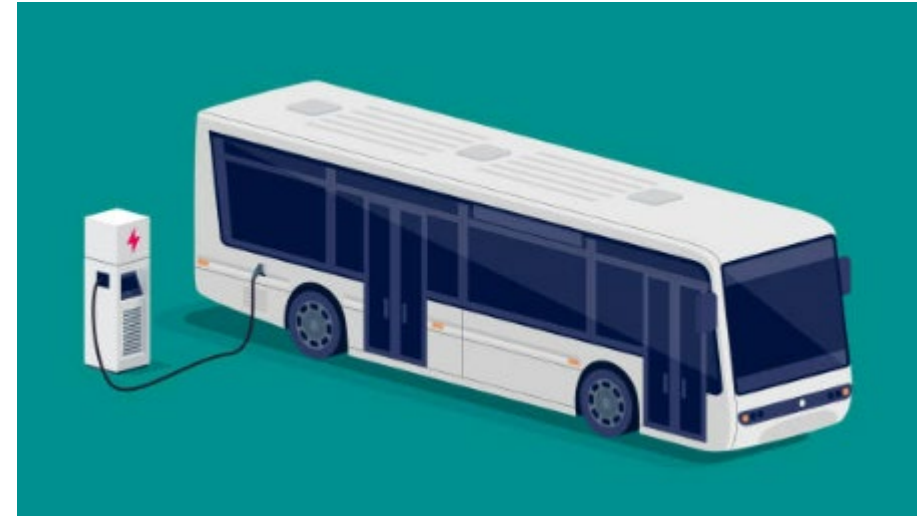
What types of projects can be considered a GHG Mitigation Measure? - Cont.



Transportation Demand Management



Parking Management



MD/HD Electrification



Land use development



CDOT Past and Future Compliance Actions

- CDOT submitted a GHG Transportation Report that was accepted by resolution in September 2022 for CDOT's updated 10 Year Plan
- CDOT is currently conducting our next statewide planning effort which will include an update to CDOT's 10 Year plan
 - This effort will trigger the GHG Planning rule requirement to demonstrate GHG reductions based on the updated plan and associated project mix
 - Projects incorporated in the CDOT 10 Year plan from Transportation Planning Regional Plans will be subject to the GHG reduction compliance demonstration
- CDOT is responsible for ensuring the statewide (non-MPO) project mix incorporated into the 10 Year plan enables CDOT to demonstrate compliance with required GHG reductions in the Planning rule.
- The GHG Planning rule allows flexibility for a mix of project types.



Transportation Planning Region Considerations

- Regional plans will best support CDOT's ability to comply with the GHG Planning rule by ensuring that the people of Colorado have appropriate transportation choice to get to their destination.
- Emphasizing development of bicycle and pedestrian infrastructure where appropriate, based on regional and community needs.
- Emphasizing transit enhancements where appropriate, based on regional and community needs.
- Prioritizing projects in regional plans that provide true transportation choice and help with achieving the statewide reduction levels in the non-MPO areas.



COLORADO

Department of Transportation

For follow-up questions please contact:

Chris Laplante

Air Quality and Climate Section Manager

Christopher.Laplante@state.co.us

303-512-5528



Questions?



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC) Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development

Date: January 9, 2025

Subject: Rural Planning Assistance (RPA) Program Update

Purpose

To provide a refresher and update on the RPA program, including expenditures for FY 25. This information is intended to set the stage for the upcoming Transportation Planning Region (TPR) Administrator Meeting on February 6, 2025, at 1 pm, which will be hosted virtually.

Action

This agenda item is for discussion purposes only.

Background

The Rural Planning Assistance Program is funded by federal State Planning and Research Program funds to reimburse rural TPR administrative activities. The RPA program's fiscal year (FY) is July 1 - June 30 annually, and the total funded amount for FY 25 is \$204,000 (increased from \$159,100 previously).

For RPA FY 2025, new criteria was established to distribute the RPA program funds as follows:

- TPR distance from CDOT HQ
 - <100 miles - \$2,000
 - 101 - 200 miles - \$4,000
 - 200 - 300 miles - \$8,000
 - >300 miles - \$16,000
- Responsibilities of STAC members:
 - STAC Chair - \$15,000
 - STAC Vice Chair - \$3,000
- Minimum Base of \$8,000
- Administration costs for Tribal Nations - \$2,000

Key Findings

Per the report run on December 18, 2024, the expenditures of the \$192,000 for FY 25 totals \$22,871.62 of \$192,000 available. Please note additional funds of \$12,000 will be allocated to TPRs whose representatives were elected chair and vice chair in October 2024. Please note that PPACG and NFRMPO are not eligible for RPA program funds.

