

# Colorado Transportation Commission

## Schedule & Agenda

April 16, 2025  
1:00 p.m.

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### Transportation Commission Workshops & Board Meeting

Wednesday, April 16, 2025

Time	Topic	Speaker
1:00 p.m.	Mobility Systems Committee <ul style="list-style-type: none"> <li>Bustang and Rural Mobility</li> </ul>	Kay Kelly, Paul Desrocher, Jan Rowe
1:30 p.m.	Right of Way Condemnation Request- Project 24493 US 6 Elk Creek Bridge Replacement	Keith Stefanik
1:45 p.m.	Adjournment and 15 Minute Break	None
2:00 p.m.	<b>Call to Order Board Meeting, Roll Call</b>	Herman Stockinger
2:05 p.m.	Open Public Meeting on Draft FY 2026-FY2029 STIP	Jamie Collins
2:10 p.m.	Public Comments	Various
2:20 p.m.	Comments of the Chair and Commissioners	Commissioners
2:30 p.m.	Executive Director's Management Report	Shoshana Lew
2:35 p.m.	Chief Engineer's Report	Keith Stefanik
2:40 p.m.	CTIO Director's Report	Piper Darlington
2:45 p.m.	Legislative Update	Emily Haddaway
2:50 p.m.	STAC Report	Gary Beedy
2:55 p.m.	Act on Consent Agenda: <p>Proposed Resolution #1: Approve the Regular Meeting Minutes of February 20, 2025</p> <p>Proposed Resolution #2: IGA Approval &gt;\$750,000</p> <p>Proposed Resolution #3: Disposal: Rifle, Declaration of Excess; Parcels 1, 2 3, and 5</p> <p>Proposed Resolution #4: Repeal of Policy Directive 1605.0, Interregional Express Bus Service Program</p>	<p>Herman Stockinger</p> <p>Lauren Cabot</p> <p>Jason Smith</p> <p>Kay Kelly, Paul Desrocher</p>
3:00 p.m.	Discuss and Act on Proposed Resolution #5: Condemnation Authorization for Project 24493 US 6 Elk Creek Bridge Replacement	Keith Stefanik
3:05 p.m.	Discuss and Act on Proposed Resolution #6: 7th Budget Supplement of FY 25	Jeff Sudmeier and Bethany Nicholas
3:10 p.m.	Discuss and Act on Proposed Resolution #7: Acceptance of the GVMPO GHG Report	Darius Pakbaz
3:15 p.m.	Discuss and Act on Proposed Resolution #8: Safe Routes to School (SRTS) Program and Approval of Grant Awards from the SRTS Advisory Committee	Darius Pakbaz
3:20 p.m.	Other Matters	TBD
3:25 p.m.	Close Public Meeting on Draft FY 2026-FY2029 STIP	Jamie Collins

3:30 p.m.	Adjournment	None
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## The Bridge and Tunnel Enterprise Board of Directors Meeting

Wednesday, April 16, 2025

Time	Topic	Speaker
3:30 p.m.	Call to Order and Roll Call	Herman Stockinger
3:35 p.m.	Public Comments	Various
3:40 p.m.	Act on Consent Agenda <ul style="list-style-type: none"> <li>Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of March, 2025</li> </ul>	Herman Stockinger
3:45 p.m.	Discuss and Act on Proposed Resolution #BTE2: BTE 6th Budget Supplement FY2024-25	Patrick Holinda
3:50 p.m.	Update on BTE Series 2025A Revenue Bond Transaction	Patrick Holinda
3:55 p.m.	Adjournment	None

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### Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Quarterly Revenue Forecast Update (Jeff Sudmeier)
- Hinsdale County/Town of Lake City OHV Highway Program Report (Jason Smith)
- CDOT Annual GHG Mitigation Report (Darius Pakbaz)
- DRCOG Annual GHG Mitigation Report (Darius Pakbaz)
- March 2025 TC Grants Memo (Anna Dunn & Leslie Welch)





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Kay Kelly, Chief of Innovative Mobility; Paul DesRocher, Director of DTR; Jan Rowe, Assistant Director, Planning & Operations

**Date:** Wednesday, April 16, 2025

**Subject:** Mobility Committee - Bustang and Rural Mobility Update

### Purpose

To provide an update on Bustang service metrics and current efforts

### Action

Informational

### Background

Bustang transit service began in 2015 to provide a commuter-focused transportation solution along I-25 and I-70. Since then, CDOT added the Outrider transit network in 2018 to better serve rural Colorado, and Pegasus service in 2022, which uses smaller (non-CDL) vehicles that can utilize the I-70 Mountain Express Lanes. Together, all Bustang services provide Colorado residents and visitors opportunities to travel throughout the state without the need or impact of a personal vehicle.

### Next Steps

Specific Bustang services have experienced significant growth recently through State investments, enabling the purchase of new vehicles and service expansion. Ridership has largely rebounded from the COVID-19 pandemic across the entire system, and in most cases now exceeds pre-COVID levels. The Division of Transit and Rail (DTR) has several initiatives underway to plan for the long-term growth and sustainability of the Bustang system.

### Attachments

Bustang and Rural Mobility Presentation



**COLORADO**

Department of Transportation

## Bustang and Rural Mobility



# Bustang Updates

## SB22-180 Pilot Expansion Program

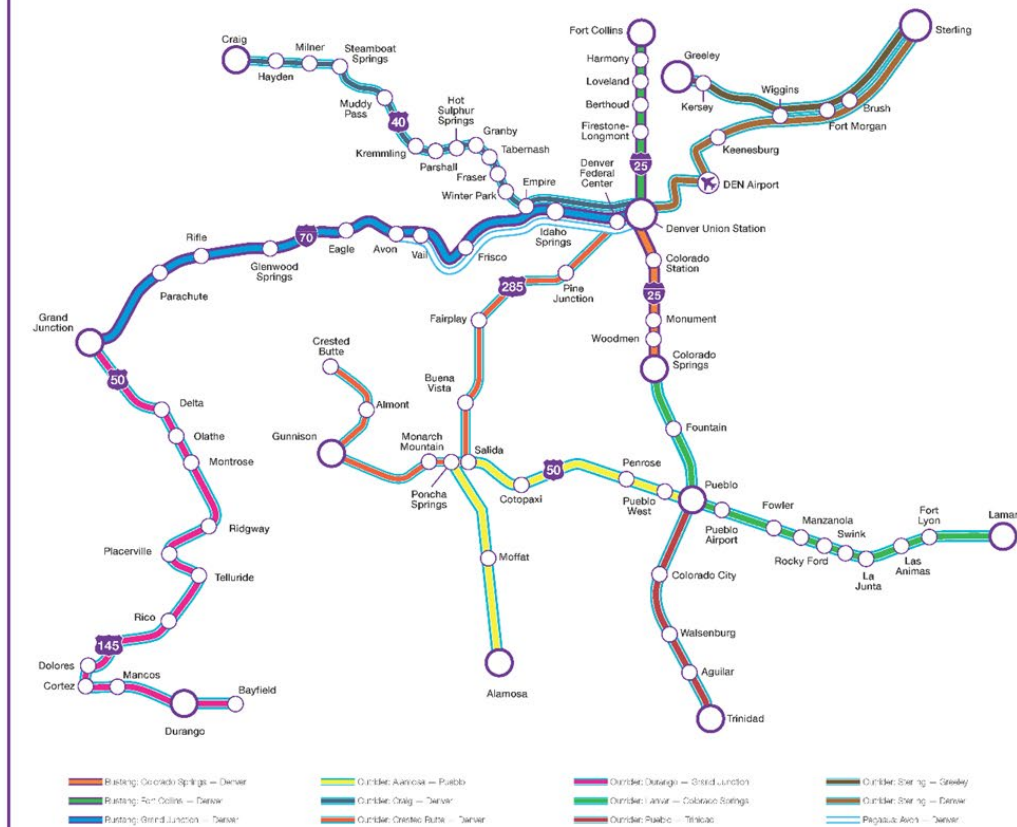
- Full expansion level of service reached on 12/16/2024
- Doubled service on I-25 and tripled service on I-70 between May 2022 and December 2024

## Snowstang Seasonal Service

- Ridership up 15% YOY on the four returning routes through end of March
- Second trip piloted for Copper Mountain service on two weekends in Jan.

## Bustang to Estes Seasonal Service

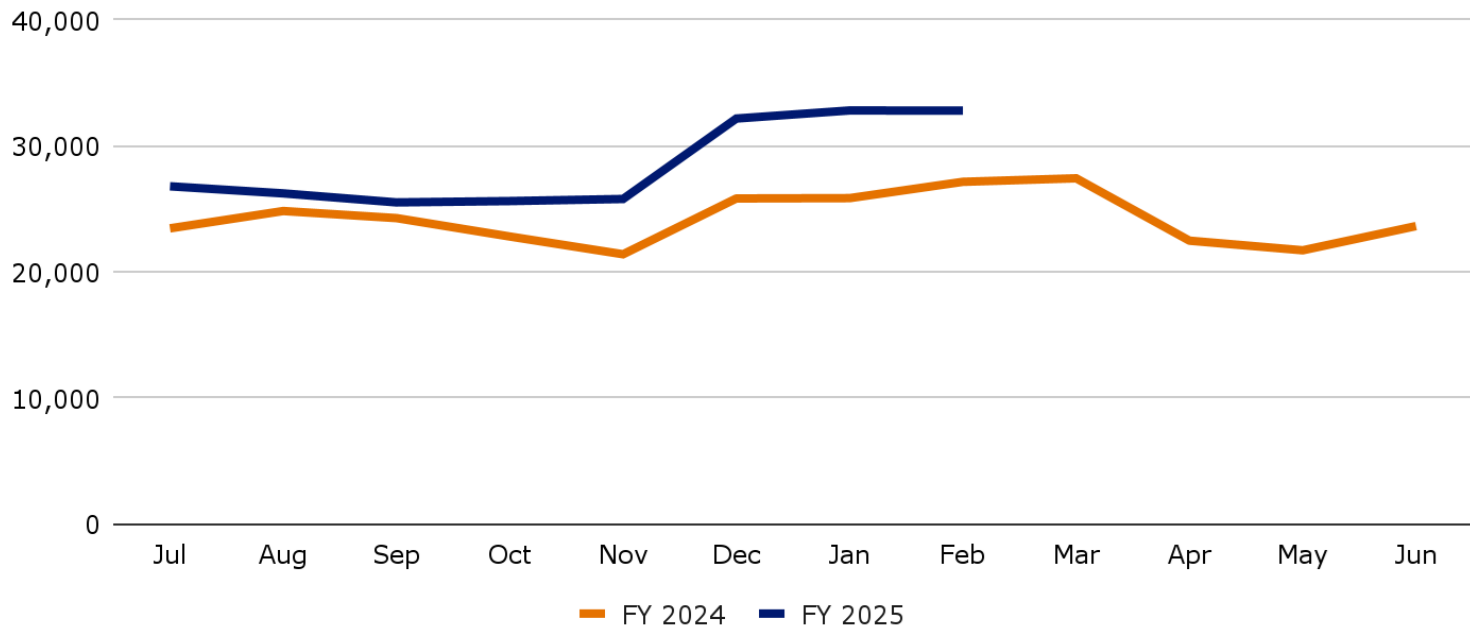
- On track to launch Memorial Day weekend, with service to the RMNP Park and Ride returning for 2025 season
- No changes to fares – \$15 round trip for adults with discounts available





# Bustang Ridership

## Monthly Bustang System Ridership by Fiscal Year

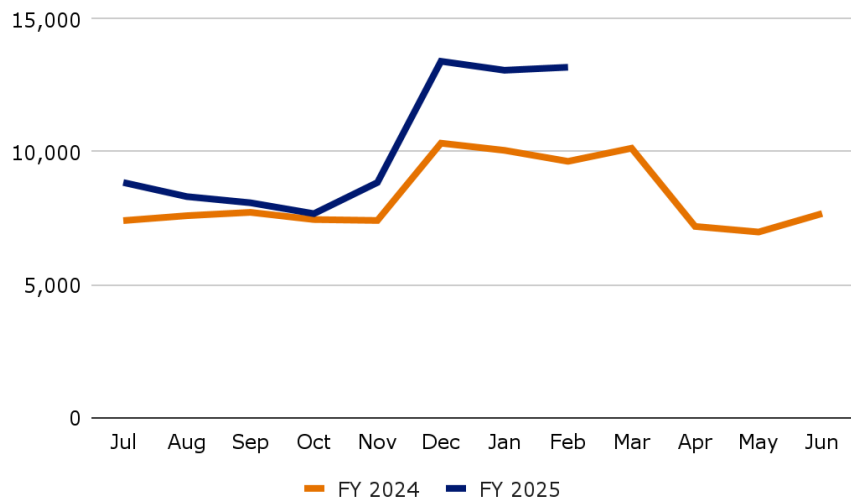


\*Includes Bustang, Pegasus, Outrider, and Seasonal Services

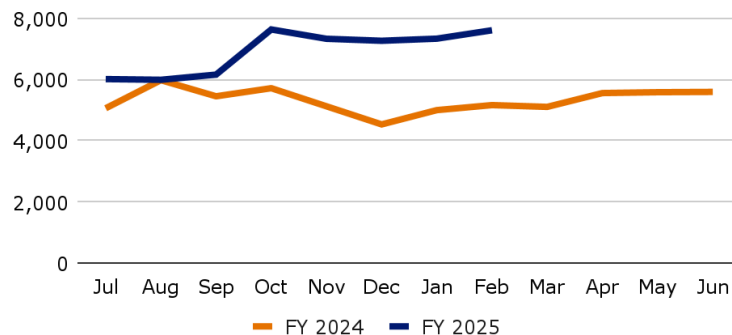


# Monthly Bustang Ridership - Main Lines

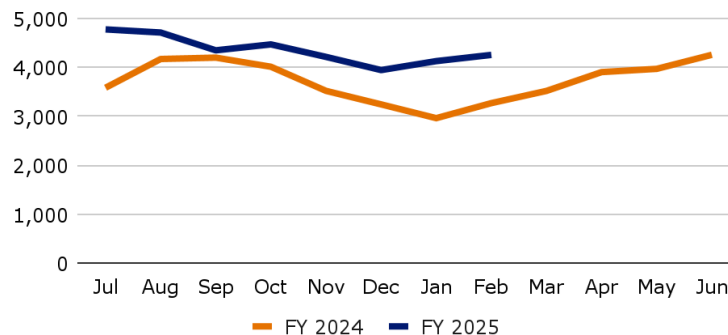
## West Line



## North Line



## South Line







# Upcoming Mobility Hubs: Lone Tree









## Other Bustang Projects

- IGA for development of new Bustang app
  - New app expected in August/September
  - Employer-sponsored transit pass option
- Procurement of buses to replace aging fleet
  - Expect ~5-7 new buses depending on final price
- El Rancho Park-n-Ride
  - Expected public opening in late April-May
  - New stop for Pegasus service on the I-70 mountain corridor





# Outrider Operational Characteristics

- Connecting residents and visitors to major activity centers providing access to goods and services.
- All existing routes currently connect to an urban city in one of Colorado's five MPOs
- Service is focused on access more than ridership or high service frequency
- Goals include providing transit access and breaking down barriers to mobility opportunities





# Recent Outrider Successes

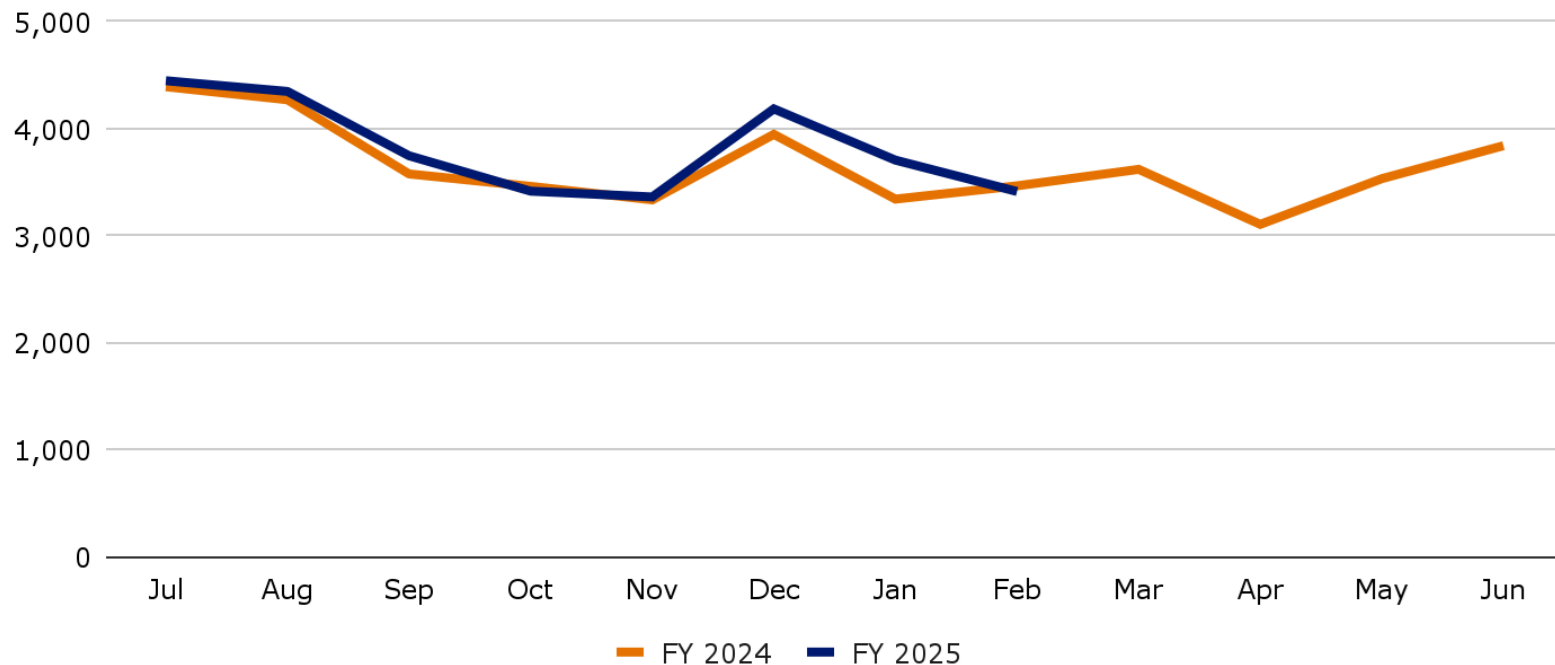
- Sterling-Denver route stop at Denver International Airport
- 2nd daily round trip on Crested Butte-Denver route
- Monarch Mountain now a year-round stop





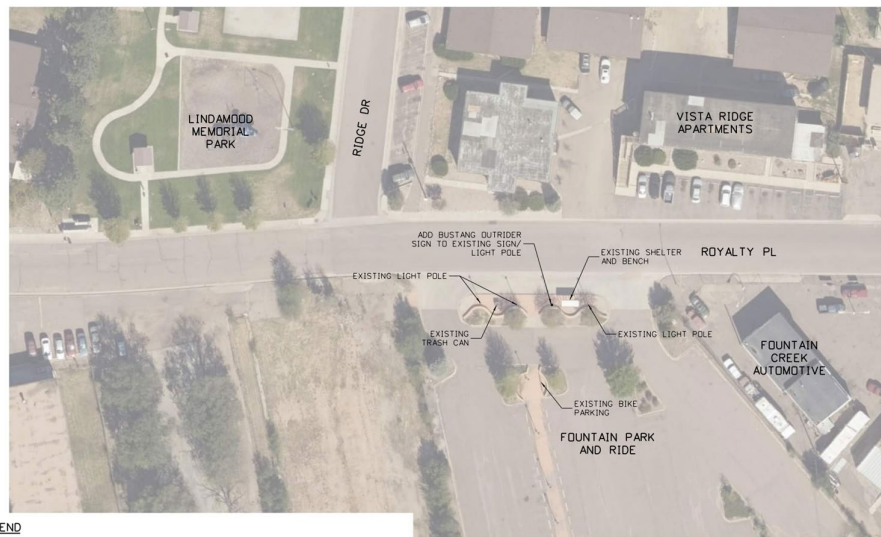
# System Ridership - Outrider

## Monthly Outrider Rural System Ridership by Fiscal Year





# Outrider Stop Improvements Project



## LEGEND

- SC -	SAWCUT	CLEARING AND GRUBBING LIMITS
ASPHALT REMOVAL LIMITS	SIDEWALK REMOVAL LIMITS	
CURB AND GUTTER REMOVAL LIMITS		

- A statewide assessment of all Outrider stops to standardize access, accessibility, and amenities
- 7 of 7 operated routes have reached 30% design as of today (4/16/2025)
- Construction funding in the CDOT 10-Year Plan will require prioritization



# Transit Connections Study Update

## Overview

- Provide a strategic vision for an integrated statewide transit network, improving mobility and connectivity across Colorado
- Create a “north star” for regional and interregional project prioritization that informs future planning and project development.

## Status

- Completing gaps and needs analysis (expected April)
  - Wrapping up statewide market analysis
  - Identifying opportunities & challenges

## Next Steps

- Develop recommendations
- Complete draft report (early May)
- Share with stakeholders for review (May)
- Final report (end of June)





# TC Consent Agenda Item - PD 1605.0 Repeal

- PD 1605.0 is the original Policy Directive for the Interregional Express (IX) Bus Service Program adopted by TC in January 2014
  - Sets base budget of \$3M/year and requires 20% farebox recovery within 2 years of service start up
  - Required monitoring the IX Bus Program for a period of 3 years and the option for TC to continue, modify or cancel service.
- The IX Program, now known as Bustang, has evolved substantially since 2014 and is now governed by other CDOT PDs
  - PD 704 governs the use of FASTER funds
  - PD 703 details oversight and authority for budget matters that involve material change or significant risk
- Staff is requesting that TC repeal PD1605.0



# Questions and Comments



**Jan Rowe**

Assistant Director of Planning & Operations  
Division of Transit and Rail

[jan.rowe@state.co.us](mailto:jan.rowe@state.co.us)

[RideBustang.com](http://RideBustang.com)





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Keith Stefanik, P.E., Chief Engineer

**Date:** April 4, 2025

**Subject:** Report pursuant to Colorado Revised Statutes, §43-1-208 Regarding Project Number FBR 0063-066, US Highway 6/New Castle Elk Creek Bridge, Project Code 24493, Seeking Approval to Initiate and Conduct Condemnation Proceedings.

### Purpose

CDOT Region 3 seeks condemnation authorization of two permanent easements and one fee simple parcel necessary for Project Number FBR 0063-066.

### Action

A resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings.

### Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes ("C.R.S."), Section 43-1-208(1). On 3/27/2025, the Right of Way Plans for FBR 0063-066, US Highway 6 / New Castle Elk Creek Bridge were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the with the landowner listed below.

Due diligence has not been able to positively identify the rightful owner(s) of parcels RW-5, PE-5, and PE-5A on project FBR 0063-066, US Highway 6 / New Castle Elk Creek Bridge. The last record of ownership was the plat of the Town of New Castle recorded in 1887. No record of transfer of ownership has been found after that date. Descendants of holders of interest in the parcel in 1887 have been researched to the third generation where possible, but no documents have been found transferring ownership of those interests.

The project FBR 0063-066, US Highway 6 / New Castle Elk Creek Bridge is necessary for the replacement of a bridge and maintenance of a bridge over Elk Creek. This will improve safety of this corridor that carries ever-increasing traffic and is therefore desirable.

## Overview of Property Previously Approved for Negotiation

Region 3 seeks to acquire through condemnation proceeding one Fee Simple parcel RW-5 and two Permanent Easements PE-5 and PE-5A under unknown ownership previously approved for negotiation.

The owner(s) remain unknown and thus cannot be informed of the Transportation Commission meeting on 4/17/2025.

Resolution No. Approving Negotiation: N/A

Address: Not currently identified by the Garfield County Assessor's

Landowner's Name: Unknown

Current Size of Property: Not determined

Proposed Size of Acquisition: 9,320 Square Feet

Purpose of Parcels Necessary for Project:

RW-5: A fee simple parcel having an area of 4,099 sf. This parcel is necessary for replacement and maintenance of a bridge.

PE-5: A permanent easement having an area of 4,173 sf. This parcel is necessary for replacement and maintenance of a bridge.

PE-5A: A permanent easement having an area of 1,048 sf. This parcel is necessary for replacement and maintenance of a bridge.

Waiver Valuation, Damages and Benefits: \$6,158.53.

Waiver Valuation was completed by Mike Cooper, R3 Real Estate Specialist

Date of Initial Offer: No offer.

Summary of Counteroffers:

Due diligence has not been able to identify owners of parcels RW-5, PE-5, and PE-5A on project FBR 0063-066, US Highway 6 / New Castle Elk Creek Bridge.

## Next Steps

Upon condemnation authorization, this matter will be referred to the Attorney General's Office to gain possession through a court order. No further TC action.

## Attachments

Proposed Resolution

Right-of-Way Plans

Legal Descriptions

Affidavits - Exhibits A,B,C

Contact Summary

AFFIDAVIT OF MICHAEL E COOPER

I, Michael (Mike) E Cooper, being of lawful age, and sworn to tell the truth, state as follows:

- 1. I am over 18 years old and have personal knowledge of the matters stated in the Affidavit.
- 2. I am an employee of Colorado Department of Transportation located at 222 S. 6<sup>th</sup> St, Room 317, Grand Junction, CO 81501. In my capacity as a Real Estate Specialist, I was asked to assist with various aspects of identifying the heirs of the last known owners of the subject property known as Project Number FBR-0063-066, parcels RW-5, PE-5, PE-5A.
- 3. I attempted to research landowner sales, assigns, wills, heirs, and successors for the property identified as RW-5, PE-5, PE-5A. I researched websites and contacted individuals in person at several locations listed below.
- 4. During the period between October 31, 2024, to March 31, 2025, I researched the following names for sale of interest, wills, and heirs:
  - Jasper Ward and interests he sold in the property per the attached Exhibit A
  - William Gelder and his heirs per the attached Exhibit B
  - WE Shaffer and his heirs per the attached Exhibit B
  - WM Gilder and his heirs per the attached Exhibit B
  - David RC Bunn per the attached Exhibit B
  - George Aurthur Reed per the attached Exhibit B
- 5. Resources searched include:
  - Garfield County Clerk and Recorder
  - Town of New Castle – municipal records
  - New Castle Historical Museum
  - Colorado Historic Newspapers Collection
  - Garfield County Libraries
  - Colorado State Archives – probate records
  - National Archives Census Records
  - Ancestry.com
  - Family Search.com
  - Findagrave.com
  - Google.com
- 6. Based on the above research for parcels RW-5, TE-5, and PE-5A, diligent inquiry has been completed and I am unable to confirm if those properties, which were included in the plat as Elk Creek (the plat to the town of New Castle) if the parcels were intended to be transferred to the owners’ heirs or to others.

FURTHER AFFIANT SAYETH NAUGHT.

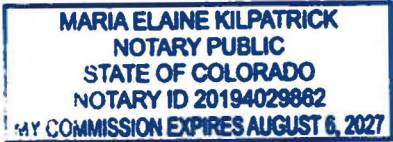
DATED this 2nd day of April 2025.



Mike Cooper

State of Colorado )  
 ) ss.  
County of Mesa )

Subscribed and affirmed, or sworn to, before me this 2nd day of April 2025 by Michael E Cooper.  
Witness my hand and official seal.

  
\_\_\_\_\_  
Notary Public, State of Colorado

# AFFIDAVIT OF JODY TRAVIS

I, Jody Travis, being of lawful age, and sworn to tell the truth, state as follows:

1. I am over 18 years old and have personal knowledge of the matters stated in the Affidavit.
2. I am an employee of Colorado Department of Transportation located at 222 S. 6<sup>th</sup> St, Room 317, Grand Junction, CO 81501. In my capacity as a Real Estate Specialist, I was asked to assist with various aspects of identifying the heirs of the subject property known as Project Number FBR 0063-066, parcels RW-5, PE-5, PE-5A.
3. I attempted to research landowner assigns, heirs, and successors for the property identified as RW-5, PE-5, PE-5A. I researched websites and contacted individuals in person at several locations. I am attaching a spreadsheet, Exhibit A, to disclose these contacts.
4. During the period between 10/31/24 to 3/17/25, I researched the following names:
  - William Gelder and Alice Gelder and all their heirs per the attached Exhibit B
  - Nettie Laura Ward (heir of Joseph Ward) and her heirs per the attached Exhibit C
5. I searched the South Carolina Probate Records, Garfield County Recorder, and Salt Lake County Recorder websites for any wills or probate documents for Lillian Minter, Lillian Gelder, William Gelder, Joseph Gelder, and Royal William Gelder. There were no documents identified.
6. Based on the above research on other owners and heirs of parcels RW-5, TE-5, and PE-5A, diligent inquiry has been completed and I am unable to confirm if those properties, which were included in the plat as Elk Creek (the plat to the town of New Castle), if the parcels were transferred to the heirs or others.

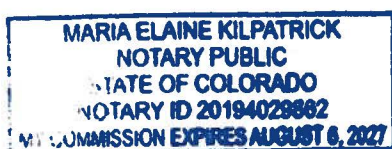
FURTHER AFFIANT SAYETH NAUGHT.

DATED this 20<sup>th</sup> day of March 2025.

  
\_\_\_\_\_  
Jody Travis

State of Colorado                    )  
  ) ss.  
County of Mesa                    )

Subscribed and affirmed, or sworn to, before me this 2<sup>nd</sup> day of April 2025 by Jody Travis. Witness my hand and official seal.



  
\_\_\_\_\_  
Notary Public, State of Colorado



## AFFIDAVIT OF KARIN WALKER

I, Karin Walker, being of lawful age, and sworn to tell the truth, state as follows:

1. I am over 18 years old and I have personal knowledge of the matters stated in the Affidavit.
2. I am an employee of Colorado Department of Transportation located at 222 S. 6<sup>th</sup> St., Grand Junction, CO 81501. In my capacity as a Right-of-Way Agent, I was asked to assist with various aspects of identifying the heirs of the subject property known as Project Number FBR-0063-066, parcels RW-5, PE-5, PE-5A.
3. I attempted to research landowner assigns, heirs, and successors for the property known as RW-5, PE-5, PE-5A in New Castle, Colorado. I researched websites and contacted individuals in person at several locations. I am attaching a spreadsheet **Exhibit A**, to disclose these contacts.
4. During the period between 10/31/24 and 3/14/25, I researched the following names:  
Joseph Ward and all his heirs per attached **Exhibit B & C**  
W. E. Shaffer and all his heirs per attached **Exhibit D** (unable to verify whether this is the W.E. Shaffer that was connected to this property.)  
David R.C. Bunn – unable to find any information on this individual – See Exhibit A  
G. A. Reed – unable to find any information on this individual – See Exhibit A
5. I have researched the tax database on the Garfield County website.

For all of the above reasons, I have made diligent inquiry and have been unable to learn the whereabouts of such owners, if any exist.

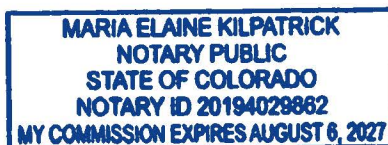
FURTHER AFFIANT SAYETH NAUGHT.

DATED this 2nd day of April, 2025.

  
Karin Ann Walker

STATE OF COLORADO     )  
  ) ss.  
COUNTY OF MESA         )

Subscribed and affirmed, or sworn to before me this 2nd day of APRIL, 2025 by Karin Walker. Witness my hand and official seal.



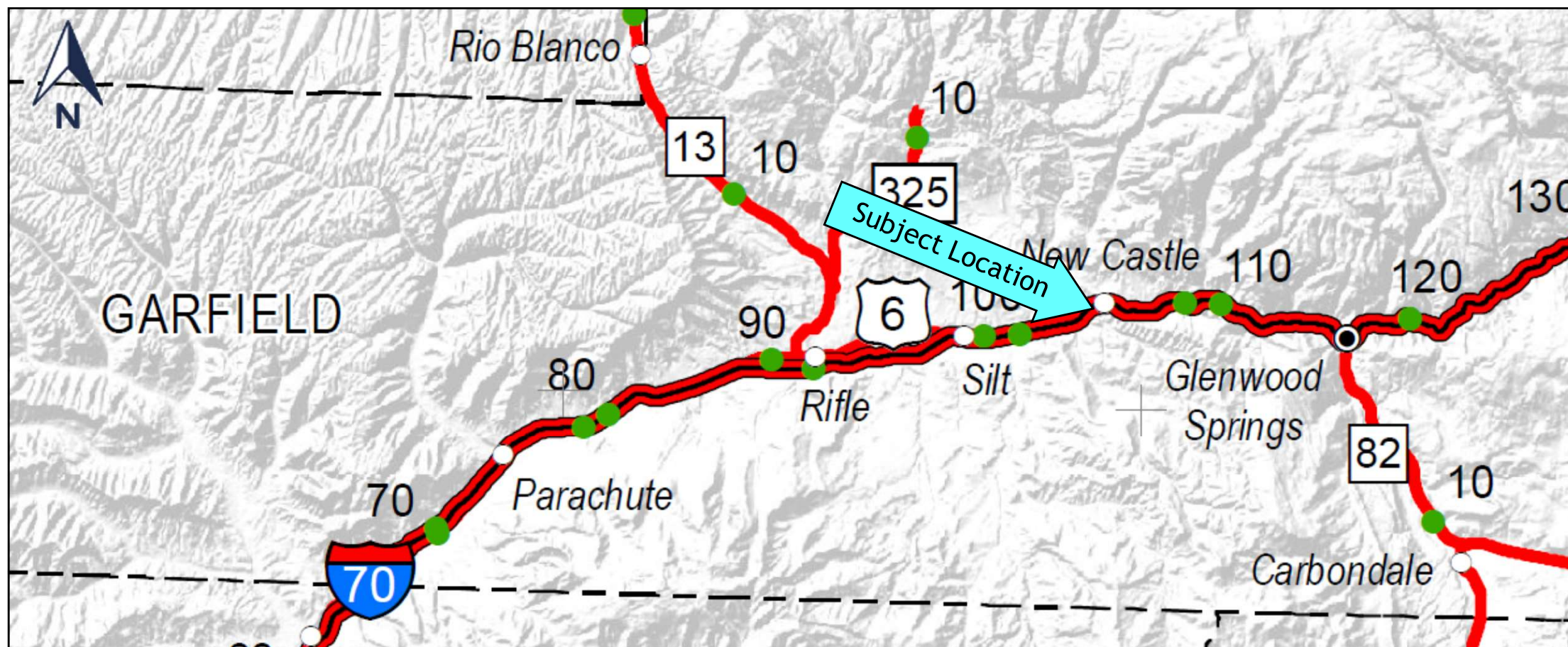
  
Notary Public, State of Colorado

**Additional Affidavit Exhibits Available Upon Request**



# Condemnation Authorization US 6 Elk Creek Bridge

District: 7    Region: 3    Project: FBR 0063-066    Project Code: 24493



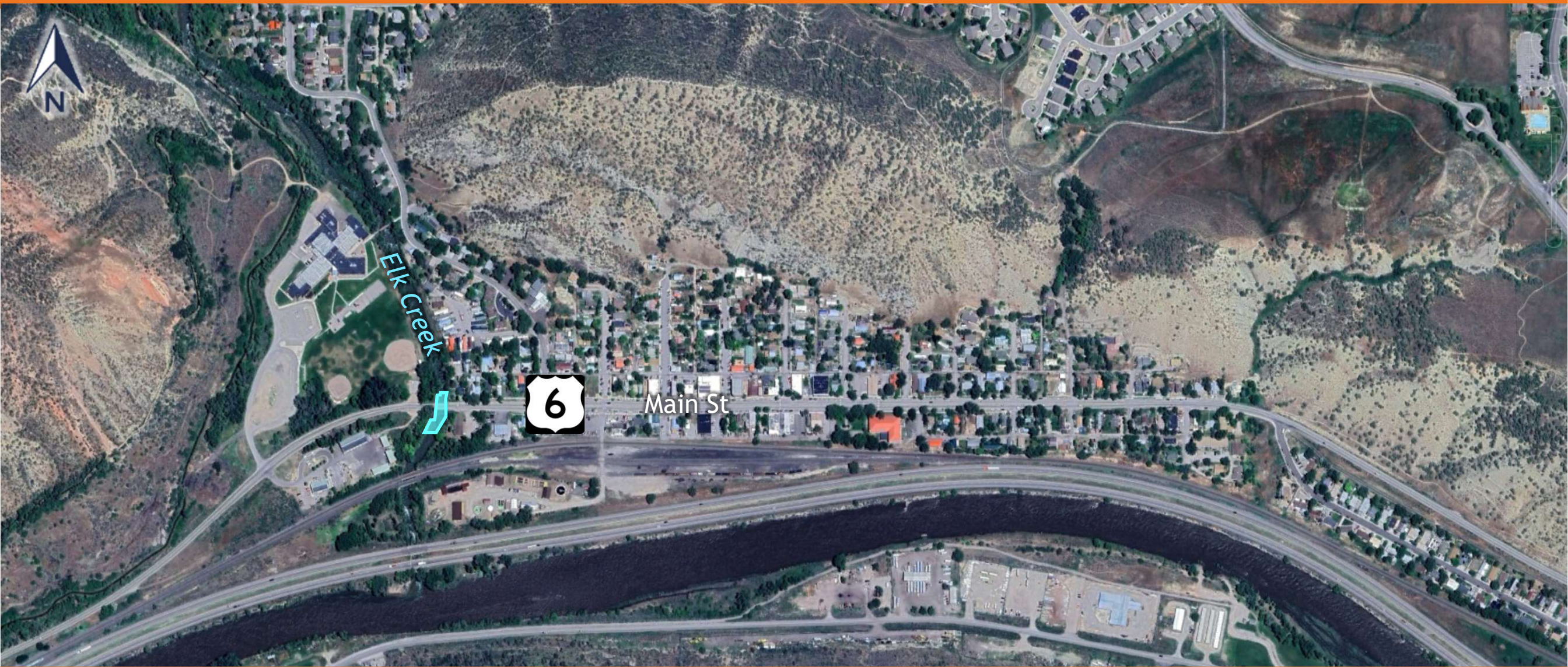
Owners: Unknown Ownership

Project Purpose: Improve safety, efficiency and connectivity for the traveling public





# Condemnation Authorization US 6 Elk Creek Bridge



Location of Parcels





# Condemnation Authorization US 6 Elk Creek Bridge



Location of Parcels RW-5, PE-5A, PE-5



# Condemnation Authorization US 6 Elk Creek Bridge

## SUMMARY OF ATTEMPTS TO LOCATE OWNERS

- Due diligence has not been able to positively identify the rightful owner/owners of parcels RW-5, PE-5, and PE-5A.
- Last record of ownership was the plat of the Town of New Castle recorded in 1887. No record of transfer of ownership has been found after that date.
- Descendants of holders of interest in the parcel in 1887 have been researched to the third generation where possible, but no documents have been found transferring ownership of those interests.
- As a result, no offer has been made on the subject parcels. Parcels valued at \$6,160.00 per a waiver valuation

Post-Amerco Real Property Condemnation Authorization Requests  
April 17, 2025 Transportation Commission Meeting

Region 3 - Condemnation Authorization Requests											
TC District	Project Name	Project #	Project Code	Parcel #	Parcel Size	Property Owner(s)	Valuation Amount	Appraisal (A) or Waiver Valuation (WV)	Date of Valuation	Owner's Current Counter-Offer	Prior TC Condemnation or Acquisition
7	US Highway 6 / New CaFBR 0063-066		24493 RW-5		4099 SF	Unknown	\$ 2,869.30	WV	27-Mar	NA	
7	US Highway 6 / New CaFBR 0063-066		24493 PE-5		4173 SF	Unknown	\$ 2,628.99	WV	27-Mar	NA	
7	US Highway 6 / New CaFBR 0063-066		24493 PE-5A		1048 SF	Unknown	\$ 660.00	WV	27-Mar	NA	





222 South 6th Street  
Room 317  
Grand Junction, CO 81501  
Phone: 970-683-6201  
Fax: 970-683-6227

Region 3

DCH

Sheet Revisions

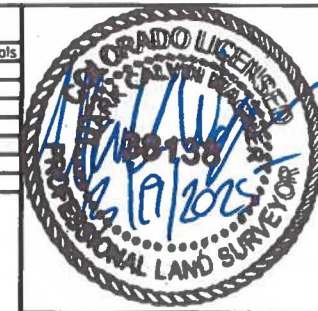
Date	Description	Initials
3/19/25	Create new plan sheet for RW-5	JSB

Sheet Revisions

Date	Description	Initials

Sheet Revisions

Date	Description	Initials

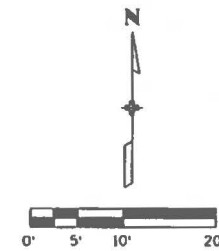


Right of Way Plans

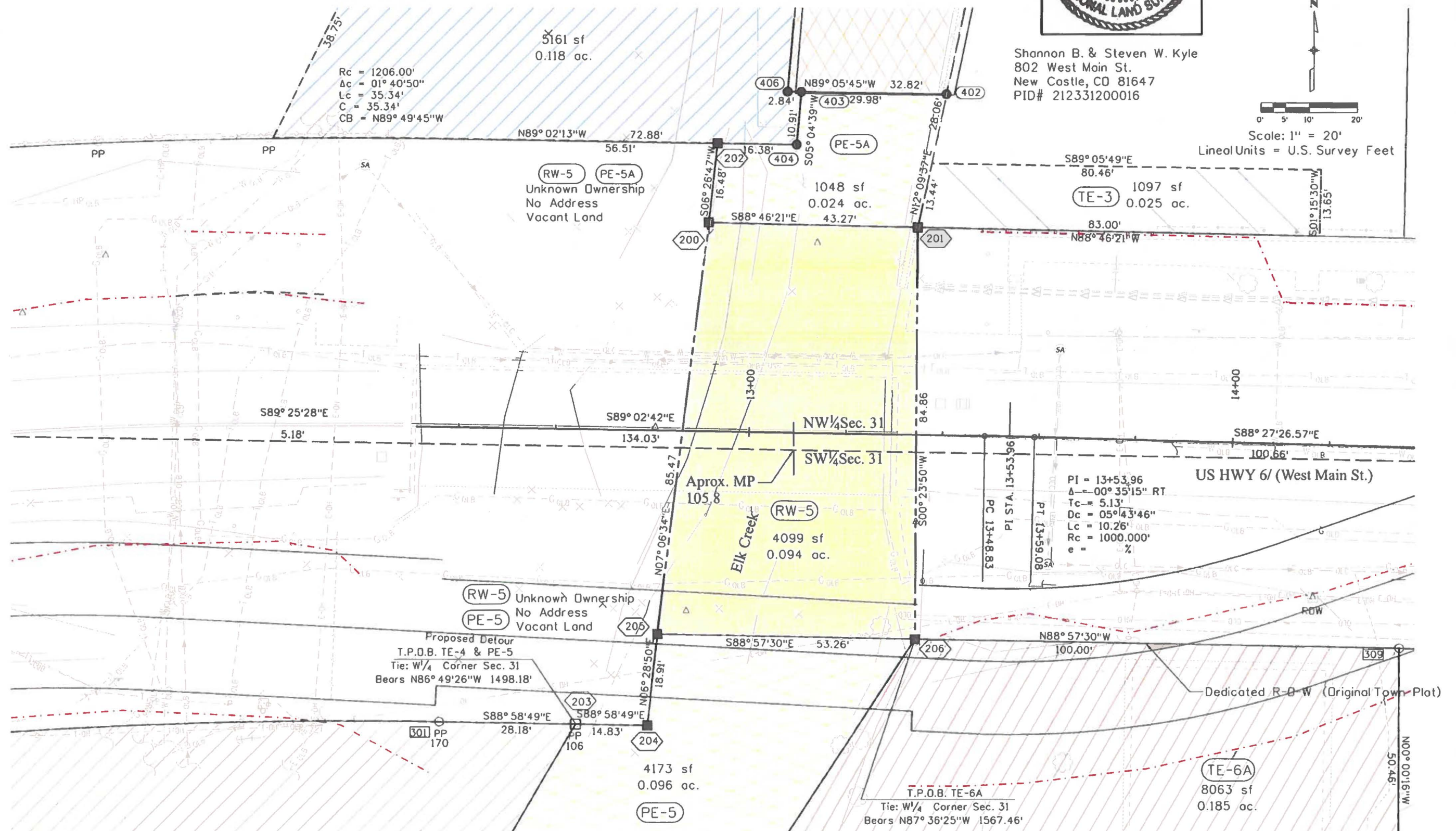
Plan Sheet

Project Number: FBR 0063-066
Project Location: US HIGHWAY 6/NEW CASTLE
ELK CREEK BRIDGE
Project Code: 24493
Last Mod. Date: 3/19/25
Subset: 7.01 to 7.04
Sheet No: 7.04

Shannon B. & Steven W. Kyle  
802 West Main St.  
New Castle, CO 81647  
PID# 212331200016



Scale: 1" = 20'  
Lineal Units = U.S. Survey Feet





Colorado Department of Transportation



222 South 6th Street  
Room 317  
Grand Junction, CO 81501  
Phone: (970) 683-6201  
Fax: (970) 683-6227

Region 3

DCH

Sheet Revisions

Date	Description	Initials
3/19/25	Add Parcel RW-5	JSB

Sheet Revisions

Date	Description	Initials

Sheet Revisions

Date	Description	Initials

Right of Way Plans

Ownership Map

Project Number: FBR 0063-066
Project Location: US HIGHWAY 6/NEW CASTLE
ELK CREEK BRIDGE
Project Codes: 24493
Last Mod. Date: 3/19/25
Subet: 8.01 to 8.02
Sheet No.: 8.02

T 5 S, R 90 W, 6th P.M.  
Section 31  
Garfield County

Scale: 1" = 40'  
Linear Units = U.S. Survey Feet

FLOOD PLANE INFORMATION

By graphic plotting only, this property is located in Zone "A" of the Flood Insurance Rate Map. Community Panel No. H 01, which bears an effective date of July 25, 1975, and is in a 100 year flood hazard area.



