



# CDOT 2025 Greenhouse Gas Mitigation Action Plan Status Report

Submitted April 1, 2025

## Executive Summary

### Background

Following the submission of a GHG Transportation Report that contains a Mitigation Action Plan, CDOT is required to submit an annual status report update for each mitigation measure contained in the Mitigation Action Plan. The annual status report update is due to the Transportation Commission (TC) by April 1st each year as required by the GHG Reduction Planning Standard regulation (2 CCR 601-22, Section 8.02.7) and Policy Directive 1610 (effective June 15, 2023; Section VI.E.1).

The GHG Planning Standard outlines requirements for content of a Mitigation Action Plan under Section 8.02.6.3. This status report is the third annual status update to the Transportation Commission for CDOT's Mitigation Action Plan accepted by the TC with the [GHG Transportation Report](#) amended on September 7, 2022. A copy of the first annual status report from March 30, 2023 may be obtained online [here](#) and the second annual status report from April 1, 2024 may be obtained [here](#). For each annual status report CDOT must provide details on the implementation timeline and the current status of implementation. In addition, for measures that are in progress or have been completed, the annual status report should quantify the benefit or the impact of each measure. Finally, if a measure has been delayed, canceled, or substituted, the update must provide an explanation of why that decision was made and, if located in a Disproportionately Impacted Community, how an equivalent benefit may be achieved.

Per PD 1610 (Section VI.E.1), "If an agency fails to implement or find a substitute for a delayed or canceled GHG Mitigation Measure, the Commission will need to consider whether an Applicable Planning Document is in compliance, as per subsection 8.02.6.4 of the Rule.



The Commission shall consider failure to submit reports and any analysis therein in subsequent review of future plans presented for consideration”.

The Mitigation Action Plan is a tool for CDOT and the MPOs to reach GHG compliance outside of modeling alone. This allows an additional mechanism to account for transportation projects ability to reduce GHG emissions. Providing updates on a yearly basis ensures that mitigation measures are effective in working towards each organization’s GHG compliance.

For reference, CDOT’s GHG Transportation Report from September 2022 relied on Mitigation Action Plan measures for the compliance years 2030, 2040, and 2050 as detailed in million metric tons (MMT) the Table 1 below. Notably, an update was made to Policy Directive 1610 in June 2023 which included changes to the calculation methodology for transit GHG Mitigation Measures. As a result, the amount of GHG reduction benefit CDOT could take credit for under the “Rural Transit Recovery Following the COVID-19 Pandemic” mitigation strategy changed. This did not affect CDOT’s compliance with the GHG Reduction Levels in the GHG Transportation Planning Standard. Total GHG reductions projected to be achieved decreased slightly in 2030 and increased slightly in 2050 as represented in Table 1 below.

**Table 1 - CDOT’s GHG Reduction Results and Compliance**

<b>Compliance Steps</b>	<b>2025</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
GHG Reductions Achieved from Baseline Plan through Modeling (MMT CO2e)	0.30	0.21	0.06	0.04
GHG Reductions Achieved from Baseline through Mitigation Measures (MMT CO2e)	N/A	0.155	0.249	0.136
Total GHG Reductions Achieved (MMT CO2e)	0.30	0.365	0.309	0.176
GHG Rule Required Reduction Target (MMT CO2e)	0.12	0.36	0.30	0.17
Compliance Result	Met	Met	Met	Met



## Annual Status Update Summary

Based on the 10 Year Plan adopted along with the Greenhouse Gas Transportation Report and associated Mitigation Action Plan accepted by the TC in September 2022, CDOT relies on both modeling and mitigation actions to achieve compliance with the GHG Planning Standard reduction levels in 2030, 2040 and 2050. This Mitigation Action Plan status report is the third report to the TC. The updates provided herein are the latest information on progress implementing the mitigation measures established in the Mitigation Action Plan associated with the GHG Transportation Report accepted by the TC on September 7, 2022. Variables and concerns with each measure implementation are addressed under the current status discussion as needed. This update maintains the equity benefits analysis completed two years ago which was conducted as per the requirements of the GHG Planning Standard. At this time, the analysis does not include a burdens analysis component as guidance remains under development by CDOT's Office of Environmental Justice and Equity.