TPR Name	Funding	Expenditure FY 2025	Remaining \$	% Remaining	Expiration
Central Front Range - Upper Arkansas Area COG	\$12,000	\$0.00	\$12,000.00	100.00%	6/30/2025
DRCOG	\$10,000	\$0.00	\$10,000.00	100.00%	6/30/2025
Eastern - Yuma County	\$12,000	\$785.63	\$11,214.37	93.45%	6/30/2025
Grand Valley MPO - Mesa County	\$16,000	\$0.00	\$16,000.00	100.00%	6/30/2025
Gunnison Valley - Region 10	\$21,000	\$8,194.46	\$12,805.54	60.98%	6/30/2025
Intermountain - NWCCOG	\$12,000	\$5,999.92	\$6,000.08	50.00%	6/30/2025
Northwest - Town of Fraser	\$13,000	\$0.00	\$13,000.00	100.00%	6/30/2025
PACOG	\$12,000	\$0.00	\$12,000.00	100.00%	6/30/2025
San Luis Valley	\$16,000	\$3,000.40	\$12,999.60	81.25%	6/30/2025
South Central - SCCOG - Huerfano/Las Animas	\$16,000	\$0.00	\$16,000.00	100.00%	6/30/2025
Southeast - <u>SECED</u>	\$16,000	\$0.00	\$16,000.00	100.00%	6/30/2025
Southwest - Region 9	\$26,000	\$4,845.07	\$21,154.93	81.37%	6/30/2025
Upper Front Range - Weld County	\$10,000	\$46.14	\$9,953.86	99.54%	6/30/2025
TOTAL	\$192,000	\$22,871.62	\$169,128.38	88.09%	
SAP Report Run Date: 12/18/2024					

Note: DTD plans to assess both the RPA Program dollars distributed and the distribution criteria annually.

Next Steps

A virtual TPR Administrator meeting is scheduled for February 6, 2025, at 1:00 pm to check in with TPR Administrators on how TPR administration activities are going and to further discuss how to streamline the reimbursement request process for this program. This meeting will also include a discussion on the Multimodal Transportation and Mitigation Options Fund (MMOF) project selection process, at the request of some of the TPRs.

Attachments

RPA Program Update Presentation



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee Rural Planning Assistance Program Update January 9, 2025



