



COLORADO
Department of Transportation

Transportation Legislation Review Committee

OCTOBER 2021



1. Federal Legislation and Updates
 1. SB260 Update
 1. GHG Rulemaking
 1. Glenwood Canyon/Resiliency
 1. Updates on Main Streets & MMOF Funding Distribution



Presenters

Shoshana Lew

Executive Director

Kathy Hall

Chair, Transportation Commission

Rebecca White

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Chief Engineer



CDOT Responsibilities

\$1.9 Billion Budget



Oversees more than **33 billion** vehicle miles of travel each year



Maintains and Repairs more **23,000 Lane Miles**



Maintains **3,460** bridges



Plowed more than **7 million** lane miles last winter season



Bustang accommodated **238,135** passenger trips in 2019



Colorado's system includes **73 public use airports** and one seaplane base



Federal Legislation Update



Infrastructure Investment & Jobs Act

- Estimated **\$3.9B** for federal-aid highway programs, **not new funding**, includes current levels of funding) for Colorado over 5 years
 - Estimated increase in annual formula funding to Colorado of **\$950M** over five years - an increase of roughly **\$190M** per year
 - About **\$37M** per year is dedicated to a new Carbon Reduction Program and a new Resiliency Program, with the rest spread across existing programs.
 - About **\$45M** per year is dedicated to a new bridge program
- Federal transit funding to Colorado would increase from about **\$140M/year to \$183M/year** for 5 years.
- **\$57M** would be available over 5 years to support expansion of the EV charging network across the State.
- The bill increases the funding for competitive grant programs (i.e. RAISE, INFRA, etc.).



SB 260 Implementation



SB21-260

Bill Overview



- Comprehensive transportation legislation which aims to raise \$5.4B over 10 years
- Increases spending for the state's transportation system through General Fund transfers and new fees
- Creates and modifies state enterprises
- Expands authority for transportation planning organizations
- Requires enhanced reporting and development requirements for regionally significant projects
- Builds upon and expands requirements for transparency and accountability



SB21-260

Revenue Impact

Revenue Projections Under SB 21-260 (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
General Fund Transfers	\$0.0	\$170.0	up to \$115.0 through FY 26	
American Rescue Plan Act	\$380.0	\$0.0	\$0.0	\$0.0
Total State and Local Fee Revenue	\$0.0	-\$30.4	\$34.6	\$97.3
Total Enterprise Fee Revenue	\$0.0	\$0.0	\$70.9	\$84.4



SB21-260

Revenue Impact, Cont.

CDOT Revenue Forecast for SB 21-260 (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
State Highway Fund - ARPA and General Fund	\$160.00	\$170.0	\$0.0	\$0.0
State Highway Fund - Fee Revenue	\$0.00	-\$18.3	\$13.4	\$50.2
Revitalizing Main Streets	\$22.16	\$0.0	\$0.0*	\$0.0*
Multimodal Transportation and Mitigation Options Fund	\$146.84	\$0.0	\$6.7*	\$7.4*
Southwest Chief and Front Range Passenger Rail	\$14.50	\$0.0	\$0.0	\$0.0
Bridge and Tunnel Enterprise	\$0.00	\$0.0	\$20.1	\$27.5
Nonattainment Area Air Pollution Mitigation Enterprise	\$0.00	\$0.0	\$7.1	\$8.5
Clean Transit Enterprise	\$0.00	\$0.0	\$8.3	\$9.1
Total	\$343.5	\$151.7	\$55.6*	\$102.7*

*PLUS \$108.1 M for MMOF and \$6.9 M for Revitalizing Main Streets between FY 23 and FY 26 through excess state revenue cap.



The MMOF consists of:

- Money transferred from the General Fund, including ARPA funding
- Retail delivery fee revenue credited to the fund
- Any other money the General Assembly may appropriate or transfer to the fund

Money must be expended as follows:

- Eighty-five percent to local multimodal projects
- Fifteen percent to state multimodal projects
- The formula for disbursement of the amount allocated for local multimodal projects is based on population and transit ridership and other criteria developed in consultation with various transportation advisory groups



SB21-260 – New Branches:

*Environmental Justice and Equity Branch
Freight Mobility and Safety Branch*

Environmental Justice and Equity Branch:

- Works with disproportionately impacted communities to provide additional access to transportation capacity projects, and reduce barriers that may prevent these communities from participating fully in transportation capacity projects.



