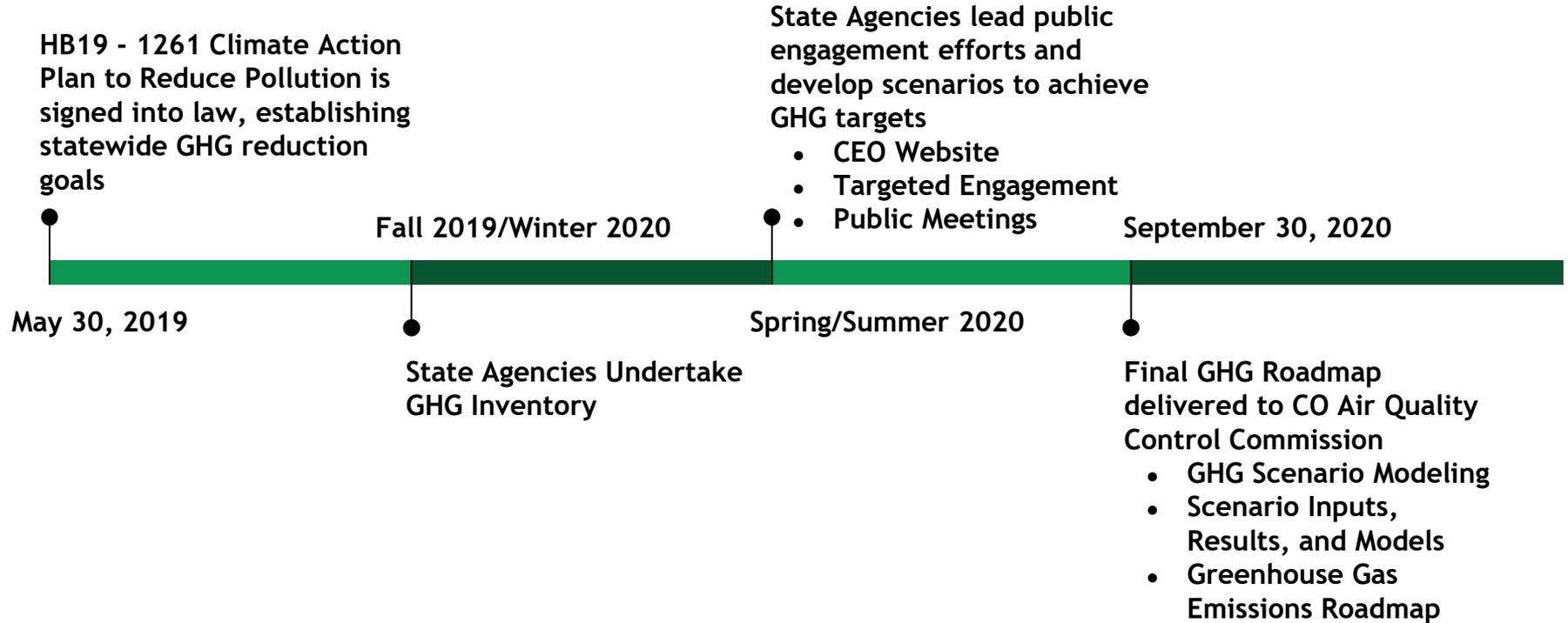


MPO Planning Council Virtual Meeting  
June 4, 2020 Handouts

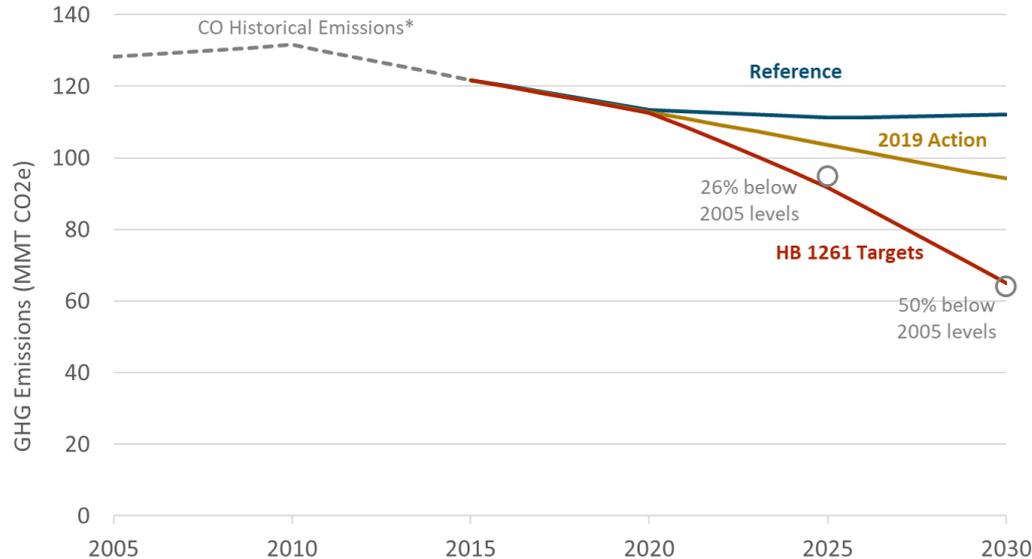
# Colorado Roadmap to Greenhouse Gas Reductions

North Front Range Metropolitan Planning  
Organization  
June 4, 2020

# Colorado Greenhouse Gas Roadmap Timeline



# Scenarios



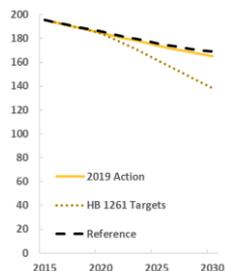
- **Reference Scenario**
  - Existing policies and actions included (e.g. federal CAFE standards)
- **2019 Action Scenario**
  - Adds recent policies (e.g. 2019 CO Legislative Session)
- **1261 Target Scenario(s)**
  - Illustrative measures not currently in CO policy that will help the State meet GHG targets

\*revised post-2005 with constant Oil & Gas emissions

# Pillars of Deep Decarbonization

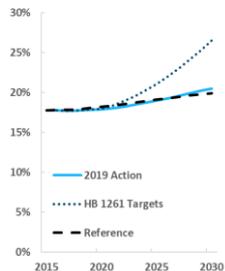
## Demand Side

Energy Use Per Capita (MMBtu/person)



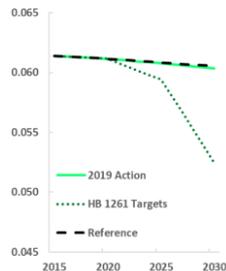
Energy efficiency & conservation

Share of Electricity in Total Final Energy (%)



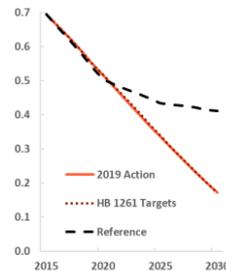
Electrification

Fuel Emissions Intensity (tCO<sub>2</sub>/MMBtu)



Low carbon fuels

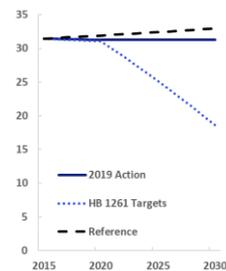
Electricity Emissions Intensity (tCO<sub>2</sub>/MWh)



Low carbon electricity

## Non-Energy

Non Energy Emissions (MMT CO<sub>2</sub>e)



Non-combustion reductions

### Energy Efficiency:

- Codes and standards
- Appliance efficiency
- Building shell improvements
- CAFE standards for vehicles
- VMT per capita reductions (e.g. telecommuting)

### Buildings:

- Space & water heating
- Transportation:

- LDV
- MDV/HDV
- Buses

### Industry:

- Facility HVAC
- Low-temp process heat

### Biofuels:

- Conventional ethanol and biodiesel
- Advanced renewable diesel for transportation
- Biogas from waste methane sources