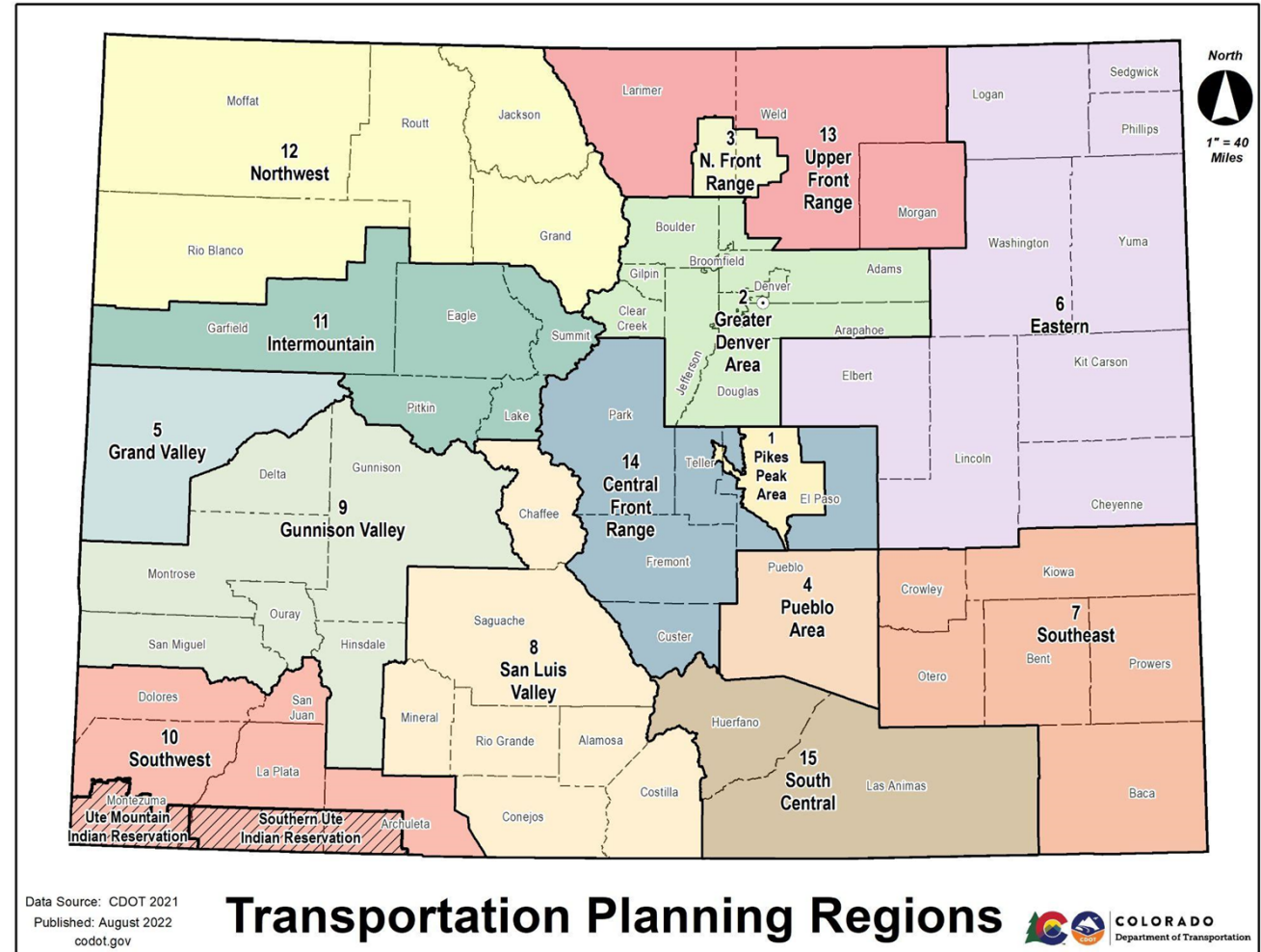
Purpose

- Provide a refresher and update on the Rural Planning Assistance (RPA) Program, including FY 2025 expenditures
- Announce the virtual TPR Administrator Meeting scheduled for February 6, 2025 at 1:00 pm



Rural Planning Assistance Program Overview

- Uses federal State Planning and Research funds to reimburse rural TPRs for administrative activities
- Contracts are executed July 1 - June 30 annually
- Total funded amount for FY 25 is \$204,000 (increased from \$159,100 previously)





Rural Planning Assistance Program Overview

RPA funds are distributed based on:

- TPR distance from CDOT HQ
 - <100 miles - \$2,000
 - 101 - 200 miles - \$4,000
 - 200 - 300 miles - \$8,000
 - >300 miles - \$16,000
- Responsibilities of STAC members:
 - STAC Chair - \$15,000
 - STAC Vice Chair - \$3,000
- Minimum Base of \$8,000
- Administration for Tribal Nations - \$2,000

Note: The RPA program distribution and distribution criteria is evaluated annually.



Status of RPA Expenditures for FY 2025 as of December 18, 2025

TPR Name	Funding	Expenditure FY 2025	Remaining \$	% Remaining	Expiration
Central Front Range - Upper Arkansas Area COG	\$12,000	\$0.00	\$12,000.00	100.00%	6/30/2025
DRCOG	\$10,000	\$0.00	\$10,000.00	100.00%	6/30/2025
Eastern - Yuma County	\$12,000	\$785.63	\$11,214.37	93.45%	6/30/2025
Grand Valley MPO - Mesa County	\$16,000	\$0.00	\$16,000.00	100.00%	6/30/2025
Gunnison Valley - Region 10	\$21,000	\$8,194.46	\$12,805.54	60.98%	6/30/2025
Intermountain - NWCCOG	\$12,000	\$5,999.92	\$6,000.08	50.00%	6/30/2025
Northwest - Town of Fraser	\$13,000	\$0.00	\$13,000.00	100.00%	6/30/2025
PACOG	\$12,000	\$0.00	\$12,000.00	100.00%	6/30/2025
San Luis Valley	\$16,000	\$3,000.40	\$12,999.60	81.25%	6/30/2025
South Central - SCCOG - Huerfano/Las Animas	\$16,000	\$0.00	\$16,000.00	100.00%	6/30/2025
Southeast - SECED	\$16,000	\$0.00	\$16,000.00	100.00%	6/30/2025
Southwest - Region 9	\$26,000	\$4,845.07	\$21,154.93	81.37%	6/30/2025
Upper Front Range - Weld County	\$10,000	\$46.14	\$9,953.86	99.54%	6/30/2025
TOTAL	\$192,000	\$22,871.62	\$169,128.38	88.09%	
SAP Report Run Date: 12/18/2024					



TPR Administrator Meeting for February 6, 2025

Purpose of this Virtual Meeting

- Check-in on how TPR administration is going
- Review reimbursement request finances with TPR administrators
- Provide an overview of the Multimodal Transportation and Mitigation Options Fund (MMOF) project selection process
- Identify next steps to continued coordination



- Virtual TPR Administrators meeting: Thursday, February 6, 2025 at 1:00 pm - *invitations to be distributed shortly*
- Next TPR Administrators meeting is anticipated to potentially occur on May 1, 2025, after the in-person May STAC meeting
- Questions or comments?