As of this update, the majority of the mitigation measures remain in process of development and implementation. However, a few have been completed. Of the four Transportation Demand Management (TDM) projects, all four have been completed as determined by the end of their initial grant periods. However, tracking the outcomes of these TDM measures to achieve the projected GHG reduction benefits is still in progress. The Bustang Expansion has been fully implemented. Rural transit service recovery continues to make significant progress through implementation as detailed below. Support for electrifying transit buses has increased through funding efforts from the Clean Transit Enterprise. Work on measures to influence the built environment remains in the early phases of development. Operational improvement projects have resulted in both timing and scope changes as discussed below.

CDOT is currently working to update the 10-Year Plan as part of the statewide planning process. The 10-year plan update is expected to be completed by the end of 2025. Through this effort, CDOT will need to conduct a new GHG modeling analysis for the updated plan as required by the GHG Planning Standard. As part of this process CDOT will reevaluate the existing mitigation action plan for any appropriate changes.



# Status of CDOT Mitigation Action Plan Measures

## Transportation Demand Management (TDM)

### CDOT Strategic TDM Grant Program: Creation of the Glenwood Springs Transportation Management Association

#### Measure Description

Creation of the Glenwood Springs Transportation Management Association (TMA) through CDOT funding, will develop new localized transportation demand management (TDM) strategies. By 2030, the Association will have dedicated resources to communicate travel options, engage with local employers to implement TDM strategies, advocate for TDM principles in local developments and land use regulations, have established incentives for participation, as well as have created a methodology for tracking performance. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-2.1.

#### Implementation Timelines

The development of the Glenwood Springs TMA was anticipated to start in August 2022. CDOT's grant funding expired on February 29, 2024 and TMA creation activity is ongoing after initial grant expiration.

#### Current Status

The total initial funding of \$64,000 has been used and processed by CDOT in February 2024. The creation of the Glenwood Springs TMA has not been completed and a new grant request is being submitted to widen the scope of the TMA to the greater Highway 82 corridor. As part of the closeout of the original grant, Glenwood Springs submitted a "final report" that provided information on a TMA workplan along with a feasibility study.

Next steps outlined by the TMA workplan highlighted the need for a regional solution to address the corridor concerns around TDM implementation. CDOT staff traveled to support a regional TDM discussion at the end of March 2024. The city is working with other regional and



county partners to pull together an application for additional grant funds and matching to apply the lessons of the first grant to a larger regional area for more impact and support.

### Quantification of Benefit

CDOT projects a 1,157 metric ton GHG benefit by 2030 from this strategy. This will be achieved by 13,000 employees covered by a voluntary commute trip reduction program. It is unclear if this commitment is carrying over to the new grant request and CDOT plans to reevaluate if this strategy or the associated projected benefit should be changed during the next CDOT 10-year plan update expected in 2026.

### Benefits to Disproportionately Impacted Communities

The creation of the TMA is a programmatic approach to GHG reductions, rather than project specific, and thus cannot currently be analyzed through the Transportation Equity Scorecard tool. The Transportation Equity Scorecard tool requires project location-specific data to assess how a project may address transportation inequities in neighborhoods and communities. Projects or programs whose direct geographic influence are not known or unable to be reasonably determined are not suitable for the Transportation Equity Scorecard tool. It is worth noting that Glenwood Springs has several census blocks that meet the definition of a Disproportionately Impacted Community. TDM programs reduce GHG emissions typically through various strategies that reduce VMT, thus one can expect a decrease in co-pollutants in the area due to the TMA. Additionally, the goal of the TMA was to establish strategies which impact adjacent DIC which use Glenwood Springs as a transportation corridor.