### Renewables:

- Solar
- Wind

### Zero-Carbon Firm Generation

- CCS
- Biogas

### Grid Integration:

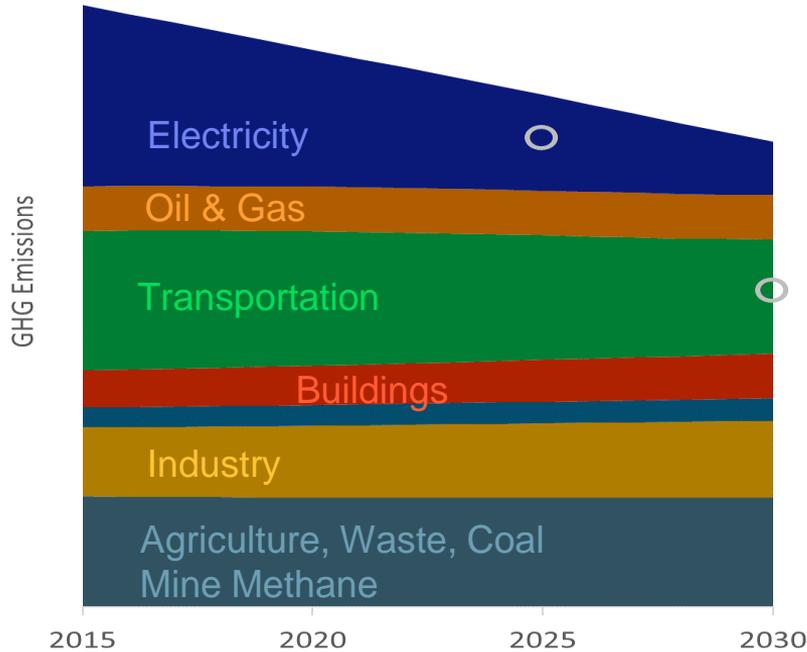
- Battery storage
- Flexible loads

### Oil and Gas

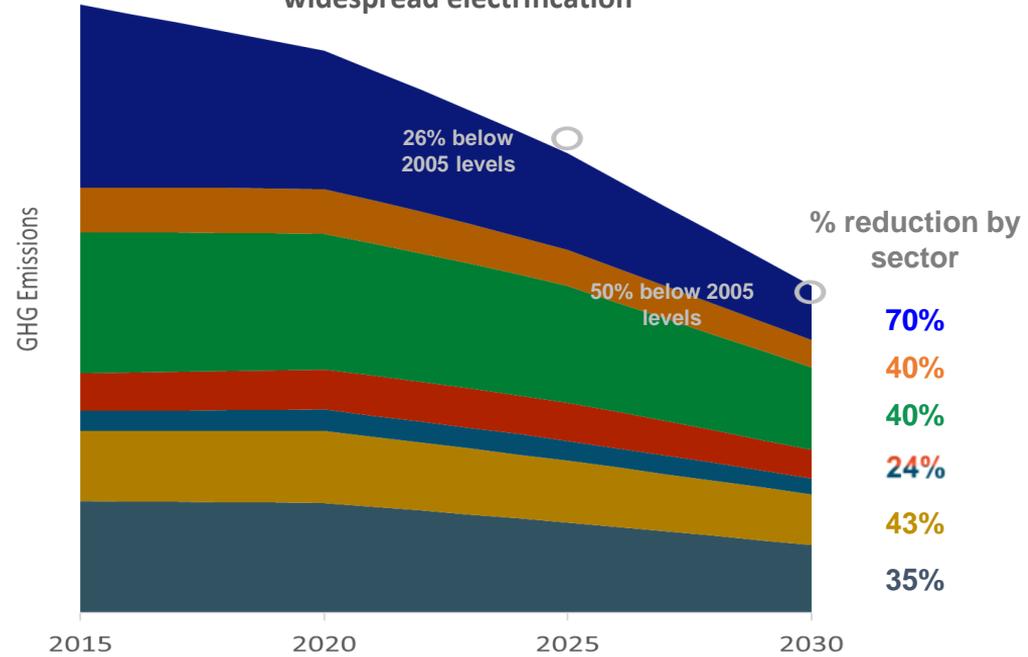
- Fugitive leak reduction
- HFCs:
- Low GWP replacements
- Waste:
- Methane recovery from landfills, wastewater, agriculture

# HB 1261 Targets - Example Emissions by Sector

2019 Action Scenario

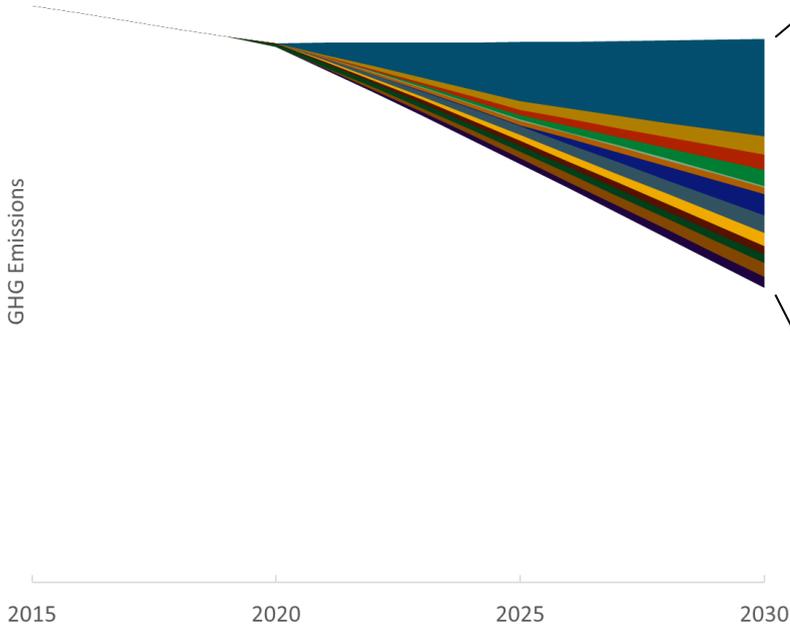


HB 1261 Targets Scenario:  
note that electricity emissions are higher than action scenario due to widespread electrification

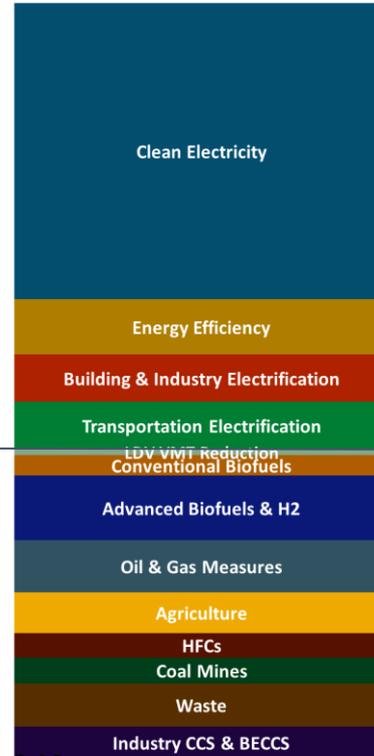


# Example HB 1261 Scenario: 2030 Emissions Wedges

HB 1261 Targets Scenario Emissions Reductions  
(relative to Reference Scenario)



Emissions Mitigation in 2030 by Wedge



Potential PUC Proceedings and decisions

# Thank You!

## **Excerpt from the U.S. DOT Transportation Planning Process Briefing Book**

June 4, 2020 NFRMPO Council Meeting – Executive Director Report

By law, an MPO is defined as a policy board comprised of local elected officials. Representatives from local governments and transportation agencies serve on MPOs and perform the six core functions that follow:

### **1) Establish a setting for effective decisionmaking**

Establish and manage a fair and impartial setting for effective regional decisionmaking in the metropolitan area.

### **2) Identify and evaluate transportation improvement options**

Develop transportation improvement options and use data and planning methods to evaluate whether those options support criteria and system performance targets. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).

### **3) Prepare and maintain a Metropolitan Transportation Plan (MTP)**

Develop and update a long-range transportation plan (LRTP) for the metropolitan area covering a planning horizon of at least 20 years. The MPO's LRTP is called an MTP. MPOs prepare MTPs using performance measures and targets. These are the planning factors that MPOs and departments of transportation consider to guide their planning processes:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the security of the transportation system for motorized and nonmotorized users.
- Increase accessibility and mobility for people and freight.
- Protect and enhance the environment.
- Promote energy conservation.
- Improve quality of life for the community.
- Promote consistency between transportation improvements and planned State and local growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system for all modes.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resilience and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

### **4) Develop a Transportation Improvement Program (TIP)**

Develop a short-range, four-year program of priority transportation improvements drawn from the MTP. The MPO creates the TIP with spending, regulating, operating, management, and

financial tools. The TIP represents immediate priority actions to achieve the area's goals and associated system performance targets.

**5) Identify performance measure targets and monitor whether implemented projects are achieving targets**

MPOs coordinate with State and public transportation operators to establish performance targets that address performance measures, as set forth in Federal law, related to surface transportation and public transportation. MPOs prepare the MTPs that include performance targets addressing performance measures and standards. MTPs also include a System Performance Report that tracks progress in meeting performance targets. In addition to Federally required performance measures, MPOs may identify additional, locally significant performance indicators that support decisionmaking.

**6) Involve the public**

Involve the general public and other affected constituencies related to the essential decisionmaking elements listed above.

In accordance with Federal requirements, MPOs must cooperate with the State and providers of public transportation to create the MTPs. The MPO approves the MTP, while the governor and the MPO approve the TIP.

The full document can be found at the location below.

[https://www.fhwa.dot.gov/planning/publications/briefing\\_book/index.cfm](https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm)

## Member Alert: House Releases Transportation Reauthorization Proposal

Dear NARC Member,

Chairman of the House Transportation and Infrastructure Committee, Peter DeFazio (D-OR) released a transportation reauthorization proposal today called *Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST in America Act)*. This is an 853-page bill, so it will take some time to go through in detail. NARC will prepare a detailed analysis of the bill as it relates to MPOs, RPOs, and RTPOs, and get it out to members as soon as possible.

### Committee Resources

- [Bill Text](#)
- [Committee Section-by-section](#)
- [Committee Fact Sheet](#)
- [Committee Press Release](#)

### A Very Quick Overview

In the meantime, a few things that we know:

- This is a **5-year, \$494 billion bill** (\$319B for highways, \$105B for transit, \$60B for rail, \$10B for passenger and commercial vehicle safety)
- The **first year of the bill is an extension of FAST Act policy**, with additional funding and flexibility to use the funds for a broader array of activities and at 100% federal share.
- Surface Transportation Block Grant Program (**STBGP**) **suballocation is not increased and remains at 55%**. Areas with population 50,000-199,999 would have greater say in how STBGP funds are spent.
- The bill intends to provide significant funding for local priorities through **two new grant programs, one focused on community transportation priorities and the other on carbon reduction grants**. This is in addition to a carbon apportionment program that would be state-directed.
- The bill also **creates a program to provide funding for high performing MPOs** on a pilot basis; qualifying MPOs could be of any size and would have to demonstrate previous good stewardship of federal funds. The organizations chosen to participate would receive funds directly to spend on local priority projects.
- Transportation Alternatives (**TAP**) **is increased significantly** and would be funded at 10% of STBGP. Suballocation of TAP would increase from 50% to 66%.
- **Planning funding (PL) is significantly increased**, with additional responsibilities for MPOs on greenhouse gas emissions and accessibility issues.
- The **existing INFRA program is restructured to include transit, passenger rail, and freight rail** and is more like a Projects of National and Regional Significance program.
- **Highway Safety Improvement Program (HSIP) funding also increases significantly** and additional requirements are placed upon states that have higher rates of cyclist and pedestrian deaths and injuries.