Freight Mobility and Safety Branch

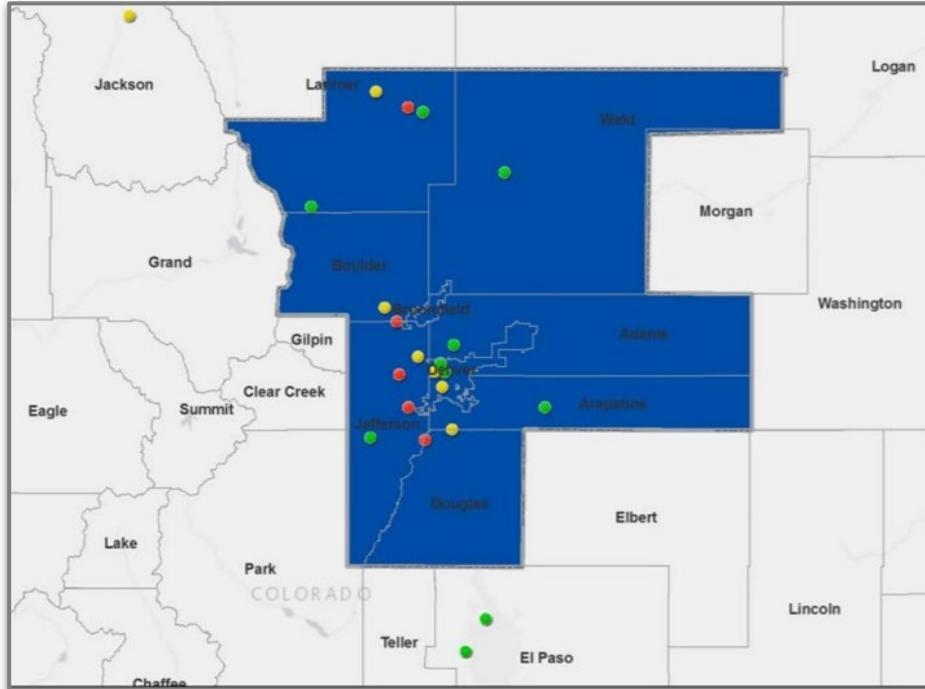
- The bill requires CDOT to create the Freight Mobility and Safety Branch to implement projects and programs that enhance freight mobility and safety within the state.





SB21-260 – New Enterprises:

Nonattainment Area Air Pollution Mitigation Enterprise



The enterprise services the purpose of the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies by:

- Providing funding for eligible projects that reduce traffic
- Including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution
- Planting trees along medians



SB21-260 – New Enterprises:

Clean Transit Enterprise

The Clean Transit Enterprise is created to serve the primary business purpose of reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by retail deliveries by:

- Supporting the replacement of existing gasoline and diesel public transit vehicles with electric motor vehicles
- Providing the associated recharging infrastructure for electric transit fleet motor vehicles
- Supporting facility modifications that allow for the safe operation and maintenance of electric transit motor vehicles
- Funding planning studies that enable transit agencies to plan for transit vehicle electrification





- Legislation established new requirements on both transportation planning and the environmental study process for projects.
- Environmental Studies:
 - For regionally significant projects, the bill requires CDOT to:
 - Conduct additional analysis on air pollutants, including GHGs, as of July 1, 2022
 - Update public involvement guidance and process
- Transportation Planning
 - CDOT and MPOs must address GHGs emissions through the planning process
 - CDOT/TC must establish new requirements





Accountability and Transparency

CDOT and Enterprises:

- Maintain clear accountability mechanisms
- Engage a wide variety of stakeholders to ensure funding achieves intended outcomes
- Regularly report to the Transportation Commission, legislature, and construction partners