## **CDOT Strategic TDM Grant Program: I-70 Coalition Public Awareness Campaign & Research Effort**

### Measure Description

A research effort into I-70 travelers' behaviors, the effectiveness of existing travel alternatives and marketing efforts, and the identification of new opportunities in order to calibrate the messaging, medium, and approach of a redesigned trip-reduction marketing campaign. The campaign aims to drive travelers to non-single occupancy vehicle (SOV) travel



modes, to encourage more efficient travel behaviors (e.g. off-peak travel and travel to higher-capacity destinations along the road network), and to promote existing resources and tools designed to convert audiences into routine users of alternative travel modes. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-2.2.

### Implementation Timelines

Work on this measure began in October 2021 and was completed in July 2022 at the end of the CDOT grant period. A second grant was awarded with work beginning April 2023 and ended in June 2024.

### Current Status

As of 2025, this program has been completely launched and implemented. \$60,000 in grant funding was allocated in the first program and the grant agreement completed with all \$60,000 in grant funds having been spent. The additional grant awarded \$49,000 and was expended by the end of the second grant agreement.

### Quantification of Benefit

CDOT projects 120 metric tons of GHGs reduction will be achieved through this measure in 2030 through spending \$60,000 as allocated in the grant. With the additional \$49,000 grant spent, there is an additional 98 metric tons of GHG reduction for a total of 218 metric ton reduction by 2030.

### Benefits to Disproportionately Impacted Communities

This mitigation is a programmatic approach to GHG reductions, rather than project specific, and thus cannot currently be analyzed through the Transportation Equity Scorecard tool. The Transportation Equity Scorecard tool requires project location-specific data to assess how a project may address transportation inequities in neighborhoods and communities. Projects or programs whose direct geographic influence are not known or unable to be reasonably determined are not suitable for the Transportation Equity Scorecard tool. Travelers who may benefit from the I-70 Coalition Awareness Public Campaign are not isolated to any one



geographic region or neighborhood, as the users of that corridor come from across the entire state.

## **CDOT Strategic TDM Grant Program: City of Aspen, Micro Transit and Bike Share Pilot Expansion**

### **Measure Description**

The expansion of an existing micro transit service program, demonstrating new, on-demand service models and approaches to users requesting services. The program will also include the installation of permanent e-bike share infrastructure and the purchase of additional shared e-bikes for the existing fleet. By 2030, the program anticipates adding more than 46 e-bikes and incorporating successful micro-transit models demonstrated within the pilot into long-term transit programming within the city. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-2.3.

### **Implementation Timelines**

The City of Aspen was awarded \$50,000 in 2022, with procurement of additional infrastructure set to begin in July 2022. As of 2025, the City of Aspen used \$44,060 dollars of the \$50,000 and \$5,940 was returned to the grant pool.

### **Current Status**

As of early 2023 the grant associated with this measure is complete with \$44,060 grant funds spent. After further review of the grant, CDOT determined that e-bikes were not part of the scope of the effort and there are no records of e-bikes being purchased with the grant money. The grant money was used for a safety campaign effort. CDOT will be updating the 10-year plan during 2025 for adoption in 2026 during which time the entirety of the existing mitigation action plan will be reviewed. At that time this measure will be removed from the action plan and another equitable measure considered as a replacement.



### Quantification of Benefit

CDOT no longer expects to achieve a GHG reduction benefit from this measure and will take that into consideration when reevaluating and updating mitigation measures during the next 10-year plan update.

### Benefits to Disproportionately Impacted Communities

Using the Transportation Equity Scorecard Tool, a project can receive anywhere from 0 to 30 points. A score of 0 means the project provides no benefit to DI Communities. This project does not serve a community which meets the 2023 updated definition of a DI Community, thus this project gets a score of 0.

## **CDOT Strategic TDM Grant Program: Summit County, Trailhead Shuttle Pilot Expansion**

### Measure Description

The expansion of a pilot program initially launched for Quandary Peak and McCullough Gulch, which will operate daily shuttle service to the highly trafficked trailheads in Summit County while reducing congestion in the region; serving as a foundation for additional demand and parking management strategies. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-2.4.

### Implementation Timelines

The anticipated start date was May 2022 and the grant period ended in March 2023.