FLOOD ZONE "A"

FLOOD ZONE

TE-1  
Garfield County School District RE-2  
804 West Main St.  
New Castle, CO 81647  
PID# 212331200019

PE-2  
Storey Enterprises, Inc.  
PO Box 2223  
Grand Junction, CO 81502  
PID# 212331200035

TE-1  
5161 sf  
0.118 ac.

PE-2  
2600 sf  
0.060 ac.

TE-3  
Shannon B. & Steven W. Kyle  
802 West Main St.  
New Castle, CO 81647  
PID# 212331200016

RW-5 PE-5A  
Unknown Ownership  
No Address  
Vacant Land

PE-5A  
1048 sf  
0.024 ac.

TE-3  
1097 sf  
0.025 ac.

RW-5  
4099 sf  
0.094 ac.

US HWY No. 6 (West Main Street) 80' R-O-W

NW 1/4 Sec. 31

SW 1/4 Sec. 31

PE-5  
Unknown Ownership  
No Address  
Vacant Land

PE-5  
4173 sf  
0.096 ac.

TE-6A  
8063 sf  
0.185 ac.

TE-7  
2554 sf  
0.059 ac.

TE-4  
10817 sf  
0.248 ac.

TE-4  
Town of New Castle  
801 West Main St.  
New Castle, CO 81647  
PID# 212331307002

ELK CREEK

TE-6A TE-6B  
Jerry R D Senior Rev. Trust 8/12/2022  
791 West Main St.  
New Castle, CO 81647  
PID# 212331303001

TE-6B  
2918 sf  
0.067 ac.

8th Street  
(60' wide public ROW)  
Town of New Castle

TE-7  
Town of New Castle  
No Address  
60' Wide Public R-O-W

Rc = 1086.00'  
Ac = 34° 36' 52"  
Lc = 656.09'  
C = 646.16'  
CB = N73° 42' 57" E

3/19/2025 bannerj 3:01:58 PM F:\S. Bonner\24493\_US6\_Elk\_Creek\Scott Working\24493\row\_Ownership 8-02 REV.dgn



**EXHIBIT "A"**

**PROJECT CODE: 24493**  
**PROJECT NUMBER: FBR 0063-066**  
**PARCEL NUMBER: RW-5**  
**DATE: MARCH 19, 2025**

**LEGAL DESCRIPTION**

A tract or parcel of land No. RW-5 of the Department of Transportation, State of Colorado, Project Code 24493, Project Number FBR 0063-066, containing 4099 square feet (0.094 acres), more or less, in Elk Creek, between Map of New Castle and CDOT Right of Way Project FAP 145-C parcel (map) 69, in the W 1/2 of Section 31, Township 5 South, Range 90 West, of the 6th Principal Meridian, Garfield County, Colorado, said tract or parcel being more particularly described as follows:

Beginning at a point on the East line of said parcel (map) 69 of CDOT Right of Way Project FAP 145-C, whence the West ¼ Corner of Section 31, a narrow gauge rail road track, bears South 89°14'07" West, a distance of 1523.54 feet;

1. Thence, South 88°46'21" East, a distance of 43.27 feet, to a point on the northerly right-of-way of U.S. Highway 6, established by the Map of New Castle;
2. Thence, South 0°23'50" West, a distance of 84.86 feet, to a point on the southerly right-of-way of U.S. Highway 6, established by the Map of New Castle;
3. Thence, North 88°57'30" West, a distance of 53.26 feet, to a point on the East line of said parcel 69, established by CDOT Right of Way Project FAP 145-C;
4. Thence North 7°06'34" East, a distance of 85.47 feet along said parcel line more or less to the TRUE POINT OF BEGINNING.

The above described parcel contains 4099 square feet (0.094 acres), more or less.

Basis of Bearings: All bearings are based on a line connecting NGS Stainless Steel Rod "Winchester and NGS Bench Mark "Q 158", being a U.S. Coast and Geodetic Survey control monument with a 3-1/2" Brass Cap in concrete post, as bearing South 84° 16' 48" East.

For and on Behalf of the  
Colorado Department of Transportation  
Mark Wagner, PLS 38138  
222 South 6<sup>th</sup> Street  
ROW Unit, Room 308  
Grand Junction, CO 81501



**EXHIBIT "A"**

**PROJECT CODE: 24493**  
**PROJECT NUMBER: FBR 0063-066**  
**PERMANENT EASEMENT NUMBER: PE-5**  
**DATE: OCTOBER 28, 2024**

**LEGAL DESCRIPTION**

A Permanent Easement No. PE-5 of the Department of Transportation, State of Colorado, Project Code 24493, Project Number FBR 0063-066, containing 4173 square feet (0.096 acres), more or less, located in, Garfield County, Colorado, said permanent easement being more particularly described as follows:

Commencing at a point on the southerly ROW of US 6, whence the West Quarter Corner of Section 31 bears North 86° 49' 26" West, a distance of 1498.18 feet, said point being the TRUE POINT OF BEGINNING;

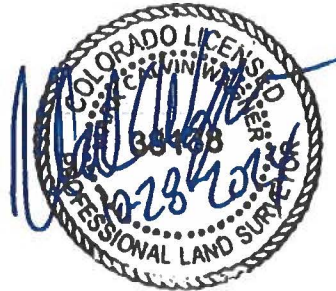
1. Thence along said ROW South 88°58'49" East, a distance of 14.83 feet;
2. Thence along said ROW North 6°28'50" East, a distance of 18.91 feet,
3. Thence along said ROW South 88°57'30" East, a distance of 53.26 feet,
4. Thence departing said ROW South 33°19'41" West, a distance of 90.65 feet,
5. Thence North 89°49'09" West, a distance of 54.69 feet,
6. Thence North 30°35'16" East, a distance of 67.39 feet to the TRUE POINT OF BEGINNING.

The above described Parcel contains 4173 square feet (0.096 acres), more or less.

The purpose of the above described Permanent Easement is for the Removal, Detour, and Replacement of a Bridge.

**Basis of Bearings:** All bearings are based on a line connecting NGS Stainless Steel Rod "Winchester and NGS Bench Mark "Q 158", being a U.S. Coast and Geodetic Survey control monument with a 3-1/2" Brass Cap in concrete post, as bearing South 84° 16' 48" East.

For and on Behalf of the  
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Grand Junction, CO 81501



**EXHIBIT "A"**

**PROJECT CODE: 24493**  
**PROJECT NUMBER: FBR 0063-066**  
**PERMANENT EASEMENT NUMBER: PE-5A**  
**DATE: OCTOBER 16, 2024**

**LEGAL DESCRIPTION**

A Permanent Easement No. PE-5A of the Department of Transportation, State of Colorado, Project Code 24493, Project Number FBR 0063-066, containing 1048 square feet (0.024 acres), more or less, located in, Garfield County, Colorado, said permanent easement being more particularly described as follows:

Commencing at a point on the northerly ROW of US 6, whence the West Quarter Corner of Section 31 bears South 89° 14' 07" West, a distance of 1523.54 feet, said point being the TRUE POINT OF BEGINNING;

1. Thence along said ROW South 88°46'21" East, a distance of 43.27 feet;
2. Thence leaving said ROW North 12°09'37" East, a distance of 28.06 feet;
3. Thence North 89°05'45" West, a distance of 29.98 feet,
4. Thence South 5°04'39" West, a distance of 10.91 feet,
5. Thence North 89°02'13" West, a distance of 16.38 feet to said ROW,
6. Thence along said ROW South 06°26'47" West, a distance of 16.48 feet to the TRUE POINT OF BEGINNING.

The above described Parcel contains 1048 square feet (0.024 acres), more or less.

The purpose of the above described Permanent Easement is for the construction and maintenance of a Bridge.

Basis of Bearings: All bearings are based on a line connecting NGS Stainless Steel Rod "Winchester and NGS Bench Mark "Q 158", being a U.S. Coast and Geodetic Survey control monument with a 3-1/2" Brass Cap in concrete post, as bearing South 84° 16' 48" East

For and on Behalf of the  
Colorado Department of Transportation  
Mark Wagner, PLS 38138  
222 South 6<sup>th</sup> Street  
ROW Unit, Room 308  
Grand Junction, CO 81501





<b>Colorado Department of Transportation</b>  Condemnation Authorization Contact Summary	Project Code: 24493
	Parcel: RW-5, PE-5, PE-5A
	Owner: UNKNOWN

The following is a summary of communications which have taken place between CDOT and/or its representatives and the above referenced owner related to the acquisition of the above described parcels. This summary is prepared to assist the Transportation Commission in considering CDOT's request for authorization to initiate and conduct condemnation proceedings.

Date	Contact Description	Amount/Description
N/A	First Contact w/Property Owner	
N/A	Discussion of CDOT Project	
N/A	CDOT Offer	
N/A	Owner Counter-Offer	
N/A	CDOT Last Offer	
N/A	Last Contact w/Property Owner	

Number of Property Owner Contacts Attempted: 0
Number of Successful Property Owner Contacts: 0

Matters Discussed During Property Owner Contacts (check all that apply)	
<input type="checkbox"/> Access <input type="checkbox"/> Valuation <input type="checkbox"/> Owner Appraisal Reimbursement <input type="checkbox"/> Project Timeline <input type="checkbox"/> Design <input type="checkbox"/> CDOT Processes <input checked="" type="checkbox"/> Other    Specify here: Extensive search to find living heirs, none found	

# Transportation Commission (TC) Notes

March 19th-20th, 2025

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## Workshops

March 19th, 2025

1:00 pm - 5:00 pm

### Attendance:

Nine Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Commissioners: Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, Todd Masters, Cecil Gutierrez, Hannah Parsons. Commissioners Yessica Holguin and Rick Ridder were excused.

## Transportation Commission Workshops

### **1. Joint Workshop and Lunch with CTIO- SB 184 Joint Service Update - Diane Barrett (special advisor to the Governor), Del Walker (HNTB), Tom Rousakis (EY), Maux Sullivan, Assistant Director, Passenger Rail**

#### **Purpose and Action:**

To provide an overview of the Joint Service Legislative Report. In the spring of 2024, the Colorado General Assembly adopted Senate Bill 24-184. The Bill contains a legislative mandate to CDOT (including CTIO and CTE), the Regional Transportation District (RTD) and the Front Range Passenger Rail District (FRPRD) to work together to implement the completion of construction and operation of the Northwest Fixed Guideway Corridor, including an extension of the corridor to Fort Collins as the first portion of Front Range Passenger Rail. The presentation outlined the content of that plan, as submitted to the Colorado State Legislature on March 1, 2025. No action was requested, it was an information item only.

- Joint service aims to reduce costs, speed up the FRPR process, and increase efficiency.
- Lowest cost option comes to \$885 million, with the contingency approach coming to \$785 million.
- Annual operating cost is estimated to be \$32 million in the first year of operation, inflating up to \$59 million in 2050.
- Funding sources include SB-184 and SB-230, as well as the SB-230 Clean Transit Enterprise Fund.

### **Discussion:**

- Vice Chair Adams asked how this may affect The Regional Transportation District's (RTD's) capability to fund their operations as it draws down a significant amount of their funding reserves. However, in the presentation, the funding gap is identified as potentially being filled by RTD funding, and is not an actual part of the funding plan.
- Commissioner Gutierrez asked for clarification on the anticipated date of completion and start of service. The goal is 2029.
- Commissioner Cook asked about keeping the right of way within the existing BNSF property to change the National Environment Policy Act (NEPA) requirements. This concept has to do with the proposal of off-main-line platforms. She also pointed to the success of the Winter Park Ski Train as a marker of potential viability, and expressed support for going with the more conservative lowest cost benchmark.
- Vice Chair Adams asked about the preliminary route and the current 90mph rating for the rail bed, and wanted to know if the railbed needed to be upgraded for this project, and the scope of that project if it needed to happen. There are costs associated with rail bed upgrades included in the cost overview. However, additional surveys will need to be done to fully determine the need for this type of work.
- Commissioner Stuart thanked the team for this work, and pointed to her past dedication to promoting rail service and fast tracks. She sees this as an opportunity to complete a project that has seen support for decades but has lacked the funding to implement.
- Commissioner Garcia asked about the funding gap and the strategy and next steps to address that. Next steps are continuing to follow up with various boards and discuss and begin formal committee processes to determine funding contributions.
- Commissioner Gutierrez asked about 184 and 230 revenues, and if they will be going to those boards to request funding. While yes, the funding request will not be a large lump sum, rather a series of requests. In terms of the timeline for these requests, it is still being developed but delays are a concern, so will be adopting a strict timeline.
- Chair Hart commended the team for this work.

## **2. Grand Valley MPO GHG Transportation Report - Darius Pakbaz, Dana Brosig (GVMPO)**

### **Purpose and Action:**

- The Grand Valley Metropolitan Planning Organization (GVMPO) has been designated as the Metropolitan Planning Organization (MPO) for the Grand Valley Urbanized Area, as outlined in Chapter 23, Section 134 of the Code of Federal Regulations. The GVMPO is in attainment for air quality conformity and per these regulations, is required to develop a regional transportation plan that is no more than 5 years old and has a horizon year no less than 20 years into the future. As required by SB21-260, GVMPO must comply with State of Colorado Rule 2 CCR 601-22 that outlines emission reduction levels for the GVMPO area for the 2030, 2040, and 2050 analysis years.
- Changes since the 2045 RTP include almost 40 miles of multimodal transportation systems either completed, in design, or under construction, adoption of new Active Transportation Impact Fees by the City of Grand Junction, and an E-Scooter pilot

project. Other changes include land use and density changes as well as new developments along key corridors and establishment of important community centers.

- Total VMT has decreased. Continued efforts include increasing the frequency of transit service, conducting a funding sustainability study for transit and multimodal transportation system, seeking funding for a Travel Demand Management program, and applying for funding for the development of a Zero Emission Vehicle Transition Plan for Grand Valley Transit, and receiving funding for regionally significant multimodal corridors.
- Anticipated acceptance of the GVMPO Greenhouse Gas (GHG) Report at the April 2025 Transportation Commission Meeting.

#### **Discussion:**

- Commissioner Bowman praised the success of the efforts made by the MPO to address emissions.
  - Commissioner Stuart appreciated how the presentation illustrated the specific changes made to address emissions and the things happening to lead to those changes.
  - Director Lew pointed to the numerous real projects leading to these results. The years spent working on the mobility hub shows the level of commitment to these projects and the well thought through growth plan.
  - Vice Chair Adams echoed the comments about the quality of the presentation and mentioned the business community's efforts to bring people back to in-office work, as the data has assumptions based on remote work. Since this report was undertaken recently, and the area has less office and federal jobs than other places, a large future increase in in-office work is not expected.
3. Budget Workshop - Jeff Sudmeier, Bethany Nicholas

### **3. FY 25 Budget Supplement & Budget Amendment - Jeff Sudmeier and Bethany Nichols**

#### **Purpose and Action:**

- To request approval of a transfer from the Statewide Infrastructure Bank (SIB) Highway account to the SIB Aviation account for a Grand Junction Airport request for construction of a parking lot and covered parking with solar panels. These projects qualify for both the aeronautics and highways aspect of SIB funding.
- The Division of Accounting and Finance (DAF) is requesting that the TC approve a temporary transfer of the Highway SIB account funds to the Aviation SIB account in the amount of \$3,725,000 to provide enough funds in the Aviation account to accommodate a \$6,500,000 loan in a single transaction for the improvement projects at the Grand Junction Regional Airport.

#### **Discussion:**

- The SIB loan program, its purpose and function, was described in terms of how it works to the TC.
- Commissioner Parsons asked how often loans are requested through SIB. It varies depending on the year. The highway SIB loan account is much less utilized, while the aeronautics account usually receives one or two a year.

## FY 26 Final Budget

### Purpose and Action:

To present the FY 2025-26 Final Annual Budget Allocation Plan for Transportation Commission (TC) adoption. The FY 2025-26 Final Annual Budget totals \$2,202.6 million (including the CDOT enterprises) and allocates:

- \$806.0 M to capital construction programs
- \$430.9 M to maintenance and operations programs
- \$373.7 M to suballocated programs
- \$193.2 M to multimodal and mobility programs
- \$201.2 M to administration and agency operations
- \$197.6 M to debt service, contingency reserve, and other programs

Updated budget packets and appendices are on the [CDOT website](#). There have been some impactful changes to the budget since the last TC meeting. The action requested is for the TC to adopt the FY 2025-26 Final Annual Budget Allocation Plan.

The Joint Budget Committee (JBC) of the Colorado General Assembly voted to approve a proposal where:

- CDOT will retain \$36 million of the General Fund Transfer.
- To eliminate an ongoing General Fund Transfer to the Revitalizing Main Streets (RMS) Program, essentially eliminating its funding beginning in the next fiscal year.
- A sweep/clawback of \$70 million from the Multimodal Options and Mitigation (MMOF) fund balance.
  - CDOT will be working to keep currently underway MMOF projects moving forward, but will also need to work with the TPRs to review project status and potentially delay and push out projects and awards to reconstrain the program to the available funding.
- The JBC did move forward with some other reductions.
- **Please note:** It is important to keep in mind that these are still not official legislative decisions and changes are still possible.

The JBC Tabled:

- A proposal related to the FASTER reduction. This is considered a positive outcome given the alternatives.

### Discussion:

- Commissioner Cook asked if the General Fund Transfer reduction is actually at \$39 million or at \$64 million. The revised January proposal increased the General Fund transfer reduction to counteract the FASTER fee proposal, and after some back and forth, the JBC has voted to approve the January proposal, with a \$64 million General Fund transfer reduction.
- Commissioner Garcia is troubled about the MMOF clawback, which was about \$71 million out of the \$300 million total balance and asked for elaboration on the work needed there. Director Lew pointed out that these have always been slower funds to use and thus the balance has not been fully spent down yet. While this program could be more efficient, this scenario is effective in terms of mitigating other reductions.

- A Commissioner asked about any changes that will need to be made in July when this goes into effect. There will be uncertainty until the long bill is passed but until then, the Division of Transportation Development (DTD) is working with each TPR to assess the status of all projects.
- Commissioner Stuart had been watching the process at JBC and was amazed at the work done to address budget reductions, as this scenario is much better than the initial proposed budget, especially as CDOT is just one of many other agencies that are all facing cuts.
- There is a structural issue in Colorado with how funding works, in that the TC will be voting on a “final” budget tomorrow that is actually far from final. There is also a disconnect between CDOT, the legislature, and the public in budget issues.
- It is estimated that there will be \$1.6 billion in roll-forwards, resulting in a total budget of \$3.3 billion across CDOT and the enterprises.

## **4. Bridge & Tunnel Enterprise Workshop - Patrick Holinda**

### **BTE Series 2025A Revenue Bond Transaction Summary Workshop**

#### **Purpose and Action:**

Request approval from the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (“Board”) to move forward with the Colorado Bridge and Tunnel Enterprise Infrastructure Revenue Bonds, Series 2025A (“Series 2025A Bonds”) issuance.

Supplemental Bond Indenture is a contract between CDOT and BTE and the trustees, Zion’s Bank, where certain revenues are pledged as repayment for the bond. In this case, the primary pledge is the Bridge Safety Surcharge, in addition to conditional pledges on the Bridge and Tunnel Impact Fee and Bridge and Tunnel Retail Delivery Fee, contingent on the outcome of the Americans for Prosperity lawsuit.

The Bond Resolution Parameters authorizes Executive Director Lew or members of the board to execute documents related to financing and establishes the terms for the transaction within parameters.

Staff is requesting approval from the Board of the attached Approving Resolution for the Colorado Bridge and Tunnel Enterprise Series 2025A Bonds. This resolution provides approval staff to proceed with the transaction if parameters related to the size and final maturity date of the bonds are met. The resolution also grants the Enterprise Director or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents on behalf of the Enterprise.

#### **Discussion:**

- Commissioner Garcia mentioned the current volatility in the market and asked if there is any insight or speculation on future rates. There has been some upward movement in the municipal market curve, but right now the pricing for the bonds is scheduled for April 8th, at which point the financials will be locked in.
- Commissioner Gutierrez asked about Certificates of Payment (COPs) and street bank loans, which have been used in the past. At the time the plan of finance was structured, the goal was to balance short term borrowing needs and long term finding



sources for BTE. With the amount we are borrowing and the size of the program, it is difficult to generate a large chunk of proceeds without taking a deep cut out of the program. Additionally, there is not a large advantage in going with a shorter term period. Establishing multiple issuances allows for points to stop and check in before each issuance. BTE is still evaluating a potential third transaction and will be looking at a larger range of options at that time based on borrowing needs.

## **5. Statewide Plan Update - Darius Pakbaz, Marissa Gaughan**

### **Status of Current Planning Cycle**

#### **Purpose and Action:**

To provide the Transportation Commission with an update about the Statewide Plan public engagement opportunities, namely the telephone town halls and the public survey, and vision for the next 10-Year Plan. . No formal action is requested at this time.

### **TC Telephone Town Halls**

#### **Purpose:**

Structured like a radio talk show, this allows the public to learn and participate in the plan development process by speaking directly to TC Commissioners and other parties. These will be happening throughout April and May.

### **Statewide Plan Survey**

#### **Purpose:**

To obtain the thoughts and opinions of the traveling public, centering around PD14 with the addition of safety related questions and a hypothetical budget allocation scenario question.

### **Updates and Vision for the 10-Year Plan**

#### **Purpose:**

Current planning funding estimates for delivery of 10-Year Plan projects are between \$200 and \$250 million annually for the first four years of the plan. Adoption of the new 10-Year Plan is anticipated in December 2025, following public engagement efforts.

#### **Discussion:**

- Commissioner Cook suggested that residents may be confused by the Northern and Southern Denver Metro Areas jurisdictions, but it was assured that when these events are advertised, there will be more specific details about the boundaries of each jurisdiction
- Commissioner Stuart pointed to the ambiguity of the language in the vision and asked about the distinction between quality and quantity, which is alluded to in the vision as choosing projects that closely support goals and ensure high-quality, highly strategic impacts rather than churning out as many projects as possible.

- Vice Chair Adams asked about the Four-Year Prioritization Process to determine the priorities of the projects, and since it is an ongoing process, what the process is when a project needs to be moved out of the Four-Year Plan. He also inquired about any historic indication of changes made to the Four Year Plan due to projects not being ready, among other circumstances. This plan depends on year of funding over year of delivery, and uncertainty on the specifics of funding and project delivery rises further out into the future. Generally, the mix of projects is usually quite stable within the 4-year window, although there are some smaller shifts in dollars moving and getting reallocated. The plan is based upon revenue, with delivery lagging behind these estimates. In conclusion, the FourYear Plan is largely fixed unless there are some extraordinary circumstances.

## **6. Safe Routes to School (SRTS) Program and Approval of Grant Awards from the SRTS Advisory Committee - Darius Pakbaz, Medora Bornhoft**

### **Purpose and Action:**

To summarize information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2025 (FY 25) and 2026 (FY 26). Pursuant to 43-1-1604 C.R.S., which states that the Commission shall award grants under the Safe Routes to School program, CDOT staff is presenting the list of proposed grant awards for FY2025 and FY2026 as recommended by the SRTS Advisory Committee established in state statute. The total funding request amount was \$13 million, and there is \$8 million in SRTS funding available to award. The requested action is an informational item only in March; anticipating a discussion during the April STAC meeting and requesting TC approval of SRTS grant awards at the April meeting.

### **Discussion:**

- Commissioner Garcia abstained from discussion on this due to involvement in the program.
- Commissioner Stuart asked about the 11 projects that were not recommended for funding. Applicants are required to submit lots of data, photos, maps, etc, and the project team provides a lot of resources for potential applicants in putting this information together. Some projects were not funded due to missing information in the application, not being the best fit for this specific grant program, or were simply not quite ready yet, since shovel-readiness is an important aspect of this program. Staff also provide lots of resources for applicants who are not selected either, whether connecting them with more appropriate programs or providing application guidance for the next round.
- Commissioner Gutierrez asked about the match requirement for the program and the status of future federal funding. The standard match rate is 20%, with most projects contributing that. However, the program does use the MMOF match reduction formula, with 4 of the 12 selected applicants qualifying. The funds come from the TAP formula funding program, which is not a discretionary grant that can be pulled easily. Commissioner Gutierrez also pointed to the student involvement happening in Loveland, which is not standard or required, but that sort of community education and involvement is important to SRTS.

- This program application process is designed to support communities who may not have the resources to fully support and participate in SRTS, such as first time applicants and small communities. This program is implemented in partnership with the National Safe Routes Partnership for additional technical assistance, as well as Colorado Department of Health and Environment (CDPHE), who provides a small amount of funding to support these communities. There are group meetings and one-on-one meetings and the goal is to identify and execute quick wins to get initiatives off the ground.
- Commissioner Bowman asked how long CDOT has funded this program, which has been 20 years, since 2005.

## **7. Region 1 Debris and Cleanup Update - Jessica Myklebust**

### **Purpose and Action:**

To present results of TC contingency funding from FY 22 to support Region 1 Teams with debris and clean up. In 2022, Region 1 determined that due to the challenges, safety, and morale of Region 1 professional maintainers, it was in the best interest to have an external service support. CDOT has engaged an outside contractor to support cleanup of homeless encampment sites and illegal dumping areas. The presentation included the process and planning steps for camp clean-ups, as well as some specific instances of how the funding was used. It also touched on the Colorado Correctional Industries debris removal team and the large debris removal team. Region 1 Section 5 has utilized the full \$1 million dollars previously designated by the TC in 2022 and would like to present the results of the program and support from TC. No action is requested, the workshop was informational only.

### **Discussion:**

- Vice Chair Adams, Commissioner Bowman, and Commissioner Gutierrez expressed gratitude to this team and their work.
- Commissioner Stuart appreciates the collaboration that upholds these efforts.
- Commissioner Cook and Commissioner Gutierrez echoed earlier comments and pointed to the safety issues for people in the area.
- Chair Hart pointed to the efforts made to cooperate with various agencies to address this issue.

## **Transportation Commission Regular Meeting**

March 20th, 2025

### **Call to Order, Roll Call**

Nine Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Commissioners: Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, Todd Masters, Cecil ierez, Hannah Parsons. Commissioners Todd Masters, Yessica Holguiin and Rick Ridder were excused.

## Public Comments

- Tom Peterson, Executive Director of the Colorado Asphalt Pavement Association, spotlighted the achievements of CDOT staff and the delivery of the 2024 Asphalt Pavement Program and awards. He also pointed to the overarching success of partnership projects. Mayor Whitney Oakley, of the Town of Bennet, shared the Town's commitment to safety and enhancement and the desire to strengthen their partnership with CDOT. They have concerns with the lack of communication between CDOT and the Town, and feel they are not a priority to CDOT, and that there has been a lack of support from staff. They keep facing delays that affect their project approvals and grant delivery. They are calling for answers to these concerns, and for action to be taken.
- Town of Bennett Trustee, Denice Smith, has been working with CDOT to increase student safety, and is calling for crosswalks, better signals, etc, before an injury occurs. Bennett has been trying to move projects forward but feels that CDOT is obstructing these efforts.
- Renée Larrate, Conservation Colorado Climate and Transportation Campaign Manager, is urging CDOT to uphold PD14 goals and the dedication to safety, climate responsibilities, efficient budgeting and prioritizing maintaining existing infrastructure rather than expanding highways further. She also points to the success of multimodal investments in strengthening the transportation system with regards to the environment. She calls for a clearer description of the funding that is going towards expansion versus maintenance projects.
- Alana Miller, of the Natural Resources Defense Council (NRDC), supported the previous comment and points to the imbalance in funding going towards highway expansion and states that Colorado ranks 30th in the country for transit spending, far below the national average. Their report finds that Colorado is among the top 10 states for traffic related injuries and fatalities for cyclists and pedestrians. She is urging CDOT to further expand options and improve transparency in budget allocations
- Matt Frommer from Southwest Energy Efficiency Project (SWEET) urges CDOT to uphold the current PD14 goals, and align spending with these values, prioritizing cost effective strategies that move people in ways other than single occupancy vehicles. Matt also called for the prioritization of maintenance and transit projects over expansion projects.

## Comments of the Chair and Commissioners

- Commissioner Masters attended this month's STAC and Eastern TPR meetings and was amazed by the collaboration in the plan development process and navigating budget shortfalls. He provided a reminder that the start of spring comes along with pothole repair and that it's a law to move over for workers, out of consideration for their safety and ability to do their jobs. For the love of safety, slow down and pay attention.
- Commissioner Bowman thanked Julie Constan and her staff for clearing the Wolf Creek Pass, and provided a shoutout to the snowplow drivers, appreciated the update on the Joint Starter Service Passenger Rail, thanked the Region 1 Cleanup Team, and Dana Brosig for the work on the GVMPO greenhouse gas (GHG) Report.

- Commissioner Garcia thanked the public comments and echoed Commissioner Bowman's comments, acknowledging snow plow drivers, but was traveling for much of the month so not much to report.
- Commissioner Cook echoed many of Bowman's comments about the presentations from the workshop. DRCOG's Regional Transportation Committee (RTC) was this week, with no action items, but he said it was impressive how coordinated the 10-Year Plan Development was. He noted the difficulties with rezoning in some of the action plans and the lack of an easy way to access information regarding zoning and land use.
- Commissioner Stuart thanked the mayor and trustee of Bennett and pointed to the meeting scheduled between the Director and Deputy Director of R1 with representatives from Bennett. She also brought up the Statewide and 10-Year Plan updates and pointed to the telephone town halls as opportunities for public involvement and sharing concerns.
- Commissioner Parsons attended the PPACG MPO meeting and stakeholder breakfast, and said that many common questions cannot be answered yet, as they involve the federal administration and the JBC. She called out the maintenance issues and concerns shared by many communities, and thus appreciated the R1 Camp Cleanup presentation from yesterday's workshop.
- Commissioner Gutierrez attended a number of meetings over the last several weeks and pointed to the amount of planning and study taking place that is crucial in the development of plans. Everyone in these organizations has an understanding of budget constraints and the difficulty they impose. He took a field trip to Morgan County to check out the area's roads and issues and looks forward to engaging more with folks out there, where maintenance is a key factor.
- Commission Vice Chair Adams echoed comments of fellow Commissioners in thanking the public for coming forward, and stated that no community is so small that we wouldn't want to hear their comments and try to respond, in response to the public comments from the Town of Bennett. He also thanked CDOT staff that sometimes put themselves in harm's way and reminded everyone to slow down and stay safe. He also welcomed Shawn Smith, as the Director of CDOT Maintenance and Operations, and expressed excitement about working with him in the future.
- Commission Chair Hart thanked CDOT staff and the incredible conversations being had internally and with the JBC. It is a particularly challenging year from a financial perspective, both at the federal and state levels, and so much work is being done to ensure that CDOT has the resources to do the work it needs to do. It is difficult to balance duties while facing shrinking budgets. He also reiterated earlier comments about safety and the unique issues that Colorado faces.

## **Executive Director's Management Report - Shoshana Lew**

- Executive Director Lew thanked Shawn Smith and is looking forward to working with him, especially during this difficult time of year. Region 1, Section 5 was also recognized and thanked for their work. She brought up the current budget process with JBC, during which CDOT staff testified three times.

## **Chief Engineer's Report - Keith Stefanik**

- Chief Engineer Stefanik attended several meetings, including a Transportation Core Curriculum kickoff meeting. He met with the Region 5 staff for Engineer Day, and said it was great to meet with them and talk about some core issues related to the capital construction program. He has been working closely with CDOT Division of Transportation Development (DTD) to provide tools and data for the 10-Year Plan Development. In a recent meeting with the Colorado Contractors Association, they walked through a new tool, an automated version of a "go-sheet", which is designed to give contracting community information on upcoming projects. The Chief Engineer's Office is working on backfilling some positions, as the State Bridge Engineer, Patrick Holinda, is moving on from CDOT. He thanked Patrick for his work and is looking forward to future collaboration with the next State Bridge Engineer.

## **Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington**

- Current work includes the Joint Workshop, the advanced partnership with the Regional Transportation District (RTD) and Front Range Passenger Rail (FRPR) Commission, work on the SB-184, and expansion of the Winter Park Ski Train for the season, which will be wrapping up in the next few weeks. The Ski Train saw a 150% increase in bookings over the season and a reduction of fares by almost 50%. They hope to be able to expand this partnership in the future. There was also a Board meeting offsite for the Joint Workshop, which approved the Fee For Service Interagency Agreement and the new FY 2025-2026 budget.

## **Legislative Update - Emily Haddaway**

- There have been many budget updates this week, with some relief coming as information about next steps is becoming clearer. These budget cut decisions are not being taken lightly, and there is still a lot of work to be done on the long bill. Some of the biggest changes are in relation to the General Fund transfers, although the FASTER safety fees have been left untouched. Some changes will be included in the long bill, but there will also be an accompanying satellite bill accounting for other changes being introduced in the coming days. There is still conversation about sweeping some of the funding from the MMOF fund. Crash Prevention Enterprise legislation was introduced to create a new enterprise dedicating funding to Vulnerable Road User safety and wildlife projects. The Mode Choice bill is awaiting appropriations but it appears that many are now comfortable with the current bill's focus on bridging existing gaps. The Motorcycle Operator Safety Training sunset was also discussed, and its importance was noted. All five members of the Aeronautics Board have gone through confirmation hearings and three members of the Clean Transit Enterprise Board will have their confirmation hearings on April 2nd.

## **Discussion**

- Commissioner Bowman thanked Emily and the team for their work.
- Commissioner Gutierrez inquired about the potential statewide impact the transmission line bill will have and if it is moving forward. The bill establishes criteria for the development of utility corridors and requires a study on state highway



corridors and high voltage transmission development. Commissioner Gutierrez does not see that as a necessary bill for the state due to the limited number of places where this sort of project is feasible. There have been conversations with the coalitions about viable corridors for these projects, and CDOT will not support projects that have any impacts on other operations and safety. Most would agree that most corridors are not eligible for these projects, and this bill is designed to channel projects through existing processes.

## **Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy, STAC Chair**

- At the last STAC meeting they recommended budget approval to the TC, especially with FASTER reductions off the table. They also discussed the GHG modeling overview, the 10-Year Plan and survey review, and noted that the way it is structured leaves no way for the public to say they disagree with any of the priorities. The survey should include a way for the public to show that they may or may not even support the state's priorities. In general, system quality and preservation is a shared priority, but there is that underlying budget shortfall resulting from not adequately addressing and maintaining potential funding sources from transportation to increase revenue and funding.
- STAC Chair Beedy also commented on the growth seen in Bennett and the concerns related to the railroad and the highways/interstates, and agrees that there has not been a lot of emphasis on their issues. Many communities across the state face this same issue, and thus he encourages the Commission to listen to all of these communities and represent the voices and input from across Colorado.
- He also brought up the bridge that was mentioned at last meeting that showed up on the news for causing flat tires and raised questions about why CDOT is not being more proactive and preventative in maintenance, such as actually sealing bridges rather than just filling potholes. There is a need to look at getting a higher quantity of projects out as the system continues to deteriorate. A focus on bicycle and pedestrian infrastructure will not address the need for roadway maintenance.

## **Discuss and Act on Consent Agenda - Herman Stockinger**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of February 20, 2025
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal \_5 and 5B and PE4\_SH119 & 52\_Boulder
- Proposed Resolution #4: Disposal Parcels 24A-EX, 24B-EX, 24C-EX, 24D-EX, W Dartmouth & Galapago St, Englewood
- Proposed Resolution #5: US6 Devolution to the City of Glenwood Springs
- Proposed Resolution #6: STIP Policy Amendment #4, US 50 "SHIFT" Passing Lanes
- Proposed Resolution #7: Repeal Policy Directive 1260.0 CDOT Training & Development Policy

## **Discussion:**

- Commissioner Garcia asked for discussion and clarification on Proposed Resolution #7. For a while, policies and procedural directives were created in conjunction, but more recently, this process does not always make sense. Training for CDOT staff is under the purview of the Executive Directive and is not a policy issue, thus leading to a proposed repeal.

A motion by a Commissioner was raised to approve, and seconded by another Commissioner. This motion passed unanimously.

## **Discuss and Act on Proposed Resolution #8: FY 2025-26 CTIO-CDOT Fee for Service Intra Agency Agreement - Piper Darlington**

Authorizing the Intraagency Agreement, which documents the scope of the work and payment either entity receives for work where there is not a nexus to utilize toll funding or other fee revenues. The proposed amount is included in the budget.

A motion by Commissioner Adams was raised to approve, and seconded by another Commissioner, and passed unanimously.

## **Discuss and Act on Proposed Resolution #9: 6th Budget Supplement of FY 25 - Jeff Sudmeier and Bethany Nicholas**

The March budget supplement includes 4 requests.

1. Region 1 requests to advance a project planned for the out-years of the 10-Year Plan, a regionwide signal and ramp meter upgrade project that has been accelerated due to technology deadlines from the Office of Information Technology. They are able to cover \$1.9 million out of the \$8.3 million total cost, but will need the remaining balance of \$6.3 million advanced from the out-years and will defer \$6.3 million from the I-70 Metro West Bridge Project to cover this.
2. Request from Region 4 to allocate an additional \$9.1 million in 10-Year Plan Strategic Funding to the I-70 Corridor Improvements and Preservation Project, increasing the scope to include both east- and westbound directions.
3. Second request from Region 4 to reallocate \$8.1 million in FY27 funds to the US-287 Passing Lanes projects. Previous TC action brought money forward, but savings from another project will allow the region to push the dollars back to the initial allocation.
4. Region 3 requests an increase in the construction phase budget for the US 6 project to account for differing site conditions. Funds are available from savings from other 10-Year Plan projects.

A motion by a Commissioner was raised to approve, and seconded by another Commissioner, and passed unanimously.

## **Discuss and Act on Proposed Resolution #10: 6th Budget Supplement of FY 25 - Jeff Sudmeier and Bethany Nicholas**

Request to approve resolution to authorize a transfer of \$3.725 million from the SIB highway account to the SIB aeronautics account to execute a single loan of \$6.5 million out of the aeronautics account for the Grand Junction Airport. Repayments will go back into the highways account and should be repaid by next year.

A motion by a Commissioner was raised to approve, and seconded by another Commissioner, and passed unanimously.

## **Discuss and Act on Proposed Resolution #11: Final FY2025-26 CDOT Budget Allocation Plan for Adoption - Jeff Sudmeier and Bethany Nicholas**

Requesting approval after discussion and review in workshops over the past 6 months. The updated budget reflects the status of CDOT proposals in front of the JBC. While things are still in flux, there is a statutory deadline to approve the budget. It is anticipated that amendments will occur at the start of the new fiscal year in July to align with the final state budget.

### **Discussion:**

- Commissioner Garcia asked where a budget of \$2.2 billion ranks in past CDOT budgets. This budget is comparable to past years, with increases in some areas and decreases in other areas. The number is the same, but the composition has changed, with less for CDOT and more for the enterprises.
- Vice Chair Adams commended the work done to create and work with this budget.
- Commissioner Stuart stated that she was not planning on approving this budget, and commended the work done to make the best of the situation. She expressed frustration at the funding difficulties experienced over the years, and that the public does not want to fund the things we need to do.

A motion by Commissioner Adams was raised to approve, and seconded by another Commissioner, and passed unanimously.

## **Recognition for CDOT staff for assisting law enforcement during a high-speed pursuit on I-70 - Shawn Smith**

- Chair Hart expressed his gratitude and pride in this team.
- Vice Chair Adams applauded their bravery and courage.
- Commissioners Bowman, Cook, Stuart, Gutierrez all commended the coordination, quick thinking, and dedication shown here and every day.

## **Other Matters**

- None

## **Adjournment**

The meeting was adjourned at approximately 10:45 am.

The next Transportation Commission meetings, workshops and regular meeting will be held on April 16th and 17th.

# The Bridge and Tunnel Enterprise Board of Directors Meeting

**Roll Call:** Directors Cook, Stuart, Garcia, Bowman, Gutierrez, Parsons, Masters, Vice Chair Adams, Chair Hart.

## Act on Consent Agenda

### **Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of November, 2024**

A motion to approve was raised and seconded, and the motion passed unanimously.

### **Discuss and Act on Proposed Resolution #BTE2: BTE Series 2025A Revenue Bond Transaction Parameters - Patrick Holinda**

#### **Purpose and Action:**

Requesting approval after providing bond insurance information for a bond that is part of a larger plan of finance in which the Enterprise contemplates \$400 to \$500 million in total funding over two to three tranches to meet its 10-Year Plan Funding Commitments to critical statewide projects. The Parameters Resolution provides Board authorization to proceed with the bond transaction assuming it does not exceed the par amount of \$250 million and will not extend beyond the final maturity date of December 31, 2055. Approval of this resolution serves as Board approval of the bond documents and approval for the use and distribution of the preliminary statement and distribution of official statement.

Another item is a budget supplement focused on the Floyd Hill Construction Package.

#### **Discussion:**

- Director Garcia echoed Chief Engineer Stefanik's comments on the preparedness of this team and willingness to answer questions.

A motion to approve was raised and seconded, and the motion passed unanimously.

### **Discuss and Act on Proposed Resolution #BTE3: BTE 5th Budget Supplement FY2024-25 - Patrick Holinda**

This month's request includes three items.