Enterprises:

- Maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites
- CDOT will continue with their new commitment to enhanced accountability and transparency measures

Alternate Delivery Projects:

- For projects more than \$75 million add a public comment process as well as approval from the Transportation Commission
- CDOT publishes the justification for using alternative delivery contracts, the evaluation scores, and ongoing project updates online
- CDOT will not shortlist contractors based on experience delivering alternative delivery projects



10-Year Plan Update

Several Factors:

- Progress delivering years 1-4 of the 10-Year Plan - need to identify next set of priority projects.
- New funding provided by SB 260, plus the federal level infrastructure funding that may be coming to Colorado.
- New SB 260 requirements, including compliance with the new standard for reduced greenhouse gas emissions.



Greenhouse Gas Rulemaking

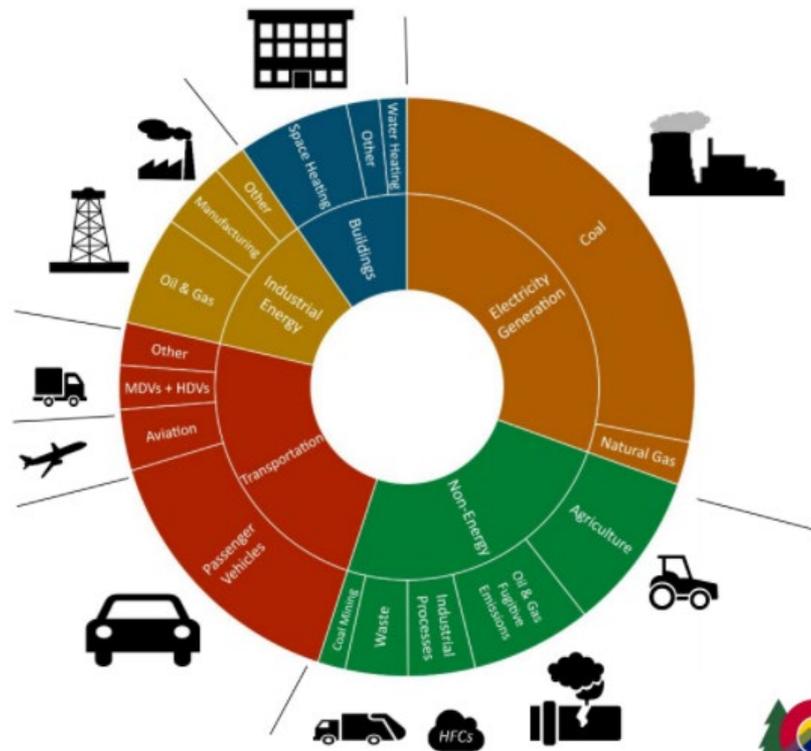


Rulemaking Focus

Draft rule issued August 13, 2021

Proposed standard focuses on:

- ✓ Greenhouse gas emissions
- ✓ Transportation Planning
- ✓ Government agencies and regional planning organizations
- ✓ Passenger Cars (not trucks or airplanes)





Why Do Rulemaking?

House Bill 19-1261- Climate Action Plan to Reduce Pollution

- Reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050

Colorado Greenhouse Gas Roadmap

- A list of near term actions the state will pursue over the next one to two years to make significant progress toward the Climate Action Plan goals.

Senate Bill 21-260

- Made the Roadmap recommendation for transportation planning a requirement.





Who is Impacted?

