Colorado Transportation Commission
Schedule & Agenda

July 16-17, 2025
12:00 p.m.

Transportation Commission Workshops

Wednesday, July 16, 2025

Time	Topic	Speaker
12:00 p.m.	Informal Lunch for TC Members	None
1:00 p.m.	Budget Workshop	Jeff Sudmeier and Bethany Nicholas
1:30 p.m.	Bridge and Tunnel Enterprise (BTE) Budget Workshop	Patrick Holinda and Katie Carlson
2:00 p.m.	Mobility Systems Committee • DTR Overview • Transit Connections Study (TCS) Update	Paul DesRocher
2:45 p.m.	Winter Maintenance and Safety Update • Division of Maintenance and Operations (DMO) Winter Operations End of Winter Season Review-2024-25 • Office of Transportation Safety (OTS) Overview of Winter Operations, Historical Loss History and Safety Trends	Shawn Smith and Darrell Lingk
3:45 p.m.	GHG Planning Standard Overview	Darius Pakbaz and Libba Rollins
4:15 p.m.	Adjournment	None

Transportation Commission Board Meeting

Thursday, July 17, 2025

Time	Topic	Speaker
8:00 a.m.	Commission Breakfast	None
9:00 a.m.	Call to Order, Roll Call	Herman Stockinger
9:05 a.m.	Swearing In of New Commissioners	Herman Stockinger
9:10 a.m.	Public Comments	Various
9:20 a.m.	Comments of the Chair and Commissioners	Commissioners
9:30 a.m.	Acting Executive Director's Report	Sally Chafee
9:35 a.m.	Chief Engineer's Report	Keith Stefanik
9:40 a.m.	CTIO Director's Report	Piper Darlington
9:45 a.m.	STAC Report	Gary Beedy
9:50 a.m.	Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of June 18, 2025 Proposed Resolution #2: IGA Approval >$750,000	 Herman Stockinger Lauren Cabot

9:50 a.m.	Consent Agenda (continued) Proposed Resolution #3: Disposal Parcel 33Rev3-EX, Evergreen/El Rancho Proposed Resolution #4: Disposal PE-8B Rev.2-EX, Auraria Campus, Denver Proposed Resolution #5: Disposal Parcel 6-EX, 40th and Colorado Blvd., Denver Proposed Resolution #6: 2025 Legislative Memorial Designations Approval	 Hope Wright Hope Wright Hope Wright Emily Haddaway
9:55 a.m.	Discuss and Act on Proposed Resolution #7: 1st Budget Amendment of FY 2025-26	Jeff Sudmeier and Bethany Nicholas
10:00 a.m.	Discuss and Act on Proposed Resolution #8: 1st Budget Supplement of FY 2025-26	Jeff Sudmeier and Bethany Nicholas
10:05 a.m.	Recognitions and Other Matters	None
10:10 a.m.	Adjournment	None

The Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, July 17, 2025

Time	Topic	Speaker
10:10 a.m.	Call to Order and Roll Call	Herman Stockinger
10:15 a.m.	Public Comments	Various
10:20 a.m.	Act on Consent Agenda • Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of June, 2025	Herman Stockinger
10:25 a.m.	Discuss and Act on Proposed Resolution #BTE2: 1st Budget Amendment to FY 2025-26	Patrick Holinda
10:30 a.m.	Discuss and Act on Proposed Resolution #BTE3: 1st Budget Supplement to FY 2025-26	Patrick Holinda
10:35 a.m.	Adjournment	None

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Quarterly Revenue Forecast Update (Jeff Sudmeier)
- February 19, 2025 Audit Review Committee (ARC) Meeting Minutes (Frank Spinelli)

- Statewide Transportation Greenhouse Gas Reduction Accomplishments Report (Darius Pakbaz)
- July 2025 TC Grants Memo (Anna Dunn & Leslie Welch)

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Deputy Chief Financial Officer
Date: July 16, 2025

Subject: Fiscal Year (FY) 2025-26 Budget Amendment

Purpose

To review the first budget amendment to the FY 2025-26 Annual Budget in accordance with Policy Directive (PD) 703.0.

Action

The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the first budget amendment to the FY 2025-26 Annual Budget, which consists of three items that require TC approval. The first budget amendment:

1. Reduces $3.8 million from the 10 Year Plan - Multimodal line (Line 46) pursuant to SB 25-257 Modify General Fund Transfers to the State Highway Fund.
2. Reduces $15.0 million from the Bridge and Tunnel Enterprise Safety Critical and Asset Management Projects line (Line 83), and increases the following lines within the CDOT budget to restore funding to asset management programs for FY 2025-26:
    a. Surface Treatment (Line 4): $2.7 million;
    b. Structures (Line 5): $2.1 million;
    c. System Operations (Line 6): $1.1 million;
    d. Geohazards Mitigation (Line 7): $1.3 million; and
    e. Commission Reserve Funds (Line 73): $7.9 million.
3. Reallocates $2.3 million from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Property line (Line 34) to repair hail damage at the KOA, Wray and Yuma facilities.

Budget Amendments Requiring TC Approval

The first budget amendment contains three items that require TC approval. If these amendments are approved, the net impact to the TC Program Reserve is an increase of $5.9 million resulting in a balance of $56.9 million.

COLORADO
Department of Transportation

SB 25-257 Modify General Fund Transfers to the State Highway Fund - Incorporate Final Reduction

Staff is requesting a reduction of $3.8 million to 10 Year Plan Projects - Multimodal budget line (Line 46) to account for the final General Fund transfer that was reduced in FY 2025-26 by SB 25-257. In response to significant statewide budget constraints, the legislature passed SB 25-257 to reduce CDOT's General Fund transfers in FY 2025-26 and FY 2026-27. Transfers in future years were increased to offset this short term decrease.

The Final FY 2025-26 budget adopted by the TC in March 2025 reflects the Department's Budget Amendment (BA) proposal (BA-01 Decision Item Modifications), which is a reduction of $64.0 million. Allocations to the 10 Year Plan lines were reduced to account for this reduction. However, the final version of SB 25-257 included a larger reduction of $67.8 million. The July budget amendment includes an additional reduction of $3.8 million to 10 Year Plan allocations in FY 2025-26 to align to the final bill. The Multimodal line was selected for this reduction because it is the only 10 Year Plan line with sufficient General Fund to accommodate the reduction.

SB 25-258 Temporarily Reduce Road Safety Surcharge - Restore Funds to Asset Management

Background: CDOT's BA-01 also included a request to temporarily reduce the Road Safety Surcharge by $3.70 for all vehicle weight classes resulting in a reduction of $21.8 million in FASTER revenue in FY 2025-26. SB 25-258 adopted CDOT's request with modifications. CDOT initially requested a July 1, 2025 implementation date for the fee change. However, SB 25-258 pushed the implementation of the fee change to September 1, 2025 to accommodate a software implementation within the Department of Revenue. This change slightly reduces the revenue impact in FY 2025-26 to $17.8 million compared to the budget adopted by the TC. It will also slightly reduce revenue in FY 2027-28.

Category	**FY25 Final Budget**	**FY26 Original Forecast**	**BA-01 Proposal**	**Reduction with BA-01**	**SB 25-258 Final**	**Reduction with SB 25-258**
FASTER Revenue Forecast (after transit)	$125.4 M	$134.2 M	$112.4 M	**-$21.8 M**	$116.4 M	**-$17.8 M**
Asset Management (40%)	*$50.2 M*	*$53.7 M*	*$44.9 M*	*-$8.7 M*	*$46.6 M*	*-$7.1 M*
FASTER Safety (60%)	*$75.2 M*	*$80.5 M*	*$67.4 M*	*-$13.1 M*	*$69.8 M*	*-$10.7 M*

The Final FY 2025-26 Budget that was adopted by the TC in March 2025 included reductions to asset management and the FASTER Safety Program, $8.7 million and

$13.1 million respectively, based on the impact of the BA-01 proposal. After incorporating the impacts of the final version of SB 25-258 via a staff-approved adjustment, just over $4.0 million in FASTER funding was restored to asset management and the FASTER Safety Program.

Budget Line	FY26 before BA-01	FY26 after SB 25-258	FASTER Reduction	Change from BA-01
Surface Treatment (Line 4)	$233.0 M	$230.3 M	-$2.7 M	$0.6 M
Structures (Line 5)	$63.4 M	$61.3 M	-$2.1 M	$0.5 M
System Operations (Line 6)	$27.3 M	$26.2 M	-$1.1 M	$0.2 M
Geohazards Mitigation (Line 7)	$9.7 M	$8.4 M	-$1.3 M	$0.3 M
FASTER Safety (Line 15)	$80.5 M	$69.8 M	-$10.7 M	$2.4 M
Total	**$413.9 M**	**$396.1 M**	**-$17.8 M**	**$4.0 M**

The final reduction to asset management programs is $7.1 million and the total reduction to the FASTER Safety Program is $10.7 million, for a total of $17.8 million to align with SB 25-258.

Budget Amendment: Staff is requesting to reallocate $15.0 million from the Bridge and Tunnel Enterprise Safety Critical and Asset Management Projects line (Line 83) to the following lines to restore $7.1 million in funding to asset management programs in FY 2025-26:

Budget Line	FY26 before BA-01	FY26 after SB 25-258	FASTER Reduction	July Amendment
Surface Treatment (Line 4)	$233.0 M	$230.3 M	-$2.7 M	$2.7 M
Structures (Line 5)	$63.4 M	$61.3 M	-$2.1 M	$2.1 M
System Operations (Line 6)	$27.3 M	$26.2 M	-$1.1 M	$1.1 M
Geohazards Mitigation (Line 7)	$9.7 M	$8.4 M	-$1.3 M	$1.3 M
Commission Reserve Funds (Line 73)	$0.0 M	$0.0 M	$0.0 M	$7.9 M
Total	**$333.4 M**	**$326.3 M**	**-$7.1 M**	**$15.0 M**

The Final FY 2025-26 Budget included an allocation of $15.0 million in flexible federal funds to the Bridge and Tunnel Enterprise's (BTE's) Debt Service line (Line 90) to assist with debt service payments on its Series 2019A and Series 2024B Senior Revenue Bonds. Federal Fund transfers were initially put in place in December 2010 when BTE issued $300 million of bonds under the FHWA Grant Anticipation Revenue Vehicles (GARVEE) authority. Staff is proposing to suspend the $15.0 million transfer in FY 2025-26 and use that revenue to backfill the reductions to asset management programs totaling $7.1 million, and return the remaining $7.9 million to the TC Program Reserve Fund for future allocation decisions.

BTE is expecting to receive approximately $14.0 million in new revenue in FY 2025-26 based on the passage of SB 25-320 Commercial Motor Vehicle Transportation which increases the Bridge and Tunnel Impact Fee between FY 2025-26 and FY 2027-28. This new revenue will offset the reduction in federal funds so the overall impact to BTE will be minimal.

Although the $15.0 million in flexible federal funds will be reduced from BTE's Debt Service line (Line 90), staff will need the full allocation for debt service payments in FY 2025-26. Without federal funds, BTE will need to use its revenue from state sources instead. To free up state funds, the reduction will need to come from the Safety Critical and Asset Management Projects line (Line 83). BTE's July Budget Amendment will incorporate new revenue associated with SB 25-320 into its budget for FY 2025-26 and backfill this reduction.

Hail Damage at KOA, Wray and Yuma Facilities

Property Management is requesting $2.3 million from the TC Program Reserve in the Commission Reserve Funds line to complete repairs at 29 buildings that were severely damaged by hail in May 2024. The buildings are located on three maintenance sites: KOA, Wray and Yuma. State Risk is estimating a cost of $740,890 to repair the Wray and Yuma buildings but State Risk indicates that only $659,571 of this will be reimbursed, leaving a shortfall of $81,219. To repair the remaining 21 buildings at the KOA it is estimated to cost $2.2 million and it is unknown how much of this will be reimbursed. Any reimbursements received will be returned to the TC Program Reserve. Please see the attached memo from Property Management for more information.

Budget Amendments - Informational Only

The following budget amendments do not require TC approval per PD 703.0.

FASTER Safety and Asset Management - SB25-258

As discussed above, SB 25-258 slightly reduced the revenue impact to asset management and the FASTER Safety Program in FY 2025-26. The following table outlines the changes that staff made to align with the legislation. These changes did not require approval, per PD 703.0, since FASTER revenue is considered an inflexible revenue source. Therefore, these adjustments are reflected as Staff-approved adjustments in the Revenue Allocation Plan (Attachment A).

Budget Line	FY26 Adopted	FY26 after SB 25-258	Staff Adjustment
Surface Treatment (Line 4)	$230.9 M	$230.3 M	$0.6 M
Structures (Line 5)	$61.8 M	$61.3 M	$0.5 M
System Operations (Line 6)	$26.4 M	$26.2 M	$0.2 M
Geohazards Mitigation (Line 7)	$8.7 M	$8.4 M	$0.3 M
FASTER Safety (Line 15)	$72.2 M	$69.8 M	$2.4 M
Total	**$400.0 M**	**$396.1 M**	**$4.0 M**

Administration (Line 67)

The Administration line was reduced from $53.3 million to $53.0 million to align with the final Long Bill (SB 25-206) for FY 2025-26, which is a reduction of $0.3 million. This change results from final decisions made by the Joint Budget Committee (JBC) on statewide common policies. The $0.3 million was returned to the TC Program Reserve fund in the Commission Reserve Funds line (Line 73). These adjustments are reflected as staff adjustments in the Revenue Allocation Plan (Attachment A).

Bustang (Line 48) and Multimodal Options Program - Local (Line 62)

The Bustang and Multimodal Options Program - Local budget lines were reduced to reflect the final $20.6 million appropriation for the Multimodal Transportation Projects line in the Long Bill (SB 25-206). The Final Budget adopted by the TC in March 2025 included $71.4 million total for these lines based on forecasted revenue of $20.9 million, and a $50.4 million spending authority request (Decision Item R-01 - Multimodal Options Fund Spending Authority) to access the full fund balance of the Multimodal Transportation and Mitigation Options Fund (MMOF). However, the JBC denied the request, and approved $20.6 million based on an updated forecast of MMOF revenue in FY 2025-26. This was allocated 85% to the Multimodal Options Program - Local line and 15% to Bustang.

Budget Line	FY26 Final Budget	FY26 Long Bill	Adjustment
Bustang (Line 48)	$3,142,279	$3,091,893	-$50,386
MMOF - Local (Line 62)	$68,218,490	$17,520,724	-$50,697,766
Multimodal Options	$71,360,769	$20,612,617	-$50,748,152

These adjustments are reflected as staff adjustments in the Revenue Allocation Plan (Attachment A).

Revitalizing Main Streets Program (Line 64)

In addition to the impacts identified above, SB 25-257 eliminated the annual $7.0 million General Fund transfer to the State Highway Fund for the Revitalizing Main Streets program beginning in FY 2025-26. Staff zeroed out the budget for this program, and the change is reflected as a staff adjustment in the Revenue Allocation Plan (Attachment A).

Bridge and Tunnel Enterprise - SB25-320

As mentioned above, the legislature passed SB25-320 Commercial Motor Vehicle Transportation which increases the Bridge and Tunnel Impact Fee between FY 2025-26 and FY 2027-28. The estimated revenue impact for FY 2025-26 is $14.0 million, and this will be incorporated into the Revenue Allocation Plan once the BTE Board adopts an amended budget to reflect the increase.

Clean Transit Enterprise

The FY 2025-26 Long Bill (SB 25-206) includes an appropriation of $49.1 million for the Clean Transit Enterprise (CTE) Cash Fund. This includes $12.9 million in forecasted revenue for FY 2025-26, and $36.2 million that the JBC approved in additional spending authority to allow the Enterprise to access the full fund balance in FY 2025-26. The Final Budget adopted by the TC in March 2025 only included the $12.9 million in forecasted revenue for the CTE Cash Fund. The increase of $36.2 million will be incorporated into the Revenue Allocation Plan once the CTE Board adopts an amended budget to reflect the increase.

Next Steps

July 2025 - Staff will complete any actions for approved budget amendments.

Attachments

Attachment A - Amended FY 2025-26 Revenue Allocation Plan
Attachment B – Presentation
Attachment C - Memo from Property Management re: Hail Damage
Attachment D - Presentation from Property Management re: Hail Damage

Attachment A: Fiscal Year (FY) 2025-26 CDOT Amended Annual Budget (July 2025)

Line	Budget Category / Program	Estimated Rollforward from FY 2024-25*	FY 2025-26 Final Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY26 Program Budget Available including Changes	Directed By	Funding Source
1	**Colorado Department of Transportation (CDOT)**								
2	**Capital Construction**	**$617.8 M**	**$612.0 M**	**$7.1 M**	**$0.0 M**	**$6.8 M**	**$1,243.8 M**	-	-
3	**Asset Management**	**$179.5 M**	**$398.3 M**	**$7.1 M**	**$0.0 M**	**$4.7 M**	**$589.7 M**	-	-
4	Surface Treatment	$25.0 M	$229.7 M	$2.7 M	$0.0 M	$0.6 M	$258.0 M	TC	FHWA / SH / SB 09-108
5	Structures	$40.0 M	$60.9 M	$2.1 M	$0.0 M	$0.5 M	$103.4 M	TC	FHWA / SH / SB 09-108
6	System Operations	$8.0 M	$25.9 M	$1.1 M	$0.0 M	$0.2 M	$35.3 M	TC	FHWA / SH
7	Geohazards Mitigation	$6.0 M	$8.1 M	$1.3 M	$0.0 M	$0.3 M	$15.7 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	$0.5 M	$6.5 M	$0.0 M	$0.0 M	$0.0 M	$7.0 M	TC	FHWA / SH
9	Emergency Relief	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$2.9 M	$2.9 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	$100.0 M	$67.2 M	$0.0 M	$0.0 M	$0.2 M	$167.4 M	TC / FR	FHWA
11	**Safety**	**$81.5 M**	**$121.8 M**	**$0.0 M**	**$0.0 M**	**$2.4 M**	**$205.7 M**	-	-
12	Highway Safety Improvement Program	$30.0 M	$41.0 M	$0.0 M	$0.0 M	$0.0 M	$71.0 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	$0.0 M	$3.5 M	$0.0 M	$0.0 M	$0.0 M	$3.5 M	FR	FHWA / SH
14	Hot Spots	$1.5 M	$2.7 M	$0.0 M	$0.0 M	$0.0 M	$4.2 M	TC	FHWA / SH
15	FASTER Safety	$41.0 M	$67.4 M	$0.0 M	$0.0 M	$2.4 M	$110.8 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	$9.0 M	$7.2 M	$0.0 M	$0.0 M	$0.0 M	$16.2 M	TC	FHWA / SH
17	**Mobility**	**$356.8 M**	**$91.9 M**	**$0.0 M**	**$0.0 M**	**-$0.3 M**	**$448.4 M**	-	-
18	Regional Priority Program	$42.0 M	$50.0 M	$0.0 M	$0.0 M	$0.0 M	$92.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	$300.0 M	$19.3 M	$0.0 M	$0.0 M	-$0.3 M	$319.0 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	$14.8 M	$22.6 M	$0.0 M	$0.0 M	$0.0 M	$37.4 M	FR	FHWA / SH / SL
21	**Maintenance and Operations**	**$40.2 M**	**$419.9 M**	**$2.3 M**	**$0.0 M**	**-$1.6 M**	**$459.8 M**	-	-
22	**Asset Management**	**$32.2 M**	**$384.2 M**	**$2.3 M**	**$0.0 M**	**-$0.1 M**	**$417.6 M**	-	-
23	Maintenance Program Areas	$1.0 M	$312.8 M	$0.0 M	$0.0 M	-$0.3 M	$312.5 M	-	-
24	Roadway Surface	$0.0 M	$41.7 M	$0.0 M	$0.0 M	$0.0 M	$41.7 M	TC	SH
25	Roadside Facilities	$0.0 M	$24.3 M	$0.0 M	$0.0 M	$0.0 M	$24.3 M	TC	SH
26	Roadside Appearance	$0.0 M	$8.6 M	$0.0 M	$0.0 M	$0.0 M	$8.6 M	TC	SH
27	Structure Maintenance	$0.0 M	$6.3 M	$0.0 M	$0.0 M	$0.0 M	$6.3 M	TC	SH
28	Tunnel Activities	$0.0 M	$4.8 M	$0.0 M	$0.0 M	$0.0 M	$4.8 M	TC	SH
29	Snow and Ice Control	$0.0 M	$103.8 M	$0.0 M	$0.0 M	$0.0 M	$103.8 M	TC	SH
30	Traffic Services	$0.0 M	$81.8 M	$0.0 M	$0.0 M	$0.0 M	$81.8 M	TC	SH
31	Materials, Equipment, and Buildings	$0.0 M	$21.4 M	$0.0 M	$0.0 M	$0.0 M	$21.4 M	TC	SH
32	Planning and Scheduling	$0.0 M	$20.0 M	$0.0 M	$0.0 M	$0.0 M	$20.0 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	$2.6 M	$13.2 M	$0.0 M	$0.0 M	$0.0 M	$15.8 M	TC	SH
34	Property	$0.0 M	$22.8 M	$2.3 M	$0.0 M	-$0.1 M	$25.0 M	TC	SH
35	Capital Equipment	$28.6 M	$23.4 M	$0.0 M	$0.0 M	$0.3 M	$52.3 M	TC	SH
36	Maintenance Reserve Fund	$0.0 M	$12.0 M	$0.0 M	$0.0 M	$0.0 M	$12.0 M	TC	SH
37	**Safety**	**$1.0 M**	**$11.4 M**	**$0.0 M**	**$0.0 M**	**-$1.6 M**	**$10.8 M**	-	-
38	Strategic Safety Program	$1.0 M	$11.4 M	$0.0 M	$0.0 M	-$1.6 M	$10.8 M	TC	FHWA / SH
39	**Mobility**	**$7.0 M**	**$24.4 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$31.4 M**	-	-
40	Real-Time Traffic Operations	$0.0 M	$14.4 M	$0.0 M	$0.0 M	$0.0 M	$14.4 M	TC	SH
41	Intelligent Transportation System Investments	$7.0 M	$10.0 M	$0.0 M	$0.0 M	$0.0 M	$17.0 M	TC	FHWA / SH
42	**Multimodal Services & Electrification**	**$181.4 M**	**$56.9 M**	**-$3.8 M**	**$0.0 M**	**-$0.1 M**	**$234.4 M**	-	-
43	**Mobility**	**$181.4 M**	**$56.9 M**	**-$3.8 M**	**$0.0 M**	**-$0.1 M**	**$234.4 M**	-	-
44	Innovative Mobility Programs	$15.4 M	$9.4 M	$0.0 M	$0.0 M	$0.0 M	$24.8 M	TC	FHWA / SH
45	National Electric Vehicle Program	$0.0 M	$14.5 M	$0.0 M	$0.0 M	$0.0 M	$14.5 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	$106.7 M	$9.6 M	-$3.8 M	$0.0 M	$0.0 M	$112.5 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	$9.7 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$9.7 M	SL	SL
48	Bustang	$49.6 M	$23.3 M	$0.0 M	$0.0 M	-$0.1 M	$72.8 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	**Suballocated Programs**	**$479.1 M**	**$358.8 M**	**$0.0 M**	**$0.0 M**	**-$58.0 M**	**$779.9 M**	-	-
50	**Aeronautics**	**$24.4 M**	**$56.1 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$80.5 M**	-	-
51	Aviation System Program	$24.4 M	$56.1 M	$0.0 M	$0.0 M	$0.0 M	$80.5 M	AB	SA
52	**Highway**	**$165.0 M**	**$148.6 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$313.6 M**	-	-
53	Surface Transportation Block Grant - Urban	$80.0 M	$63.8 M	$0.0 M	$0.0 M	$0.0 M	$143.8 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	$50.0 M	$51.4 M	$0.0 M	$0.0 M	$0.0 M	$101.4 M	FR	FHWA / LOC
55	Metropolitan Planning	$0.0 M	$11.4 M	$0.0 M	$0.0 M	$0.0 M	$11.4 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	$35.0 M	$22.0 M	$0.0 M	$0.0 M	$0.0 M	$57.0 M	TC / FR	FHWA / SH / LOC
57	**Transit and Multimodal**	**$289.7 M**	**$154.2 M**	**$0.0 M**	**$0.0 M**	**-$58.0 M**	**$385.8 M**	-	-
58	Recreational Trails	$1.0 M	$1.6 M	$0.0 M	$0.0 M	$0.0 M	$2.6 M	FR	FHWA
59	Safe Routes to School	$4.5 M	$3.1 M	$0.0 M	$0.0 M	-$0.1 M	$7.5 M	TC	FHWA / LOC
60	Transportation Alternatives Program	$38.0 M	$21.8 M	$0.0 M	$0.0 M	$0.0 M	$59.8 M	FR	FHWA / LOC
61	Transit Grant Programs	$108.6 M	$43.0 M	$0.0 M	$0.0 M	$0.0 M	$151.6 M	FR/SL/TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	$103.9 M	$68.2 M	$0.0 M	$0.0 M	-$50.7 M	$121.4 M	SL	SB 21-260
63	Carbon Reduction Program - Local	$12.0 M	$9.4 M	$0.0 M	$0.0 M	$0.0 M	$21.4 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	$21.7 M	$7.0 M	$0.0 M	$0.0 M	-$7.2 M	$21.5 M	SL / TC	SB 21-260
65	**Administration & Agency Operations**	**$3.0 M**	**$138.8 M**	**$0.0 M**	**$0.0 M**	**-$0.3 M**	**$141.5 M**	-	-
66	Agency Operations	$3.0 M	$83.8 M	$0.0 M	$0.0 M	$0.0 M	$86.8 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	$0.0 M	$53.3 M	$0.0 M	$0.0 M	-$0.3 M	$53.0 M	SL	SH
68	Project Initiatives	$0.0 M	$1.7 M	$0.0 M	$0.0 M	$0.0 M	$1.7 M	TC	SH
69	**Debt Service**	**$89.6 M**	**$44.5 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$134.1 M**	-	-
70	Debt Service	$89.6 M	$44.5 M	$0.0 M	$0.0 M	$0.0 M	$134.1 M	DS	SH
71	**Contingency Reserve**	**$60.0 M**	**$18.9 M**	**$5.6 M**	**$0.0 M**	**$0.3 M**	**$84.7 M**	-	-
72	Contingency Fund	$20.0 M	$15.0 M	$0.0 M	$0.0 M	$0.0 M	$35.0 M	TC	FHWA / SH
73	Commission Reserve Funds	$40.0 M	$3.9 M	$5.6 M	$0.0 M	$0.3 M	$49.7 M	TC	FHWA / SH
74	**Other Programs**	**$37.3 M**	**$38.9 M**	**$0.0 M**	**$0.0 M**	**$0.3 M**	**$76.5 M**	-	-
75	Safety Education	$25.0 M	$19.5 M	$0.0 M	$0.0 M	$0.3 M	$44.8 M	TC/FR	NHTSA / SSE
76	Planning and Research	$2.0 M	$18.2 M	$0.0 M	$0.0 M	$0.0 M	$20.2 M	FR	FHWA / SH
77	State Infrastructure Bank	$10.3 M	$1.2 M	$0.0 M	$0.0 M	$0.0 M	$11.5 M	TC	SIB
78	**Total - CDOT**	**$1,508.4 M**	**$1,688.7 M**	**$11.2 M**	**$0.0 M**	**-$52.7 M**	**$3,155.6 M**	-	-

79	**Colorado Bridge & Tunnel Enterprise (BTE)**								
80	**Capital Construction**	**$27.4 M**	**$110.6 M**	**-$15.0 M**	**$0.0 M**	**$0.0 M**	**$123.0 M**	-	-
81	**Asset Management**	**$27.4 M**	**$110.6 M**	**-$15.0 M**	**$0.0 M**	**$0.0 M**	**$123.0 M**	-	-
82	10-Year Plan Projects- BTE	$17.1 M	$62.7 M	$0.0 M	$0.0 M	$0.0 M	$79.8 M	BEB	SB 09-108, SB 21-260
83	Safety Critical and Asset Management Projects	$10.3 M	$48.0 M	-$15.0 M	$0.0 M	$0.0 M	$43.3 M	BEB	SB 09-108, SB 21-260
84	**Maintenance and Operations**	**$0.3 M**	**$2.4 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$2.7 M**	-	-
85	**Asset Management**	**$0.3 M**	**$2.4 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$2.7 M**	-	-
86	Maintenance and Preservation	$0.3 M	$2.4 M	$0.0 M	$0.0 M	$0.0 M	$2.7 M	BEB	SB 09-108
87	**Administration & Agency Operations**	**$4.3 M**	**$2.2 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$6.5 M**	-	-
88	Agency Operations-BTE	$4.3 M	$2.2 M	$0.0 M	$0.0 M	$0.0 M	$6.5 M	BEB	SB 09-108, SB 21-260
89	**Debt Service**	**$0.8 M**	**$66.2 M**	**$0.0 M**	**$0.0 M**	**-$25.5 M**	**$41.5 M**	-	-
90	Debt Service-BTE	$0.8 M	$66.2 M	$0.0 M	$0.0 M	-$25.5 M	$41.5 M	BEB	FHWA / SH
91	**Total - Bridge & Tunnel Enterprise (BTE)**	**$32.8 M**	**$181.4 M**	**-$15.0 M**	**$0.0 M**	**-$25.5 M**	**$173.6 M**	-	-

92	**Colorado Transportation Investment Office (CTIO)**								
93	**Capital Construction**	**$51.0 M**	**$83.3 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$134.3 M**	-	-
94	**Mobility**	**$51.0 M**	**$83.3 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$134.3 M**	-	-
95	Capital Construction-CTIO	$51.0 M	$83.3 M	$0.0 M	$0.0 M	$0.0 M	$134.3 M	HPTEB	Tolls / Managed Lanes Revenue
96	**Maintenance and Operations**	**$3.0 M**	**$8.7 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$11.7 M**	-	-
97	**Asset Management**	**$3.0 M**	**$8.7 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$11.7 M**	-	-
98	Express Lanes Operations	$3.0 M	$8.7 M	$0.0 M	$0.0 M	$0.0 M	$11.7 M	HPTEB	Tolls / Managed Lanes Revenue
99	**Multimodal and Mobility Programs**	**$18.8 M**	**$57.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$75.8 M**		
100	Rail Projects	$18.8 M	$57.0 M	$0.0 M	$0.0 M	$0.0 M	$75.8 M	HPTEB	SB 24-230
101	**Administration & Agency Operations-CTIO**	**$3.0 M**	**$57.6 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$60.6 M**		
102	Agency Operations-CTIO	$3.0 M	$57.6 M	$0.0 M	$0.0 M	$0.0 M	$60.6 M	HPTEB	Tolls / Fee for Service / SB 24-230
103	**Debt Service-CTIO**	**$0.0 M**	**$29.1 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$29.1 M**		
104	Debt Service-CTIO	$0.0 M	$29.1 M	$0.0 M	$0.0 M	$0.0 M	$29.1 M	HPTEB	Tolls / Managed Lanes Revenue
105	**Total - Colorado Transportation Investment Office (CTIO)**	**$75.8 M**	**$235.7 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$311.5 M**	-	-

106	**Clean Transit Enterprise (CTE)**								
107	**Suballocated Programs**	**$0.0 M**	**$66.1 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$66.1 M**	-	-
108	**Mobility**	**$0.0 M**	**$66.1 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$66.1 M**	-	-
109	Zero Emissions Transit Grant Programs	$0.0 M	$11.3 M	$0.0 M	$0.0 M	$0.0 M	$11.3 M	CTB	SB 21-260
110	Local Transit and Rail Grant Programs	$0.0 M	$54.8 M	$0.0 M	$0.0 M	$0.0 M	$54.8 M	CTB	SB 24-230
111	**Administration & Agency Operations**	**$0.0 M**	**$2.3 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$2.3 M**	-	-
112	Agency Operations-CTE	$0.0 M	$1.1 M	$0.0 M	$0.0 M	$0.0 M	$1.1 M	CTB	SB 21-260/SB 24-230
113	Contingency Reserve-CTE	$0.0 M	$1.3 M	$0.0 M	$0.0 M	$0.0 M	$1.3 M	CTB	SB 21-260
114	**Debt Service**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	-	-
115	Debt Service-CTE	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	CTB	SB 21-260
116	**Total - Clean Transit Enterprise (CTE)**	**$0.0 M**	**$68.5 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$68.5 M**	-	-

117	**Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)**								
118	**Multimodal Services & Electrification**	**$29.9 M**	**$13.2 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$43.1 M**	-	-
119	**Mobility**	**$29.9 M**	**$13.2 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$43.1 M**	-	-
120	NAAPME Projects	$29.9 M	$13.2 M	$0.0 M	$0.0 M	$0.0 M	$43.1 M	NAAPMEB	SB 21-260
121	**Administration & Agency Operations**	**$0.3 M**	**$0.2 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.5 M**	-	-
122	Agency Operations-NAAPME	$0.1 M	$0.2 M	$0.0 M	$0.0 M	$0.0 M	$0.3 M	NAAPMEB	SB 21-260
123	Contingency Reserve-NAAPME	$0.2 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.2 M	NAAPMEB	SB 21-260
124	**Debt Service**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	-	-
125	Debt Service-NAAPME	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	NAAPMEB	SB 21-260
126	**Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)**	**$30.2 M**	**$13.4 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$43.6 M**	-	-

127	**Fuels Impact Enterprise (FIE)**								
128	**Suballocated Programs**	**$0.0 M**	**$14.9 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$14.9 M**	-	-
129	**Highway**	**$0.0 M**	**$14.9 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$14.9 M**	-	-
130	Fuels Impact Grants	$0.0 M	$14.9 M	$0.0 M	$0.0 M	$0.0 M	$14.9 M	FIEB	SB 23-280
131	**Administratin & Agency Operations**	**$0.2 M**	**$0.1 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.3 M**	-	-
132	Agency Operations-FIE	$0.1 M	$0.1 M	$0.0 M	$0.0 M	$0.0 M	$0.2 M	FIEB	SB 23-280
133	Contingency Reserve-FIE	$0.1 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.1 M	FIEB	SB 23-280
134	**Debt Service**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	-	-
135	Debt Service-FIE	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	FIEB	SB 23-280
136	**Total - Fuels Impcat Enterprise (FIE)**	**$0.2 M**	**$15.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$15.2 M**	-	-
137	**Total - CDOT and Enterprises**	**$1,647.4 M**	**$2,202.6 M**	**-$3.8 M**	**$0.0 M**	**-$78.2 M**	**$3,768.0 M**	-	-

* Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year.