### Current Status

As of 2023, this expansion is fully complete and operational. All \$50,000 of grant funding has been allocated and spent on the shuttle operation. The grantee reported that the 2022 season resulted in 10,195 riders and 274 dogs in 3 months of operation. This year CDOT was able to obtain updated ridership information for the shuttles to McCullough Gulch and Quandary trailheads for the 2023 and 2024 seasons. The 2023 season resulted in 28,828 riders. The 2024 season resulted in 29,224 riders. Since 2022 the ridership has continued to increase and has exceeded the 21,000 riders cited in the original grant application.





### Quantification of Benefit

The projected GHG reduction of 102 metric tons in 2030 was calculated using the user-input method for new transit service that is included as part of PD 1610. CDOT will evaluate the actual GHG reduction benefit over time and in advance of the 2030 horizon year.

### Benefits to Disproportionately Impacted Communities

Using the Transportation Equity Scorecard Tool, a project can receive anywhere from 0 to 30 points. A score of 0 means the project provides no benefit to DI Communities. This project gets an equity benefits score of 3. The project serves a census block group which meets the definition of a DI Community, with 59.75% of residents being housing-cost burdened. This project improves access to community services, improves livability through design and the reduction of pollutants, and improves transit service in the area.

## Transit Strategies

### Bustang Service Expansion

#### Measure Description

Implement enhanced levels of service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility to residents and visitors of Colorado. Over the next three years, service on the I-25 North/South corridor, Fort Collins to Denver and Colorado Springs to Denver, will increase by 100% on weekdays and 200% on weekends. Service along I-70 West, Grand Junction to Denver, will increase by approximately 250%. A comprehensive media campaign will be developed to increase public awareness of Bustang's existence and expansion. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-3.1.

#### Implementation Timelines

The expansion is occurring in three phases, with the first phase implemented in the fall of 2022. The additional set of expansions will occur in late fall/early winter 2023, and the final third expansion will occur in the fall/winter of 2024.



## Current Status

As of February 2025, Bustang has completed the implementation of the planned expansion for the I-25 North, I-25 South, and I-70 West routes. Staged over three expansion phases from 2022 to 2024, the I-25 S and I-25 N route (Denver to Colorado Springs and Denver to Fort Collins) have each gone from six daily round trips Monday-Friday and two daily round trips Saturday and Sunday in 2022 to 12 daily round trips Monday-Friday and 6 daily round trips Saturday and Sunday. The expansion of the North and South lines was completed in November 2024. The I-70 West Line went from four daily round trips Monday through Sunday in early 2022 to 15 round trips Monday through Sunday. The final phase of expansion of the West Line was completed in December 2024. The final expansions on the West, North, and South lines were made possible by placing 20 additional buses into revenue service over the course of 2024.

Bustang Outrider provides service to rural areas. Service expansion since May of 2022 has included: the Sterling to Denver route went from one daily round trip on Tuesday and Thursday to running daily Monday through Friday, and as of October 2024 includes a new stop to DIA, while eliminating other stops which saw low ridership, reducing the length of the trip from Sterling to Denver by one hour. There is one daily round trip on Monday, Wednesday and Friday between Sterling and Greeley and two daily round trips Monday-Friday between Trinidad to Pueblo. These service lines operate 14 passenger cutaway buses. A second daily round trip has been added between Crested Butte and Denver, which now runs Monday through Sunday.

## Quantification of Benefit

This measure is projected to achieve 9,414 metric tons of GHG reduction in 2030, 4,707 metric tons GHG in 2040 and 4,707 metric tons GHG in 2050.

## Benefits to Disproportionately Impacted Communities

Using the Transportation Equity Scorecard Tool, a project can receive anywhere from 0 to 30 points. A score of 0 means the project provides no benefit to DI Communities. The West Line, South Line, and North Line Bustang expansions each receive an equity benefits score of 12. Each of these projects serves a high concentration of census blocks that meet the definition



of a DI Community, with many census blocks meeting more than one qualifying criteria (e.g., a census block that is both greater than 40% people of color and low income). Each of these projects improve access to education, community services, health care, and affordable housing. These projects also improve livability through design through reduction of pollutants and improves transit access and service in the I-70 and I-25 corridor.