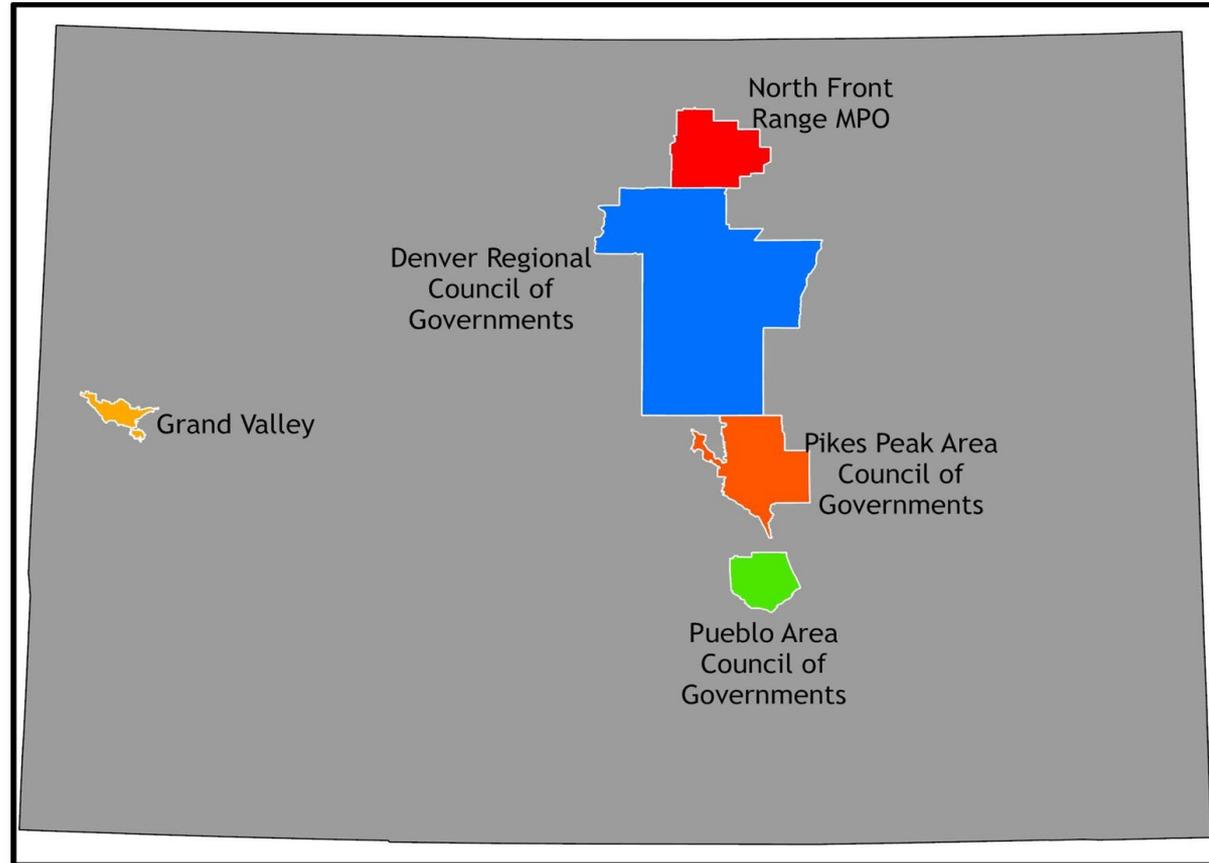
- Government agencies and regional planning organizations.

1st phase

CDOT
DRCOG
NFRMPO

2nd phase

PPACG
PACOG
GVMPO





Requirements

- CDOT and each MPO must adopt long-range transportation plans that reduce GHGs to set reduction levels
- Each plan must be “modeled” to make this determination
- There is a specific GHG reduction level for each of four years:
 - 2025
 - 2030
 - 2040
 - 2050
- Each agency has a GHG reduction level specific just to them
- CDOT, DRCOG and NFRMPO must update plans to be in compliance by October 2022



Focusing on What Matters



- Not every project can be modeled and not every project should be.
- This proposed standard focuses on “regionally significant” projects that really impact how Coloradans choose to move.



Public Outreach

- Unprecedented nine public hearings statewide in a 60 day comment period for public input on draft rule.
 - ✓ Grand Junction, 9/17
 - ✓ Denver, 9/23
 - ✓ CO Springs, 9/24
 - ✓ Littleton, 9/27
 - ✓ Limon, 9/29
 - ✓ Fort Collins, 9/30
 - ✓ Glenwood Springs, 10/4
 - Firestone, 10/5
 - Durango, 10/7
- Final rule could be adopted as early as mid-November.