Questions? Contact Erich Zimmermann at [erich@narc.org](mailto:erich@narc.org)  
202.618.5697

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# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 4, 2020 Virtual Meeting	<b>Revised</b> May 2020 TIP Amendment	Medora Bornhoft
<b>Objective/Request Action</b>		
To approve the May 2020 Transportation Improvement Program (TIP) Amendment to the FY2020-FY2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The May 2020 TIP Amendment includes the following requests:</p> <ul style="list-style-type: none"> <li>• Adding two projects funded with Surface Transportation Block Grant (STBG) and local funds that were previously approved by Planning Council, including:             <ul style="list-style-type: none"> <li>○ Fort Collins' <i>US 287 Intersection Improvements</i> project, which was awarded STBG funds in May 2020; and</li> <li>○ The Regional Air Quality Council's <i>Regional Ozone Planning, Modeling, and Analysis</i> project, which was awarded STBG funds in October 2018. The project is being added to the TIP to ensure proper accounting of regional STBG funds.</li> </ul> </li> <li>• Adding new projects awarded by CDOT in the 2020 Consolidated Call for Projects, including:             <ul style="list-style-type: none"> <li>○ NFRMPO's <i>Vehicle Expansion</i> project with FTA \$5310 federal funds and local funds;</li> <li>○ Greeley's <i>Bus Expansion</i> project with FTA \$5339(a) federal funds and local funds;</li> <li>○ Easter Seals' <i>Vehicle Replacement</i> project with FASTER state funds and local funds; and</li> <li>○ Fort Collins' <i>Vehicle Replacement: Electric Bus and Charger</i> project funded with FASTER state funds, Settlement state funds, and local funds.</li> </ul> </li> <li>• Adding the City of Loveland's Program of Projects (POP) for FTA \$5307 and FTA \$5339 funding.</li> </ul> <p>The attached May 2020 Policy Amendment Form provides additional information on each request.</p>		
<b>Committee Discussion</b>		
This is the first and only time Planning Council is scheduled to see the May 2020 TIP Amendment.		
<b>Supporting Information</b>		
<p>The 30-day Public Comment period for the May 2020 TIP Amendment began on May 13, 2020 and concludes on June 11, 2020. <b>One public comment has been received to date. The comment, from CDOT staff, lowers the total cost of the Easter Seals' Vehicle Replacement project from \$78K to \$76K due to a lower negotiated cost.</b> The public involvement process for this TIP Amendment fulfills the public participation requirements established in 49 U.S.C. §5307 for the POP.</p> <p>An environmental justice analysis is included for the location-specific project in the Amendment.</p>		
<u>Funding Types and Uses</u>		
<p><b>Surface Transportation Block Grant Program</b> (STBG) provides flexible federal funding for projects to preserve and improve any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.</p>		

## Supporting Information, Continued

**FTA §5307**, the Urbanized Area Formula Program, is federal funding distributed by formula to transit agencies in urban areas over 50,000 in population and can be used for transit studies, capital investment in buses and fixed guideway systems, construction and maintenance of passenger facilities, and security equipment. §5307 can cover operating costs in urban areas with populations under 200,000 and small bus systems operating in larger areas.

**FTA §5310**, the Enhanced Mobility of Seniors and Individuals with Disabilities Program, provides federal funds to projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

**FTA §5339**, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.

**FASTER Transit Local** funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

**Settlement** funds are awarded by CDOT to replace 2009 or older conventional diesel transit vehicles with zero-emissions vehicles.

## Advantages

Approval of the Amendment will ensure available funds are assigned to projects in a timely manner and the FY2020-2023 TIP remains fiscally constrained.

## Disadvantages

None noted.

## Analysis/Recommendation

TAC recommended Planning Council approve the May 2020 TIP Amendment to the FY2020-2023 TIP at their meeting on May 20, 2020.

## Attachments

- May 2020 Policy Amendment Form
- Environmental Justice Analysis
- **Resolution No. 2020-17**

Rev. 11/28/2018

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/29/2020

**Surface Transportation Block Grant (STBG)**

**NEW ENTRY**

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>US 287 Intersection Improvements</b>									
<b>Sponsor:</b> Fort Collins	Federal	STBG	-	-	-	877	-	-	877
<b>STIP ID:</b> Unassigned	Local	L	-	-	-	182	-	-	182
<b>TIP ID:</b> 2021-002		<b>Total</b>	-	-	-	1,059	-	-	1,059
<b>Type:</b> Operations									
<b>Air Quality:</b> Exempt from conformity analysis									
<b>Description:</b> Address traffic signal deficiencies at three intersections along US287 (College Ave): Swallow Road, Pitkin Street and Rutgers Avenue.									
<b>Revision:</b> Add project from FY16-19 Call for Projects awarded funding on May 7, 2020.									

**NEW ENTRY**

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Regional Ozone Planning, Modeling, and Analysis</b>									
<b>Sponsor:</b> Regional Air Quality Council	Federal	STBG	-	-	-	-	25	25	50
<b>STIP ID:</b> Unassigned	Local	L	-	-	-	-	5	5	10
<b>TIP ID:</b> 2022-006		<b>Total</b>	-	-	-	-	30	30	60
<b>Type:</b> Modeling									
<b>Air Quality:</b> Exempt from conformity analysis									
<b>Description:</b> Ozone planning, including modeling, control strategy analysis, and State Implementation Plan (SIP) development, to help the region attain federal ozone standards.									
<b>Revision:</b> Adding project which was awarded funding in October 2018 to the TIP.									

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/29/2020

**FTA 5307 - Urbanized Area Formula Program**

**NEW ENTRY**

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	312	312	312	312	1,248
STIP ID:	Unassigned	Local	L	-	-	312	312	312	312	1,248
TIP ID:	2020-033	<b>Total</b>		-	-	<b>624</b>	<b>624</b>	<b>624</b>	<b>624</b>	<b>2,496</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	COLT fixed route operations including security projects									
Revision:	New project from COLT Program of Projects (POP)									

**NEW ENTRY**

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	228	228	228	228	912
STIP ID:	Unassigned	Local	L	-	-	341	341	341	341	1,364
TIP ID:	2020-034	<b>Total</b>		-	-	<b>569</b>	<b>569</b>	<b>569</b>	<b>569</b>	<b>2,276</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service									
Revision:	New project from COLT Program of Projects (POP)									

**NEW ENTRY**

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	248	248	248	248	992
STIP ID:	Unassigned	Local	L	-	-	62	62	62	62	248
TIP ID:	2020-035	<b>Total</b>		-	-	<b>310</b>	<b>310</b>	<b>310</b>	<b>310</b>	<b>1,240</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Maintenance, repair and replacement of fleet, facilities and other assets.									
Revision:	New project from COLT Program of Projects (POP)									

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/29/2020

**FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program**

**NEW ENTRY**

Title:	Vehicle Expansion	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	Federal	FTA 5310	-	-	38	-	-	-	38
STIP ID:	Unassigned	Local	L	-	-	9	-	-	-	9
TIP ID:	2020-036	<b>Total</b>		-	-	47	-	-	-	47
Type:	Capital									

**Air Quality:** Exempt from conformity analysis

**Description:** Vehicle purchase for 60+ Ride.

**Revision:** Project awarded in CDOT 2020 CCCP with \$38K federal FTA 5310 and \$9K local funds in FY20.

**FTA 5339 - Bus and Bus Facilities Program**

**NEW ENTRY**

Title:	Bus Expansion	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5339(a)	-	-	1,043	-	-	-	1,043
STIP ID:	Unassigned	Local	L	-	-	261	-	-	-	261
TIP ID:	2020-037	<b>Total</b>		-	-	1,304	-	-	-	1,304
Type:	Vehicle Purchase									

**Air Quality:** Exempt from conformity analysis

**Description:** Two (2) 40' buses

**Revision:** Project awarded in CDOT 2020 CCCP with \$1,043K federal FTA 5339(a) funds and \$261K local funds in FY20.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/29/2020

**NEW ENTRY**

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5339	-	-	92	92	92	92	368
STIP ID:	Unassigned	Local	L	-	-	23	23	23	23	92
TIP ID:	2020-038		<b>Total</b>	-	-	115	115	115	115	460

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

Revision: New project from COLT Program of Projects (POP)

**FASTER Transit**

**NEW ENTRY**

Title:	Vehicle Replacement	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Easter Seals (Loveland)	State	FASTER	-	-	-	61	-	-	61
STIP ID:	Unassigned	Local	L	-	-	-	15	-	-	15
TIP ID:	2021-003		<b>Total</b>	-	-	-	76	-	-	76

Type: Vehicle Replacement

Air Quality: Exempt from conformity analysis

Description: One accessible vehicle

Revision: Project awarded in CDOT 2020 CCCP with \$61K state FASTER funds and \$15K local funds in FY21.