1. Region 1 requests \$240 million in BTE funds to establish the construction phase for Floyd Hill package 4, which brings the total funding commitment for all packages to

just under \$300 million. This is composed of \$225 million from Series 2025a Infrastructure Revenue Bonds, \$1.6 million from Series 2024a Infrastructure Revenue Bond Interest Earnings, \$14 million from SB-260 Bridge and Tunnel fees.

2. Region 1 to increase the design phase budget for the I-270 critical bridge project in Adams County, bringing the total budget to just over \$8 million, This is being funded incrementally due to the size and complexity of the project. The current need is to bring the design from 30% to 60%. If approved, this will be funded through the FASTER bridge safety surcharge.
3. The third request is to increase the design phase budget for the US-6 bridge replacement project in Garfield County by \$146,000, bringing the total design phase budget to just over \$1.1 million. This would be funded through the Bridge Safety Surcharge.

A motion was raised by Director Stuart and seconded, the motion was approved unanimously.

### **Discuss and Act on Proposed Resolution #BTE4: Final FY2025-26 BTE Budget Allocation Plan for Adoption - Katie Carlson**

Notable changes include the updated revenue forecast that reflects the elimination of the Build America Bonds (BAB) subsidy and the impact fee reduction due to the fuel forecast. This was a reduction in revenue of about \$6 million. To balance this, adjustments included the addition of new BTE staff and reduction of the Consultant Support Program, updating the debt service line to reflect the refunding of the 2010 BABs transaction. Unprogrammed Capital Construction was reduced by about \$1.6 million. Overall the FY 2026 budget moving forward recognizes a revenue of \$81.4 million. Budget allocations are as follows: \$2.2 million for administration and operating activities, \$1.4 million for maintenance, \$1 million for preservation, \$66.2 for debt service, and \$110.6 million for capital construction.

A motion to approve was raised and seconded, and the motion passed unanimously.

### **Adjournment**

The meeting was adjourned at approximately 10:55 am.

# **Fuels Impact Enterprise Board of Directors Meeting**

**Roll Call:** Directors Cook, Stuart, Garcia, Gutierrez, Parsons, Masters, Vice Chair Adams, Chair Hart

**Public Comments:** None

### **Act on Consent Agenda - Herman Stockinger**

- Proposed Resolution #FIE1: to Approve the Regular Meeting Minutes of September, 2024

A motion to approve was raised by Vice Chair Adams and seconded by Director Cook, and the motion passed unanimously.



## **Discuss and Act on Proposed Resolution #FIE2: Final FY2025-26 FIE Budget Allocation Plan for Adoption - Darius Pakbaz**

A motion to approve was raised by Director Gutierrez and seconded, and the motion passed unanimously.

## **Adjournment**

The meeting was adjourned at approximately 11:00 am.



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Lauren Cabot

**Date:** April 2, 2025

**Subject:** Intergovernmental Agreements over \$750,000.00

### Purpose

Compliance with CRS §43-1-110(4) which requires intergovernmental agreements involving more than \$750,000 must have approval of the Commission to become effective. In order stay in compliance with Colorado laws, approval is being sought for all intergovernmental agencies agreements over \$750,000 going forward.

### Action

CDOT seeks Commission approval for all IGAs contracts identified in the attached IGA Approved Projects List each of which are greater than \$750,000. CDOT seeks to have this approval extend to all contributing agencies, all contracts, amendments, and option letters that stem from the original project except where there are substantial changes to the project and/or funding of the project.

### Background

CRS §43-1-110(4) was enacted in 1991 giving the Chief Engineer the authority to negotiate with local governmental entities for intergovernmental agreements conditional on agreements over \$750,000 are only effective with the approval of the commission.

Most contracts entered into with intergovernmental agencies involve pass through funds from the federal government often with matching local funds and infrequently state money. Currently, CDOT seeks to comply with the Colorado Revised Statutes and develop a process to streamline the process.

### Next Steps

Commission approval of the projects identified on the IGA Project List including all documents necessary to further these projects except where there are substantial changes to the project and/or funding which will need re-approval. Additionally, CDOT will present to the Commission on the Consent Agenda every month listing all the known projects identifying the region, owner of the project, project number, total cost of the project, including a breakdown of the funding source and a brief description of the project for their approval. CDOT will also present any IGA Contracts which have already been executed if there has been any substantial changes to the project and/or funding.

## Attachments

IGA Approved Project List



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** April 16, 2025

**Subject:** Property Exchange, Declaration of Excess: Parcels 1, 2, 3, and 5 State Highway 6 and 13, City of Rifle, Garfield County

### Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcels 1, 2, 3, and 5 as excess property.

### Action

In accordance with Colorado Revised Statute (C.R.S) 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 3 is requesting the Transportation Commission adopt a resolution to declare Parcels 1, 2, 3, and 5 of CDOT Project No. F-FG-001-1(4) as excess property and allow for their disposal.

### Background

CDOT acquired Parcels 38 and 39 in 1953 as part CDOT Project # F-FG-001-1(4) for the construction of SH 6 and SH 13 (formerly SH 4). Parcel 1 is a portion of the original ROW Parcel 38 and Parcels 2 and 3 are portions of the original ROW Parcels 38 and 39. the Town of Rifle has proposed a land exchange involving five parcels which are referred to in this resolution as parcels 1-5.

Parcel 1 is a portion of SH6 and SH 13 that was abandoned and conveyed to the City of Rifle in 2014 with a reversion clause in accordance with Colorado Revised Statute (C.R.S.) 43-2-106(1)(a) stating that if the abandoned portions ever ceased to be used for public transportation purposes, ownership would revert to CDOT. Parcel 1 contains 5,574 sq ft (0.128 acres) and is currently being maintained by the City of Rifle as an entrance to a Park n' Ride.

Parcels 2 and 3 are owned and maintained by CDOT and are currently being used as a Park n' Ride. Parcel 2 contains 18,619 sq ft (0.427 acres) (+/-) and Parcel 3 contains 16,804 sq

ft (0.386 acres) (+/-), together containing 35,423 sq ft (0.813 acres) (+/-) in total.

Parcels 4 and 5 are owned by a Developer and are located to the south of US 6 and are south, west, and adjacent to Parcels 2 and 3. Parcel 4 contains 4,356 sq ft (0.1 acres) (+/-) and Parcel 5 contains 62,755 sq ft (1.441 acres) (+/-).

## Details

The City of Rifle desires to construct a new Park n' Ride on Parcel 5 and a new Park n' Ride entrance on Parcels 3 and 4. The configuration, physical condition, and traffic flow of the existing Park n' Ride is less than ideal, with the Park n' Ride often over capacity with just 35 parking spaces. The new proposed Park n' Ride will contain a minimum of 120 parking spaces and will have improved traffic flow.

In accordance with C.R.S. 43-2-106(1)(a), the City of Rifle desires to convey Parcel 1 back to CDOT as it will no longer be used for transportation purposes. Once construction of the Park n' Ride is completed on Parcel 5, CDOT will convey Parcels 1 and 2 to the Developer, without deed restrictions in exchange for Parcel 5. Pursuant to C.R.S. 43-1-210(5)(a), any property that is no longer needed for transportation purposes and subject to approving resolution of the Transportation Commission, can be exchanged, without a reversion clause, so long as it is exchanged at not less than its fair market value.

Because Parcel 5, containing 62,755 sq ft (1.441 acres) (+/-), is considerably larger than Parcels 1 and 2, collectively containing 24,193 sq ft (0.55 acres) (+/-) CDOT Region 3 has determined that it is receiving fair market value compensation for Parcels 1 and 2.

Once construction of the new Park n' Ride entrance is completed on Parcels 3 and 4, CDOT will convey Parcel 3, at nominal value to the City of Rifle. Title 23, Code of Federal Regulations (CFR), 23 CFR 710.403(e) allows CDOT to convey property for nominal value if the property is to be used for nonproprietary governmental use.

Pursuant to 23 CFR 710.409(d), the conveyance document for Parcel 3 will contain a clause stating that if the parcel ever ceases to be used for nonproprietary governmental use then the subject parcel shall revert to CDOT. The conveyance document will also reserve a perpetual easement for access to the Park n' Ride on Parcel 5.

Parcel 4 will be conveyed by the Developer to the City of Rifle, however, subsequent to obtaining title to Parcel 4, the City will grant a perpetual easement to CDOT for ingress and egress over and across Parcel 4 for the continued use as a Park n' Ride entrance.

At the completion of Construction, the Developer will own Parcels 1 and 2, the City of Rifle will own Parcel 3 with an access easement and deed restriction for continued public use and Parcel 4 with an access easement, and CDOT will own Parcel 5.

After CDOT gains ownership of Parcel 5 from the Developer, CDOT desires to convey Parcel 5 to the City of Rifle at nominal value for the continued use as a Park n' Ride. Title 23, Code of Federal Regulations (CFR), 23 CFR 710.403(e) allows CDOT to convey property for



nominal value if the property is to be used for nonproprietary governmental use. Pursuant to 23 CFR 710.409(d), if Parcel 5 ever ceases to be used for a Park n' Ride the subject parcel shall revert to CDOT. CDOT will be relieved of maintenance responsibilities related to both the Park n' Ride and Park n' Ride entrance

CDOT Region 3 has determined that disposing of Parcels 1, 2, 3, and 5 will not affect the operation, maintenance, use or safety of CDOT's facility and Parcels 1, 2, 3, and 5, together containing 103,752 Sq Ft (2.382 Acres) (+/-), are no longer needed for transportation purposes.

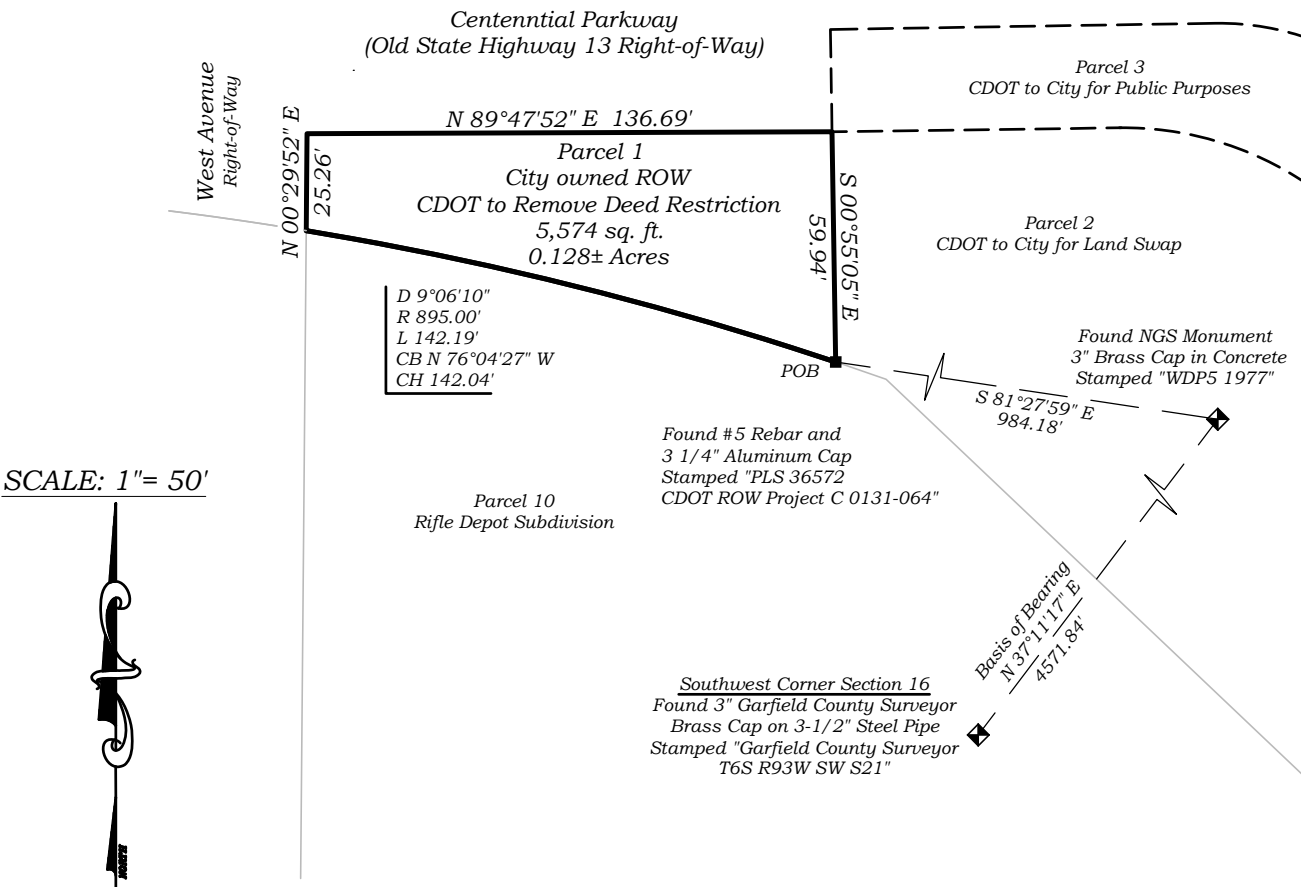
### **Next Steps**

Upon approval of the Transportation Commission, pursuant to C.R.S. 43-1-210, 23 CFR 710.403, and 23 CFR 710.409, CDOT will dispose of Parcels 1, 2, 3, and 5, together containing 103,752 Sq Ft (2.382 Acres) (+/-), are no longer needed for transportation purposes.

### **Attachments**

Legal Description with Exhibit

EXHIBIT "A"  
PARCEL 1



PARCEL NUMBER 1: CDOT TO CITY OF RIFLE  
DATE: DECEMBER 12, 2024

LEGAL DESCRIPTION

A PARCEL OF LAND, BEING A PORTION OF CDOT RIGHT-OF-WAY PROJECT C 0131-064, SITUATE IN THE NW1/4 OF SECTION 16, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, COLORADO. ALL BEARINGS RELATIVE TO AN ASSUMED BEARING OF N37°11'17"E BETWEEN THE SOUTHWEST CORNER OF SECTION 16, T6S, R93W, A 3" GARFIELD COUNTY SURVEYOR BRASS CAP ON 3-1/2" STEEL PIPE STAMPED "GARFIELD COUNTY SURVEYOR T6S R93W SW S21" AND NGS MONUMENT "WDP5", A 3" BRASS CAP STAMPED "WDP5 1977" IN CONCRETE. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

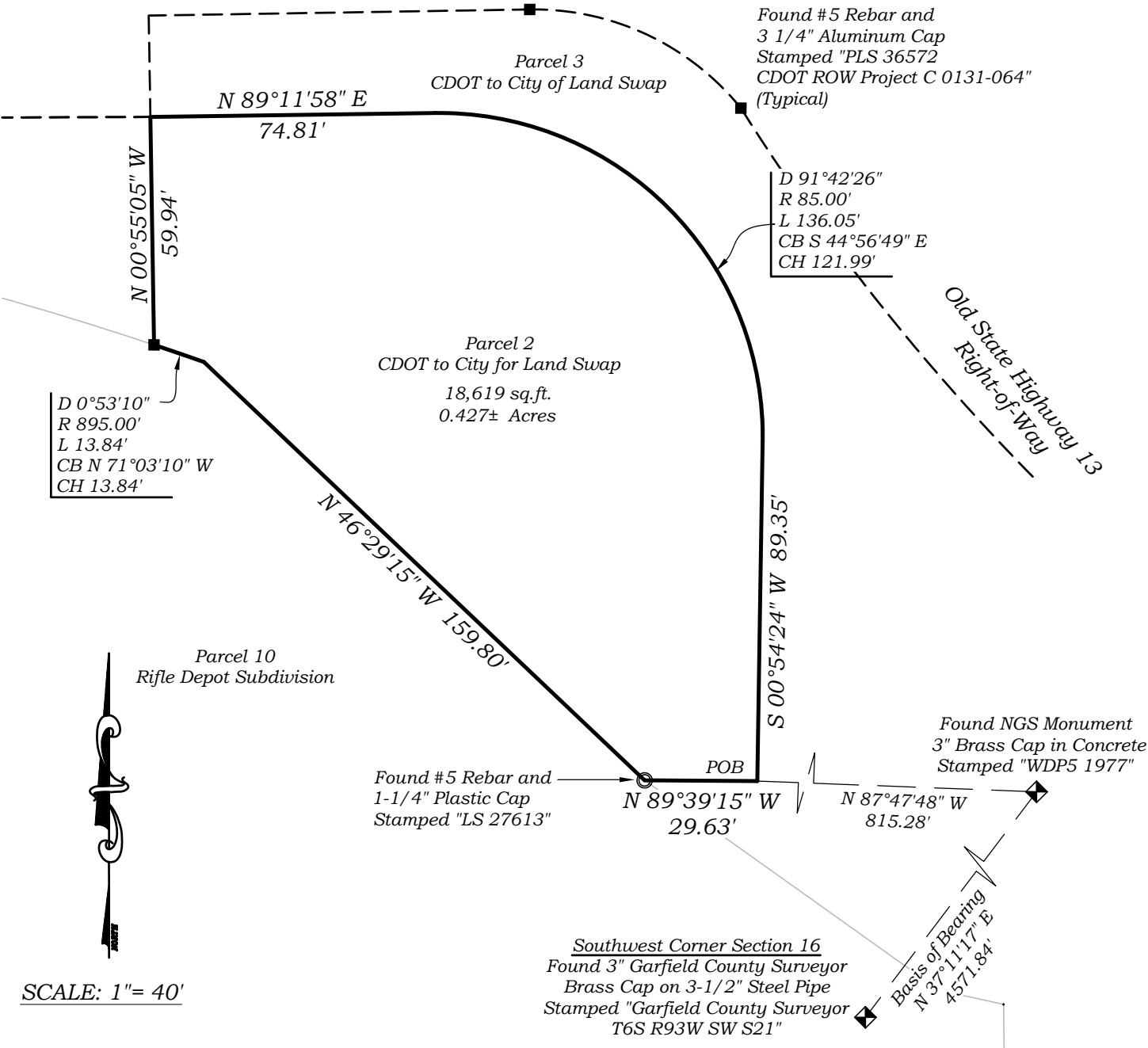
BEGINNING AT A POINT ON THE NORTH LINE OF AMENDED LOT 1 OF THE BOUNDARY AMENDMENT PLAT OF LOT 1, UNION PACIFIC MINOR SUBDIVISION AND THE UNION PACIFIC RAILROAD RIGHT OF WAY BOUNDARY RECORDED MAY 7, 2007 AS RECEPTION NO. 722695 IN THE RECORDS OF THE GARFIELD, COUNTY, COLORADO CLERK AND RECORDER'S OFFICE (WHENCE SAID NGS MONUMENT "WDP5" BEARS S81°27'59"E 984.18 FEET) THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 895.00, AN ARC LENGTH OF 142.19, (CHORD BEARS N76°04'27"W 142.04 FEET); THENCE DEPARTING SAID NORTH LINE N00°29'52"E 25.26 FEET; N89°47'52"E 136.69 FEET; THENCE S00°55'05"E 59.94 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINING 5,574 SQUARE FEET (0.128 ACRES) MORE OR LESS.

FOR AND ON BEHALF OF BOOKCLIFF SURVEY SERVICES, INC.  
136 E 3RD STREET  
RIFLE, CO 81650  
MICHAEL J. LANGHORNE, PLS 36572

COLORADO LICENSED  
MICHAEL LANGHORNE  
36572  
3/17/25  
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Michael Langhorne  
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EXHIBIT "A"  
PARCEL 2

Centennial Parkway



PARCEL NUMBER 2: CDOT TO CITY OF RIFLE  
DATE: DECEMBER 12, 2024

LEGAL DESCRIPTION

A PARCEL OF LAND, BEING A PORTION OF CDOT RIGHT-OF-WAY PROJECT F-FG 001-1(4), SITUATE IN THE NW1/4 OF SECTION 16, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF RIFLE, COUNTY OF GARFIELD, COLORADO. ALL BEARINGS RELATIVE TO A BEARING OF N37°11'17"E BETWEEN THE SOUTHWEST CORNER OF SECTION 16, T6S, R93W, A 3" GARFIELD COUNTY SURVEYOR BRASS CAP ON 3-1/2" STEEL PIPE STAMPED "GARFIELD COUNTY SURVEYOR T6S R93W SW S21" AND NGS MONUMENT "WDP5", A 3" BRASS CAP STAMPED "WDP5 1977" IN CONCRETE. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

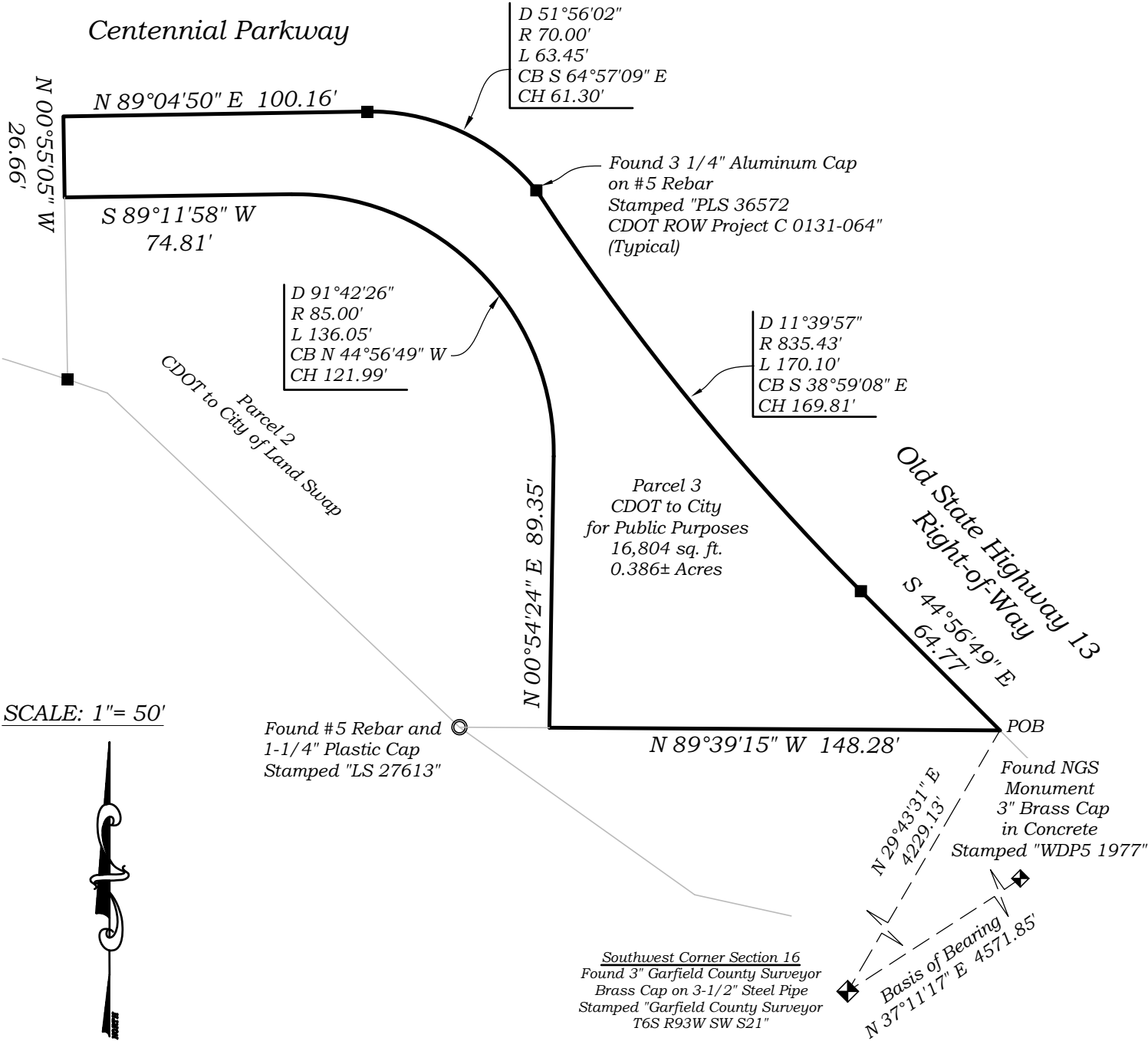
COMMENCING AT SAID NGS MONUMENT "WDP5"; THENCE N87°47'48"W 815.28 FEET TO THE TRUE POINT OF BEGINNING; THENCE N89°39'15"W 29.63 FEET; THENCE N46°29'15"W 159.80 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 895.00 FEET AN ARC LENGTH OF 13.84 FEET, CHORD BEARING N71°03'10"W 13.84 FEET; THENCE N00°55'05"W 59.94 FEET; THENCE N89°11'58"E 74.81 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 85.00 FEET, AN ARC LENGTH OF 136.05 FEET, CHORD BEARING S44°56'49"E 121.99 FEET; THENCE S00°54'24"W 89.35 FEET TO THE TRUE POINT OF BEGINNING. SAID PARCEL CONTAINING 18,619 SQUARE FEET (0.427 ACRES) MORE OR LESS.

FOR AND ON BEHALF OF BOOKCLIFF SURVEY SERVICES, INC.  
136 E 3RD STREET  
RIFLE, CO 81650  
MICHAEL J. LANGHORNE, PLS 36572

**COLORADO LICENSED**  
**MICHAEL LANGHORNE**  
**36572**  
**3/25/25**  
**PROFESSIONAL SURVEYOR**

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*Michael Langhorne*  
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EXHIBIT "A"  
PARCEL 3



PARCEL NUMBER 3: CDOT TO CITY OF RIFLE  
DATE: DECEMBER12, 2024

LEGAL DESCRIPTION

A PARCEL OF LAND, BEING A PORTION OF THE CDOT RIGHT-OF-WAY PROJECT F-FG 001-1(4), SITUATE IN THE NW1/4 OF SECTION 16, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, COLORADO. ALL BEARINGS RELATIVE TO A BEARING OF N37° 11'17"E BETWEEN THE SOUTHWEST CORNER OF SECTION 16, T6S, R93W, A 3" GARFIELD COUNTY SURVEYOR BRASS CAP ON 3-1/2" STEEL PIPE STAMPED "GARFIELD COUNTY SURVEYOR T6S R93W SW S21" AND NGS MONUMENT "WDP5", A 3" BRASS CAP STAMPED "WDP5 1977" IN CONCRETE. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT SAID SOUTHWEST CORNER SECTION 16; THENCE N 29°43'31" E 4229.13 FEET TO THE TRUE POINT OF BEGINNING; THENCE N89° 39'15"W 148.28 FEET; THENCE N00°54'24"E 89.35 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 85.00 FEET, AN ARC LENGTH OF 136.05 FEET, CHORD BEARS N44°56'49"W 121.99 FEET; THENCE S89°11'58"W 74.81 FEET; THENCE N00°55'05"W 26.66 FEET; THENCE N89° 04'50"E 100.16 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 70.00, AN ARC LENGTH OF 63.45 FEET, CHORD BEARS S64°57'09"E 61.30 FEET; THENCE ALONG THE ARC OF A REVERSE CURVE TO THE LEFT HAVING A RADIUS OF 835.43 FEET, AN ARC LENGTH OF 170.10 FEET, CHORD BEARS S38°59'08"E 169.81 FEET; THENCE S44°56'49"E 64.77 FEET TO THE TRUE POINT OF BEGINNING. SAID PARCEL CONTAINING 16,804 SQUARE FEET (0.386 ACRES) MORE OR LESS.

FOR AND ON BEHALF OF BOOKCLIFF SURVEY SERVICES, INC.  
136 E 3RD STREET  
RIFLE, CO 81650  
MICHAEL J. LANGHORNE, PLS 36572

COLORADO LICENSED  
MICHAEL LANGHORNE  
36572  
3/25/25  
PROFESSIONAL LAND SURVEYOR  
Signed by:  
Michael Langhorne  
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EXHIBIT "A"  
PARCEL 5

PARCEL NUMBER 5: LARNER TO CITY OF RIFLE  
DATE: DECEMBER 12, 2024

LEGAL DESCRIPTION

A PARCEL OF LAND, BEING A PORTION OF AMENDED LOT 1 OF THE BOUNDARY AMENDMENT PLAT OF LOT 1, UNION PACIFIC MINOR SUBDIVISION AND THE UNION PACIFIC RAILROAD RIGHT OF WAY BOUNDARY RECORDED MAY 7, 2007 AS RECEPTION NO. 722695 IN THE RECORDS OF THE GARFIELD, COUNTY, COLORADO CLERK AND RECORDER'S OFFICE, SITUATE IN THE NW1/4 OF SECTION 16, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, COLORADO. ALL BEARINGS RELATIVE TO AN ASSUMED BEARING OF N37°11'17"E BETWEEN THE SOUTHWEST CORNER OF SECTION 16, T6S, R93W, A 3" GARFIELD COUNTY SURVEYOR BRASS CAP ON 3-1/2" STEEL PIPE STAMPED "GARFIELD COUNTY SURVEYOR T6S R93W SW S21" AND NGS MONUMENT "WDP5", A 3" BRASS CAP STAMPED "WDP5 1977" IN CONCRETE. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID AMENDED LOT 1 (WHENCE SAID NGS MONUMENT "WDP5" BEARS N86°05'15"E 1951.59 FEET) THENCE ALONG SAID SOUTH LINE S89° 17'55"W 788.52 FEET; THENCE DEPARTING SAID SOUTH LINE N00°45'11"E 85.98 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 6.00 FEET, AN ARC LENGTH OF 9.58 FEET (CHORD BEARS S44°56'20"E 8.59 FEET); THENCE N89°20'01"E 420.14 FEET; THENCE N89°21'27"E 69.09 FEET; THENCE N89°19'42"E 287.36 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 10.00 FEET, AN ARC LENGTH OF 7.54 FEET (CHORD BEARS N41°50'43"E 7.36 FEET); THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 44.46 FEET, AN ARC LENGTH OF 3.24 FEET (CHORD BEARS N17°32'37"E 3.24 FEET); THENCE S00°45'15"W 87.85 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINING 62,755 SQUARE FEET (1.441 ACRES) MORE OR LESS.

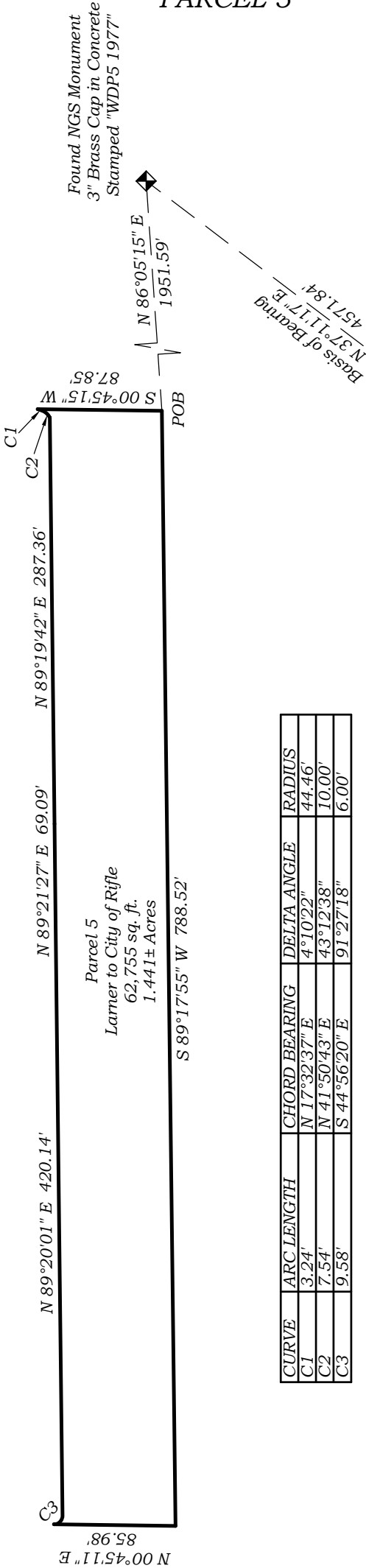
FOR AND ON BEHALF OF BOOKCLIFF SURVEY SERVICES,  
INC. 136 E 3RD STREET  
RIFLE, CO 81650  
MICHAEL J. LANGHORNE, PLS 36572

  
DocuSigned by:  
*Michael Langhorne*  
7FAD185CB6B8407...



EXHIBIT "A"  
PARCEL 5

Remainder Parcel 3 968± Acres  
Reception No. 7226935  
Amened Lot 1 Subdivision  
Rifle Depot LLC/Larner



CURVE	ARC LENGTH	CHORD BEARING	DELTA ANGLE	RADIUS
C1	3.24'	N 17°32'37" E	4°10'22"	44.46'
C2	7.54'	N 41°50'43" E	43°12'38"	10.00'
C3	9.58'	S 44°56'20" E	91°27'18"	6.00'

SCALE: 1"= 100'

DocuSigned by:  
*Michael Langhorne*  
7FAD185CB6B8407...



Southwest Corner Section 16  
Found 3" Garfield County Surveyor  
Brass Cap on 3-1/2" Steel Pipe  
Stamped "Garfield County Surveyor  
T6S R93W SW S21"

Basis of Bearing  
N 37°11'17" E  
4571.84'



**COLORADO**

**Department of Transportation**

## Transportation Commission Memorandum

**To:** Transportation Commission  
**From:** Paul DesRocher, Director of Transit & Rail  
Jan Rowe, Assistant Director, Transit & Rail Planning & Operations  
Amber Paoloemilio, Rules, Policies, and Procedures Advisor  
**Date:** April 16, 2025

**Subject:** Repeal 1605.0 Policy Directive “Interregional Express Bus Service Program”

### Purpose

This memo contains background information for the recommended repeal of 1605.0 Policy Directive “Interregional Express Bus Service Program.”

### Action

Approve the repeal of [Policy 1605.0 Policy Directive Interregional Express Bus Service Program](#).

### Background

In 2009, the General Assembly passed Senate Bill 2009-094, which created the Division of Transit & Rail. The legislation, codified at section [43-1-117.5](#), C.R.S., explains the powers and duties of the Division under the Executive Director, including the operation of interregional transit service and establishing schedules and fares.

The Policy Directive adheres to the statutory framework and further sets forth the reporting requirements with the Transit & Intermodal (T&I) Committee and the Transportation Commission. At the January 2014 meeting, the Transportation Commission passed Resolution #TC-3183 approving the Implementation of the Interregional Express Bus (IX) Program.

The resolution also included the creation of the Express Bus Program governance model with the Division of Transit & Rail administering the program, the T&I Committee providing oversight, and the Transportation Commission retaining ultimate control of critical business decisions. Finally, included in the resolution was a provision where the TC would monitor the success of the program for three years of operation (until 2017) and give the TC the option at that time to continue service, modify service, or cancel service. After the resolution was approved, CDOT created PD 1605.0.

The Express Bus Program (now known as Bustang), has evolved substantially since PD 1605.0 was developed over ten years ago in 2014. Bustang now has significantly more budget and a greatly expanded service area. Bustang also continues to deliver fare box recovery well above the 20 percent requirement in PD 1605.0.

The referenced three years of operational monitoring in the resolution concluded in 2017. And now other CDOT Policy and Procedural Directives have superseded the original policy.

[Policy 704.0](#) governs CDOT's use of FASTER funds, including required reporting. [Policy 703.0](#) focuses on substantive budget matters - budget matters that involve material change or significant risk and will exercise oversight on routine budget matters, including how CDOT can move funds.

Finally, the referenced Transit and Intermodal Committee in PD 1605.0 has been replaced by the TC's Mobility Committee (for the Office of Innovative Mobility) and the Freight Committee (for intermodal freight issues).

In short, Policy 1605.0 is no longer relevant, the information contained in it is contained in other policies and procedures, and the Bustang program is no longer governed by this policy.

## Next Steps

For the reasons stated above, approve the repeal of PD 1605.0 on the consent agenda during the April 17, 2025 regular TC meeting.

## Attachments

- PD 1605.0
- Resolution #TC-3183

## **I. Purpose**

To establish the Division of Transit and Rail (“DTR”) reporting procedures to the Transit and Intermodal Committee (“Committee”) of the Colorado Transportation Commission (“Commission”) regarding the interregional express bus service (“IX Program”).

The Division of Transit and Rail (“DTR”) IX Program was developed to augment and connect population and employment centers and local bus systems along the I-25 and I-70 Mountain Corridors and connecting routes to better integrate with a statewide transit system.

## **II. Authority**

Transportation Commission, § 43-1-106(8)(a), C.R.S.

§ 43-1-117.5(3)(a)(II), C.R.S.

§ 43-4-811 and 812, C.R.S.

## **III. Applicability**

This Policy Directive applies to the Colorado Department of Transportation (“CDOT”) Division of Transit and Rail.

## **IV. Procedure**

### **A. General Provisions**

1. The Title IX Program was developed to augment CDOT’s commitment to provide the best multi-modal transportation system in the country. The Title IX fills a critical need by connecting with local bus systems serving populations and employment centers to better integrate a statewide transit system.
2. DTR shall initiate the IX Program on a base budget of \$3 m/yr. (FASTER Transit funds) for operations expenditures. The IX Program will be limited to this annual allocation plus collected fare revenue and shall cover the total annual operating costs of the service using these funds.
3. DTR shall set targets for fare box recovery with the goal of attracting ridership to the IX Program and providing an alternative to driving that entices riders to reduce driving. The IX Program shall thus set a goal of achieving a minimum fare box recovery of 20% of operating costs within two years of service start up.
4. DTR shall manage the IX Program, oversee the service Contractor, monitor performance, and remain flexible to adjust the service in order to maximize performance, increase effectiveness, and achieve farebox recovery goals.

5. DTR, with the Office of Communications, shall develop a public outreach program to regularly solicit input from the public on the service in general, and specifically solicit input before implementing any route, service or fare modifications.

## **B. Powers, Duties and Responsibilities**

1. Transportation Commission Oversight. The Commission shall:
  - a) Monitor the performance and success of the Program for three years of operation from the service start-up date (see Resolution TC-3133, "Approving the Implementation of the Interregional Express Bus, Service" dated January 16, 2014). The Commission shall determine at this time whether to continue, modify or cancel it.
  - b) Review and determine whether the need for capital expenditures beyond the approved IX Program (\$3 million plus fare revenue) is warranted.
  - c) Approve all expenditures from the Cumulative Reserve fund.
2. Transit and Intermodal Committee Oversight. The Committee shall:
  - a) Meet a minimum of four times a year;
  - b) Monitor the performance of the Program and serve as the recommending body for any substantial modification, addition or deletion of services, including capital needs;
  - c) Evaluate reports and monitor the progress of DTR meeting milestones;
  - d) Recommend the IX Program budget annually to the Commission, including the review of any capital expenditures which vary from those previously approved;
  - e) Recommend to the Commission allocations from the cumulative reserve beyond the IX Program annual budget; and
  - f) Provide status updates at least annually to the Commission.
3. DTR Responsibilities.
  - a) The Director of DTR will manage the Program, monitor performance, remain flexible to adjust to maximize performance, be responsible for all day-to-day decision-making, and oversee all components of the Program, including, but not limited to:
    - (1) Updating the CDOT Chief Engineer and Executive Director on a regular basis by apprising him/her of the status of performance goals and service changes;



- (2) Overseeing compliance with all applicable federal and state laws and regulations, including those arising from the Americans with Disabilities Act;
  - (3) Implementing Intergovernmental Agreements and Memoranda of Understanding with governmental and partner entities;
  - (4) Setting schedules and fare structures;
  - (5) Conducting an annual IX Program assessment (or twice annually if needed) of service coverage, routes, schedules and fares; and modify the service plan when justified.
  - (6) Preparing an annual budget (fiscal year);
  - (7) Purchasing of buses and other capital infrastructure elements;
  - (8) Negotiating and managing contractual agreements with a private provider for the annual operations and maintenance;
  - (9) Coordinating a communication plan with the Office of Communications;
  - (10) Implementing a public outreach program with the Office of Communications to regularly solicit input from the public on the IX Program in general, and specifically solicit input before implementing any route, service or fare modifications;
  - (11) Implementing a customer service plan with providers;
  - (12) Facilitating Park-n-Ride improvements with regions;
  - (13) Monitoring Contractors' Performance;
  - (14) Monitoring Risk Assessment; and
  - (15) Developing an annual work plan;
- a) Director of DTR Reporting. The Director of DTR shall report to the Commission on a quarterly basis. The quarterly performance reports shall include the following data by corridor and Program total based on the fiscal year:
- (1) Ridership;
  - (2) Farebox revenue;

- (3) Farebox recovery ratio;
- (4) On-time performance;
- (5) Collisions per 100,000 miles; and
- (6) Public input received.

## **V. Implementation Plan**

This Policy Directive will be effective immediately upon signature.

The Originating Office shall confirm within one week of the effective date that all employees in the DTR have received a copy of this Policy Directive.

The Office of Policy and Government Relations shall post this Directive on CDOT's intranet and on public announcements.

## **VI. Review Date**

This Policy Directive shall be reviewed on or before August 2028.

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Secretary, Transportation Commission

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Effective Date

**Resolution# TC-3183**

**Adoption of Policy Directive 1605.0 "Interregional Express Bus Service (IX Service) Program"**

**WHEREAS**, pursuant to § 43-1-106(8)(a), C.R.S., the Colorado Transportation Commission is charged with formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

**WHEREAS**, in 2009, the General Assembly passed Senate Bill 2009-094, codified at § 43-1-117.5, C.R.S., which created the Division of Transit & Rail; and

**WHEREAS**, the legislation set forth the powers and duties of the Division under the Executive Director, including the operation of interregional transit service and establishing schedules and fares; and

**WHEREAS**, at its January 2014 meeting, the Transportation Commission passed Resolution #TC-3133 approving the Implementation of the Interregional Express Bus program (the "IX Program") within the Division of Transit and Rail ; and

**WHEREAS**, Resolution # TC-3133 further included a provision to monitor the success of the program for three years of operation, and give the Transportation Commission the option at that time to continue service, modify service or cancel service; and

**WHEREAS**, the Program's governance model has been based on DTR administering the program, the Transit & Intermodal Committee providing oversight, and the Transportation Commission retaining ultimate control of critical business decisions; and

**WHEREAS**; Policy Directive 1605.0 defines the roles and responsibilities of the Program's implementation and provides transparency and accountability for internal processes and external information.

**NOW THEREFORE BE IT RESOLVED**, the Commission herein approves Policy Directive 1605.0 "Interregional Express Bus Service ("IX Program")"

[Signed 8/22/2014]



## Transportation Commission Memorandum

**To:** Colorado Transportation Commission  
**From:** Darius Pakbaz, Director, CDOT DTD  
Jamie Collins, STIP Team Manager, CDOT DTD  
**Date:** April 16, 2025

**Subject:** Public Hearing for the Draft FY2026-FY2029  
Statewide Transportation Improvement Program (STIP)

### Purpose

CDOT staff is requesting that the Transportation Commission hold a public hearing for the Draft FY2026-FY2029 STIP during its regular meeting on April 16, 2025.

### Action

CDOT requests the Commission open the Public Hearing at the regular meeting on April 16, 2025. Any comments received will be reviewed and incorporated into the final draft of the STIP.

### Background

The STIP is a four-year plan of transportation projects and is developed pursuant to 23 U.S.C. 135. At this time, the Draft FY2026-FY2029 STIP has been released for public review and comment. As part of the comment period, the Transportation Commission holds a public hearing to allow for further comments on the plan. The public hearing will take place during the Commission's regular meeting on April 16, 2025, concurrent with the rest of the agenda. The public comment period will close on May 9, 2025.

The [Draft STIP](#) can be found on the external CDOT website. Comments regarding the STIP may be submitted to Jamie Collins, STIP Team Manager, at [jamie.collins@state.co.us](mailto:jamie.collins@state.co.us).

### Next Steps

Staff will return to the Commission in May to request adoption of the FY2026-FY2029 STIP.



