



TRANSPORTATION NEWSLETTER

DATE: APRIL 2021

Vince Rogalski, Chairman

Gunnison Valley TPR

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Proposed Legislative Funding Bill overview – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)

An overview of the legislative fee-based transportation revenue proposal was provided to the STAC at their regular meeting on April 9, 2021.

Discussion Summary:

- a) Several MMOF program questions arose: Staff affirmed that the MMOF local funding would continue to be distributed using the existing program formulas and projects would be selected by MPOs/TPRs. Some STAC members indicated hearing conflicting information elsewhere, including projects possibly being selected competitively by CDOT. The MMOF program would continue to be eligible for the same broad categories of projects, including transit operating, while being expanded to include GHG emission mitigation projects. Current 50/50 match requirements in MMOF program are believed too restrictive to local governments with limited revenues; some suggested it be modified to a 20% match rate. 40% of the MMOF funding would stay with CDOT to fund Bustang and other regional and statewide needs.**
- b) The proposal creates a steady funding stream for multimodal (MM) investments that doesn't exist now, intended to fund local MM needs beyond those identified and prioritized in the 10-year Plan.**
- c) Several STAC members questioned and disagreed with the reduction of existing FASTER fees since the Bill's purpose was to general new revenues. The FASTER reductions would only affect those revenues going to CDOT.**
- d) Some member disagreed with Electric Vehicle (EV) fees being implemented gradually since their impact is being felt on the system now. It is believed that the sponsors likely thought it would present an undue burden on EV owners and that it would not have a very significant impact on revenues due to the relatively low number of current EVs on the road.**
- e) The alternative VMT fee concept is not being considered as it requires significant up-front implementation costs, brings technological difficulties that haven't been solved, it's not popular politically and the privacy and security risks are not yet well understood.**
- f) Some members also expressed desire for all the congestion mitigation and the MMOF funds to be distributed to locals.**

g) Regarding the online package fees and curb management fees, urban areas are especially affected by trucks stopping in the middle of the road. STAC expressed interest to understand more about how those fee revenues will be distributed to where they are most impacted by vehicles stopping in middle of road.

h) With all the different fees and programs in the proposal, STAC members asked for future information on how all the combined revenues would end up being distributed regionally.

GHG Rule Making Update – Theresa Takushi, Greenhouse Gas Climate Action Specialist, DTD

a) Staff provided a review of HB1261, the GHG Roadmap, outreach and stakeholder contributions and the main elements included in the draft GHG Transportation Planning Rule.

b) The Planning Rule will be adopted through CDPHE in partnership with CDOT, and approved by the Air Quality Control Division

c) The Energy & Emission Reduction Policy Analysis Toolkit (EERPAT) will provide modeling to support Cost/Benefit Analysis

d) The Rulemaking process will begin with a Request for Hearing on May 20, 2021; Meanwhile CDOT will continue meeting with the Advisory Group

Discussion Summary:

Land Use considerations, which are seen as a local authority and prerogative, are not presented or intended as a requirement in the GHG mitigation strategies, but as one of many strategies or scenarios that may optionally be considered in meeting emission reductions. Concern was also expressed that the GHG Roadmap infringes on and oversteps the statutory authority held by the EPA in regulating mobile sources of GHGs. Questions of legal nature would be addressed by CDPHE's legal counsel.

**TO: THE TRANSPORTATION COMMISSION FROM: Kay Kelly, Chief,
Office of Innovative Mobility**

DATE: April 14, 2021 SUBJECT: Office of Innovative Mobility (OIM) FY22 Budget

Purpose:

This memorandum provides a review of OIM accomplishments in FY21 and proposes an OIM project budget for FY22.

Action:

This is presented as an informational item this month and the Commission will be asked to approve the FY 22 Innovative Mobility project budget as part of the May 2021 Budget Supplement.

Background:

The goals and objectives of OIM are to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options and using traditional and emerging mobility technologies. OIM's work is in alignment with many of the transportation recommendations in the state greenhouse gas roadmap which calls for increased vehicle electrification, behavior change that reduces VMT and increased mobility options. OIM is organized into three program areas:

- **Mobility Services** - exploring ways to make transportation efficient and more accessible to underserved populations by working with technology, legislation, and conducting research and analysis.
- **Mobility Technology** - guiding Colorado's strategy and policy on connected, autonomous and emerging transportation technologies.
- **Electrification and Energy** - working with partners across the public and private sectors to facilitate the expansion of both electric vehicles and infrastructure across Colorado.