**NEW ENTRY**

Title:	Vehicle Replacement: Electric Bus and Charger	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	FASTER	-	-	-	200	-	-	200
STIP ID:	Unassigned	State	Settlement	-	-	-	652	-	-	652
TIP ID:	2021-004	Local	L	-	-	-	50	-	-	50
Type:	Vehicle Replacement	Local	LOM	-	-	-	150	-	-	150
Air Quality:	Exempt from conformity analysis		<b>Total</b>	-	-	-	1,052	-	-	1,052

Description: 35' electric bus and charger

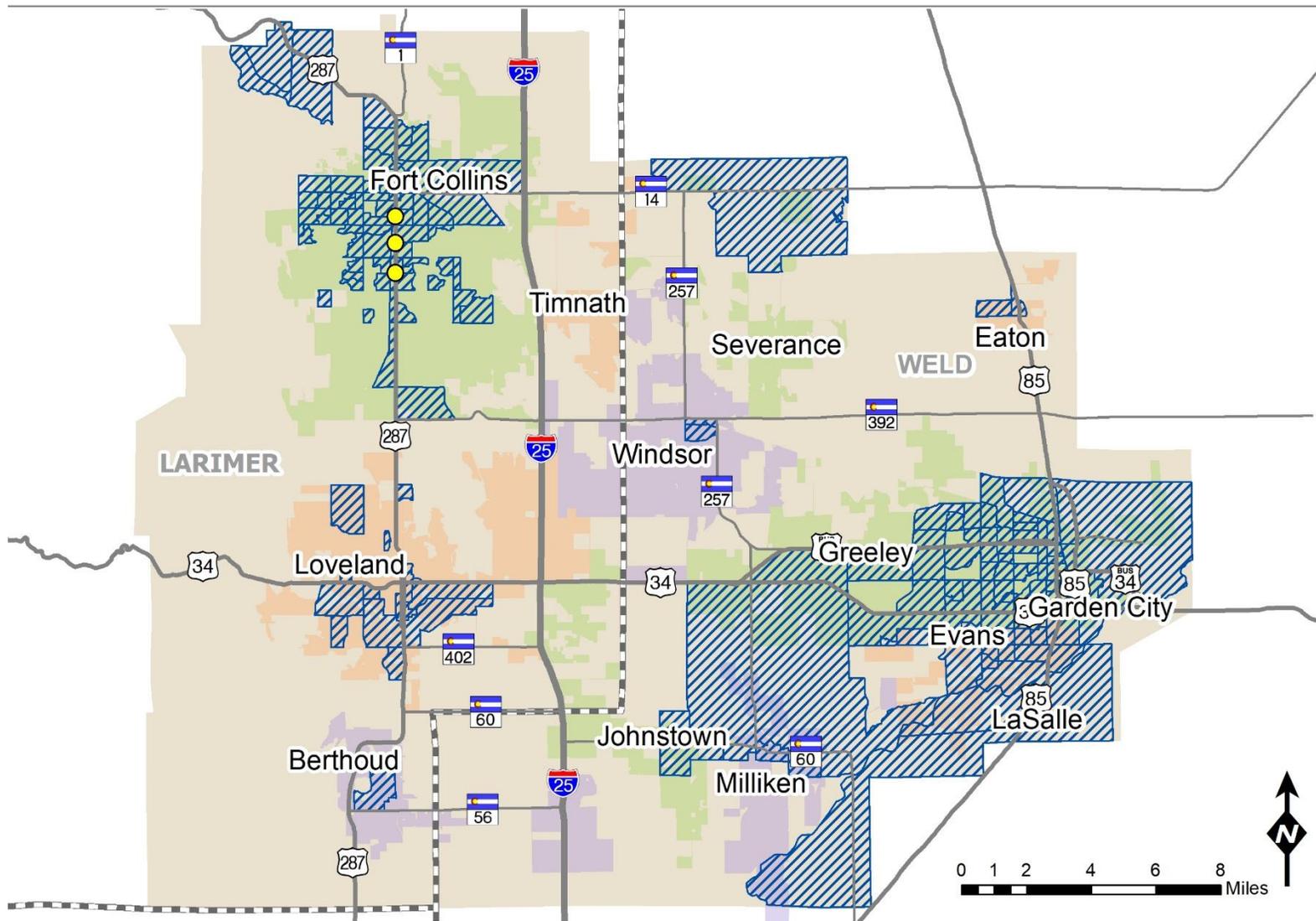
Revision: Project awarded in CDOT 2020 CCCP with \$200K state FASTER transit, \$652K state settlement, and \$50K local funds in FY21.

## May 2020 TIP Amendment Environmental Justice Analysis

*Projects are identified by Name, Project Sponsor, Improvement Type, and Funding Program*

Criteria	Fort Collins, US 287 Intersection Improvements Project, Operations, STBG
<b>Project Information</b>	
Project included in the FY 2019-2022 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	<b>Yes</b>
<b>Burdens</b>	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
<b>Benefits</b>	
Decrease in travel time	<b>Yes</b>
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No

# Environmental Justice Areas and May 2020 TIP Amendment Projects



**Legend**

- Intersection Improvements
- County Boundary
- Environmental Justice Areas
- NFRMPO Planning Area

May 2020  
Sources: CDOT, NFRMPO



**REVISED RESOLUTION NO. 2020-17**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE MAY 2020 AMENDMENT TO THE**  
**FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

**WHEREAS**, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2020-2023 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2020-2023 TIP; and

**WHEREAS**, the public involvement process for the TIP Amendment fulfills the public participation requirements established in 49 U.S.C. §5307 for the Program of Projects (POP) included in the Amendment; and

**WHEREAS**, the FY2020-2023 TIP remains fiscally constrained; and

**WHEREAS**, this action is contingent on no public comment being submitted by June 11, 2020;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP by revising the following projects and funding:

- Surface Transportation Block Grant (STBG) and Local Funding:
  - Adding Fort Collins’ *US 287 Intersection Improvements* project with \$877K STBG and \$182K local funding in FY21.
  - Adding the Regional Air Quality Council’s (RAQC’s) *Regional Ozone Planning, Modeling, and Analysis* project with \$50K STBG and \$10K local funding across FY22 and FY23.
- FTA §5307 and Local Funding:
  - Adding Loveland’s *Fixed Route Operations* project funded with \$1,248K federal FTA §5307 and \$1,248K local funding across FY20, FY21, FY22, and FY23.
  - Adding Loveland’s *Capital Costs of Contracting* project funded with \$912K federal FTA §5307 and \$1,364K local funding across FY20, FY21, FY22, and FY23.
  - Adding Loveland’s *Maintain Repair & Replace Assets* project funded with \$992K federal FTA §5307 and \$248K local funding across FY20, FY21, FY22, and FY23.
- FTA §5310 and Local Funding:
  - Adding the NFRMPO’s *Vehicle Expansion* project funded with \$38K federal FTA §5310 and \$9K local funding in FY20.

## Resolution No. 2020-17

- FTA §5339 and Local Funding:
  - Adding Greeley's *Bus Expansion* project funded with \$1,043K federal FTA §5339 and \$261K local funding in FY20.
  - Adding Loveland's *Repair, Replace or Purchase Rolling Stock, Facilities & Tech* project funded with \$368K federal FTA §5339 and \$92K local funding across FY20, FY21, FY22, and FY23.
- FASTER Transit, Settlement, and Local Funding:
  - Adding Easter Seals' (Loveland) *Vehicle Replacement* project funded with **\$61K** State FASTER Transit funds and **\$15K** local funds in FY21.
  - Adding Fort Collins' *Vehicle Replacement: Electric Bus and Charger* project funded with \$200K State FASTER Transit funds, \$652K State Settlement funds, \$50K local match funds, and \$150K local overmatch funds in FY21.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4<sup>th</sup> day of June 2020.

\_\_\_\_\_  
Dave Clark, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director



**COLORADO  
READY**

# **COLORADO READY**

The Role of Transportation in  
Colorado's Economic Recovery

*May 2020*

**This report was compiled by the  
TRANSPORTATION WORKING GROUP, a diverse  
group of leaders from across the state that care  
deeply about transportation.**

Colorado Department of Transportation  
Denver Regional Council of Governments  
North Front Range Metropolitan Planning Organization  
Pikes Peak Area Council of Governments  
Club 20  
Pro15  
CRL Associates  
Colorado State Senator Faith Winter  
Colorado State Senator Ray Scott  
Colorado State Representative Matt Gray  
Colorado Concern  
Colorado Contractors Association  
Colorado Motor Carriers Association  
Colorado Forum  
Western Colorado Contractors Association  
Regional Transportation District  
KPMG  
WSP Global

## Executive Summary

One year ago this May, Colorado embarked on an effort to refresh the state’s transportation priorities based on firsthand input from citizens, stakeholders, and local elected officials from across the state. This ambitious effort created [Your Transportation Plan](#), a 10-year list of projects that would improve the condition and safety of our roads, reduce congestion, and provide more travel options in nearly every one of Colorado's 64 counties.

This effort led the state’s Transportation Commission to approve in November of 2019 a four-year series of projects based on expected revenue from the state legislature;<sup>1</sup> the first infusion of new transportation funding since the 2009 passage of FASTER. Many believed that longer-term funding solutions were on the horizon as the 2020 session began with conversations on transportation fees and alternative funding.

Colorado finds itself in a much different place today. The economic impact of COVID-19 has put a significant share of Colorado’s transportation budget at risk with expected reductions – including a loss in gas tax and managed lane revenues, general fund dollars, and anticipated debt – that could exceed \$1.2 billion over the next three years if unmitigated.

However, the extent of the risk only underscores the importance of finding creative approaches to meet our transportation goals for Colorado’s recovery – which include executing Colorado’s statewide transportation plan that was developed in collaboration with partners and citizens across the state, and bolstering the complementary plans that exist within each metropolitan planning area and transportation planning region. Indeed, these authors are committed to work together to ensure that the industry plays a significant role in Colorado’s economic recovery, taking advantage of the unique opportunities and flexibilities the current situation may provide. This paper provides five areas of change that position the transportation sector to weather the current economic situation while ensuring we are “Colorady Ready” to support economic recovery through infrastructure investments.

### **1-Remain Focused on Delivering Your Transportation Plan**

[Your Transportation Plan](#) – the product of a year-long statewide planning effort that relied on input from citizens across the state – provides a balanced program of projects that can provide both immediate impact through small, easy to deliver projects and multiple years of sustained investment through large corridor improvements. Just as Your Transportation Plan has informed recent budget cuts, it should serve as our guide through this period of uncertainty and eventual recovery. In a similar and complementary vein, we need to stay focused on helping Colorado’s Metropolitan Planning Areas and Transportation Planning Regions execute on their plans.