Proposed Standard *(Includes Fact Sheet and FAQ)*

<https://www.codot.gov/programs/environmental/greenhousegas>

Greenhouse Gas Roadmap

<https://energyoffice.colorado.gov/climate-energy/ghg-pollution-reduction-roadmap>



I-70: Glenwood Canyon



Resiliency: I-70



Feb 6, 2019



June 26, 2021



Glenwood Canyon Update

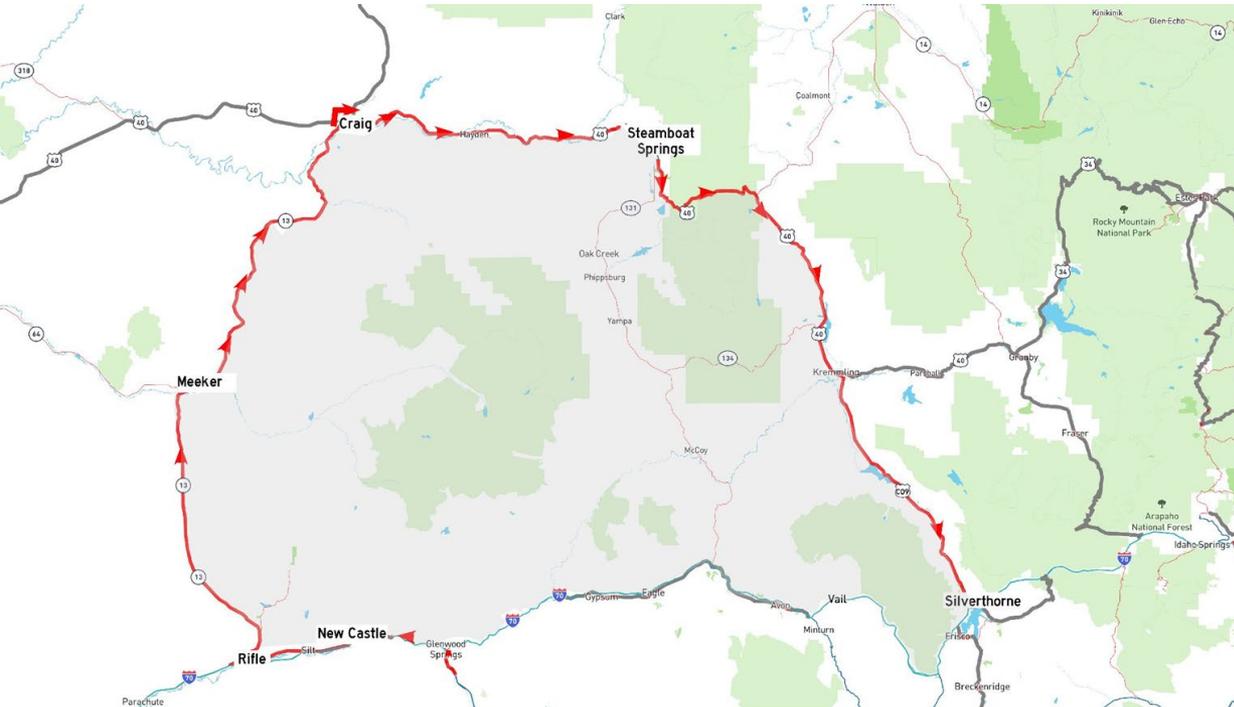


- I-70 extended safety closure in place Thursday, July 29 - Saturday, August 14
- Necessary due to multiple material flows on Thursday, July 29 and Saturday, July 31. (Previous flows in June & July 2021)
- Flows caused by significant rainfall intensity on and near the Grizzly Creek burn area
- Flows included boulders, rocks, mud, trees
- CDOT maintenance crews worked around the clock to remove more than 3,300 loads of material to safely reopen roadway
- CDOT will most likely be the contracting agency for removal of material within the Colorado River at approx 6 locations



Alternate Route

Cottonwood Pass Option:



- Needs approval from local governments, TPR, and stakeholders to move forward to planning.
- CDOT applying for a planning grant to establish baseline of what work would be necessary.