Key to Acronyms:
- = Empty Cell With No Applicable Data or Description
AB = Aeronautics Board
BEB = Bridge Enterprise Board
CTB = Clean Transit Board
DS = Debt Service
FR = Federal
HPTEB = High Performance Transportation Enterprise Board
LOC = Local
M = millions in dollar amount
NAAPMEB = Nonattainment Area Air Pollution Mitigation Enterprise Board
SA = State Aviation
SB = Senate Bill
SH = State Highway
SIB = State Infrastructure Bank
SL = State Legislature
TC = Transportation Commission

July 2025 Budget Workshop
FY 2025-26 Budget Amendment

COLORADO
Department of Transportation

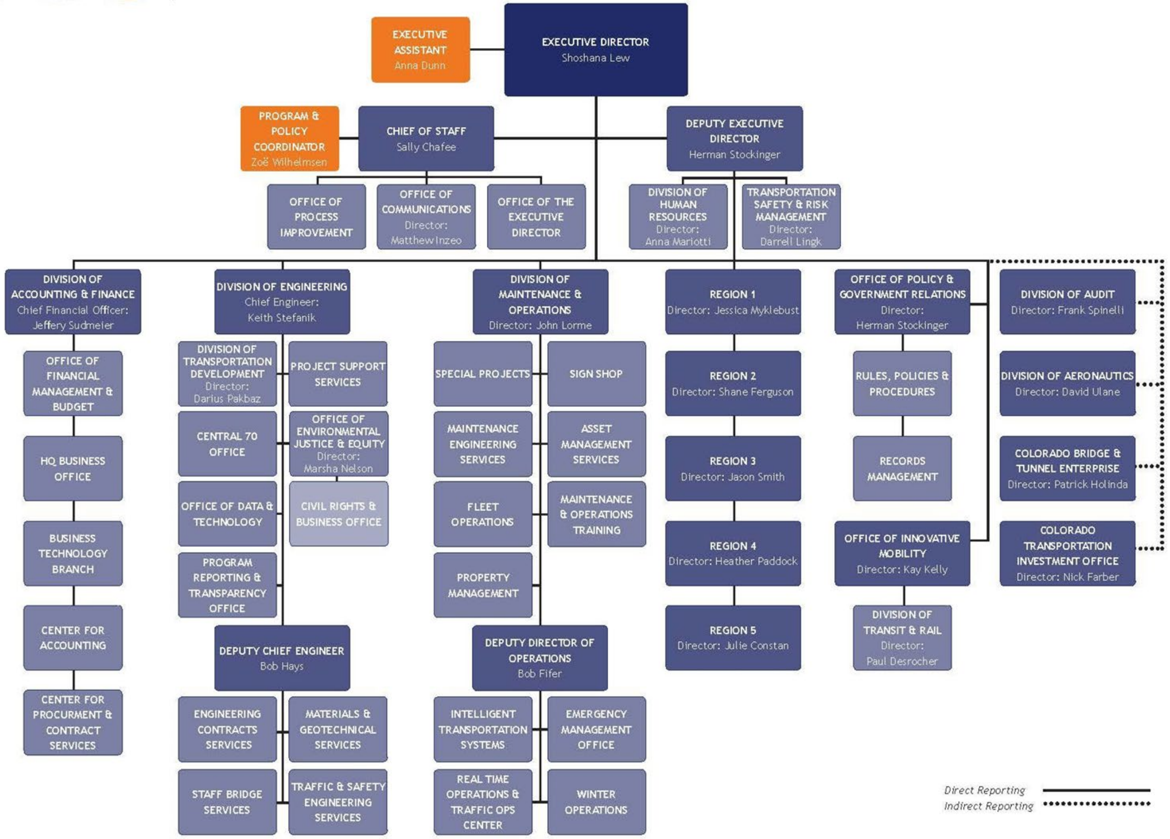
Agenda

Agenda:

- Division of Accounting and Finance Overview
- FY26 Budget Amendment Summary
- Budget Amendments Requiring TC Approval
    - **SB 25-257 Modify General Fund Transfers to the State Highway Fund - Incorporate Final Reduction**
    - **SB 25-258 Temporarily Reduce Road Safety Surcharge - Restore Funds to Asset Management**
    - **Hail Damage and KOA, Wray and Yuma Facilities**
- Budget Amendments - Informational Only
- Next Steps

Colorado Mountains

CDOT Organizational Chart



Office of Financial Management and Budget

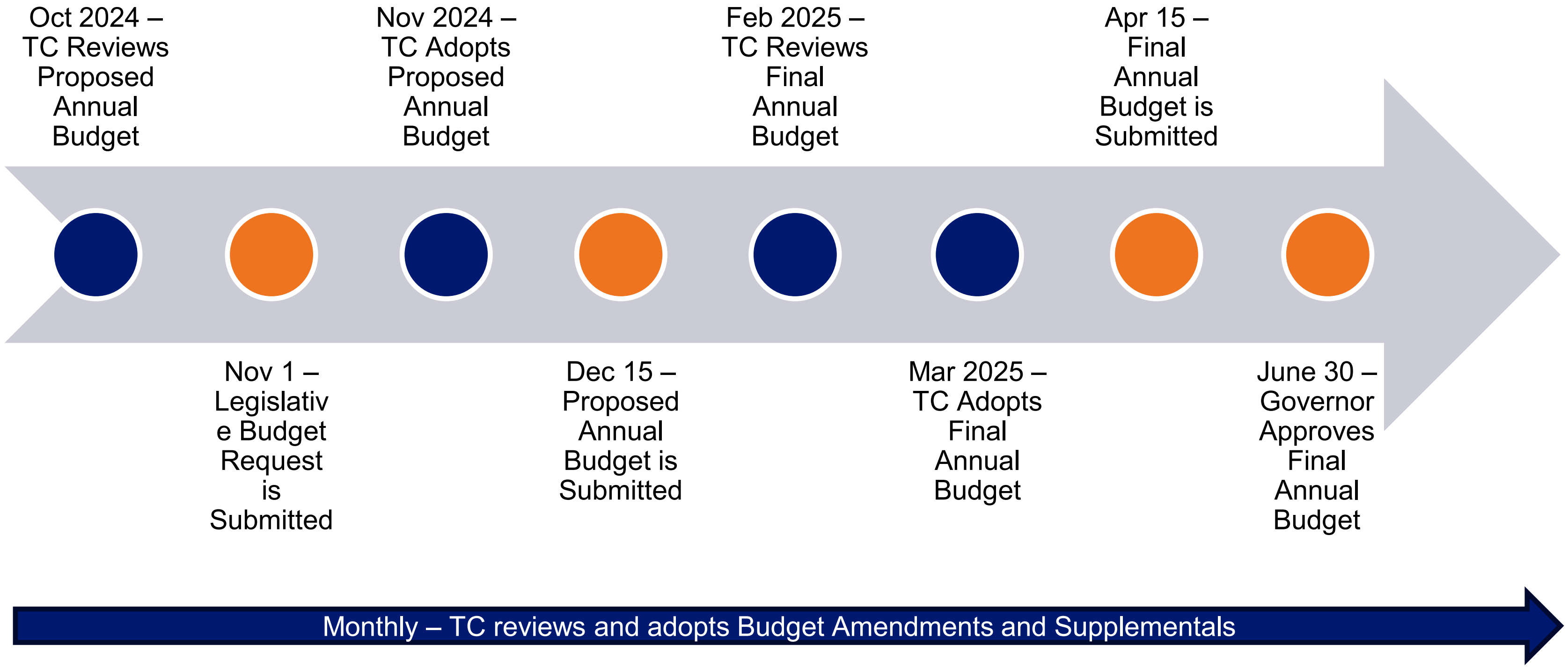
Center for Accounting

Center for Procurement and Contract Services

Headquarters Business Office

Business Technology Branch

Budget Timeline



Orange circles represent statutory deadlines

FY26 Budget Amendment Summary

There are three budget amendments that required TC approval per PD 703.0*:

Description	Amount	Budget Line from	Budget Line to
SB 25-257 Modify General Fund Transfers	($3.8 M)	10 Year Plan - Multimodal line (Line 46)	n/a
SB 25-258 Temporarily Reduce Road Safety Surcharge - restore funds to Asset Management	$15.0 M	Bridge and Tunnel Enterprise Safety Critical and Asset Management Projects line (Line 83)	Surface Treatment (Line 4): $2.7 M; Structures (Line 5): $2.1 M; System Operations (Line 6): $1.1 M; Geohazards Mitigation (Line 7): $1.3 M; Commission Reserve Funds (Line 73): $7.9 M
Hail Damage at KOA, Wray and Yuma Facilities*	$2.3 M	Commission Reserve Funds (Line 73)	Property (Line 34)

*Transportation Commission Policy Directive 703.0 establishes the policy by which CDOT will determine and submit the annual budget, project budgets, or any other relevant budgetary matters to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters by deferring lesser decisions to Executive Management or Staff according to risk.

TC Program Reserve Balance Reconciliation

The net impact to the TC Program Reserve from the July Budget Amendment is a $5.6 M increase

Starting Balance in June 2025	**$47.2 M**
Misc July Staff Adjustments (see Monthly Supplement)	$4.2 M
Budget Amendment: Restore Funds to TAM	$7.9 M
Budget Amendment: Hail Damage at KOA, Wray and Yuma	($2.3 M)
Ending Balance in TC Program Reserve after July Amendment	**$56.9 M**

***If these requests are approved, the balance in the TC Program Reserve Fund will be $56.9 M, which includes other miscellaneous adjustments per the monthly supplement**

SB25-257 Modify General Fund Transfers to the State Highway Fund

- Staff is requesting a reduction of $3.8 M to 10 Year Plan Projects - Multimodal budget line (Line 46) to account for the final General Fund transfer that was reduced in FY 2025-26 by SB 25-257.
- The Final FY 2025-26 budget adopted by the TC in March 2025 reflects the Department's BA-01 Proposal (BA-01 Decision Item Modifications), which is a reduction of $64.0 M. However, the final version of SB 25-257 included a larger reduction of $67.8 M.
- The Multimodal line was selected for this reduction because it is the only 10 Year Plan line with sufficient General Fund to accommodate the reduction.

Proposal	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
SB 21-260	$100.0 M	$100.0 M	$100.0 M	$100.0 M	$100.0 M	$82.5 M	$82.5 M	$82.5 M	$0.0 M	$747.5 M
BA-01 Proposal	$100.0 M	$36.0 M	$50.5 M	$100.0 M	$100.0 M	$100.0 M	$100.0 M	$100.0 M	$61.0 M	$747.5 M
SB 25-257	$100.0 M	$32.2 M	$50.5 M	$100.0 M	$100.0 M	$100.0 M	$100.0 M	$100.0 M	$64.8 M	$747.5 M
Final Reduction	**$0.0 M**	**($67.8 M)**	**($49.5 M)**	**$0 M**	**$0 M**	**$17.5 M**	**$17.5 M**	**$17.5 M**	**$64.8M**	**$0.0 M**

SB25-258 Temporarily Reduce Road Safety Surcharge

- CDOT's BA-01 also included a request to temporarily reduce the Road Safety Surcharge by $3.70 for every vehicle weight class from July 1, 2025 through June 30, 2027. The estimated revenue reduction was $21.8 million for FY 2025-26, and allocations to asset management and the FASTER Safety Program were reduced accordingly in the Final Budget adopted by the TC.

- SB 25-258 adopts the BA-01 proposal, except the fee reduction will begin on September 1, 2025 and last until September 2027. This bill also temporarily adjusts the FASTER revenue distribution to minimize the impact of lost revenue on local governments.

Category	FY25 Final Budget	FY26 Original Forecast	BA-01 Proposal	Reduction with BA-01	SB 25-258 Final	Reduction with SB 25-258
FASTER Revenue Forecast (after transit)	$125.4 M	$134.2 M	$112.4 M	**-$21.8 M**	$116.4 M	**-$17.8 M**
Asset Management (40%)	*$50.2 M*	*$53.7 M*	*$44.9 M*	*-$8.7 M*	*$46.6 M*	*-$7.1 M*
FASTER Safety (60%)	*$75.2 M*	*$80.5 M*	*$67.4 M*	*-$13.1 M*	*$69.8 M*	*-$10.7 M*

SB25-258 Temporarily Reduce Road Safety Surcharge

- The Final FY 2025-26 Budget that was adopted by the TC in March 2025 included reductions to asset management and the FASTER Safety Program, $8.7 million and $13.1 million respectively, based on the impact of the BA-01 proposal.
- After incorporating the impacts of the final version of SB 25-258 via a staff-approved adjustment, just over $4.0 million in FASTER funding was restored to asset management and the FASTER Safety Program.
- The final reduction to asset management programs is $7.1 million and the total reduction to the FASTER Safety Program is $10.7 million, for a total of $17.8 million to align with SB 25-258.

Budget Line	FY26 before BA-01	FY26 after SB 25-258	FASTER Reduction	Change from BA-01
Surface Treatment (Line 4)	$233.0 M	$230.3 M	-$2.7 M	$0.6 M
Structures (Line 5)	$63.4 M	$61.3 M	-$2.1 M	$0.5 M
System Operations (Line 6)	$27.3 M	$26.2 M	-$1.1 M	$0.2 M
Geohazards Mitigation (Line 7)	$9.7 M	$8.4 M	-$1.3 M	$0.3 M
FASTER Safety (Line 15)	$80.5 M	$69.8 M	-$10.7 M	$2.4 M
Total	**$413.9 M**	**$396.1 M**	**-$17.8 M**	**$4.0 M**

Request to Restore Funding to Asset Management

- Staff is requesting to suspend the $15.0 M transfer of flexible federal funds to BTE for debt service on their Series 2019A and 2024B Senior Revenue Bonds, and use it to restore $7.1 M to asset management programs in FY26.
  - SB 25-320 Commercial Motor Vehicle Transportation increases the Bridge and Tunnel Impact Fee between FY26 and FY28. This new revenue will offset the reduction in federal funds so the impact to BTE will be minimal.
- To administer this within BTE, the Safety Critical and Asset Management Projects line (Line 83) will be reduced, and SB 25-320 funds will be amended into the BTE budget to backfill the reduction.

Budget Line	**FY26 before BA-01**	**FY26 after SB 25-258**	**FASTER Reduction**	**July Amendment**
Surface Treatment (Line 4)	$233.0 M	$230.3 M	-$2.7 M	$2.7 M
Structures (Line 5)	$63.4 M	$61.3 M	-$2.1 M	$2.1 M
System Operations (Line 6)	$27.3 M	$26.2 M	-$1.1 M	$1.1 M
Geohazards Mitigation (Line 7)	$9.7 M	$8.4 M	-$1.3 M	$1.3 M
Commission Reserve Funds (Line 73)	$0.0 M	$0.0 M	$0.0 M	$7.9 M
Total	**$333.4 M**	**$326.3 M**	**-$7.1 M**	**$15.0 M**

Property Management Request: Wray, Yuma and KOA Hail Damage

May 2024 Hail Damage to Maintenance Facilities - $2.3 M total request

Wray and Yuma

- Damage Estimate - $740,890 (Eight Buildings)
- Insurance reimbursement (will be paid upfront) - $659,671
- Still needed - $81,219

KOA

- Damage Estimate - $2.2M (21 Buildings - needed immediately to begin repairs)
- Insurance Reimbursement - TBD
  - Carrier will only reimburse construction costs up to insured value once construction is completed
- Risk Management will return insurance reimbursement to TC Program Reserve
  - Reimbursement could be substantially less than construction costs

Budget Amendments - Informational Only

Staff updated the following budget lines to reflect final appropriations in the Long Bill (SB25-206). These changes are reflected in Attachment A:

- **Administration (Line 67)**: reduced from $53.3 M to $53.0 M, a reduction of $0.3 M which was returned to the TC Program Reserve (Line 73).
- **Bustang (Line 48) and Multimodal Options Program - Local (Line 62):** reduced to reflect the final $20.6 M appropriation for the Multimodal Transportation Projects line.

Budget Line	FY26 Final Budget*	FY26 Long Bill	Adjustment
Bustang (Line 48)	$3,142,279	$3,091,893	-$50,386
MMOF - Local (Line 62)	$68,218,490	$17,520,724	-$50,697,766
Multimodal Options	$71,360,769	$20,612,617	-$50,748,152

*The Final FY26 Budgeted included $50.4 million spending authority request (Decision Item R-01 - Multimodal Options Fund Spending Authority) which the Joint Budget Committee denied.

Budget Amendments - Informational Only Continued - SB25-257

Staff updated the following budget lines to reflect additional impacts of SB 25-257 Modify General Fund Transfers to the State Highway Fund:

- **Revitalizing Main Streets Program (Line 64):**
  - In addition to the impacts identified above, SB 25-257 eliminated the annual $7.0 M General Fund transfer to the State Highway Fund for the Revitalizing Main Streets program beginning in FY 2025-26. Staff zeroed out the budget for this program, and the change is reflected as a staff adjustment in Attachment A.

Revitalizing Main Streets, Bike Project

Budget Amendments - Informational Only Continued - Enterprises

Amendments still to come, pending action by enterprise Boards (these are not yet reflected in Attachment A):

- **Bridge and Tunnel Enterprise - SB25-320:**
  - As mentioned above, the legislature passed SB 25-320 Commercial Motor Vehicle Transportation which increases the Bridge and Tunnel Impact Fee between FY26 and FY28. The estimated revenue impact for FY26 is $14.0 M, and this will be incorporated into the Revenue Allocation Plan once the BTE Board adopts an amended budget to reflect the increase.

- **Clean Transit Enterprise:**
  - The FY26 Long Bill (SB 25-206) includes an appropriation of $49.1 M for the Clean Transit Enterprise (CTE) Cash Fund. This includes $12.9 M in forecasted revenue for FY26, and $36.2 M that the JBC approved in additional spending authority to allow the Enterprise to access the full fund balance in FY 2025-26.
  - The Final Budget adopted by the TC in March 2025 only included the $12.9 M in forecasted revenue for the CTE Cash Fund. The increase of $36.2 M will be incorporated into the Revenue Allocation Plan once the CTE Board adopts an amended budget to reflect the increase.

Next Steps

Next Steps:

- July 2025 – Staff will complete any actions for approved budget amendments.

Transportation Commission Memorandum

To: The Transportation Commission
From: Shawn Smith, Director of Maintenance and Operations
Marcella Broussard, Property Program Manager
Date: July 17, 2025

Subject: Insurance Claims Funding Request

Purpose

To review a request from CDOT Property Management for $2,324,762 of Transportation Commission Program Reserve to complete repairs at 29 buildings damaged by hail in May of 2024.

Action

Property Management requests $2,324,762 of Transportation Commission Program Reserve funds to complete repairs at 29 buildings damaged by hail on May 30, 2024. These funds are needed immediately because of delays in reimbursement from the insurance carrier.

Hail Damage at KOA, Wray and Yuma Facilities

Last year on May 30, 2024, three of CDOT's maintenance sites (KOA, Wray, and Yuma) experienced severe hail damage. The loss to the buildings was quite substantial and while RISK has been involved and claims have been filed, the insurance company ("carrier") has proved difficult and full funding is not available in advance of the work nor will full reimbursement be provided from the carrier once the work is complete.

Between Wray and Yuma, the carrier has agreed to pay up front, however, they have refused to pay the entire amount. The low bid total cost to fix the eight buildings that were damaged at these two sites is $740,890. The $740,890 is a firm number as it was a hard bid for construction, however, the carrier has only agreed to fund $659,671 leaving Property Management with a delta of $81,219 that must be made available in order to award the contract and complete the work.

At KOA (18500 East Colfax, Aurora), the insurance company ("carrier") has only agreed to reimburse CDOT for the construction costs up to the insured value once construction is complete. Unfortunately, the cost for the 21 buildings that were damaged at KOA is $2,243,543. The $2,243,543 required to repair the KOA damage will be partially reimbursed the carrier once the work has been completed. At this point the amount of the reimbursement is unknown. Therefore, Property Management needs the full amount for KOA, with any reimbursement going directly back to the TC. Construction is expected to take 270 days to complete the work at KOA.

The loss to the buildings was quite substantial and while CDOT Risk Management (“RISK”) has been involved and claims have been filed, the carrier has proved difficult and full funding is not available in advance of all the work nor will full reimbursement be provided from the carrier once the work is complete.

Per Statute (24-30-1501 et seq.), it is the DPA (State Office of Risk Management, "SORM") that is authorized to procure property coverage insurance for all State Agencies. CDOT is not actually in contact with the insurance company in case of a loss, we are not even privy to who the insurer is.

CDOT liaises with SORM and SORM's third party adjuster. SORM does not share the insurance policies nor the terms of the coverage with State Agencies hence, SORM has not provided CDOT with written "rules" regarding property coverage.

RISK asked the AG's office to opine about the Statute and what CDOT could/should do to ensure coverage. RISK was given advice, but it is not their role to evaluate or consider whether or not CDOT should initiate a legal action against the DPA/SORM and CDOT does not have a direct claim against the insurer without knowing the policy details.

The one thing that is industry standard is that the insurance carrier will only pay up to the reported value and on reported buildings, which unfortunately CDOT Risk Management has been struggling with getting current. All the building values are put into Origami, and CDOT Risk Management has been working to update all that data however some problems still exist with certain buildings not being reported correctly. CDOT does not know what values are reported to the insurance carrier.

The insurance carrier will also only pay for existing states of the building prior to damage, so not all damage is covered.

If the damaged buildings are not repaired, any future claims at those locations will be denied per the carrier’s claim adjustor. In addition, leaks are present from the hail damage affecting interior finishes and additional leaks are possible which will further damage interior finishes and/or equipment.

Next Steps

Funds are necessary as soon as possible to honor the bids received. Contractors are only required to hold their bids for 30-days and CDOT is already past that for the

Wray and Yuma project. Therefore, staff recommends $2,324,762 ($81,219 for Yuma/Wray and $2,243,543 for KOA) in Transportation Commission Contingency Reserve be transferred to the KOA and Yuma/Wray projects, knowing that at least a portion of the funds will be coming back to the Transportation Commission Contingency Reserve in the form of insurance reimbursement.

Attachments

Attachment A - Presentation

COLORADO
Department of Transportation

TC Program Reserve Request
Insurance Claims Funding

Agenda

Agenda:

- Discuss extent of hail damage from May of 2024 at the KOA, Wray and Yuma maintenance facilities
- Detail delays in insurance claims
- Request $2.3M from TC Program Reserve to complete repairs.

Project Need

CDOT Property Management requests the use of $2.3M of Transportation Commission Contingency Reserve to complete repairs at 29 buildings severely damaged by hail in May of 2024, at three of CDOT's maintenance sites (KOA, Wray, and Yuma).

The loss to the buildings was quite substantial and while RISK has been involved and claims have been filed, the insurance company ("carrier") has proved difficult and full funding is not available in advance of all the work nor will full reimbursement be provided from the carrier once the work is complete.

Wray and Yuma

Between Wray and Yuma, the carrier has agreed to pay up front, however, they will not pay the entire amount. The low bid total cost to fix the eight buildings that were damaged at these two sites is $740,890. The $740,890 is a firm number as it was a hard bid for construction, however, the carrier has only agreed to fund $659,671 leaving Property Management with a delta of $81,219 that must be made available in order to award the contract and complete the work.

KOA

At KOA (18500 East Colfax, Aurora), the carrier has only agreed to reimburse CDOT for the construction costs up to the insured value once construction is complete.

The cost for the 21 buildings that were damaged at KOA is $2.2M. The $2.2M required to repair the KOA damage will be partially reimbursed by the carrier once the work has been completed however the full amount is needed at this time to award the contract.

The reimbursement amount is unknown. Any reimbursement would go directly back to the TC. Construction is expected to take 270 days to complete the work at KOA.

CDOT Insurance Limitation

Per Statute (24-30-1501 et seq.), it is the DPA (State Office of Risk Management, "SORM") that is authorized to procure property coverage insurance for all State Agencies.

CDOT is not actually in contact with the insurance company in case of a loss, we are not even privy to who the insurer is.

CDOT liaises with SORM and SORM's third party adjuster. SORM does not share the insurance policies nor the terms of the coverage with State Agencies hence, SORM has not provided CDOT with written "rules" regarding property coverage.

CDOT's Recourse

CDOT Risk Management (RISK)asked the AG's office to opine about the Statute and what CDOT could/should do to ensure coverage. RISK was given advice, but it is not their role to evaluate or consider whether or not CDOT should initiate a legal action against the DPA/SORM and CDOT does not have a direct claim against the insurer without knowing the policy details.

Industry Standards

The one thing that is industry standard is that the insurance carrier will only pay up to the reported value and on reported buildings, which unfortunately CDOT Risk Management has been struggling with getting current. All the building values are put into Origami, and CDOT Risk Management has been working to update all that data however some problems still exist with certain buildings not being reported correctly. CDOT does not know what values are reported to the insurance carrier.

The insurance carrier will also only pay for existing states of the building prior to damage, so not all damage is covered.

If the damaged buildings are not repaired, any future claims at those locations will be denied per the carrier's claim adjustor. In addition, leaks are present from the hail damage affecting interior finishes and additional leaks are possible which will further damage interior finishes and/or equipment.

Request

Funds are necessary as soon as possible to honor the bids received. Staff recommends $2.3M ($81,219 for Yuma/Wray and $2.2M for KOA) in Transportation Commission Contingency Reserve be transferred to the KOA and Yuma/Wray projects, knowing that at least a portion of the funds will be coming back to the Transportation Commission Contingency Reserve in the form of insurance reimbursement.

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors
From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director
Date: July 17, 2025

Subject: First Budget Amendment to the Fiscal Year 2025-26 Bridge and Tunnel Enterprise Budget

Purpose

This month, the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a request to amend the FY2025-26 BTE budget as follows:

1) Administratively update budget allocations to reflect the passage of Senate Bill (SB) 25-320, which is forecasted to increase Bridge and Tunnel Impact Fee revenue collections by $13,971,690 in Fiscal Year (FY) 2025-26.
2) Temporarily suspend the $15,000,000 annual federal funds transfer from CDOT to BTE for the repayment of BTE's Series 2019A and Series 2024B Senior Revenue Bonds in FY 2025-26.
3) Administratively update budget allocations to reflect a $5,958,498 increase to BTE's forecast interest earnings resulting from the recent issuance of the BTE Series 2024A and Series 2025A Infrastructure Revenue Bonds (IRB) and recent adjustments to BTE's investment portfolio.
4) Reallocate $11,638,815 from the Enterprise's Capital Construction Program to BTE Series 2025A IRB FY2025-26 debt service obligations.
5) Reallocate $5,958,498 of unprogrammed revenue from the Enterprise's 10-Year Plan Projects to Safety Critical and Asset Management Projects.

Action

Staff is requesting Board approval of Proposed Resolution #BTE2, the first amendment to the Fiscal Year 2025-26 BTE Budget Allocation Plan.

Background

Item #1 - Administratively Update Budget Allocations to Reflect the Passage of Senate Bill (SB) 25-320

In June 2025, the State Legislature passed and the Governor signed SB25-320, "Concerning Commercial Motor Vehicle Transportation", which accelerates the phasing in of the Bridge and Tunnel Impact Fee from FY 2025-26 to FY 2027-28. For FY 2025-26, the fee increased from $0.05 per gallon to $0.07 per gallon. This adjustment to the fee schedule is forecast to increase BTE's FY 2025-26 revenue collections by $13,971,690. The table below summarizes the Bridge and Tunnel Impact Fee rate increase and forecast impacts to BTE revenues by FY.

Bridge and Tunnel Fee	FY2024-25	FY2025-26	FY2026-27	FY2027-28
Fee Rate Under SB21-260	$0.04	$0.05	$0.06	$0.07
Fee Increase Under SB25-320	$0.00	$0.02	$0.01	$0.01
Total Fee Rate Under SB25-320	$0.04	$0.07	$0.07	$0.08
Forecast Revenue Under SB21-260	$27.5M	$34.9M	$42.7M	$51.0M
New Revenue Forecast with SB25-320	$27.5M	$48.9M	$49.9M	$58.2M
Forecast Revenue Increase	$0	$14.0M	$7.1M	$7.3M

Per PD 703.0, Staff is administratively adding the $13,971,690 of new inflexible Bridge and Tunnel Impact Fee revenue to Line 2 on the FY 2025-26 1st Amended BTE Budget Allocation Plan. Staff is requesting the allocation of this additional revenue to the BTE Safety Critical and Asset Management Project Program on the 1st Amended BTE Budget Allocation Plan (Line 36).

Item #2 - Temporarily Suspend the $15,000,000 Annual Federal Funds Transfer from CDOT to BTE

The CDOT Executive Management Team is recommending a temporary suspension of CDOT's annual federal funds transfer to BTE in FY2025-26. In accordance with the Memorandum of Understanding between CDOT and FHWA Accounting for Colorado Bridge Enterprise Program Build America Bonds (BABs) Debt Service Reimbursements dated 12/16/2010 (MOU), the Transportation Commission annually considers allocating and transferring $15 million in eligible federal funds to be used for the repayment of BTE's senior bonds. Per the MOU, the decision whether or not to allocate and transfer such federal funds is made on an annual basis and at the sole discretion of the Transportation Commission.

The rationale for the temporary suspension of the annual federal transfer can be found in CDOT's July 2025 Budget Amendment memo. To reflect the action being taken by the Transportation Commission, Line 5 on the FY2025-26 1st Amended BTE Budget Allocation Plan has been reduced from $15 million to $0. To fully fund its debt service obligations, BTE will backfill the $15 million from its capital construction program by reducing BTE Safety Critical and Asset Management Project Program on the 1st Amended BTE Budget Allocation Plan (Line 36) by $15 million. The reduction to BTE's capital construction program resulting from this action is largely offset by the increase in BTE revenues resulting from the passage of SB25-320 (see Item #1 above). There are currently no project-level impacts anticipated in BTE's capital construction program.

Item #3 - Administratively Update Budget Allocations to Reflect an Increase to BTE's Forecast Interest Earnings

Since the approval of the Final FY2025-26 BTE budget allocation plan, BTE has entered into an investment management agreement with its municipal advisor to maximize interest earnings on proceeds from the Series 2024A and Series 2025A Infrastructure Revenue Bond transactions. The proceeds are currently invested in statutorily approved investments including US Treasury Securities and money market funds. The US Treasury Securities will generate $5,958,498 in interest earnings, assuming that they are held to maturity, and that none of the proceeds are reinvested.

If expenditures for BTE's bond funded projects lag in comparison to expenditure forecasts, the funds will be reinvested accordingly, which will result in additional interest earnings. The proceeds being held in money market funds will also generate interest earnings, however, these interest earnings are difficult to forecast due to changing market conditions and are not included in this estimate. For these reasons, $5,958,498 is a conservative estimate of forecast interest earnings that were not reflected in the Final FY2025-26 BTE Budget Allocation Plan. Per PD 703.0, BTE is administratively adding this revenue to Line 4 on the FY2025-26 1st Amended BTE Budget Allocation Plan. Staff is requesting the allocation of this additional revenue to the BTE 10-Year Plan Project Program on the 1st Amended BTE Budget Allocation Plan (Line 35).

Item #4 - Reallocate Budget for the BTE Series 2025A Infrastructure Revenue Bonds Fiscal Year 2025-26 Debt Service Obligations

The Series 2025A IRB transaction pricing and closing occurred on April 22, 2025 and May 8, 2025, respectively, after the Final FY2025-26 budget allocation plan was approved by the Board on March 20, 2025. As part of the March Board meeting, the BTE Board ratified the approving resolution (#BTE20250302) for the BTE Series 2025A Infrastructure Revenue Bond transaction, which among other things, indicated that Staff would return to the Board after the start of the new fiscal year to request an amendment to incorporate Series 2025A IRB debt service obligations (tabulated below) into the FY2025-26 budget.

Summary of FY2025-26 Series 2025A IRB Debt Service Obligations

Portion of Budget Amendment	Amount
FY2025-26 Series 2025A Debt Service Payments	$11,403,513
12/1/2025 Series 2025A IRB Bond Premium Amortization	$235,302
Total amendment amount for FY25	**$11,638,815**

The first amendment to the BTE budget allocation plan reallocates $11,638,815 from the BTE Safety Critical and Asset Management Program (Line 36 on the FY2025-26 1st Amended BTE Budget Allocation Plan) to Series 2025A Infrastructure Revenue Bond Debt Service (Line 32 on the FY2025-26 1st Amended BTE Budget Allocation Plan) for debt service payments and required accounting treatments.

Item #5 - Reallocate $5,958,498 of Unprogrammed Revenue from the Enterprise's 10-Year Plan Project Program to its Safety Critical and Asset Management Project Program

The interest earnings from the Series 2024A and Series 2025A IRB proceeds are being allocated to the 10-Year Plan Project Program line of the BTE Budget Allocation Plan since the bond proceeds and interest earned on the bond proceeds were primarily intended to advance to BTE projects on the CDOT 10-Year Plan (see Item #3). Given that BTE's 10-Year Plan Project Program is fully funded in the FY2025-26, this increase enables BTE to transfer $5,958,498 from other funding sources in the 10-Year Plan Project Program (Line 35 on the FY2025-26 1st Amended BTE Budget Allocation Plan) to the Safety Critical and Asset Management Program (Line 36 on the FY2025-26 1st Amended BTE Budget Allocation Plan) so the Enterprise can allocate the unprogrammed budget to safety critical and asset management projects.

Summary

As shown in the table below, the net impact of this amendment is a $4,930,188 increase in total BTE forecast annual revenue collections in FY2025-26, resulting in an amended fiscal year budget of $186,304,842. The reallocation of $11,638,815 in Safety Critical and Asset Project budget to Series 2025A Infrastructure Revenue Bond Debt Service, noted in Item #4 above, is partially offset by this increase. Ultimately, BTE's Capital Construction Program will be reduced by $6,708,627 in FY2025-26 when the 1st Amended FY2025-26 BTE Budget Allocation Plan is compared to the Final FY2025-26 BTE budget allocation plan approved in March 2025 due to this new debt service obligation. It should be noted that although the bond transaction resulted in a decrease to BTE's Capital Construction Program in FY2025-26, the transaction increased BTE's FY2024-25 Capital Construction Program by $225 million.

Revenue Source	BTE Budget Line	Change in FY2025-26 Budget
Bridge & Tunnel Impact Fee	2	$13,971,690
Federal Funds for 2019A and 2024B Bond Debt Service	5	$(15,000,000)
Interest Earnings and Miscellaneous Revenue	4	$5,958,498
FY2025-26 Net Budget Increase		$4,930,188

Next Steps

Approval of Proposed Resolution #BTE2 will allow BTE and Office of Financial Management and Budget (OFMB) staff to proceed with amending the FY2025-26 BTE and CDOT Budget Allocation Plans to account for the Series 2025A IRB debt service obligations and the various changes to BTE revenues and budget allocations outlined above.

Attachments

Attachment A: 1st Amended FY2025-26 BTE Budget Allocation Plan

Attachment B: Comparison between the Final Approved FY2025-26 Budget and the Proposed Amended Budget

Attachment A:

Line	Bridge and Tunnel Enterprise Fiscal Year 2025-26 Amended Annual Budget Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538)		
Line	**Fiscal Year 2025-26 Revenue Source**	**Estimated Revenue**	
1	FASTER Bridge Safety Surcharge Fee	$	117,599,801
2	Bridge & Tunnel Impact Fee	$	48,637,067
3	Bridge & Tunnel Retail Delivery Fee	$	11,609,476
4	Interest Earnings and Miscellaneous Revenue	$	8,458,498
5	Federal Funds for 2019A and 2024B Bond Debt Service	$	-
6	**Total Estimated Revenue**	**$**	**186,304,842**
7	**Proposed Program Allocation Type**	**Proposed Allocations**	
8	**Administrative & Operating Activities**		
9	Bridge and Tunnel Enterprise Staff Compensation and Employee Appreciation	$	(966,567)
10	Bridge and Tunnel Enterprise Program Support and Other Consulting	$	(1,075,000)
11	Attorney General Legal Services	$	(50,000)
12	Annual Audit	$	(35,000)
13	In-state Travel Expenses	$	(6,700)
14	Out of State Travel Expenses	$	(7,200)
15	Operating Expenses	$	(4,000)
16	Trustee Fee	$	(10,000)
17	**Total Administrative & Operating Activities**	**$**	**(2,154,467)**
18	**Support Services**		
19	Additional Project and Program Support Services	$	-
20	**Total Support Services**	**$**	**-**
21	**Maintenance**		
22	Routine Maintenance on Bridge and Tunnel Enterprise Structures	$	(1,362,318)
23	**Total Maintenance**	**$**	**(1,362,318)**
24	**Preservation**		
25	Bridge and Tunnel Preservation	$	(1,000,000)
26	**Total Preservation**	**$**	**(1,000,000)**
27	**Debt Service and Availability Payments**		
28	Series 2019A Refunding Bonds Debt Service	$	(13,721,200)
29	Series 2024B Refunding Bonds Debt Service	$	(11,804,500)
30	Central 70 Availability Payment	$	(32,743,837)
31	Series 2024A Infrastructure Revenue Bond Debt Service	$	(7,960,975)
32	Series 2025A Infrastructure Revenue Bond Debt Service	$	(11,638,815)
33	**Total Debt Service and Availability Payments**	**$**	**(77,869,327)**
34	**Construction Program**		
35	10-Year Plan Projects	$	(62,674,854)
36	Safety Critical and Asset Management Projects	$	(41,243,876)
37	**Total Construction Program**	**$**	**(103,918,730)**
	Total Fund 538 Revenues	**$**	**186,304,842**
	Total Fund 538 Allocations	**$**	**(186,304,842)**
	Remaining Unbudgeted Funds	**$**	**-**

Attachment B:

Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Annual Budget
Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538)

Line	Fiscal Year 2025-26 Revenue Source	Adopted Budget- Estimated Revenue	Changes After 1st Amendment- Estimated Revenue
1	FASTER Bridge Safety Surcharge Fee	$ 117,599,801	$ 117,599,801
2	Bridge & Tunnel Impact Fee	$ 34,665,377	$ 48,637,067
3	Bridge & Tunnel Retail Delivery Fee	$ 11,609,476	$ 11,609,476
4	Interest Earnings*	$ 2,450,000	$ 8,458,498
5	US Treasury Subsidy for Build America Bonds	$ -	$ -
6	Federal Funds for 2019A and 2024B Bond Debt Service	$ 15,000,000	$ -
7	Central 70 Conduit Issuer Fee	$ 50,000	$ -
8	**Total Estimated Revenue**	**$ 181,374,654**	**$ 186,304,842**
9	**Proposed Program Allocation Type**	**Adopted Budget- Proposed Allocations**	**Changes After 1st Amendment- Proposed Allocations**
10	**Administrative & Operating Activities**		
11	Bridge and Tunnel Enterprise Staff Compensation and Employee Appreciation	$ (966,567)	$ (966,567)
12	Bridge and Tunnel Enterprise Program Support and Other Consulting	$ (1,075,000)	$ (1,075,000)
13	Attorney General Legal Services	$ (50,000)	$ (50,000)
14	Annual Audit	$ (35,000)	$ (35,000)
15	In-state Travel Expenses	$ (6,700)	$ (6,700)
16	Out of State Travel Expenses	$ (7,200)	$ (7,200)
17	Operating Expenses	$ (4,000)	$ (4,000)
18	Trustee Fee	$ (10,000)	$ (10,000)
19	**Total Administrative & Operating Activities**	**$ (2,154,467)**	**$ (2,154,467)**
20	**Support Services**		
21	Additional Project and Program Support Services	$ -	$ -
22	**Total Support Services**	**$ -**	**$ -**
23	**Maintenance**		
24	Routine Maintenance on Bridge and Tunnel Enterprise Structures	$ (1,362,318)	$ (1,362,318)
25	**Total Maintenance**	**$ (1,362,318)**	**$ (1,362,318)**
26	**Preservation**		
27	Bridge and Tunnel Preservation	$ (1,000,000)	$ (1,000,000)
28	**Total Preservation**	**$ (1,000,000)**	**$ (1,000,000)**
29	**Debt Service and Availability Payments**		
30	Series 2019A Refunding Bonds Debt Service	$ (13,721,200)	$ (13,721,200)
31	Series 2024B Refunding Bonds Debt Service	$ (11,804,500)	$ (11,804,500)
32	Central 70 Availability Payment	$ (32,743,837)	$ (32,743,837)
33	Series 2024A Infrastructure Revenue Bond Debt Service	$ (7,960,975)	$ (7,960,975)
34	Series 2025A Infrastructure Revenue Bond Debt Service	$ -	$ (11,638,815)
35	**Total Debt Service and Availability Payments**	**$ (66,230,512)**	**$ (77,869,327)**
36	**Construction Program**		
37	10-Year Plan Projects	$ (62,674,853)	$ (62,674,854)
38	Safety Critical and Asset Management Projects	$ (47,952,504)	$ (41,243,876)
39	**Total Construction Program**	**$ (110,627,357)**	**$ (103,918,730)**
	Total Fund 538 Revenues	**$ 181,374,654**	**$ 186,304,842**
	Total Fund 538 Allocations	**$ (181,374,654)**	**$ (186,304,842)**
	Remaining Unbudgeted Funds	**$ -**	**$ -**

* The 1st FY 2025-26 budget amendment consolidates revenue lines 4 and 7 and incorporates interest earnings for IRBs Series 2024A and 2025A.

