



TRANSPORTATION NEWSLETTER

DATE: March 2022

Vince Rogalski, Chairman

Gunnison Valley TPR

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Draft GHG Mitigation Policy Overview – Theresa Takushi, CDOT Division of Transportation Development

- CDOT has formed a state Interagency Consulting Team (IACT) to look at the definition for “regionally significant project.”
- CDOT is working on a GHG mitigations policy directive. The policy directive will be a high level document in order to remain relevant for the 30-year lifespan of the GHG Rule. It will define “regionally significant project” from the GHG Rule, define the processes for establishing and scoring mitigation measures, and define mitigation action plan and status report.
- CDOT is also working on a procedural directive that will be approved by CDOT’s executive director. The procedural directive will provide more detailed information such as the list of specific GHG mitigation measures, the methodology for quantifying and scoring measures, how to incorporate disproportionately impacted communities, and detailed modeling calculations. The procedural directive can be updated as modeling methodologies improve.

STAC Discussion

- STAC members were concerned about how rural areas will be impacted by the Rule.
- The list of mitigation measures will be given to STAC once CDOT has finished working on it.
- STAC members are interested in a cost-benefit analysis of the mitigation measures.

DATE: March 16, 2022

TO: Transportation Commission

FROM: Amber Blake, Director, Division of Transit and Rail

Rebecca White, Director, Division of Transportation Development (DTD)

SUBJECT: 10-Year Plan Update - Transit

Purpose

The purpose of this memo is to provide the Transportation Commission with an update on the projects within the 10-Year Plan.

Action

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

Background

The 10-Year Plan is being updated to reflect state SB260 and federal infrastructure bill revenues, along with the recently adopted GHG pollution reduction planning rules, and the progress thus far in delivering the original first four years of the 10-Year Plan.

Details

CDOT has made considerable progress in delivering the first four years of the 10-Year Plan while being able to closely adhere to the original regional equity targets set at the beginning of the planning process. Additionally, the Department is also on track to meet the rural paving and asset management goals for the first four years of the 10-Year Plan.

This plan update has provided an opportunity to take a more strategic approach toward planning, transparency and accountability as transit projects are more fully integrated into the 10-Year Plan. As we work to update the plan for the reasons noted above, staff is considering the following transit specific issues:

Transit Allocation Target

Based on the January and February discussions at STAC and TC, staff supports retaining a 10% minimum for transit.

Transit Equity Target

Based on the January and February discussions at STAC and TC, staff supports the use of the Regional Priority Program (RPP) Midpoint Formula for both highway and transit funding.

Statewide Transit Operations and Maintenance

The development of a comprehensive multimodal 10-Year plan moves the Department towards achieving its vision. As transit becomes a more prominent part of our state transportation system ensuring sustainable long-term funding for State transit and operations is critical. Staff will present a recommended approach that provides focused funding for State transit O/M needs, while maintaining transit equity amongst the regions. Moreover, this approach separates State transit operations and maintenance projects from capital construction projects (all modes) increasing transparency and clarity in the planning process.

A potential solution would be to change the distribution resulting in a 46% reduction in the funds going to the Regions.

I refer to the comparison chart below. While the percentages remain the same the amount of funds available would change resulting in \$105,943,897 going to operations and maintenance for the State.



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

Current Transit Equity by Region

Transit Breakdown by FY								
Region	FY22	FY23	FY24	FY25	FY26	Totals	FY22 Equity Target	Equity FY22
1	\$16,845,400	\$11,124,750	\$11,124,750	\$11,124,750	\$11,124,750	\$61,344,400	44.33%	44.33%
2	\$6,475,200	\$6,165,250	\$6,165,250	\$6,165,250	\$6,165,250	\$31,136,200	17.04%	17.04%
3	\$4,879,200	\$4,897,750	\$4,897,750	\$4,897,750	\$4,897,750	\$24,470,200	12.84%	12.84%
4	\$8,056,000	\$7,757,750	\$7,757,750	\$7,757,750	\$7,757,750	\$39,087,000	21.20%	21.20%
5	\$1,744,200	\$2,554,500	\$2,554,500	\$2,554,500	\$2,554,500	\$11,962,200	4.59%	4.59%
Totals	\$38,000,000	\$32,500,000	\$32,500,000	\$32,500,000	\$32,500,000	\$168,000,000	100.00%	100.00%

Transit Equity is maintained, Transit OM in state

Transit Breakdown by FY (State Transit O/M)								
Region	FY22	FY23	FY24	FY25	FY26	Totals	FY22 Equity Target	Equity FY22
STATE	\$10,850,000	\$19,236,000	\$15,997,080	\$16,628,992	\$19,653,862	\$105,943,897		
1	\$12,035,595	\$5,879,931	\$7,315,744	\$7,035,618	\$5,694,693	\$27,509,471	44.33%	44.33%
2	\$4,626,360	\$2,260,186	\$2,812,098	\$2,704,420	\$2,188,982	\$10,574,360	17.04%	17.04%
3	\$3,486,060	\$1,703,098	\$2,118,975	\$2,037,837	\$1,649,444	\$7,968,004	12.84%	12.84%
4	\$5,755,800	\$2,811,968	\$3,498,619	\$3,364,654	\$2,723,381	\$13,155,894	21.20%	21.20%
5	\$1,246,185	\$608,818	\$757,484	\$728,479	\$589,638	\$2,848,375	4.59%	4.59%
Totals	\$38,000,000	\$32,500,000	\$32,500,000	\$32,500,000	\$32,500,000	\$168,000,000	100.00%	100.00%

The potential results of the above could be

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

STAC Discussion

- STAC members were concerned about CDOT redirecting funds from the 10% transit set-aside to operations and maintenance. This would decrease the amount of funding for local projects. There were requests for CDOT to refrain from expanding Bustang services and to find operation and maintenance funds elsewhere.
- The funds under discussion are the 15% of MMOF funds specifically set aside for the state. CDOT put this 15% into the 10-Year Plan but is now trying to reclaim the funds for operations and maintenance. CDOT has very limited transit operation dollars and using the MMOF dollars is the only option.
- There was a suggestion that the money taken from TPRs/MPOs be considered a GHG credit.
- There was a question about the trade-off, from a GHG perspective, of using this money for Bustang versus reducing local funding.

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting May 12
Virtual at 10am to 2:00pm