### **2-Advocate for Federal Funding To Stimulate The Economy and Improve our Infrastructure**

Congress must pass an overall stimulus spending package that includes a substantial investment in infrastructure and makes key structural changes that provide more flexibility and dollars for Colorado. This group supports analysis led by the American Association of State Highway and Transportation Officials that estimates a need for \$50 billion in flexible

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<sup>1</sup> SB267, SB262, SB1 provided a total of \$1.65 for transportation over a 4-year period.

state transportation dollars, to be delivered through state transportation departments and which, in Colorado, would mean passing-through about a third of dollars to local subrecipients. However, this group believes that dollars should be distributed to states based on population, rather than the typical highway formula which provides Colorado with one of the three lowest rates of return in the nation.

### **3-Implement Key Administrative Actions That Position Colorado for Stimulus**

The state should plan for project sequencing that can deliver projects of different sizes and complexity with an initial focus on rapid deployment projects that immediately infuse dollars into the economy. Additionally, a comprehensive transparency and public accountability strategy should be an embedded part of any spending plan.

### **4-Prepare Colorado's Workforce to Transition to High-Wage Transportation Jobs and Open New Opportunities for Artists and Architects**

Infrastructure occupations boast competitive wages with relatively low barriers to entry, frequently paying up to 30 percent more to workers with a high school diploma or less compared to those in all other occupations. During this period of recovery, we should fund and support an already existing network of training and wrap-around service organizations. This also is an opportunity to embrace the talents of Colorado's artists and architects in the tradition of the Works Progress Administration.

### **5-Continue to Develop Policy Ideas That Deliver Long-Term Funding Solutions**

Short-term funding packages--while essential--cannot supplant stable, long-term solutions. The state has a vetted and prioritized 10-year pipeline of projects that would return our system to a state of good repair and provide access and mobility for millions of Coloradans. We should continue to work together to find ways to deliver this plan.

## Transportation and the Economy

In stable economic times, transportation plays a key role in our economy, providing a predictable return on investment and job growth.<sup>2</sup> In addition to the direct and immediate benefits of construction itself (e.g. supply orders and wages), transportation projects improve accessibility for businesses and residents, reduce travel time, improve safety and, particularly for Colorado, support a multi-billion dollar tourism industry. In 2018 alone about 25 million visitors recreated in the I-70 Mountain Corridor, of which about 37 percent were out-of-state visitors and 63 percent were in-state visitors. I-70 is one of many corridors that Coloradans and out-of-state visitors depend upon. In fact, as airline travel remains in decline we can expect an uptick in tourist-based vehicle travel.

Colorado's freight industry is another key, transportation-dependent player in our economy. Today 1 in 6 jobs in the Colorado economy rely on safe, efficient, and reliable freight transportation and \$155.8 billion or 1/3 of Colorado's economy is generated by freight and freight-reliant industries.

### Transportation and Jobs

Infrastructure's role in the labor market is one of its most powerful economic drivers. The construction industry requires a breadth of employment opportunities including craft (heavy equipment operator, carpenter, electrician), office (payroll clerk, administrative assistant, communications), and professional services (materials testing, surveyor, safety). Infrastructure occupations boast competitive wages with relatively low barriers to entry, frequently paying up to 30 percent more to workers with a high school diploma or less compared to those in all other occupations.

### **Transportation and Colorado's Military Installations**

Colorado also is unique in the number, size and mission of its military installations (e.g. Buckley, Cheyenne Mountain, Peterson, Schriever, and Fort Carson). In addition to serving as some of the state's largest employers, these bases make Colorado's transportation network crucial to our nation's strategic mobility. Colorado is also among a short-list of locations for the future location of the U.S. Space Command.

### **Freight and Commercial Drivers License (CDL)**

In 2017, the trucking industry in Colorado provided 110,200 jobs, or 1 out of 20 in the state. Total trucking industry wages paid in Colorado in 2017 exceeded \$5.7 billion, with an average annual trucking industry salary of \$51,683. The U.S. Bureau of Labor Statistics (BLS) reported in May 2018 that truck drivers, heavy, tractor-trailer and light delivery drivers earned a mean annual salary of \$46,960.

Prior to COVID-19, a construction boom in Colorado led to labor shortages across the industry. In response, a number of job training programs were launched to draw more workers into the field. The state legislature provided a key role in supporting these programs through the

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<sup>2</sup> According to the U.S. Department of Commerce, in 2018, construction (horizontal and vertical) contributed \$21.3 billion to the state's GDP, with construction wages and salaries totaling \$11 billion statewide

passage in 2015 of the Skilled Worker Outreach, Recruitment, Key Training Act - the “WORK Act,” designed to increase the awareness of and enrollment in Colorado’s skilled worker training programs. This legislation created a three-year grant totaling \$10 Million for outreach efforts and training updates. One of the program’s six grant recipients included the Associated General Contractors of Colorado’s “Construction Careers Now,” a four-week pre-apprenticeship program at Emily Griffith Technical College that introduced young people to the construction trades. Another notable program, [WORKNOW](#), was initiated to support one of CDOT’s largest projects--Central 70. Today, WORKNOW finds and prepares a workforce for construction industry opportunities while also providing key “wrap-around services” like access to childcare or work needs like tools and boots.

#### *The Economic Impact of COVID-19 on Transportation*

The economic fallout of COVID-19 has put a significant share of Colorado’s transportation budget at risk. State gas tax revenue is falling, with the steepest drop occurring right now, resulting in a projected loss of \$50m/year. The same dynamic (reduced vehicle travel) is impacting managed lane revenues while an overall reduction in state general funding is anticipated to cost transportation about \$200 million. Lastly, roughly a billion in planned debt issuance is at risk. In total, these losses total \$1.25 billion (roughly equivalent CDOT’s average base budget) over the next three years.

Local governments across the state face similar challenges. Cities are projected to lose \$12.6M in gas tax revenue over the FY20-22 time period. Counties face cuts of \$18.7M. Local sales tax revenues devoted to transportation are also in decline, further adding to funding reductions.

#### ***The Relationship between State and Federal Transportation Funding***

Federal funding for transportation projects occurs mostly through the federal aid highway program, which distributes the Highway Trust Fund (HTF) to states for the construction and improvement of highways and transit. The HTF is funded through a number of taxes, including the federal gas tax, and is distributed to states through formulas set forth in HTF reauthorization (most recently, the FAST Act) and as federal aid on qualifying projects. In general, Colorado’s allocation from the HTF is approximately \$600 million. Unfortunately, the federal formula that determines this amount does not favor the state; making Colorado one of three “donor” states that pay more into the HTF than we receive back. Federal funding also flows directly to local governments at varying levels depending on the program. Today, for example, 36% of funds allocated via the federal Surface Transportation Block Grant program are provided to Colorado’s five metropolitan planning organizations.

At the state level, state gas tax revenues are deposited into the Highway Users Tax Fund (HUTF) and from there it is distributed to the state, counties, and cities based on a statutory formula. Motor fuel tax revenue is divided into two “pots” prior to allocation: the first seven cents of the tax rate and everything else (above seven cents). The first seven cents are distributed 65 percent to the State Highway Fund, 26 percent to counties, and nine percent to cities after off-the-top deductions occur. Off-the-top deductions fund the Ports of Entry under the Department of Revenue, the Colorado State Patrol, and the Department of Public Safety. Funds above seven cents are distributed to the State Highway Fund, counties, and cities at proportions of 60 percent, 22 percent, and 18 percent, respectively.

Nationwide, the American Association of State Transportation Officials projects declines of ~30% in state transportation revenues over the next 18 months, with roughly \$50 billion in flexible funding needed to avoid commensurate cuts.

Because many transportation investments are mandated by state and federal requirements or are necessary to maintain basic road functionality and safety (e.g. snow and ice removal and avalanche and rockfall control), funding reductions must be absorbed by reducing the state's capital construction program. Absent federal funding intervention, the state is bracing for a two-thirds reduction in its \$1.6 billion capital plan.

### Infrastructure's Role in Economic Recovery

Fortunately, infrastructure investment can also stabilize and stimulate the economy during economic downturns. These benefits were seen most recently via the American Recovery and Reinvestment Act (Recovery Act). The Recovery Act combined three areas of fiscal stimulus – with each area comprising roughly a third of the ~\$800b package, aimed at different phases of the recovery. A total of \$48.1 billion in funding was provided for transportation infrastructure which improved more than 42,000 miles of roads and almost 2,700 bridges. An additional \$90 billion for clean energy included significant advancements in clean transportation technology like long range batteries that made subsequent electrification advancements possible.

Additionally, transportation projects can improve market and public confidence that the recovery is happening. Infrastructure is one of the most tangible signs of what government does. From the Works Progress Administration through the Recovery Act, investments in infrastructure served an outsized role in serving as a public indicator of “recovery at work.”

## Recommendations

### 1-Remain Focused on Delivering Your Transportation Plan and the Regional Plans that Complement It

*Over the coming months, new information about the trajectory of economic events will help CDOT better understand the range of funding and financing choices. Regardless of what the future brings, Colorado should remain focused on delivering Your Transportation Plan.*

On November 20, 2019, the Colorado Transportation Commission approved a multi-year plan to invest approximately \$1.6 billion in new state funding, including funding from SB1, SB 262 and all four years of SB 267. These projects are part of a broader 10-year pipeline of projects, known as Your Transportation Plan-- the product of a year-long statewide planning effort that relied on input from citizens across the state and conversations with local elected officials in all 64 counties. The plan focuses on the areas CDOT heard most about during its outreach and includes projects that would expand transit service, improve air quality, and improve mobility and safety across the state.