COLORADO
Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors
From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director
Date: July 17, 2025

Subject: First Supplement to the Fiscal Year 2025-26 Bridge and Tunnel Enterprise Budget

Purpose

This month, the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request for one project.

Region 5 requests a budget supplement to initiate the construction phase of the US 285 over Conejos River Bypass (Overflow) (P-12-A) bridge replacement project.

Action

Staff requests Board approval of Proposed Resolution #BTE3, the first supplement to the Fiscal Year 2025-26 BTE budget.

Background

Region 5: US 285 over Conejos River Bypass (Overflow) (P-12-A) Construction

Staff is requesting $5,145,301 to establish the construction phase for the US 285 over the Conejos River Bypass (Overflow) project to replace P-12-A. To date, the Board has approved a total of $192,000 in design funds (#BE19-05-02). A combined total of $53,624 was approved through staff authority for the design and utility phases in accordance with PD 703.0.

P-12-A is a three-span non-composite, concrete on steel I-girder bridge over the Conejos River Bypass (Overflow) constructed in 1929. The structure is located at mile point 7.852 on US 285 in Conejos County, north of Antonito. The curb-to-curb width is 30 feet with two 12-foot lanes and two 3-foot shoulders. The out-to-out width is 34 feet and the length is 92 feet with a 30-degree skew. This cross section is significantly narrower than the adjacent 44-foot to 50-foot roadway templates due to the minimal shoulder widths provided on the structure. The replacement project will widen the roadway to match the adjacent roadway template. The current structure inspection report records the ADT for this portion of US 285 as 3,200 vehicles with truck traffic representing 8% of the traffic volume. Additionally, US 285 is a designated Hazardous Materials Route.

The existing structure is considered scour critical where the foundations are unstable for assessed or calculated scour conditions. P-12-A has a superstructure condition rating of poor due to corrosion and section loss of portions of the girder ends and girders. Due to its current rating of poor, P-12-A is eligible for BTE bridge replacement funds and it is ranked in the top tier of the January 2025 BTE Bridge Prioritization Plan. P-12-A will be replaced with a new concrete box culvert under a COMBO project with bridge preventative maintenance work done on the adjacent structure (P-12-B) utilizing CDOT funds.

US 285 over Conejos River Bypass (Overflow) in Conejos County
(Old P-12-A) (New P-12-AA) (SAP Project # 23069)
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2026 Budget	Total Budget Request	Total Project Budget
Design	FASTER Bridge Funds	$214,124	$0	$0	$214,124
Utility	FASTER Bridge Funds	$31,500	$0	$0	$31,500
Construction	FASTER Bridge Funds	$0	$5,145,301	$5,145,301	$5,145,301
Total of Project Phases	**All Funding Sources**	**$245,624**	**$5,145,301**	**$5,145,301**	**$5,390,925**

US 285 over Conejos River Bypass (Overflow) in Conejos County
(Old P-12-A) (New P-12-AA) (SAP Project # 23069)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2026 Forecasted Expenditure	Total Request Expenditure
Design	FASTER Bridge Funds	$203,109	$0	$0
Utility	FASTER Bridge Funds	$8,534	$0	$0
Construction	FASTER Bridge Funds	$0	$5,145,301	$5,145,301
Total of Project Phases	**All Funding Sources**	**$211,643**	**$5,145,301**	**$5,145,301**

Available Funding

If the Board approves the requested budget supplements outlined above, the remaining FY2025-26 balance for the FASTER Safety Critical and Asset Management pool will be $46,342,028. The table below provides high-level transaction details for this BTE funding source.

FASTER Safety Critical and Asset Management - Bridge Safety Surcharge
Funding Balance, Fiscal Year 2026 BTE Funding Source, Year of Budget

Starting FY Budget Balance	$47,952,504
Year-to-Date Roll forwards or Project Savings	$12,776,177
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-$9,241,352
Pending Budget Supplements	-$5,145,301
Remaining Available Balance	$46,342,028

Next Steps

1. Approval of Proposed Resolution #BTE3 will provide the funding necessary for Region 5 to advertise a project to replace US 285 over Conejos River Bypass (Overflow).
2. Staff will return to the Board with additional budget supplement requests as necessary.

Statewide Bridge and Tunnel Enterprise Budget Workshop

July 2025

COLORADO
Department of Transportation

Agenda

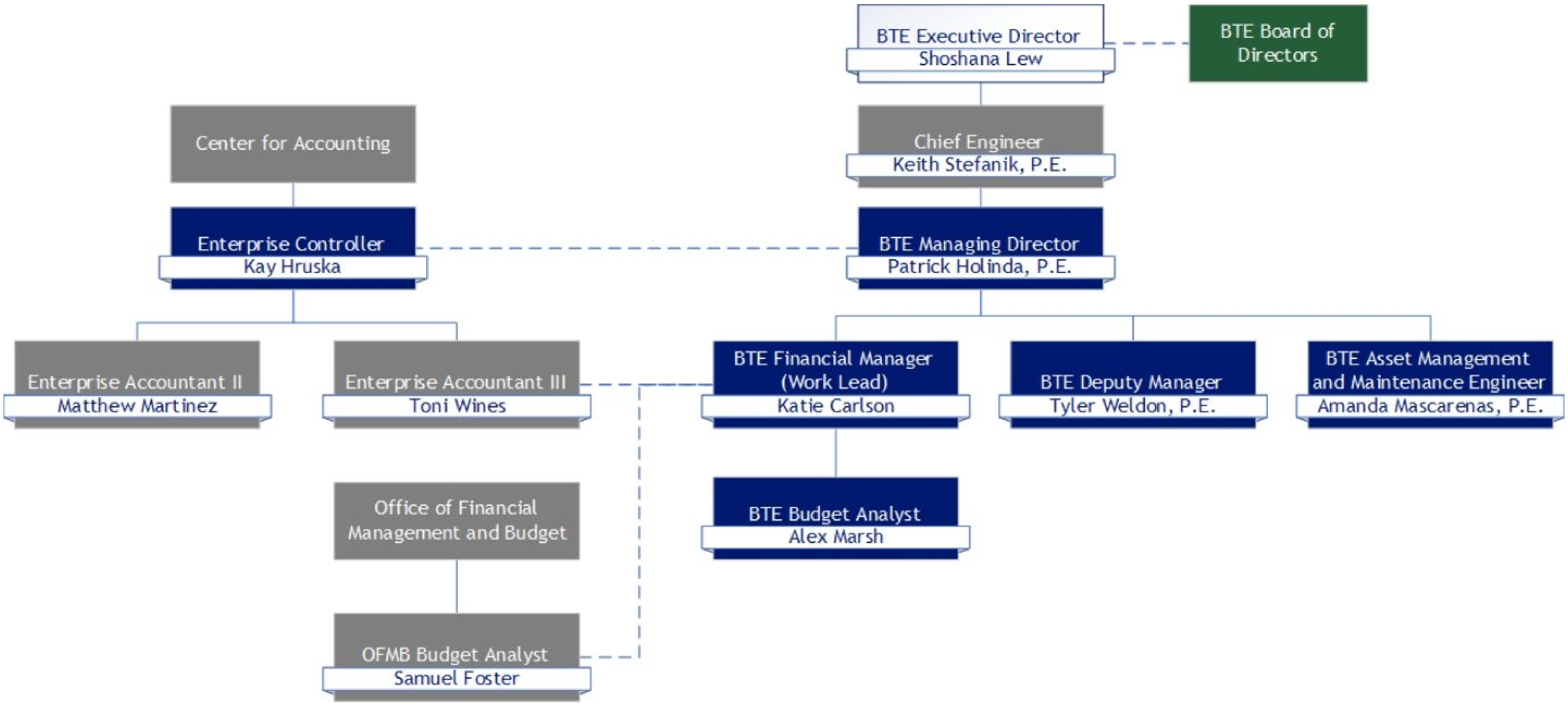
1. BTE Introduction & Overview
2. 1ST FY 2025-26 BTE Budget Amendment
3. 1st FY 2025-26 Budget Supplement- Request for Region 5
4. Next Steps

BTE Mission Statement

Improve the safety and efficiency of the state transportation system by accelerating the repair, reconstruction, and replacement of poor-rated bridges and repairing, maintaining, and enhancing tunnels in a strategic, timely, and efficient manner using dedicated fee revenues.

US 50 Business over Arkansas River - Historic Truss Bridge Rehabilitation

BTE Organizational Structure



What makes the Enterprise Unique?

- Autonomous government-owned business with its own Board of Directors (Type I Board)
- Authorized to impose user fees to provide goods/services
  - Bridge Safety Surcharge
  - Bridge and Tunnel Impact Fee
  - Bridge and Tunnel Retail Delivery Fee
- Authorized to issue revenue bonds
- Authorized to enter into agreements with non-governmental and governmental entities for loans or grants
- Can have exemptions from State Procurement Code

Maintaining Enterprise Status

- Must receive less than 10% of its annual revenue in gifts or grants from all Colorado state and local governments combined or Enterprise status is lost
  - Federal revenue is exempt from the 10% limit
- As such, transactions between CDOT and BTE are treated as:
  - “Arm’s length” – both parties act in their own self-interest
  - “Exchange transactions” – an agreement that denotes the exchange of items with the same approximate value
- Enterprise status is calculated on a fiscal year basis by CDOT Accounting and Office of the State Controller (OSC)

BTE Budget Basics

- The BTE Board is empowered to set and adopt, on an annual basis, a program budget for the BTE.
- The BTE budget informs the development of the overall department-wide budget or “one-sheet”.
- The BTE Board has the authority to amend and supplement the budget after it has been adopted.
  - Per BTE’s Procedural Directive (PD) 16.1, BTE generally applies PD 703.0 guidance when making any adjustments to the program’s budget.
  - Exceptions are instances in which PD 16.1 requirements are more stringent, such as Board approvals for pre-construction funding.
- PD 16.1 also provides staff guidance on prioritization, selection, and Region engagement for the projects that are ultimately brought to the Board for approval through the monthly budget supplement process.

Budget Amendment

Item #1 - FY 2025-26 Amended BTE Budget

Administratively adjust the BTE budget to reflect the revenue increase associated with the passage of SB25-320

- Accelerates the phasing in of the Bridge and Tunnel Impact Fee from FY 2025-26 to FY 2027-28.
  - For FY 2025-26, the fee increased from $0.05 per gallon to $0.07 per gallon.
  - Forecast to increase FY26 revenue collections by approximately $14M.
- 1st Budget Amendment reallocates the additional revenue from SB25-320 to the Capital Construction Program (BTE Safety Critical and Asset Management Projects).

Bridge and Tunnel Fee	FY2024-25	FY2025-26	FY2026-27	FY2027-28
Fee Rate Under SB21-260	$0.04	$0.05	$0.06	$0.07
Fee Increase Under SB25-320	$0.00	$0.02	$0.01	$0.01
Total Fee Rate Under SB25-320	$0.04	$0.07	$0.07	$0.08
Forecast Revenue Under SB21-260	$27.5M	$34.9M	$42.7M	$51.0M
New Revenue Forecast with SB25-320	$27.5M	$48.9M	$49.9M	$58.2M
Forecast Revenue Increase	$0	$14.0M	$7.1M	$7.3M

Item #2 - FY 2025-26 Amended BTE Budget

Temporarily suspend the $15,000,000 Annual Federal Funds Transfer from CDOT to BTE

- In accordance with the Memorandum of Understanding between CDOT and FHWA Accounting for Colorado Bridge Enterprise Program Build America Bonds (BABs) Debt Service Reimbursements, the Transportation Commission annually considers allocating and transferring $15 million in eligible federal funds to be used for the repayment of BTE's senior bonds.
- The Transportation Commission is contemplating a temporary suspension of CDOT's annual federal funds transfer to BTE in FY 2025-26 to address budget shortfalls.
- To fully fund its debt service obligations, BTE will backfill the $15 million reduction by reallocating funding from its Capital Construction Program (BTE Safety Critical and Asset Management Projects).
    - The reduction to BTE's capital construction program resulting from this action is largely offset by the increase in BTE revenues resulting from the passage of SB25-320.
    - There are currently no project-level impacts anticipated in BTE's capital construction program.

Item #3 - FY 2025-26 Amended BTE Budget

Administratively adjust the BTE budget to reflect an increase in BTE's forecast interest earnings

- BTE's approved FY 2025-26 budget did not include estimated interest earnings on proceeds from two recent bond transactions.
- BTE has entered into an investment management agreement with its municipal advisor to maximize interest earnings on these bond proceeds.
- The proceeds are currently invested in statutorily approved investments including US Treasury Securities and money market funds.
- BTE's investments are estimated to generate $5,958,498 in interest earnings, assuming that they are held to maturity and that none of the proceeds are reinvested.
- Staff is requesting the allocation of this additional revenue to the BTE Capital Construction Program (BTE 10-Year Plan Projects).

Item #4 - FY 2025-26 Amended BTE Budget

Reallocate budget for the BTE Series 2025A Infrastructure Revenue Bonds (IRB) FY 2025-26 debt service obligations

- The Series 2025A IRB transaction pricing and closing occurred on April 22, 2025 and May 8, 2025, respectively, after the Approving Resolution for the IRBs and the Final FY 2025-26 budget allocation plan were ratified by the Board on March 20, 2025.
- The Budget Amendment reallocates $11,638,815 from the BTE Capital Construction Program (BTE Safety Critical and Asset Management Projects) to the BTE Debt Service program, resulting in the program's entire annual debt service commitment increasing to $77.9 million in FY 2025-26.

Portion of Budget Amendment	Amount
FY2025-26 Series 2025A Debt Service Payments	$11,403,513
12/1/2025 Series 2025A IRB Bond Premium Amortization	$235,302
Total amendment amount for FY2025-26	**$11,638,815**

Item #5 - FY 2025-26 Amended BTE Budget

Reallocate unprogrammed revenue from the Enterprise's 10-Year Plan Projects to Safety Critical and Asset Management Projects

- $5,958,498 in interest earnings from bond transaction proceeds are being allocated to the 10-Year Plan Project line item in BTE's Capital Construction Program since the bond program was primarily intended to advance to BTE projects on the CDOT 10-Year Plan (see Item #3).
- Given that BTE's 10-Year Plan Project Program is fully funded in the FY 2025-26, this increased allocation enables BTE to transfer $5,958,499 from other funding sources in the 10-Year Plan Project line item to the Safety Critical and Asset Management Project line item.

Summary of the Amended BTE Budget

- As shown in the table, the net impact of this amendment is a $4,930,188 increase in total BTE forecast annual revenue collections in FY 2025-26, resulting in an amended fiscal year budget of $186,304,842.
- With the reallocation $11,638,815 in funds from Capital Construction to Debt Service, the Capital Construction Program will have a net reduction of approx. $6.7 million in FY 2025-26.
- It should be noted that although the IRB transaction resulted in a decrease to BTE's Capital Construction Program in FY 2025-26, the transaction increased BTE's FY2024-25 Capital Construction Program by $225 million.

Revenue Source	BTE Budget Line	Change in FY2025-26 Budget
Bridge & Tunnel Impact Fee	2	$13,971,690
Federal Funds for 2019A and 2024B Bond Debt Service	5	$(15,000,000)
Interest Earnings and Miscellaneous Revenue	4	$5,958,498
FY2025-26 Net Budget Increase		**$4,930,188**

Budget Supplement

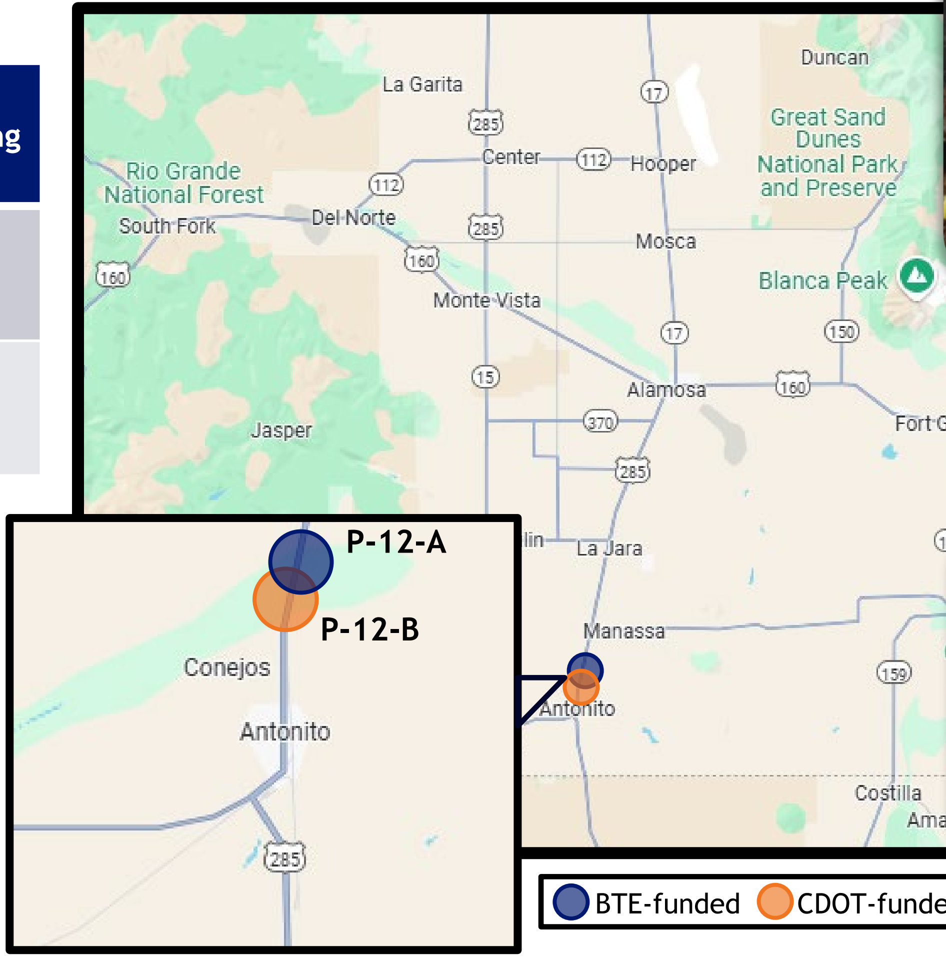
Region 5 Budget Supplement Request

Total BTE Construction Request:
$5,145,301
Pre-construction Budget: $245,624

Structure ID	Route/Crossing	Rating	Treatment	Funding
P-12-A	US 285 ML over Conejos River Bypass (Overflow)	Poor	Replacement	BTE
P-12-B	US 285 ML over Conejos River	Fair	Preventative Maintenance	CDOT

P-12-A Structure Info
Built 1929, Widened 1961
Isolated moderate scour at Pier 2
Load Restricted
Detour Length: 3 miles
Condition Rating: Poor
BTE Prioritization: Top Tier

Corrosion in bottom flange of girder on P-12-A



Top of backwall spalled between girders on P-12-A

Next Steps

- Coordinate with OFMB to amend the FY 2025-26 BTE and CDOT Budget Allocation Plans to reallocate funds for the BTE Series 2025A IRB debt service payments and incorporate new legislation and other programmatic changes.
- Continue to bring budget amendment & supplement requests to allocate the remaining FY 2025-26 available funding.
- US 285 over Conejos River Bypass (Overflow) with an approved budget supplement will be able to move forward with the respective construction phase.

Questions or comments?

Transportation Commission Memorandum

To: Transportation Commission
From: Paul DesRocher, Director of Transit & Rail
CC: Kay Kelly, Chief, Chief of Innovative Mobility
Jan Rowe, Assistant Director, Planning and Operations
George Gromke, Planning Specialist
John Marcantonio, Project Manager
Date: July 3, 2025

Subject: Transit Connections Study Update

Purpose

This memorandum and accompanying presentation summarize the draft findings of the Transit Connections Study (TCS).

Action

CDOT staff seeks feedback from the Transportation Commission.

Background

Transit is a foundational component of Colorado's transportation system, and central among CDOT's Wildly Important Goals (WIGs). Transit not only helps to manage traffic congestion, improve mobility, connect urban and rural communities, and reduce air pollution, but also supports strategic growth in the State. In working towards building a statewide transit network, CDOT's Division of Transit and Rail (DTR) launched the Transit Connections Study (TCS) in 2024 and now presents the study's draft findings.

The TCS aims to provide a strategic vision for an interconnected statewide transit network. This includes identifying transit gaps and needs and highlighting opportunities to further integrate Colorado's transit network with intercity, regional, and local transit/mobility providers.

This study envisions a future where Colorado's Statewide Transit Network is:

- Comprehensive: Providing a connected network of services across the state, focusing on key corridors.
- Accessible & Equitable: Addressing the needs of rural, underserved, and transit-dependent communities by ensuring equitable transit access and breaking down barriers to mobility opportunities
- Reliable: Enhancing transit services through infrastructure improvements and maintaining consistent, predictable travel times for transit users.

- Integrated: Collaborating with local transit agencies and communities to ensure seamless connections between transit systems, mobility hubs,
- Sustainable: Considering operational costs alongside capital needs to ensure long-term financial viability and strategic investments.
- Fosters Strategic Growth: Encouraging denser development near transit hubs, reducing car dependence and emissions but also maximizing infrastructure use for a sustainable future.

The issues and solutions identified within the study identify community level opportunities to increase connectivity, access, and equity for public transit. The study identifies areas to add transit to meet existing travel demand in areas where transit is poorly networked or doesn’t exist. The study proposes transit project typologies and recommends potential solutions to filling the gaps.

Next Steps

Staff will incorporate Transportation Commission comments and issue a final report.

Attachments

B - Transit Connections Study Transportation Commission Presentation July 2025.pptx

COLORADO
Department of Transportation

Transit Connections Study
Transportation Commission July 2025

Division of Transit and Rail

The Division of Transit & Rail (DTR) was created in 2009 via state legislation and is responsible for the planning, developing, operating, and integrating transit and rail into the statewide transportation system.

Transit & Rail Programs and Project Categories

PROGRAM LEVEL

PROJECT LEVEL

Passenger Rail
- Front Range Passenger Rail
- Mountain Rail
- Rail Planning

Grant Programs
- Pre-Award
- Post-Award

Transit Planning & Operations
- Bus Ops (Bustang)
- Transit Planning
- Transit Project Delivery

Passenger Rail

The Passenger Branch works closely with all Railroads to facilitate the introduction of passenger rail service in the State and exists as subject matter experts on other rail related topics for CDOT projects.

Areas of focus:

- Projects / Service Development Planning
  - Front Range Passenger Rail
  - Mountain Passenger Rail
- Statewide Rail Planning and System Integration
- Project Engineering
- Legislative Interpretation, Review, and Implementation.

Transit Grant Programs

The Transit and Mobility Grant branch of OIM includes the Pre-Award and Post-Award unit. They are tasked with distributing federal and state transit grants throughout the state

Pre-award is focused on creating Calls for Project or Notices of Funding Opportunities (NOFO), developing Scopes of Work and everything that goes into developing a contract for grant award winners

Post-award focuses on managing grantees once they begin a project after the grant begins. This includes ensuring that they are meeting federal and state terms and conditions through the project and facilitating reimbursements.

Transit Liaisons

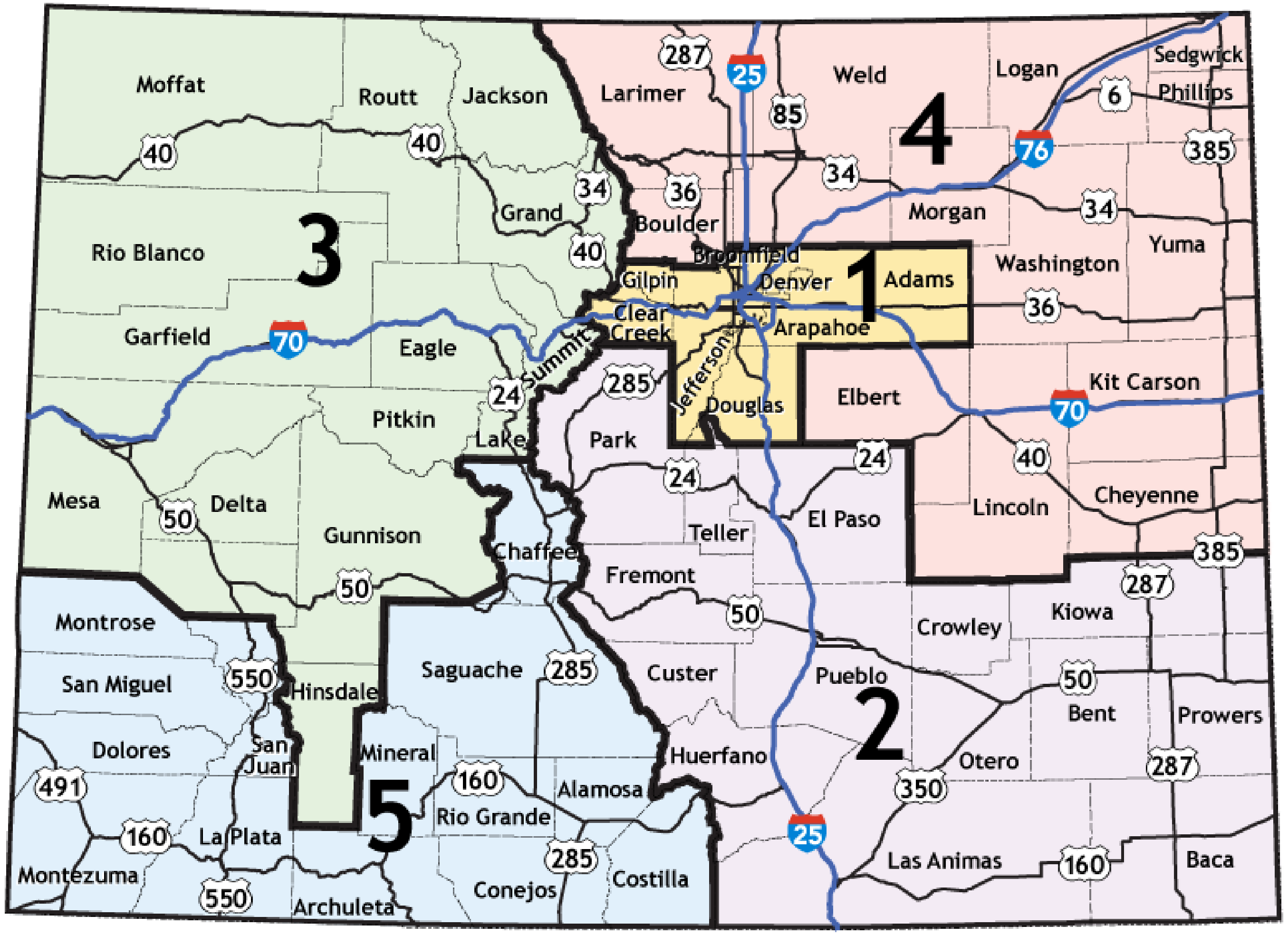
Overview

DTR's Transit Liaisons facilitate communication, project management, planning, and coordination between DTR and CDOT's engineering regions, adapting to the specific needs of each region. Currently, three of CDOT's five regions (R2, R3, and R5) have a dedicated transit liaison.

R2 Transit Liaison- [Scott Skinner]

R3 Transit Liaison- [Angie Hainer]

R5 Transit Liaison- [Annie Altwarg]



Planning and Operations

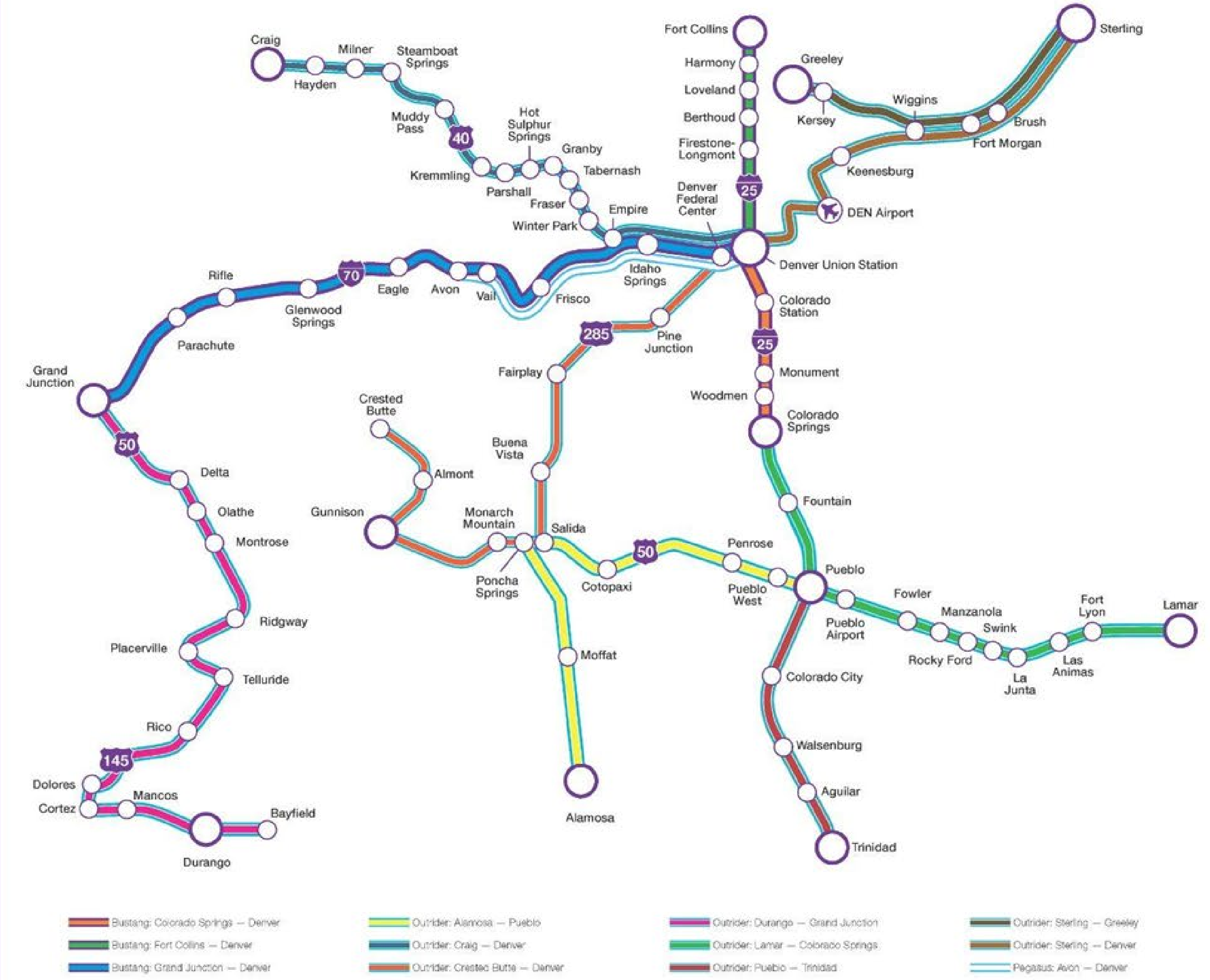
The Planning and Operations branch of DTR includes

- Bus Operations unit
- Capital Infrastructure Projects unit (CIP)
- Planning unit.

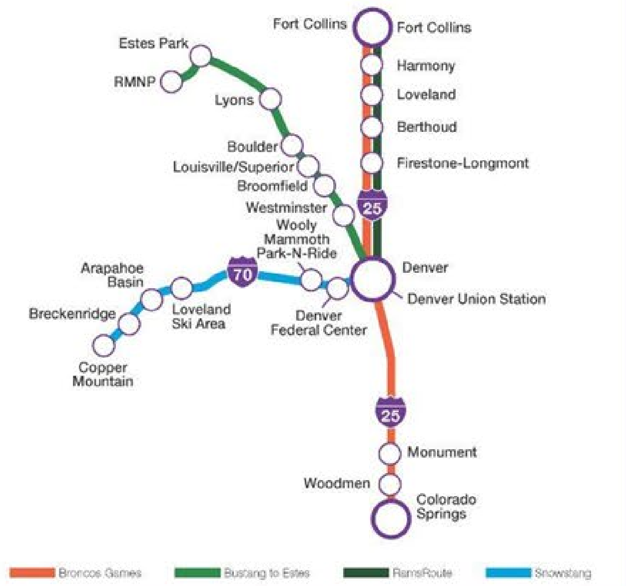
This structure allows the Bus Operations staff to work more closely with the CIP unit on infrastructure projects that support the Bustang system (e.g. bus stops, mobility hubs, and maintenance facilities), along with getting direct transit planning support for Bustang from the Planning Unit.

Bustang History

- Bustang “Main Lines” service launched in July 2015 as a Mon-Fri, mostly commuter-focused service serving the Front Range I-25 corridor
  - One trip each weekday between Denver and the I-70 Mountain Corridor
- SB22-180 provided $30M for a 3-year pilot to expand Bustang services starting in 2022.
- Rural-focused Bustang Outrider network launched in 2018
  - Currently eight different routes throughout Colorado
- Seasonal services, Snowstang and Bustang to Estes Park, both launched in 2019
- Pegasus shuttle service launched in 2022, offering more frequent service between Denver and Vail using smaller (non-CDL) vehicles



Seasonal Services



BUSTANG BUSTANG OUTRIDER PEGASUS BUSTANG SNOWSTANG COLORADO Department of Transportation

Capital Infrastructure Projects Unit

Overview

The Capital Infrastructure Projects (CIP) Unit oversees federally and state funded transit projects including local agency projects and state projects with varying degrees of project oversight, management, and delivery.