## Rural Transit Recovery following the COVID Pandemic

### Measure Description

Following the COVID-19 pandemic, traffic in many parts of the state returned to pre-pandemic levels; while transit ridership and service remained low. Through state and federal funds, CDOT aims to return the intercity, local, and demand response service levels of the state's rural transit agency to pre-COVID levels by 2030 or earlier. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-3.2.

### Implementation Timelines

This recovery will begin to occur, effective immediately, and is expected to achieve pre-COVID levels by 2030 or earlier.

### Current Status

As of February 2025, the most recent year for which National Transit Database data exists is 2023. Updates tracking progress for this mitigation measure will be based on 2023 National Transit Database data. Some rural transit lines have recovered or even exceed pre-pandemic service and ridership levels, while others are still rebuilding to pre-pandemic levels. Local transit routes have exceeded pre-pandemic service 2019 levels by 49%. Demand response service levels in the non-MPO areas have nearly returned to pre-pandemic service levels, with 96% of service recovered. Intercity transit routes are still on their way to recovery, with 56% of service recovered compared to pre-pandemic, 2019 service. Notably, intercity transit vehicle revenue miles decreased 25% from 2021 to 2022. However, unlinked passenger trips (the number of passengers who board public transportation vehicles) for intercity transit service has continued to increase between 2021 and 2023. The number of unlinked passenger



trips for intercity transit has nearly recovered compared to pre-pandemic ridership, with a 99% recovery. Demand response ridership is 75% recovered compared to 2019 levels and local transit ridership has exceeded 2019 ridership by 20%.

Quantification of Benefit

**Table 2: Intercity Transit**

Tracking Indicator	Mitigation Action Plan Targets - 2019	2021 Progress Update	2022 Progress Update	2023 Progress Update
Vehicle Revenue Miles (VRM)	2,060,742 needed to recover	1,519,026 still needed	1,143,135 still needed	1,152,637 still needed
Unlinked Passenger Trips	8,450,910 needed to recover	3,248,786 still needed	1,223,778 still needed	52,093 still needed
Annual GHG Savings in 2030	4,121 MT	3,038 MT	2,286 MT	2,305 MT
Annual GHG Savings in 2040	2,061 MT	1,519 MT	1,143 MT	1,152 MT
Annual GHG Savings in 2050	2,061 MT	1,519 MT	1,143 MT	1,152 MT

Table 2- A summary of the recovery of intercity transit service in the non-MPO areas to 2019 service levels, which established the Mitigation Action Plan target for this measure. While unlinked passenger trips are not the unit by which the GHG savings of this mitigation measure are calculated, ridership of rural transit lines is an important datapoint to track the recovery of rural transit service. GHG savings are represented in metric tons (MT).



**Table 3: Local Transit**

Tracking Category	Mitigation Action Plan Target - 2019 service levels	2021 Progress Update	2022 Progress Update	2023 Progress Update
Vehicle Revenue Hours (VRH)	84,004 needed to recover	50,983 still needed	131,447 restored	125,475 restored
Unlinked Passenger Trips	5,927,845 needed to recover	1,122,690 still needed	6,423,981 restored	7,125,325 restored
Annual GHG Savings in 2030	336 MT	204 MT	526 MT	501 MT
Annual GHG Savings in 2040	420 MT	255 MT	657 MT	627 MT
Annual GHG Savings in 2050	588 MT	357 MT	920 MT	664 MT

Table 3 - A summary of the recovery of local transit service in the non-MPO areas to 2019 service levels, which established the Mitigation Action Plan target for this measure. While unlinked passenger trips are not the unit by which the GHG savings of this mitigation measure are calculated, ridership of rural transit lines is an important datapoint to track the recovery of rural transit service. GHG savings are represented in metric tons (MT).