*Extent of Your Transportation Plan Outreach*

***The Largest Investment In Rural Roads In Recent History***

- 41 rural road projects totaling over \$330 million to improve the drivability along 500+ miles of rural roads.
- The median age of the last time many of these roads received an upgrade was 1997, or 22 years ago. Colorado is ranked 47th in the country for rural road conditions according to the Reason Foundation.

***Focus Expansion On Key Strategic Corridors***

- Nearly 40% of funds are towards modernization of I-25, which directly serves roughly 85% of the state’s population.
- 55 projects will improve freight corridors which are so critical to Colorado’s economy.

***Fix the basics***

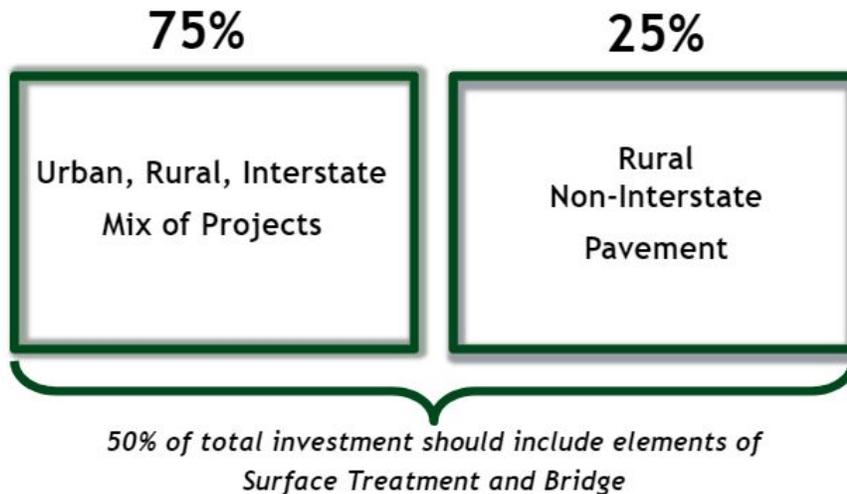
- 72 asset management projects
- Overall, CDOT has an extensive list of quick-delivery projects that would tackle long-deferred maintenance on our roads, bridges, and tunnels.

***Improve safety and mobility for key urban arterials***

- The project list includes \$25 million to kick off a new program focused on improving

- safety and mobility along roads like Colfax, Federal, and Sheridan in Denver.
- Includes several specific projects that will enhance important urban routes like Highway 119 in Boulder and I-70B in Grand Junction.

**Funding Allocation in Your Transportation Plan**



**2-Advocate for Federal Funding To Stimulate The Economy and Improve our Infrastructure**

*Congress must pass an overall stimulus spending package that includes a substantial investment in infrastructure and makes key structural changes that provide more flexibility and dollars for Colorado. This group supports a request by the American Association of State Highway and Transportation Officials to provide \$50 billion in flexible aid to offset the roughly 30 percent of revenues nationwide that are being lost to transportation budgets and could force drastic cuts, if left unmitigated.*

Specifically, this legislation should:

- Rely on existing formula funding programs but provide additional flexibility to use funds for operations and maintenance. This is much more efficient than awarding funds on a competitive basis through grant programs or by creating new programs. Competitive grants are time-consuming, make planning more difficult and delaying the deployment of funds by giving project-level discretion to federal agency staff rather than state and local practitioners who know their road networks best. An important lesson learned from the Recovery Act is that, for quick results, utilizing the traditional highway and transit formula programs pushed dollars through most expediently, delivering dollars directly to states and transit agencies.
- Update formula allocations. Fast-growing states such as Colorado represent an increasing proportion of population and vehicle miles traveled, and an increasing proportion of contributions to the Highway Trust Fund while the state’s share of

formula programs has remained unchanged. Colorado, along with Texas and South Carolina, receive the lowest proportional return on the current highway formula in the nation. By way of illustration, CDOT estimates that if \$50 billion dollars were allocated based on population rather than the current formula allocation, Colorado could receive up to an additional \$200 million.

- Eliminate state and local match requirements for all federal stimulus funding: Allows state and localities to allocate funds spent on federal match toward other much needed projects and accelerate the ability to disburse funds. This is especially important for CDOT’s local partners who have smaller budgets and anticipate difficulty meeting match requirements.
- Alter financing mechanisms to provide flexibility and options for states:
  - **TIFIA refinancing to recapitalize stressed projects in construction / loan modifications for stressed projects in operations:** Projects in the operations phase face significant reductions in cash flow in the short term. These impacts could be allayed by allowing a modification of loan terms to reduce/defer interest.
  - **Expedited TIFIA loans for existing strong credits:** Utilizing SEP-15 waivers to leverage prior credit ratings could help expedite the process.
  - **TARP for public authorities with motor fuel tax/sales tax/other demand-based revenue:** Allow states to borrow from the federal government/refinance existing debt for a limited period of time with a beneficial interest deferral/interest only period to help withstand a downturn in revenues.
  - **Remove the elimination of the advance refunding in the Tax Cut and Jobs Act:** Allows state and local governments to take advantage of favorable interest rates to reduce borrowing costs.
- Expand the electric vehicle tax credit and provide new funding for EV charging infrastructure: An economic downturn could create certain challenges for large-scale vehicle electrification, especially if low oil prices degrade the consumer savings associated with saving money at the pump. Any future clean energy focused funding should expand the electric vehicle tax credit – which currently caps out at 200,000 per manufacturer, eliminating credits for automakers who have been early adopters to electrification – would help encourage car sales, leading to reduced GHG emissions and further progress toward the state’s climate goals.
- Allow for states to partner with the private sector to expand services at rest areas. Providing commercial services (via public private partnerships or other models) at DOT rest stops is currently precluded under Title 23 of the U.S. Code, except with certain exceptions that were grandfathered prior to the exclusion. CDOT has insufficient resources for even basic upkeep at rest stops<sup>3</sup>, and privatizing some of these facilities could take meaningful expenses off the state’s books. Moreover, a change in

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<sup>3</sup> CDOT currently operates 26 rest areas around the state, with an operating budget of just over \$2 million per year while a backlog of repairs totals \$15 million. For example, the Vail Pass rest area, which could be an interim destination to reach key tourism destinations, requires a full rebuilding estimated at \$11 million.

permitting commercial activity on federal highway right of way would also make it possible to install commercial electric vehicle charging along our interstate roads.

- Provide additional support for low-emissions freight through the Diesel Emissions Reduction Act (DERA) program. The COVID-19 crisis has demonstrated just how critical freight is to the supply chain, yet many of the vehicles carrying short and long-haul freight are extremely out-of-date. A significant appropriation to the DERA program--via clean energy focused funding distributed to states via formula--could allow states to stand up grant and/or loan programs to help freight carriers upgrade to trucks that meet higher air quality standards. Eligibility should include internal combustion engine trucks that comply with EPA emissions standards/DOT fuel economy standards for at least MY2014 (when federal agencies put stronger standards into place). These efforts would reduce GHG emissions and further progress toward the state's climate goals.

### 3-Implement Key State Administrative Actions That Position Colorado for Stimulus

*The state should take several immediate measures to prepare any new dollars to be spent immediately and increase public confidence in the impact of this funding.*

*These steps should include:*

- Increased transparency and accountability through:
  - More detailed tracking of budgets on larger projects that are scheduled to last longer than a year to complete.
  - New public reporting projects so Coloradans can see the progress on CDOT projects and how dollars are spent.
  - Setting new spending targets to ensure more money is spent on infrastructure, where the public can see and use CDOT's work.
- Strategic in-sourcing in rural areas: CRS 24-92-109 requires government agencies to open construction projects for public bidding if the construction project is considered a "public project," which is defined by the estimated cost.

Since 1998 any CDOT project estimated over \$150,000 must be bid out for contracting. In 2010, all other state agencies except CDOT were granted an increased cap. This has limited CDOT's ability to directly perform small projects, which can be most difficult in rural parts of the state where contractors are limited.<sup>4</sup> The current number and program structure is out of date and leads to some inefficiencies. CDOT will work with Western Colorado Contractors Association, Colorado Contractors Association over the next few months to jointly work on a recommendation for how to modernize the cap on in-house work to be considered in the next legislative session. Modernizing the threshold would allow CDOT to accomplish routine tasks more cost-effectively, freeing

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<sup>4</sup> For reference, a one and half inch asphalt overlay on a two-lane roadway for \$150,000 will cover a quarter mile and a chip sealing on a two-lane roadway will cover almost five miles.

up other dollars for the capital budget, which is completed by construction contractors. Applicability of the higher threshold would be limited to routine roadwork that is included in the maintenance budget, and not work on the capital plan.

- Project sequencing to maximize benefits to the economy during recovery stage: Smaller ("shovel ready") projects that are more straightforward to execute can put work on the streets (literally) faster than bigger, more complex projects that tend to require years of planning. At the same time, the drop in toll revenues is likely to impact traffic and revenue studies that are used to back larger projects. The state should consider temporarily shifting new project starts toward smaller jobs and deferring some of the larger projects so that they are ready to enter discussions around financing and delivery as the economy improves. This has the further advantage of avoiding financial encumbrances for dollars that are uncertain while keeping its eye on the ball with respect to delivering the projects prioritized over time though the time may take longer than originally anticipated.

