



TRANSPORTATION NEWSLETTER

DATE: JULY 2022

Vince Rogalski, Chairman

Gunnison Valley TPR

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MMOF Funding decisions

Our TPR Meeting was held on JULY 14, 2022 as an in-person meeting. At this meeting we had presented applications received. There were a total of \$6,237,036.00 worth of projects. This presented a small problem in that we only had \$6,117,086.00.

Fortunately we were able to solve the problem with the help of two applicates.

The City of Gunnison was able to reduce one of their projects \$50,000.00

The second volunteer, All Points Transit, was able to delay \$70,000.00 of their projects to a later date which was agreed to. \$70,000.00 will be awarded at a future date when more funds become available.

With this solution we were able to approve All Applications presented.

CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director

- **New Supreme Court Environmental Protection Agency (EPA) ruling has no relevant impact to Colorado's Greenhouse Gas (GHG) Rulemaking.**
- **A GHG Rule update and correction is required: Current statutory language could imply that only Multimodal Transportation Mitigation Options Fund (MMOF) dollars are restricted (if reduction levels aren't met), whereas the proposed correction would also restrict CDOT's 10-Year Plan funds, and if applicable, Congestion Mitigation Air Quality (CMAQ) funds and Surface Transportation Block Grant (STBG) funds if reduction targets aren't met. An emergency rule will be drafted and adopted within the next 2 weeks for a permanent rule adoption by September 15 (to be effective on November 14, 2022).**

10-Year Plan Update and GHG Compliance Process (Informational Update) – Rebecca White, Director, Division of Transportation Development

- The 10 Year Plan is being updated to accommodate new or adjusted revenue sources, GHG rulemaking compliance considerations and progress in delivering the first four years of the current plan.
- Updates to current project tables include changing labeled years from “years 1-5” to actual fiscal year of the project as well as including the project status column.
 - Fact sheets are also being updated on each project to better show multimodal approach and latest funding status.
- The 10-Year Plan opening text is updated as well to include new resources and GHG definitions.

STAC Discussion

- There was confusion around the Infrastructure Investment and Jobs Act (IIJA) funding and whether it is being applied to advancing the 10 Year Plan. Refresher slide outlines funding that goes into the 10 Year Plan and how IIJA is incorporated.
- Project tables are still in draft form and they should be live sometime the following week; links will be sent out to STAC members.

National Electric Vehicle Infrastructure (NEVI) Program (Informational Update) – Kay Kelly, Chief, Office of Innovative Mobility, and Michael King, Assistant Director of Electrification & Energy

- The transportation sector is the largest emitter of GHG (at 21%) compared to other sectors thus electrification seeks to reduce GHG emissions
- NEVI 2030 Goals for Colorado include: 940,000 registered zero emission vehicles (ZEVs); 1,000 transit ZEVs; 35,000 medium/heavy duty ZEVs; and ensuring 100% of the state’s population is within 30 miles of a direct current (DC) fast-charging station.
- Goals Status: 56,010 registered EVs in Colorado. The recent increase is attributed to more vehicle choice and larger EV range.
- Types of EV Charging Infrastructure: Level 1 chargers provide 2 to 5 miles of range per hour; Level 2’s provide 10 to 30 miles of range per hour; Level 3 or Direct Current Fast Chargers (DCFC) provide 150 to 350+ miles of range per hour. The NEVI program focuses on Level 3 charging facilities.
- The IIJA provided \$7.5 billion to the NEVI program, including \$5 billion in the NEVI formula program and \$2.5 billion in the Discretionary Grant Program. An EV Infrastructure Deployment Plan is due by August 1st to the Joint Office of Energy and Transportation.

STAC Discussion

- Commissioner Eula Adams and Kristian Stephens raised questions regarding battery and charger technology and impacts to NEVI analysis if technology continues to improve. Data is suggesting that new battery technology could increase vehicle ranges to 750+ miles and better charging equipment designs will continue to reduce charging times. NEVI analysis is

continually being refined and adjusted based on current technology projections (the EV plan will be updated every 2 years).

- Scott James: As we move forward with building out a charging network, has there been communication with electric utility providers to ensure capacity in the energy grid, especially in rural parts of the state? The Energy Office has done modeling and worked with utility companies and found that the grid has plenty of capacity. Only minor concerns exist with some local distribution capacities.
- Richard Elsner: Expressed concerns with winterization of charging infrastructure and also the lack of charging stations west of Colorado Springs into Fairplay. The NEVI program is seeking feedback on winterization as well as future designation of corridors.
- Concerns were raised about inflation and EVs potentially causing gas vehicle ownership costs to increase due to current administration policies and the state of the economy.