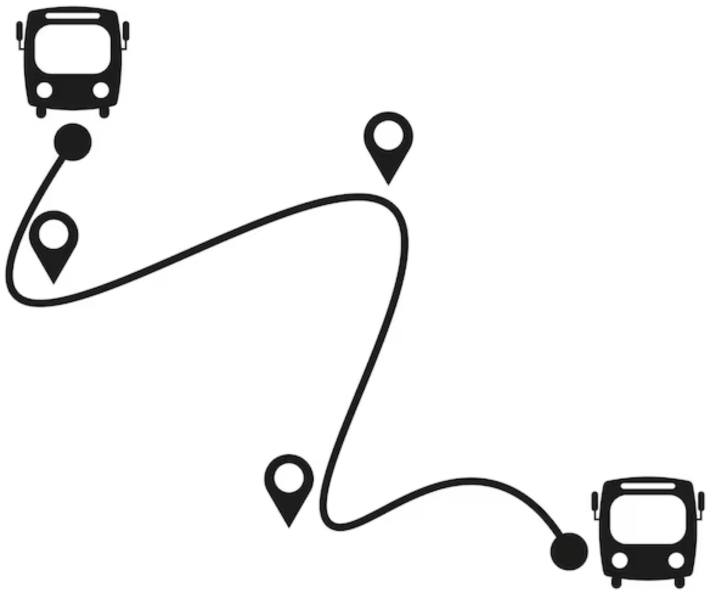
Current Areas of Focus

- Mobility Hubs
- Bustang Outrider Stop Improvements
- Bustang Maintenance Facilities
- Local Agency Project Oversight

Planning Unit

Overview

The Planning Unit oversees the statewide planning process related to transit and other planning projects as they pertain to and in support of DTR’s Bus Operations, Passenger Rail Branch, and statewide transit planning



Current Areas of Focus

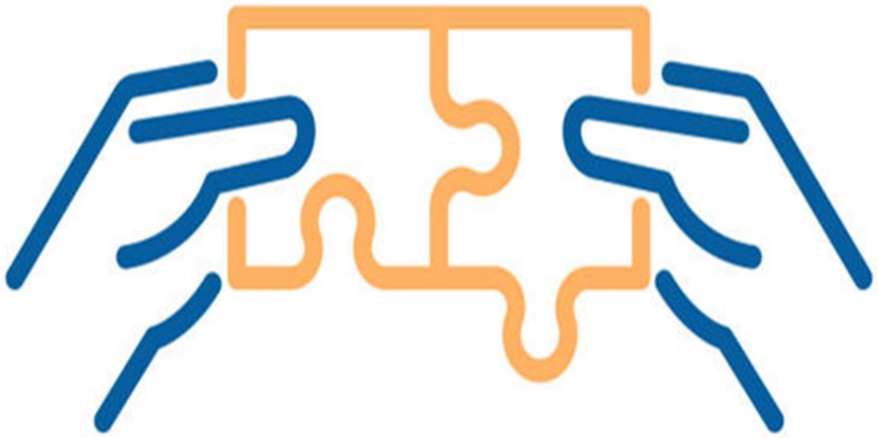
- Statewide Transit Plan and Regional Transit Plan Updates
- Support Bus Operations, Passenger Rail, and other OIM teams
- Geographic Information System management, analysis, and data creation
- Transit Connections Study (Statewide transit and Bustang)

Transit Connections Study

TCS Overview

Overview

- **Purpose**: To create a strategic vision for an integrated statewide transit network, improving mobility and connectivity across Colorado.
- **Scope**: Examines stops, stations, regional and interregional service gaps, and opportunities to better connect Colorado's statewide transit network.
- **Outputs**: Transit projects to support Colorado's continued transit network integration neutral of provider.



Key Goals

1. **Enhance Accessibility and Connectivity of Colorado's Transit Network**: Connect rural and urban areas to Bustang, passenger rail, and local transit networks.
2. **Foster Multimodal Integration**: Strengthen Colorado's statewide public transportation network.
3. **Promote Sustainability**: Support modeshift greenhouse gas reduction by increasing public transit use.

Current State of Transit → Gaps Analysis → Recommendations & Report Development → Final Report

TCS Objectives

What TCS is…

Provides a vision for a statewide public transportation network. Intended to inform public transportation planning and investment decisions.

Aims to understand the existing public transportation network's function, interconnectedness, and accessibility.

Identifies gaps in the public transportation network. Develops project types to address identified gaps.

Uses defined metrics (Transit Connections, Community Access, Equity, Financial Sustainability) for prioritization.

What TCS is not…

Does not provide specific project proposals ready for implementation. Opportunities for further refinement of TCS proposals into 10YP projects is possible, however.

Does not provide funding for specific projects or implement projects directly.

Does not provide a detailed operational analysis of public transportation agencies.

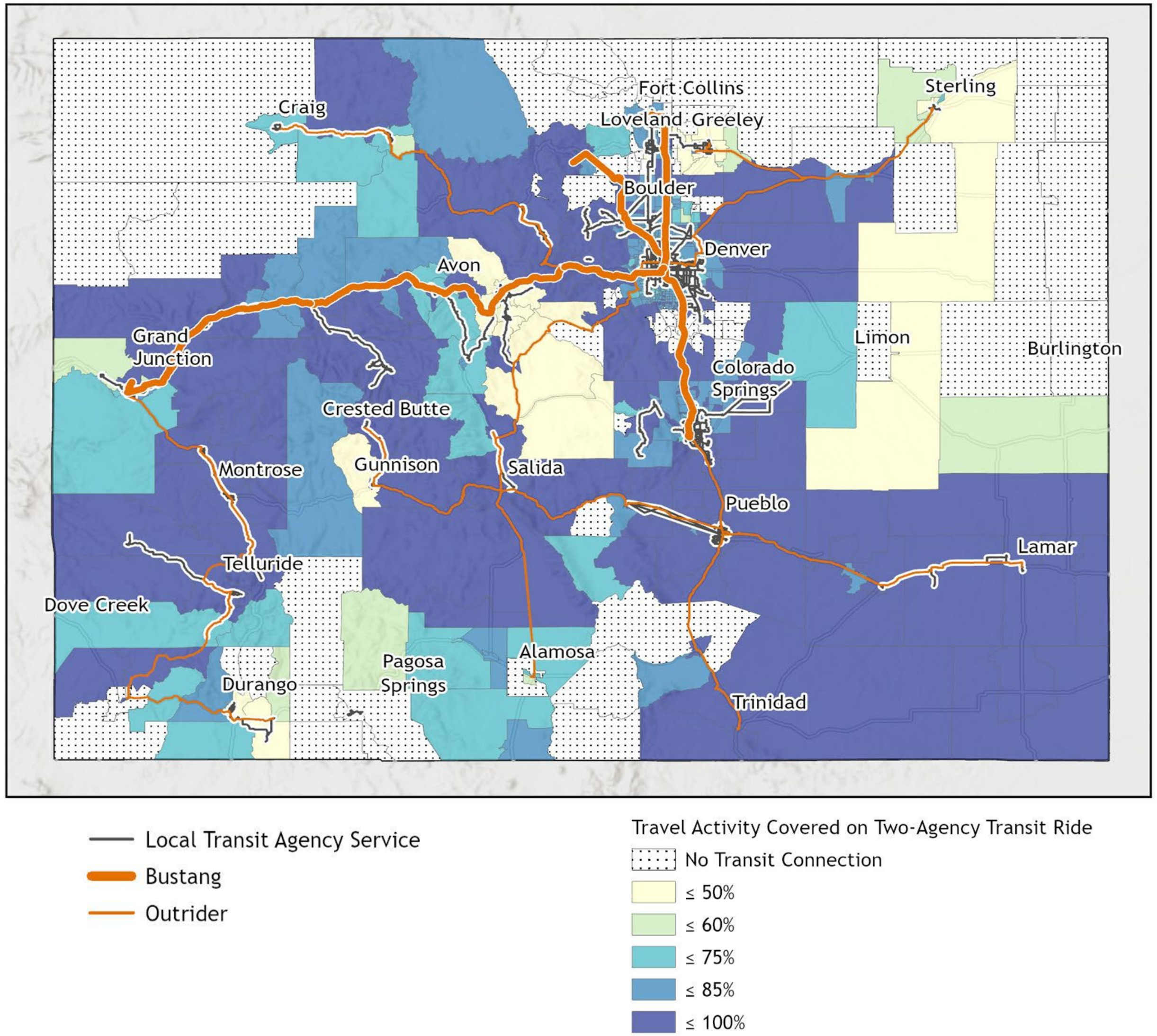
Does not use implementation-readiness criteria for its prioritization.

Transit in Colorado

Colorado's Transit Network By the Numbers

- 48 of Colorado's 64 counties are served by more than 80 local or regional providers and 35 counties are served by Bustang
- Over 120 stops or stations connecting two or more providers, over 30 stops or stations connecting three or more providers
- 86% of the population is within 10 miles of a Bustang, private intercity bus, or an Amtrak station
- RFTA has the highest ridership among rural providers in the country.
  - Colorado has 9 out of the top 20 rural transit providers by ridership in the country.
- In 2023, RTD accounted for 71% of all unlinked transit trips in the state.

Figure - Transit Coverage of Travel Activity



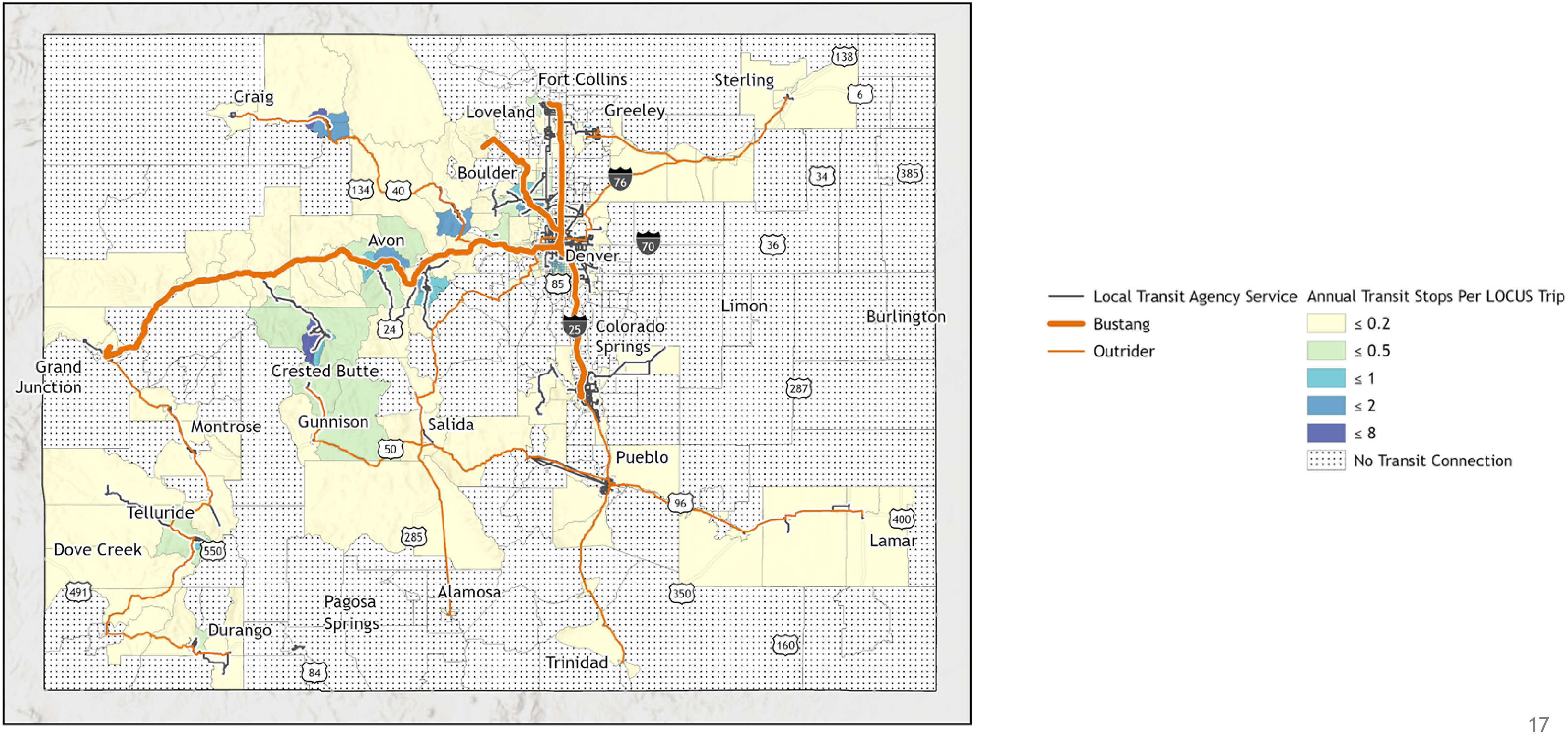
Spotlight: State Level

Percent of Population with Transit Access to Critical Destinations

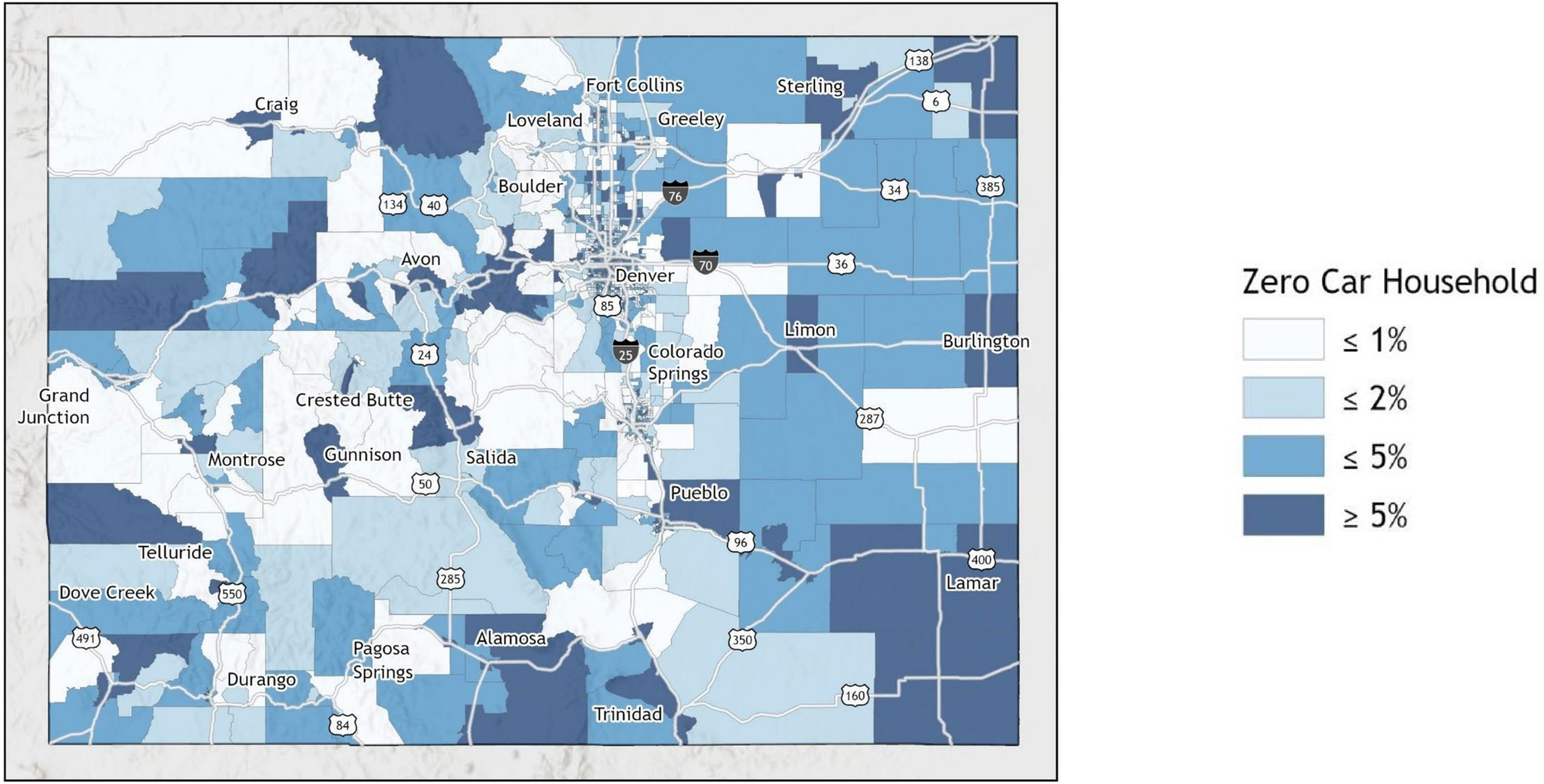
	Population	Recreational	Educational	Institutional	Medical	Essential	Lifeline
Denver	2,563,409	96%	97%	97%	97%	98%	98%
Other Urban	2,777,876	78%	82%	87%	92%	92%	92%
Rural	429,505	25%	35%	47%	51%	74%	74%
Statewide	5,770,790	82%	86%	89%	91%	93%	93%

Pockets of populations lack transportation access, as well as connectivity from limited service windows and poor transfer timing, especially outside the Denver Metro. The TCS serves to identify opportunities to further connect people, place, and opportunities.

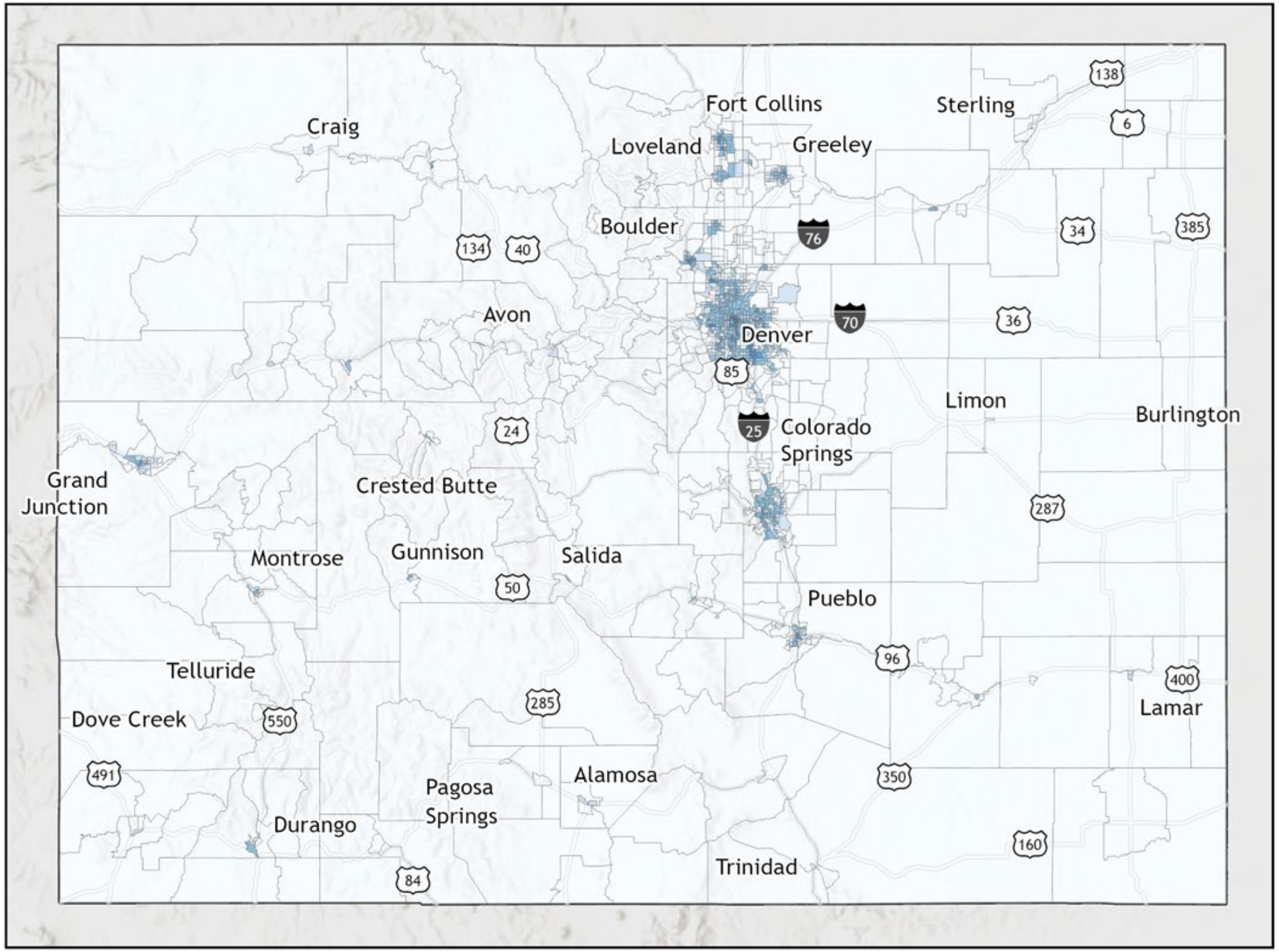
Statewide Fixed Route Transit Coverage



Zero Car Households



Colorado's Employment Density



Employment Density

≤ 1 jobs/acre

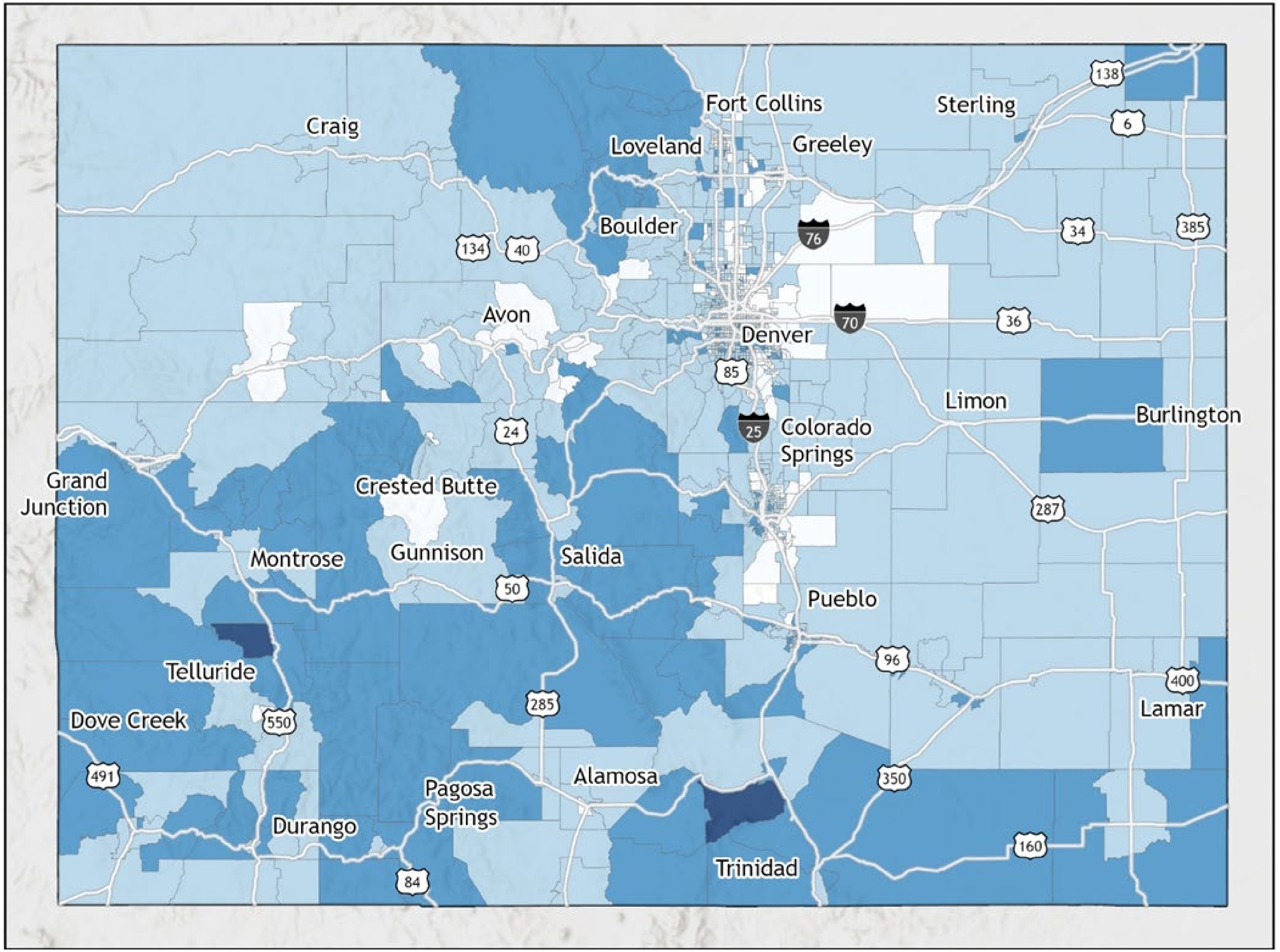
≤ 2 jobs/acre

≤ 10 jobs/acre

≤ 200 jobs/acre

≤ 485 jobs/acre

Colorado’s Senior Population



Seniors

- ≤ 15%
- ≤ 30%
- ≤ 50%
- ≤ 100%

TCS Analysis Process

Inputs

1. Travel Demand
2. Community Access
3. Transit Network Connectivity
4. Equity

Gaps Analysis

Project Types

1. New or Extended Corridor
2. Service Optimization
3. Stops and Stations

1. Connected Transit
2. Community Access
3. Equity
4. Financial Sustainability

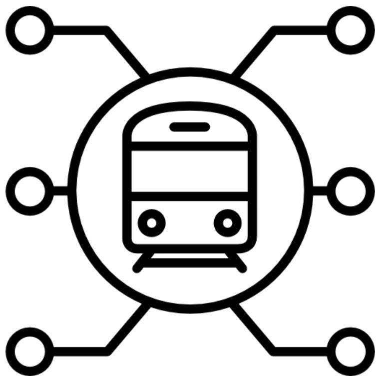
Project Prioritization

Gaps Analysis	Recommendations & Report Development	Final Report

Gaps Analysis

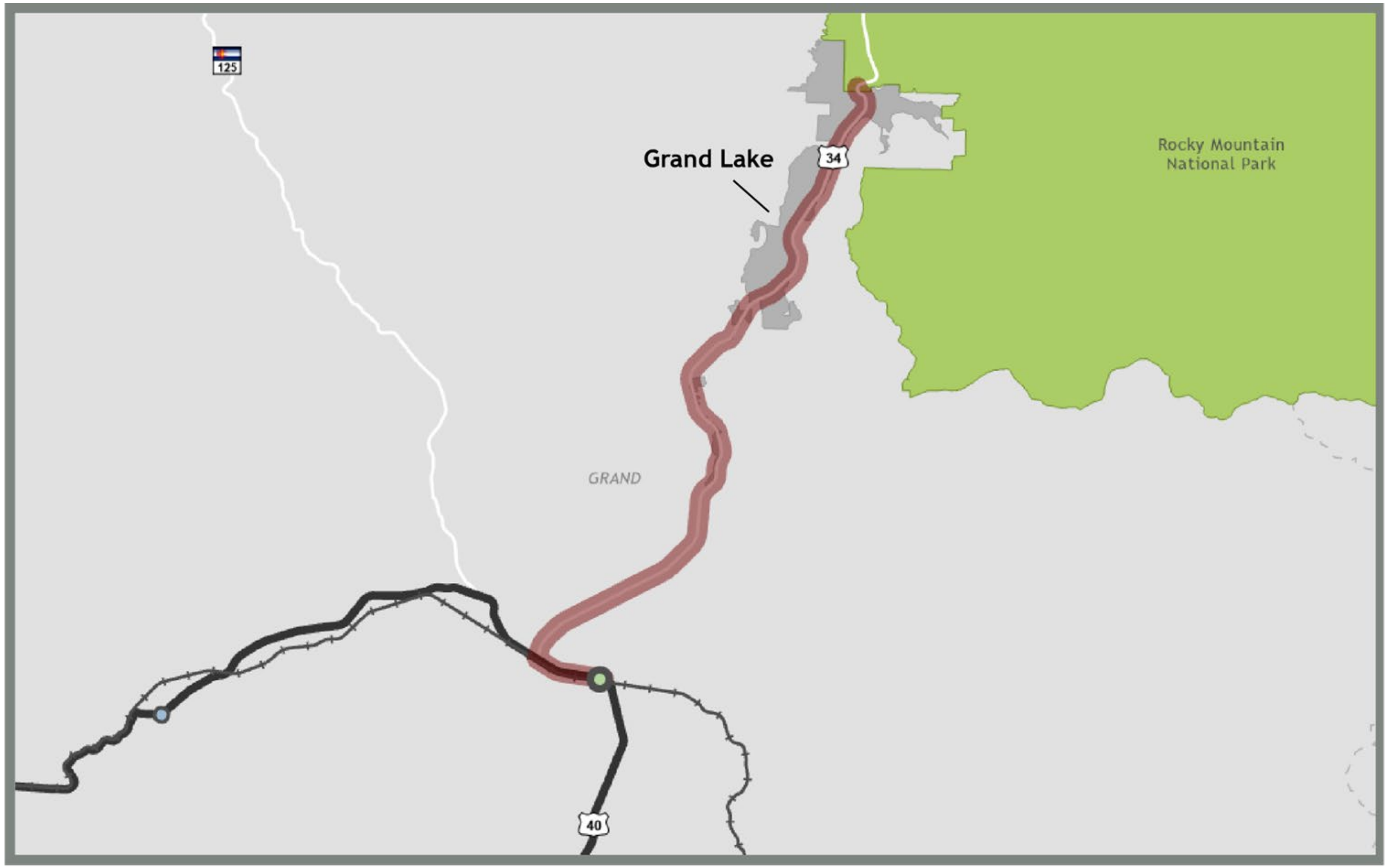
What are we trying to answer?

- Where people are trying to go?
- What transit options are available?
- What services and amenities are people trying to access?



1. **Travel Demand**
    - Demand modeling (+20 mi. trips) and corridor analysis.
2. **Community Access**
    - Identifying areas of the state with and without access transit service.
3. **Transit Network Connectivity**
    - Improve connections between services to better connect the state.
4. **Equity**
    - Support access to transit for transit dependent and disproportionately impacted (CDPHE) communities

Gaps: Transit Access



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LEGEND

- Intercity Passenger Rail
- Interregional Fixed Route
- Fixed Route Service Gap
- Connected Services

Gaps: Connectivity

COLORADO
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LEGEND
- Bustang Route
- PATS Route
- Bustang Stop
- PATS Stop

Project Type ID

Inputs

1. Travel Demand
2. Community Access
3. Transit Network Connectivity
4. Equity

Gaps Analysis

Project Types

1. New or Extended Corridor
2. Service Optimization
3. Stops and Stations

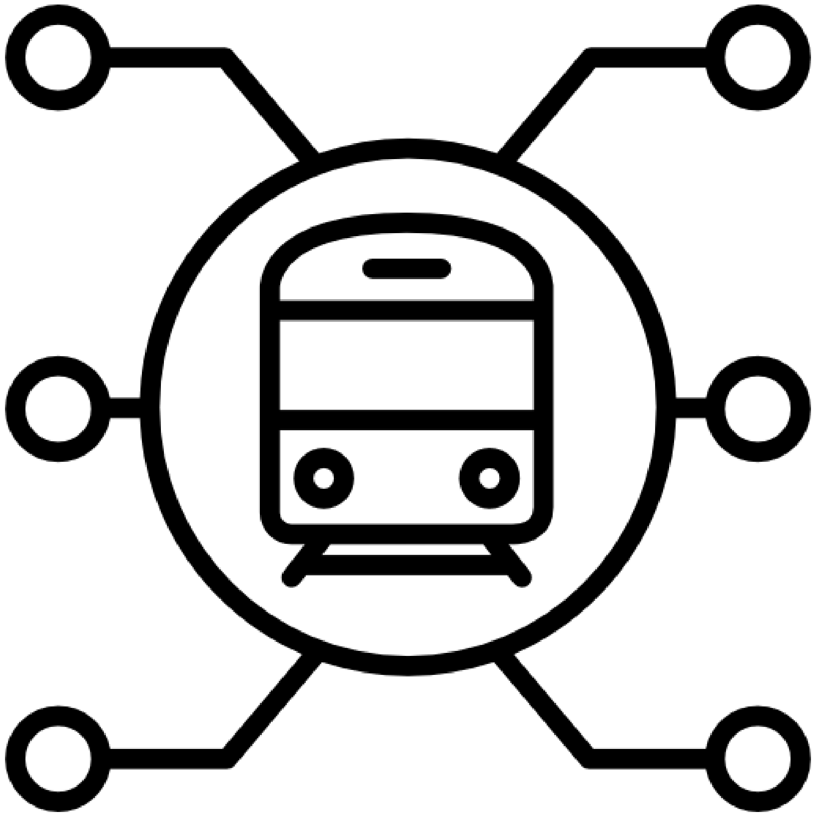
1. Connected Transit
2. Community Access
3. Equity
4. Financial Sustainability

Project Prioritization

Gaps Analysis | **Recommendations & Report Development** | **Final Report**

Project Types

1. New or Extended Service
    a. Interregional fixed route
    b. Regional fixed route
    c. Demand response zone
2. Service Optimization
    a. Frequency change
    b. Timed Transfers
    c. Schedule Change
3. Stops and Stations
    a. Unlinked Transfers
    b. New Market or Activity Center



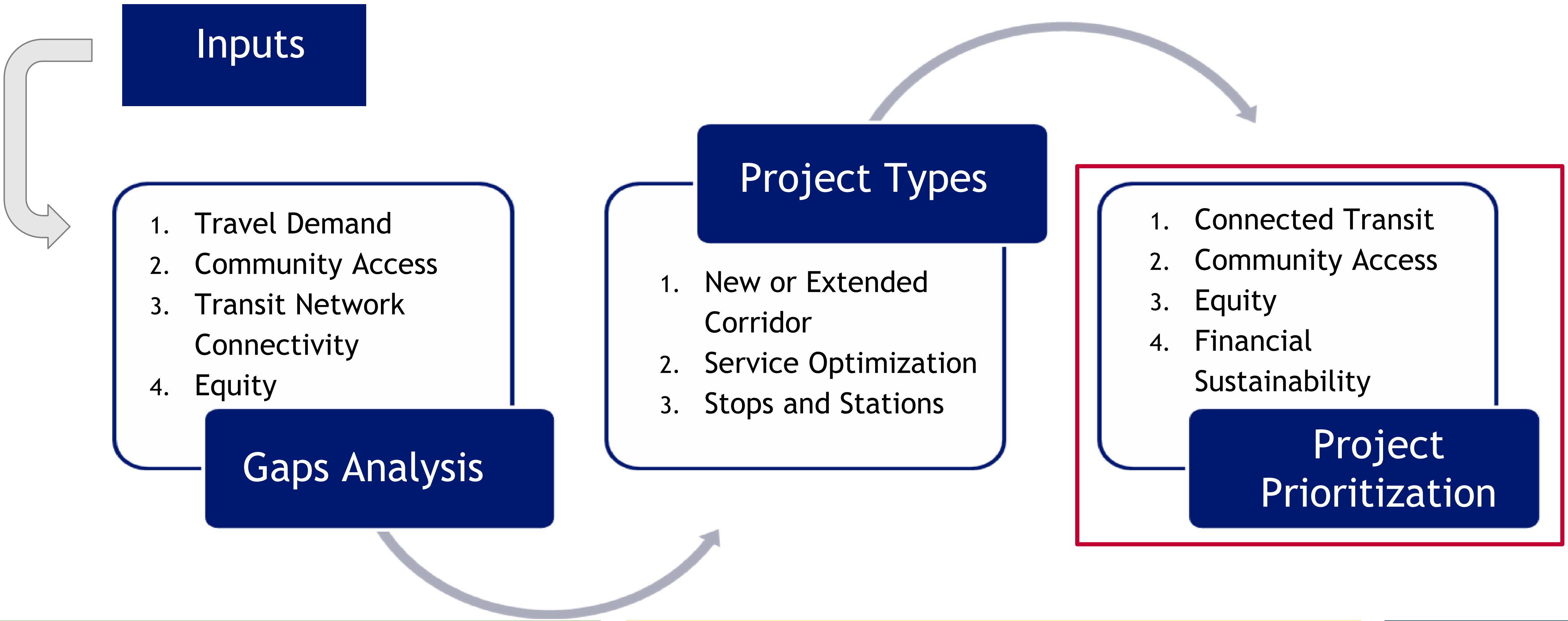
Why Project Types?

The TCS is a statewide, planning-level study focused on identifying gaps and needs in the public transportation network:

- Opportunities to enhance connectivity, accessibility, and integration
- Highlight network-level benefits.
- Prioritize project-types on their ability to help develop a statewide network.