FY21 OIM Accomplishments

OIM received \$9,900,000 in funds for FY21, which were allocated to projects across the three program areas. FY21 Accomplishments by program area are as follows:

Mobility Services -

- Projects in the Emerging Mobility category included follow-up work on the SB19-239 Emerging Mobility Impact Study and pre-NEPA and risk analysis efforts for Front Range Passenger Rail.
- Mobility Data Integration projects focused on initial efforts to launch the Connected Colorado project and phase 1 of the Transit Emissions Dashboard tool.
- Projects in the Strategic TDM area included development of Phases 1 and 2 of the state Transportation Demand Management (TDM) plan; launch of the CanDo Colorado telework grants to local governments and non-profits, support for traditional TDM activities including working with the TMOs/TMAs and supporting CDOT employee TDM. In addition, funds were used to support TDM priority areas identified through the 1601 process.

Mobility Technology –

- The Connected Vehicles projects focused on developing CDOT's Connected Vehicle (CV) digital backend, which was the first deployment of the ITS-JPO Operational Data Environment (ODE) in the cloud along with procurement of the security system for CV infrastructure. CDOT's CV environment resides entirely within CDOT's internal system, enabling future integration to the data lake and advanced traveler management system.
- The Automated Vehicles projects focused on supporting CDOT's original autonomous truck mounted attenuator (ATMA) and the testing and validation of a second ATMA for Region 5. The ATMA was also part of an award for a Work Zone Data Exchange grant, developed as a collaborative effort between several divisions within CDOT (Traffic Safety Engineering Branch, Intelligent Transportation Systems, and the Chief Data Office).

Electrification and Energy

- MHD Vehicle Electrification projects included OIM supporting the Colorado Clean Trucking Strategy and a forthcoming MHD analysis study. CDOT also received funding for two electric street sweepers and established tracking of CDOT hybrid bucket trucks.
- Charging Infrastructure projects included continued support for grants to close gaps in EV charging corridors and award of over \$1.3M in grants to sites along scenic byways, parks, and rural tourist destinations, along with developing EV charging guidance for CDOT mobility hubs.
- Transit Electrification projects included awarding \$5.6M in VW settlement program grants for zero emission buses. The program has also taken initial steps toward developing the Transit ZEV roadmap.

- Workforce Development projects contributed EV materials to CDOT new hire traffic incident management training and established online training offerings for TIM teams. OIM is also coordinating with CDLE and partners on future workforce development support opportunities.

FY22 OIM Budget Proposal

The total funds approved for OIM projects in FY22 is \$10,150,000 and we are requesting that funds be distributed among the three program areas as follows:

Program Area	Projects Included	FY21 Budget Request
Mobility Services	Emerging Mobility, Mobility Data Integration, Strategic TDM	\$2,400,000
Mobility Technology	Autonomous Vehicles, CDOT Equipment Automation, Connected Vehicles	\$3,250,000
Electrification and Energy	Charging Infrastructure, Workforce Development, MHD Electrification, Transit Electrification, Educations & Outreach	\$4,500,000
OIM FY22 Budget Total		\$ 10,150,000

Proposed projects within each program area include:

Mobility Services

- Projects within Emerging Mobility propose to focus on continued research into the impacts of transportation network companies and package delivery services including data collection, analysis and safety assessments. In addition, pilot projects are proposed for Non-Emergency Medical Transportation, micromobility and transit.
- Mobility Data Integration projects are requested to continue supporting the Connected Colorado digital trip planning and ticketing platform along with further development of the transit emissions dashboard and integration of new mobility data into CDOT platforms.
- Strategic TDM projects are proposed to focus on continuation of the CanDo Colorado telework grant program and support for 1601 and mobility hub TDM efforts, along with increased direct support for TMO/TMA groups who are poised to play an increasing role in 1601 efforts and potentially need to support employer trip reduction rules under discussion at the AQCC. In addition, a freight TDM analysis project is proposed to evaluate opportunities for improving freight movement.