TO: FROM: DATE: SUBJECT: MEMORANDUM COLORADO TRANSPORTATION COMMISSION HERMAN STOCKINGER, DEPUTY DIRECTOR AND DIRECTOR OF POLICY & HANNAH L. REED, GRANTS COORDINATOR IN OPGR JULY 20TH, 2022 UPDATE TO TRANSPORTATION COMMISSION ON SUBMITTED, IN PROGRESS, AND FORTHCOMING GRANT APPLICATIONS TO IJJA DISCRETIONARY PROGRAMS

Purpose

To share progress on submitted applications, and current and future coordination of proposals to anticipated federal discretionary programs under the Infrastructure Investment Jobs Act (IIJA).

Action

Per PD 703.0, when the department intends to apply for grants with a match consisting of previously approved funding, no action is necessary by the Commission, but we provide the Commission with the projects we intend to pursue. If the match required necessitates an additional commitment of funds not already approved by the Commission, or Bridge & Tunnel Enterprise (BTE), staff brings the projects to the Commission as an action item, with the additional funding being made contingent on a successful application and grant award.

This month, for the FY22 Bridge Investment Program (BIP) Planning and Large Bridge grant opportunities, the staff requests BTE action to approve contingent funding for up to \$1.281M of state matching funds for the Region 1 Bridge Pre-scoping Planning Project, and up to \$57.5M of state matching funds for the I-270 Critical Bridges Project, contingent on grant application success.

Background and Details

RECENTLY SUBMITTED

The following discretionary grant programs for FY22 have already closed:

1. REBUILDING AMERICAN INFRASTRUCTURE with SUSTAINABILITY and EQUITY (RAISE)

- Two applications were submitted by CDOT
 - MOVE: Westward Three mobility hub project in Region 3
 - 6th & Wadsworth interchange reconstruction in Region 1
- A third was submitted with CDOT's strong support
 - US 119 Safety and Mobility

project in Region 4

2. MULTIMODAL PROJECTS DISCRETIONARY GRANT PROGRAM (MPDG)

- Three applications were submitted by CDOT
 - Floyd Hill to Veterans Memorial Tunnels Improvements Project in Region 1
 - MOVE: W3 (resubmission) in Region 3
 - US 40 Passing Lanes & Red Dirt Hill Improvements in Region 3 ■ w/collaboration from Grand County
- Three more were submitted with CDOT's strong support
 - US 50 Safety Highway Improvements for Freight and Travel (SHIFT) in Region 2 ■ Submitted by Otero County
 - I-76 Phase IV Reconstruction and Repavement Project in Region 4 ■ Submitted by Morgan County w/Weld County support
 - US 160 Safety and Mobility Improvement Project in Region 5
 - Submitted by La Plata County

3. 5339(b) and 5339(c): Bus and Bus Facilities and the Low or No Emission Vehicle programs, respectively

- CASTA and FHU Consulting coordinated 20 applications from 15 different entities. CDOT submitted all applications under the State DUNS/UEI

- Only 5339b

- Montrose Multi-Modal Transit Center in Region 5
- Town of Estes Park Electric Trolley Facility Construction in Region 4
- Glenwood Springs Bus Shelter Replacement Project in Region 3
- Mountain Express Bus Storage, Maintenance, and Operations Facility in Region 3
- Mountain Village Phase 2 Maintenance Shop Remodel in Region 5
- RFTA 12 Diesel Buses Replaced with 10 CNG Buses and 2 Diesel Buses in Region 3
- Rifle Gateway Park-n-Ride: Relocation & Expansion in Region 3
- SMART Vehicle Replacement and Fleet Expansion Project in Region 5
- Winter Park Transit Maintenance Facility - Phase II in Region 3

- Only 5339c

- ECO Transit's E-Bus Replacement Project in Region 3

- Both

- Breckenridge two Diesel/Hybrid bus Replacements and E-Bus Barn Rehabilitation in Region 3
- Steamboat Springs Transit Bus Replacement and Overhaul Project in Region 3
- Summit County 100% Electric, Fleet Storage, Charging and Operation Transit Facility in Region 3
- Vail 2 Battery Electric Buses and Associated Charging Infrastructure in Region 3
- Via Mobility Services Bus Facility Replacement Supporting a Zero-Emissions Fleet Transition in Metro Denver in Region 1 & 4