**COLORADO**

**Department of Transportation**

## **Transportation Commission Memorandum**

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Colorado Department of Transportation Budget Director

**Date:** April 16, 2025

**Subject:** 2025 Seventh Budget Supplement

### **10 Year Plan Changes**

#### **Region 2**

Increase \$3,100,000 to Plan ID 2757 I-25C North to I-25 due to additional wall work, culvert extensions as well as inflation/general cost increases since the plan was developed. Available funds are identified below:

- \$3,100,000 reduction to Plan ID 1502, I-25C and US 160 Intersection Improvements as a result of redesign of the intersection leading to anticipated cost savings.

See Attachment 1 for more information.

#### **Region 5**

Increase \$3,500,000 to Plan ID 2634 CO 17 West of Antonito in order to fully fund construction. Cost estimates have increased greatly since the original cost estimate was developed in 2019 as well as guardrail is being added in key locations to address safety concerns. Available funds are identified below:

- \$3,500,000 savings from previously completed projects (US 160 McCabe Creek, US 550 Pacochupuk) which utilized federal pandemic relief funds in lieu of CDOT 10 Year Plan funds.

See Attachment 2 for more information.



**Balances of TC Funds are as follows:**

### **Transportation Commission Contingency Reserve Fund Reconciliation**

<b>Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>
June-24	Balance 12S24		\$3,677,851
July-24	Balance 1S25		\$19,972,392
August-24	Balance 2S25		\$19,972,392
September-24	Balance 3S25		\$20,017,044
October-24	Balance 42S25		\$20,102,544
November-24	Balance 52S25		\$20,102,544
December-24	Balance 62S25		\$20,102,544
January-25	Balance 72S25		\$20,102,544
February-25	Balance 82S25		\$16,002,544
March-25	Balance 9S25		\$20,779,753
April-25	Pending Balance 10S25		\$20,779,753

### **Cost Escalation Fund Reconciliation**

<b>Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>
June-24	Balance 12S24		\$9,608,937
July-24	Balance 1S25		\$9,698,442
August-24	Balance 2S25		\$9,879,960
September-24	Balance 3S25		\$7,597,670
October-24	Balance 4S25		\$6,136,803
November-24	Balance 5S25		\$2,709,912
December-24	Balance 6S25		\$2,564,645
January-25	Balance 7S25		\$2,564,645
February-25	Balance 8S25		\$2,564,645
March-25	Balance 9S25		\$2,564,645
	Region 1 - US40 Empire Resurfacing	(517,039)	
April-25	Pending Balance 10S25		\$2,047,606

## Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 1S24		\$6,870,207
July-24	Balance 1S25		\$5,015,869
August-24	Balance 2S25		\$4,415,869
September-24	Balance 3S25		\$55,339,033
October-24	Balance 4S25		\$50,439,033
November-24	Balance 5S25		\$50,056,233
December-24	Balance 6S25		\$50,043,478
January-25	Balance 7S25		\$50,043,478
February-25	Balance 8S25		\$47,191,478
March-25	Balance 9S25		\$47,191,478
April-25	Pending Balance 10S25		\$47,191,478

## Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$0
July-24	Balance 1S25		\$12,000,000
August-24	Balance 2S25		\$12,000,000
September-24	Balance 3S25		\$12,000,000
October-24	Balance 4S25		\$12,000,000
November-24	Balance 5S25		\$20,000,000
December-25	Balance 6S25		\$20,000,000
January-25	Balance 7S25		\$20,000,000
February-25	Balance 8S25		\$19,457,000
March-25	Balance 9S25		\$17,135,000
	Joint Operations Area Workforce Housing	(250,000)	
	Litter and Encampment Cleanup	(500,000)	
	Avalanche Fencing	(999,000)	
	Maintenance Equipment Repairs	(731,100)	
	Snow and Ice Control	(3,120,000)	
April-25	Pending Balance 10S25		\$11,534,900



# COLORADO

## Department of Transportation

### Attachment 1

**To:** Transportation Commission

**From:** Shane Ferguson, Region 2 Transportation Director

**Date:** April 3, 2025

**Subject:** Region 2 10 Year Plan Changes

#### Purpose

To request the Transportation Commission's (TC) approval of the April Budget Supplement for the reallocation of 10-year plan funding from the I-25C and US 160 Intersection Improvements (ID 1502, Project Code 25453) to the I-25C North to I-25 (ID 2757, Project Code 25393). This transfer is needed in order to fully fund the construction phase for the I-25C North to I-25 project and does not reduce the scope for the I-25C and US 160 Intersection Improvements project.

#### Action

Approval of the proposed April Budget Supplement to move \$3.1 million to Plan ID 2757, I-25C North to I-25 from the following:

- \$3.1 million from Plan ID 1502, I-25C and US 160 Intersection Improvements

The identified funding is needed to fully fund the construction phase of the project and meet the advertisement date.

#### Background

The South Central Transportation Planning Region and the local stakeholders in Walsenburg requested reconsideration of CDOT's proposed construction of a roundabout for the I-25C and US 160 Intersection Improvements project (Project ID 1502). After consideration and evaluation, other mitigation to address the intersection operation are in design including replacing the existing traffic signals. The new design results in a residual of \$3.1 million in the planned funding.

Approximately one mile to the north of the I-25C and US 160 Intersection Improvement project (Plan ID 1502) is the location of the I-25C North to I-25 project (Plan ID 2757). The I-25C North to I-25 project will widen the roadway shoulders and add a two way left turn lane with the intent to improve safety within the corridor. The contract documents are currently being finalized and the project is on track to advertise in the spring/summer of 2025. The project is not currently fully funded with the existing identified funds. The residual \$3.1 million 10-year funds from the I-25C

and US 160 Intersection Improvement project will provide the Region the funds needed to advertise the project.

### **Recommendation**

Staff recommend approval of the transfer between 10-Year Plan Projects as detailed above. Transferring the funds will allow the I-25 North to I-25 project to be fully funded for construction and will allow the funding to stay on the I-25C corridor.

### **Next Steps**

If approved, Region 2 will complete the 10-Year Plan funding request, update the STIP, and begin the budget action request process to fund the construction phase of the I-25C North to I-25 project.



# COLORADO

## Department of Transportation

To: Transportation Commission  
From: Julie Constan, Region 2 Transportation Director  
Date: April 17, 2025

**Subject:** Region 5 10 Year Plan Changes

### Purpose

The purpose of this memorandum is to request approval from the Transportation Commission for a budget increase of \$3,500,000 on a previously approved Senate Bill 267 project: Plan ID 2634 - *CO 17 West of Antonito* from the Region pool balance.

The scheduled AD date for this project is October 21, 2025.

### Action

Per Policy Directive 703.0, dated August 27, 2014, Appendix C states that Transportation Commission approval is needed for requests greater than or equal to 15% and greater than or equal to \$500,000 above the approved amount. As such, the Transportation Commission is being asked to approve this funding request so that CDOT advertise the project in October 2025.

### Background

The project designated as Plan ID 2634 - *CO 17 West of Antonito Surface Treatment Project* includes asphalt leveling course, asphalt overlay, guardrail, roadway profile improvements, signing, and striping.

Project costs have escalated dramatically since the original cost estimate was developed in 2019. Additionally, to address safety concerns, guardrail will be added at key locations. Due to these issues, the new costs are slightly higher than originally anticipated.

### Details

The total approved budget of the project is \$7,171,000 which includes \$150,000 for pre-construction phase. The current construction cost estimate is at \$11,742,204. The overall difference between the current construction budget and the estimated costs is \$3,500,000. The Region has sufficient unallocated strategic funds in its pool balance to cover this additional cost.





## Options

Staff has identified 2 options for consideration

1. Approve the budget adjustment for the project using unprogrammed funding from within the Region 5 pool. **(Staff recommendation)**.
2. Reduce the length of the project to fit within the current budget. This would not allow the Region to address all of the low Drivability Life segments on this stretch of highway.

## Next Steps

If the Transportation Commission approves the funding request, the Resident Engineer will submit a Budget Action Request to the Region 5 Business Office who will work with OFMB to fully fund the project.

## Attachments

None.





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Darius Pakbaz - Director of Transportation Development, Chris Laplante - Air Quality and Climate Section Manager, Libba Rollins - GHG Specialist

**Date:** April 16, 2024

**Subject:** CDOT Staff Recommendation - 2025 GVMPO GHG Transportation Report for the 2050 Regional Transportation Plan

### Purpose

CDOT staff recommends acceptance by the Transportation Commission of the 2025 Grand Valley Metropolitan Planning Organization (GVMPO) GHG Transportation Report for the 2050 Regional Transportation Plan.

### Action

Staff is recommending acceptance of the March 2025 GVMPO GHG Transportation Report through resolution at the April 17, 2025 Transportation Commission Meeting.

### Background

CDOT staff have been working collaboratively with GVMPO since the adoption of the GHG Transportation Planning Standard to support compliance. As part of that effort, in 2022 the TC provided a \$200,000 grant to GVMPO to enhance their Travel Demand Modeling (TDM) platform to better support modeling sensitivity to bicycle and pedestrian mode choice, transit, remote work, and induced demand. GVMPO's March 2025 submission of a GHG Transportation Report represents their first demonstration of compliance required by the Standard. GVMPO provided materials and a presentation to the TC at the March 19, 2024 workshop. GVMPO participated in the Statewide Model Coordination Group, which agreed on a set of modeling standards, as codified in the May 16, 2022 memorandum "Modeling Requirements to Meet Greenhouse Gas Standards" (Modeling Requirements). GVMPO coordinated with SMCG and CDOT to develop appropriate responses to various modeling challenges, including interpretation of a past GVMPO board's intent for the MPO boundary from a limited-resolution map and adjustments to the baseline socioeconomic dataset to incorporate

recent projections from the State Demography Office. In addition, given GVMPO's 4-step travel model, GVMPO coordinated with CDOT and APCD to develop an agreed upon process for assigning individual hourly traffic volumes and speeds at the link level that is needed for the purposes of calculating GHG emissions for their compliance area.

CDOT has reviewed GVMPO's GHG Transportation Report, "2025 Grand Valley Metropolitan Planning Organization Greenhouse Gas Transportation Report", and makes the following observations:

- GVMPO's updated travel demand model meets or exceeds all standards in the Modeling Requirements memo.
- GVMPO's report presents a variety of analysis describing the results of GVMPO's model runs for the years 2030, 2040 and 2050, both baseline and compliance scenarios.
- The greenhouse gas emission totals presented in Table 2 of the GHG Transportation Report demonstrate compliance with the Standard.
- CDOT management finds the planned approaches to achieve compliance through the selected strategies align with the goals of the Standard through increasing emphasis on multimodal, bicycle and pedestrian and transit projects.

In summary, CDOT recommends approval by the Transportation Commission of the March 2025 GVMPO GHG Transportation Report.

### Next Steps

The Commission will vote on acceptance of the report by resolution.

### Attachments

A - GVMPO's March 2025 GHG Transportation Report

B - 2025 GVMPO GHG Transportation Report Appendices (including Pg. 48, APCD Verification Letter)

Proposed Resolution #7



**2025**

# **Grand Valley Metropolitan Planning Organization Greenhouse Gas Transportation Report**



**REGIONAL TRANSPORTATION PLANNING OFFICE**

Grand Valley MPO • Grand Valley TPR • Grand Valley Transit

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# Acronyms and Abbreviations

<b>2050 RTP</b>	Moving Swiftly to 2050: Grand Valley 2050 Regional Transportation Plan
<b>ACS</b>	American Community Survey
<b>APCD</b>	Air Pollution Control Division
<b>CDOT</b>	Colorado Department of Transportation
<b>GHG</b>	Greenhouse Gas
<b>GHG Planning Standard</b>	Greenhouse Gas Transportation Planning Standard
<b>GVMPO</b>	Grand Valley Metropolitan Planning Organizations
<b>GVRTC</b>	Grand Valley Regional Transportation Committee
<b>LOCUS</b>	Location Based Services Data (Cambridge Systematics)
<b>MCRTM</b>	Mesa County Regional Travel Model
<b>MMT</b>	Million Metric Tonnes
<b>MOVES3</b>	Environmental Protection Agency's Motor Vehicle Emission Simulator
<b>MPO</b>	Metropolitan Planning Organization
<b>QCEW</b>	Quarterly Census of Employment and Wages
<b>RTP</b>	Regional Transportation Plan
<b>SB</b>	Senate Bill
<b>SDO</b>	Colorado State Demography Office
<b>SED</b>	Socioeconomic Dataset
<b>TAZ</b>	Traffic Analysis Zone
<b>TC</b>	Transportation Commission

# Introduction

This chapter documents the actions taken by the Grand Valley Metropolitan Planning Organizations (GVMPO) to incorporate regional greenhouse gas (GHG) reduction strategies into the planning and modeling of the Moving Swiftly to 2050: the Grand Valley 2050 Regional Transportation Plan (2050 RTP). This chapter satisfies the requirements of Colorado's Greenhouse Gas (GHG) Transportation Planning Standard (GHG Planning Standard) for MPOs to develop a GHG Transportation Report (Report) as outlined in the Code of Colorado Regulations ([2 CCR 601-22](#)).

To ensure compliance, the GVMPO used the Mesa County Regional Travel Model (MCRTM) and the Environmental Protection Agency's Motor Vehicle Emission Simulator (MOVES3) air quality model.

The planning measures, modeling methods, and emissions analysis results documented in this report demonstrate that the 2050 RTP meets these regulations. The analysis concludes that no additional GHG Mitigation Measures, nor Mitigation Action Plan, are currently needed for the GVMPO to satisfy the rule's transportation GHG reduction requirements.

The Grand Valley Regional Transportation Committee (GVRTC) will consider adopting this GHG Transportation Report at their regular monthly meeting on April 28, 2025.

## Background

### Colorado Greenhouse Gas Requirements

In June 2021, the Colorado legislature passed *Senate Bill (SB) 21-260 titled "Sustainability of the Transportation System."* The bill, which created new sources of funding for transportation, also directed the Colorado Transportation Commission (TC) to adopt implementing guidelines and procedures for addressing GHG emissions in transportation planning.

Subsequently, the TC adopted the "Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions" (2 CCR 601-22) in December 2021.

These rules address the GHG reduction requirements outlined in SB21-260 by setting GHG reduction targets for the Colorado Department of Transportation (CDOT) and each Colorado Metropolitan Planning Organization (MPO) across multiple forecast years. CDOT, working with Cambridge Systematics, used the Energy Emissions Reduction and Policy Analysis Tool to develop the initial GHG baseline estimates and reduction targets, which are shown in **Table 1**.

**Table 1: GHG Transportation Planning Reduction Levels in MMT of CO<sub>2</sub>e**

Regional Areas	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
Denver Regional Council of Governments (DRCOG)	0.27	0.82	0.63	0.37
North Front Range Metropolitan Planning Organization (NFRMPO)	0.04	0.12	0.11	0.07
Pikes Peak Area Council of Governments (PPACG)	N/A	0.15	0.12	0.07
Grand Valley Metropolitan Planning Organization (GVMPO)	N/A	0.02	0.02	0.01
Pueblo Area Council of Governments (PACOG)	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
<b>Total</b>	<b>0.43</b>	<b>1.50</b>	<b>1.20</b>	<b>0.70</b>

Source: Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

The GHG Planning Standard requires CDOT and the MPOs to model GHG emissions from transportation projects included in their plans and take steps to reduce GHG emissions compared to what would be expected under previously adopted 2045 Regional Transportation Plan (Baseline Plan). The GVMPO has specific GHG reduction targets in three forecast years: 2030, 2040, and 2050. Currently, the 2050 RTP is the

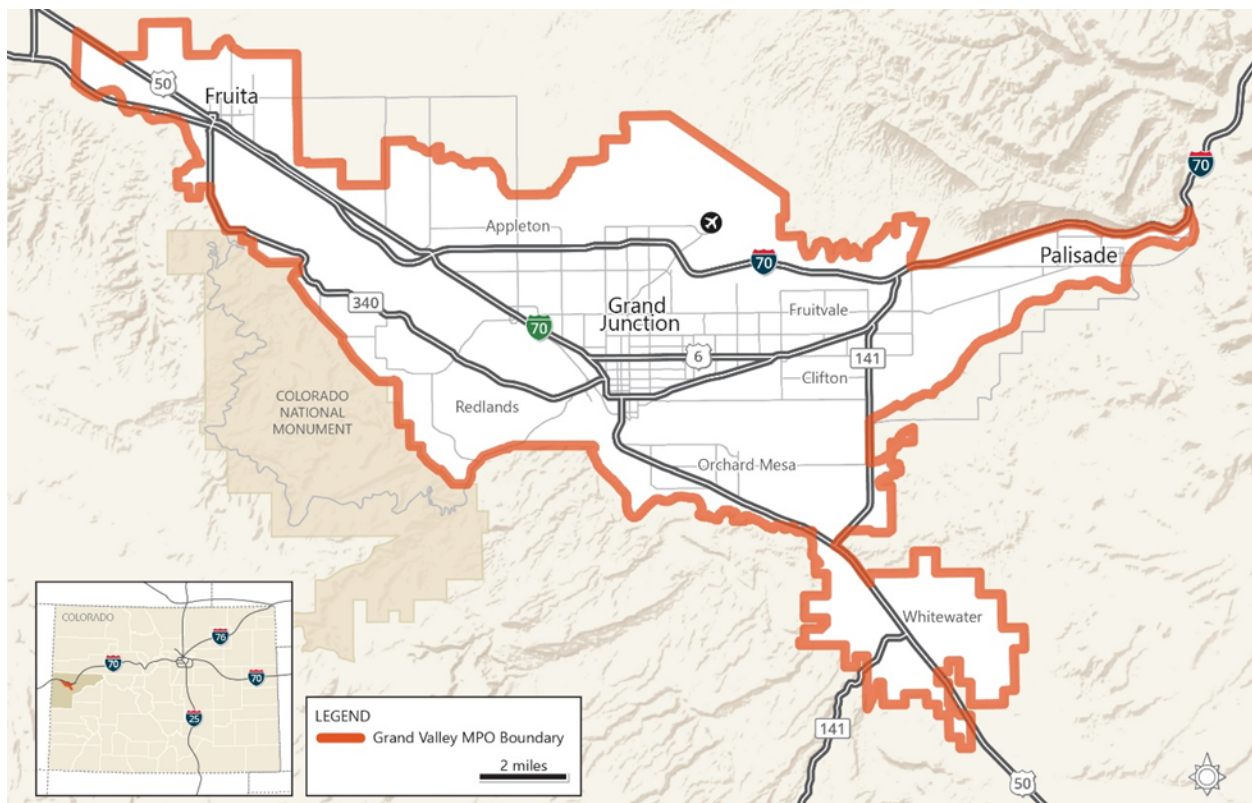
only applicable planning document used to model future GHG emission reductions and demonstrate compliance with the rule.

## Planning Area

The GVMPO provides regional planning and programming services for the multimodal transportation systems (automobile, transit, biking, walking, freight, and rail). Following federal guidelines, the GVMPO collaborates regularly with local, state, and federal governments to ensure transportation projects and plans are comprehensive and coordinated. The GVMPO boundary (see **Figure 1**) covers the urban areas of Mesa County, including Grand Junction, Fruita, and Palisade.

The GVMPO's GHG analysis focuses specifically on the transportation network and projects within its boundaries. Transportation projects outside the five MPOs are evaluated separately by CDOT, who incorporates them into their statewide modeling to meet GHG reduction targets for non-MPO areas of the state.

**Figure 1: GVMPO Boundary (2015)**



# The Regional Transportation Plan and Mesa County

## Regional Travel Model

Every five years since 1985, the GVMPO has updated its Regional Transportation Plan (RTP), which looks ahead at least 20 years. The RTP sets the region's transportation vision and goals, assesses the current transportation system, and identifies strategies to effectively use public funds to achieve those goals. It provides a framework for decision-makers to consider the broader social, economic, and environmental effects of transportation and land-use choices. All regionally significant transportation projects within the GVMPO boundary must be included in the RTP.

A important tool used to develop the RTP is the Mesa County Regional Travel Model (MCRTM). This model takes into account factors like where people live and the density of housing, where people work, and how people choose to travel (i.e. car, walk, bike, bus). It analyzes how changes in population, employment, and land use affect the transportation network. Proposed projects for the RTP are then incorporated into the MCRTM to see how they impact future travel and whether they help achieve the plan's goals such as reducing GHG emissions. The MCRTM ultimately provides estimates of future traffic volumes, average travel speeds, and typical travel patterns.

The MCRTM underwent significant enhancements for the 2050 RTP, specifically tailored to align with Colorado's GHG modeling guidelines. Funded by a \$200,000 grant from CDOT and implemented by Cambridge Systematics, these improvements included three key updates: 1) the integration of PopGen2, a population synthesizer currently used by CDOT in their model; 2) the incorporation of LOCUS, a proprietary location-based services dataset that is based on the science of travel behavior and provides expanded and well-validated travel flows; and 3) the change from a mode split model to a mode choice model that includes all person trips—auto trips, nonmotorized trips, and transit trips. With this, the transit system was also modeled in the updated MCRTM.



# Grand Valley Greenhouse Gas Emissions Analysis

Since the GVMPO is in attainment for national air quality standards, this is the first time the GVMPO conducted a GHG analysis.

This analysis compares GHG emissions for the GVMPO “Baseline Plan” and “Updated Plan.” The results, shown in **Table 2**, detail the GHG emissions for both plans across the various compliance years in million metric tonnes (MMT). The table highlights the “GVMPO Reductions,” which represent the difference in emissions between the two plans.

In addition to the emissions data, **Table 2** shows the GHG Reduction Levels established in the GHG Planning Standard for GVMPO for each compliance year. The 2050 RTP meets or exceeds the required GHG Reduction Levels in each of the three compliance years, demonstrating compliance with the GHG Planning Standard.

## **Baseline Plan = 2045 RTP**

Adopted by the GVRTC in February 2020; Amended by the GVRTC in September 2022 (2045 RTP Amendment #1); and Extended until the adoption of the 2050 RTP via Resolution 2025-003 in January 2025.

## **Updated Plan = 2050 RTP**

Expected to be adopted by the GVRTC in April 2025.

**Table 2: GVMPO GHG Emission Results, Million Metric Tonnes (MMT)**

<b>Regional Areas</b>	<b>2030 Reduction Level</b>	<b>2040 Reduction Level</b>	<b>2050 Reduction Level</b>
<b>Baseline Plan: 2045 RTP</b>	0.306	0.212	0.126
<b>Updated Plan: 2050 RTP</b>	0.286	0.188	0.111
<b>GVMPO Reduction from Baseline Plan</b>	0.021	0.024	0.015
<b>GVMPO Required Reductions</b> 2 CCR 601-22	0.02	0.02	0.01
<b>Pass/Fail</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

Note: Some numbers in this chart may not add correctly due to rounding.

Source: Mesa County Regional Travel Model and 2 CCR 601-22

## Baseline Plan Model and Updated Plan Model

### Model Network

Using the MCRTM, the GHG analysis of the Baseline Plan model includes the transportation and transit network and roadway improvements as identified in Appendix A of the 2045 RTP and 2045 RTP Amendment #1. These projects were assigned to one of three periods based on their anticipated year of completion. As the original Baseline Plan model was for 2025, 2035 and 2045 (versus 2030, 2040, and 2050), adjustments were made in order to compare the Baseline Plan model with the Updated Plan model. Although transit was not initially modeled in the 2045 RTP, it was incorporated into the Baseline Plan model for comparison purposes. Given the lack of transit expansion projects in the 2045 RTP and minimal changes to the transit system between the Baseline Plan and Updated Plan, the modeled transit service remains consistent between the Baseline and Updated Plan models. Similarly, the 2045 RTP primarily focused on safety and asset management for roadway projects, with limited capacity expansion projects. Active transportation projects, which were not financially constrained or modeled in the 2045 RTP, are also not included in the Baseline Model.

The GHG analysis of the Updated Plan includes the existing transportation and transit network and roadway improvements identified in the 2050 RTP. The updated project list for the 2050 RTP can be found in **Appendix F** and corresponds to the project list in the 2050 RTP.

## **Socioeconomic Data**

The original Baseline Plan model's socioeconomic dataset (SED) used the latest available household projections from the Colorado State Demography Office (SDO) for its household control totals. These projections anticipated that Mesa County would have 67,475 households by 2025, 81,602 households by 2035, and 96,767 households by 2045. However, when it came time to develop SED for the Updated Plan, the SDOs projections had been revised, significantly reducing the anticipated number of households in Mesa County to 70,765 by 2030, 77,984 by 2040, and 81,406 by 2050.

In order to compare GHG emissions, both the Baseline and Updated Plan models require the use of socioeconomic datasets with the same household and employment control totals, interim/horizon years, and TAZ (Traffic Analysis Zone) structure.

Therefore, the development of the Baseline SED required modifications to the 2045 SED. These included converting socioeconomic data from the 2045 TAZ structure to the 2050 TAZ structure, and also reducing total household and employment growth to match the new control totals in a manner that maintained the same geographic pattern and order of development for the years 2030, 2040, and 2050.

Socioeconomic data used in the MCRTM was developed through a manual process using ArcGIS Pro software. This process incorporates the latest available data from a variety of sources. The model base year incorporates Mesa County parcel data, Quarterly Census of Employment and Wages (QCEW) data, local government employment data, school enrollment data, and 2022 5-year American Community Survey (ACS) data. Forecasts for future years build on the base year and incorporate data, plans, and other information sources related to known and anticipated future development. These forecasts are done in coordination with local planning departments in partner jurisdictions, and are bound to household and employment control totals based on projections from the Colorado State Demography Office.

The GVMPO boundary geospatial data used in the GHG analysis was refined during the GHG emissions analysis process by GVMPO staff. The geospatial data used to depict the GVMPO boundary when it was adopted in 2015 was not intended to be used for detailed geospatial analysis. Inconsistencies on the edges of the GVMPO boundary were cleaned up in order to more accurately incorporate roadways segments. GVMPO staff updated the geospatial boundary, and shared and confirmed these updates with the Statewide Model Coordination Group and CDOT staff. Documentation of this process can be found in **Appendix C**.

### **Additional Model Changes Between Baseline and Updated Model**

The Updated Plan model reflects changes in the community that were not anticipated by the Baseline Plan model at the time of its adoption. These changes reflected the following, which are summarized in **Table 3** and expanded upon in subsequent sections and in the Transportation Commission Presentation in **Appendix I**:

- Updated work-from-home rates to reflect changes in behavior due to the effects of the COVID-19 pandemic and technological advancements;
- Changes in development patterns with an increase in infill and high-density housing to reflect known and anticipated development projects in the region, as well as updated planning documents that further encourage these development patterns;
- Updated local planning documents and design standards were adopted that will further expand multimodal networks and improve design standards of multimodal facilities;
- New multimodal infrastructure funded, designed and constructed; and,
- Adoption of electric bikes and scooters increased the use of active transportation.

**Table 3: GVMPO Model Changes between Baseline Model and Update Model**

	<b>Baseline Assumptions</b>	<b>2030 Compliance</b>	<b>2040 Compliance</b>	<b>2050 Compliance</b>
<b>Work from home</b>	9%	15%	16%	17%
<b>Walk/bike speed</b>	3 mph/ 12 mph	4 mph/ 13 mph	5 mph/ 13.7 mph	5 mph/ 14.3 mph
<b>Population control totals</b>	Reduced for all model runs to new projections from State Demographer	Reduced for all model runs to new projections from State Demographer	Reduced for all model runs to new projections from State Demographer	Reduced for all model runs to new projections from State Demographer
<b>Socioeconomic Data (SED)</b>	Model at time of 2045 RTP Amendment #1 September 2022	Worked with planning departments and control total to update land use based on current projects and future trends	Worked with planning departments and control total to update land use based on current projects and future trends	Worked with planning departments and control total to update land use based on current projects and future trends

Source: American Community Survey (ACS)

### *Work from Home*

The COVID-19 pandemic and the accompanying technological advances changed working conditions and related travel behaviors for many across the nation. While GVMPO did not see the same degree of migration to telework as many other urban areas, there was still an increase in those that were working from home. It is important to know what “work at home” does not just include telework, or office workers working remotely. It can also include part time workers, self-employed small businesses, home offices, flexible/hybrid working schedules and people who work alternative schedules such as three 12-hour shifts a week. The changes in travel pattern changes are reflected in the Travel Demand Model.



The Baseline Plan model assumes that 9% of the workforce works from home. This was confirmed with 2018 ACS 1-Year estimates showing 8.7% workers 16 and over worked from home. The Updated Plan model reflects an observed increase in post-pandemic work from home levels, based on 2023 ACS estimates showing that 14.6% of the region's workforce works from home. Based on this, the Updated Plan model assumes a 15% work from home rate in 2030, and that this trend continues to grow 1% every 10 years to 16% by 2040 and 17% by 2050.

### *Increased Walk/Bike Speed*

The MCRTM is a mode-choice model, used to analyze and predict the choices that individuals make in selecting the transportation modes for particular types of trips. Walk or bike modes are given an operational travel speed in the model which is used to help determine an individual's likelihood of using that mode for travel. Historically and in the Baseline Plan model, 3 mph was used for the walk speed and 12 mph for the bike speed. These speeds were increased incrementally in the Updated Plan model as shown in the table above. The increase in these speeds represent the following changes:

- The electrification of active modes of transportation including e-bikes and e-scooters. There has been a marked increase in the number of e-bikes sold and used in the community. This has been supported by state and local rebate programs supporting the purchasing of e-bikes for low-income and the general population. Additionally, the City of Grand Junction launched an e-scooter pilot program in May 2023 and has seen a total of 185,200 trips since that time. This pilot program is anticipated to become an enduring contract with current e-scooter vendors. Electrification of active modes not only increases the speed of these modes, it also makes these modes more attractive.
- The increase in speed also reflects additional priority being given to active modes through state and local policy, funding, and infrastructure. Local governments have adopted a variety of plans as listed in **Chapter 1: Introduction and Plan**

**Overview.** Additionally, the City of Grand Junction recently updated their design standards to include road sections that support their Complete Streets Policy.

- Since the adoption of the 2045 RTP, local governments have invested in active transportation infrastructure, using local funds and pursuing a variety of state and federal funding. A total of 13 miles of significant active transportation projects are under design, 4.15 miles are under construction and 21.75 miles have been completed since the 2045 RTP. A full list of these projects can be found in **Appendix H**. These investments not only increase the efficiency in using active transportation, they also open up opportunities for new users.

## Model Validation and Calibration

The MCRTM was calibrated using data from the 2010 NFRMPO Household Survey, LOCUS location-based services data, and the Grand Valley Transit On-Board Transit Survey, 2023. Validation involves testing the MCRTM predictive capabilities. Validation tests include quantifying the model's ability to replicate observed conditions and performing sensitivity tests. Additional detail on model calibration and validation is available in the MCRTM Technical Report found at <https://www.mesacounty.us/departments-and-services/rtpo/rtp>.

## Model Output Summary

Key inputs and outputs from the MCRTM for the three compliance years for the Baseline Plan and the Updated Plan are provided in **Table 4**. The table identifies demographic data and travel forecasts for all of Mesa County.

Compared to the Baseline Plan, the Updated Plan has a slight increase in combined walking and biking trips, a slight decrease in vehicle trips, and a slight decrease in the number of Vehicle Miles Traveled and Vehicle Hours Traveled reflecting changes described above. Additionally, there is a negligible increase in transit ridership which reflects the fact that transit service was not increased between the Baseline Plan and Updated Plan.

**Table 4: Modeling Summary, Updated Plan**

	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
<b>Socioeconomic Data</b>										
Population	159,373	167,598	168,056	458	192,224	193,039	815	208,673	208,915	242
Households	69,556	75,083	75,083	0	82,888	82,888	0	86,702	86,702	0
Population Employed	88,182	87,693	87,987	294	99,105	99,583	478	106,896	106,240	-656
<b>Lane Miles by Roadway Type</b>										
Interstate	534	534	534	0	534	534	0	534	534	0
Expressway	175	175	180	5	175	184	9	175	191	16
Principal Arterial	162	167	173	6	167	173	6	167	173	6
Minor Arterial	365	365	364	-1	365	366	1	365	366	1
Collector	677	692	679	-13	697	682	-15	705	688	-17
Ramps	40	40	40	0	40	40	0	40	40	0

	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
Centroid Connectors	5,402	5428	5,432	4	5,428	5,432	4	5,435	5,437	2
Total Lane Miles	7,354	7,401	7,402	1	7,406	7,411	5	7,421	7,429	8
Person Trip Mode Share										
Vehicle: Drive Alone	54.5%	56.4%	53.5%	-2.9%	56.4%	51.2%	-5.2%	56.4%	51.0%	-5.4%
Vehicle: Shared Ride (2+ People)	35.0%	33.5%	32.5%	-1.0%	33.8%	31.3%	-2.5%	33.9%	31.6%	-2.3%
Walk	8.2%	7.8%	11.8%	4.0%	7.6%	15.4%	7.8%	7.5%	15.2%	7.7%
Bicycle	2.0%	2.0%	1.9%	-0.1%	1.9%	1.8%	-0.1%	1.9%	1.9%	0.0%
Transit	0.3%	0.3%	0.3%	0.0%	0.3%	0.3%	0.0%	0.3%	0.3%	0.0%
Vehicle and Transit Data: Typical Weekday										
Vehicle Miles Traveled (VMT)	4,536,865	5,300,642	5,098,197	-202,445	6,111,406	5,737,049	-374,357	6,747,391	6,308,408	-438,983
VMT per Capita	28.5	31.6	30.3	-1.3	31.8	29.7	-2.1	32.3	30.2	-2.1
Average Vehicle Speed (mph)	34.2	33.5	33.8	0.3	32.8	33.5	0.7	33.2	33.2	0.0

	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
Average Vehicle Trip Length (mi)	7.3	7.3	7.3	0.0	7.4	7.4	0.0	7.6	7.6	0.0
Vehicle Hours Traveled (VHT)	133,832	160,027	151,578	-8,449	189,841	172,096	-17,745	214,345	191,053	-23,292
Transit Trips (Linked)	1,850	2,166	2,316	150.0	2,345	2,761	416.0	2,455	2,857	402

Source: Mesa County Regional Travel Model

## MOVES3 Conversion Tool

The MOVES modeling was conducted by the Colorado Air Pollution Control Division (APCD) who generated GHG emissions rates in grams of CO<sub>2</sub>eq/VMT for each individual hour of the day (24hrs). Emission rates were further disaggregated by speed, vehicle type, and road type. APCD used the MOVES emissions rates in conjunction with a GHG compliance area's predicted total daily on-road travel activity for each compliance year within a database platform to calculate predicted total annual GHG emissions (MMT/yr) to verify whether an area can demonstrate compliance with GHG emission reductions stated in 2 CCR 601-22. To accurately calculate total daily and annual GHG emissions, it is necessary for the GHG database to assign individual hourly volumes and speeds (24hrs/day) at the link level from the travel model's daily output. Additional details on how these individual hourly volumes and speeds were assigned can be found in **Appendix B**.

GVMPO staff used the training and MOVES3 conversion tool provided by APCD to calculate GHG emissions from each model run. Model runs were conducted for all compliance years in both the Baseline Plan model and Updated Plan model. GVMPO staff then exported each run's network, created subsets of the model network to include only links that are within the GVMPO boundary and recalculated segment lengths. After completing these steps, staff imported network attribute tables from each run into their corresponding Microsoft Access database, edited and ran queries, and exported the results. Excel documents provided by APCD were used for post-processing final GHG emissions calculations, and scenario comparisons. Additional documentation on the MOVES3 model can be found in **Appendix A**.

**Table 2** above shows the resulting GHG emissions calculated using this conversion tool and demonstrates compliance with 2 CCR 601-22 for all compliance years.

## Public Participation

The GVMPO Public Participation Plan guides the public participation activities for all plans and programs. The 2050 RTP included two phases of public participation with the first phase involving more significant stakeholder outreach through social media, focus



groups, a survey, public open houses, and pop-up events as described in the forthcoming **Chapter 2: Public and Stakeholder Engagement**. This first phase also included an interactive map of proposed prioritized and aspirational roadway projects which allowed the public to provide specific input on each project. These comments helped inform which projects became fiscally constrained in the 2050 RTP.

The second round of public engagement will be held in March 2025 to present the findings from the 2050 RTP process and draft documents. The draft document will be available at [gv2050rtp.com](https://gv2050rtp.com). Additionally, a public and virtual open house will be held to present the key findings from the plan.

The GVRTC will entertain adoption of the 2050 RTP which will include this report at their regular monthly meeting on April 28, 2025. A summary of public comments submitted during the public comment period will be presented and the public is encouraged to attend.

## Continued Efforts to Reduce Greenhouse Gas

Although compliance was achieved, the GVMPO and partner governments will continue to seek opportunities to reduce GHG emissions. These efforts may include:

- **Increase frequency of transit service:** Multimodal and Mitigation Options Fund funding has been identified for a pilot project to increase frequency on one bus route. Additionally, SB24-230: Oil and Gas Production Fees, passed in 2024, will infuse additional funding into transit systems across Colorado in order to increase service. The amount and impact to GVT is currently unknown.
- **Funding a sustainability study:** GVMPO has received funding through CDOT to conduct a study that investigates different funding options to support alternative transportation options including Grand Valley Transit, active transportation infrastructure construction and maintenance, and school busing.

- **Travel Demand Management:** GVMPO plans to seek funding to develop programs that reduce the number of single-occupancy vehicles through carpool or vanpool programs.
- **Zero-Emission Vehicles:** GVMPO has applied for Zero Emission Vehicle Transition Planning funds for plans, studies, and/or analyses to prepare for and accelerate the deployment of zero-emission transit vehicles and support the infrastructure, facilities, training, and organizational investments necessary to make such deployments successful.
- **Regionally Significant Multimodal Corridors:** Mesa County recently received \$22M in RAISE funding to reconstruct Orchard Avenue as a Complete Street. Additionally, the City of Grand Junction has received funding and is working on the design for a detached multimodal path on 1.5 miles of North Avenue.

# Appendix A: MOVES3 Model Description

## MEMORANDUM

**TO:** Ms. Marissa Gaughan, CDOT Multimodal Planning Branch Manager

**FROM:** Dale Tischmak and Jake Fritz

**DATE:** January 21, 2022

**SUBJECT:** DRAFT MOVES3 Greenhouse Gas Modeling Methodology (117429-32)

### Introduction

This document summarizes the methodology used to calculate greenhouse gas (GHG) emissions for the CDOT Statewide Travel Demand Model (TDM). Previous GHG modeling to support CDOT was conducted by APCD. This methodology replicates APCD's modeling process as best as possible.

For more information about GHG modeling using MOVES, see the *Using MOVES for Estimating State and Local Inventories of On-road Greenhouse Gas Emissions and Energy Consumption* guidance document linked to in the references (i.e., EPA 2016).

The process begins with generating emission rates using the EPA's Motor Vehicle Emission Simulator version 3.0.1 (MOVES3). The emission rates are multiplied by the vehicle miles traveled from the TDM. The result is an emissions inventory. A series of data engineering steps are required to prepare the rates and VMT into desirable and compatible formats.

### MOVES3 Run Specifications

The run specification (RunSpec) parameters outlined below were used to calculate GHG emission rates with MOVES. They are consistent with APCD's process to calculate GHG emissions.

The four modeled years 2025, 2030, 2040, and 2050 used the same run specifications except for where specified (e.g., the year being modeled). Each of the four modeled years has six related run specifications to separate the emission rates by vehicle type, as described in the On-road Vehicles section.

### Scale

The "Scale" parameters define the model type (on-road or non-road), domain/scale, and calculation type.

#### Model Type

On-road was the model type selected. This estimates emissions from motorcycles, cars, buses, and trucks that operate on roads.

Non-road/off-network emissions were not included. These emissions are from equipment used in applications such as recreation, construction, lawn and garden, agriculture, mining, etc. and are outside of the scope of this analysis.

#### Domain/Scale

MOVES allows users to analyze mobile emissions at various scales: National, County, and Project. While the County scale is necessary to meet statutory and regulatory requirements for SIPs and transportation conformity, either the County or National scale can be used for GHG inventories. EPA recommends using the

County scale for GHG analysis. The County scale allows the user to enter county-specific data through the County Data Manager. Providing local data significantly improves the precision of the modeling results (EPA 2016).

The County scale was used.

### **Calculation Type**

MOVES has two calculation types - Inventory (total emissions in units of mass) or Emissions Rates (emissions per unit of distance for running emissions or per vehicle for starts and hotelling emissions) in a look-up table format must be post-processed to produce an inventory. Either may be used to develop emissions estimates for GHGs (EPA 2016).

The Emission Rates calculation type was used.

### **Time Span**

The “Time Span” parameters define the years, months, days, and hours that emissions are calculated.

When Emission Rates is chosen, users may choose to approach the selection of options in the Time Spans Panel differently than when running MOVES in Inventory mode. For example, when modeling running emission rates, instead of entering a diurnal temperature profile for 24 hours, users can enter a range of 24 temperatures in increments that represent the temperatures over a period of time. By selecting more than one month and using a different set of incremental temperatures for each month, users could create a table of running emission rates by all the possible temperatures over an entire season or year (EPA 2016).

When using Emission Rates instead of Inventory, the time aggregation level is automatically set to Hour and no other selections are available. Pre-aggregating time does not make sense when using Emission Rates and would produce emission rates that are not meaningful (EPA 2016). However, the year, month, and day must still be specified and will affect the emission rates calculated.

The time span parameters specified below were also used because the TDM outputs represent an annual average weekday.

### **Years**

The County scale in MOVES allows only a single calendar year in a RunSpec. Users who want to model multiple calendar years using the County scale will need to create multiple RunSpecs, with local data specific to each calendar year, and run MOVES multiple times (EPA 2016).

The years used were 2025, 2030, 2040, and 2050. Emission rates for each of these years were calculated separately. This accounts for information such as a changing age distribution of vehicles and their corresponding fuel efficiency.

### **Months**

MOVES allows users to calculate emissions for any or all months of the year. If the user has selected the Emission Rates option, the Month can be used to input groups of temperatures as a shortcut for generating rate tables for use in creating inventories for large geographic areas (EPA 2016).

The months used were January and July to match the process described by APCD. These represent winter and summer months and generally the extremes in annual weather conditions. This accounts for changes in fuel efficiency between warm and cold temperatures throughout the year. The arithmetic averages of emission rates from January and July were used for the final emissions inventory.

## Days

Weekdays and weekend days can be modeled separately in MOVES. MOVES provides the option of supplying different speed and VMT information for weekdays and weekend days to allow the calculation of separate emissions estimates by type of day (EPA 2016).

The days used were weekdays to match the TDM output data. These represented the emission rates for an average weekday. The results were escalated later to approximate a full year.

## Hours

The hours used were all 24 hours of the day (i.e., clock hours of 1 AM, 2 AM, 3 AM, etc.). These represent the emission rates for individual hours of a day. This accounts for changes in fuel efficiency between warm and cold temperatures throughout the day.

## Geographic Bounds

The “Geographic Bounds” parameter defines the county(s) used. For a county-scale run, only one county can be selected per RunSpec. The county used was Adams County, Colorado. The county defines input parameters such as the meteorology data used to estimate emission rates.

## On-road Vehicles

MOVES describes vehicles by a combination of vehicle characteristics (e.g., passenger car, passenger truck, light commercial truck, etc.) and the fuel that the vehicle is capable of using (gasoline, diesel, etc.). The [Panel] is used to specify the vehicle types included in the MOVES run (EPA 2016).