- Planning-Level
- State-Level Study
- Agency-Neutral
- Flexibility and Network Focused Solutions

Project Scoring and Examples



Gaps Analysis | Recommendations & Report Development | Final Report

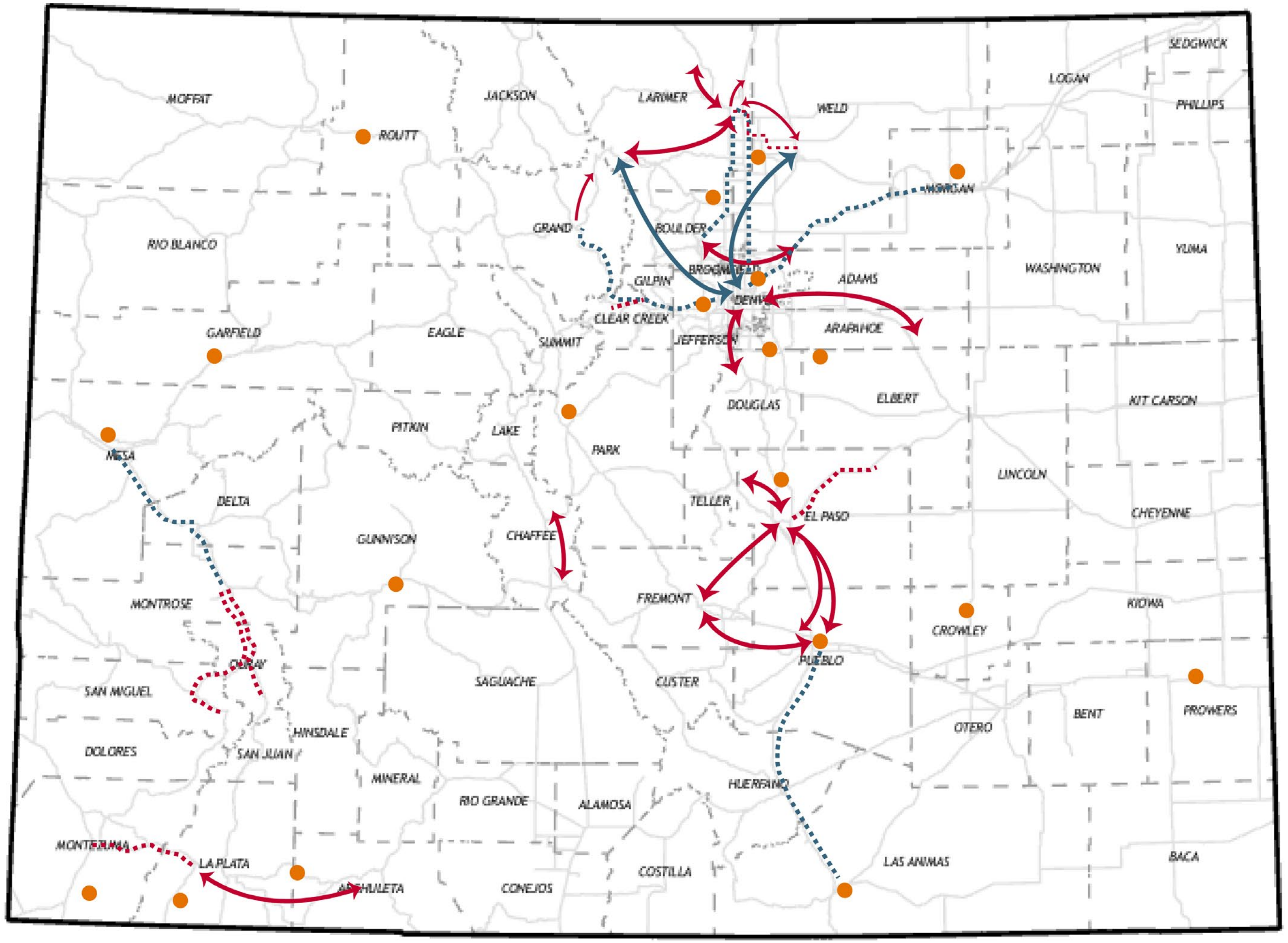
Project Prioritization

TCS Evaluation Criteria	Summary Description
Transit Network Connections	**Geographical** ● Does the project connect to an existing public transit service? ● Does the project connect two existing nearby transit stops? **Temporal** ● Does the project reduce connecting time between two connecting transit services? ● Does the project provide additional connections between existing services?
Community Access	**Geographical** ● Does the project connect to an unserved activity center? ● Does the project bring additional transit to underserved areas with demand? ● Does the project provide transportation to a population without transit service? **Temporal** ● Does the project extend span of service or align service schedule to provide additional access? ● Does the project improve access to transit via frequency change?
Equity	● Does the project provide access for a DI Community? ● Does the project provide access for a transit dependent population?
Financial Sustainability	● Would the project be eligible under existing funding sources?

TCS Projects Overview

Summary Project Types Map

- Validating and further review of identified project types
- Review with stakeholders



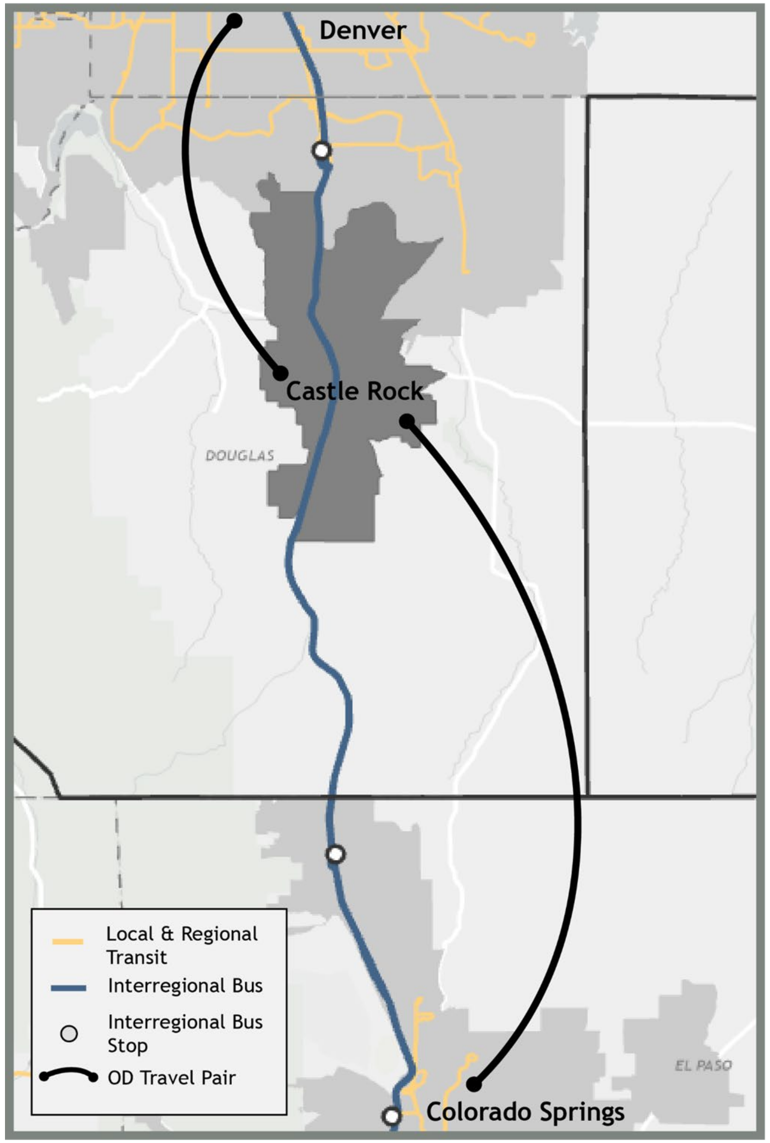
Regionally Significant
Interregionally Significant
Location-based Project Type

Address Travel Demand

Castle Rock Service Extension

- Castle Rock represents the largest travel demand without access to transit in the state
- Project would connect an unserved urban area and Disproportionately Impacted (DI) communities
- Transit service would address both north and south demand between Castle Rock and metro areas along the Front Range

Trip Overview	Weekday Trips	Weekend Trips
Castle Rock -> Denver	13,331	12,150
Denver -> Castle Rock	12,987	12,445
Castle Rock -> Colorado Springs	5,329	6,337
Colorado Springs -> Castle Rock	5,229	6,279

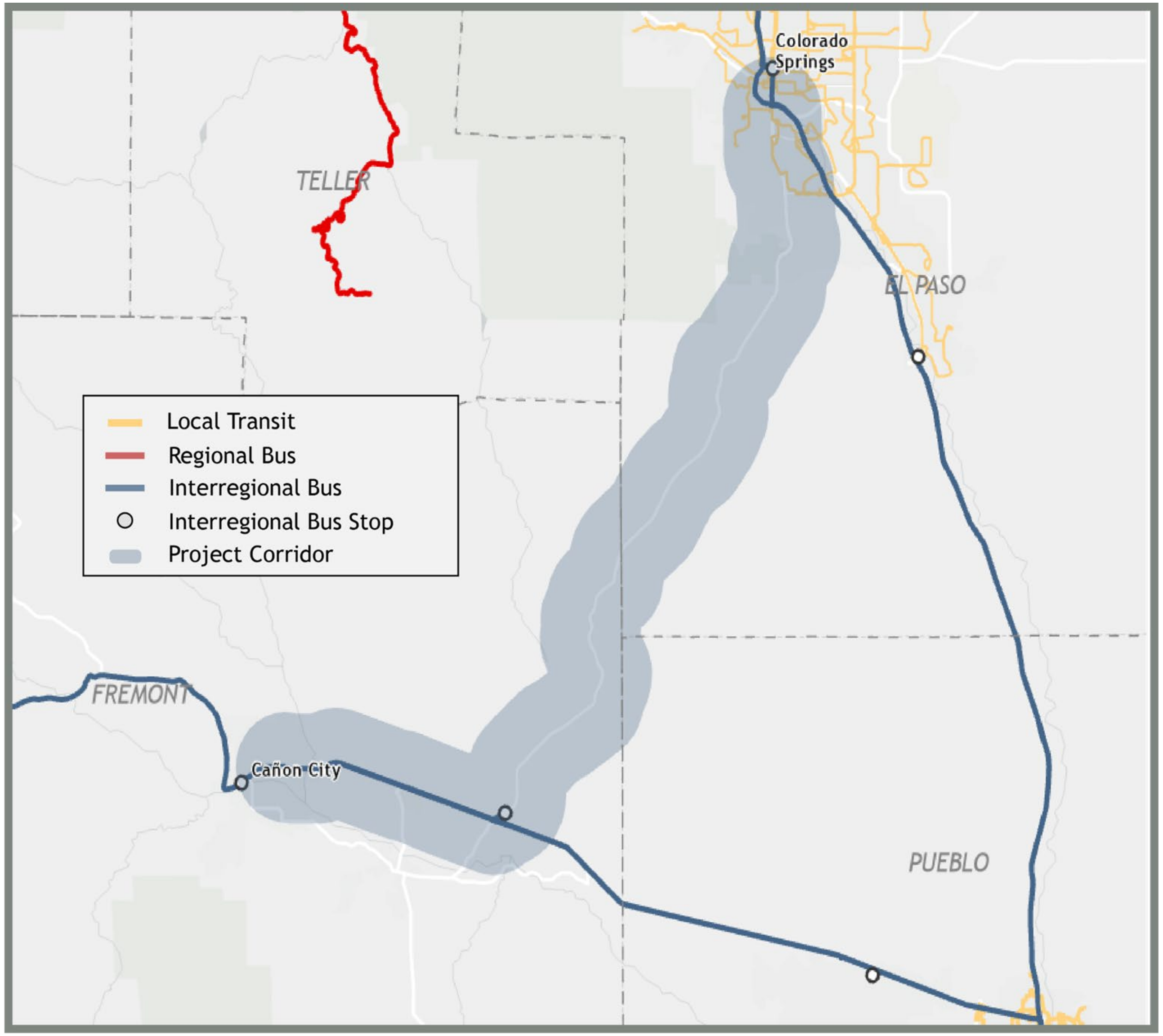


Improve Community Connectivity

Cañon City to Colorado Springs, US 115 and 50

- Secondary corridor
- No transit service
- Strong unmet travel demand
- Indirect and limited interregional connection from Cañon City to Colorado Springs (1 transfer)

Trip Overview	Weekday Trips per Day	Weekend Trips per Day
Colorado Springs -> Cañon City	2,645	2,753
Cañon City -> Colorado Springs	2,596	2,585

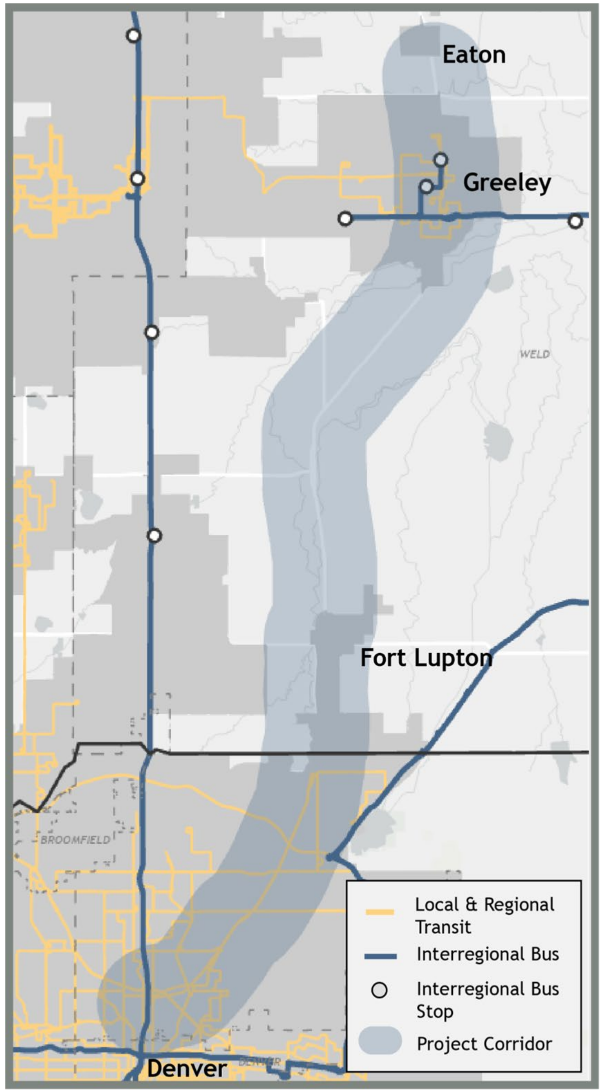


Addressing Demand while Connecting Communities

US 85 Corridor

- Unserved urban areas: Eaton and Fort Lupton
- Primary corridor (54,000 AADT) running parallel demand to I-25 North (97,000 AADT)
- Direct connection for existing and growing demand east of I-25.
- Strong north/south travel relationship to urban areas along corridor

Trip Overview	Weekday Trips per Day	Weekend Trips per Day
Denver -> Greeley	14,123	11,828
Greeley -> Denver	14,376	14,208
Ft Lupton -> Denver	1776	1,509
Ft Lupton -> Greeley	616	446



Transit Access and Weekend Demand

Montrose - Ouray

- Existing service for weekday trips
- Weekend gap in service
- Weekend demand is strong
- Weekend service would further existing community connections along the corridor and help meet weekend demand for service

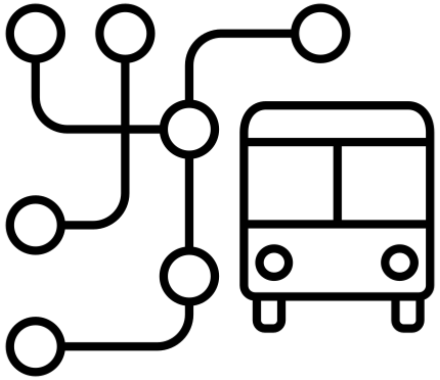
Trip Overview	Weekday Trips per Day	Weekend Trips per Day
Montrose -> Ouray	2,090	1,696
Ouray -> Montrose	2,139	1,686

Weekday

Weekend

Conclusion

Providing a more connected statewide transit network will improve access, opportunities, and ridership across Colorado’s system. The gaps and projects identified provide a starting point to help meet transit needs and build on work being done by CDOT and our partners to build Colorado’s statewide transit network.



Next Steps

- Community Outreach
  - STAC
  - TRAC
  - Transit Monthly
  - CASTA Conference
  - Webinars & Agency Meetings

- Work with CDOT Regions and other Stakeholders for planning, implementation, and data sharing.

- Address any feedback from commissioners as received.

Transportation Commission Memorandum

To: Colorado Transportation Commission
From: Mike Chapman, Nick Barlow – CDOT Winter Operations
Date: July 1, 2025

Subject: CDOT Winter Operations End of Winter Season Review (2024-2025)

Purpose

To provide an overview of CDOT Winter Operations and the annual After-Action Review (ARR) for the previous Winter Season (October 1-April 30).

Action

This presentation is informational purposes only.

Background

This material is presented by CDOT meteorologists to CDOT leadership and stakeholders during the summer months and typically incorporates a slide deck containing graphics and metrics summarizing the previous winter season. This same material will be presented to the Transportation Commission on July 16th, 2025.

The goal of the AAR is to provide a concise summary of both meteorological conditions and Avalanche Safety Program efforts from the previous winter season. The presentation aims to place the previous winter in its historical context in terms of weather and avalanche operations, while also highlighting any key events or achievements characterizing the season.

Several plots and graphics display the distribution of snow and ice events throughout the previous winter season, in addition to quantitative measures like precipitation, temperature, storm events / storm days, and how they compare to average. Long-range weather outlooks are also provided, in addition to any program updates from the CDOT weather team.

The Avalanche Safety Program component of the AAR primarily focuses on past and future training efforts, explosive usage to protect our highways, and the associated costs of these efforts. Key metrics like the number of explosive missions, number of triggered avalanches, and avalanche closure times are also presented.

Next Steps

No action is required.

Attachments

Attachment A: Division of Maintenance and Operations FY 25 Winter AAR

Winter 2024-2025 After Action Review

COLORADO
Department of Transportation

Winter Weather Summary

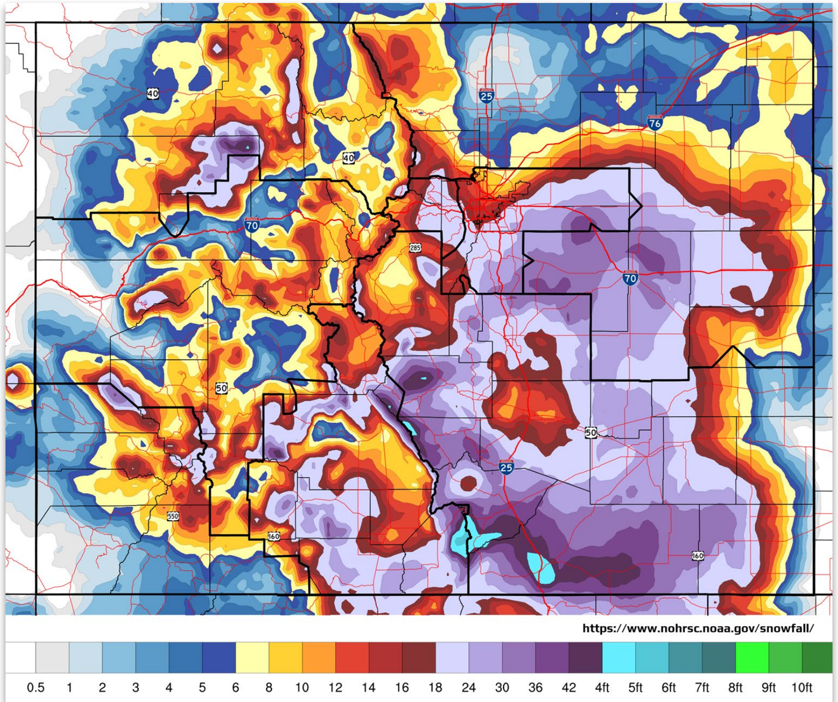
- **Storm Events: 28** **(29)**
  ***10 back-to-back storm cycles**
- **Storm Event Days: 73** **(78)**
- **Station Average Snowfall Days: 109** **(91)**

Point Snowfall Totals

- Breckenridge Ski Area (320”) (351”)
- Copper Mountain Ski Area (337”) (352”)
- Loveland Ski Area (315”) (329”)
- Monarch Ski Area (242”) (320”)
- Silverthorne (135”) (145”)
- Durango (36”) (31”)
- Grand Junction (5”) (10”)
- DIA (48”) (45”)
- Greeley (16”) (37”)
- Fort Collins (18”) (33”)
- Monument (84”) (88”)

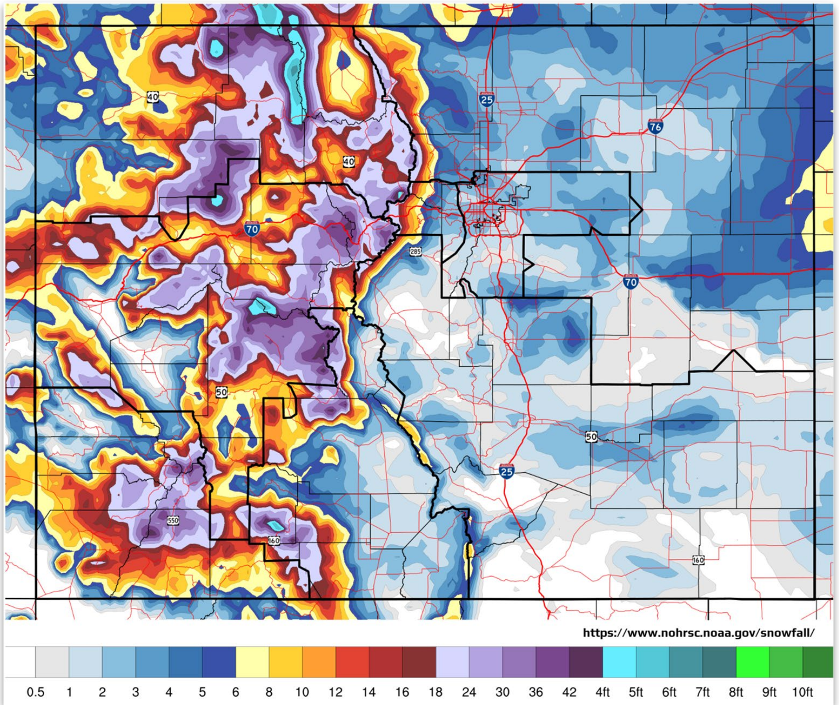
Storm #4

November 5-9



President’s Day Week

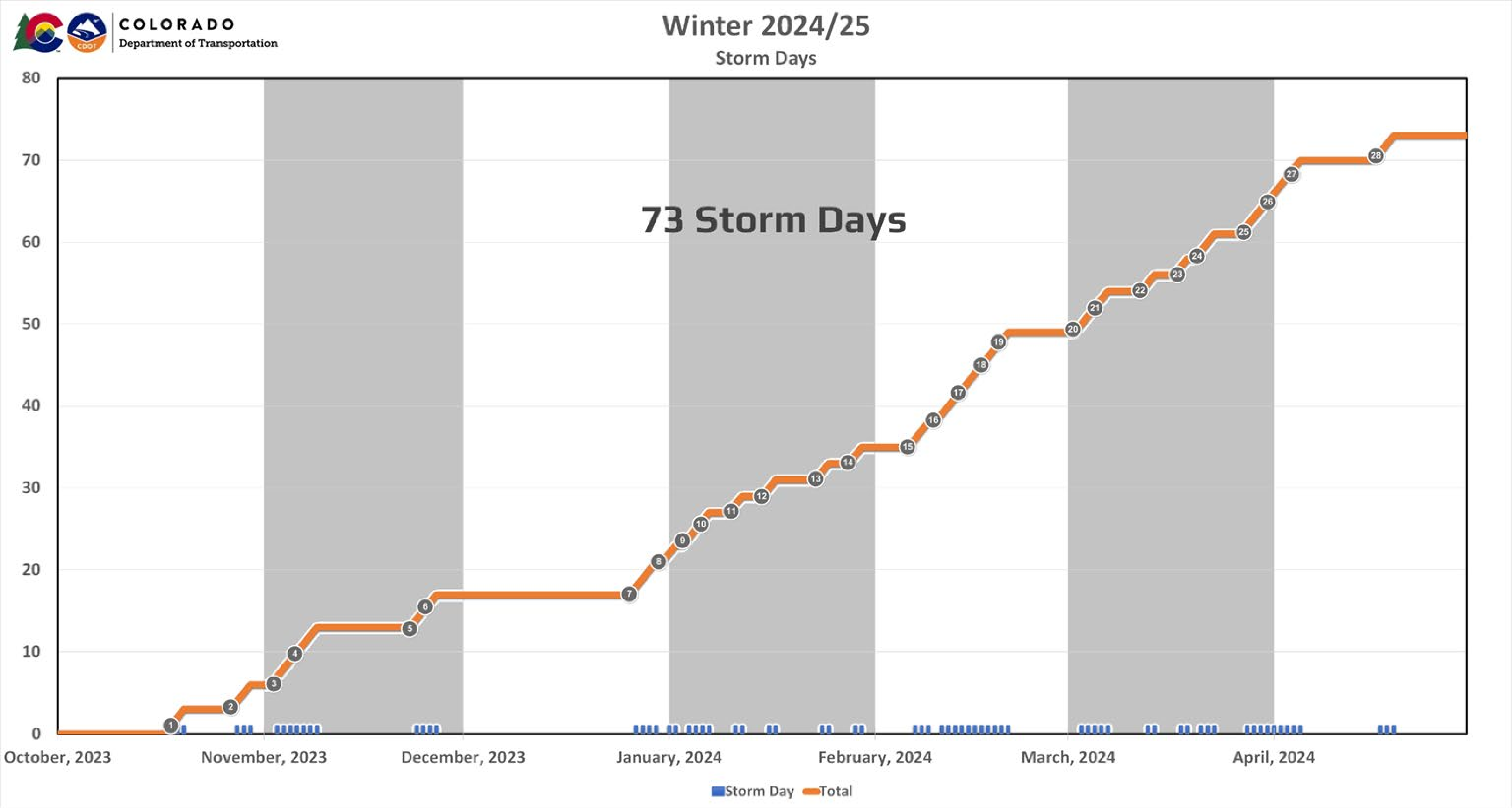
February 13-18



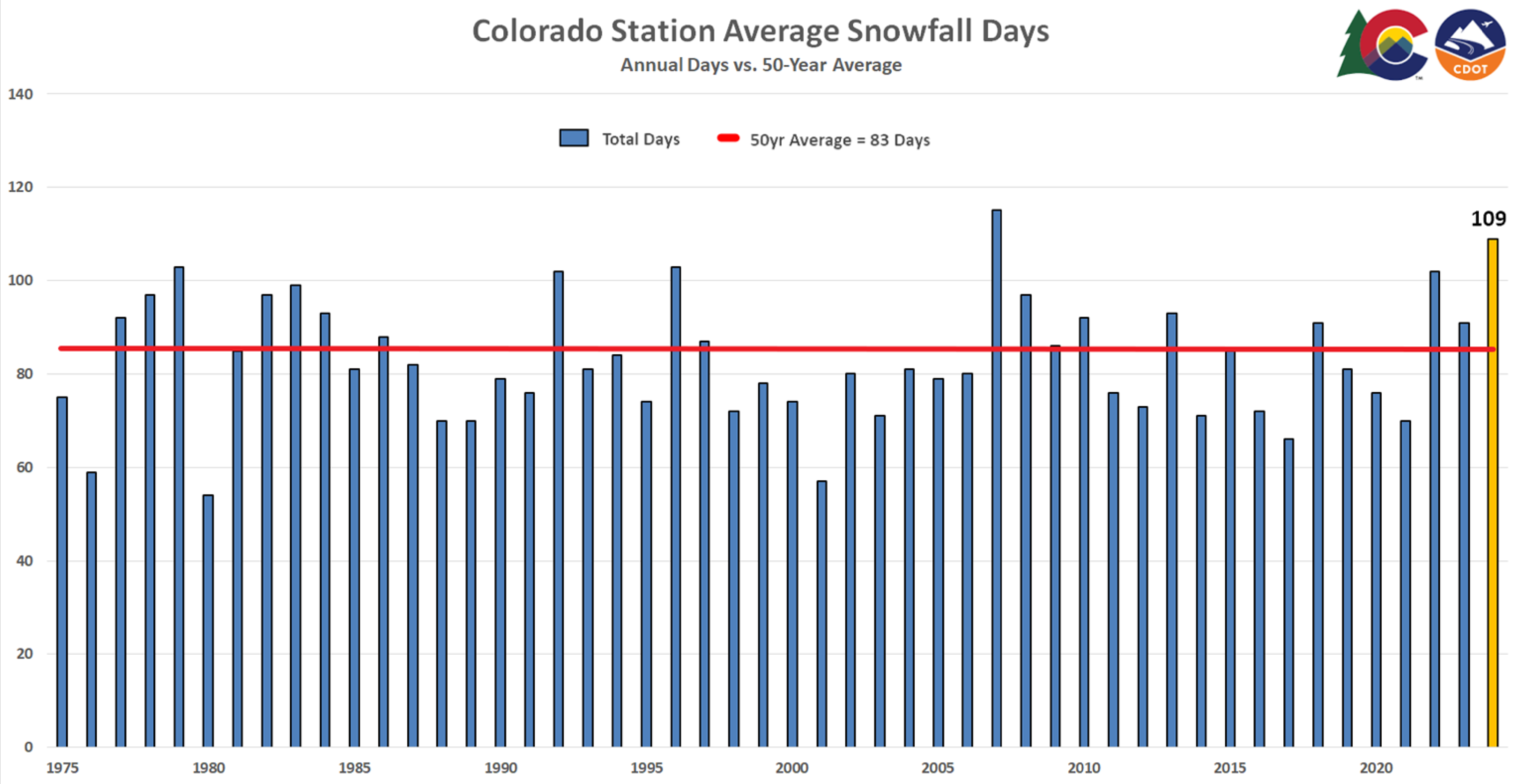
Winter Weather Summary

Standing	US Cities > 100,000	2024 / 25 Snowfall Totals (in)
1	Syracuse, NY	115
2	Erie, PA	112
3	Rochester, NY	88
4	Buffalo, NY	77
5	Boulder, CO	69
6	Billings, MT	64
7	Grand Rapids, MI	64
8	Anchorage, AK	62
9	Colorado Springs, CO	48
10	Lakewood, CO	48
11	Denver, CO	48
12	Manchester, NH	44
13	Green Bay, WI	43
14	Worcester, MA	41
15	Ann Arbor, MI	41
16	Flint, MI	40
17	South Bend, IN	38
18	Lansing, MI	38
19	Akron, OH	35
20	Cleveland, OH	35
21	Pittsburgh, PA	34
22	Pueblo, CO	34
23	Milwaukee, WI	30
24	Minneapolis, MN	30
25	Cincinnati, OH	29