**Table 4: Demand Response Transit**

Tracking Category	Mitigation Action Plan Target - 2019 service levels	2021 Progress Update	2022 Progress Update	2023 Progress Update
Vehicle Revenue Miles (VRM)	695,128 needed to recover	584,922 still needed	364,723 still needed	30,512 still needed
Unlinked Passenger Trips	433,855 needed to recover	232,484 still needed	232,256 still needed	105,670 still needed
GHG Savings 2030	0 MT	0 MT	0 MT	0 MT
GHG Savings 2040	695 MT	110 MT	330 MT	665 MT
GHG Savings 2050	1390 MT	220 MT	661 MT	1,329 MT

Table 4 - A summary of the recovery of demand response transit service in the non-MPO areas to 2019 service levels, which established the Mitigation Action Plan target for this measure. While unlinked passenger trips are not the unit by which the GHG savings of this mitigation measure are calculated, ridership of rural transit lines is an important datapoint to track the recovery of rural transit service. GHG savings are represented in metric tons (MT).

### Benefits to Disproportionately Impacted Communities

Rural transit recovery is a programmatic approach to GHG reductions, rather than project specific, and thus cannot currently be analyzed through the Transportation Equity Scorecard tool. The Transportation Equity Scorecard tool requires project location specific data to assess how a project may address transportation inequities in neighborhoods and



communities. Projects or programs whose direct geographic influence are not known or unable to be reasonably determined are not suitable for the Transportation Equity Scorecard tool. The rural transit recovery effort is directed towards rural transit as a whole, rather than any one individual transit agency or transit line. Further, the data with which CDOT uses to track this measure is based on federal reporting to the National Transit Database. Transit agencies conglomerate and report data into categories of transit mode (intercity, demand response, etc.), rather than by individual transit line. It is not currently possible to reasonably gather data on the location of each transit stop in each transit line in each rural transit agency that reports to the National Transit Database. However, it is worth noting that many of Colorado's rural communities are made of census block groups that meet the definition of a DI Community. Qualitatively we can assume that this project will provide benefits to these communities in the form of increased access to opportunity, reduction in harmful pollutants, and increased mobility.

## **Built Environment**

### **CDOT Multimodal Investments and Internal Policies to Encourage High-Density Rezoning**

#### **Measure Description**

This mitigation measure focuses on increasing residential density, job density and mixed use transit-oriented development through rezoning. In order to be eligible, per PD 1610, a rezoning must meet a requirement for "smart growth". "Smart growth" is not explicitly defined in PD 1610. Smart growth is generally understood to be a set of planning principles that aim to create sustainable, equitable communities - with a focus on mixed land use, transportation choices, walkable neighborhoods, and community collaboration. Two recent pieces of legislation, "State Land Use Criteria for Strategic Growth Act" (House Bill 24-1313) and the "Sustainable Affordable Housing Assistance" ( Senate Bill 24-174) provide the policy framework by which CDOT can identify and support communities which are striving to meet smart growth principles in the non-MPO areas of the state, areas called Neighborhood Centers. In order for a local government to officially designate an area as a Neighborhood



Center, the area must meet criteria established by the Department of Local Affairs (DOLA), which will be released in June 2025. CDOT is working collaboratively with DOLA to establish these criteria, which will vary based on regional and local contexts. Broadly speaking, Neighborhood Centers will be areas designated by local governments outside of MPOs that have zoning and other local policies that support mixed-used, pedestrian-oriented neighborhoods, the development of affordable housing, and increased public transit ridership.

It is entirely voluntary for a local government to officially designate an area as a Neighborhood Center, but doing so opens those areas to millions of dollars in grant funding, making them eligible for the Transit Oriented Communities Infrastructure Grant Program (established in HB 24-1313) and Affordable Housing Tax Credits from the Colorado Housing and Finance Authority. Further, SB 24-174 directs CDOT and other state agencies to update appropriate grant programs to prioritize projects in, or supporting, Neighborhood Centers.

It is important to note that these rezonings are currently within the authority of the local government. Any rezonings that occur will be voluntary, and responsive to local policy, market, and demographic factors. Where local governments do have this vision, CDOT can be responsive by providing infrastructure. These investments will create synergies that will not only increase the attractiveness of multimodal options, but provide the infrastructure necessary for successful high-density development in downtowns, Neighborhood Centers, and Transit-Oriented Developments (TODs). These investments include:

- development of a network of Mobility Hubs (particularly along I-70 Bustang routes)
- transit investments in Bustang, Pegasus, Outrider, and regional transit agency partners
- first-last mile ped/bike connections
- grant programs that build multimodal infrastructure Adding shoulders to rural asset management projects where it makes sense to do so, which supports rural bicycle use
- Prioritize “complete” projects in 10 Year Plan, where roadway projects include supportive multimodal elements

For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-4.1.