The “On-road Vehicles” parameter defines the source types (i.e., vehicle types) and their fuels (gasoline, diesel, electricity, etc.). All combinations of vehicle types and fuels available in MOVES3 were used to calculate the emission rates. APCD’s process, which was being followed, assigns TDM mileage based on a modified HPMS category. To calculate aggregate emission rates for each HPMS category (i.e., merging all of the relevant source types and fuel types), each of the six HPMS categories used a separate RunSpec. It is important to note that APCD’s modified HPMS category does not match the MOVES HPMS types for source types 21, 31, and 32. When this methodology document refers to HPMS categories, it is generally referring to APCD’s HPMS categories. The figure below illustrates the HPMS categories.

	A	B	C	D	E
1	sourceTyp	sourceTypeName	HPMSVtypeID	HPMSVtypeName	HPMS from APCD
2	11	Motorcycle	10	Motorcycles	10
3	21	Passenger Car	25	Light Duty Vehicles	20
4	31	Passenger Truck	25	Light Duty Vehicles	30
5	32	Light Commercial Truck	25	Light Duty Vehicles	30
6	41	Other Buses	40	Buses	40
7	42	Transit Bus	40	Buses	40
8	43	School Bus	40	Buses	40
9	51	Refuse Truck	50	Single Unit Trucks	50
10	52	Single Unit Short-haul Truck	50	Single Unit Trucks	50
11	53	Single Unit Long-haul Truck	50	Single Unit Trucks	50
12	54	Motor Home	50	Single Unit Trucks	50
13	61	Combination Short-haul Truck	60	Combination Trucks	60
14	62	Combination Long-haul Truck	60	Combination Trucks	60

## Road Type

The Road Type Panel is used to define the types of roads that are included in the run. MOVES defines five different road types as shown in Table 3-1. Generally, all road types should be selected including Off-Network. Selection of road types in the Road Type Panel determines the road types that will be included in the MOVES run results (EPA 2016).

**Table 3-1: MOVES Road Types**

Roadtypeid	Road type	Description
1	Off-Network	Locations where the predominant activity is vehicle starts, parking and idling (parking lots, truck stops, rest areas, freight or bus terminals)
2	Rural Restricted Access	Rural highways that can be accessed only by an on-ramp
3	Rural Unrestricted Access	All other rural roads (arterials, connectors, and local streets)
4	Urban Restricted Access	Urban highways that can be accessed only by an on-ramp
5	Urban Unrestricted Access	All other urban roads (arterials, connectors, and local streets)

All road types available in MOVES3 were used.

## Pollutants and Processes

The Pollutants and Processes Panel allows users to select from various pollutants, types of energy consumption, and associated processes of interest. In MOVES, a pollutant refers to particular types of pollutants or precursors of a pollutant but also includes energy consumption choices. Processes refer to the mechanism by which emissions are released, such as running exhaust or start exhaust. Users should select all relevant processes associated with a particular pollutant to account for all emissions of that pollutant. Generally, for this project, that includes running emissions.

The CO<sub>2</sub> Equivalent pollutant is the sum of the global warming potential of other greenhouse gases expressed as a unit of CO<sub>2</sub> (EPA 2016) and CO<sub>2</sub> Equivalents (CO<sub>2</sub>e) is the pollutant of interest for these GHG calculations. MOVES requires several other prerequisite pollutants for CO<sub>2</sub>e; however, only the emission rates for CO<sub>2</sub>e were needed for this project.

## General Output

The “General Output” parameters define the output database, units, and activity.

### Output Database

Results from the six related HPMS RunSpecs for a single emissions year can be stored in a single output database for convenience. The RunSpecs must have the same units and aggregation (EPA 2016). A different output database is needed for each year of emission rate calculations. A consistent and informative naming convention for all output databases is very valuable.

One output database was used for each year modeled (i.e., 2025, 2030, 2040, and 2050). Each output database contained results for six RunSpecs, where each RunSpec represented a different APCD HPMS type. The naming convention FHU used was as follows:

[firm]\_[pollutant]\_[year][region]\_[description]\_[database type]



[firm] = The company or agency performing the analysis.

[pollutant] = The pollutant(s) of interest.

[year] = The year that emission rates were generated for.

[region] = The geographic area that emission rates were generated for.

[description] = An abbreviated description of relevant notes for the RunSpec.

[database type] = Whether the database was an input or output database.

For example, the database “fhu\_ghg\_2025sw\_wev\_in” represented an input database for greenhouse gases, the year 2025, the Statewide Transportation Plan, with electric vehicles, and was performed by FHU.

## Units

Users are free to choose any of the mass unit selection options but should generally choose a unit whose magnitude is appropriate for the parameters of the RunSpec (EPA 2016).

The units used for models were grams for mass, joules for energy, and miles for distance.

## Activity

MOVES allows the user to select multiple activity output options (e.g., distance traveled, population, etc.). For Emission Rate calculations, distance and population are reported automatically, but the values in the output are intermediate steps in the rate calculation and do not represent the true activity (EPA 2016).

When calculating emission rates (as opposed to emission inventories), MOVES selects the activities hoteling hours, population, and starts without the option of changing them.

## Output Emissions Detail

This panel allows the user to select the amount of detail provided in the output database. Certain selections on this panel are made by the MOVES software and cannot be changed, based on selections made on earlier panels. The more boxes checked on this panel, the more detail and segregation provided in the MOVES output database. More detail generally is not helpful for this process so no optional selections should be checked on this panel. For example, if Source Use Type were selected on this panel, emission rates for each of the MOVES vehicle Source Use Type categories would be reported in the output database, which would defeat the purpose of performing MOVES calculations based on consolidated HPMS category.

No optional aggregation selections were made on this panel. Source type detail was captured via the six HPMS RunSpecs for each year modeled, as described in the On-road Vehicles section. Since multiple source types were used for HPMS 30, 40, 50, and 60, emission rates were aggregated for into HPMS categories. That is, emission rates for MOVES source types 31 and 32 were aggregated into the HPMS 30 RunSpec, etc.

## Input Database/County Data Manager

After completing the RunSpec, the next step is to supply MOVES with data to create an input database that is the basis for the emission rate calculations. When using the County scale, the County Data Manager (CDM) is used to create an input database and populate it with local data. Modelers can either rely on MOVES default information or local data that the user inputs, as is appropriate for the goals of the MOVES modeling. The data contained in the MOVES default database are typically not the most current or best available for any specific county. Therefore, with the exception of fuels, EPA recommends using local data for MOVES for GHG analyses when available to improve the accuracy of GHG emissions estimates. However, the MOVES default data (county level) may be the only or best source of that data readily available. Also consider that data consistency may be more important than data perfection for some GHG analyses. At a minimum, EPA strongly

encourages the use of local VMT and vehicle population data. EPA believes these inputs have the greatest impact on the quality of results. However, if local data are not available, MOVES default data may be useful for some inputs without affecting the quality of the results (EPA 2016).

In Emissions Rates mode, a full gamut of input data must be provided, described below, for MOVES to run. Some of these inputs actually do not affect the ultimate emission rates (they would affect inventory mode output) but reasonable inputs in the CDM should be used for general data integrity. As a general rule, users should input accurate activity for the scenario being modeled regardless of whether MOVES is being used in Inventory or Emissions Rates mode (EPA 2016).

The “Create Input Database” parameters define the region-specific inputs such as distributions of road types, vehicle age distributions, and meteorology data. The parameters specified in RunSpecs pre-populate the input database with default data for some of the parameters. However, region-specific data should be used when available and not all parameters have default data.

One comprehensive input database was created for each year modeled. Each of the six HPMS RunSpecs for that year used that single input database and were saved to a single output database. The input data were entered with the MOVES County Data Manager window, as specified below.

## **Age Distribution**

A typical vehicle fleet includes a mix of vehicles of different ages, referred to as Age Distribution in MOVES. MOVES covers a 31 year range of vehicle ages, with vehicles 30 years and older grouped together. MOVES allows the user to specify the fraction of vehicles in each of 30 vehicle ages for each of the 13 source types in the model. For estimating on-road GHG emissions, EPA recommends and encourages states to develop age distributions that are applicable to the area being analyzed (EPA 2016).

APCD has developed a vehicle age distribution, and it was used for each year modeled.

## **Average Speed Distribution**

This input is more important for Inventory than Emission Rates. Vehicle power, speed, and acceleration have a significant effect on vehicle emissions, including GHG emissions. MOVES models those emission effects by assigning activity to specific drive cycles. The Average Speed Distribution Importer in MOVES calls for a speed distribution in VHT in 16 speed bins, by each road type, source type, and hour of the day included in the analysis. EPA urges users to develop the most detailed local speed information that is reasonable to obtain. However, EPA acknowledges that average speed distribution information may not be available at the level of detail that MOVES needs (EPA 2016).

The Emission Rates option in MOVES will produce a table of emission rates by road type for each speed bin. Total running emissions are then quantified outside of MOVES by multiplying the emission rates by the VMT for each source type in each vehicle speed category. Users should supply an appropriate speed distribution to produce the necessary emission rates (EPA 2016).

APCD uses MOVES default data for all years in emission rate mode for their GHG models. This was used for each year modeled. Since emission rates were calculated (as opposed to emission inventories), the average speed distribution used in MOVES will not change the emission rates calculated. The speeds are accounted for in the TDM data.

## **Fuel**

Entering this input data into MOVES involves four tables – called FuelFormulation, FuelSupply, FuelUsageFraction, and AVFT (alternative vehicle fuels and technology) – that interact to define the fuels used in the area being modeled.

- The FuelSupply Table identifies the fuel formulations used in a region (the regionCounty Table defines which specific counties are included in these regions) and each formulation's respective market share;
- The FuelFormulation Table defines the properties (such as RVP, sulfur level, ethanol volume, etc.) of each fuel;
- The FuelUsageFraction Table defines the frequency at which E-85 capable (flex fuel) vehicles use E-85 vs. conventional gasoline; and
- The AVFT Table is used to specify the fraction (other than the default included in the sampleVehiclePopulation Table) of fuel types capable of being used (such as flex fuel vehicles) by model year and source type.

In general, users should review/use the default fuel formulation and fuel supply data provided in MOVES, with important exceptions noted below. EPA strongly recommends using the default fuel properties for a region unless a full local fuel property study exists.

The GHG effects of changes in the fuel mix used by vehicles can be modeled in MOVES. AVFT can be used to change the fraction of future vehicles using gasoline, diesel, CNG and electricity. These changes will be reflected in MOVES GHG emission rates.

The FuelUsageFraction Table allows the user to change the frequency at which E-85 capable vehicles use E-85 fuel vs. conventional fuel, when appropriate. MOVES contains default estimates of E-85 fuel usage for each county in the U.S. In most cases, users should rely on the default information.

The AVFT Table allows users to modify the fraction of vehicles using different fuels and technologies in each model year. In other words, the Fuel Tab allows users to define the split between diesel, gasoline, ethanol, CNG, and electricity, for each vehicle type and model year. For transit buses, the default table assumes that gasoline, diesel, and CNG buses are present in the fleet for most model years. If the user has information about the fuel used by the transit bus fleet in the county modeled, the user should be sure it is reflected in the AVFT Table (EPA 2016). **\*\*\*NOTE:** This tab can be critically important in CDOT's GHG calculations. This is where electric vehicle percentages, etc. are defined. This tab may vary among CDOT's scenarios and should not be overlooked.\*\*\*

APCD uses MOVES default data for fuel supply, fuel formulation, and fuel usage fraction for all years in their GHG models. For AVFT, APCD uses custom inputs that includes electric vehicles for all years. These were used for each year modeled.

## Meteorology

Ambient temperature and relative humidity data are important inputs for estimating on-road GHG emissions with MOVES. Ambient temperature and relative humidity are important for estimating GHG emissions from motor vehicles as these affect air conditioner use. MOVES requires a temperature (in degrees Fahrenheit) and relative humidity (in terms of a percentage, on a scale from 0 to 100) for each hour selected in the RunSpec. EPA recommends that users input the average daily temperature profile for each month if they are modeling all 12 months. Temperature assumptions used for estimating on-road GHG emissions should be based on the latest available information. The MOVES database includes default monthly temperature and humidity data for every county in the country. These default data are based on average monthly temperatures for each county from the National Climatic Data Center for the period from 2001 to 2011. These national defaults can be used for a GHG inventory, or more recent data can be used (EPA 2016).

If the Emission Rate calculation type is chosen in the RunSpec, users can enter a different temperature and humidity for each hour of the day to create an emission rate table that varies by temperature for running emissions processes. Emission rates for all running processes that vary by temperature can be post-processed outside of MOVES to calculate emissions for any mix of temperatures that can occur during a day. This creates

the potential to create a lookup table of emission rates by temperature for the range of temperatures that can occur over a longer period of time such as a month or year from a single MOVES run (EPA 2016).

MOVES default meteorology data was used for all years. The county used was Adams County, Colorado for the months of January and July. Emission rates were post-processed to average winter and summer emission rates.

## **Road Type Distribution**

MOVES does not have default data for this input, so it must be developed. The fraction of VMT by road type varies from area to area and can have a significant effect on GHG emissions from on-road mobile sources. EPA expects states to develop and use their own specific estimates of VMT by road type (EPA 2016).

If the Emission Rates option is used, MOVES will automatically produce a table of running emission rates by road type. Running emissions would then be quantified outside of MOVES by multiplying the emission rates by the VMT on each road type for each source type in each speed bin. In that case, data entered using the Road Type Distribution Importer is still required, but is not used by MOVES to calculate the rate. However, road type distribution inputs are important for Emission Rates runs involving non-running processes, because they are used by MOVES to calculate the relative amounts of running and non-running activity, which in turn affects the rates for the non-running processes (EPA 2016).

APCD uses a custom road type distribution for all years in their GHG models. This was used for each year modeled. Since emission rates were calculated (as opposed to emission inventories), the road type distribution used in MOVES will not change the emission rates calculated. The road types are accounted for in the TDM.

## **Source Type Population**

MOVES does not have default data for this input, so it must be developed. APCD uses a custom source type distribution for all years in their GHG models. These data were used for each year modeled. The source type populations used in MOVES will not change the emission rates calculated. However, source population data are still needed as inputs for an emission rates MOVES run.

## **Vehicle Type VMT**

MOVES does not have default data for this input, so it must be developed. EPA believes VMT inputs have the greatest impact on the results of a state or local GHG or energy consumption analysis. Regardless of calculation type, MOVES requires VMT as an input. MOVES can accommodate whatever VMT data is available: annual or average daily VMT, by HPMS class or MOVES source type. Therefore, there are four possible ways to enter VMT, allowing users the flexibility to enter VMT data in whatever form they have. EPA recommends that the same approach be used in any analysis that compares two or more cases (e.g., the base year and a future year) in a GHG analysis (EPA 2016).

The Output Emission Detail panel determines the detail with which MOVES will produce emission rates for running emissions, such as by source type and/or road type in terms of grams per mile. Total emissions are quantified outside of MOVES by multiplying the emission rates by the VMT for each source type and road type. However, users will still need to enter data using the Vehicle Type VMT Importer that reflects the VMT in the total area where the lookup table results will be applied. This is necessary because MOVES uses the relationship between source type population and VMT to determine the relative amount of time vehicles spend parked vs. running (EPA 2016).

APCD uses HPMS as the source type and annual as the time span for their GHG models. This was used for each year modeled. Since emission rates were calculated (as opposed to emission inventories), the VMT used in MOVES will not change the emission rates calculated. The VMT values are in the TDM data. However, VMT data are still needed as inputs for an emissions rate MOVES run.

## Inspection/Maintenance Program

If a model is examining any nonattainment/maintenance areas, an inspection and maintenance (I/M) program may apply. I/M program inputs should be those used for SIP and conformity analyses and are generally available as defaults within MOVES. However, if a user is modeling CO<sub>2</sub>, N<sub>2</sub>O, and/or elemental carbon emissions only, or modeling area where no I/M program applies, the user should check the box on this tab (EPA 2016).

APCD uses the check box for “No I/M Program” for the Statewide Transportation Plan, since there is not a statewide emissions program that applies in these areas. This was used for each year modeled.

## Others

APCD assumes MOVES default values for the starts, hoteling, idle, retrofit data, and generic tabs. This was left as is for each modeled year.

## Output Database

When a RunSpec is executed in MOVES, the results are stored in the output database specified in the “General Output” parameters. HeidiSQL (or equivalent software) can be used to view and export the calculated emission rates.

## MOVES Rate per Distance Table

The critical table in the output database with the calculated emission rates was the “rateperdistance” table. It contained emission rates for each combination of month, hour, pollutant, road type, speed bin, and vehicle type as specified in the RunSpec. The MOVESScenarioID field was the mechanism used by FHU to identify the HPMS source type.

The table was filtered to include only CO<sub>2</sub>e (i.e., pollutant ID 98) emission rates and exported to a comma-separated value (CSV) file. Because the table included emission rates for both January and July, and MOVES speed bins are not discrete speeds in miles per hour, post-processing of the emission rates was required to calculate emission inventories.

## Processed Emission Rates

APCD provided several Access databases with calculation tools for processing the MOVES and TDM data. These Access databases are the basis for the post-MOVES data processing. The instructions contained below provide a narrative of what occurs, but these actions are already built into the Access databases.

The MOVES rate per distance output table needed to be manipulated to produce emission rates that could be related to the calculated vehicle speeds for road links in the TDM data. The emission rates for January and July needed to be averaged to create composite emission rates. The emission rates for the 16 speed bins (which cover 5 MPH ranges) in MOVES were linearly interpolated to provide emission rates for every mile per hour speed from 1 to 75, which is how speed data are presented in the TDM data.

The resulting table includes a total of 43,776 unique emission rates. That is, an emission rate for each combination of:

- MOVES Road Types 2-5
- HPMS Types 10/20/30/40/50/60
- Hours 1-24
- Speeds 1-75

## Processing Annual Average Emission Rates

For each year/rate per distance table (i.e., this process must be repeated for 2025, 2030, 2040, and 2050):

- Filter to include only CO<sub>2</sub>e (pollutant ID 98) emission rates
- There were unique emission rates for each combination of:
  - Road type
  - HPMS type
  - Speed Bin
  - Hour
  - Month
- To get the average emission rates per year, each combination of road type, HPMS type, average speed bin, and hour were summed and divided by two (to average the corresponding emission rates for January and July)
- Seasonally averaged emission rate = (Winter Rate + Summer Rate)/2

### **Interpolating Emission Rates from Speed Bin to Integer Speeds**

After seasonally averaging the emission rates, these rates were used to interpolate (linearly) between speed bins to get an emission of rate for every mile per hour for the speeds of 1 to 75 miles per hour. In general, the process used was:

- For adjacent speed bins, subtract the lower bin number emission rate from the higher bin number emission rate and divide by five to calculate a per mile per hour change in the emission rate (NOTE: emission rates generally decrease with increased speed)
- Add the appropriate emission rate change to the lower bin avgBinSpeed value to interpolate each mile per hour emission rate between the avgBinSpeed values
- For reference, the table below illustrates the MOVES speed bins
- Example for interpolating emission rate of 11 mph:
  - Speed per mph = 11 mph
  - Speed of Lower Speed Bin = 10 mph
  - Number of Speeds per Speed Bin = 5 (= 2.5 for speed bin 1; = 5 for all other speed bins)
  - ER of Lower Speed Bin = 4055 g/m (dummy data)
  - ER of Upper Speed Bin = 3421 g/m (dummy data)
  - $4055 + (3421 - 4055) * (11 - 10)/5 = 3928$



avgSpeedBinID	avgBinSpeed	avgSpeedBinDesc
1	2.5	speed < 2.5mph
2	5	2.5mph <= speed < 7.5mph
3	10	7.5mph <= speed < 12.5mph
4	15	12.5mph <= speed < 17.5mph
5	20	17.5mph <= speed < 22.5mph
6	25	22.5mph <= speed < 27.5mph
7	30	27.5mph <= speed < 32.5mph
8	35	32.5mph <= speed < 37.5mph
9	40	37.5mph <= speed < 42.5mph
10	45	42.5mph <= speed < 47.5mph
11	50	47.5mph <= speed < 52.5mph
12	55	52.5mph <= speed < 57.5mph
13	60	57.5mph <= speed < 62.5mph
14	65	62.5mph <= speed < 67.5mph
15	70	67.5mph <= speed < 72.5mph
16	75	72.5mph <= speed

## Processed TDM

The TDM data are usually presented as an ESRI polyline shapefile format with each traffic link represented as one record (feature) and attributed with distances, total volumes, volumes per time period, and speeds per time period. A series of post-processing steps were performed to relate the relevant TDM data with the appropriate MOVES emission rates, as described below. The first step described below was done using ArcGIS. The other steps were done using the tools in the Access databases.

The resulting table includes aggregated VMT for each combination of:

- MOVES Road Types 2-5
- HPMS Types 10/20/30/40/50/60
- Hours 1-24
- Speeds 2.5-75

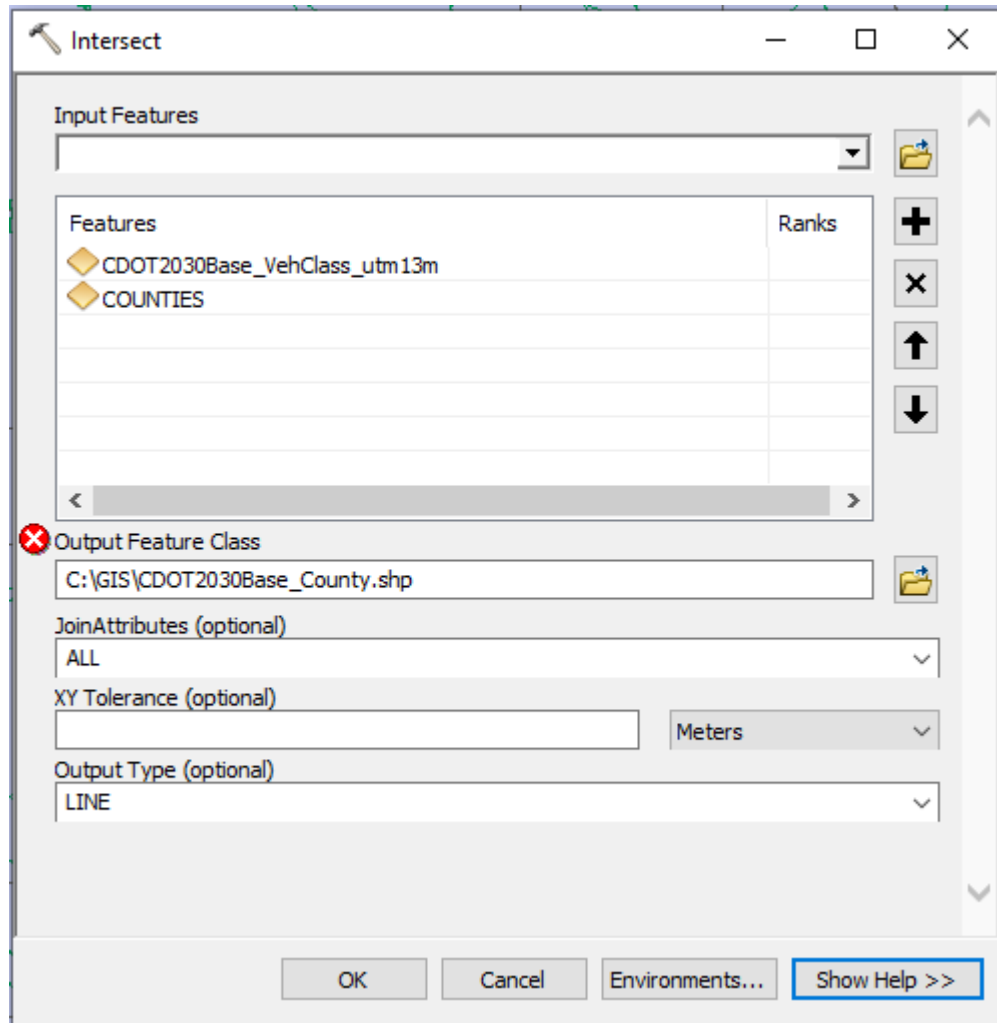
This process provides respective county names for each link to aggregate VMT by geography/region.

## Attribute TDM with County Name

The first step was to attribute each link with the county name. The county information was necessary because it was used later in the process to filter VMT (and thus, on-road emissions inventory) by geography/region (e.g., MPO or non-MPO traffic). Performing this step later in the process would require significant modifications to the process.

The ArcGIS geoprocessing tool “Intersect” was used to attribute the TDM shapefile with county names for each roadway link (feature). The Input Features were the TDM shapefile and CDOT’s “COUNTIES” shapefile that can be downloaded from OTIS. Unnecessary fields in the counties shapefile were deleted, so that the fields remaining were FID, Shape\*, COUNTY, and CO\_FIPS. The Output Feature Class name and file path could change, depending on the user’s preference. The Join Attributes parameter was set to “ALL” which kept attributes from both input features. The Output Type parameter was set to “LINE” which set the output feature class to be the geometry of the TDM shapefile. The Environment was defaults except for the Output

Coordinate System. That was set to the projected coordinate system, “GRS\_1980\_UTM\_Zone\_13N” which matched the TDM shapefile’s coordinate system.



The resulting output feature class had the same geometry and attributes as the TDM shapefile except for the following changes:

- Each link was attributed with the county name and FIPS number.
- Links within multiple counties were split (divided) into separate features at the county line(s). In these cases:
  - Both features still had the same attributes except for the county name and FIPS.
  - The distance attribute in the “DIST” field was now invalid since the feature was split.

To account for changes in distances for links that were in multiple counties, a new field “cntyMiles” was added to the output feature class. The geoprocessing tool “Calculate Geometry” was used on the “cntyMiles” field to calculate the distance of each link in miles. The “cntyMiles” field, rather than the “DIST” field, was used later in Access to calculate VMT.

The resulting attribute table was saved as a CSV file and used in the following steps.

## Access Database

The TDM CSV file from the step above was imported into an Access database. The remaining post-processing steps were performed in this Access database, as described below.

## Speeds

The TDM speeds were in floating decimal format and rounded to the nearest integer. Speeds less than 2.75 mph were rounded to 2.5 mph. This was because emission rates for speeds of 2.5 mph or less were the same, as described in the Processed Emission Rates section.

## Time Periods

The TDM model provides aggregated data for 10 blocks of time for a day, not hour by hour—see the "name" column below. The data for these TDM periods were recategorized/interpolated into data for discrete clock hours 1-24 based on methodology from APCD.

The PeriodHour24 table below was used to split the TDM data for different time periods (AMI, PM2, OPI, etc.) into 24 clock hour time periods. VMT was calculated for each combination of integer speed (2.5 – 75mph), interstate (yes or no), road functional class (1-8), rural (yes or no), periodCog (1-10), and county.

The periodCog 1-10 were related to hours 1-24 as shown in the "hour" column. That provided a VMT per clock hour for each combination of speed and functional class. This was used to relate the VMT to fractions of VMT by HPMS per functional class and hour.

The cVMT was divided by the number of "periods" corresponding with each clock hour to calculate the VMT.

Interval	periodCog	name	hour	hrsT	periods
11:00 PM - 6:30AM	7	Op1.bin	1	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	2	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	3	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	4	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	5	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	6	15	7
6:30-7:00 AM	1	Am1.bin	7	1	1
7:00-8:00 AM	2	Am2.bin	8	1	1
8:00-9:00 AM	3	Am3.bin	9	1	1
9:00 AM - 11:30 AM	8	Op2.bin	10	2.5	2.5
9:00 AM - 11:30 AM	8	Op2.bin	11	2.5	2.5
	9	Op3.bin	12	3.5	7
	8	Op2.bin	12	2.5	5
11:30 AM - 3:00 PM	9	Op3.bin	13	3.5	3.5
	9	Op3.bin	14	3.5	3.5
	9	Op3.bin	15	3.5	3.5
3:00-5:00 PM	4	Pm1.bin	16	2	2
3:00-5:00 PM	4	Pm1.bin	17	2	2
5:00-6:00 PM	5	Pm2.bin	18	1	1
6:00-7:00 PM	6	Pm3.bin	19	1	1
7:00-11:00 PM	10	Op4.bin	20	4	4
7:00-11:00 PM	10	Op4.bin	21	4	4
7:00-11:00 PM	10	Op4.bin	22	4	4
7:00-11:00 PM	10	Op4.bin	23	4	4
11:00 PM - 6:30AM	7	Op1.bin	24	7.5	7

## Fraction of VMT by HPMS

Once VMT was calculated for each road functional class and clock hour, the fractions of VMT by HPMS for each corresponding functional class and clock hour were applied. This calculated the VMT for HPMS 10-60. The fractions used were from APCD and were consistent with their methodology.

NAA?	Weld?	Rural?	FC	Hr	10f	20f	30f	40f	50f	60f
-1 W	R	1		1	1.12494375281236E-03	0.442984079764564	0.408981870287873	8.24958752062397E-04	3.60606876834793E-03	0.14247807867434
-1 W	R	1		2	6.50325162581291E-04	0.418107821883677	0.388118179039889	1.40070035017509E-03	5.57032759041272E-03	0.186152645973265
-1 W	R	1		3	1.1907462009526E-03	0.402448608970853	0.376594285267901	1.9278748015423E-03	8.86488378110699E-03	0.208973600977645
-1 W	R	1		4	1.88772529102432E-03	0.400795540811441	0.375296865809669	3.5956672209987E-03	8.74568726325532E-03	0.209678513603612
-1 W	R	1		5	1.27600843728028E-03	0.438002933384539	0.406922735865401	8.59352621025494E-04	5.91653137282429E-03	0.14702243831893
-1 W	R	1		6	9.86892049192773E-04	0.462978652961131	0.429325812630245	1.88521686320158E-03	5.20852159466524E-03	9.96149039015637E-02
-1 W	R	1		7	8.56477631797771E-04	0.47063947538398	0.437825973989187	1.19740562115417E-03	7.50554404406707E-03	8.19751233298142E-02

## Road Types

The TDM used roadway functional classes that were recategorized to MOVES road types. That allowed the road types from the TDM to be related to the emission rates.

DRCOG Facility	FHWA facility type	rural?	FHWA	Urban	MOVESrt	fhwaRT	fcCode	Intestate
1	Principal Arterial - Interstate	-1 R	R		2	1 1		1
1	Principal Arterial - Interstate	-1 R	R		2	1 1		0
1	Principal Arterial - Interstate	0 N	U		4	11 1		0
1	Principal Arterial - Interstate	0 N	U		4	11 1		1
2	Principal Arterial - Other	-1 N	R		3	2 2		0
2	Principal Arterial - Other Freeways or Expressway	0 N	U		4	12 2		0
3	Principal Arterial - Other	-1 N	R		3	2 3		0
3	Principal Arterial - Other	0 N	U		5	14 3		0
4	Minor Arterial	-1 N	R		3	6 4		0
4	Minor Arterial	0 N	U		5	16 4		0
5	Major Collector	-1 N	R		3	7 5		0
5	Collector	0 N	U		5	17 5		0
6	Principal Arterial	-1 R	R		2	1 1		0
6	Principal Arterial	0 N	U		4	11 1		0
8	Local System	-1 N	R		3	9 7		0
8	Local System	0 N	U		5	19 7		0

## Filter by Geography/Region

The statewide GHG inventory was filtered to contain VMT for all counties in Colorado except for the nine-county region in the ozone non-attainment area. The nine counties excluded were Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld. The statewide results were subdivided further into Pikes Peak area and the rest of the state.

## Emissions Inventory

The processed emission rates table and the processed VMT table were related by road type, HPMS type, hour, and speed. This relate was used to multiply the emission rate (g/mi) by the VMT (mi) to get a total in grams of CO<sub>2</sub>e for an average weekday. The formula used was:

- CO<sub>2</sub>e (g/day) = SUM(Emission Rate (g/mi) \* VMT (mi))
- CO<sub>2</sub>e (MMt/day) = CO<sub>2</sub>e (g/day) \* 1 (MMt) / 1e+12 (g)
- CO<sub>2</sub>e (MMt/year) = CO<sub>2</sub>e (MMt/day) \* 338 (TDM weekdays/calendar year)

The calculated emissions inventory was for on-road emissions. Non-road emissions were not included in this calculation.

## References

EPA. 2016. *Using MOVES for Estimating State and Local Inventories of On-road Greenhouse Gas Emissions and Energy Consumption*. June. <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=PI00OW0B.pdf>

**Appendix B: GVMPO GHG  
Emissions Modeling  
Memorandum: Methodology for  
Assigning Individual Hourly  
Volumes and Speeds from  
GVMPO's Travel Model in the**

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## **COLORADO** Department of Transportation

### **GVMPO GHG Emissions Modeling Memorandum**

**To:** Transportation Commission of Colorado

**From:** Sabrina Williams, Scott Ramming

**Date:** February 13, 2025

**Subject:** Methodology for Assigning Individual Hourly Volumes and Speeds from GVMPO's Travel Model in the GHG Emissions Database.

#### Background:

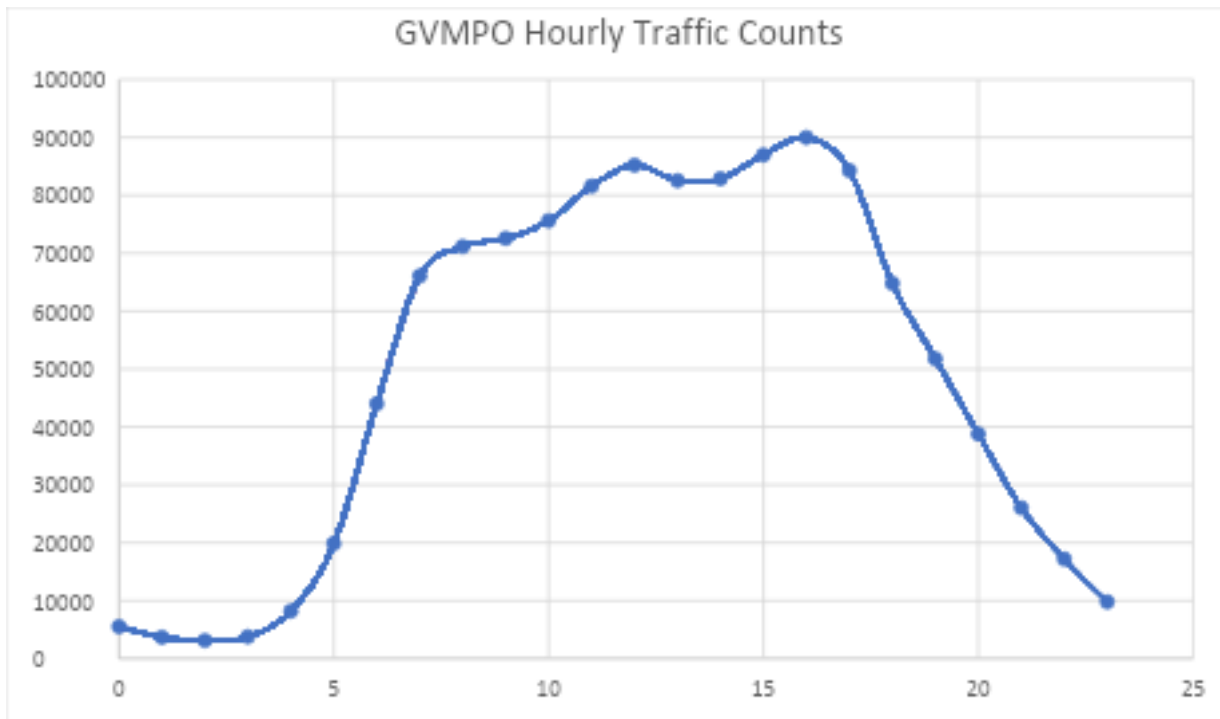
The MOVES modeling conducted by APCD generated greenhouse gas (GHG) emissions rates in grams of CO<sub>2</sub>eq/VMT for each individual hour of the day (24hrs) that is further disaggregated by speed, vehicle type, and road type. APCD uses the MOVES emissions rates in conjunction with a GHG compliance area's predicted total daily on-road travel activity for each compliance year within a database platform to calculate predicted total annual GHG emissions (million metric tonnes, MMT/yr) to verify whether an area can demonstrate compliance with GHG emission reductions stated in 2 CCR 601-22. To accurately calculate total daily and annual GHG emissions it is necessary for the GHG database to assign individual hourly volumes and speeds (24hrs/day) at the link level from the travel model's daily output. Most travel models for GHG compliance areas in Colorado do not use 24 time periods that facilitate this individual hourly assignment. Therefore, GHG compliance areas with fewer than 24 time periods, in consultation with CDOT and APCD, need to develop a mutually agreed upon process for the assignment of individual hourly volumes and speeds within the GHG database that interacts with the travel model output to calculate GHG emissions.

GVMPO has a 4-step travel model that includes a 1-hour AM peak period from 8:00 AM to 9:00 AM, a 1-hour PM peak period from 4:30 PM to 5:30 PM, and a 22-hour off-peak period from 9:00 AM to 4:30 PM and 5:30 PM to 8:00 AM. Thus, it is necessary to disaggregate the 22-hour off-peak period into individual hourly speeds and volumes at the link level for the purposes of GHG emissions calculations. Similarly the half-hour-offset PM peak period is split between the individual clock hours (that is, 4:00 to 4:59 PM and 5:00 to 5:59 PM) in which the MOVES emissions rates are created and output.

#### Methodology

The Grand Valley Metropolitan Planning Organization (GVMPO) actively engaged with CDOT's Travel Modeling Unit and APCD to coordinate on a process for assignment of

individual hourly volumes and speeds from their travel model's off-peak period. All agencies agreed that the use of hourly traffic counts used in the GVMPO's travel model validation was the most appropriate dataset for this purpose. The hourly travel counts are plotted below:



The visual representation of GVMPO count data indicates a high variability in individual hourly volumes during the 22-hour off-peak period, with noticeably increased travel activity during the daytime hours from 9:00 AM to 4:30 PM (7.5 hours) as compared to the nighttime hours of 5:30 PM to 8:00 AM (13.5). Based on the count data it was determined that use of a simple hourly average of the travel model's predicted off-peak volumes would not be most representative of realistically expected travel behavior. The large variability in count data during the off-peak period was also determined to indicate that individual hourly speeds would likely not agree between the daytime and nighttime off-peak hours at the link level. Additionally, the predicted average speeds at the link level from the travel model output for the full 22-hour off-peak period would not be accurate for the purposes of emissions calculations as speeds during the daytime off-peak hours are likely lower than during the nighttime off-peak hour speeds (when lower volumes means operating speeds approach free-flow). This is particularly important as GHG emissions rates are highly sensitive to vehicle speeds, with lower speeds resulting in higher associated GHG emissions rates until vehicles reach speeds of approximately 50-60 mph at which point emissions rates begin to increase. Thus, use of a 22-hour average speed would likely result in an underestimation of GHG emissions during the daytime off-peak hours, as well as a likely overestimation of GHG emissions from the nighttime off-peak hours. Further, because of the non-linear nature of congested traffic speeds (relative to volumes) and emissions rates (relative to operating speeds), it would not be

reasonable to assume that the overestimation during daytime hours simply offsets the overestimation during nighttime hours.

To facilitate an accurate assignment of individual hourly volumes and speeds, the hourly count data was further numerically analyzed as follows:

Hour	Count	%	Peak	OP sum	OP %
12:00 AM	5501	0.5%		0.5%	0.54%
1:00 AM	3676	0.3%		0.3%	0.36%
2:00 AM	3122	0.3%		0.3%	0.31%
3:00 AM	3775	0.3%		0.3%	0.37%
4:00 AM	8203	0.7%		0.7%	0.81%
5:00 AM	19833	1.7%		1.7%	1.95%
6:00 AM	43999	3.7%		3.7%	4.33%
7:00 AM	66061	5.6%		5.6%	6.50%
8:00 AM	71139	6.1%	100.0%		0.0%
9:00 AM	72554	6.2%		6.2%	7.13%
10:00 AM	75622	6.4%		6.4%	7.44%
11:00 AM	81582	6.9%		6.9%	8.02%
12:00 PM	85204	7.2%		7.2%	8.38%
1:00 PM	82525	7.0%		7.0%	8.11%
2:00 PM	82874	7.1%		7.1%	8.15%
3:00 PM	86979	7.4%		7.4%	8.55%
4:00 PM	89995	7.7%	50.0%	3.8%	4.42%
5:00 PM	84271	7.2%	50.0%	3.6%	4.14%
6:00 PM	64781	5.5%		5.5%	6.37%
7:00 PM	51775	4.4%		4.4%	5.09%
8:00 PM	38790	3.3%		3.3%	3.81%
9:00 PM	26036	2.2%		2.2%	2.56%
10:00 PM	17175	1.5%		1.5%	1.69%
11:00 PM	9769	0.8%		0.8%	0.96%
		100%	Total	86.5%	100.0%

In this table, the column labeled % indicates what fraction each hours count represents of the total 24-hour count. The **Peak** column represents what percentage of the AM or PM peak hour occurs during each clock hour. Since GVMPO's PM peak hour is 4:30 to 5:30 pm, it is split evenly between the 4 PM and 5 PM clock hours. The

**OP sum** column represents the percentage of the daily count that occurs during each clock hour. Since half of the 4 PM hour's 7.7% of the daily count occurs during the PM peak hour, the remaining half (3.8% of the daily count after rounding) occurs during the 22-hour off-peak period. The total of the OP sum column, 86.5%, indicates that the remaining 13.5% of travel occurs during the two peak hours. In the **OP%** column, the OP sum column is normalized to sum to 100% (by dividing each hourly percentage by 86.5%) to create factors to convert the 22-hour off-peak period volumes to hourly volumes.

The analysis of the count data was supportive of the assumption that during the daytime off-peak hours, the individual hourly volumes and speeds would be in better agreement with the AM and PM peak period predicted travel activity that had a similar level of counts than the nighttime off-peak period hours that had noticeably fewer counted vehicles during these hours. Based on the count data, GVMPO, CDOT and APCD agreed to assign individual hourly volumes and speeds within the GHG database during the off-peak period at the link level as shown below (note that the travel model provides outputs for links in both the AB and BA direction for each period, with the reverse/"wrong way" direction volumes equal to zero for one-way links.

GVMPO Individual Hourly Volume and Speed Assignments at the Link Level Within the GHG Database				
Hour	AB Direction		BA Direction	
	Volume	Speed	Volume	Speed
12:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
1:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
2:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
3:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
4:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
5:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
6:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
7:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
8:00 AM	AM AB Flow	AM AB SPD	AM BA Flow	AM BA SPD
9:00 AM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
10:00 AM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
11:00 AM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
12:00 PM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
1:00 PM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2

2:00 PM	OP AB Flow*OP%	$(AM\_AB\_SPD + PM\_AB\_SPD) / 2$	OP BA Flow*OP%	$(AM\_BA\_SPD + PM\_BA\_SPD) / 2$
3:00 PM	OP AB Flow*OP%	$(AM\_AB\_SPD + PM\_AB\_SPD) / 2$	OP BA Flow*OP%	$(AM\_BA\_SPD + PM\_BA\_SPD) / 2$
4:00 PM	$(PM\_AB\_Flow) * 0.5 + (OP\_AB\_Flow) * 0.5 * OP\%$	$AM\_AB\_SPD / 4 + 3 * PM\_AB\_SPD / 4$	$(PM\_BA\_Flow) * 0.5 + (OP\_BA\_Flow) * 0.5 * OP\%$	$AM\_BA\_SPD / 4 + 3 * PM\_BA\_SPD / 4$
5:00 PM	$(PM\_AB\_Flow) * 0.5 + (OP\_AB\_Flow) * 0.5 * OP\%$	$(PM\_AB\_SPD + AB\_FreeFlowSpd) / 2$	$(PM\_BA\_Flow) * 0.5 + (OP\_BA\_Flow) * 0.5 * OP\%$	$(PM\_BA\_SPD + BA\_FreeFlowSpd) / 2$
6:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
7:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
8:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
9:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
10:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
11:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow



Note: The 4 PM speed calculation reflects half of the volume (from 4:00 to 4:29/30 PM) traveling at the daytime speed, which is the average of the AM and PM peak hour speeds, averaged with the other half of the volume traveling at the PM peak speed.