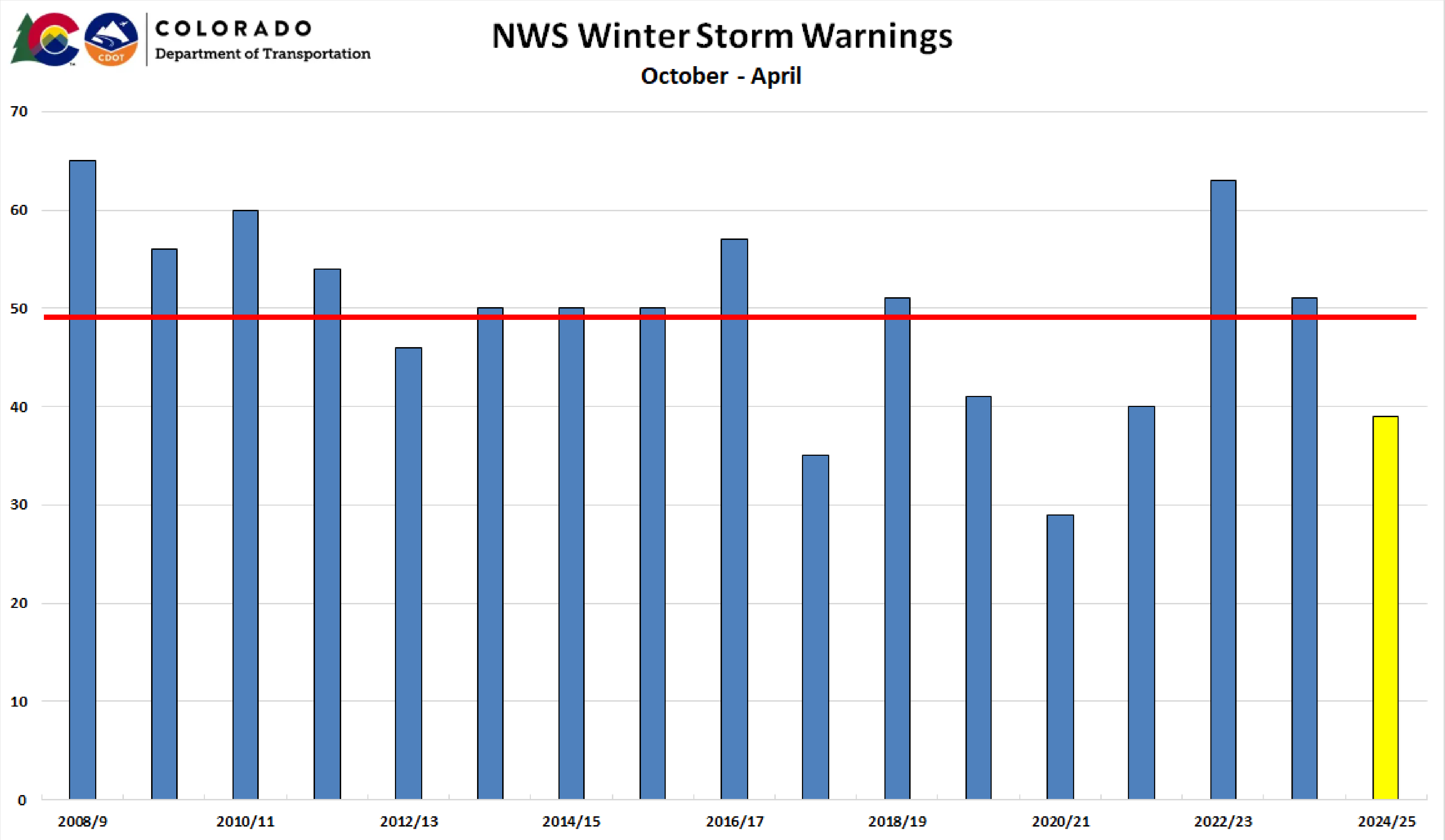
Winter Weather Summary



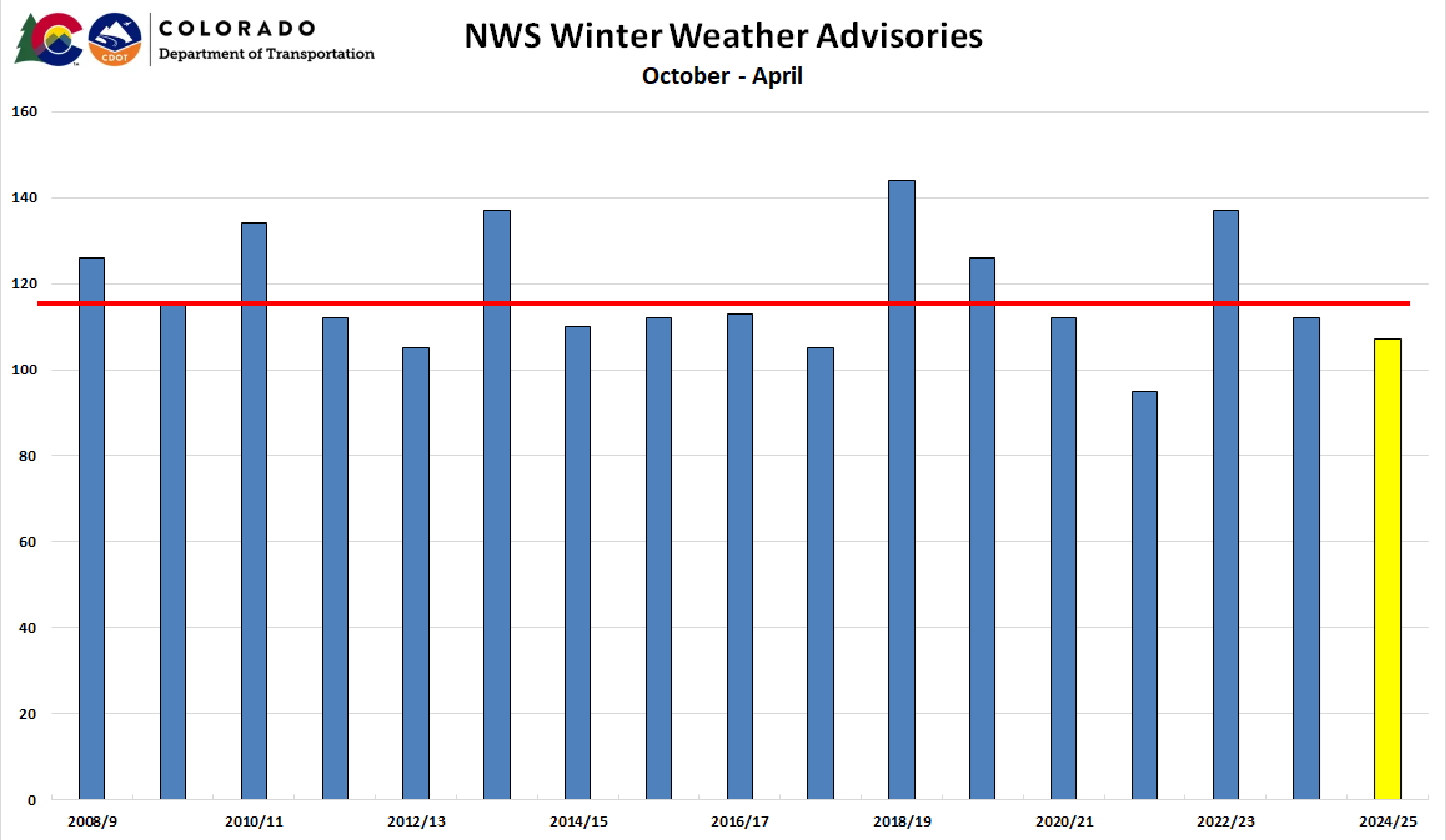
Winter Weather Summary



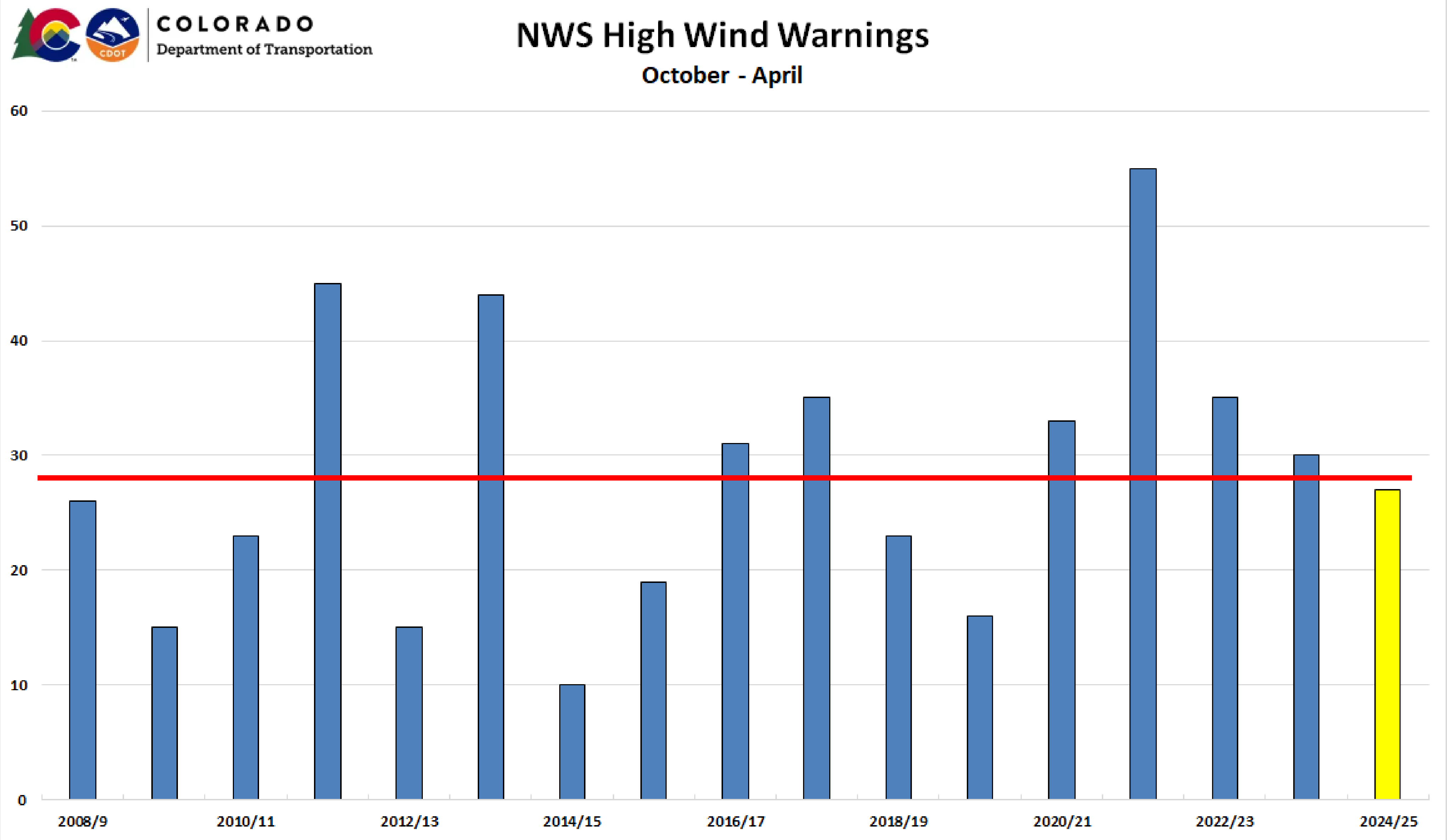
Winter Weather Summary



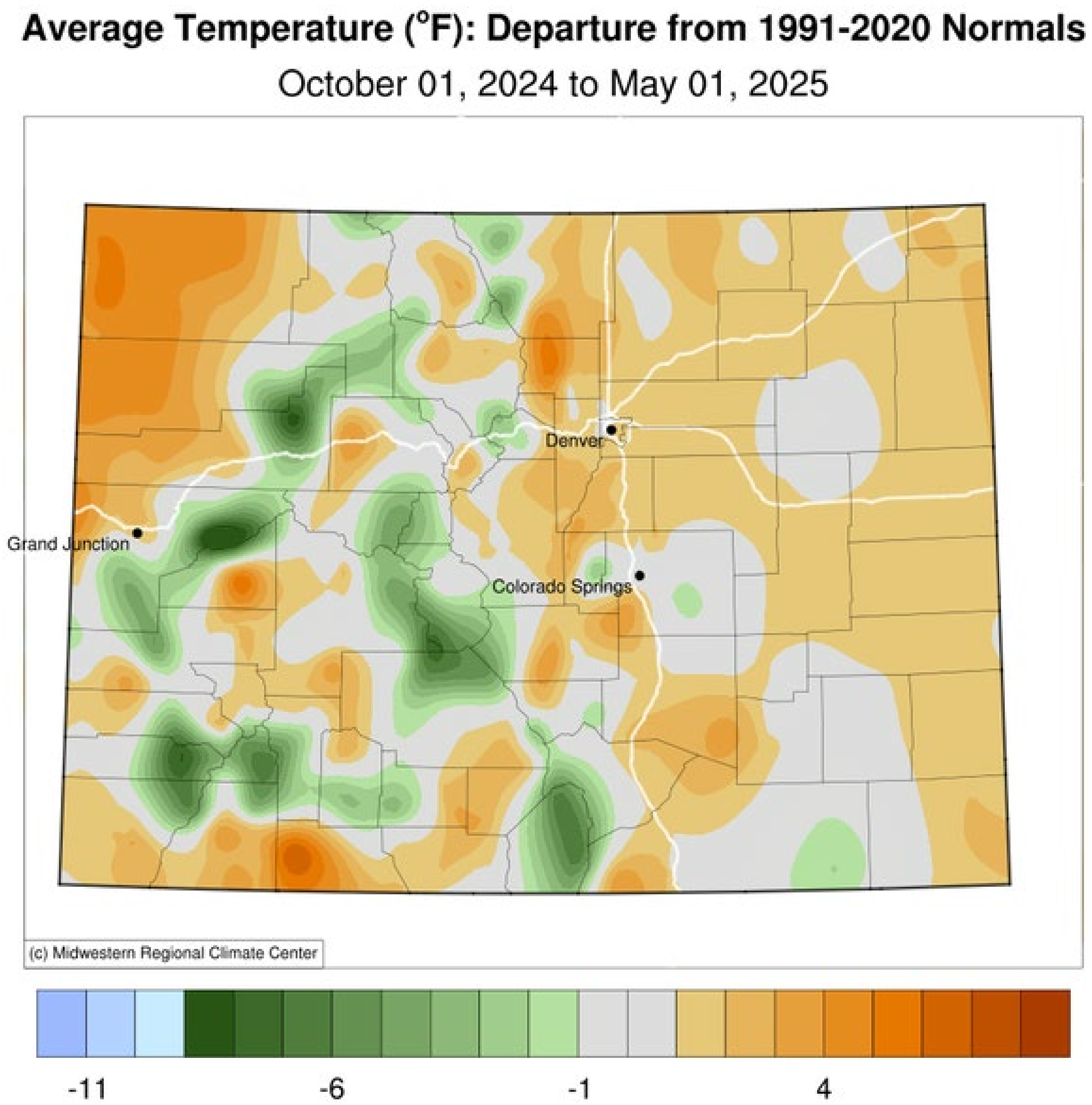
Winter Weather Summary

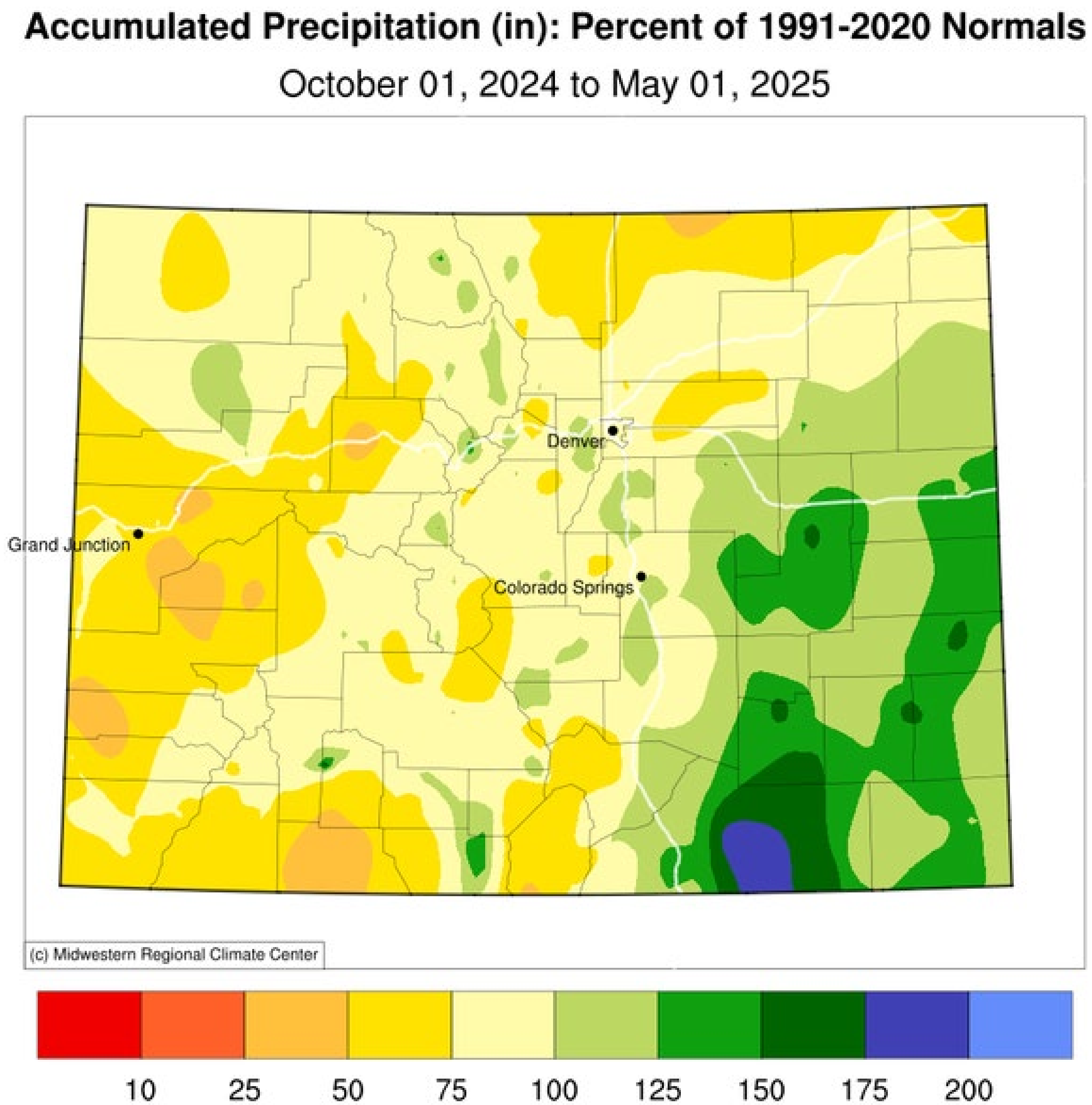


Winter Weather Summary

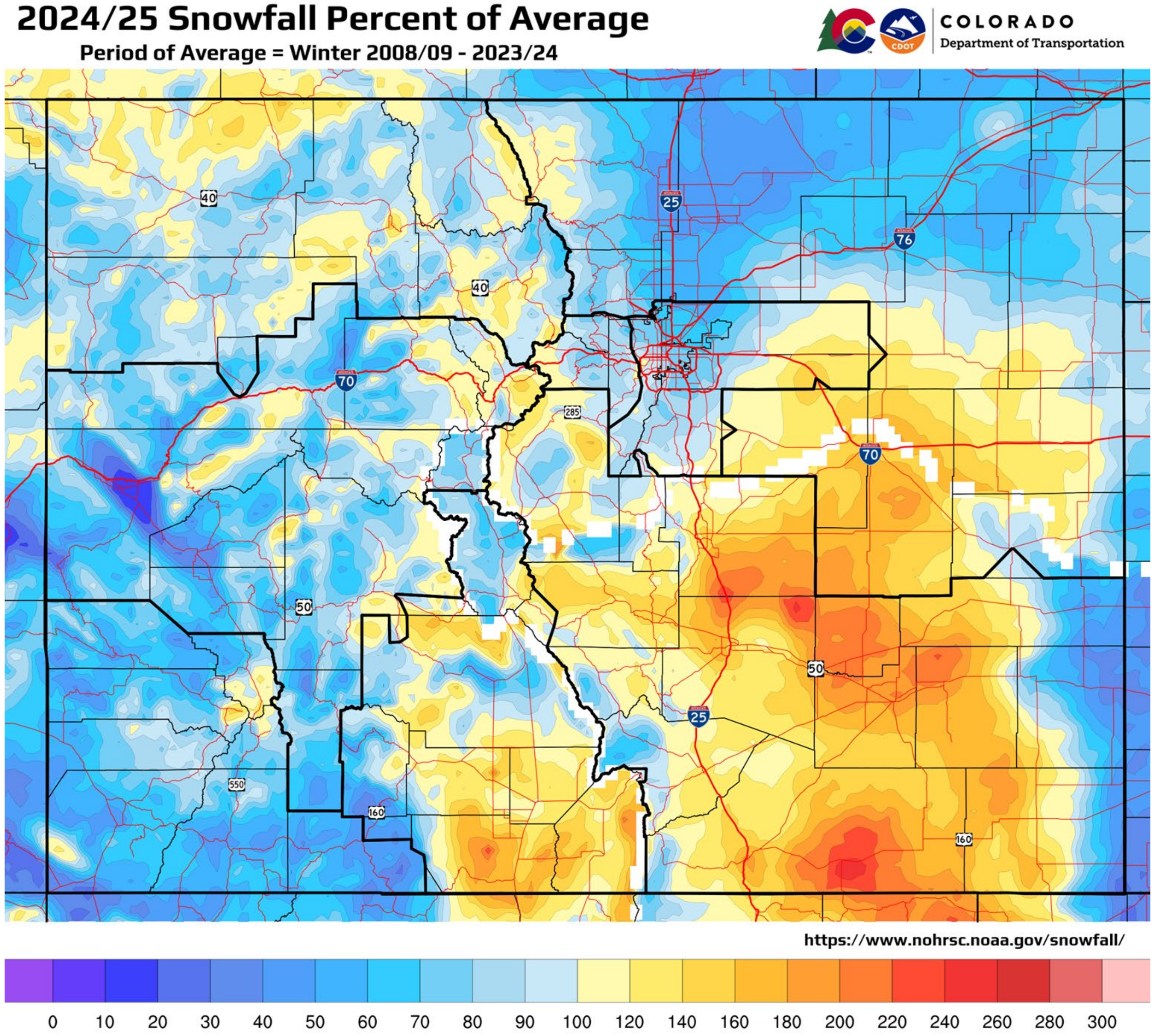


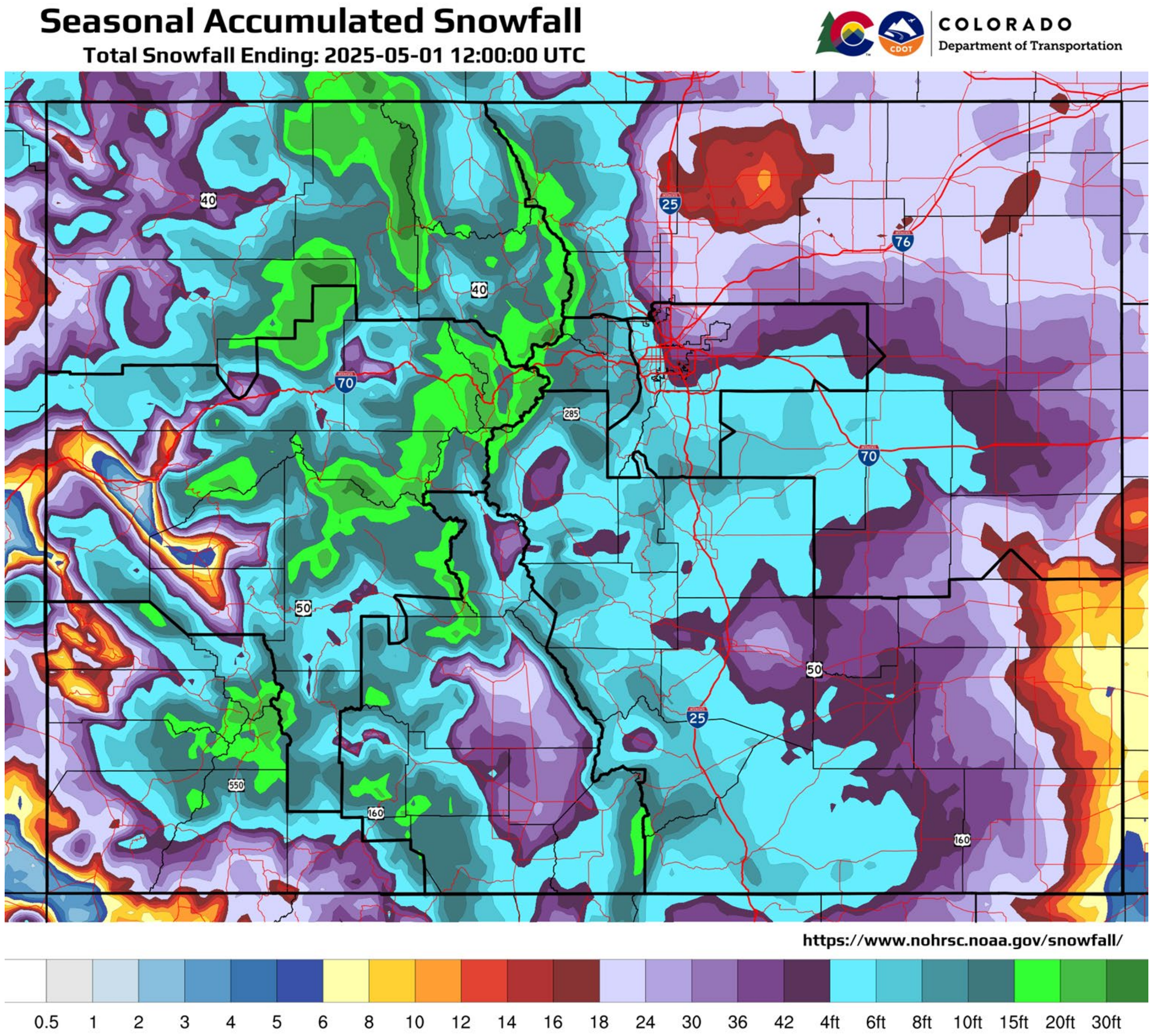
Winter Weather Summary



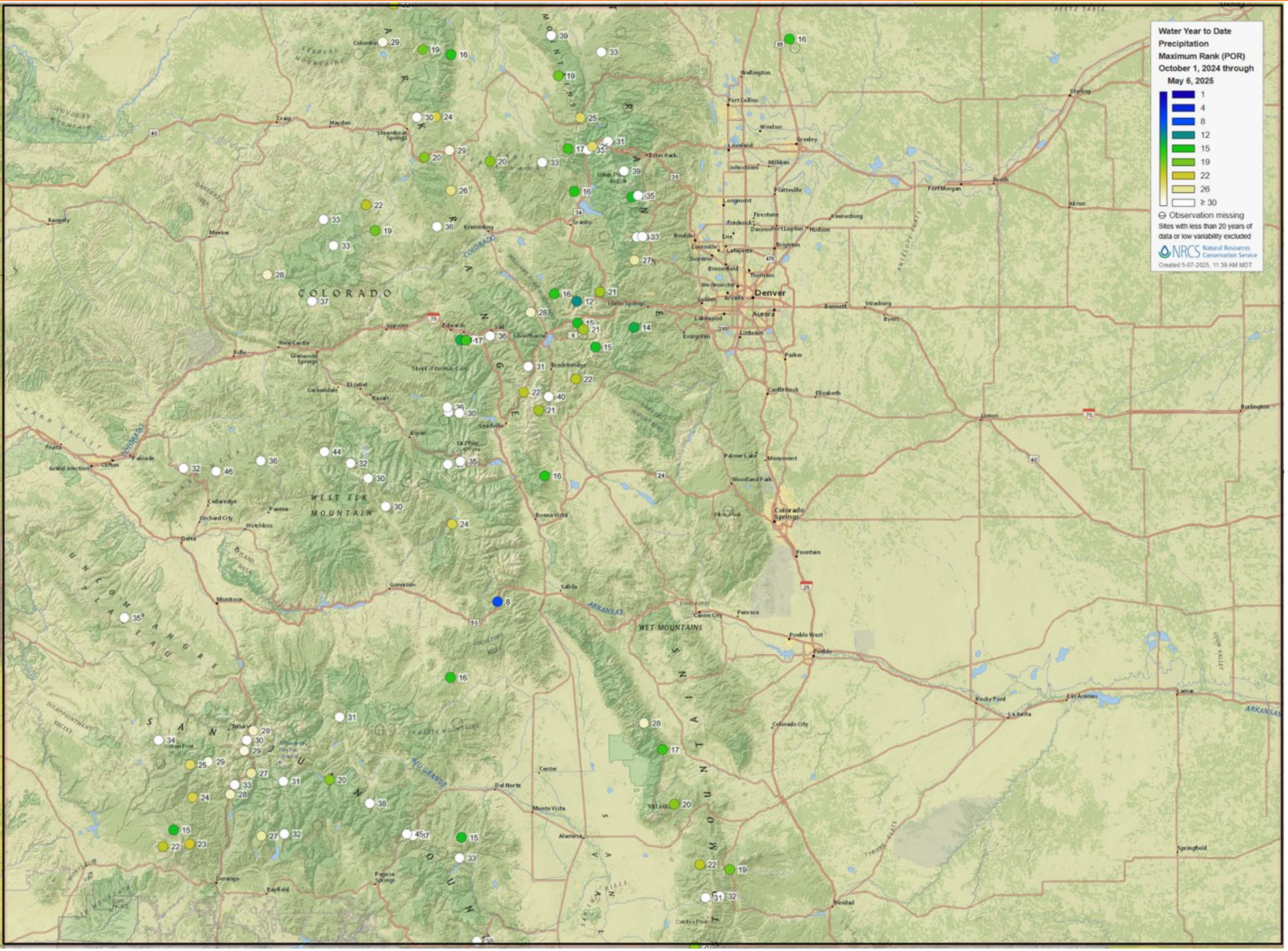


Winter Weather Summary





Winter Weather Summary



SNOTEL Highlights / Lowlights

Northern Mountains

- Jones Pass (12th)
- Echo Lake (14th)
- Bear River (3rd)

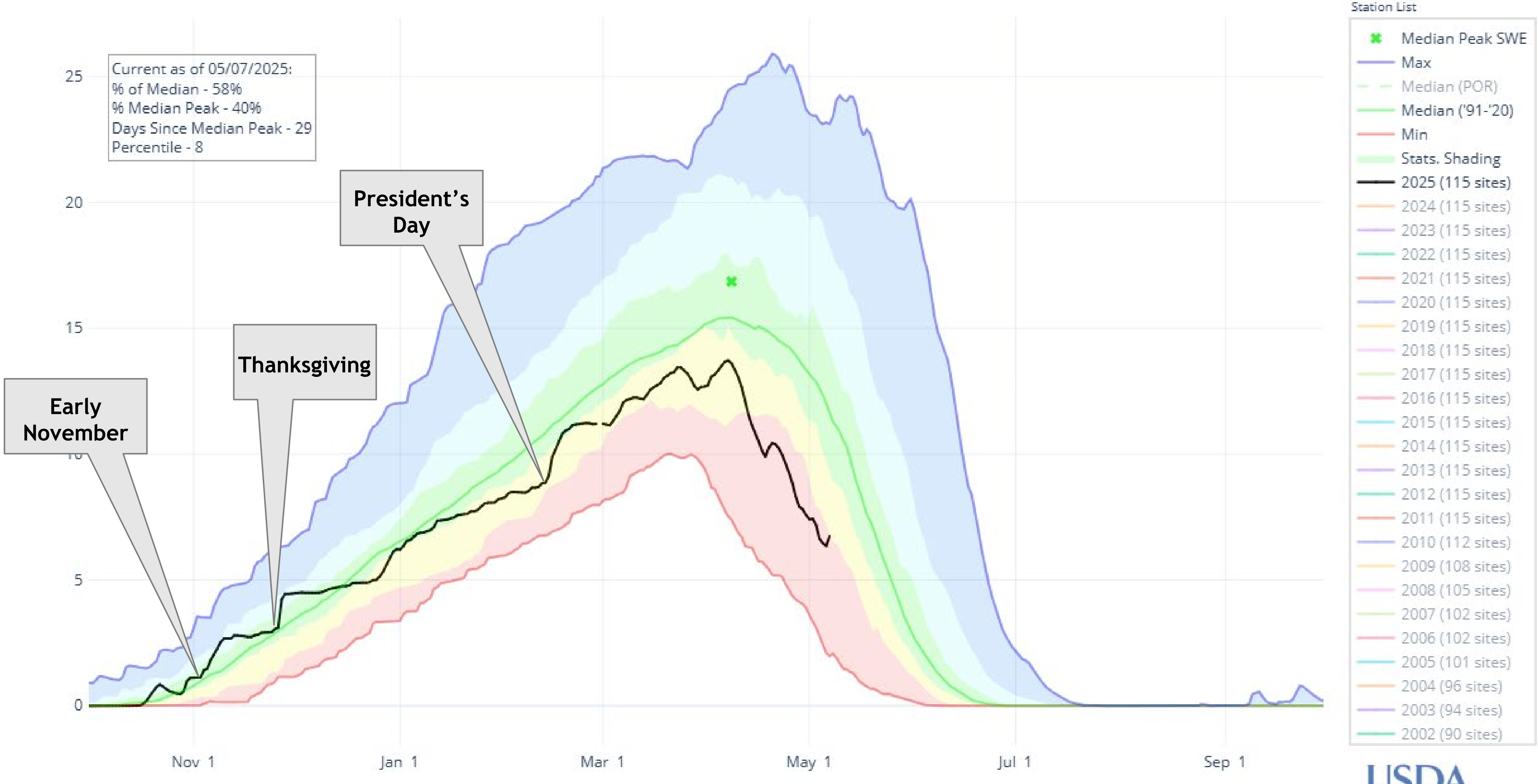
Central Mountains

- Porphyry Creek (8th)
- Overland Reservoir (1st)
- McClure Pass (2nd)

Southern Mountains

- Sharkstooth (5th)
- Wolf Creek Summit (3rd)
- Middle Creek (7th)

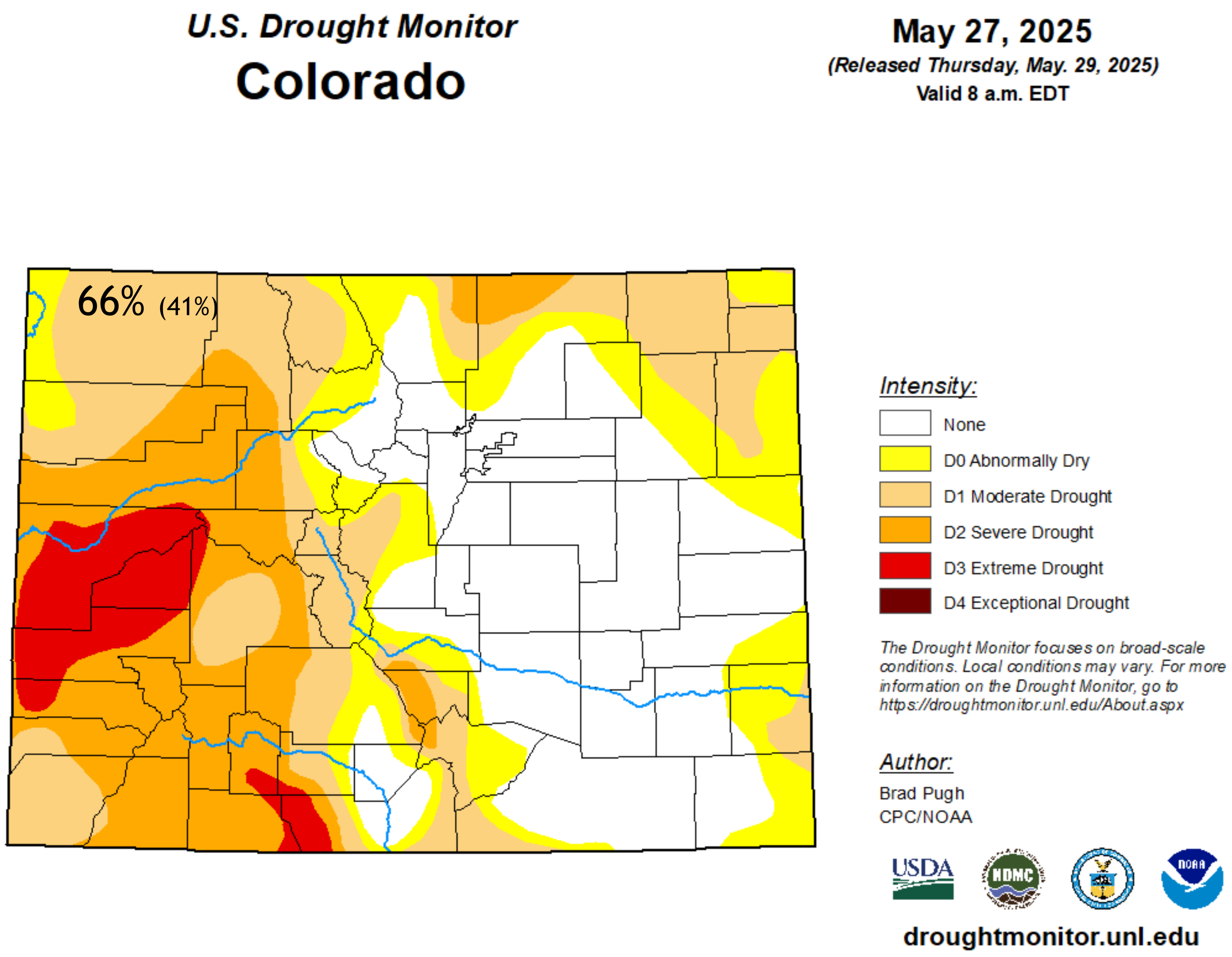
Winter Weather Summary

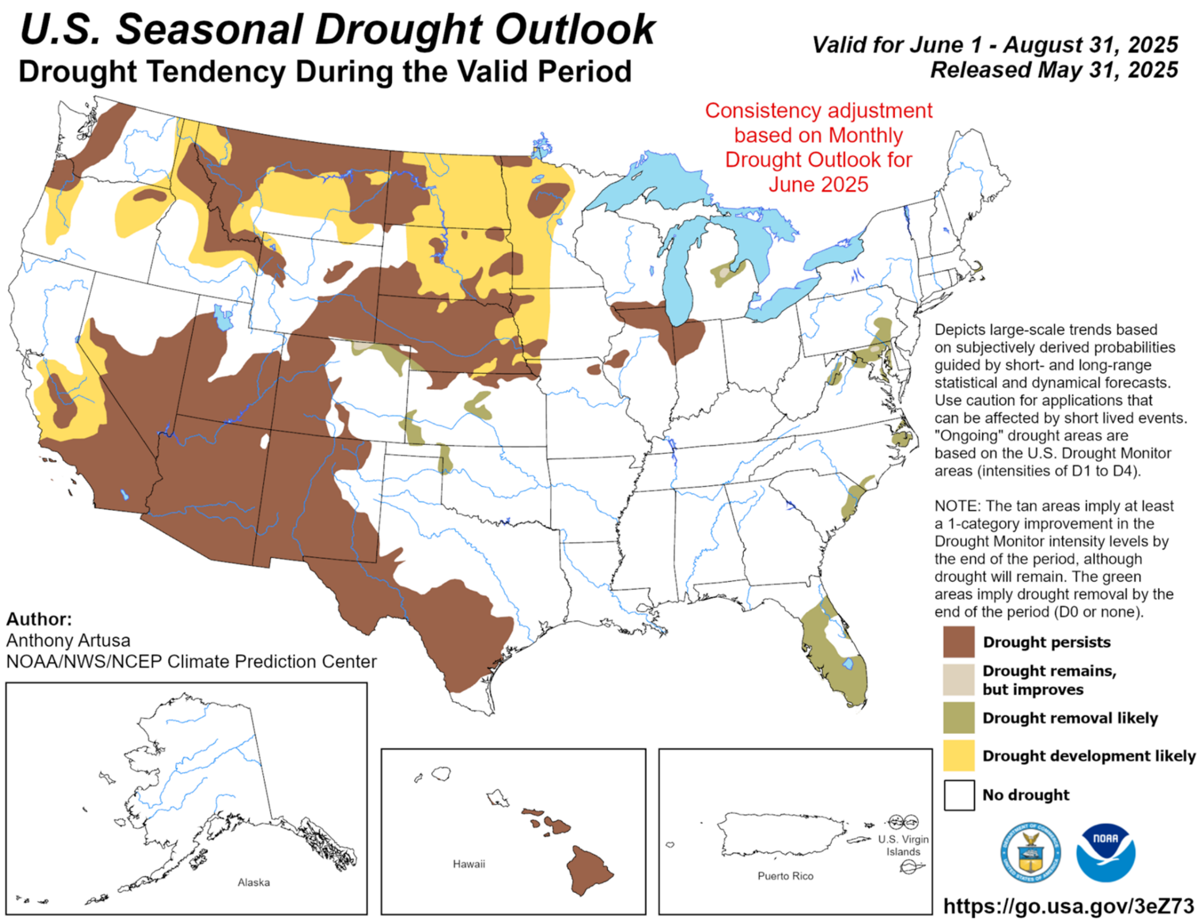


FY 24 Storm Readiness Calls

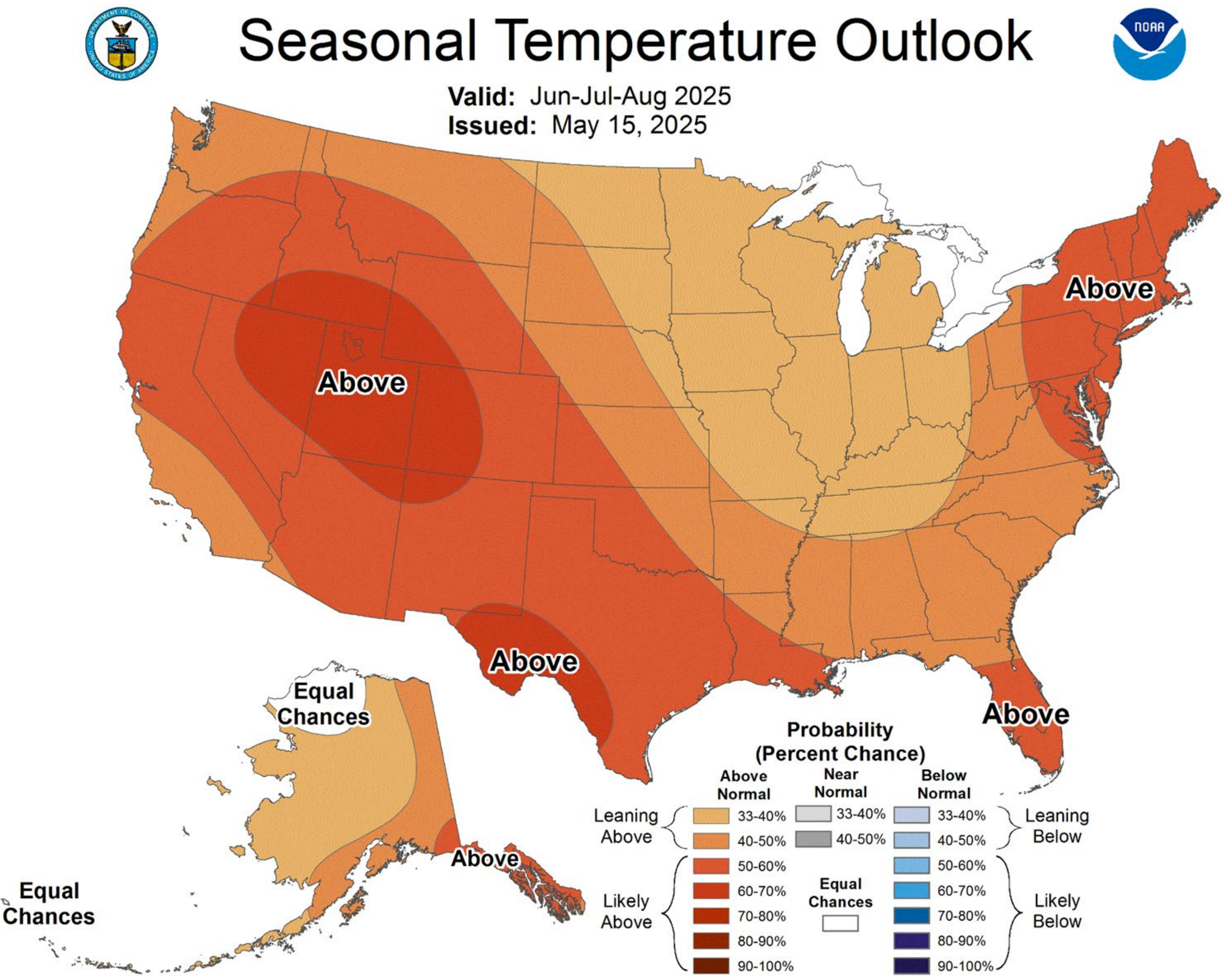
- **<u>Weather Coordination Calls</u>** <u>(November 5 - February 15)</u>
  - 9 Statewide (7)
    - November 5 - 8
    - November 25 - 26
    - February 13 - 15
- **<u>Updates</u>**
  - Largely unchanged from 23/24
  - Pavement impacts from CDOT
  - I-70 look ahead (Fridays)