Looking Forward: Other Repairs & Prevention

2021 - 2022 (After summer 2021 closure)

- Contractor work includes continued material removal, re-establishment of culverts and ditches.
- Super sacks installed as temporary rockfall mitigation at base of Blue Gulch
- CDOT is evaluating additional debris flow mitigation with the USFS.

2020 - 2021 (Before 2021 closure)

- Shredded wood straw mulch on 29 acres of burned soil after Grizzly Creek Fire; rockfall mitigation (new rockfall fence, higher capacity rockfall fence, repairs to 16 existing fences).





I-70 Resiliency Projects

Eisenhower Johnson Memorial Tunnels



- Approximately \$100 to \$150M needed to address unmet asset management needs
- \$50 M investment on deferred maintenance needs
- Applying for a federal grant for \$2.5M toward \$4M needed to replace the generators (original from 1970s) in the tunnels.
 - The tunnels currently rely upon two, natural gas 500 kw generators for emergency backup power.



Avalanche mitigation on Loveland pass

- The new system is safer and reduces road closures that affect heavy ski traffic in the area.
- Fewer technicians are required to conduct mitigation, allowing more CDOT employees to focus on plowing and conducting other essential activities in the Summit County area.
- The new Avalanche Guard equipment will not affect the existing Gazex avalanche control system on US 6 Loveland Pass, which is located further north.





**Revitalizing
Main Streets**

&

**MMOF Funding
to Local
Governments**



Multimodal Transportation and Mitigation Options Fund

Originally created under SB19-001, and additional annual funding added in SB21-260.

Currently:

- 109 Local projects awarded around the state to date
- \$335M total project leverage from \$80M investment.*
- Working with stakeholders to update distribution formula and guidelines for new funds.





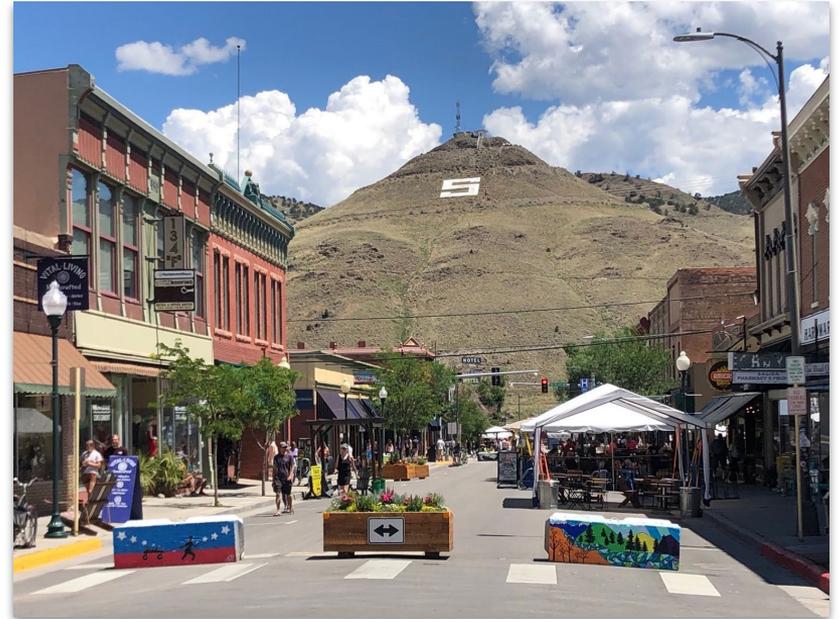
Revitalizing Main Streets

The **Revitalizing Main Streets** program helps communities across the state implement transportation-related projects that improve safety and provide long-term benefits to community main streets.

As of September 2021, CDOT awarded \$31.21M in 147 grants to communities across the state.

Notice of funding availability (NOFA) will be issued in early October for first tranche of SB260 funds for this program.

Applications to date have far exceeded available funding. Over \$70 in grant requests for \$22M available funds.



A full list of grant recipients may be found [HERE](#)



Questions?