#### Individual Hourly Volume Assignment

For the AM peak period occurring during a single hour of the day from 8:00 AM to 9:00 AM, the total predicted hourly volumes were applied at the link level without further travel model output data manipulation. For the PM peak period occurring from 4:30 PM to 5:30 PM that spans two individual hours of the day, a 50% weighting coefficient was applied to the both the peak and off-peak hourly assigned volumes at the link level that were then summed together for the individual hours representing 4:00 PM to 6:00 PM. As shown in the equations, rather than performing a simple average of the 22-hour total predicted volumes, the percentage of observed off-peak hourly counts for GVMPO was applied to the total predicted 22-hour off-peak travel volumes to assign individual hourly off-peak volumes at the link level.

#### Individual Hourly Speed Assignment

For the AM peak period occurring during a single hour from 8:00 AM to 9:00 AM, the average predicted hourly speeds were assigned at the link level without further travel model output manipulation. For the PM peak period that occurs from 4:30 PM and 5:30 PM and spans two individual hours of the day, the individual hourly speeds at the link level occurring from 4:00 PM to 5:00 PM were assigned a 25% weighting of the AM peak period predicted average speed and a 75% weighting of the PM peak period predicted average speed with greater weighting assigned to the PM peak period predicted speed to represent a total equal weighting between the speeds assigned at the link level during the partial daytime offpeak hour of 4:00 PM to 4:30 PM and the partial PM peak hour of 4:30 PM to 5:00 PM. The individual hourly speeds at the link level occurring from 5:00 PM to 6:00 PM were assigned a 50% weighting of the predicted hourly PM peak period average speed and a 50% weighting of the nighttime offpeak speed assignment of average hourly speed = free flow to represent an equal weighting between the partial PM peak hour of 5:00 to 5:30 PM and the partial nighttime peak hour of 5:30 PM to 6:00 PM. Further detail on the assignment of individual hourly speeds during the 22-hour offpeak period is provided below.

Professional judgement was used to assume that during the daytime offpeak individual hours occurring from 9:00 AM to 4:30 PM, speeds at the link level were likely to largely agree with the predicted speeds during the AM and PM peak periods as the count data indicated volumes would also be similar. To represent individual hourly volumes and speeds at the link level during the daytime offpeak hours an average of the AM peak period predicted speed and

the PM peak period predicted average speed were assigned at the link level. Similarly, professional judgement was used to analyze the observed count data during the nighttime offpeak hours from 5:30 PM to 8:00 AM and a determination was made that given the low overall percentage of counts observed during these nighttime hours in relation to the total observed offpeak hourly travel counts speeds were unlikely to be reduced by congestion and were assigned the free flow speeds as defined in their travel model to represent the individual hourly speeds during the nighttime offpeak hours.

### Conclusion

GVMPO coordinated with CDOT and APCD to develop an agreed upon process for assigning individual hourly volumes and speeds at the link level that is appropriate for the purposes of calculating GHG emissions for the GHG compliance area. All agencies involved had familiarity with GVMPO's travel model platform, reviewed the travel counts used in the analysis for the individual hourly assignments and reached consensus that the methodology described in this memo should result in an accurate depiction of individual hourly daily travel activity in the area required for use in the GHG database. The result of this process is a table housed within the GHG database containing the equations provided in this memo, that interacts with the travel model output table, as well as the MOVES GHG emissions rates that result in prediction of annual GHG emissions for the GVMPO GHG compliance area to determine whether the GHG reduction targets established in CDOT's GHG rule have been met.

# Appendix C: Overview of Coordinated Modeling Approaches for Compliance with GHG Rule



**REGIONAL TRANSPORTATION PLANNING OFFICE**

Grand Valley MPO • Grand Valley TPR • Grand Valley Transit

## Memorandum

To: Erik Sabina, Division of Transit and Rail Deputy Director  
Colorado Department of Transportation

Sabrina Williams, GHG Program Modeler  
Colorado Department of Transportation

Scott Ramming, Professional Engineer II  
Colorado Department of Transportation

From: Andrew Gingerich  
Mesa County Regional Transportation Planning Office

Date: February 19, 2025

Subject: Overview of Coordinated Modeling Approaches for Compliance with GHG Rule  
(2 CCR 601-22)

---

### Summary

Grand Valley Metropolitan Planning Organization (GVMPO) has completed its efforts to model Greenhouse Gas (GHG) emissions within the MPO boundary in order to comply with 2 CCR 601-22, referred to herein as the GHG Rule. As various modeling challenges arose throughout this process, GVMPO coordinated closely with Colorado Department of Transportation (CDOT) as well as members of the Statewide Model Coordination Group (SMCG) on the most appropriate ways to proceed. This memo provides an overview these approaches including:

- Work from home and walking/biking model parameters between Baseline and Updated Models
  - Adjustments to the Baseline Model socioeconomic dataset to incorporate recent projections from the State Demography Office
  - Refinement of the GVMPO boundary shapefile for accurate correspondence with travel model links
-

**Work from Home and Walking/Biking Speeds**

Specific active transportation projects are not included in the Mesa County Regional Travel Model (MCRTM). Yet there are several bicycle and pedestrian-related changes that have occurred in recent years which were not anticipated when the previous 2045 RTP Model (Baseline Model) was adopted in February 2020 and later amended in August 2022. These changes have improved and will continue to improve bicycle and pedestrian travel in the region. They include:

- The electrification of active modes (e-bikes and e-scooters),
- Increased investment in active transportation infrastructure
- Updated plans, policies, and design documents that enhance bicycle and pedestrian infrastructure

GVMPO represented these changes in the MCRTM by increasing walking and biking speed parameters in the Updated Model (expected to be adopted April 2025) from speeds used historically and in the Baseline Model. GVMPO used the same speeds for the Updated Model that CDOT used in the Statewide Travel Demand Model, which took the same approach to this issue.

Changes in work from home rates have also occurred since the previous 2045 RTP Model was adopted, accelerated by the COVID-19 Pandemic. GVMPO represented these changes in the MCRTM by setting the Non-Commute Share parameters in the Baseline and Updated Models. This was based on 2018 and 2023 American Community Survey 1-Yr estimates, with a modest increase anticipated in the following decades.

	Baseline Assumptions	2030 Compliance	2040 Compliance	2050 Compliance
Work from home	9%	15%	16%	17%
Walk/bike speed	3 mph/ 12 mph	4 mph/ 13 mph	5 mph/ 13.7 mph	5 mph/ 14.3 mph

These approaches to walking/biking speeds and work from home rates were discussed with the SMCG on October 30, 2024 where no objections were raised, as other MPOs have taken similar approaches to modeling these aspects of their regional transportation systems.

### **Adjustments to the Baseline Model Socioeconomic Dataset**

GVMPO develops its socioeconomic datasets (SEDs) through a manual, GIS-based process incorporating information on current and upcoming development projects, local government plans and policies, and interviews with local government staff. Updated projections from the State Demography Office (SDO) resulted in slower household and job growth in Mesa County than the SDO projections used in the previous 2045 RTP Model. Because of this, if GVMPO were to use the population and employment numbers from the previous 2045 RTP Model in the creation of the Baseline Model, it would result in much greater population and employment numbers compared to the Updated Model. This is an issue not just for GVMPO, but for all MPOs attempting to comply with the GHG Rule.

GVMPO discussed this issue at length with CDOT staff and also in a meeting with SMCG on September 11, 2024. The guidance from CDOT to MPOs resulting from these conversations was that in order to have a truer comparison of emissions based on land use and transportation projects, the Baseline Model and Updated Model SEDs should be developed using the same control totals based on the most recent SDO projections. However, following this guidance required GVMPO to modify the previous 2045 RTP Model SED to match the current control totals from the SDO in the development of the Baseline Model SED. Relatedly, the development of the Baseline Model also required converting the previous 2045 RTP Model interim and horizon years (2025, 2035, and 2045) to the interim and horizon years in Table 1 of the GHG Rule (2030, 2040, 2050). Finally, converting to the most recent Traffic Analysis Zone structure was also required. These conversions were made concurrently, as manual adjustments to household and employment numbers and locations were required for each effort.

In order for the Baseline Model to reflect land use patterns anticipated as of January 30, 2022, it was important the land use patterns from the previous 2045 RTP model serve as the basis for developing the Baseline Model. In order to achieve this, when making modifications to meet the current SDO control totals GVMPO scaled households and employment levels specifically in those areas anticipated to grow in the previous 2045 RTP model, and also in the progression that development was anticipated to occur. This resulted in a Baseline Model with the same number of household and employment in Mesa County as the Updated Model, while at the same time preserving the overall development pattern from the previous 2045 RTP Model to the greatest extent possible.

### **Refinement of the MPO Boundary Shapefile**

While the MCRTM model area includes the entirety of Mesa County, The Grand Valley MPO (GVMPO) is only responsible for modeling GHG emissions within the MPO boundary in order to comply the GHG Rule. Doing so requires the creation a subset of the model network including all regionally significant roadways with the MPO Boundary.

In attempting to create this subset, GVMPO discovered an issue with the existing MPO boundary shapefile. This shapefile was created without regard for the precise locations of the MCTRM roadway network. GVMPO Staff believe that this shapefile was created only for the purposes of creating map exhibits of the MPO boundary, and that it lacks the accuracy necessary to be used in creating "clipped" subset of the MCRTM roadway network segments within MPO boundary. Furthermore, there are several segments in the MCRTM network that go in and out of the MPO boundary shapefile that GVMPO Staff believe should logically also be included in the subset for GHG modeling purposes.

In order to proceed with creating a subset of MCRTM links that should reasonably be included within the MPO boundary, GVMPO coordinated with CDOT staff and presented the issue the SMCG on December 6, 2024 to determine the best approach forward. From these conversations, GVMPO Staff refined the current MPO boundary shapefile based on existing documentation (i.e. the map included with the Grand Valley Regional Transpiration Committee resolution updating the boundary in 2014), producing a representation of the GVMPO boundary that better corresponds with MCRTM networks outputs. GVMPO also identified a small number of model links that straddled the MPO boundary and should logically be included within the MPO subset of the MCTRTM network. This resulted in updated shapefiles that can be used in repeatable selection and link-splitting procedures to create a subset of the MCRTM network for use in analysis of GHG emissions within the GVMPO.



## Appendix D: APCD Verification



# COLORADO

## Department of Public Health & Environment

February 24, 2025

Grand Valley Metropolitan Planning Organization  
525 S 6th Street, 2nd Floor, Grand Junction, CO 81501

Subject: Greenhouse Gas Transportation Report as required by the Colorado Greenhouse Gas Pollution Reduction Planning Rule

Per 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions, the Colorado Department of Public Health and Environment (CDPHE), Air Pollution Control Division (Division), is respectfully submitting our verification of the Grand Valley Metropolitan Planning Organization (GVMPO) Transportation Greenhouse Gas Report associated with the 2050 Regional Transportation Plan.

Thank you for the opportunity for CDPHE to review and verify the GVMPO Transportation Greenhouse Gas Report for the GVMPO boundary area.

Based on the analysis of the report, supporting datasets, and information provided, we can verify that the report and data inputs address the requirements of the Colorado Greenhouse Gas Pollution Reduction Planning Rule. The submitted package describes the baseline and compliance transportation demand modeling (TDM) runs and how they meet the Rule requirements. The submitted package describes how the TDM model was deployed and how emissions were calculated. The Report includes a summary table of the MOVES database outputs for each base and action analysis year. The Division finds the outputs to be mathematically correct.

The Division would like to thank the GVMPO for providing the necessary data files and Report. The Division would also like to thank Dale Wells who performed the verification analysis and Megan Carroll who performed QA from the Division, and Sabrina Williams and Scott Ramming of CDOT for their efforts in validating the results.

Sincerely,

Michael Ogletree  
Director, Air Pollution Control Division  
Colorado Department of Public Health and Environment

CC:

Christopher Laplante, CDOT

Elizabeth Rollins, CDOT

Darius Pakbaz, CDOT

Erik Sabina, CDOT

Scott Ramming, CDOT

Sabrina Williams, CDOT

Dale Wells, APCD

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Dana Brosig, GVMPO

Andrew Gingerich, GVMPO

Rachel Peterson, GVMPO

## **Appendix E: TC Resolution\***

*Section to be added following final approval of the document.*

# **Appendix F: Chapter 1: Introduction and Plan Overview**

## **Chapter 1 Introduction and Overview**

### **The Grand Valley: The Hub of Western Colorado**

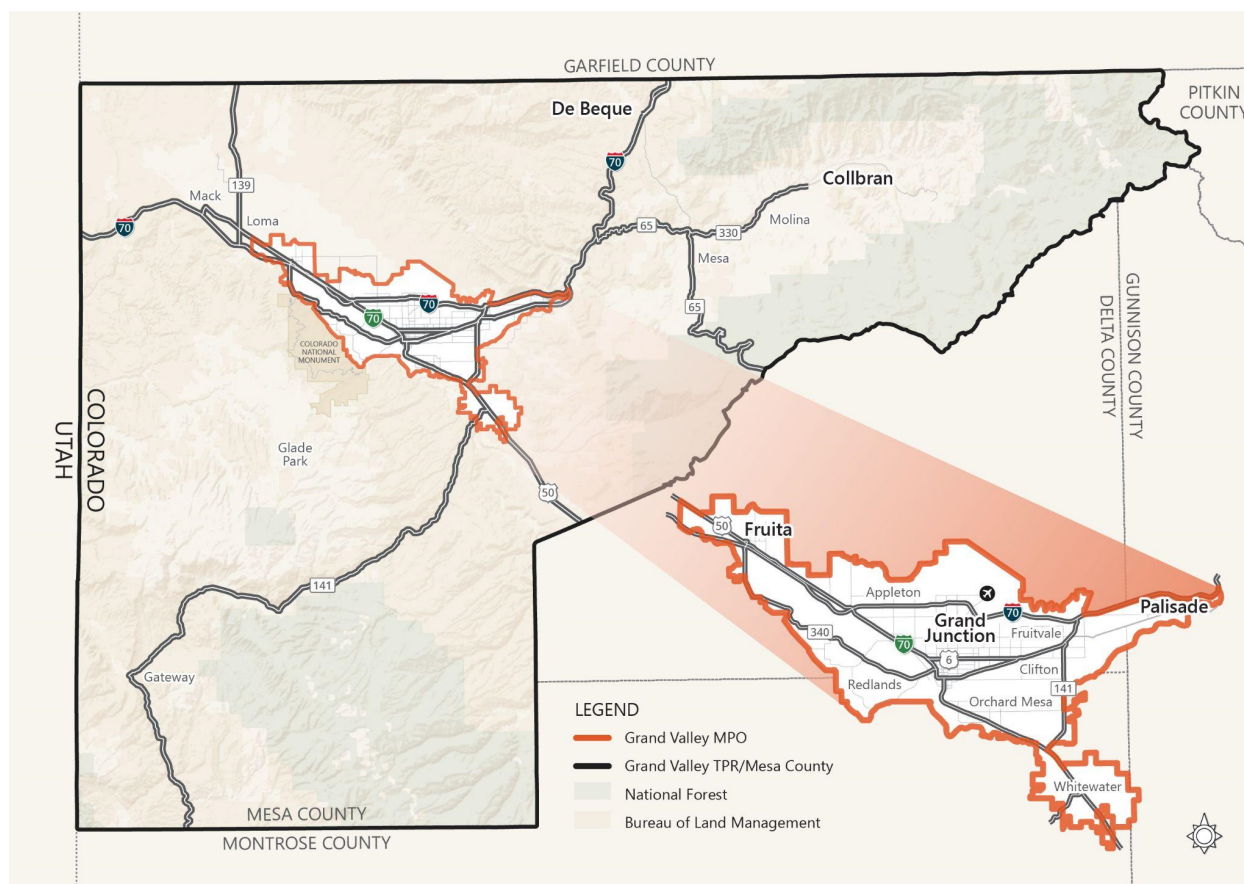
The Grand Valley region, a vibrant destination and major regional hub on Colorado's Western Slope, is a crossroads for both people and freight. The Grand Valley is synonymous with Mesa County, the state's fourth largest and eleventh most populous county. Mesa County sits at the confluence of two major rivers, connecting Grand Valley communities that offer unique charm from downtown centers and world-class travel destinations to significant agriculture, recreation, and natural beauty. The Grand Valley's interconnected transportation systems are essential, connecting businesses to markets, enhancing quality of life, and providing access to the region's many attractions for both residents and visitors.

### **The Regional Transportation Planning Office (RTPO)**

When it comes to planning for the future of transportation in Mesa County, the Regional Transportation Planning Office (RTPO) plays a critical role. The RTPO is the designated agency that oversees:

- Grand Valley Transit (GVT)
- Grand Valley Metropolitan Planning Organization (MPO)
- Grand Valley Transportation Planning Region (TPR)

The RTPO serves Mesa County and brings together local, state, and federal partners, along with community members, to plan the future of transportation. The work of the RTPO is guided by the Grand Valley Regional Transportation Committee (GVRTC) and is supported by a Technical Advisory Committee (TAC).



	Grand Valley TPR	Grand Valley MPO	GVT
<b>Key Roles of the RTPO</b>	One of 15 regions in Colorado that has a voice on statewide transportation policy, plans, and issues	A regional planning and programming organization that is federally required for 50,000+ people	The public transit and paratransit service provider connecting the Grand Valley
<b>Population</b>	155,702 (2020)	~141,500 (2020)	~117,500 (2020)
<b>Square Miles</b>	3,341	128	69
<b>Established</b>	1992	1982	2000
<b>Areas of Service</b>	All of Mesa County, including Collbran and DeBeque.	Grand Junction, Fruita, Palisade, and the urban portions of unincorporated Mesa County	Grand Junction, Fruita, Palisade, and the urban portions of unincorporated Mesa County

# Moving Swiftly to 2050: About the Grand Valley Regional Transportation Plan (2050 RTP)

## Vision and Goals

Moving Swiftly to 2050: the Grand Valley 2050 Regional Transportation Plan is a 25-year vision for transportation infrastructure and investment in Mesa County. This regional plan covers the entirety of Mesa County, including Grand Junction, Fruita, Palisade, Collbran, and De Beque. Required by federal regulations and updated every five years, Moving Swiftly to 2050: the Grand Valley Regional Transportation Plan (2050 RTP) addresses current and future transportation needs considering demographic, land use, technological, and economic changes. The development of the 2050 RTP was data-driven and collaborative, considering robust input from the community and stakeholders.

### This Plan Ensures:

1. That the vision, goals, and priorities reflect the desires of the community.
2. The region is in compliance with Federal regulations in order to qualify for Federal transportation funding.
3. That projects (roadway, multimodal, etc.) are appropriately prioritized and fiscally constrained for implementation.
4. That data used to inform the process is up to date and accurate to support the decision making process.

The 2050 RTP used a performance-based approach, aligning investments with national and state goals for safety, mobility, condition, and performance while also striving to improve safety, travel efficiency, promote a healthy environment, advance the economy, and ensure equitable transportation outcomes. Vision and Goal statements serve as a guide for future decisions about priorities, investments, trade offs, and phasing. Shaped by public and stakeholder input during the development of the 2050 RTP, the **vision** for transportation in the Grand Valley is:

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*Communities in the Grand Valley will be connected through a safe and accessible transportation system that is designed, built, and maintained for users of all ages, and abilities who drive, walk, bike, roll, take transit, deliver freight, or travel by other modes.*

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The five **goals** developed for the 2050 RTP are designed to direct transportation investments and activities on how to reach the region's transportation vision:

- **Safety:** Improve safety for all users of the region's transportation system.
- **Efficiency:** Enhance system performance for all modes.
- **Health and Environment:** Incorporate health and environmental considerations into transportation planning and decisions.
- **Economy and Fiscal Responsibility:** Invest in transportation systems that support the economic health of the region.
- **Equity:** Advance equity through transportation planning and improvements.

Additional information about the vision and goals can be found in **Chapter 9**.

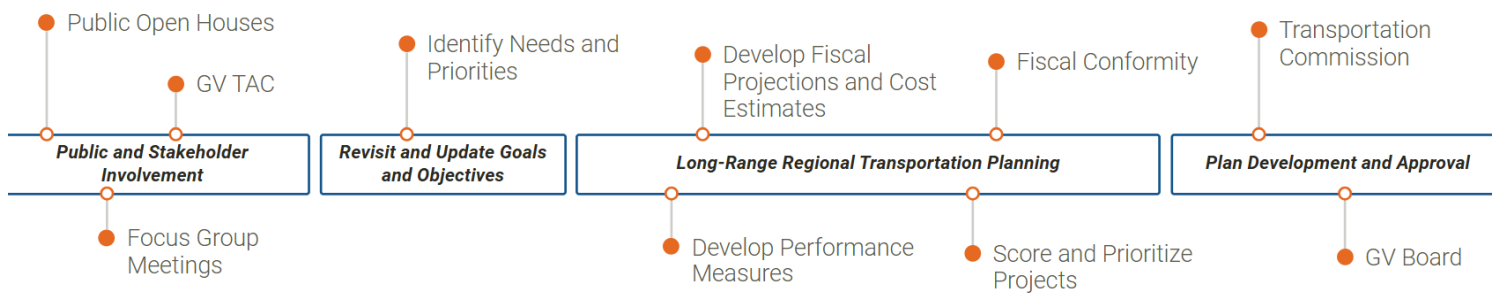


Figure 1.2 RTP Planning Process



## Key Regional Issues

Through a collaborative process that included analysis and conversations with stakeholders and the community, the following key regional issues emerged:

**Provide viable alternative transportation options beyond personal vehicles.** The Grand Valley has the foundation for a strong network of bicycle and pedestrian facilities, an extensive trail network, and 11 Grand Valley Transit routes. However, there are gaps in the network that currently prevent walking and biking from being a comfortable and seamless experience for users of all ages and abilities. Transit service, where provided, will need additional investment to make service more frequent and reliable.

**Consider the fiscal responsibility of investments.** Community members and stakeholders emphasized the importance of maintaining existing infrastructure—roads, bridges, trails, and sidewalks—before considering significant new investments. With limited funding, this approach ensures the long-term health of the system.

**Support quality community growth.** There is widespread agreement that the way we build our cities and transportation systems can substantially impact the livability of communities and the economic development prospects of the region. However, the priorities as identified by community members and stakeholders varied. Some believe that multimodal connections are an essential component of supporting quality communities and economic diversification. Others view basic improvements to roads and reducing congestion as key to advancing quality development in the region. What is clear is that balanced transportation improvements that enable people and goods to move safely and efficiently throughout the region will support future growth.

## Updates Since the 2045 Regional Transportation Plan

### The Evolving Landscape of Transportation Planning

#### *Connecting Planning Efforts*

Throughout the region, several local partners updated their planning efforts, policy changes, and initiatives. These updates shape the future, addressing everything from

housing and transportation to economic development and sustainability. The Colorado Department of Transportation has also updated several documents and policies. The 2050 RTP builds upon these guiding documents, working to align regional transportation planning with these local and statewide efforts.

### **Regional Transportation Planning Office**

- North Avenue Enhanced Transit Corridor Study (June 2022)
- Mesa County Safety Action Plan (November 2024)

### **Mesa County**

- Mesa Together: Mesa County Master Plan (May 2023)
- Mesa County Design Standards (December 2020)

### **Grand Junction**

- One Grand Junction Comprehensive Plan (December 2020)
- Zoning & Development Code (December 2021)
- Pedestrian and Bicycle Plan (April 2023)
- Electric Vehicle Readiness Plan (September 2023)
- Transportation and Engineering Design Standards (December 2023)
- Sustainability and Adaptation Plan (July 2024)

### **Fruita**

- Fruita in Motion, Comprehensive Plan (February 2020)
- Fruita Circulation Plan (January 2022)

### **Palisade**

- Palisade Game Plan, Comprehensive Plan (February 2022)

### **Colorado Department of Transportation**

- Strategic Transportation Safety Plan (April 2020)
- 2045 Statewide Transportation Plan (May 2020)
- 10-Year Plan (Adopted May 2020, Updated November 2024)
- 2045 Statewide Transit Plan (August 2020)
- Greenhouse Gas (GHG) Pollution Reduction Roadmap (January 2021)

- GHG Transportation Report (September 2022)
- Colorado Freight and Passenger Rail Plan (February 2024)

### *Increase in Transportation Investment at the Federal and State Levels*

Both the federal government and Colorado have demonstrated a commitment to improving transportation infrastructure. At the federal level, new resources for transportation projects like the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) have supported projects across the country and here in the Grand Valley. Similarly, Colorado has prioritized transportation investments, increasing funding for projects that expand transportation options.

### *Effects of the COVID-19 Pandemic on Transportation*

- **Remote Work:** The rise of remote work led to lasting changes, with many people continuing to work from home or relocating to Mesa County and working remotely.
- **Grand Valley Transit Ridership:** More information on the impacts can be found in **Chapter 8**.
- **Supply Chain Disruptions:** Shortages and delays in obtaining buses, necessary bus parts, and other important transportation materials needed for construction.
- **Inflation:** The post-COVID economic landscape brought inflation, affecting the cost of construction projects.
- **Public Lands:** Access to public lands by residents and visitors has been important to Mesa County for years; however, during the COVID-19 pandemic, visitation began to rise at unprecedented rates causing challenges to public lands and putting stress on local transportation facilities.

### **Implementation of the 2045 Grand Valley Regional Transportation Plan**

Progress has been made in implementing the previous transportation plan, resulting in tangible improvements for the Grand Valley. These accomplishments demonstrate a commitment to enhancing the region's transportation network and lay a foundation for future improvements.

## Constructed Project Spotlight



### **US 6 and 20 Road Intersection**

2045 Project Number: 4

Cost: \$3.7 million

Timeline: April 2023 - December 2023

Description: This project added a signalized intersection at US 6 and 20 Road. 20 Road was also realigned to eliminate the offset alignment and upgrade the railroad crossing. These improvements were designed to address the historically high number of crashes at this location.



### **I-70B: 1st Street and Grand Avenue Intersection**

2045 Project Number: 5

Cost: \$13.5 million

Timeline: May 2021 - May 2022

Description: This project improves the I-70B:1st Street and Grand Avenue intersection by widening the roadway, consolidating access points, enhancing street connections, and making improvements to the bike and pedestrian facilities.



### **E Road Phase 2A and 2B**

2045 Project Number: 95

## **24 Road and G Road**

2045 Project Number: 27 and 36

Cost: \$12.8 million

Timeline: February 2023 - April 2024

Description: 24 Road is one of the City of Grand Junction's most trafficked roads and is a major trucking route. It was widened to five lanes, a two-lane roundabout was installed at 24 Road and G Road, and safe routes were provided for pedestrians accessing Community Hospital, Canyon View Park, and other businesses.

Cost: \$7.2 million

Timeline: October 2020 - Fall 2023

Description: E Road improvements are a top priority for Mesa County. Phase 2A of the E Road project, between 31 Road and Agape Way, included a complete rebuild and widening of the street. The project was completed in Fall 2023 which also added a new sidewalk and significant improvements to utilities were made. Phase 2B, completed at the end of 2023, included the replacement of the bridge over Lewis Wash and the completion of the intersection of 31 Road. You should include that in the update also.

## Appendix G: 2050 RTP Fiscally Constrained Project List

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
CDOT, Palisade	Intersection	US 6 and Elberta Avenue	37 1/10 Road	Iowa Avenue	\$13,500,000	\$13,500,000		
CDOT, Grand Junction	Corridor	I-70 B (Phase 6)	Road Avenue	3rd Street	\$26,400,000	\$26,400,000		
CDOT	Corridor	I-70B (Phase 7)	3rd Street	6th Street	\$19,000,000	\$19,000,000		
CDOT	Corridor	US 6 & 50	20 Road	I-70 Exit 26 (22 Road)	\$20,000,000	\$21,854,540		
CDOT	Corridor	US 6 & 50	18 Road	20 Road	\$30,000,000		\$41,527,016	
CDOT	Corridor	I-70B (Phase 8)	6th Street	Main Street	\$75,000,000		\$50,000,000	\$90,000,000
CDOT	Corridor	CO-141 (32 Road)	D Road	B ½ Road	\$12,000,000			\$22,323,535
CDOT, Mesa County	Corridor	I-70B	29 Road	32 Road	\$15,000,000			\$27,904,419
Mesa County, Grand Junction	Corridor	Orchard Avenue (E 1/2 Road)	29 ½ Road	Warrior Way	\$21,000,000	\$22,947,267		
Mesa County	Corridor	32 ½ Road	E Road	Front Street	\$5,000,000	\$6,009,999		

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Mesa County	Intersection	West Salt Wash Bridge	N/A	N/A	\$4,500,000	\$4,917,272		
Mesa County	Corridor	E Road	Green Acres Street	33 Road	\$5,500,000	\$6,009,999		
Mesa County	Corridor	E ½ Road	32 Road	33 Road	\$10,000,000		\$13,842,339	
Mesa County	Corridor	31 ½ Road	E Road	I-70 B	\$5,500,000		\$7,613,286	
Mesa County, Grand Junction	Corridor	E Road (Phase 4)	30 Road	31 Road	\$6,000,000		\$8,305,403	
Mesa County	Intersection	32 Road Loop	N/A	N/A	\$10,000,000		\$13,842,339	
Mesa County	Corridor	F ¼ Road	32 Road	I-70B Frontage Road	\$4,000,000		\$5,536,935	
Mesa County, Fruita	Corridor	17 Road	W. Sunset Drive	K ¾ Road	\$2,000,000		\$2,768,468	
Mesa County, Grand Junction	Corridor	H Road	25 Road	26 Road	\$10,000,000		\$3,800,000	\$14,802,946
Mesa County, Grand Junction	Corridor	31 Road	Patterson Road	F ½ Road	\$5,000,000			\$9,301,473
Mesa County	Corridor	32 Road	F Road	F ½ Road	\$5,000,000			\$9,301,473
Mesa County	Corridor	33 Road	UPRR Tracks	I-70	\$6,000,000			\$11,161,767



Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Mesa County	Corridor	F ½ Road	30 ¾ Road	32 Road	\$7,500,000			\$13,952,209
Grand Junction	Corridor	Four Canyons/F ½ Parkway	24 ½ Road	25 Road	\$13,800,000	\$15,000,000		
Grand Junction	Intersection	Horizon Drive and G Road (27 ½ Road)	N/A	N/A	\$4,000,000	\$4,000,000		
Grand Junction	Corridor	26 ½ Road	Horizon Drive	Summer Hill Way	\$12,000,000	\$13,100,000		
Grand Junction	Corridor	B ½ Road	29 Road	29 ¾ Road	\$6,000,000	\$5,500,000		
Grand Junction	Corridor	D ½ Road	29 ¼ Road	30 Road	\$6,000,000	\$5,000,000		
Grand Junction	Corridor	24 ½ Road	F ¼ Road	G ¼ Road	\$5,800,000	\$6,300,000		
Grand Junction	Corridor	Patterson Road	28 1/4	30 Road	\$1,000,000	\$1,092,727		
Grand Junction	Corridor	25 Road	I-17B	Patterson Road	\$15,000,000		\$20,763,508	
Grand Junction	Corridor	Patterson Road	US6&50	28 ¼ Road	\$1,000,000		\$1,384,234	
Grand Junction	Corridor	24 ½ Road	Patterson Road	F ¼ Road	\$1,700,000		\$2,353,198	

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Grand Junction	Corridor	Four Canyons/F ½ Parkway	Patterson Road	F ¼ Road	\$2,500,000			\$3,667,634
Grand Junction	Intersection	29 Road and D Road	N/A	N/A	\$5,000,000			\$9,301,473
Grand Junction	Corridor	F ½ Road	29 ½ Road	Broken Spoke Road	\$6,000,000			\$11,161,767
Grand Junction	Corridor	F ½ Road	30 Road	30 ¾ Road	\$6,000,000			\$11,161,767
Grand Junction	Corridor	F ½ Road	28 Road	29 Road	\$6,000,000			\$11,161,767
Grand Junction	Intersection	G Road and 26 Road	N/A	N/A	\$3,400,000			\$6,325,002
Grand Junction	Intersection	G Road and 27 Road	N/A	N/A	\$2,000,000			\$3,720,589
Fruita	Corridor	Wildcat Avenue (J Road)	J 3/10 Road	19 Road	\$7,000,000	\$7,000,000		
Fruita	Corridor	19 Road	J Road	US6&50	\$9,200,000	\$9,200,000		
Fruita	Corridor	Fremont Street	US 6	Ottley Avenue	\$10,500,000		\$14,534,456	
Fruita	Corridor	19 Road	K Road	J Road	\$1,000,000		\$1,384,234	\$1,860,295

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Fruita	Corridor	W. Ottley Avenue	US 6	Juniper Street	\$1,750,000			\$3,255,516
Fruita	Corridor	J 2/10 Road	Cottonwoods	19 ½ Road	\$5,400,000			\$10,045,591
Fruita	Corridor	K Road	Fremont Street	19 Road	\$2,000,000			\$3,720,589
Fruita	Corridor	Wildcat Avenue	19 Road	19 ½ Road	\$3,500,000			\$6,511,031
Total					\$455,950,000	\$188,593,616	\$187,655,416	\$280,640,843

## Appendix H: Active Transportation Projects Completed Since 2045 RTP

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Fruita	Sidewalk	Ottley Avenue (north side)	Brandon Dr	19 Rd	0.3	Completed	2024	Development
City of Fruita	Shared-use Path	Ironwheel along Independent Ranchman's Canal	Iron Dr	Fremont St	0.6	Construction	2023	Development
City of Fruita	Bike Lane, Shared-use Path, Shoulders	Wayfinding	Fruita	Fruita		Completed	2022	\$55,000.00
City of Fruita	Sidewalk	Fremont St	Myers Ln	K.4 Rd	0.15	Completed	2020	\$400,000.00
City of Fruita	Shared-use Path	K.4 Rd	Pine St	Fremont St	0.5	Completed	2020	\$200,000.00
City of Fruita	Sidewalk	K.4 Rd	Fremont St	Starr School Drain	0.25	Completed	2024	Development
City of Fruita	Shared-use Path	Village at Country Creek North	Pine St	Snowdrop Ct	0.1	Completed	2021	Development

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Fruita	Sidewalk, Bike Lane	19 Road	Highway 6	J Road	0.75	Construction	2025	\$6,000,000.00
City of Grand Junction	Bike Lane	Redlands Pkwy Bike lanes	Junior Service League	C340 Roundabout	1.6	Completed	2024	\$300,000.00
City of Grand Junction	Shared-use Path	Riverfront Trail Replacements	Bananas	C340 Roundabout	2.8	Completed	2024	\$700,000.00
City of Grand Junction	Bike Lane	H Rd	26	26 1/2	0.5	Completed	2021	\$100,000.00
City of Grand Junction	Shared-use Path	Monument Trail	D Rd	Lunch Loop Trailhead	1.6	Completed	2020	\$1,600,000.00
City of Grand Junction	Shared-use Path	Monument Trail Phase 2	Lunch Loop Trailhead	Jurassic Flats	1.6	Construction	2025	\$1,600,000.00
City of Grand Junction	Bike Lane	S. Camp Rd	S. Broadway	Rimrock Rd.	2	Completed	2020	\$400,000.00
City of Grand Junction	Bike Lane, Shared-use Path	Tiara Rado - S. Broadway	Desert Hills Rd	Rado Dr	0.5	Completed	2024	\$800,000.00

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Grand Junction	Shared-use Path	The Eddy	Eagle Rim Bridge	The Eddy	0.25	Completed	2023	Development
City of Grand Junction	Shared-use Path	Riverfront Trail / C 1/2 Rd. Gap	The Eddy	29 Rd	1.6	Design		\$300,000.00
City of Grand Junction	Bike Lane	4th St	Ute Ave	North Ave.	0.8	Completed	2025	\$85,000.00
City of Grand Junction	Bike Lane	5th St	Ute Ave	Ouray Ave.	0.5	Completed	2025	\$85,000.00
City of Grand Junction	Bike Lane	5th St	North Ave.	Orchard Ave.	0.5	Completed	2024	\$2,000.00
City of Grand Junction	Shared-use Path	Leach Creek Trail	Four Canyons	G Rd	0.5	Completed	2023	\$700,000.00
City of Grand Junction	Bike Lane, Shared-use Path	Four Canyons	24 Rd	24 1/2 Rd	0.5	Completed	2024	\$10,000,000.00
City of Grand Junction	Bike Lane, Shared-use Path	Four Canyons	24 1/2 Rd	Patterson Rd	1	Construction	2025	\$15,000,000.00
City of Grand Junction	Bike Lane, Sidewalk	G Rd	23 1/2 Rd	24 1/2 Rd	1	Completed	2024	\$4,000,000.00

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Grand Junction	Sidewalk	24 Rd	City Market	I70 Roundabouts	1.3	Completed	2023	
City of Grand Junction	Bike Lane, Shared-use Path	26 1/2 Rd	Horizon Dr.	Summer Hill Way	2	Design		
City of Grand Junction	Bike Lane, Shared-use Path	B 1/2 Rd	29 Rd	30 Rd	1	Design		
City of Grand Junction	Bike Lane, Shared-use Path	D 1/2 Rd	29 1/4 Rd	30 Rd	0.75	Design		
City of Grand Junction	Bike Lane, Shared-use Path	F 1/2	30 Rd	Thunder Mountain		Design		
City of Grand Junction	Bike Lane, Shared-use Path	Crosby Ave	W. Main St	American Way	0.8	Design		
City of Grand Junction	Shared-use Path	North Ave.	28 3/4 Rd	I70B	1	Design		
Mesa County	Bike Lane, Sidewalk	Orchard Ave	29 Rd	Normandy Dr	0.4	Completed	2020	\$1,500,000.00
Mesa County	Bike Lane, Sidewalk	E Rd	31 Rd	Agape Way	0.9	Completed	2022	\$3,000,000.00



Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
Mesa County	Bike Lane, Sidewalk	F.5 Rd	Lois St	Sun King Way	0.3	Completed	2021	\$700,000.00
Mesa County	Shoulders	I-70B	Highline Canal	32-1/2 Rd	0.5	Completed	2021	\$1,800,000.00
Mesa County	Sidewalk	D-1/4 Rd	32 Rd	32-1/2 Rd	0.5	Completed	2021	\$450,000.00
Mesa County	Shoulders	N. River Rd	Hwy 6	G-7/10 Rd	0.7	Completed	2021	\$580,000.00
Mesa County	Shoulders	22 Rd	I Rd	J Rd	1	Completed	2022	\$1,200,000.00
Mesa County	Bike Lane, Sidewalk	S Camp Rd	Monument Rd	Rimrock Rd	0.6	Completed	2023	\$750,000.00
Mesa County	Sidewalk, Shoulders	S Broadway	Rado Dr	Desert Hills Rd	0.3	Completed	2023	\$800,000.00
Mesa County	Bike Lane, Sidewalk	1st St	Front St	Grand Ave	0.2	Completed	2023	\$800,000.00
Mesa County	Bike Lane, Sidewalk	32-1/2 Rd	E Rd	Friendship Dr	0.1	Construction	2025	\$3,000,000.00
Mesa County	Bike Lane, Sidewalk	D-3/4 Rd	E Chukar Way	W Chukar Way	0.1	Construction	2025	\$500,000.00
CDOT	Sidewalk, Shared-use Path	I-70B	29 Rd	32 Rd	3	Design	2032	

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
CDOT	Shared-use Path	US 6 Fruita	20 Rd	18 Rd	2	Design	2028	
CDOT/Palisade	Sidewalk	US 6	37 Rd	37 1/4 Rd	0.25	Completed	2024	\$400,000.00
Town of Palisade	Shared-use Path	N. Elberta	First St	Grande River Dr	0.35	Design	2025	
Town of Palisade	Sidewalk	Palisade Old Town	Fourth St	Seventh St	0.45	Completed	2025	
Town of Palisade	Shared-use Path	Hwy 6 Roundabout and Frontage	Elberta	Iowa	0.5	Design	2025	

## **Appendix I: TC Presentation\***

*Section to be added following final approval of the document.*



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Colorado Transportation Commission

**From:** Darius Pakbaz, Director, Division of Transportation Development  
Medora Bornhoft, Main Streets & Active Transportation Section Manager, CDOT DTD

**Date:** April 16, 2025

**Subject:** Safe Routes to School (SRTS) Program and Fiscal Year 2025 and Fiscal Year 2026 Grant Awards

### Purpose

This memo summarizes information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2025 (FY 25) and 2026 (FY 26).

### Action

CDOT requests Commission approval of SRTS grant awards for FY 25 and FY 26 funding per the SRTS Advisory Committee's recommendations.

### Background

Pursuant to 43-1-1604 C.R.S., which states that the Commission shall award grants under the Safe Routes to School program, CDOT staff is presenting the list of proposed grant awards for FY 25 and FY 26 as recommended by the SRTS Advisory Committee established in state statute.

Requests for applications were announced in August 2024 and were due on November 4, 2024. 23 applications were submitted with a total request for funding of \$13,200,256. The number of applications received this cycle were nearly double the number received in FY 23/FY 24. To qualify for these funds, applicants must be a political subdivision of the state. These funds must be used to benefit children in grades K - 12th and projects must be within a two-mile radius of the identified school.

New for this grant cycle was the expansion of eligibility from K - 8th grades to K - 12th grades. In addition, the SRTS Advisory Committee increased the maximum award from \$750,000 to \$1M. A total of \$8.8M was available to award, composed of annual allocations of \$2.5M per year, project savings, and unawarded funds from the FY 23/ FY 24 grant cycle. Any funds not awarded in this grant cycle will remain in the program and will be carried over to the next award cycle.

The SRTS Advisory Committee met in January 2025 for project selection and reconvened in February to make final recommendations. The Committee recommended twelve projects for funding, totaling \$7,739,664. Projects normally

require a 20% cash match; however, projects that meet certain eligibility requirements will receive 100% of the project costs from CDOT. Eligible for 100% match are projects that meet the criteria established in the Multimodal Transportation Options Fund (MMOF) matrix. Eight applications were eligible for 100% funding. Four projects recommended for 100% funding are: Canon City, LaVeta School District, Paonia and Cedaredge, all infrastructure projects. The total for projects funded at 100% is \$3,136,159. The remaining projects will contribute 20% of the CDOT project total.

Attachment A shows the project list that was scored by the SRTS Advisory Committee. One of the 23 applications received was disqualified before review as the applicant was not a political subdivision of the state therefore does not appear on this list. Projects not recommended for funding were due to a variety of reasons including requests for funding outside of SRTS project scope making them ineligible, inadequate project plan development in order to make an informed decision and/or not providing required elements of the grant application.

Staff presented the FY 25 and FY 26 recommended SRTS awards to the Commission on March 19, 2025 and to the Statewide Transportation Advisory Committee (STAC) on April 3, 2025. At the STAC meeting, members asked questions regarding the scoring process and voted to recommend the Commission award the SRTS grant funds as recommended by the SRTS Advisory Committee.

## Next Steps

If the Transportation Commission approves the list of projects recommended for funding, staff will proceed with notifying grantees, program the projects into the Statewide Transportation Improvement Program (STIP), and initiate the procurement process.