4. NATIONAL SCENIC BYWAY PROGRAM (NSBP)

- DTD Colorado Byways Team received 26 project proposals from local agencies statewide. Three eligible and competitive applications were submitted by CDOT:

- Alpine Loop and Silver Thread Facilities, Safety, and Recreation Upgrades in Regions 3 & 5
- Scenic Highway of Legends Wayfinding and Interpretive Materials Implementation in Region 2
- Mount Evans Collaborative Renaming, Re-signing, and Educational Emphasis in Region 1

IN PROGRESS

CDOT is actively pursuing the following discretionary grant programs for FY22:

1. Transit-Oriented Development Pilot Planning Program (TOD) seeks to fund the “integration of land use and transportation planning with a new fixed guideway or core capacity improvement transit capital project”
 - CDOT is collaborating with the City of Longmont on an application for the final design of a Mobility Hub to increase capacity along US 287 and CO 119 in Region 4, as well as study TOD opportunities within a quarter mile of the new transit station.
2. BIP funding supports bridge replacement, rehabilitation, preservation, and protection projects that ultimately (1) improve safe and efficient movement of people and freight over bridges; and (2) improve the overall condition of bridges in the United States (eligible bridges for this program must be in poor or imminently poor condition).
 - CDOT’s Staff Bridge worked with every region team to determine priority, eligible, and competitive applications for each subprogram of BIP:
 - Planning subprogram applications:
 - Pre-Scoping Bridge Bundle in Region 1
 - Timber Replacement in Region 3
 - Railroad Overpasses in Region 3
 - Large Bridge subprogram applications:
 - I-270 Critical Bridge Bundle in Region 1
 - For the “Other than Large” Bridge subprogram, CDOT is reviewing a list of seven competitive projects for submission:
 - H-03-BL in Region 3
 - I-76 Phase V in Region 4
 - I-25 and CO 14 Interchange Improvements in Region 4
 - Elmores in Region 5
 - I-12-T in Region 5
 - Y6 BPM in Region 5
 - BE Culverts in Region 5
 - 3. Enabling Middle Mile Broadband Infrastructure (MM)
 - CDOT is applying to expand rural broadband to currently under- and unserved areas.

NEW & FORTHCOMING OPPORTUNITIES

The following discretionary programs have either recently released, or are expected to release in the near future, Notices of Funding Opportunities (NOFO). CDOT is interested in pursuing eligible and competitive projects, or partnerships, for each program:

1. SAFE STREETS and ROADS FOR ALL (SS4A): Supports initiatives to prevent roadway deaths and serious injuries. States are *not eligible* to apply, but resource-sharing and collaboration with eligible entities is encouraged.
2. RECONNECTING COMMUNITIES (RCC): Funding for projects that reconnect communities cut off from opportunities by transportation infrastructure through the removal, retrofitting, mitigation, or replacement of existing transportation facilities.
3. RAILROAD CROSSING ELIMINATION (RCE): Funding for highway-rail or pathway-rail grade crossing projects that improve safety and mobility of people and goods.
4. Station Accessibility and Rail Vehicle Replacement programs NOFOs are expected in July 2022

5. CONSOLIDATED RAIL INFRASTRUCTURE & SAFETY IMPROVEMENTS (CRISI) program NOFO is expected in August 2022
6. STRENGTHENING MOBILITY and REVOLUTIONIZING TRANSPORTATION (SMART) program NOFO is expected in September 2022
7. “Thriving Communities” discretionary technical assistance and capacity building resource program NOFO is expected in Fall 2022

Options and Recommendation

The Bridge and Tunnel Enterprise (BTE) Board of Directors is supporting the Region 1 Bridge Pre-scoping Planning Project and I-270 Critical Bridges Large Grant application with a resolution to commit \$1.281M and \$57.5M, respectively, in BTE matching funds.

Next Steps

TOD and BIP Planning applications are due July 25th, 2022.

BIP Large Bridge applications are due Aug. 9th, 2022.

BIP “Other than Large” Bridge applications are due Sept. 8th, 2022.

SS4A applications are due Sept. 15th, 2022.

MM applications are due Sept. 30th, 2022.

RCE applications are due Oct. 4th, 2022.

RCC applications are due Oct. 13th, 2022.

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting OCTOBER 13
VIRTUAL
From 9:30am to NOON