#### **4-Maximize job opportunities within the transportation sector.**

**Should stimulus funding pass, the state has a unique opportunity to transition unemployed workers to high-wage transportation jobs. Additionally, focused programs can connect the talents of Colorado's artists and architects to infrastructure projects.**

Colorado should expand financial support for job training to help displaced workers from other industries enter construction trades and transportation logistics. The state is well positioned to help this happen through an existing network of training and wrap-around service organizations that already exist. Further, this effort should involve support for marketing and outreach tools to expand awareness of these opportunities (e.g. bus ads). Lastly, the state should ensure we are tapping skilled transportation professionals, including retirees, to assist with the training required for this transition.



Zaracillo Canyon Bridge

This also is an opportunity to embrace the talents of Colorado’s artists and architects, who have been particularly impacted by COVID-19. Such a focus would follow in the tradition of the Works Progress Administration (WPA). During the Great Depression, more than one-third of (WPA) funds in Colorado were devoted to roadwork. WPA funding built or improved 9,458 miles of highways, roads, and streets; 3,368 bridges and viaducts; and 21,241 culverts by the program’s end in 1943. In 1930, less than 500 miles of road were paved in the state; by 1940 8,200 miles of roadway were paved or gravel- surfaced. The picture to the left is the Zaracillo Canyon Bridge in Las Animas County. It was built by the WPA in 1936 using native stone on a significant skew.

#### **5-Continue to Develop Policy Ideas That Deliver Long-Term Funding Options and Solutions**

***Prior to the onset of COVID-19, transportation stakeholders and elected officials embarked on a series of conversations on a potential fee package to modernize Colorado’s transportation funding mechanisms. Once the current crisis has stabilized, stakeholders should “return to the table” and continue these conversations.***

Short-term funding packages – while essential – cannot supplant stable, long-term funding, something the transportation sector lacked even prior to COVID-19. The state has a vetted and prioritized 10-year pipeline of projects that would return our system to a state of good

repair and provide access and mobility for millions of Coloradans. Restarting conversation and continuing public education on long term solutions to provide dedicated transportation revenue will demonstrate that the state is committed to investing in our failing state infrastructure while also providing jobs, support for local businesses and immediate infusion of dollars into our economy. Together, CDOT’s asset management needs and ten-year list of planned projects provide \$2.5 billion in ready-to-build transportation projects.

**SUMMARY OF RECOMMENDATIONS**

In keeping with the structure of the Economic Recovery Council, these recommendations are also summarized here in the following categories:

Federal Action Required	Fiscal Impact to State	Administrative Action Required
<p>Advocate for Federal Funding To Stimulate The Economy and Improve our Infrastructure with specific mechanisms that:</p> <ul style="list-style-type: none"> <li>● Rely on existing formula funding programs.</li> <li>● Update formula allocations.</li> <li>● Eliminate state and local match requirements for all federal stimulus funding.</li> <li>● Alter financing mechanisms to provide flexibility and options for states.</li> <li>● Allow states to partner with the private sector to expand services at rest areas.</li> </ul> <p>As part of a clean energy funding package: 1) Expand the electric vehicle tax credit and provide new</p>	<p>Expand financial support for job training (and related outreach efforts) to help displaced workers from other industries enter construction.</p> <p>Once the current crisis has stabilized, stakeholders should “return to the table” and continue conversations around long-term funding solutions for transportation.</p> <p>Develop programs to connect Colorado’s artists and architects to stimulus projects.</p> <p>Allow for strategic in-sourcing of small paving work in rural areas.</p>	<p>Remain Focused on Delivering Your Transportation Plan</p> <p>Increase transparency and accountability in spending and project delivery</p> <p>Sequence projects to maximize benefits to the economy during the recovery stage; focusing immediately on small, quick-delivery projects that put funding into the economy.</p>

funding for EV charging infrastructure. 2)Provide additional support for low-emissions freight through the Diesel Emissions Reduction Act (DERA) program.		
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<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14 Safety work west of Ted's Place	<i>Advertising Summer 2020</i>
<b>I-25</b>	
Design /Build (SH402 to SH14)	<i>Construction is underway. Several closures and lane shifts happening for bridge and culvert work</i>
Wellington to WYO Cable Rail	<i>Construction is underway</i>
Segment 6 (SH56 to SH402) (CMGC)	<i>Construction is underway. Additional construction work will start later in 2020/2021.</i>
<b>US34</b>	
US34 & US85 Interchange	<i>In design</i>
US34 & Weld County Rd 17 Interchange	<i>In design</i>
US34 & 35 <sup>th</sup> Ave Interchange	<i>In design</i>
US34 & 47 <sup>th</sup> St Interchange	<i>In design</i>
<b>SH257</b>	
Windsor Resurfacing	<i>In design</i>
Signals at US34	<i>In design</i>
<b>US287</b>	
Foothills Parkway Intersection	<i>Construction is complete</i>
Owl Canyon Rd Feasibility Study	<i>The study is complete</i>



## **STAC Summary – April 10<sup>th</sup>, 2020**

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
  - a) March STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
  - a) Transportation Commission:
    - i) In the TC’s discussion of PD14, a major topic of focus was: What do we do about pedestrian crashes and the major increases in these incidents over the last five years?
    - ii) The TC approved all match reduction or alleviation on MMOF projects submitted by MPOs and TPRs. The Resolution listing the approved reductions is on the TC website.
    - iii) The Bridge Enterprise, until now, had been without a Vice Chair. Karen Stewart was elected as the Vice Chair of BE.
    - iv) Last week the TC had an emergency meeting to change the rule for long semi-truck restrictions through metro areas during day. Because traffic volumes and congestion is down, and freight is so critical at this time, they suspended those rules in a resolution passed at the emergency meeting.
  - b) STAC Discussion: none
- 3) **Update on Current Events** – Herman Stockinger
  - a) CDOT’s construction projects and Maintenance Operations are continuing, with necessary COVID-19 precautions being employed, including split shifts and special cleaning procedures, among others.
  - b) About 90% of CDOT office workers and engineering staff are at home and working.
  - c) Currently, four CDOT staff have tested positive for COVID-19. Executive Management are taking every precaution to limit the exposure to other CDOT staff, including extensive disinfectant cleaning at our offices. Staff are strongly encouraged to enter buildings only when absolutely necessary, to avoid exposure.
  - d) The budget impacts of COVID remain undetermined. We can assume gas tax is down, and that the legislature will take a look at 267 certificates of participation (COP). Overall, there could be a big impact, but we don’t know yet. When state’s budget is down \$3 Billion, it’s assumed it will impact transportation. CDOT will keep STAC apprised as information becomes available on this matter.
- 4) **TPR Reports** – TPR Representatives
- 5) **Federal and State Legislative Report** – Eric Richardson & Andy Karsian (Office of Policy & Government Relations)
  - a) Federal: Overview of the CARES Act, Eric Richardson
    - i) Stimulus program amounts to about \$2.2 Trillion in economic relief – equivalent to 10% of GDP;
    - ii) Unemployment benefits are extended 13 weeks beyond normal expiration, adding an additional \$600 per week benefit to workers affected by COVID-19 and expanding the types of workers that can get those benefits;
    - iii) Direct stimulus payment checks will amount to \$1200 per person, phasing out at incomes above \$75,000 and will include additional payments of \$500 per child; Direct deposit payments are expected to be sent by next week and check payments will roll out over a few weeks with those to low-income individuals being sent first;
    - iv) There were \$500 Billion in loans to corporations and large businesses, and \$350 Billion in forgivable loans to businesses to retain employees and payroll, and to protect supply chain processes;



- v) Airports will receive \$10 Million in grants with no match requirements, including \$8 Million to Division of Aeronautics in 2020;
  - vi) Airlines will receive \$58 Billion to protect payrolls and continuation of service routes;
  - vii) Aviation fuel excise taxes were rescinded through end of the year;
  - viii) State and Local governments will receive \$150 Billion with rules being written the Department of the Treasury;
  - ix) FTA doled out \$25 Billion in formula funding to cover revenue downturns and . with Colorado receiving about \$325 million, mostly for urban transit agencies to cover revenue downturns and operating costs; guidelines for these funds can be found on the FTA website;
  - x) \$40 Billion in disaster relief funds to State, Local and tribal governments;
  - xi) \$100 million dedicated for broadband, including 90% to rural areas
  - xii) Congress is looking at a Phase 4 stimulus, but it's difficult to predict what will happen with that phase, as the conversation is changing quickly.
- b) State: Andy Karsian
- i) State legislature is still in adjournment and the Colorado Supreme Court has ruled that the 120-day session doesn't have to be consecutive, giving the legislature a lot of options in how to complete session;
  - ii) They haven't passed the state budget, which must be signed by June 30, nor school finance act which has to be done by July 1;
  - iii) Legislature is looking to come back 1st or 2nd week of May, anticipating an extremely difficult time with more than 300 existing Bills already in the docket to be addressed before adjournment plus new Bills expected on COVID response; Transportation isn't the highest priority, due to the pandemic;
  - iv) Significant decrease in revenue is expected; a worst case scenario is a \$3 Billion loss in SFY2021 revenue and reductions will continue on in following years, so transportation is not going to probably get new funding;
  - v) CDOT will work hard to protect 267 funds for projects already approved; the stimulus funds that have been mentioned will cover some State budget gaps, but unclear where those gaps will be and how deep. I think that's pretty much where we stand now.
  - vi) Any Bills that carry fiscal notes are expected to be killed;
  - vii) With the current expected return to the legislature it'll bring us into late June before they finish; Hopefully legislature will be back in session next time STAC meets.
- c) STAC Discussion: none
- 6) **Statewide Plan Update** – Rebecca White (Division of Transportation Development) & Marissa Gaughan (Statewide and Multimodal Planning)
- a) Despite the COVID pandemic, the Statewide Plan is on track and in the home stretch; the full draft plan is expected to be released for Public Comment soon; the full document will be shared on Google Drive
  - b) The SWP covers a 2045 plan horizon, integrating rural and metropolitan regional transportation plans, functional and modal plans such as the Statewide Transit Plan and Strategic Transportation Safety Plan;
  - c) The main body of the plan will be fairly short with about 60 pages, and be supplemented by a number of detailed elements in appendices;
  - d) The full document is currently going through CDOT internal review; FTA, FHWA and STAC will begin the Review Period on April 20; Review period will continue for two weeks;
  - e) Stakeholders will be provided a Google Drive link to the draft plan documents; comments should be submitted to Marissa Gaughan at [marissa.guaghan@state.co.us](mailto:marissa.guaghan@state.co.us);