## Attachments

Attachment A: FY 25 and FY 26 SRTS Project List



## Safe Routes to School FY 2025 and 2026 Recommended Projects as Put Forth by SRTS Committee on 2.10.25

### Infrastructure

Applicant	Project Title	Recommended for Funding (Y/N)	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region
Canon City	13th Street Corridor and Area Pedestrian Safety Upgrades	Y	\$1,000,000	\$1,000,000	NA	2
City and County of Denver	Stanley British Primary School Pedestrian Safety Improvements	Y	\$1,047,556	\$838,045	\$209,511	1
La Veta School District	Safe Walking and Biking Access to New PK-12 School Site	Y	\$875,625	\$875,625	NA	2
Town of Paonia	Safe Pathways for Paonia	Y	\$872,825	\$872,825	NA	3
City of Lakewood	Safe Routes to School Stober Elementary Sidewalk Project	Y	\$991,813	\$793,450	\$198,363	1
Town of Basalt	Confluence Park Safe Routes to School Project	Y	\$716,500	\$573,200	\$143,300	3
City of Ft Collins	Irish Elementary Roadway Improvements for Bicyclists and Pedestrians	Y	\$1,043,750	\$835,000	\$208,750	4
Town of Cedaredge	Cedaredge Elementary School Safe Sidewalk to School	Y	\$387,709	\$387,709	NA	3

Applicant	Project Title	Recommended for Funding (Y/N)	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region
Town of Lyons	Lyons Safe Routes to School - 3rd Avenue and Stickney	Y	\$947,514	\$758,012	\$189,503	4
Town of Johnstown	Elwell Elementary	Y	\$461,191	\$368,953	\$92,238	4
Town of Estes Park	Safe Routes to School Community Drive Multi Use Trail Project	N	\$956,535	\$765,228	\$191,307	4
Town of Palisade	Highway 6 Connecting Community Multi-Modal Paths	N	\$140,000	\$140,000	NA	3
City of Fruita	Wildcat Avenue Pedestrian Improvement Project	N	\$1,250,000	\$1,000,000	\$250,000	3
Routt County Road and Bridge	US 40 and Brandon Circle Safe Crossing Design	N	\$250,000	\$200,000	\$50,000	3
City of Englewood	Walkin' and Rollin' to Clayton	N	\$741,042	\$592,834	\$148,209	1
City of Pueblo	Extended Safe Routes to Monument	N	\$229,186	\$229,186	NA	2
Town of Ignacio	Ignacio Sidewalk Improvements	N	\$940,636	\$752,509	\$188,127	5

**Total Recommended for Infrastructure Funding: \$7,302,819**





## Safe Routes to School FY 2025 and 2026 Recommended Projects as Put Forth by SRTS Committee on 2.10.25

### Non-Infrastructure

Applicant	Project Type	Recommended for Funding (Y/N)	Total CDOT Project Cost	SRTS Funding	20% Cash Match	Region
City and County of Denver	Denver Safe Routes Walk.Bike.Roll.Lead	Y	\$323,531	\$258,825	\$64,706	1
Town of Windsor	Windsor-Severance Safe Routes to School Initiative	Y	\$222,526	\$178,021	\$44,505	4
Poudre School District	Jaguares Ciclismo: Irish Bicycle Education Program	N	\$52,786	\$42,229	\$10,557	4
Center Consolidated Schools	Center Safe Routes to Schools	N	\$441,282	\$441,282	NA	5

Applicant	Project Type	Recommended for Funding (Y/N)	Total CDOT Project Cost	SRTS Funding	20% Cash Match	Region
City of Durango	Mini Durango Traffic Garden: A Mobile, Interactive Education Tool for Promoting Safe Cycling and Pedestrian Practices	N	\$103,753	\$83,002	\$20,751	5

Total recommended for non-infrastructure funding: \$436,846



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

**Date:** April 16, 2025

**Subject:** Monthly Cash Balance Update

### Purpose

To provide an update on cash management, including forecasts of monthly revenues, expenditures, and cash balances for the State Highway Fund, SB 17-267 Trustee Account, and American Rescue Plan Act funds.

### Action

No action is requested at this time.

### Summary

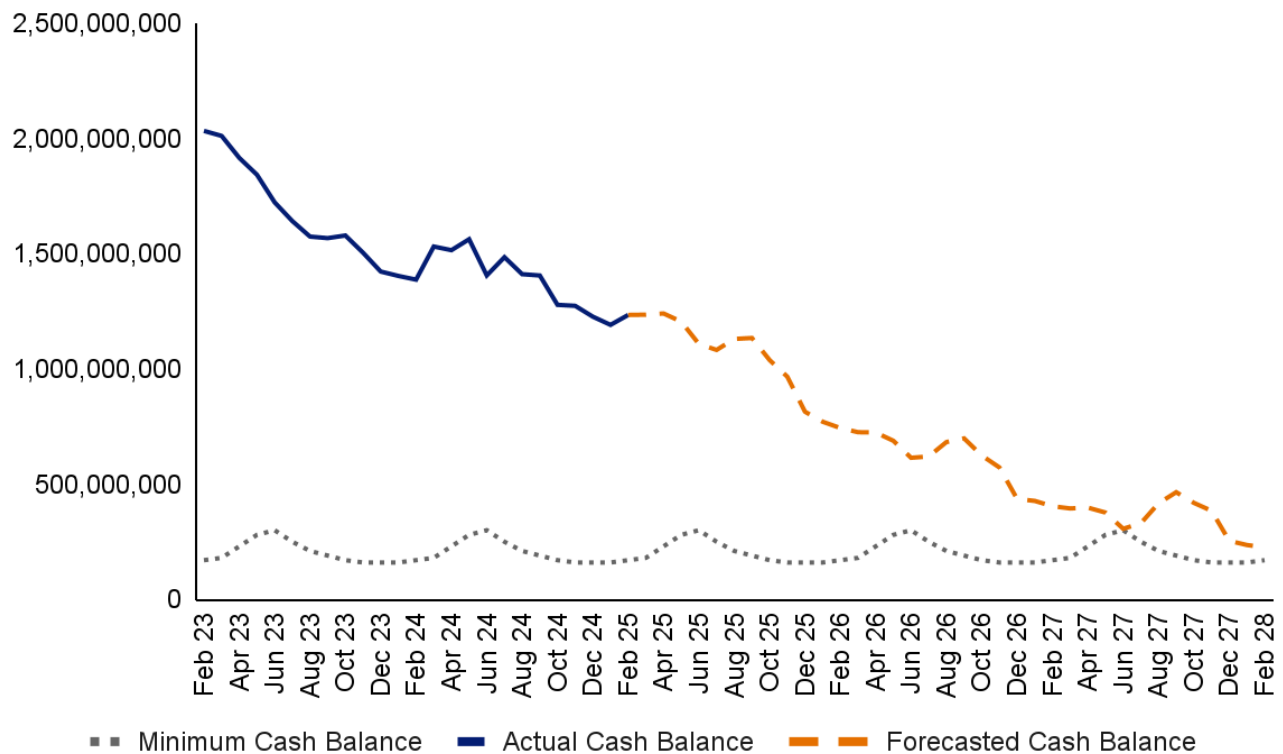
The actual cash balance for February 2025 was \$1.23 billion; \$1.06 billion above that month's minimum cash balance target of \$170.0 million. February's cash balance includes \$496.82 million in the State Highway Fund, \$62.88 million in ARPA Refinance funding, and \$674.7 million in the Senate Bill 267 trustee account.

Figure 1 below outlines the Department's 36-month cash forecast. The primary drivers in this forecast include revenue from the state Highway Users Tax Fund (HUTF), federal reimbursements, payments to contractors, and General Fund transfers made pursuant to SB 21-260.

The Fund 400 Cash Balance is expected to gradually decrease over the forecast period as projects funded with SB 17-267 and other legislative sources progress through construction. The sections below provide additional information on the revenues and expenditures forecasted for this memo.

This cash forecast is based on the expected revenue sources under current law. The General Assembly is currently considering budget proposals that could reduce the expected revenue from the General Fund and the FASTER Road Safety Surcharge in future years. This forecast will be updated in future months to reflect any decisions made by the General Assembly.

**Figure 1 - Fund 400 Cash Forecast**



## Cash Balance Overview

The Transportation Commission's directive (Policy Directive 703.0) outlines targeted minimum cash balances to limit the risk of a cash overdraft at the end of a month to, at most, a probability of 1/1,000 (1 month of 1,000 months ending with a cash overdraft). The forecasted cash balance is expected to remain above the targeted minimum cash balance through the forecast period.

The cash balance forecast is limited to the State Highway Fund (Fund 400 and affiliated funds and trustee accounts). This forecast does not include other statutory Funds, including the Multimodal Mitigation and Transportation Options Fund and funds associated with CDOT enterprises.

## Revenue Sources Forecasted

The State Highway Fund revenues forecasted in this cash balance include:

- Highway Users Tax Fund - This primarily includes Motor Fuel Taxes, Vehicle Registration Fees, Road Usage Fees, and Retail Delivery fees.
- Miscellaneous State Highway Fund Revenue - This revenue includes proceeds from the sale of state property, interest earned on balances in the cash fund, the issuance of oversize/overweight permits, and revenue from various smaller sources.
- SB 17-267 - This bill directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects.

- General Fund Transfers- Pursuant to SB 21-260, annual General Fund transfers will be made to the State Highway Fund between FY 2024-25 to FY 2031-32. This cash forecast assumes these transfers will be made in July of each year.

## Expenditure Sources Forecasted

The State Highway Fund expenditures forecasted in this cash balance include:

- Payments to construction contractors (described in more detail in the section below)
- Staffing expenses and program-related professional services
- Right of Way Acquisition
- Debt Service
- Transfers between CDOT and other state entities
- Maintenance and facilities expenditures
- Grant expenditures
- Other expenditures related to services and equipment.

## Cash Payments to Construction Contractors

The current forecast of payments to construction contractors under state contracts (grants paid out under inter-government agreements for construction are accounted for elsewhere in the expenditure forecast) from Fund 400 is shown in Figure 2 below.

**Figure 2 - Cash Payments to Construction Contractors (millions)**

CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (actual)	CY 2024 (actual)	CY 2025 (forecast)
\$669	\$774	\$615	\$841	\$860	\$882	\$917 *

\*This is a preliminary forecast that will be updated as additional project schedule detail becomes available.

Figure 3 details CY24 baseline and actual expenditures for the State Highway Fund (see Figure 2 above) as well as Bridge and Tunnel Enterprise. CDOT sets the CY baseline in January each year, using the best estimates, forecast, and schedule information available at the time.

Including Bridge Enterprise, February month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 0.96 (actual expenditures vs. baseline). There were \$69.1M actual expenditures YTD vs. the baseline of \$71.6M. The CY 24 baseline included expenditures from 196 projects, while the current CY 25 baseline includes expenditures from 219 projects. Figure 4 details the current CY25 baseline and actual expenditures.

Figure 3 - Dashboard View, CY 24 Year End

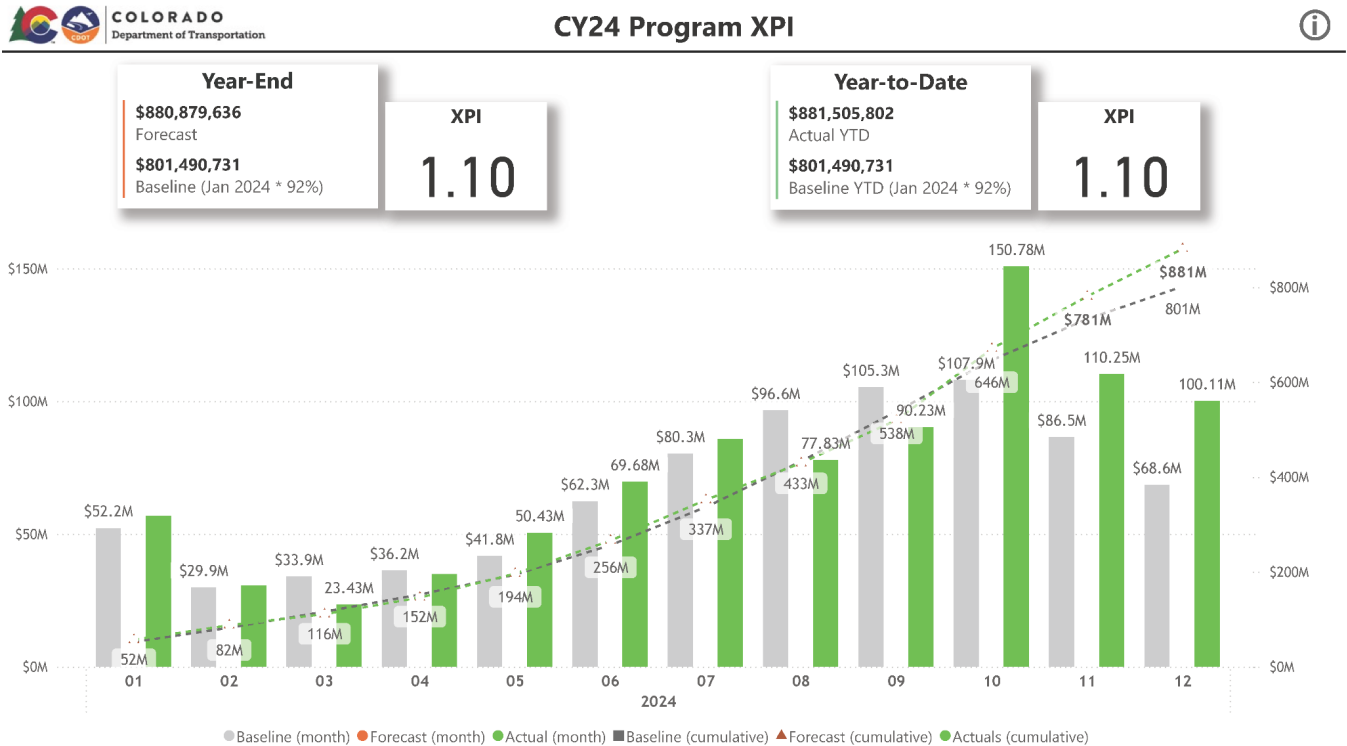
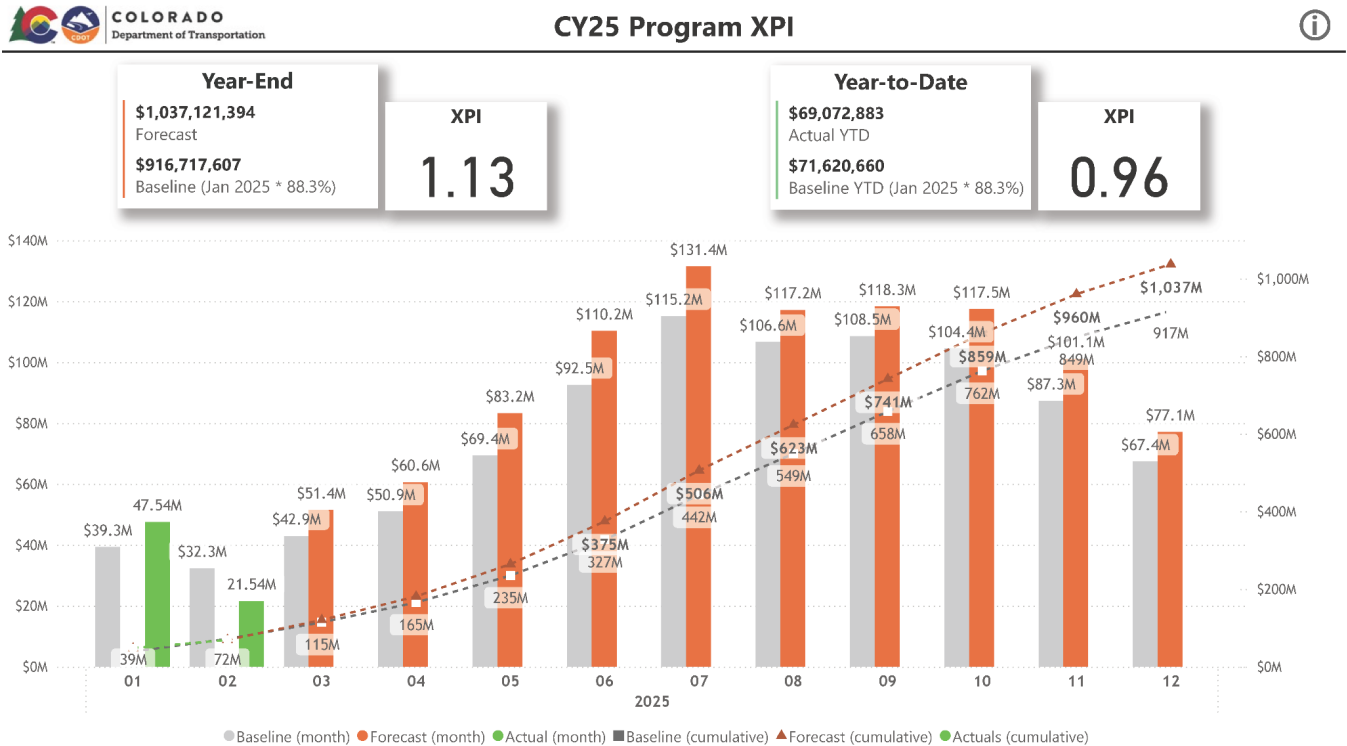


Figure 4 - Dashboard View, CY 25





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

Ryan Long, Revenue and Policy Analyst

**Date:** April 16, 2025

**Subject:** FY 2024-25 Q3 Highway Users Tax Fund Forecast

### Purpose

To provide a quarterly update to the annual Highway User Tax Fund (HUTF) revenue forecast.

### Action

This is for information purposes only. No action is requested from the Transportation Commission at this time.

### Background

The Office of Financial Management and Budget (OFMB) maintains an annual revenue model that is used to guide CDOT's budget-setting process. OFMB's revenue team updates the model each quarter to monitor the course of a current year's fiscal performance, as well as inform the budget for future out-years. Some of the data used by the model includes, but is not limited to:

- Historical performance of fee revenues
- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth
- Inflation estimates based on data from Moody's and the National Highway Cost Construction Index (NHCCI)
- State population and demographic data from the Department of Local Affairs
- Data on annual vehicle miles traveled (VMT) in Colorado from the CDOT Division of Transportation Development
- Estimated vehicle costs, including federal or state rebates for certain vehicles
- Vehicle sales and energy consumption data from the Energy Information Administration
- State fleet data from the Colorado Department of Revenue
- Colorado Clean Cars standard as baseline for estimation of electric vehicle adoption



The Department develops the Annual Revenue Allocation Plan using outputs from this model. During the annual budget development process, CDOT staff reconcile annual projected revenues with approved requests for expenditures. Staff provides draft and final versions of the Revenue Allocation Plan for formal review and approval by the Transportation Commission. The final plan becomes CDOT’s official budget for the next fiscal year.

### Current Forecast Compared to FY 2024-25 Budget

The table below compares CDOT’s March forecast with the forecast used to set the FY 2024-25 budget. This forecast was updated using actuals through February 2025. Overall, the expected revenue from fuel tax and fee revenue has decreased, while the expected revenue from vehicle registrations and FASTER revenue has increased. The increase to registration revenue is primarily due to a technical correction made in the forecast to better account for electric vehicle registration fees.

#### Changes to CDOT HUTF Revenue (millions)

Revenue Source	FY 2024-25 Budgeted	FY 2024-25 Q3 Forecast	Variance
First Stream	\$129.2	\$118.1	-\$11.1
Second Stream	\$373.8	\$381.8	\$8.0
FASTER	\$140.4	\$143.1	\$2.7
Retail Delivery Fee	\$8.7	\$9.2	\$0.5
<b>CDOT HUTF Revenue Forecast</b>	<b>\$652.1</b>	<b>\$652.2</b>	<b>\$0.2</b>

### Summary

The tables below summarize CDOT’s FY 2024-25 Q2 statewide HUTF forecast. Revenue increases in future years are primarily attributed to increased revenue from FASTER fees, the Road Usage Charge, Electric Vehicle fees, and the Retail Delivery Fee. A more detailed forecast narrative can be found on CDOT’s website.

#### Statewide HUTF Forecasted Revenue (millions)

Revenue Source	FY 2024-25	FY 2025-26	FY 2026-27
Motor Fuel Taxes	\$646.9	\$650.6	\$654.8
Vehicle Registration Fees	\$233.1	\$239.1	\$248.4
FASTER Collections	\$230.2	\$234.7	\$239.3
Road Usage Fee	\$119.5	\$150.2	\$181.4
Miscellaneous Collections	\$32.3	\$32.3	\$32.3
Retail Delivery Fee	\$23.0	\$25.7	\$28.6
<b>Statewide HUTF Revenue</b>	<b>\$1,284.9</b>	<b>\$1,332.7</b>	<b>\$1,384.9</b>

## Statewide HUTF Forecasted Distributions (millions)

Recipient	FY 2024-25	FY 2025-26	FY 2026-27
Off-the-Top Appropriations	\$213.2	\$225.7	\$238.9
CDOT	\$652.3	\$672.4	\$694.6
DNR Capital Construction	\$0.3	\$0.3	\$0.3
Counties	\$242.8	\$250.5	\$258.9
Municipalities	\$176.3	\$183.8	\$192.1
<b>Total HUTF Distributions</b>	<b>\$1,284.9</b>	<b>\$1,332.7</b>	<b>\$1,384.9</b>

## Potential Legislative Actions Impacting HUTF Revenue

SB 25-258, which is currently being considered by the General Assembly, would temporarily reduce the Road Safety Surcharge by \$3.70 for all weight classes. This is expected to reduce statewide revenue by approximately \$21 million in FY 2025-26 and FY 2026-27. This bill also adjusts the HUTF distribution formula to minimize the revenue impact to counties and municipalities.

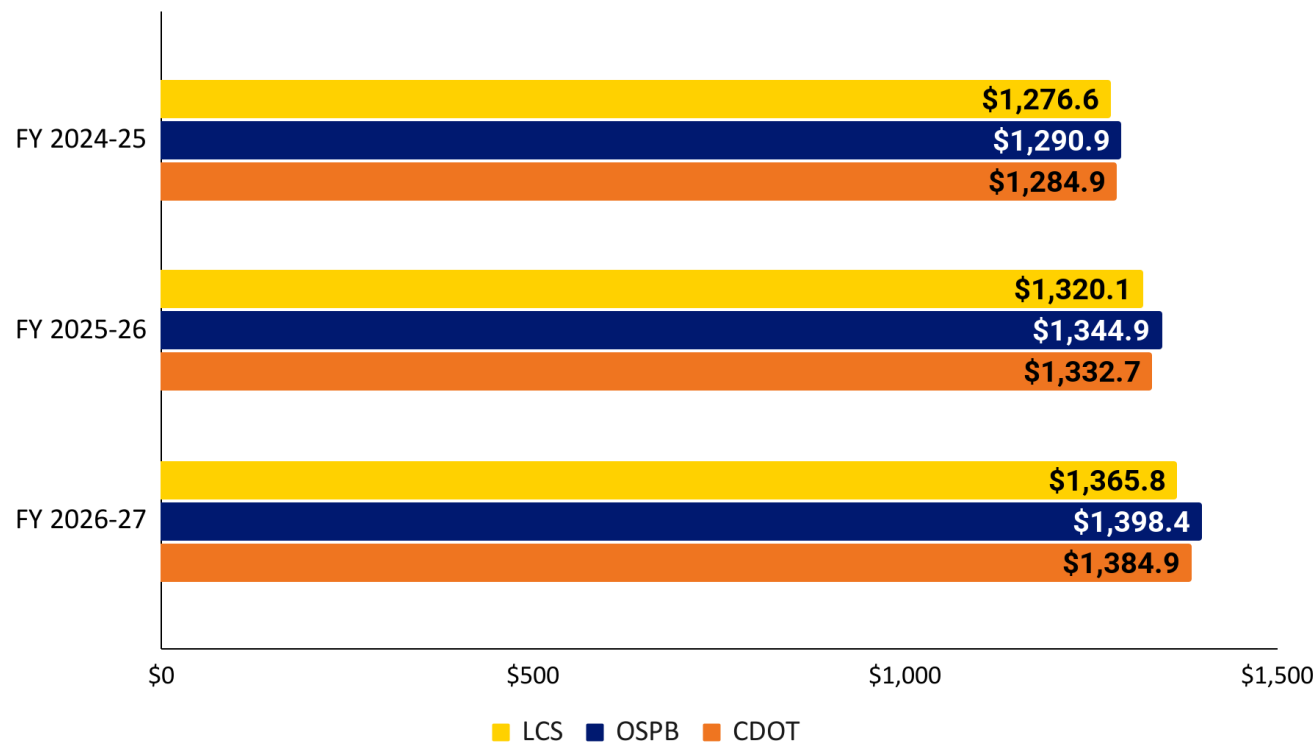
Any actual changes to CDOT's revenue will depend on the final bill that is passed and signed by the Governor. The potential impacts outlined in this section may change to the extent that this bill is amended or rejected by the General Assembly.

## Statewide Forecast Comparison

The forecasts presented by OSPB and LCS are used as the basis for statewide budget planning, and both forecasts estimate statewide transportation revenue.

CDOT's budget is primarily driven by the Revenue Allocation Plan approved by the Transportation Commission, which is developed using CDOT's independent quarterly forecast. The chart below provides a comparison of CDOT's forecast to the other statewide forecasts.

### Statewide HUTF Forecast Comparison (millions)



### Transportation Revenue and TABOR

TABOR, which was approved by voters in 1992, limits the amount of revenue that the state can retain and spend. Both OSPB and LCS are forecasting that state revenue will surpass the TABOR cap through at least FY 2025-26. In general, increasing cash fund revenue is putting pressure on the state budget. Since TABOR refunds are paid with General Fund, any increase in state cash fund revenue will decrease the availability of General Fund in future years.

The primary revenue sources driving the increase in state cash fund revenue include transportation revenues from SB 21-260 fees, severance tax revenues, and several smaller cash funds. The decreasing availability of the General Fund may further reduce future General Fund transfers to the State Highway Fund. Any actual changes would depend on actions taken by the General Assembly to balance the budget.



**COLORADO**

**Department of Transportation**

## **Transportation Commission Memorandum**

**To:** The Transportation Commission

**From:** Jason Smith, Region 3 Director Rowe, Assistant Director, Planning & Operations

**Date:** Wednesday, April 16, 2025

**Subject:** Hinsdale County/Town of Lake City 2024 OHV Highway Program Report

### **Purpose**

To provide the Transportation Commission a report, as required by CDOT's special use permit and Transportation Commission Resolution #2024\_02\_08, on the Off Highway Vehicle Program in the Town of Lake City.

### **Action**

Informational

### **Background**

No action is necessary for the program to continue in 2025.

### **Next Steps**

CDOT Region 3 staff will continue to monitor the safety of the program.

### **Attachments**

Hinsdale County/Town of Lake City 2024 OHV Highway Program Report

# **Hinsdale County/Town of Lake City**

## **2024 OHV Highway Program Report**

For seven years, Hinsdale County and the Town of Lake City have partnered with CDOT on a program to allow Off Highway Vehicles to operate on a portion of SH 149 that runs through Lake City and Hinsdale County. This partnership allows riders of OHVs to complete the entirety of the four-wheel drive Alpine Loop Scenic Byway, which was identified in 2016 as part of the Colorado the Beautiful trail initiative.

The 64-mile Alpine Loop connects Lake City to Silverton and Ouray and is heavily used each summer by motorized and non-motorized traffic, including OHVs. However, OHVs cannot complete the entirety of the Alpine Loop as that requires travel on a 2.25 section of Hwy 149. After considerable study by Hinsdale County, Town of Lake City and CDOT, it was determined there were no options that would allow OHV riders to travel the entire Alpine Loop without using the highway.

Hinsdale County, the Town of Lake City and CDOT have worked together since 2019 on this unique program to allow all motorized recreationalists to be able to “complete” the Alpine Loop.

CDOT has granted three Special Use Permits to the County and Town for multi-years of the OHV program. The permit allows OHVs to travel on a pre-determined section of Hwy 149 during each summer. For the past two permits, the County and Town requested the OHV program to start on the Friday before Memorial Day and end on September 30. For the 2024 - 2025 Special Use Permit, the request was for the start date to be moved back to the Friday before Father’s Day.

Following the end of the 2024 summer season, concerns were communicated to the County and Town that the new start date had adversely affected local business. The County Commissioners and Town Trustees discussed changing the start date for 2025, which would require a new request for an updated Special Use Permit from CDOT. Eventually it was determined to wait until the end of the current 2024 – 2025 permit. Both the Town and County boards will meet to discuss the possibility of requesting a new permit to continue the OHV Highway program in 2026 and beyond.

The annual program allows OHVs on a designated route on SH 149, is limited to the summer season, requires special speed limit signage on the highway (including lowering the speed limit on one section during the summer), educational outreach to the public, and an outlet for the public to give feedback on the program.

As required by CDOT’s Special Use Permit, a report is submitted at the end of each season with any concerns or issues that occurred. This report follows a meeting of partners participating in the program.

Partners participating in the 2024 after-season meeting and providing comments included Lynn McNitt with Hinsdale County, Town of Lake City Mayor Dave Roberts, Hinsdale County Sheriff Denim Starnes, Captain James Saunders with Colorado State Patrol, and CDOT Traffic and Safety Program Manager Zane Znamenacek. Comments were also provided by CDOT Regional Operator RE Hall.

Information from the 2024 season-end meeting is as follows:

Captain James Saunders with Colorado State Patrol reported that CSP issued no citations to OHV drivers along the stretch of Hwy 149 during the summer of 2024. He did state that CSP dispatch received a complaint in August that two OHVs were driving on Hwy 149 and appeared to be speeding, passing on a double yellow line and were very loud. An additional complaint was made to dispatch on October 7 that three OHVs were driving on Hwy 149, north of Lake City. CSP was also asked to assist with an accident report of an OHV on a county road, though not on the Highway.

"Everything else was usual," Saunders said, "nothing to report. That's good news."

Sheriff Denim Starnes stated that along with Colorado Parks and Wildlife Officer Lucas Martin reporting, Hinsdale County Sheriff Office made approximately 150 total contacts with OHVs on Highway 149. Of those 150 contacts, approximately seven percent resulted in citations.

CDOT Traffic and Safety Program Manager Zane Znamenacek said he heard of no problems over the course of the summer. Znamenacek said the only thing he heard was someone asking if the annual report had been submitted yet.

Town of Lake City Mayor Dave Roberts said he had nothing new to add following the 2024 season, adding that what he said in the 2023 report "is still true today." Roberts said his biggest complaint was that the start of the OHV program season was moved from Memorial Day to the Friday before Father's Day for the 2024 and 2025 season. "A lot of businesses didn't like that. A lot of people would like to see the program go back to the original start date (Memorial Day)."

Roberts said the town is working on some ordinances for the operation of OHVs on Town of Lake City roads – not the highway – to make the program more palatable for town residents. Ordinances that may include noise limitations and hours of operations.

Roberts added that he is still in favor of extending the OHV route to the north of Lake City, but he believes that would benefit from a lower speed limit on that area of the highway. Hinsdale County's request for a speed study on the highway just north of town has yet to be submitted.

Roberts reiterated that he had no problem with the OHV program in 2024.

CDOT Regional Operator RE Hall stated he had no issues with OHVs on Hwy 149 during the 2024 season. He did say he would like to see the 30 mph sign south of Lake City on Hwy 149 moved approximately one-half mile farther south of its location. The sign is currently located in a residential district along the highway and drivers speed up going from the 20 mph to 30 mph. Hall would rather that driver speed up happen outside of the residential district. Hall was clear to point out that this would affect all vehicles, not just OHVs.

Attached to this report are letters received from the public related to the OHV Highway Program.



## Sandy Hines

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**From:** Terry Huey <tmh618084@live.com>  
**Sent:** Monday, October 14, 2024 6:14 PM  
**To:** Greg Levine; Kristie Borchers; Robert Hurd; daveroberts@townoflakecity.co;  
dianebruce@townoflakecity.co; jessekindall@townoflakecity.co;  
landonwhinnery@townoflakecity.co; henrywoods@townoflakecity.co;  
jodilinsey@townoflakecity.co  
**Cc:** Sandy Hines; townmanager@townoflakecity.co; townclerk@townoflakecity.co; San Juan Ranch Estates  
**Subject:** OHV Hwy. 149 Pilot Program Expansion

Dear Commissioners, Mayor and Trustees: Based on comments in a recent Silver World edition, it appears that you will consider seeking an expansion of the current OHV Hwy. 149 Pilot Program to allow OHV's to travel north on Hwy. 149 to San Juan Springs Dr.. Such an expansion will most likely result in unauthorized OHV's entering San Juan Ranch Estates, ignoring our **"STOP"** "Private Property" and "No Trespassing" signs. The result will be additional wear and tear to our private roads, among other problems.

Our roads are now in the best condition since originally constructed. Each year we spend substantial amounts of our owners' funds to maintain the roads in a smooth and serviceable condition. Increased OHV traffic could require us to increase the assessments charged to our owners so that we will have the additional funds necessary to repair damage caused by increased OHV traffic.

San Juan Ranch Estates Association, Inc. is not anti-OHV. A number of our owners have and use OHV's, including the owners of Lake City Auto. Our duty as the Board of Managers is to act in the best interest of our Association and all our owners.

The Board of Managers of San Juan Ranch Estates Association, Inc. respectfully requests that you not seek to have the northern limit of OHV use on Hwy. 149 extended to San Juan Springs Dr. .

Thank you for your service to our community.

San Juan Ranch Estates Association, Inc.  
Board of Managers,



Terry Huey, President

## Sandy Hines

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**From:** Kristie Borchers  
**Sent:** Friday, February 14, 2025 9:51 AM  
**To:** Sandy Hines  
**Subject:** Re: OHV Access

Can you please also provide this to the town?  
Sent from my iPhone

On Feb 14, 2025, at 9:37 AM, Sandy Hines <administrator@hinsdalecountycolorado.us> wrote:

Good morning

Please see below for a letter from Clint Naramore regarding OHVs.

**Sandy Hines**

Hinsdale County Administrator  
Public Information Officer  
970-944-2225

<image001.jpg>

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**From:** Clint Naramore (CN) <clint.naramore@gmail.com>  
**Sent:** Friday, February 14, 2025 7:26 AM  
**To:** Sandy Hines <administrator@hinsdalecountycolorado.us>  
**Subject:** OHV Access

You don't often get email from [clint.naramore@gmail.com](mailto:clint.naramore@gmail.com). [Learn why this is important](#)

Dear Hinsdale County Board of Commissioners:

My wife, Rebekah, and I have been proud small business owners in Lake City since the summer of 2023 (28 Peaks). One of the main reasons we chose to invest here, despite having numerous other options, was the positive impact that OHV access has on local tourism and the community. Although we do generate some revenue during off-peak months, without the income driven by OHV tourism, we would have never considered making our initial investment in Lake City.

That being said, we have more to invest in Lake City, but with the current uncertainty surrounding this issue, we have strong reservations to invest anything else. Without a clear and stable direction on this issue, further investment involves too much risk for us and others. I strongly urge you to maintain OHV access as it has been in the past.

Approximately 99% of Colorado restricts OHV access, making this area part of the 1% where such access is allowed. Similar small mountain communities, such as Ouray and Silverton, have OHV restrictions in place, giving visitors and residents who prefer those limitations plenty of options.

Lake City stands apart by welcoming OHV tourism, and limiting access here would remove one of the key factors that makes this town unique appealing to visitors, residents and investors.

Respectfully,

Clint & Rebekah Naramore

Sent from my iPhone

## Sandy Hines

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**From:** Kristie Borchers  
**Sent:** Tuesday, January 21, 2025 2:01 PM  
**To:** Sandy Hines; Lynn McNitt  
**Subject:** Fw: OHVs

Kristie Borchers  
Hinsdale County Commissioner  
PO Box 277  
Lake City, CO 81235  
970-596-9071



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**From:** Scott Tate <scott.cheryl.tate@gmail.com>  
**Sent:** Tuesday, January 21, 2025 1:51 PM  
**To:** Greg Levine <district1@hinsdalecountycolorado.us>; Kristie Borchers <district2@hinsdalecountycolorado.us>; Robert Hurd <district3@hinsdalecountycolorado.us>  
**Subject:** OHVs

We are FULLY against your changing the date of allowing OHVs back in town and on 149. You were voted into office by your voting constituents, and you are not listening to them. This and other issues (OEM) have us frustrated and concerned about your leadership . Scott & Cheryl Tate

## Sandy Hines

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**From:** A Danielle Worthen <danielle@hallrealty.net>  
**Sent:** Tuesday, January 21, 2025 11:36 AM  
**To:** Sandy Hines; Lex Mulhall  
**Cc:** Kristie Borchers; Dave Roberts; Jeff Worthen  
**Subject:** 1-22-25 Joint Workshop Agenda Item 1. Comment

Good morning Sandy & Lex,

I have a required real estate license continuing education class in Gunnison until 5:00 pm tomorrow and will not be able to attend the scheduled Joint Workshop Meeting. Please share the following public comment as it pertains to the OHV Program Start Date with your respective boards. Please include my comments in the public record.

***January 21, 2025***

***Dear Hinsdale County Board of Commissioners & Town of Lake City Board of Trustees,***

***As you discuss the OHV Program Start date, I am respectfully asking that you reconsider moving the OHV Program Start Date to June 1, 2025.***

***Businesses are experiencing a significant increase in year round utility costs to operate within a predominately seasonally based economy. Some seasonally run businesses may have reached their maximum threshold in simply passing on these costs to their valued customers. As such, Lake City businesses need exposure to their customer base for as much of the tourist season as possible in order to continue operations.***

***I consider all outdoor enthusiasts critically important to our economic survival as a community. Please demonstrate your support of Lake City Businesses and approve to move the OHV Start Date to June 1, 2025.***

***Respectfully,  
Danielle Worthen, Owner, Hall Realty, Inc.***

Please reach out with any questions.

Regards,  
Danielle

**A. Danielle Worthen  
Owner/Broker Associate  
Hall Realty, Inc.  
P.O. Box 280  
Lake City, CO 81235  
970-944-8100 Office  
[www.hallrealty.net](http://www.hallrealty.net)**

## Sandy Hines

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**From:** vashcroft vivassociates.net <vashcroft@vivassociates.net>  
**Sent:** Wednesday, January 22, 2025 8:35 AM  
**To:** Greg Levine; Kristie Borchers; Robert Hurd  
**Cc:** Sandy Hines  
**Subject:** Expansion of OHV, please NO  
  
**Importance:** High

Commissioners:

As I know you are aware, but wanted to remind you:

I strongly object to expanding the route and the time-frame for OHV usage.

I am pretty sure the county is likely NOT in compliance with conditions previously outlines by the Transportation Commission and I can only imagine that a few loud demands by other citizens is causing you to consider to go back to the commission to request a revised resolution. Additionally the route and the time frame were the only little bits of concession made for us quiet users who make a very good (what 40%? ) and expanding the route and time frame really sends the message that you will do nothing and care nothing for our position.

Lastly I feel Robert Hurd should recuse himself of any votes having to do with expanding the route up to the carwash area since his home environment would be directly and personally affected by that particular route change. His neighborhood currently hosts about a half dozen OHVs per hour during the high usage season. While those of us in Wade's addition can have TEN TIMES that amount of OHV traffic impacting our environment.

*VivaAshcroft, voter/property owner/quiet user*



Robert Hurd <[district3@hinsdalecountycolorado.us](mailto:district3@hinsdalecountycolorado.us)>

**Subject:** ohv proposals

[Some people who received this message don't often get email from [rainywedding@gmail.com](mailto:rainywedding@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear County Commissioners,

It has come to my attention that a meeting has been called to discuss changes to the upcoming 2025 OHV season. As a full-time resident and business owner, I would like to express my concerns.

I am NOT in favor of extending the time-frame OHVs are allowed on the highway. I am also NOT in favor of OHVs being allowed any farther north or south on highway 149. I believe allowing them in town at all has resulted in the overall degradation of the clean, quiet atmosphere we all cherish about Lake City.

I understood and could hesitantly get behind the original idea of allowing OHVs on a small stretch of highway in order that they could complete the entire Alpine Loop without trailering their vehicles. However, that clearly wasn't satisfactory for a lot of people and there was a big push to allow them throughout town. Now apparently, that isn't enough to satisfy those that are staunchly in favor. My concern is that there will continue to be a push year after year until they are allowed all over Hinsdale County year round. I consider this an enormous concern.

Personally, the four month window they are allowed in town is extremely challenging for me. We live in town on 149 and during peak season it is a continual drone of noise from early in the morning to late at night. A conversation in my front yard or on my front porch is often impossible due to the noise level. I don't sit on my front porch during those months and we have even moved our fire pit around to the side of the house in attempts to remove ourselves a few feet from the constant noise. I have lived on 149 for a total of 31 years of my life and the noise level the past several summers has increased significantly. I cannot emphasize enough how cherished the first two weeks of June were last year. What a treat to be able to enjoy our amazingly beautiful summer days for a couple of weeks before the onslaught of noise and dust.

As a business owner, I have never understood the mentality that increased OHV allowances would be the sole financial savior of the town. For starters, Lake City has been a place that has thrived as a tourist destination for decades and aside from a couple years of nation-wide recession, we saw annual growth in profits long before OHVs were allowed in town. I would also like to set the record straight in terms of loss of business. Timberline was up every month of 2024 with the exception of October and SJSC was down 3% for the whole of 2024 with the largest deficit being the month of July.

I see the value of factoring OHV use in as ONE of the many ways this town and surrounding land are enjoyed by locals and visitors alike. If we strive to be the OHV destination in CO and have that be our primary identity, we will lose (and have already lost) a lot of folks that come here for the quiet hobbies such as hiking, boating, fishing, bird and wildlife watching, camping, star-gazing and the list goes on. We will also lose folks that have long legacies of living here part time or full time and bringing their children and grandchildren here because they simply can't cope with the jarring changes the exponential increase in OHV usage has brought. We may well see an increase to profit and tourism in certain ways but in other ways we will see a decrease. I know my quality of life has diminished the past few summers.

Being a Lake City native that chose to raise my family and own businesses here I am deeply connected and attached to this place. However, I have questioned my future here due to the drastic changes I have seen. I hope that holds at least some weight of consideration. I am troubled that so many newer businesses that have jumped at the financial opportunities OHVs have brought seem to have the loudest voices to weigh in on this subject.

I have not even touched on the environmental, infrastructure and safety concerns I have but I feel I am already being longwinded with this letter.

All this being said, I know OHVs in some capacity are likely here to stay and I am trying to come to grips with that but PLEASE keep them confined to their current boundaries and dates. Do not let the loudest voices drown out the quiet ones who

love this place dearly and are deeply invested in Lake City's future.

Thank you for your time and consideration.

Sincerely,

Amy Humphreys



## Sandy Hines

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**From:** Cabin Fever Merc <cabinfevermerc@gmail.com>  
**Sent:** Wednesday, January 22, 2025 10:31 AM  
**To:** Kristie Borchers; Robert Hurd; Greg Levine; Sandy Hines  
**Subject:** Edited/simplified email for OHV date discussion 1/22

As a year round business here in Lake City and a Hinsdale County resident, I want to express my concerns about the OHV highway allowance date being moved back before Fathers Day.

As a revenue focus only, it was mentioned in the Silver World not too long ago (2024) by another local that "town business was down during those two weeks" between Memorial Day and Fathers Day. I've spoken with many brick and mortar & lodging businesses, NOT ONCE were any of us asked how our business was this summer before that article/letter came out in the paper, much less, during that short time at the beginning of the season. That being said, if all we're talking about is revenue, my business saw **an increase of 39.2% in the month of May 2024 alone, up from May 2023.** (Before OHV's were allowed on Hwy) Other businesses in town were extremely happy with the turnout. Increased OR decreased sales...they were Happy. Isn't that important?

Why should the quality of Nature take a back seat to money? That's what's great about this place.

There are people living here NOT in business that have no voice in this matter. Why does everything here have to be about business? We love our home, neighbors & friends in this community. We love these mountains! We will continue to welcome tourism! But we're just all desperate for solutions.