### Implementation Timelines

The following milestones are scheduled to support the implementation of HB 24-1313:

- In June of 2025, DOLA will officially release the criteria for Neighborhood Centers.
- Throughout the remainder of 2025, DOLA will lead (and CDOT staff will support) outreach to local governments to encourage identification of Neighborhood Centers.
- In 2026 (and possibly earlier) CDOT and other state agencies will determine incentives and other initiatives that could encourage Neighborhood Centers to be designated by local governments.
- CDOT staff will report metrics on Neighborhood Centers in non-MPO areas to the Transportation Commission annually with the MAP Report.

### Current Status

Over the past year, CDOT has been conducting outreach to 30 different municipal and county governments to gather data on supportive land use and housing projects that may be likely to qualify as Neighborhood Centers. This will provide a preliminary scan of opportunities that will assist with outreach once the Neighborhood Centers criteria is finalized. This information is still being analyzed. The following case studies are a few examples that show how investments from various state agencies, including CDOT, can help create Neighborhood Centers that lead to affordable housing, community vitality, transportation choices, and GHG reductions.

Jurisdiction	Neighborhood Center example
<b>Breckenridge</b>	Breckenridge's Runway Neighborhood includes 100 units of new affordable housing adjacent to the Blue River Rec Path, where the MPOF program has funded improvements to bike and pedestrian access. The path leads from the housing to many destinations in the community.
<b>Durango</b>	Durango has identified its Midtown Area as an Urban Renewal Authority where housing and mixed-use development will be encouraged. Revitalizing Main Streets has funded improvements to Main Avenue that help increase pedestrian connection throughout the corridor.
<b>Rifle</b>	The Rifle Apartments received a DOLA loan for affordable housing and are in downtown Rifle. The project is located across Hwy 6 from the anticipated new Rifle Mobility Hub including a new Bustang station and park n ride, which is mostly funded through a RAISE grant that CDOT applied for with the City of Rifle.



Jurisdiction	Neighborhood Center example
Alamosa	Alamosa implemented a rezoning of its commercial areas to allow multifamily housing as a permitted use. This includes the downtown area where CDOT has provided Revitalizing Main Street grants for revitalization and assisted with a redesign of Hwy 160 to improve pedestrian safety and accommodate business improvements such as outdoor dining.
Glenwood Springs	The Benedict Apartments received a DOLA grant for affordable housing, and are adjacent to a new pedestrian underpass that allows access to the 27th Street BRT station without having to cross a high-traffic area of Hwy 82. The underpass was funded by a CDOT RAISE Grant.

### Quantification of Benefit

These measures are projected to achieve 136,720 metric tons of GHG reduction in 2030, 231,095 metric tons of GHG in 2040 and 122,940 metric tons of GHG in 2050. As of this status report rezoning progress since 2022 is still being assessed.

### Benefits to Disproportionately Impacted Communities

This mitigation is a programmatic approach to GHG reductions, rather than project specific, and thus cannot currently be analyzed through the Transportation Equity Scorecard tool.

## Heavy Duty Electrification

### Electric Transit Buses

#### Measure Description

The replacement of diesel transit buses with electric transit buses in non-MPO areas. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-5.1.

#### Implementation Timelines

Between January 2020 and December 2030, 25 electric transit buses will become operational in the non-MPO areas of the state, with the potential to exceed this target as more awards and procurements continue.