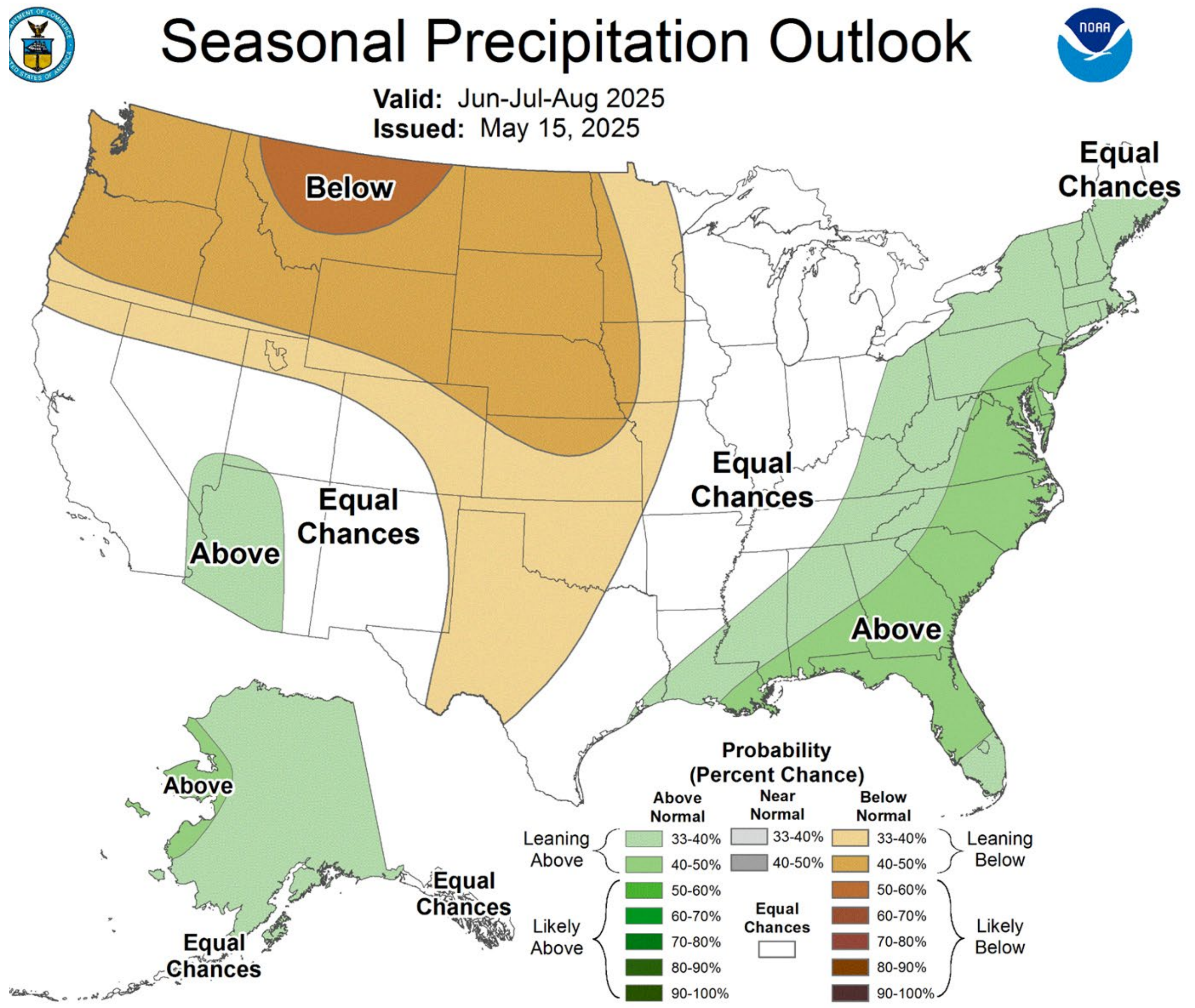
Summer Weather Outlook



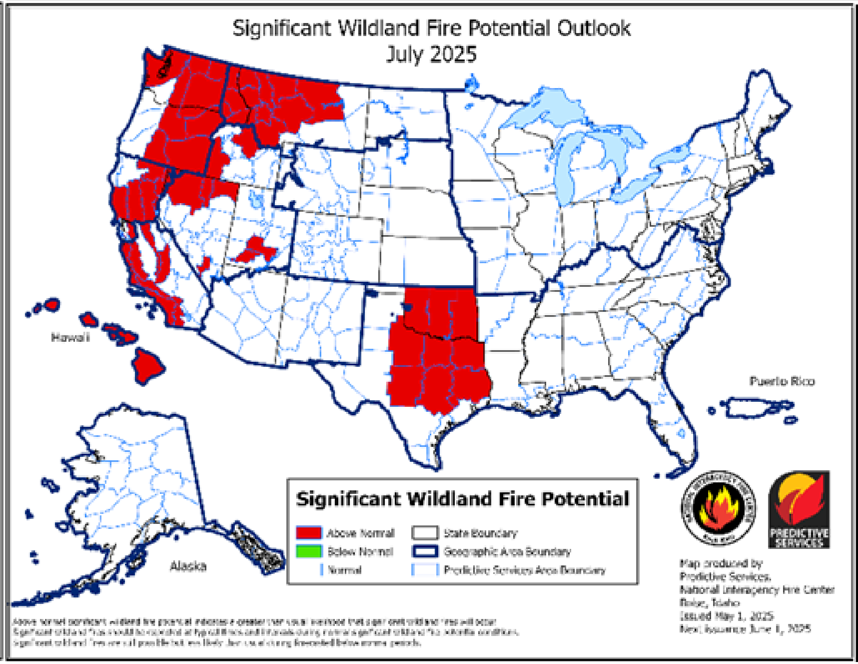


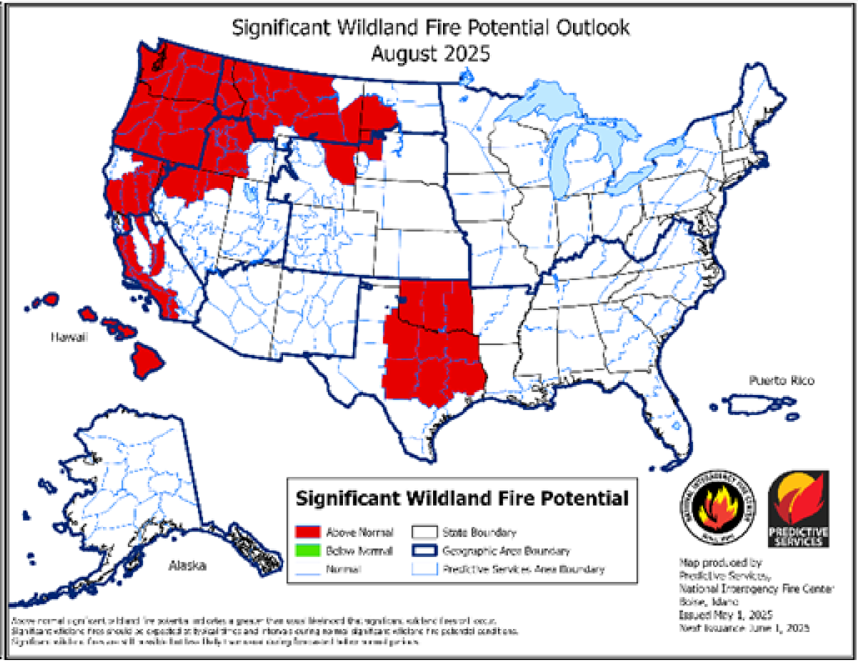
Summer Weather Outlook



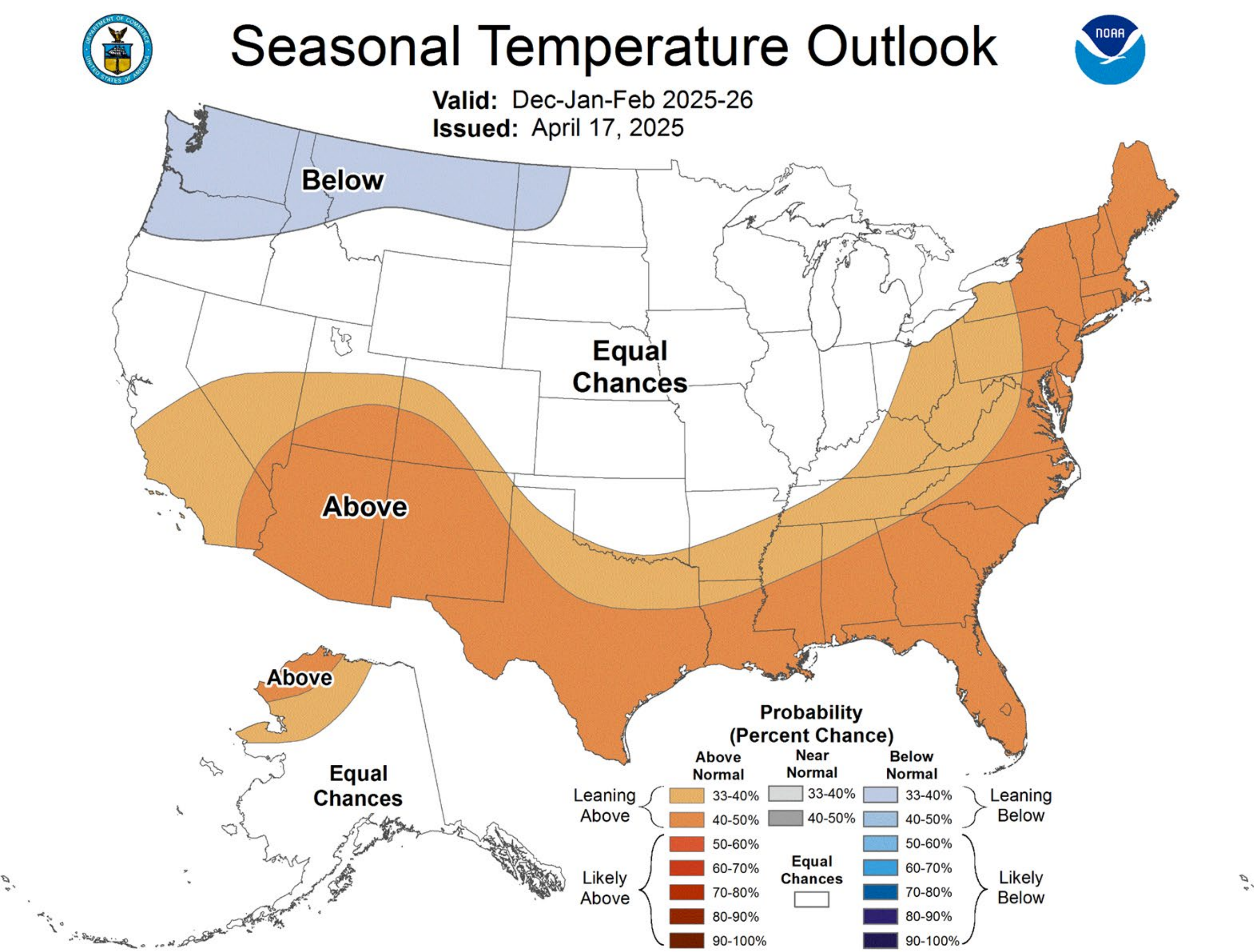


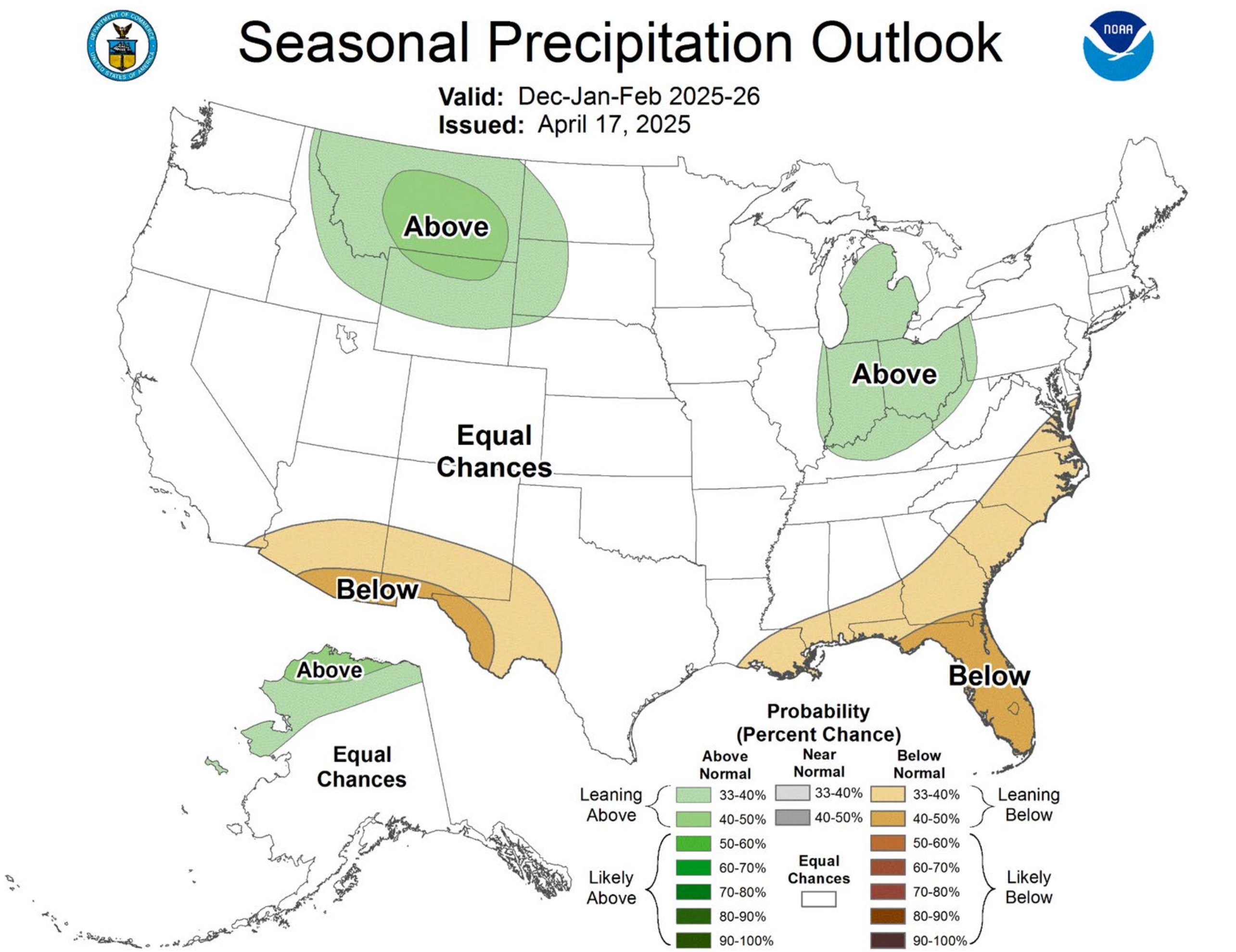
Summer Weather Outlook





Winter Outlook





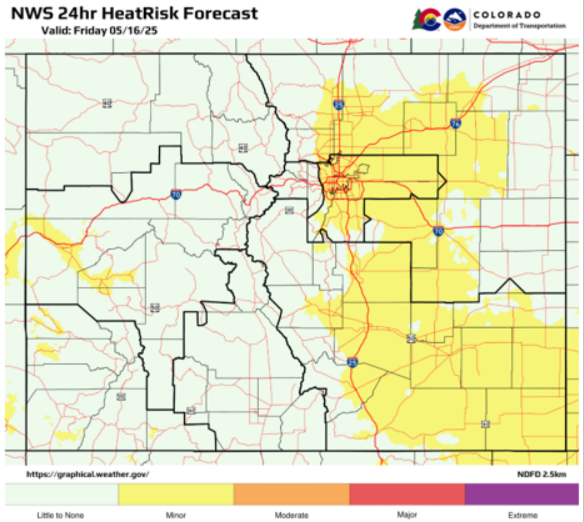
CDOT Weather Program

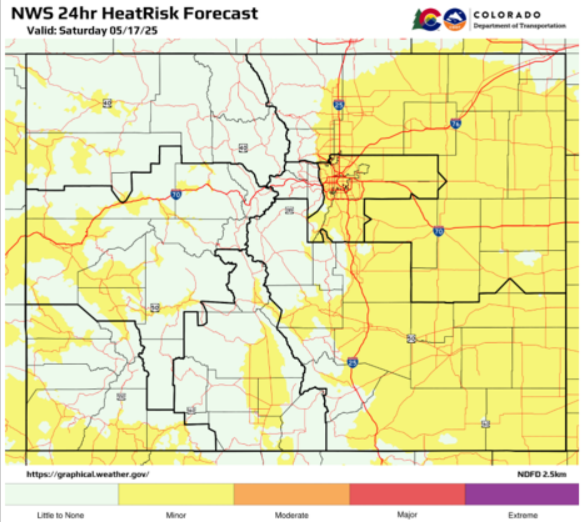
CFWO Addition

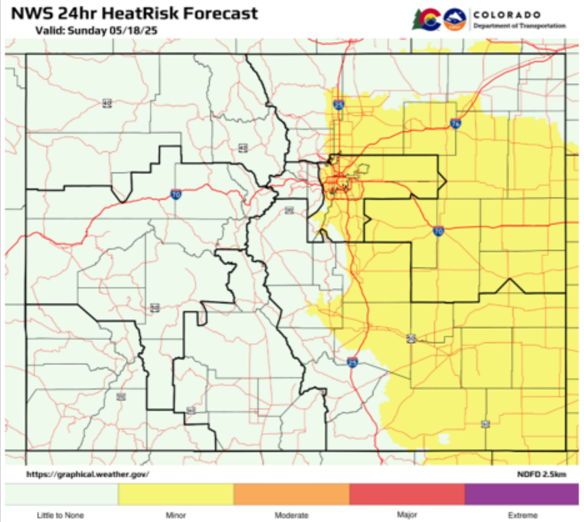
- HeatRisk Forecast
- Issued Mon / Wed / Fri

HeatRisk Forecast

Friday, May 16th	Saturday, May 17th	Sunday, May 18th
Minor HeatRisk expected over much of the plains and lower elevations in western Colorado. Main risk is to extremely-sensitive individuals.	Minor HeatRisk expected over much of the plains and lower elevations in western Colorado. Main risk is to extremely-sensitive individuals.	Minor HeatRisk continues over much of the plains. Main risk is to extremely-sensitive individuals.
☐ Unusual for time of year ☐ Duration of heat	☐ Unusual for time of year ☐ Duration of heat	☐ Unusual for time of year ☐ Duration of heat







Category	Risk of Heat-Related Impacts
Green 0	Little to no risk from expected heat.
Yellow 1	Minor - This level of heat affects primarily those individuals extremely sensitive to heat, especially when outdoors without effective cooling and/or adequate hydration.
Orange 2	Moderate - This level of heat affects most individuals sensitive to heat, especially those without effective cooling and/or adequate hydration. Impacts possible in some health systems and in heat-sensitive industries.
Red 3	Major - This level of heat affects anyone without effective cooling and/or adequate hydration. Impacts likely in some health systems, heat-sensitive industries and infrastructure.
Magenta 4	Extreme - This level of rare and/or long-duration extreme heat with little to no overnight relief affects anyone without effective cooling and/or adequate hydration. Impacts likely in most health systems, heat-sensitive industries and infrastructure.

The NWS HeatRisk is an experimental color-numeric-based index that provides a forecast risk of heat-related impacts to occur over a 24-hour period. HeatRisk takes into consideration:

- How unusual the heat is for the time of the year
- The duration of the heat including both daytime and nighttime temperatures
- If those temperatures pose an elevated risk of heat-related impacts based on data from the CDC

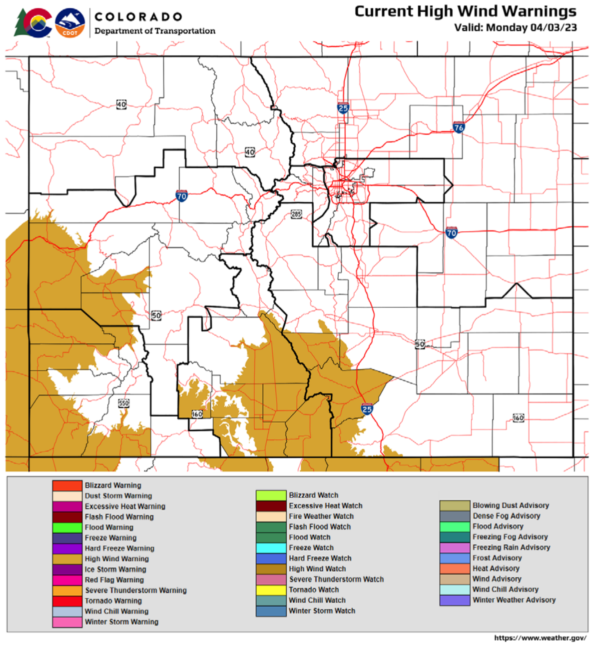
This index is supplementary to official NWS heat products and is meant to provide risk guidance for those decision makers and heat-sensitive populations who need to take actions at levels that may be below current NWS heat product levels.

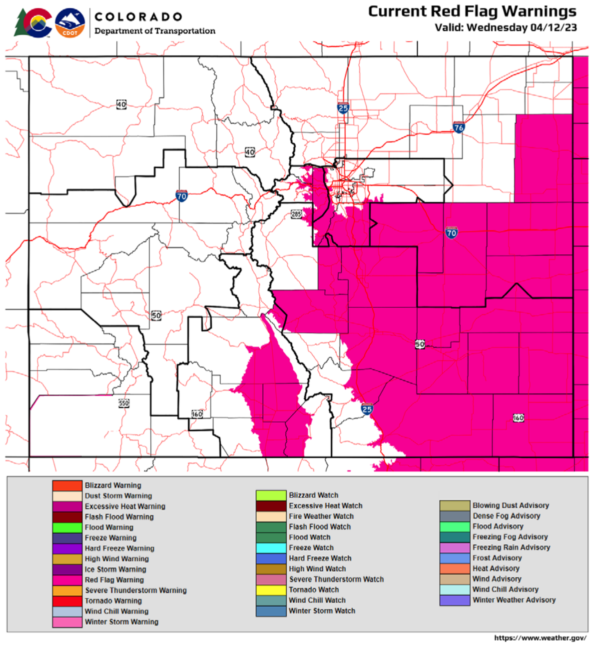
https://www.wpc.ncep.noaa.gov/heatrisk/

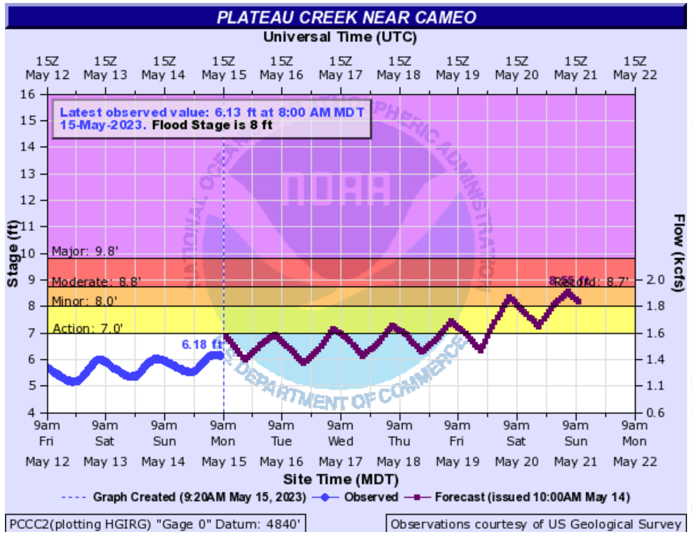
CDOT Weather Program

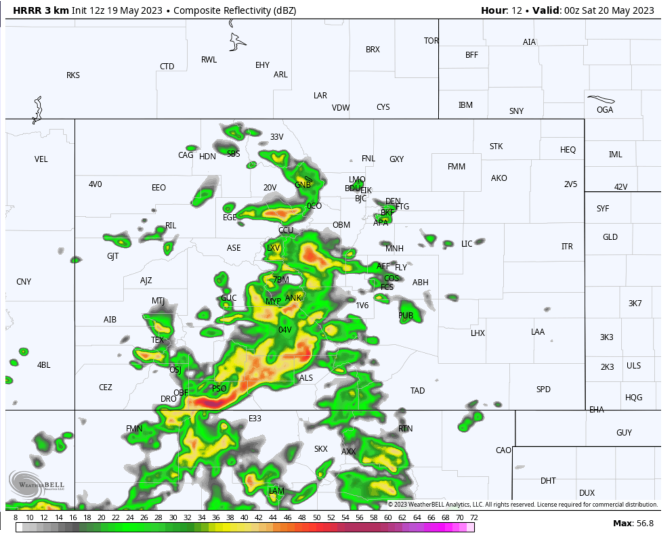
Additional Services Provided

- NWS Fire & Wind Warnings
- Project / Incident / Event
- Training
- Hydrologic
- Data Requests / Past Weather
- RWIS









Mike Chapman michael.chapman@state.co.us
Winter Operations Program Manager

Nick Barlow nicholas.barlow@state.co.us
Statewide Weather Coordinator

Brendan Eckerman brendan.eckerman@state.co.us
Meteorologist

Avalanche Safety Program Training

2024 Avalanche & Explosives Training Courses

Statewide General Explosives 8 hours (Grand Junction)
- October 16, 2024
- 70 attendees

Fort Carson Artillery School 16 hours
- September 24-25, 2024
- 40 attendees

Train the Trainer Howitzer 16 hours
- June 10-14, 2023
- 11 attendees

*1,374 training hours delivered in FY 25

2025 Avalanche & Explosives Training Schedule

Helicopter Bombing (Independence Pass)
- Complete May 12, 2025

Train the Trainer Howitzer
- June 24-25 , 2025

Statewide General Explosives (Grand Junction)
- October 8, 2025

Fort Carson Artillery School
- September 23-24, 2025

Hand Charge for Beginners
- October 29, 2025

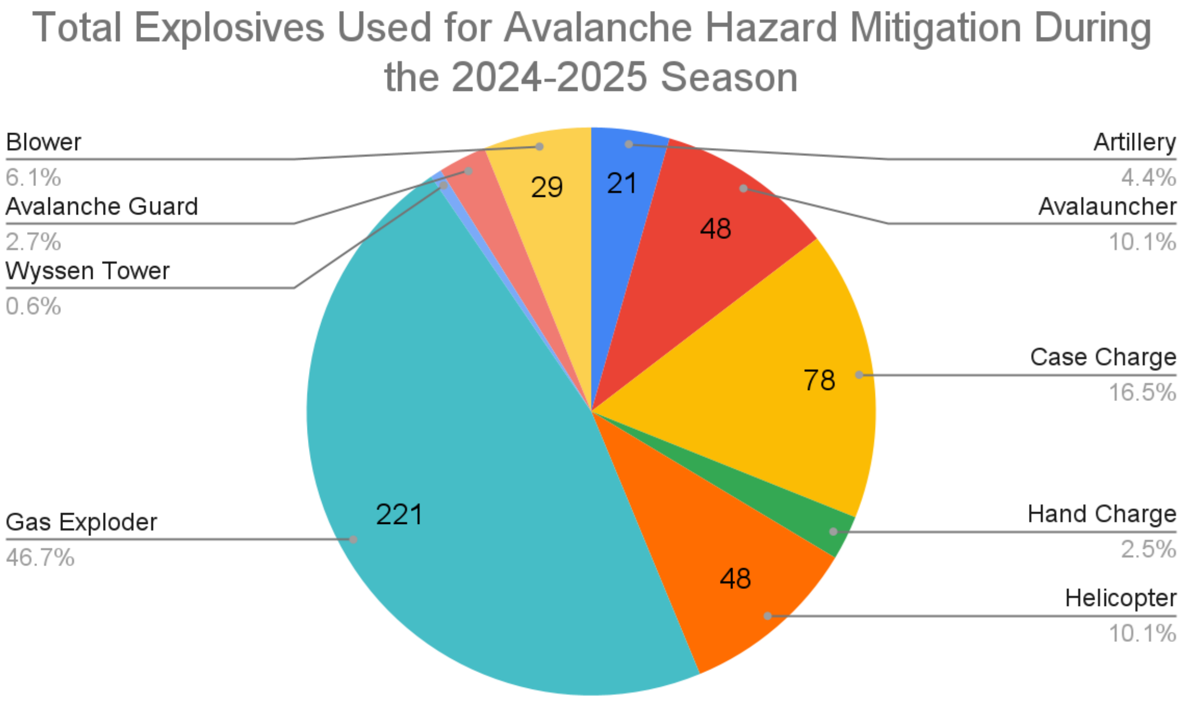
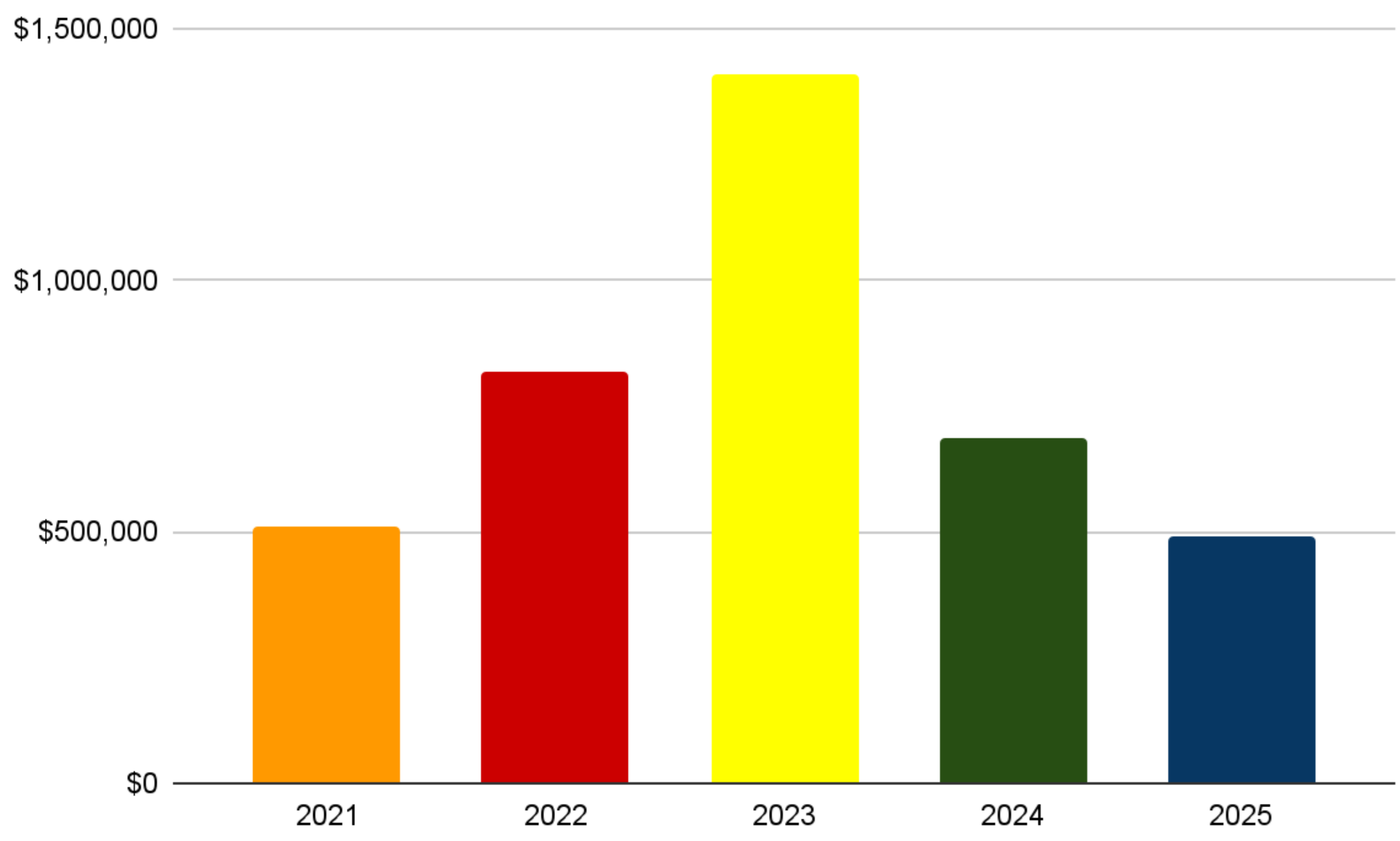


Figure 1: Combined explosive use for all of CDOT's Maintenance Sections for the 2024-2025 Avalanche Year.