Tracy Lanktree

## Sandy Hines

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**From:** Kristie Borchers  
**Sent:** Wednesday, January 22, 2025 2:59 PM  
**To:** Sandy Hines  
**Subject:** Fwd: The OHV issue that won't go away

Sent from my iPhone

Begin forwarded message:

**From:** Dan Humphreys <toothnailco@gmail.com>  
**Date:** January 22, 2025 at 1:08:31 PM MST  
**To:** Greg Levine <district1@hinsdalecountycolorado.us>, Kristie Borchers <district2@hinsdalecountycolorado.us>, Robert Hurd <district3@hinsdalecountycolorado.us>  
**Subject:** Re: The OHV issue that won't go away

Some people who received this message don't often get email from toothnailco@gmail.com. [Learn why this is important](#)

One thing I realized I didn't state clearly enough: when I say "I'm not against OHV's," I mean that I acknowledge they're here and they have a place. We're not talking about banning them entirely anymore, and I think it's reasonable to allow some traffic to and from the Alpine Loop. I AM against having them all over town, but I'm willing to compromise by giving them partial access for a very limited period of time. I don't believe their permitted range or period or time should be extended.

Thanks for letting me clarify  
Dan Humphreys

On Wed, Jan 22, 2025 at 12:47 PM Dan Humphreys <[toothnailco@gmail.com](mailto:toothnailco@gmail.com)> wrote:  
Dear Hinsdale County Commissioners,

It's come to my attention that the town and/or county are considering more adjustments and possible extension to the OHV usage window in town. I would like to voice my opposition to that. I've been in this town for 21 years. I've seen a lot of growth and a lot of change, and most of it has been good. I've also been present for a lot of big discussions regarding the quality of life in Lake City, and the general consensus has always been that the quality of life of locals and visitors are more important than the business interests or profit of individual residents. Some examples:

When medical marijuana was first made legal in Colorado, Mike Camp tried to open a dispensary located next to what is now Chillin. The uproar and outrage in this town, from locals and seasonal visitors alike, was deafening. We were warned that every corner would have a noisy, annoying junkie, and the whole town would go down the tubes. I

wasn't necessarily an advocate, but I did find the reaction a little extreme. The town voted against Mike's business interests and decided to ban medical marijuana from Lake City.

In an attempt to adapt to the extremely high commercial real estate prices and the lack of opportunities for entrepreneurs who may want to start a food service business, we considered the question of allowing food trucks to operate within town limits. The outcry again was overwhelming. Existing business owners claimed it was unfair competition, and seasonal visitors warned that soon a noisy, annoying food truck would be on every corner, and the town would go down the tubes. On more than one occasion, individual business owners were told the feel of town was more important, and they would have to find a different way to make money.

Now we're engaged in this endless debate about OHV's. We're in a situation where a few businesses have based their survival entirely on having noisy, annoying OHV's everywhere, all the time. Town actually has gone down the tubes, and we've decided that's acceptable. I'm not against OHV's, but the argument that they bring business to town is based on a false premise. Nobody comes here from somewhere else on an OHV anymore, so all we're seeing are diminishing returns as that activity replaces all previous forms of tourism. I thought we had reached a satisfactory compromise last year, and plenty of businesses saw growth that negates the argument in favor of unlimited OHV access. It's a fallacy to think that if allowing it for part of the summer is good, then allowing it for all of the summer must be better.

I'm sympathetic to the difficulties of running a business in Lake City, but since when have we decided to bend the will and desires of the people who live here to the interests of business owners who have put all their eggs in that one basket? Finally, I would also caution the public servants entrusted with this decision to avoid the appearance of conflict of interest by making any changes that could be construed to increase their own personal serenity at the expense of the greater good. If OHV's are annoying in your part of town, they're just as annoying to everyone else who lives in their path.

I appreciate the opportunity to be heard.

Dan Humphreys  
Tooth and Nail Carpentry, Inc

## Sandy Hines

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**From:** Steve Twyman <steve@usa.net>  
**Sent:** Wednesday, January 22, 2025 7:37 PM  
**To:** Sandy Hines  
**Subject:** Letter to the Commissioners

Hi Sandy,

I would like this email passed on to all three County Commissioners as I couldn't find their email addresses on the web.

The commissioners have my permission to use this email in any way, as long as it stays intact.

Thank you,

Steve Twyman  
Owner of Lake City Loopers OHV Rentals at 130 N Gunnison Ave.

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Dear Commissioner's,

First off, congratulations to Greg on his reelection bid. I want Greg to know that although we disagree on things, he has always done a good job being a commissioner.

Now to the point(s).

- 1) Nice meeting today (1/22/25) on the OHV Issue
- 2) I agree with the June 1 to Oct 1 time frame. Based on prior conversations with Greg, I agree that using June 1 to Oct 1 as dates, its easy to market and easy to remember.
- 3) I agree with raising all the fines for OHV infractions to the max possible.  
I didn't speak up in the meeting on this point as I would have just reiterated what others were saying and I didn't want to extend the meeting for others.
- 4) I agree with extending the program to include the car wash and Woodlake Park RV Parks
- 5) I think the \$25 OHV sticker is not enough. Maybe we could go to the state, and raise the fee to \$75 or even \$125 and anything over \$50 goes back to the community that sold it for enforcement and other OHV issues.
- 6) We need \$1000 fines (and enforce them) for those that bring OHVs to town and have modified their exhaust system to be too loud. I know its hard to enforce. But those are the "problem children". And more than likely they don't have a spark arrester on their exhaust too - so a double infraction. We need decibel controls. This would impact motorcycles almost more than OHVs, but those vehicles with non-stock exhaust are generally the loudest.
- 7) Consider a 20mph speed limit on the loop on roads not groomed for residents. So roughly beyond Carson City on Engineer Pass and beyond Grizzly RT RV Park on Cinnamon Pass. We need to send the message that this loop is about beauty, and taking in the great outdoors. Leave the speeding around for the deserts.

And now for a few items separate from OHV's

- a) I would support a speed limit of 20 mph on the state highway and through town. During the month of July, there are so many children running about. I sit outside my store sometime and yell to children to watch out. At some point, there will be a tragic event. Let's slow the vehicles down and save injuries and/or lives.

b) Something has to be done about electric bikes. So many go ripping down the street. Many are children (some with, some without helmets). The speed limit for all vehicles should be 20. I am concerned about that as well. So many people are bringing electric bikes on campouts and vacations now, they are starting to create a situation.

Back to OHVs : Anything to keep the noise down on the 2-5% of vehicles that have loud exhaust systems. That is my biggest issue with OHVs other than helmet/child/safety rules.

Sincerely,

Steve Twyman

Owner of Lake City Loopers OHV Rentals at 130 N Gunnison Ave.



## Sandy Hines

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**From:** David Cherry <dcherry@thecherrys.net>  
**Sent:** Tuesday, October 15, 2024 3:02 PM  
**To:** Greg Levine; Kristie Borchers; Robert Hurd; daveroberts@townoflakecity.co;  
dianebruce@townoflakecity.co; jessekindall@townoflakecity.co;  
landonwhinnery@townoflakecity.co; henrywoods@townoflakecity.co;  
jodilinsey@townoflakecity.co; Sandy Hines; townmanager@townoflakecity.co;  
townclerk@townoflakecity.co  
**Subject:** OHVs

Dear Commissioners, Mayor and Trustees: I cannot vote in county or town elections but have been a property owner and tax payer in the town and county since 2002. I fondly recall the lack of OHVs in town and on the loop. I write to ask you:

1. Please do not seek to have the Pilot Program route extended to the north past Ocean Wave Dr.. My concern is twofold: A. safety—I recall that when first considered, the Colorado State Parol and the then Sheriff opposed setting the northern limit at a point past Ocean Wave Dr. due to safety concerns; and, B. I own property in San Juan Ranch Estates and do not want OHVs, other than those few belonging to our owners, traveling on our roads. If OHVs are allowed to travel to San Juan Springs Dr., we will have some OHVs ignore our signage, trespass, and joyride in the neighborhood. You are well aware of the damage to dirt/gravel roads caused by OHVs. I don't want my annual association dues to go up to repair the damage to our roads additional OHV traffic will cause, and I don't want my neighborhood disturbed by the noise and dust created by OHVs; and,
2. Please do not seek to have the Pilot Program start time reset to Memorial Day weekend. The peace and quiet provided by the later start this year was a welcome respite from the noise and traffic which followed. For those who say businesses lost money, point them to the 16.7% **increase** in sales tax revenue in June of 2024 over June of 2023 and compare it to the 7.6% **decrease** in sales tax revenue in June 2023 from June 2022 when the Pilot Program began on Memorial Day weekend. The claims of lost business are not supported by the sales tax numbers. Some businesses may have realized a decrease in sales, but others certainly realized an increase.

Thank you for your time and consideration of my request.

**David E. Cherry**

Attorney at Law (Retired)

P.O. Box 21027

Waco, TX 76702-1027

(T)254-744-2423

dcherry@thecherrys.net



## Sandy Hines

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**From:** David Cherry <dcherry@thecherrys.net>  
**Sent:** Friday, January 31, 2025 3:01 PM  
**To:** Greg Levine; Kristie Borchers; Robert Hurd; daveroberts@townoflakecity.co;  
dianebruce@townoflakecity.co; Jessekendall@townoflakecity.co;  
londonwhinnery@townoflakecity.co; henrywoods@townoflakecity.co;  
jodilinsey@townoflakecity.co; Sandy Hines; townmanager@townoflakecity.co;  
townclerk@townoflakecity.co  
**Subject:** OHV Start Date  
**Attachments:** SALES TAX UPDATE\_TOWN\_LFHSD 2024.xlsx

Dear Commissioners, Mayor and Trustees:

Reported sales tax revenue does not support the claims that starting OHV access in mid-June 2024 resulted in lost business volume. June 2024 sales tax revenue from “physical sales”, county wide, was \$21,392.62 (16.63%) higher than in June 2023. My calculation is that approximately \$271,000.00 in sales was necessary to generate the increase. The increase cannot be explained solely by inflation. Which businesses saw such a tremendous increase in sales to offset the losses claimed by others? Was it solely due to Benny’s Restaurant, which in my recollection was the only new business in 2024? Maybe you should ask those who claim a loss of business to publish their June 2023 & 2024 sales tax reports for all to see.

If my calculations are in error, please let me know as I want to deal in facts. I’ve attached Mrs. McNitt’s most recent sales tax report for your use.

In 2024, you went through a laborious, thoughtful, process to determine the parameters of OHV use of Hwy. 149 for a two (2) year term. There is no good reason to now change the mid-June start date. OHVs were not banned from town or from crossing Hwy.149 during the delayed start in 2024. Were there fewer OHVs in town during the delay period? Probably, but the sales tax numbers tell us that, overall, the businesses did not suffer..

Also, consider that Mr. Ryal’s candidacy, which appeared to be based mainly on support for unlimited access for OHVs, was overwhelming rejected. While not a county wide vote, it is instructive of what may be a change in the attitude of voters.

Please keep the mid-June start date for OHV use of Hwy., 149. And, please do not seek to have the boundaries of OHV access on Hwy. 149 expanded.

Thank you for your service to our community.

Respectively,

**David E. Cherry**

Attorney at Law (Retired)

P.O. Box 21027

Waco, TX 76702-1027

(T)254-744-2423

dcherry@thecherrys.net



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Darius Pakbaz - Director of Transportation Development, Chris Laplante - Air Quality and Climate Section Manager, and Libba Rollins - GHG Specialist

**Date:** April 16, 2026

**Subject:** CDOT & DRCOG Mitigation Action Plan 2025 Annual Status Report Updates

### Purpose

Following the submission of a GHG Transportation Report that contains a Mitigation Action Plan, agencies are 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 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).

### Action

Informational item only.

### Background

These status reports are the third annual status updates to the Transportation Commission for CDOT's Mitigation Action Plan and DRCOG's Mitigation Action Plan, which were originally accepted by the Transportation Commission in August 2022. A copy of CDOT's [first](#) and [second](#) annual status report is available online. For each annual status report, an agency must provide details on the implementation timeline and the current status of implementation for each GHG mitigation measure. As was done in previous years, CDOT and DRCOG coordinated closely in preparing the reports. This year's reports focused on further developing a tracking implementation framework in light of several applicable land use and parking legislative bills that became law in 2024.

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".

### Next Steps

No additional next steps needed.

## **Attachments**

A - CDOT 2025 Greenhouse Gas Mitigation Action Plan Status Report

B - DRCOG 2025 Greenhouse Gas Mitigation Action Plan Status Report

# 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 CO <sub>2</sub> e)	0.30	0.21	0.06	0.04
GHG Reductions Achieved from Baseline through Mitigation Measures (MMT CO <sub>2</sub> e)	N/A	0.155	0.249	0.136
Total GHG Reductions Achieved (MMT CO <sub>2</sub> e)	0.30	0.365	0.309	0.176
GHG Rule Required Reduction Target (MMT CO <sub>2</sub> e)	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 MMOF 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.



# Greenhouse Gas Mitigation Action Plan 2025 Report

## Denver Regional Council of Governments

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## Introduction

The Denver Regional Council of Governments, commonly known as DRCOG, has prepared this Greenhouse Gas Mitigation Action Plan 2025 Report to comply with the State [Greenhouse Gas Transportation Planning Standard](#) (known as the Greenhouse Gas rule) adopted by the Colorado Transportation Commission in December 2021. Because DRCOG prepared a Greenhouse Gas Mitigation Action Plan as part of its strategy framework to comply with the Greenhouse Gas rule, the rule requires annual reports addressing the implementation status of the Mitigation Action Plan. The Colorado Department of Transportation, commonly known as CDOT, developed its [Policy Directive 1610](#), which specifies the following information to include in the annual Greenhouse Gas Mitigation Action Plan Report for each mitigation measure:

- The implementation timelines.
- The current status.
- For measures that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will be achieved.
- For measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities.

## Summary of Mitigation Action Plan Measures

The Greenhouse Gas rule allows adopting a Mitigation Action Plan as part of meeting the rule's required emission reduction levels. Through its [2022 Greenhouse Gas Transportation Report](#), DRCOG determined a Mitigation Action Plan was needed for the 2030, 2040, and 2050 analysis compliance years as shown in Table 1. The original strategies and concepts developed to meet the state greenhouse gas emission reduction levels have been carried forward without changes into the 2024 Amended 2050 RTP.





**Table 1: Greenhouse gas emission reduction results (in million metric tons per year)**

Analysis Components	2025	2030	2040	2050
2050 Regional Transportation Plan 2022 update modeling (network updates, programmatic funding and observed data)	0.68	0.68	0.57	0.35
Additional programmatic transportation investments (active transportation, complete street retrofits, signal timing and CDOT Bustang)	N/A	0.07	0.05	0.03
Mitigation Action Plan (commitment to further action)	N/A	0.10	0.12	0.08
Total greenhouse gas reductions	0.68	0.85	0.74	0.46
Reduction level requirement from Table 1 of the greenhouse gas rule (citation: 2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction level achieved	Yes	Yes	Yes	Yes

The Mitigation Action Plan details the region's approach to using mitigation measures to help achieve the greenhouse gas reduction levels required for the DRCOG metropolitan planning organization area for 2030, 2040, and 2050. DRCOG's mitigation measures are regional, policy-based, and represent the sum of potential local government voluntary actions related to:

- Increasing residential and employment densities.
- Mixed-use transit-oriented development.
- Reducing or eliminating minimum parking requirements while also setting maximum levels.
- Adopting local complete streets standards.

Table 2 shows the Greenhouse gas emission reductions associated with the mitigation measures for each measure and each analysis year (in estimated metric tons):



**Table 2: Greenhouse gas emission reductions from Mitigation Action Plan strategies**

<b>Mitigation Measures</b>	<b>Greenhouse gas reduction in metric tons by 2030</b>	<b>Greenhouse gas reduction in metric tons by 2040</b>	<b>Greenhouse gas reduction in metric tons by 2050</b>
<b>Increase residential density from less than 10 units per acre to at least 15 to 25 units per acre</b>	13,548	16,011	10,557
<b>Increase job density from less than 0.5 floor area ratio to at least 1.0 floor area ratio</b>	2,309	2,822	1,833
<b>Mixed-use transit-oriented development higher intensity: Area rezoned for mixed-use transit-oriented development at least 25 units per acre and 150 jobs per acre</b>	8,588	9,814	6,510
<b>Mixed-use transit-oriented development moderate intensity: Area rezoned for mixed-use transit-oriented development at least 15 units per acre and 100 jobs per acre</b>	18,397	21,157	14,455
<b>Reduce or eliminate minimum parking requirements and set low maximum levels (residential)</b>	37,750	43,795	29,573
<b>Reduce or eliminate minimum parking requirements and set moderate maximum levels (residential)</b>	18,332	21,281	14,347
<b>Reduce or eliminate minimum parking requirements and set maximum levels (commercial)</b>	4,373	3,940	3,511
<b>Adopt local complete streets standards</b>	369	243	44
<b>Grand total</b>	<b>103,666</b>	<b>119,063</b>	<b>80,829</b>

At the local government level, mitigation measures are voluntary, and the Mitigation Action Plan does not require local jurisdictions to implement any mitigation measure in any specific location or within any specific timeframe. However, these mitigation measures were specifically chosen to build on the Denver region's foundation of integrated transportation-land use planning, particularly around the region's existing and planned rapid transit system (light/commuter rail and Bus Rapid Transit), urban centers, and related planning initiatives.



## Tracking Mitigation Measures Implementation

DRCOG is continuing to develop a framework for tracking mitigation measures and integrating this framework into existing workflows as much as possible. Interwoven into the evolving framework are specific examples of DRCOG working with local governments to start tracking, analyzing and assessing the status of local government actions relating to the mitigation measures.

### Local government outreach

DRCOG staff develop and maintain relationships with local government planners to understand, anticipate and coordinate local and regional growth priorities. The need for these relationships and this understanding is connected to several official roles DRCOG fulfills:

- **Metropolitan Planning Organization:** Required as part of the regional transportation planning process, metropolitan planning organizations promote consistency between transportation investments and local planned growth, housing, and economic development patterns.
- **Regional Planning Commission:** Assist local governments to implement Metro Vision, the region's plan for its physical growth and development.
- **Council of Governments:** A forum where member governments discuss and develop policies on complex regional issues.

With many changes to local government operations and staff turnover throughout the COVID-19 pandemic, DRCOG staff initiated an effort in 2023, and continued in 2024, to regularly visit local government planning offices. While local governments direct the conversation in these visits, this direct outreach provides the opportunity for DRCOG staff to identify when local governments have recently updated, are updating or are planning to update local plans, zoning codes (such as local zoning text amendments), parking standards, or complete streets standards. Over the course of 2024, DRCOG staff visited approximately 15 local governments through this specific effort.

During these meetings, DRCOG staff continued to identify when local governments have recently updated, are updating or are planning to update local plans, zoning codes (such as local zoning text amendments), parking standards, or complete streets standards. Other topics discussed included coordination opportunities between local, regional, and state agencies, discussions around transit needs, and resource-sharing opportunities as they relate to DRCOG's Coordinated Transit Plan and Regional Complete Streets Toolkit.

Additionally, DRCOG conducts outreach to local governments to identify and provide funding assistance to efforts that advance goals of the Metro Vision regional plan. Projects that advance Metro Vision support the implementation of the Mitigation Action Plan as they foster increased residential density, mixed-use transit-oriented development, efficient land use strategies, and complete streets projects. In 2024,



DRCOG awarded funds to eight projects that represented partnerships between eight municipalities and five regional entities, including school districts, transportation districts, and state agencies.

Additionally, DRCOG staff routinely engage with local government staff as part of the agency's transportation planning, program, and project-based work. Highlights of this engagement in 2024 include:

- Conducted a call for projects for the Livable Centers Small-Area Planning Set-Aside projects, funded through the fiscal years 2024-2027 Transportation Improvement Program. Six of the projects selected for creation of small area plans focus on increased housing, mixed-use transit-oriented development, and complete streets.
- Updated DRCOG's Public Engagement Plan and multiple plans comprising the agency's Non-Discrimination Program.
- Adopted amendments to DRCOG's 2050 Regional Transportation Plan.
- Began start-up activities relating to the US Environmental Protection Agency's Climate Pollution Reduction Grant program.
- Initiated a Regional Housing Needs Assessment in October 2023 that was completed and accepted by the Board in October 2024. This will serve as a foundation for the agency's upcoming Regional Housing and Transportation Strategy.
- Completed and initiated several studies under the agency's new Corridor Planning Program and Community Based Planning Program.

DRCOG staff conducts and participates in numerous local government outreach activities beyond those highlighted here, from participating in local government-led studies to trainings, data sharing, and other activities. A comprehensive list is contained in reporting associated with DRCOG's Unified Planning Work Program activities; the most recent [Unified Planning Work Program activities report](#) is available on DRCOG's website, which covers most of 2024.

## **Land use strategies**

DRCOG maintains a portfolio of regionally comprehensive datasets for use in allocating county-level household and job growth forecasts across over 2,800 transportation analysis zones. DRCOG refers to this as its small-area forecast. DRCOG relies on UrbanSim, a predictive model, to simulate household and employment location choices within the natural and regulatory constraints of each block. This work connects to the land use strategies in the Mitigation Action Plan because of the work DRCOG does to represent regulatory constraints within this modeling framework. DRCOG staff estimate local zoning district capacity of approximately 2,000 unique districts. Relevant portions of this process are described below and are further detailed in [Appendix F](#) of the [2050 Metro Vision Regional Transportation Plan](#).



DRCOG staff collect geospatial data from local governments annually, harvesting it from public geographic information systems data portals and through direct requests. These include addresses, parcels, open space, bicycle facilities/trails, municipal boundaries, special district boundaries, bicycle counts and, most importantly, zoning. Attributes in zoning data do not include allowable densities. Consistently, this zoning data only includes jurisdiction name (zoning district) and an abbreviated zoning type name (known as a shorthand notation).

DRCOG then uses observable, point-level housing and employment data it licenses, collects and compiles from a variety of sources to understand the range of densities currently observed in different blocks throughout these different zoning districts.

This observation-based approach to estimating zoning capacity has limited ability to capture new or novel zoning that represents greater future densities than can be observed today. DRCOG staff currently rely on local government planning staff feedback on a draft small-area forecast to identify where capacity overrides may be necessary in the modeling process.

DRCOG staff are following an ongoing effort that could provide some additional resources to translate different dimensional standards, allowed uses, and allowed building forms into the housing unit and employment per acre metrics of the mitigation measures. Late in 2023, a research team at the University of Colorado-Denver received funding to follow the scope and schema of the [National Zoning Atlas](#) to construct a zoning atlas for Colorado.

The [Colorado Zoning Atlas](#) has now been completed as part of the National Zoning Atlas. Based on initial analysis, this effort does not yet allow for a bulk download that could facilitate analysis of existing zoning across the DRCOG region. Additionally, the data schema followed from the National Zoning Atlas effort may not allow for a dwelling unit per acre calculation. There are currently no plans to update the dataset for future year comparisons; the current work is just a point in time calculation. However, DRCOG staff will continue to track this work and assess its feasibility in tracking zoning-based mitigation measures.

Another related potential near-term approach involves tracking year-over-year changes based on requirements of Colorado House Bill 24-1313 (HB24-1313) discussed in more detail in a subsequent section. The transit-oriented communities calculation model finalized by the state in early 2025 to help implement the requirements of HB24-1313 will allow for a uniform set of assumptions to calculate zoning capacity in terms of dwelling units per acre based on a given zoning district's dimensional standards. Preliminary local transit-oriented community assessment reports are due to the state by June 30, 2025. DRCOG staff can reference these reports to understand where existing zoning may fall short of the density thresholds under its mitigation measures and may be able to gain a preliminary understanding of the increases to be expected under the locally calculated Housing Opportunity Goal in the report. HB24-1313 requires local



governments to work towards Housing Opportunity Goal compliance by adopting zoning changes and designating transit centers on or before December 31, 2027, which is prior to the Mitigation Action Plan's first compliance year of 2030.

Even so, given the ongoing and systemic data issues associated with land use mitigation measures, DRCOG staff is also considering other approaches to track these measures as discussed later in this report.

## Parking strategies

DRCOG staff reviewed and provided comment on the "[Best Practices in Parking Management Strategies for Colorado Communities](#)," which was prepared by the state Department of Local Affairs in partnership with the Colorado Energy Office and the Colorado Department of Transportation in fulfillment of House Bill 24-1304 (HB24-1304), discussed in a subsequent section of this report. This guide dovetails with a planned effort by DRCOG to develop a report on parking strategies for smart growth. Additionally, HB24-1304 may replace a planned DRCOG effort to conduct a regional parking utilization study to determine the feasibility of lowering parking standards.

Given this changed framework, DRCOG staff focused on inventorying local government parking policy update activities. Of DRCOG's more than 50 local governments, several have recently taken – or are considering – actions relating to parking standards, paid parking, parking fees, residential parking permit districts, or related strategies. A few specific examples most directly related to the Mitigation Action Plan's measure to reduce or eliminate minimum parking requirements and set low maximum levels include:

- The City of Boulder is currently considering eliminating parking minimums, adding new requirements for developers to create transportation plans, and encouraging more on-street parking availability.
- The City and County of Broomfield reduced parking minimums for most land uses, established parking maximums at 125% of the parking minimum, reduced parking requirements for developments near transit, and established bicycle parking requirements.
- The City and County of Denver is currently considering eliminating minimum parking requirements from development regulations.
- The City of Longmont eliminated minimum parking requirements for new development and replaced them with parking maximums.

Additionally, HB24-1304 removes parking minimums in a number of situations. DRCOG staff are considering calculating the greenhouse gas emissions impacts of removing parking minimums without parking maximums being imposed using the Institute for Transportation and Development Policy [SCOPE tool](#). DRCOG staff will also monitor local government reporting to the state required by HB24-1304. The first annual report is due December 31, 2026.





## Complete streets standards

DRCOG adopted a [Regional Complete Streets Toolkit](#) in 2021 and subsequently developed an interactive complete streets webmap and Geographic Information System-based location prioritization tool. In 2024, DRCOG staff began informally inventorying local governments' efforts to develop, adopt, and apply local complete streets standards, with more formal surveying planned for 2025. The planned effort will include reaching out to local governments to understand their status in the process and/or sending out an online survey to capture the needed information. This effort will be paired with a street typology update option for local governments.

In late 2023, the City of Lafayette adopted its Multimodal Transportation Plan which included several elements of DRCOG's Regional Complete Streets Toolkit relating to street typology and design. In its informal inventory, DRCOG staff found that several jurisdictions have adopted complete streets plans or policies in the last few years, and over time have conducted complete streets-related planning or project activities. For example, the City of Englewood has multiple complete streets projects underway. The City of Boulder and City of Edgewater have plans that call out the need to develop a street design guide or complete streets approach. The City of Littleton has a "Safer Streets" program, though it is not specifically a complete streets program. The City of Lakewood in 2024 adopted Lakewood Moves, which includes specific guidance that "Lakewood will continue to work towards the full implementation of a Complete Streets system."

Another important consideration is how complete streets standards are used to inform the design and implementation of transportation investments. For example, DRCOG included this consideration in its previous 2024-2027 Transportation Improvement Program call for projects application.

DRCOG has developed a complete streets [prioritization toolkit](#) that synthesizes data layers from multiple DRCOG plans and datasets to graphically illustrate locations and street segments in the region that score highest for multimodal project investments. The toolkit is intended to assist local governments and other project sponsors in developing multimodal projects for funding through DRCOG's Transportation Improvement Program as well as locally funded projects.

Accordingly, DRCOG staff will also be working with local governments over time to track not just the status of adopting complete streets standards, but their application to multimodal project design and implementation, which is one of the mitigation measures in the Mitigation Action Plan.





# Mitigation Action Plan Measures Implementation Timeline

The DRCOG Board adopted the Mitigation Action Plan in September 2022 as part of the updated 2050 Metro Vision Regional Transportation Plan. Since the measures in the Mitigation Action Plan are not required until 2030, the 2023 and 2024 Mitigation Action Plan Reports have focused on developing an implementation tracking framework for the mitigation measures. This 2024 Report reflects initial efforts to begin tracking mitigation measures. Even so, the region is still only two years into an eight-year timeline for when mitigation measures will be needed.

Tables 3 through 6 illustrate an anticipated implementation timeline that makes increasing progress towards the first required horizon year (2030) for the land use strategies, as outreach and implementation assistance activities are resourced and developed over time.

**Table 3: Land use strategies anticipated cumulative implementation; acres rezoned**

Land Use Strategies	2026	2028	2030
Increase residential density	154	339	616
Increase job density	32	70	128
Mixed-use transit-oriented development: moderate intensity	115	253	460
Mixed-use transit-oriented development: higher intensity	44	96	175

**Table 4: Residential parking strategies anticipated cumulative implementation, dwelling units allowed**

Parking Strategies	2026	2028	2030
Eliminate minimum and set low maximum parking levels – urban core	3,382	7,439	13,526
Eliminate minimum and set low maximum parking levels – urban	3,043	6,695	12,173
Eliminate minimum and set low maximum parking levels – suburban	752	1,653	3,006
Eliminate minimum and set moderate maximum parking levels – urban core	4,233	9,313	16,933
Eliminate minimum and set moderate maximum parking levels – urban	1,954	4,298	7,815
Eliminate minimum and set moderate maximum parking levels – suburban	814	1,791	3,256



**Table 5: Commercial parking strategies anticipated cumulative implementation, 10,000 square feet of floor area**

Reduce or eliminate minimum and set maximum parking levels	2026	2028	2030
maximum two-and-a-half spaces per 1,000 square feet	153	337	613
maximum two spaces per 1,000 square feet	18	39	70
maximum one-and-a-half spaces per 1,000 square feet	43	94	170
maximum one space per 1,000 square feet	43	94	170

**Table 6: Local complete streets anticipated cumulative implementation, miles**

Adopt local complete streets standards	2026	2028	2030
Urban	3	7	14
Suburban	8	17	32

These timelines are dependent on resources for outreach and implementation assistance that have been included in the Unified Planning Work Program. They also rely on the interest, capacity, priorities, and actions of local governments to ultimately implement, since specific local actions are voluntary.

## Mitigation Action Plan Fulfillment

DRCOG's Fiscal Years 2024 and 2025 Unified Planning Work Program includes a specific activity (Activity 2.5 - Greenhouse Gas Mitigation Action Plan Implementation Assistance) and associated tasks to provide assistance, tools, and resources to local agencies to implement the mitigation measures identified in DRCOG's Mitigation Action Plan. The specific tasks included as part of the two-year work program are:

- Convene a workshop series with local agencies covering Mitigation Action Plan strategies.
- Work with local agencies to identify gaps in local knowledge and expertise related to implementing Mitigation Action Plan strategies.
- Conduct a regional parking utilization study to determine the feasibility of lowering parking standards.
- Develop a report on parking strategies for smart growth.

As discussed previously, the HB24-1304-required *Best Practices in Parking Management Strategies for Colorado Communities* dovetails with a planned effort by DRCOG to develop a report on parking strategies for smart growth. Additionally, HB24-1304 may replace a planned DRCOG effort to conduct a regional parking utilization study to determine the feasibility of lowering parking standards. As HB24-1304 is implemented over time, DRCOG staff may assess the need for additional work that builds on these efforts to provide more local context in the areas of parking policies and strategies.



HB24-1304, along with the other 2024 legislation profiled in the next section, will also contribute towards implementing and tracking several of the mitigation measures through the legislations' action and tracking/progress reporting requirements.

Within this changing context, DRCOG staff are currently working to plan a Mitigation Action Plan workshop series with local agencies to provide assistance on the strategies listed in the plan, with a focus on the measures related to increasing residential density and fostering mixed-use transit-oriented development. The workshops will occur over the course of 2025.

## State legislation

The 2024 legislative session resulted in multiple bills becoming law that could significantly influence planning for and tracking of several mitigation measures. The three most applicable bills are summarized below (with credit to the Colorado Sun's [2024 legislative summary](#)):

- HB24-1304: Certain jurisdictions located within a metropolitan planning organization (MPO) area, including the DRCOG MPO area, are prohibited from establishing or enforcing minimum parking requirements for certain types of residential buildings, including multifamily residential developments, buildings redeveloped for residential purposes, and buildings redeveloped for mixed use in which at least 50 percent of the new use is residential. The measure takes effect June 30, 2025. This bill supports the Mitigation Action Plan strategies related to eliminating minimum parking requirements.
- HB24-1313: Known as the “transit oriented communities” bill, it requires certain local governments to change their zoning laws to allow for greater residential densities (a cumulative average of 40 units per acre) near major rail and bus corridors. Applicable jurisdictions are required to set a “housing opportunity goal” and make zoning changes to allow for the goal to be achieved. Local governments are required to submit preliminary reports to the state by the end of June 2025 that will start to provide a sense of local zoning changes in response to HB24-1313. This bill supports the Mitigation Action Plan strategies related to increased residential density and transit-oriented development.
- HB 24-1152: Known as the “Accessory Dwelling Unit” bill, it applies to most municipalities in the DRCOG region (based on population of 1,000+ residents with special consideration for populated unincorporated areas). The bill requires municipalities to allow one accessory dwelling unit (ADU) where single family detached units are allowed. The bill also streamlines the approval process for ADUs and prohibits jurisdictions from using excessive size or setback restrictions as a means of preventing ADUs. It also prevents parking requirements for ADUs. The bill specifies June 30, 2025 as the deadline for a compliance report due to the Colorado Department of Local Affairs. This bill supports the Mitigation Action Plan strategies related to increased residential density (and, to a certain extent, parking requirements).



While these and other related housing and transportation bills do not affect current efforts related to implementing or reporting on DRCOG's Mitigation Action Plan, they will likely affect both in future years.

## Adjusting Mitigation Measures

Because DRCOG does not need mitigation measures for compliance purposes until the 2030 analysis year, the Mitigation Action Plan is meant to be dynamic. As DRCOG begins to track and assess the mitigation measures' implementation and effectiveness, it may adjust the plan to incorporate more or less of certain existing measures or remove or add measures. If DRCOG makes changes to its mitigation measures, it will also provide an explanation in the applicable annual report of why those decisions were made and whether or how achievement of the mitigation measures would be affected as required by the Greenhouse Gas Rule.

Additionally, DRCOG is currently preparing a federally required major update to its 2050 Regional Transportation Plan (2050 RTP). This process, which started in fall of 2024, will result in adopting an updated 2050 RTP in fall of 2026. Part of this major update will include re-assessing the 2050 RTP's framework for GHG rule compliance, including updating and reassessing the Mitigation Action Plan (MAP). These actions could result in significant changes to the 2050 RTP's overall compliance framework, the MAP and its mitigation measures, or potentially even no longer needing a MAP for compliance.

## Mitigation Measures and Disproportionally Impacted Communities

The Greenhouse Gas Rule requires a Mitigation Action Plan (MAP) to describe benefits (of the mitigation measures) to Disproportionately Impacted Communities, including an estimate of the total mitigation project spent in or designed to serve Disproportionately Impacted Communities. The Rule also requires a MAP annual report to address (if applicable) how any mitigation measures (or their equivalent) that are delayed, cancelled, or substituted in Disproportionately Impacted Communities could be achieved.

Colorado defines disproportionately impacted communities as:

- **Low-income communities:** Census block groups in which more than 40% of households are at or below 200% of the federal poverty line.
- **Communities of color:** Census block groups in which more than 40% of the population identify as anything other than non-Hispanic white.
- **Housing cost-burdened communities:** Census block groups in which more than 50% of households spend more than 30% of their income on housing costs like rent or mortgage payments.
- **Linguistically isolated communities:** Census block groups in which more than 20% of the population lives in households where all adults speak a language other than English or do not speak English well.



- **Communities with environmental and socioeconomic impacts:** Communities in which multiple factors, including socioeconomic stressors, vulnerable populations, disproportionate environmental burdens, vulnerability to environmental degradation or climate change, and lack of public participation, may cumulatively affect public health and the environment and may contribute to persistent environmental health disparities. Cumulatively impacted communities can be presumptively identified in one of two ways:
  - They are in a census block group with a Colorado EnviroScreen score above the 80th percentile.
  - They are in a census tract that the federal Council on Environmental Quality's Climate and Economic Justice Screening Tool identifies as disadvantaged.
- **Tribal lands:** The Southern Ute and Ute Mountain Ute reservations.
- **Mobile home communities:** Areas that meet the Department of Local Affairs' definition of a mobile home park.
- **Historically marginalized communities:** Communities with a history of environmental racism created through redlining or anti-Black, anti-Hispanic, anti-immigrant, or anti-Indigenous laws, policies, or practices that continue to experience present-day environmental health disparities.

Because DRCOG's mitigation measures are policy-based and not project- or location-based, they cannot be directly assessed within the context of the Disproportionally Impacted Communities provisions of the Greenhouse Gas rule or Policy Directive 1610. Even so, this is a critically important topic to DRCOG in its Mitigation Action Plan and greenhouse gas work (and its overall transportation planning process). DRCOG's Mitigation Action Plan includes an analysis of the mitigation measures by mapping the disproportionately impacted community geographies within the DRCOG metropolitan planning organization area. Staff compared the spatial overlaps between the conceptual mitigation measure analysis geographies that DRCOG staff used for analysis purposes with the disproportionately impacted community geographies to illustrate where both geographies overlap.

As this analysis showed in the Mitigation Action Plan, there is meaningful overlap between the two geographies. Because the mitigation measure analysis geographies are anchored around rail stations, future bus rapid transit corridors, urban centers, and pedestrian focus areas, the policy changes associated with the land use and parking mitigation measures can provide disproportionately impacted community benefits not just at specific locations — such as adjacent to a rail station — but through access to the rail network across the region. For example, increased residential densities in transit-efficient locations can lead to reduced total housing and transportation costs. Similarly, increased job densities in transit-efficient locations can increase accessible job opportunities for people with less access to private vehicles. In these ways, encouraging integrated land use and transportation planning through the mitigation measures



provides potential disproportionately impacted community benefits at both the specific location level and the network or system level.

Of course, some policy changes associated with land use and parking mitigation may lead to displacement of current residents and existing market-rate affordable housing units. Additionally, because the mitigation measures are voluntary and not location-constrained, there is also flexibility to implement them over time where and when they are most effective and needed, including to maximize benefits and minimize harm to disproportionately impacted communities.

## **Mitigation Action Plan success**

All mitigation measures contained in DRCOG's Mitigation Action Plan are dependent on direct, but voluntary, action by local governments to implement. Because the mitigation measures are qualitative, policy-based, and local government-driven, tracking their implementation is more difficult, as is measuring success over time. As discussed, the current methods available to DRCOG staff to track zoning changes in the region do not provide the information necessary to efficiently "crosswalk" all zoning changes to the mitigation measures to accurately assess implementation compliance. The difficulty in tracking zoning changes means that efforts towards transportation-efficient zoning are not accounted for in measuring the success of the Mitigation Action Plan. Additionally, limited staff resources are focused on tracking and interpreting often ambiguous zoning changes instead of being focused on identifying geographies and communities where targeted planning work could have the most impact in reducing greenhouse gas emissions.

However, DRCOG maintains a wide array of data as part of the regional transportation planning process that can be leveraged to measure regional reductions in greenhouse gas emissions:

- Historical and current point-level housing unit and employment data can identify locations of new, observable development and increased densification.
- Several license-restricted data sources DRCOG utilizes can help identify near-term future developments.
- Tracking current and future development in this manner better fits DRCOG's existing workflows and data capabilities than tracking local policy changes,

Pursuing this approach would require changes to CDOT's Policy Directive 1610 (PD 1610), which includes the official mitigation measures and associated assessment methodologies under the Greenhouse Gas Rule. DRCOG staff has initiated discussion with CDOT staff about the need and process to update PD 1610 to provide for this proposed approach.





## Conclusion

This 2025 Greenhouse Gas Mitigation Action Plan Report is the third annual report required by the Transportation Commission's Greenhouse Gas Transportation Planning Standard. This report is required to address the implementation of DRCOG's Mitigation Action Plan prepared as part of its updated 2050 Metro Vision Regional Transportation Plan adopted by the DRCOG Board in September 2022. This 2025 Report focuses on further defining a framework for tracking, measuring, and assessing the implementation over time of the mitigation measures contained in the Mitigation Action Plan. It also shares initial local government coordination activities and local government actions relating to the mitigation measures. Through the required annual reporting process, DRCOG will build on this initial framework to work in partnership with its local governments to optimize the greenhouse gas reductions through the mitigation measures in the Mitigation Action Plan.







**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Colorado Transportation Commission

**From:** Leslie Welch and Anna Dunn, Grant Specialists

**Date:** April 16, 2025

**Subject:** Update to the Transportation Commission on CDOT's submitted, in progress, and forthcoming grant applications

### Purpose

To share progress on submitted applications, as well as current and future coordination of proposals to anticipated federal discretionary programs, primarily 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 requires 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.

As always, Commissioners and CDOT staff are encouraged to contact CDOT's in-house grant team with questions, comments, and suggestions.

### Background

For information on closed 2022, 2023 and 2024 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2024 or prior.

The following discretionary grant programs have closed and awards have been announced:

1. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar "umbrella" program that contains Mega, INFRA, and Rural Surface Transportation.
  - US 50 SHIFT in Region 2
    - \$40.5M Awarded!

The following discretionary grant programs have closed, but applications are still being reviewed:

1. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
  - CDOT revised the Region 1 I-270 Corridor Improvements Bridge Bundle application
2. VEHICLE TECHNOLOGIES OFFICE (VTO) TECHNOLOGY INTEGRATION (TI)
  - OIM submitted two applications to two different "areas of interest"

- Community-Driven Data Solutions: Using Advanced Artificial Intelligence to Address Transportation Equity in Colorado
- Colorado ZEV Emergency Responder Safety Training Program
- 3. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
  - I-70 West Applewood to Lakewood Critical Bridges Planning in R1
- 4. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
  - US50 Blue Mesa Bridges Emergency Repairs
- 5. National Scenic Byways Program
  - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
  - Roadside Markers Improvements on Colorado Byways, Statewide
- 6. Better Utilizing Investments to Leverage Development (BUILD), formerly RAISE
  - US 50 Safety Improvements West of Cañon City, R2
  - Morgan County Building Opportunities for Optimized Safety and Transportation, (BOOST), R4
  - Glenwood Canyon Resilient, Efficient, and Safe Corridor Upgrades and Enhancements (RESCUE), R3
  - Weather-Resilience, Environmental, Safe Travel by Rail (WEST Rail), DTR statewide

## IN PROGRESS

CDOT is actively pursuing the following discretionary grant program(s):

1. PROTECT
  - CDOT is pursuing grants for State-Wide Avalanche Mitigation (SWAP) in Region 3 and 5 and a Culvert package in Region 3
2. Rural and Tribal Assistance Pilot Program
  - CDOT is pursuing a grant to support planning for Region 2's I-25 Exit 108 & Rest Stop Project
3. Advanced Digital Construction Management Systems (ADCMS)
  - CDOT is pursuing a grant to support modernizing construction delivery processes and technologies

## CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021...

- CDOT has been awarded \$581.14M, including both direct and indirect via local agency partnerships
- 19 priority projects featured in our 10 Year Plan have won a federal discretionary grant
- The Floyd Hill to Veterans Memorial Tunnels Improvements Project received CDOT's largest award to date at \$100M

## Next Steps

Grants team is expecting NOFOS to drop soon for the following programs:

- CRISI: NOFO expected in "Spring 2025"
- PROTECT: And updated NOFO in line with new administration priorities is expected "Spring 2025"

Upcoming deadlines include:

- Advanced Digital Construction Management Systems (ADCMS): Due July 31.
- Wildlife Crossing Pilot Program. Due August 1st.
- Large Bridge: Due August 1st.