### Current Status

As part of this year’s status update, CDOT developed a revised process for analyzing electric bus grant data. As a result, the information provided in the table below this year is revised from previous years. The most significant change is that CDOT removed data from grants issued in funding years prior to 2020, some of which was previously reported. Additionally, rather than try to monitor the intermediary status of procurement we are now reporting the total number of grants awarded, the total number of buses requested within those grants and the number of buses placed into service. Based on CDOT grants between January 2020 and March 2025, 13 electric transit buses have become operational in the non-MPO areas of the state. There have been a total of 18 grants awarded during the same time period with requests for 49 electric buses total. Of those 18 grants the Clean Transit Enterprise awarded four in non-MPO areas for a total of 21 buses during the 2024 funding year. Most of these recent awards are in the grant agreement development process at this time.

**Table 5: Electric Transit Bus Implementation**

<b>Transit Agency</b>	<b>Number of EV bus grants awarded (2020-2025)</b>	<b>Total number of EV buses requested by grants awarded (2020-2025)</b>	<b>Number EV buses placed into Service (2020-2025)</b>
Eagle County	3	9	4
Summit County	1	3	3
Avon	2	3	0
Town of Breckenridge	4	10	0
Town of Vail	3	8	6
City of Durango	1	1	0
Town of Winter Park	2	3	0
Archuleta County	1	2	0
Roaring Fork Transportation Authority (RFTA)	1	10	0
<b>Total</b>	<b>18</b>	<b>49</b>	<b>13</b>



## Quantification of Benefit

This measure is projected to achieve 2,125 metric tons of GHG reduction in 2030 through the replacement of 25 diesel transit buses with battery-electric buses. Given the progress in issuing grant awards CDOT is expecting to meet or exceed this goal by 2030.

## Benefits to Disproportionately Impacted Communities

CDOT staff will need to collect additional data on the routes typically traveled by these electric buses to provide an equity score for these diesel replacements. However, some of these transit agencies operate in census blocks that meet the definition of Disproportionately Impacted Community. The replacement of diesel transit buses reduce GHG emissions through the elimination of tailpipe emissions, thus one can expect a decrease in co-pollutants in the areas these transit vehicles operate. Estimated co-pollutant reductions are reported in the co-benefits section.

# Operational Improvements

## Roundabouts in the 10 Year Plan

### Measure Description

CDOT updated its 10 Year Plan in 2022 to include a number of operational improvements such as roundabouts. While roundabouts have long been recognized for their safety and mobility benefits, the increased efficiency that they provide at intersections also benefit air quality by reducing GHG emissions. In addition to over 10 roundabouts that were prioritized for funding during initial 10 Year Plan Development, CDOT has updated its plan to add three additional roundabouts. As the statewide travel model does not distinguish between a roundabout and traditional signalized intersection, CDOT has included them in the Mitigation Action Plan to capture the additional air quality benefits that the newly added roundabout projects bring to the 10 Year Plan. The following additional roundabouts were included in the updated 10 Year Plan, occurring entirely in Region 4:

- US 36 and Community Drive
- CO 52/CR 59 Roundabout and Safety Improvements



- CO 1 Safety Improvements

For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-6.1.

### Implementation Timelines

All three roundabouts are prioritized for funding in FY 23-26.

### Current Status

The US 36 and Community Drive project, a local agency project, is built. The CO 52/CR 59 project construction date has been pushed back to spring of 2027 and is still expected to be a roundabout. The CO 1 Safety Improvement project was re-scoped to not include a roundabout. With an update to the 10 year plan being planned for this year, CDOT will determine if the updated plan has an equivalent project to replace the CO 1 Safety Improvements.

### Quantification of Benefit

These projects are projected to achieve 336 metric tons of GHG reduction in 2030, 197 metric tons of GHG in 2040 and 82 metric tons of GHG in 2050.

### Benefits to Disproportionately Impacted Communities

Using the Transportation Equity Scorecard Tool, a project can receive anywhere from 0 to 30 points. A score of 0 means the project provides no benefit to DI Communities. The planned improvements along CO 1 and US 36 and Community Drive do not occur within an Disproportionately Impacted Community, thus receiving a score of 0. The CO 52/CR 59 Roundabout and Safety Improvements project has an equity benefits score of 2. The project serves a census block group which meets the definition of a DI Community, with 40.96% of residents qualifying as low income. This project improves livability through improving air quality through the reduction of pollutants and improving safety in a non-high crash location.