Mobility Technology

- Automated Vehicles projects are requested to continue supporting CDOT equipment automation (continued support to the ATMA program and explore installation of advanced technology on a Bustang vehicle and a smaller transit vehicle), along with updating strategy roadmap documents.
- Connected Vehicle projects are requested to continue expanding the physical and digital infrastructure, along with evaluating CV data for further integration into CDOT’s systems.

Electrification and Energy

- Charging Infrastructure projects are requesting to utilize existing CEO grant programs to address specific charging gaps (Multi-Family Housing, TNCs, Scenic Byways, Freight hubs, etc.)
- Workforce Development projects would aim to provide funds in support of the recommended outcomes for vocational education and workforce training from the CEO Medium and Heavy Duty vehicle analysis study

- MHD Electrification funds are requested to support fleet turnover and recommended outcomes from the MHD vehicle analysis study and the Colorado Clean Trucking Strategy
- Transit Electrification funds are requested to support transit ZEV planning, fleet turnover, planning grants, development of a draft guidebook for transit electrification and providing education opportunities at CASTA conferences, along with exploring innovative financing options
- Education and Outreach project funds are requested to continue supporting public education, engagement, outreach, and marketing support for adoption of electric vehicles statewide in partnership with other state agencies and stakeholders, including utilities, auto dealers, OEMs, and local governments.

Next Steps:

The FY22 OIM budget approval will be included in the Budget Supplement at the May 2021 Commission meeting

DATE: April 15, 2021**TO: Transportation Commission****FROM: Kay Kelly, Chief, Office of Innovative Mobility Mike Timlin, Interim Director, Division of Transit and Rail****RE: Bustang Microtransit Plan****Purpose**

The purpose of this memo is to request approval of the Bustang Microtransit Plan. A resolution follows this memo.

Action

It is requested that the Transportation Commission approve the attached resolution for the Bustang Microtransit Plan.

Background

The plan was presented to the Commission during the March Commission Workshop detailing the operations, goals, and objectives and is now ready for action by the Commission in April. A Sub-Committee of the Transit and Rail Advisory Committee consisting of communities along the corridor, the I-70 Coalition, I-70 Collaborative Effort, and CDOT staff guided this effort. In a 2019, an I-70 Users Study commissioned by the I-70 Coalition, 61% of users surveyed said they were “very likely” or “somewhat likely” to take a van or bus to mountains for their recreational trip. 67% of respondents noted that the frequency of their winter recreation had been reduced because of I-70 congestion. With tourism as a major contributor to the State’s economy, the study concludes this statistic should be concerning for all. Reduction in trips to the mountains results in real economic impacts, not just to the resorts but also to all small businesses that support our tourism economy.

Details

Under the plan, CDOT remains as the operating entity, purchasing the vehicles and preparing them for service. DTR will amend the contract with Ace Express Coaches to include Microtransit in their operational purview. The Microtransit service will initially connect with the local transit agencies along the I-70 mountain corridor linking the communities at key mobility hubs and providing improved collection and

distribution capabilities. The Bustang Microtransit plan is fully described in the following amended white paper. Shortly after the March Commission Workshop, it was discovered that U.S. 49 CFR 37.71 requires all revenue vehicles to be handicap accessible, making additional non-handicap accessible vehicles unnecessary. This will reduce the vehicle acquisition cost by \$57K and is reflected in the amended white paper.

Key Benefits:

- Provide improved modal choice in the I-70 Corridor during periods of heavy traffic
- Frequent hourly service providing more freedom of choice
- Reducing VMT and GHG improving air quality along the corridor

Next Steps

Once the Transportation Commission approves the attached resolution, the following steps will begin:

- Procure the vans.
- Amend the contract with Ace Express Coaches, LLC to include the Microtransit service in their operating and maintenance responsibilities.
- Develop and implement the communications plan, including branding, public outreach, and customer service planning.
- Anticipate beginning service in mid-December 2021.

The Transportation Commission APPROVED the Bustang Microtransit Plan on Thursday April 15, 2021 at their regular Transportation meeting.

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting July 1, 2021
Region 10 at 10am to Noon
Possible Video Conference Only