- f) STAC Discussion: A STAC representative asked how the plan incorporates and addresses concerns related to events such as COVID-19. Staff indicated that the plan addresses resiliency concerns, and would further weave in the relevancy of the pandemic.
- 7) **Transit Agency Status Report (Informational Update)- David Krutsinger, DTR**
  - a) The CARES Act includes money to assist transit agencies in their response to COVID-19 and dealing with the economic hardship.
  - b) The information in this memo has changed even in the last week. Now there are only 2% of agencies that are operating normally, and those were pretty slim on operations anyways. 65% of transit agencies have significantly reduced services, and some have shut down.
  - c) CDOT is responsible for distribution of the \$39.7M portion to the 57 rural agencies, and all other agencies would access the funds through urban entities.
  - d) STAC Discussion: STAC members asked questions regarding factors that would likely guide distribution to rural entities. In response to the suggestion that the formula mirror the 5311 formula, staff indicated that following such a formula would fail to adequately address the needs of larger agencies that are facing equally burdensome impacts of the pandemic. Staff asked that STAC members forward any suggestions for fair and fast distribution, and that transit agencies provide data on their needs and the increased costs they are facing.
- 8) **Next STAC meeting will be May 15, 2020**
- 9) **Adjourn**



## **STAC Summary – May 15, 2020**

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
  - a) April STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
  - a) Transportation Commission:
    - i) The TC has had several special meetings recently, to look closely at the COVID budget impacts and considering how they'll handle those projects already committed. STAC is strongly encouraged to read the minutes of the April 16 and 21 meetings for very informative discussion.
    - b) STAC Discussion: none
- 3) **Update on Current Events** – Herman Stockinger
  - a) CDOT is down to 10 people agency who are in self-quarantine, down from a high of about 69 people who were self-quarantined due to exposure to family or coworkers or who had tested positive; Construction projects continuing to progress; About 95% of staff continue to work from home, and that will continue for the foreseeable future.
  - b) CDOT continues to have conversations about raising the \$150,000 contracting limit; previous conversations in 2018 had industry leaders saying they'd be supportive if CDOT would allow more maintenance work to be contracted in urban areas while CDOT does more of the rural maintenance; Support for raising the limit has continued to build in the two years since, but we don't expect to see the Legislature take it up this year. It'll be an issue we continue push next year.
  - c) STAC Discussion: A STAC member encouraged all members continue to push this conversation between now and next year. It's important to get this changed so rural areas can continue to get some projects done, particularly now with the economic downturn. Staff was asked whether they could provide STAC members with some talking points, data and history on the issue to understand the urban/rural issue. This would empower stakeholders to take the issue to CML or their legislators. Herman agreed to work to pull together some helpful materials.
  - d) Jeff Sudmeier – status on SB267 funding
    - i) Jeff has had daily conversations with the Treasurer's Office and with rating agencies;
    - ii) An important date we and rating agencies have been waiting for was the May 12 updated revenue forecast; With that released on Tuesday we're moving ahead with a number of steps needed;
    - iii) The final date for issuance of the COP's is fluid as they track the market to find the right time based on who else in the market that day and the volumes anticipated;
    - iv) We are confident that later this month or early June we will have completed that transaction.
  - e) STAC Discussion: A STAC member asked whether there might be some flexibility afforded on the contract end dates for agencies that are providing funding but may have difficulty with the economic downturn doing so in limited time and with limited revenues. Sudmeier agreed these are legitimate reasons to seek amendment to those expiration dates with FHWA. CDOT will also look at using toll credits, which is a tool we have with FHWA, to ease local match burden on locals by easing match requirements. Where these might be used, we'd have to reduce the scope of projects or find funding elsewhere to supplant what would have been the local match. Additional information is forthcoming on this.
- 4) **TPR Reports** – TPR Representatives
- 5) **Federal and State Legislative Report** – Andy Karsian (Office of Policy & Government Relations)



- a) State:
  - i) State legislature will come back again on the 25<sup>th</sup> as they continue to work on the specifics of the budget and the cuts they have to make. They also have to finalize some of the logistics about how they'll manage the legislative body for the three weeks they'll require to do the budget as well as the School Finance Act.
  - ii) The bulk of the Bills we'll see this year is expected to be those from the JBC, including a \$50 million suspension bill from the general fund for the SB267 payments. CDOT will cover those.
  - iii) There's also a delay of the SB01 Ballot Measure, which continues to be delayed; there are also some considerations to look at diverting some state MMOF funds to senior resources and services.
- b) STAC Discussion: none
- 6) **Affirmation of Commitment to 10-Year Strategic Pipeline of Projects** – Rebecca White (Division of Transportation Development) & Marissa Gaughan (Statewide and Multimodal Planning)
  - a) The 10-year Pipeline is an important plan to have in addition to the statewide plan and will provide important support as we deal with economic downturn.
  - b) STAC unanimously affirmed the 10-year Strategic Pipeline of Projects.
  - c) STAC Discussion: The important thing about the pipeline is the process, and we have that process to lean on when funding levels are cut.
- 7) **Budget and Project Impacts** – Shoshana Lew (Executive Director) and Rebecca White (Division of Transportation Development)
  - a) CDOT is continuing to explore how we execute our plans in a worst case scenario.
  - b) We have to consider what can be delivered in the 10-year pipeline, we are taking a tactical, technical approach to intentionally dealing with a very conservative scenario.
  - c) The goal is to not over-extend, and then build back in rather than take more out if we can, while preparing for what might last years, not months.
  - d) Important considerations include how we maximize equity statewide, and how any existing or additional federal stimulus funding might help locals now versus long term, and how we can use state funds to ease local match challenges.
  - e) Direction that staff and TC has thus far said includes 1) Stay true to the 10-year pipeline, 2) programming to the baseline level, while 3) being practical about the second tranche of SB267 projects by honoring those already awarded projects, proceeding with projects released by not yet awarded, and to honor those projects that received a federal grant or have partnership funding.
  - f) Options include reduced funding on multi-year projects; regional equity targets; maintaining rural paving; potential loss of \$50 million/year general fund transfers to debt service; reduction of year two SB267;
  - g) Recommended planning range is \$530-550 million
  - h) Looking at trimming I-25 North segments 7 & 8 while not derailing the scope of the project, and not budgeting the whole project in early years while they won't be spent for 18-24 months.
  - i) Staff is recommending: that remaining 267 year two funds be programmed in regions one, two, and three; leaving \$75 million left to be programmed; seek an additional loan of \$50 million from USDOT, assuming years 3 & 4 of SB267 won't be issued and we'll be covering years 1 & 2 debt service; maintain 25% rural paving target.
  - j) Should we not get the additional money on years 2022 and 2023, the portion of the I-25 project north of the Poudre would most likely be cut;
  - k) Should 2022 and 2023 be worse off, we have time to make necessary adjustments.



- l) STAC Discussion: Securing loans is not guaranteed; If I-25 south of Poudre isn't completed, it also loses Weld County's contribution;
  - m) STAC voted unanimously to recommend to the TC the CDOT staff recommendation in terms of adjusting the funding and moving in the direction of regional equity.
- 8) **Regional Transportation Plan Highlights** – STAC Representatives
- 9) **Statewide Plan Schedule Update** – Rebecca White and Marissa Gaughan, DTD
- a) The Statewide Transportation Plan final draft was sent to STAC last night.
  - b) This documents our statewide vision through 2045, satisfies all federal and state planning requirements and talks about aviation and freight rail and all the other components of a transportation system.
  - c) Out of concern for the general public to engage in the Public Comment period during the quarantine, CDOT will conduct the Public Comment for 60 days instead of 30. We will utilize virtual electronic means to make the plan review accessible and working with local stakeholders to get the word out.
  - d) The timing also satisfies our obligations associated with the Fiscal Year 2021 to 2024 STIP which is scheduled for adoption in June.
  - e) FHWA will have through May 25 for review; TC will review and comment at their May 21 meeting.
  - f) STAC is asked to provide this week their "fatal flaws" comments to the Plan and continue to submit other comments throughout the Public Review period.
  - g) SWP will be released for Public Comment, June 1 – July 30.
  - h) TC would be expected to approve the Final Plan in August.
  - i) STAC Discussion: A STAC member asked whether there was consideration to include something in the plan about how we're to handle the impacts of the COVID crisis. Staff stressed that the Plan is a long range vision that is not designed for short term events. The 10-year Pipeline can be helpful as we have to consider reduced spending. CDOT is, however, continuing to develop resiliency plans, which looks at how we handle unexpected and catastrophic events.
- 10) **Announcement of FY 2021-2024 Statewide Transportation Improvement Program** – Rebecca White and Jamie Collins, DTD
- a) The FY2021-2024 STIP has been out for public comment since a week and a half and is posted on the CDOT website.
  - b) Public Hearing will be held next week with the TC; anyone wanting to speak should RSVP to Jaime Collins;
  - c) Public Comment will end June 5, and TC will consider adoption on June 18.
  - d) As project adjustments are made due to COVID revenue impacts, we'll start STIP amendments though not likely until late July or later.
- 11) **Next STAC meeting will be June 12, 2020**
- 12) **Adjourn**