Total Number of Explosives Missions	104
Total Natural Avalanches in Highway Paths	211
Total Triggered Avalanches in Highway Paths	307
Centerline Covered (ft) Natural Avalanches	814
Centerline Covered (ft) Triggered Avalanches	7,660
Total Detonations for Avalanche Hazard Mitigation	474
Total Avalanche Closure Time (h.h)	78.6

Table 1: Total statewide numbers from CDOT's avalanche hazard mitigation program for the 2024-2025 season

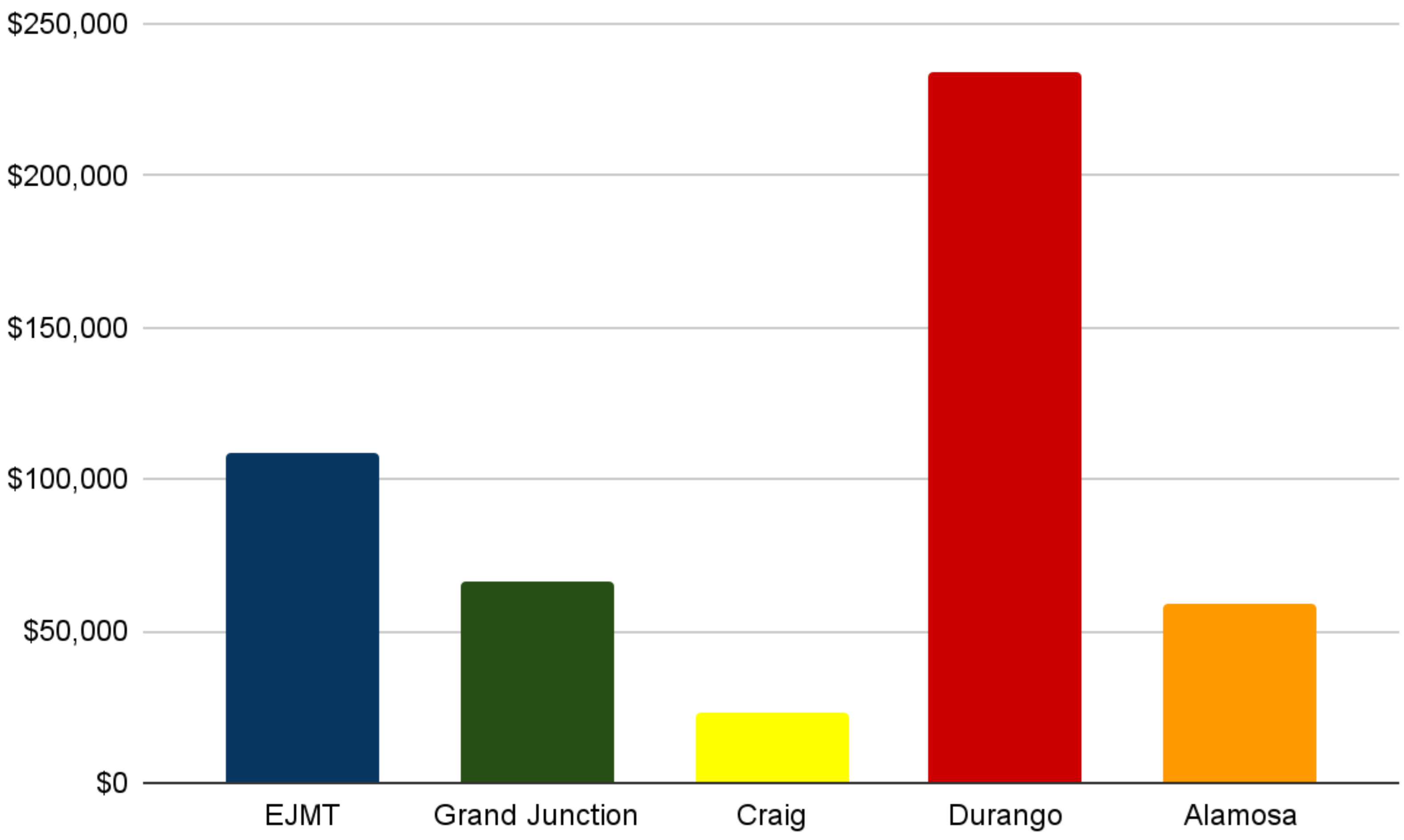
State Avalanche Costs



Over the past 5 years, the cost of avalanche maintenance activities has been approximately $790,000.

The costs include mitigation, cleanup or recovery of unexploded ordinance and the cost to maintain road closures.

Section Avalanche Costs by Section



Questions?

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Darrell Lingk, Director, Office of Transportation Safety & Risk Management

Date: July 16, 2025

Subject: Office of Transportation Safety (OTS) Overview of Winter Operations, Historical Loss History and Safety Trends

Purpose

To provide a snapshot of the safety trends we have seen in Winter Operation loss history and to examine the effectiveness of various safety measures that have been implemented over this same 10-year period to reduce the frequency of property damage events, civilian-caused crashes, and employee injuries.

Action

This presentation is informational purposes only.

Background

The CDOT office of Transportation Safety (OTS) supports all CDOT Regions and Division across the agency to provide employee safety programs and policies, property damage and worker's compensation claims management. The OTS also serves as the pass-through entity for National Traffic Safety Administration (NHSTA), federal grant funding for traffic safety education and enforcement programs.

The presentation will focus on the prior ten years of loss history with out Winter Operations program. It will focus on snow plow incidents, property damage claims, civilian-caused crashes and employee injuries. Also included in the presentation will be both positive trends and areas where improvement is still needed to drive down our total number of winter operations incidents.

Next Steps

No action is required.

Attachments

Attachment A: Office of Transportation Safety (OTS) Overview of Winter Operations, Historical Loss History and Safety Trends

CDOT

COLORADO
Department of Transportation

EXCELLENCE IN SAFETY

Office of Transportation Safety & Risk Management (OTS)

Introduction

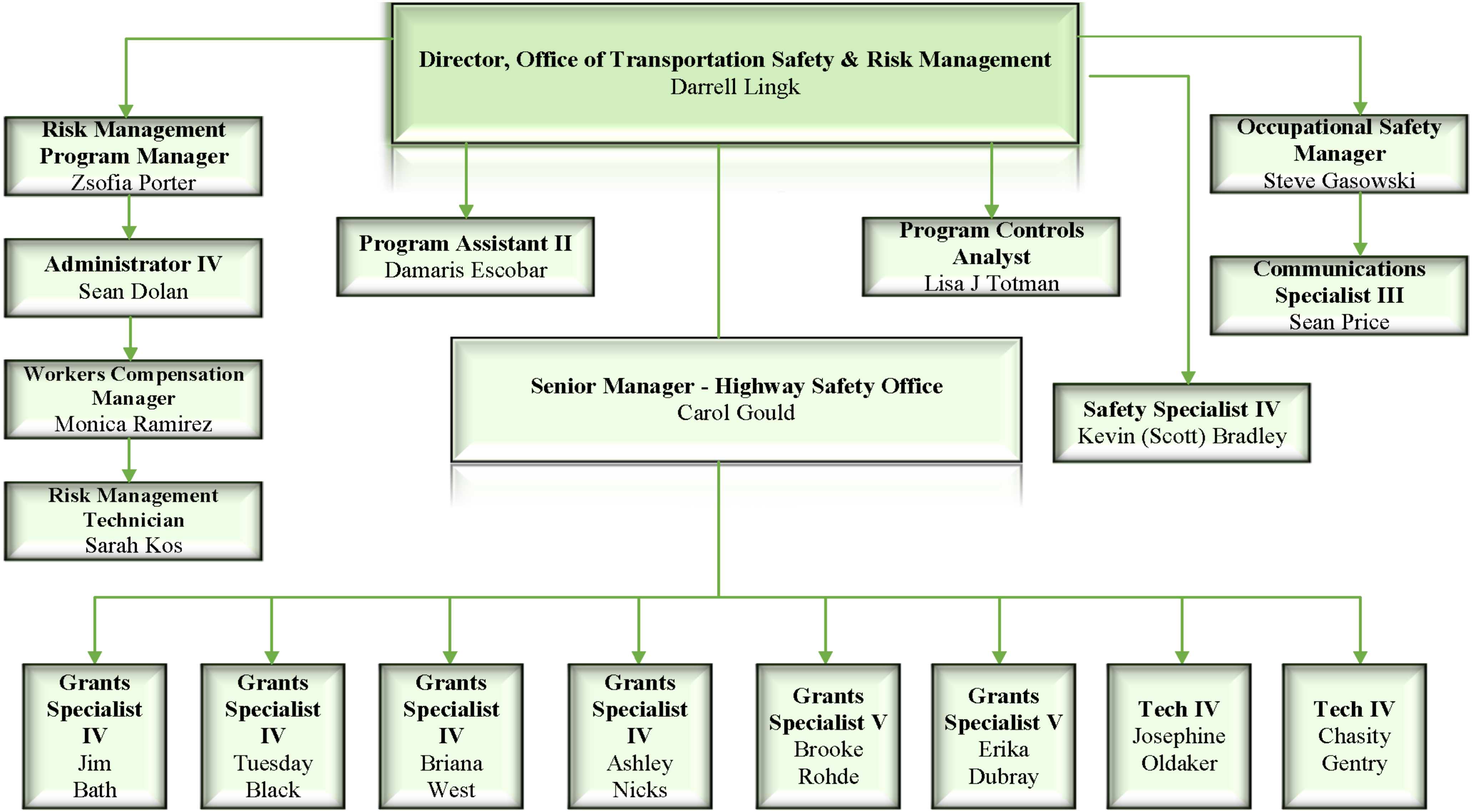
Office of Transportation Safety & Risk Management

- Darrell Lingk, CIH; Director
- 18 Staff members

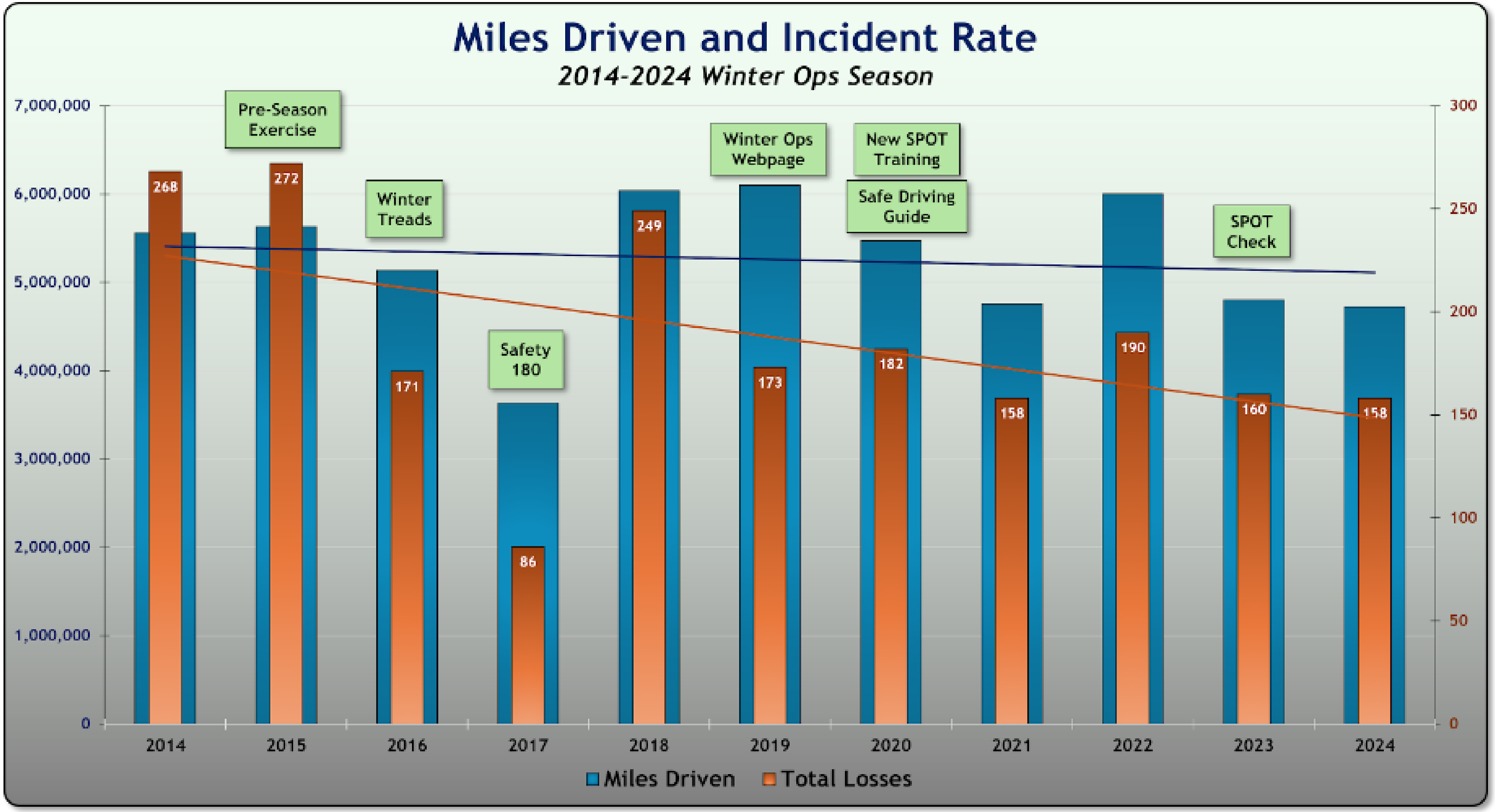
Primary Responsibilities & Programs

- Risk Management (incl. **O**wner-**C**ontrolled **I**nsurance **P**rogram)
- Workers Compensation & Asset Recovery
- Highway Safety Office and NHTSA Grant Management
- Employee Safety (Excellence in Safety)
- Drug and Alcohol Program

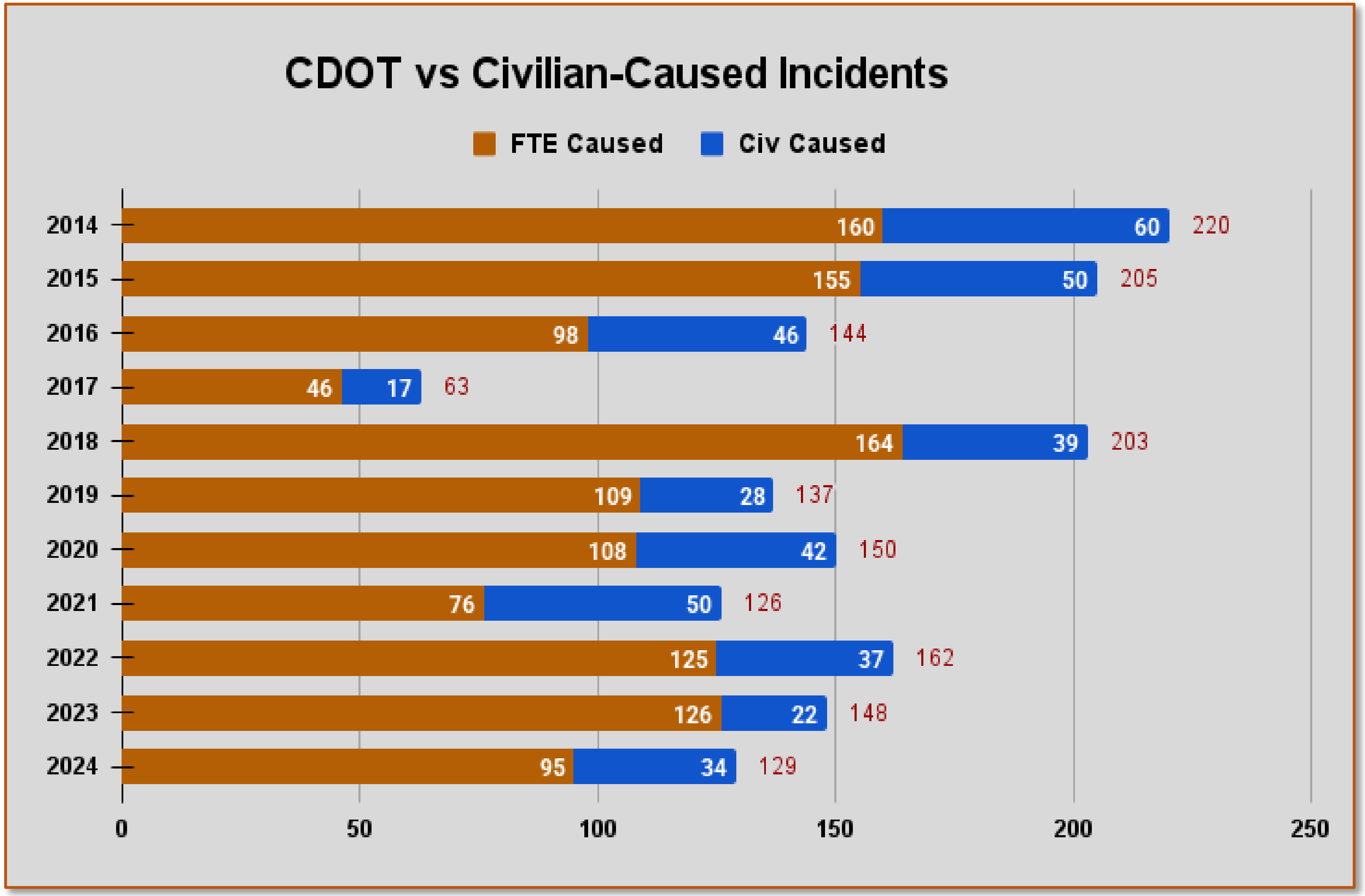
OTS Organizational Chart



Winter Operations
10-year Trends & Major Initiatives



CDOT vs. Civilian Caused Incidents



Top 3 CDOT Causes

1. Striking fixed objects
2. Striking other vehicles (CDOT & Civilian)
3. Backing-related

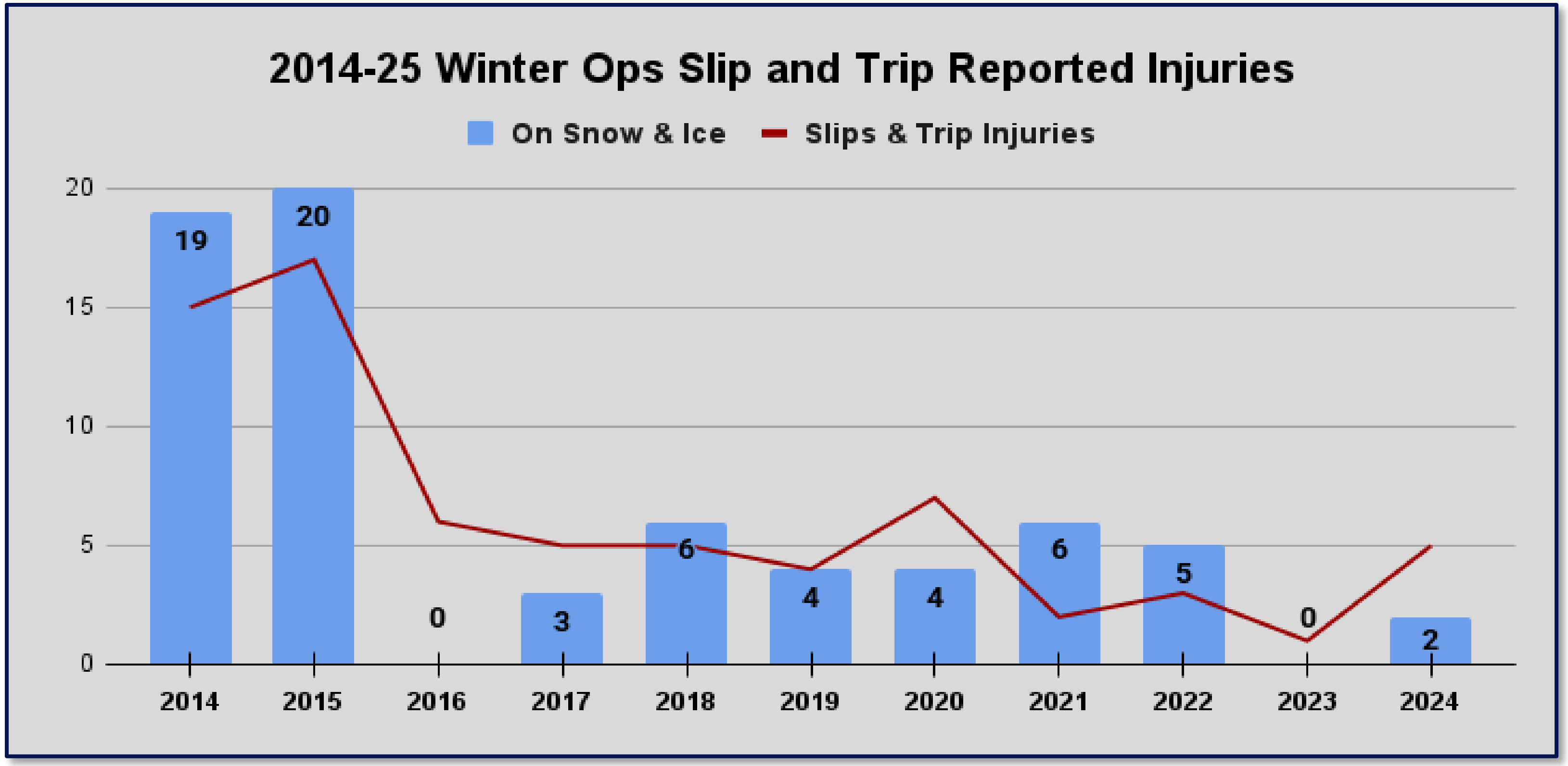
Top 3 Civilian Causes

1. Improper passing
2. Following too close to plows
3. Driving too fast for conditions; losing control near plow

Employee Injury Trends

Top 3 Employee Injury Types

1. Sprains and Strains
2. Struck By
3. Slips and Trips (w/o winter treads)



Winter treads continue to keep slips and trips low.

Positive Trends Identified

- Total incidents continue to **trend downward**.
- CDOT's incident-to-mile ratio continues to **trend upward**.
- Employee-caused incidents **make up a smaller percentage** of total incidents.
- Total employee injuries **continue to trend downwards**.
- Employee injuries by slipping on ice/snow **remain low**.
- Introducing safety initiatives and focused training topics **positively impacts employee performance**.
- A **majority** of CDOT operators **complete** their assigned training on time.

Continued Improvement Areas

- **Civilian-caused incidents suggest an increasing trend.**
  - More focused, <u>specific</u> public messaging regarding hazards plows pose to civilian traffic.
- **Some employee injury categories are trending upwards relative to other categories:**
  - **"Struck By" injuries** while changing plow blades contribute most to this increase.
- **Early season snowfall events result in more incidents relative to other months with similar events.**
  - Designate an annual "event" to train/acclimatize employees before the Winter season.
- **CDOT operators striking fixed objects continues to be primary employee-cause.**
  - Provide resources to identify and mark fixed obstacles on plow routes.
- **Full-time employees over five years employment have highest incident rate.**
  - Reinforcement of driver training needs to continue for <u>all</u> employees.
- **Snowplow operator fatigue is an increasing area of concern.**
  - Impact of longer shifts and nighttime schedules is difficult to address.

CDOT
COLORADO
Department of Transportation

EXCELLENCE IN SAFETY

Thank You

Darrell Lingk, CIH CSP

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: July 16, 2025

Subject: GHG Transportation Planning Standard and Policy Directive 1610 Overview

Purpose

This presentation is intended to provide an overview to the Transportation Commission on the GHG Pollution Reduction Planning Standard, the associated Policy Directive (1610), and compliance requirements.

Action

Informational item only.

Background

In 2019, Governor Jared Polis signed HB19-1261, which set statewide greenhouse gas (GHG) emission reduction targets and mandated new considerations for the Air Quality Control Commission (AQCC). In 2023, Governor Polis signed HB23-016, which updated and added additional GHG reduction targets.

The Colorado Greenhouse Gas Pollution Reduction Roadmap 1.0, published in January 2021, identified distinct goals and near term actions each economic sector could take to make progress towards the GHG targets of HB19-1261. The Roadmap identified transportation as the largest source of GHG emissions in Colorado and pointed to the development of a transportation planning standard as a key part of reducing emissions from the transportation sector. The state transportation funding bill (SB 21-260) made the Roadmap recommendation a requirement and in December 2021, the Transportation Commission voted to approve the GHG Pollution Reduction Planning Standard.

Details

The GHG Pollution Reduction Planning Standard seeks to reduce pollution and greenhouse gas (GHG) emissions from the transportation sector, improve air quality and reduce smog, and provide more travel options for Coloradans. The Standard requires the Colorado Department of Transportation and the state's five MPOs to determine the total GHG emissions expected from future transportation projects and reduce emissions by set amounts. This standard recognizes that the projects we build have an impact on how

Coloradans travel and will help bring about a transportation system that provides more choices for travelers across the state.

The rule requires that CDOT and the five MPO's analyze their transportation plans to show GHG impacts in 2025, 2030, 2040, and 2050 as compared to their baseline plans. Agencies must use sophisticated travel models and emissions modeling software to make these determinations. Each agency has their own emission reduction target to meet. The modeling applies to regionally significant projects that result in a fundamental change to the way people travel (e.g., new highway lanes), as well as the existing transportation network within each agency's boundaries. If the modeling shows that a transportation plan cannot meet the reduction standard, agencies can modify their plans to provide more travel choices that reduce GHG emissions, such as transit or bicycle projects. Agencies may also rely on GHG Mitigation Measures to achieve compliance- which are projects or strategies that cannot yet be modeled effectively or are too small to be captured. Policy Directive 1610, first adopted in June 2022, guides the process of using, measuring, reporting, and verifying GHG Mitigation Measures. If an agency relies on a GHG Mitigation Action Plan for compliance, they must submit annual status reports on the mitigation measure progress to the Commission by April 1.

Agencies are required to show compliance with the GHG Planning Reduction standard anytime an applicable planning document is updated. Applicable planning documents include CDOT's 10 Year Plan and Four-Year Prioritized Plan and the MPO's Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) in nonattainment areas. At least 30 days prior to the adoption or amendment of any applicable planning document, agencies must provide the Commission with a GHG Transportation Report. The Commission determines whether the GHG reduction levels of the Standard have been met and the sufficiency of any GHG Mitigation Measures used for compliance.

Next Steps

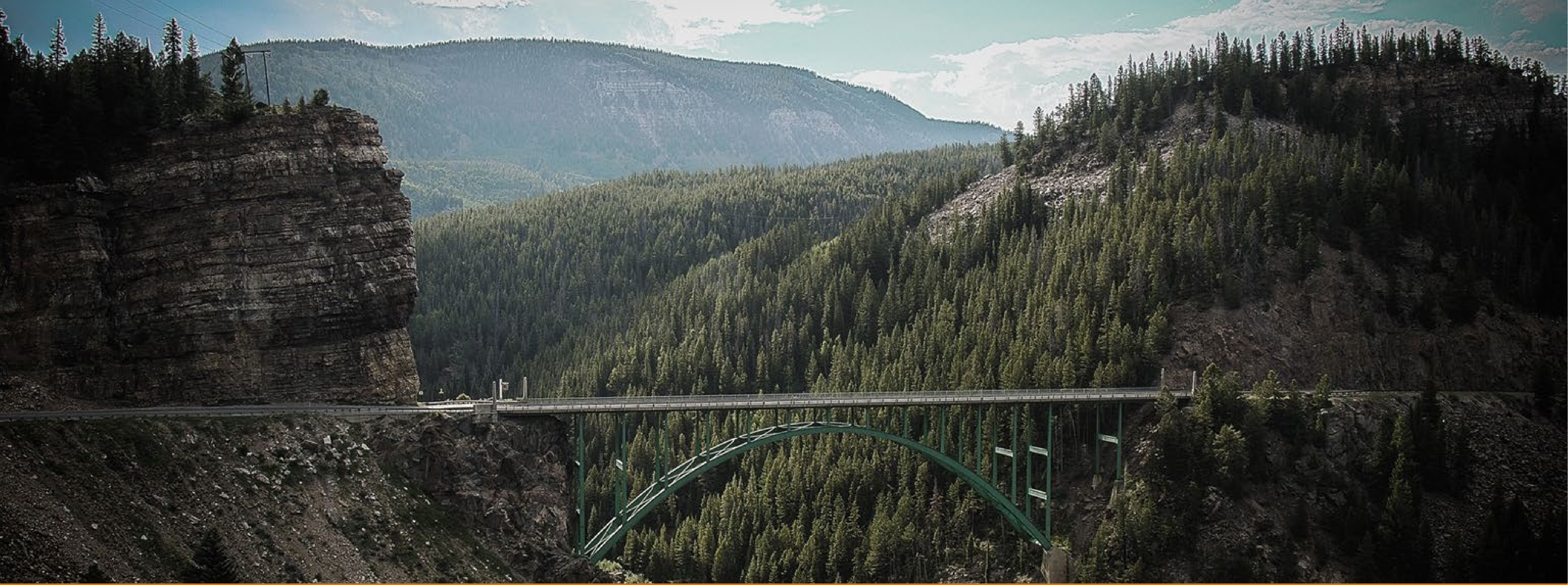
CDOT will be seeking acceptance by resolution for a GHG Transportation Report for the upcoming 10 Year Plan at the November 2025 TC meeting.

NFRMPO will be seeking acceptance by resolution for a GHG Transportation Report for updates to their 2050 RTP/FY25-28 TIP in the fall of 2025.

PACOG will be submitting their first GHG Transportation Report for their 2050 RTP in late 2025/early 2026.

Attachments

B – Presentation: Overview on the GHG Transportation Planning Standard
C – 2 CCR 601-22 Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions
D – Policy Directive 1610



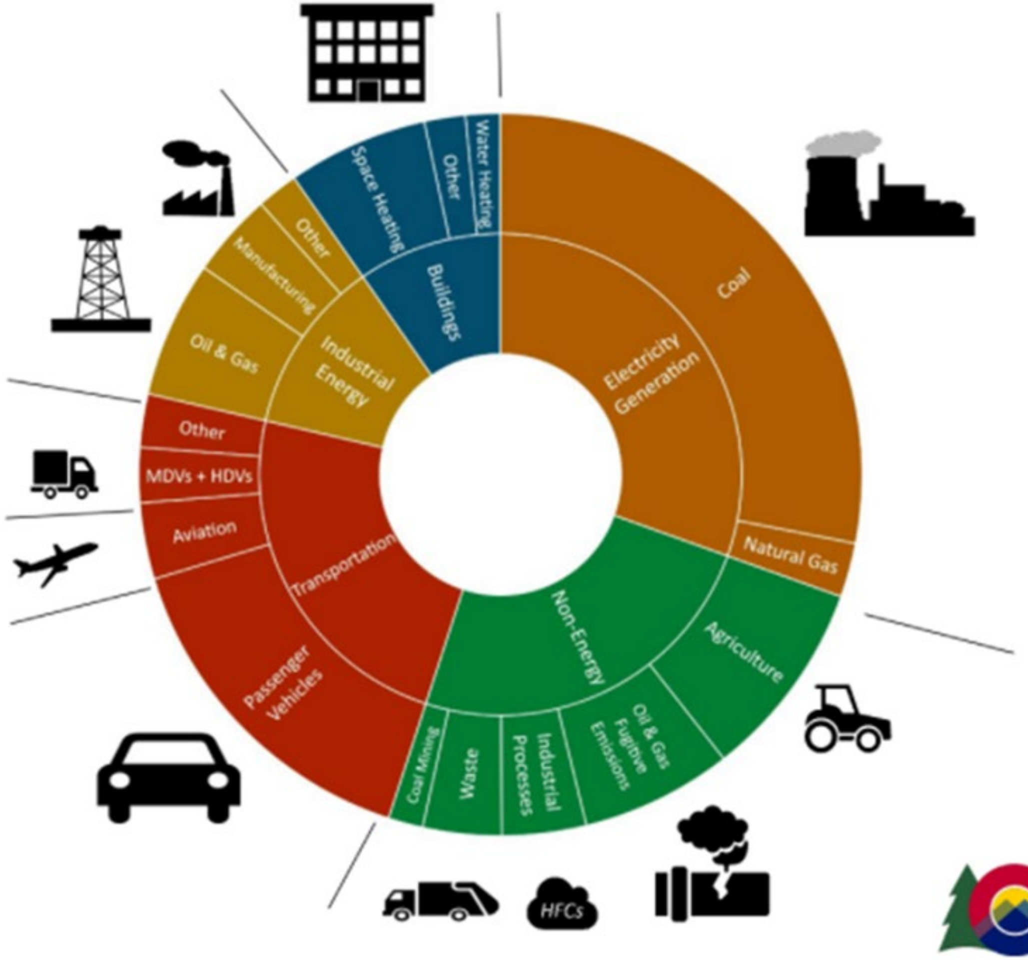
COLORADO
Department of Transportation

Overview of Colorado’s GHG Pollution Reduction Planning Standard

Libba Rollins, GHG Specialist

July 16, 2025

Legislation



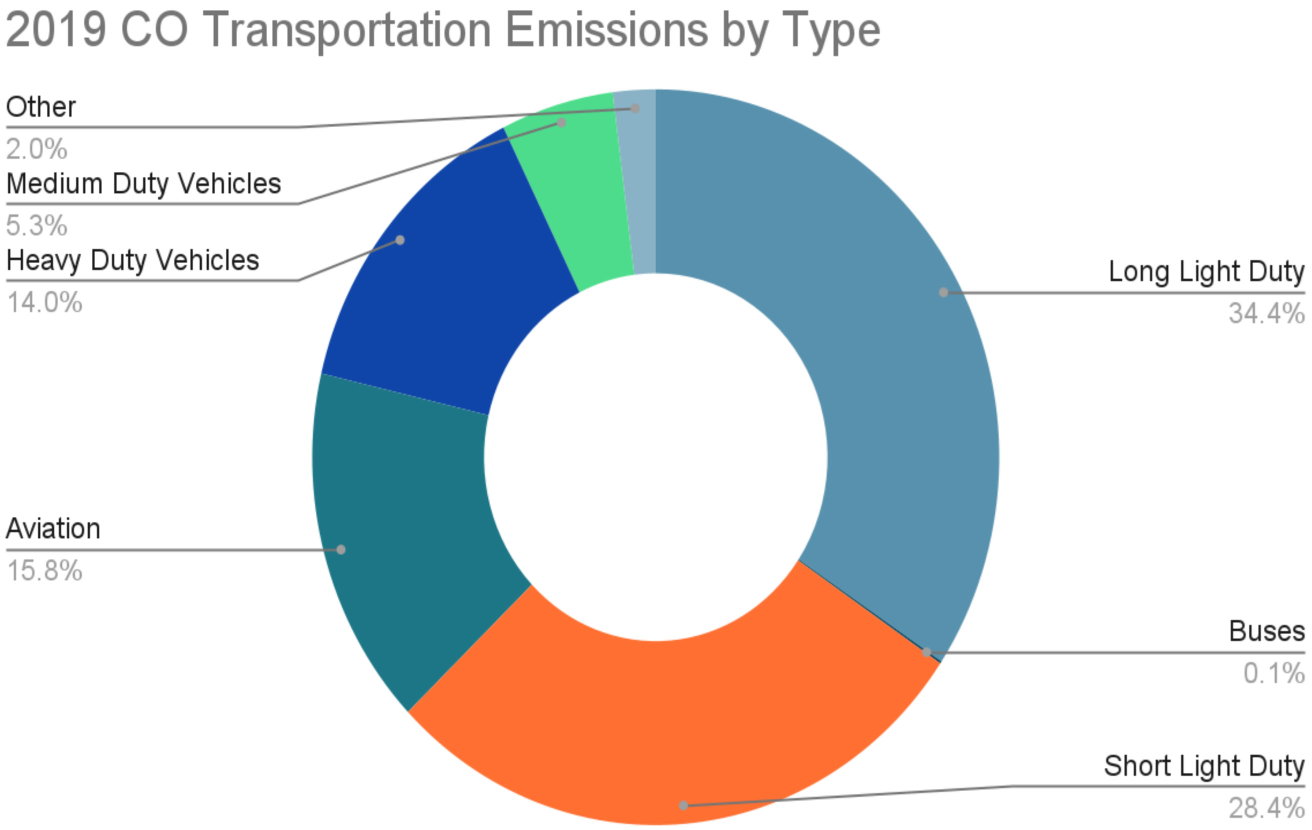
- House Bill 19-1261 - Climate Action Plan to Reduce Pollution
  - Relative to 2005, reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050
- HB23-016 updated and added additional GHG reduction targets
  - Relative to 2005 - reduce GHG emissions 65% by 2035, 75% by 2040, 90% by 2045, and net zero by 2050
- Colorado Greenhouse Gas Roadmaps
  - A list of near-term actions the State will pursue over the following years to make significant progress toward the Climate Action Plan goals
  - Roadmap 1.0 released January 2021 and Roadmap 2.0 released February 2024
- Senate Bill 21-260
  - Made the Roadmap 1.0 recommendation for transportation planning a requirement

GHG Roadmap 1.0 Near Term Actions for Transportation

Reduction GHG pollution ~12.7 million metric tons by 2030

6 MMT reduction	Low & Zero Emission Vehicle rules
2 MMT reduction	Utility and public investment in fleet turnover and infrastructure for light-duty zero emission vehicles (SB19-077, electrification investments from SB21-260)
1.5 MMT reduction	GHG Transportation Planning Standard
~3.2 MMT reduction	Collectively, the other strategies will target remaining 3.2 million tons: • Incentivize land use to increase housing near jobs and reduce VMT pollution • Clean tracking strategy • Participate in developing post 2025 vehicle standards (state and federal) • AQCC evaluation of indirect source rules • Expansion of public transit, including setting the stage for Front Range Rail

GHGs and the Transportation Sector

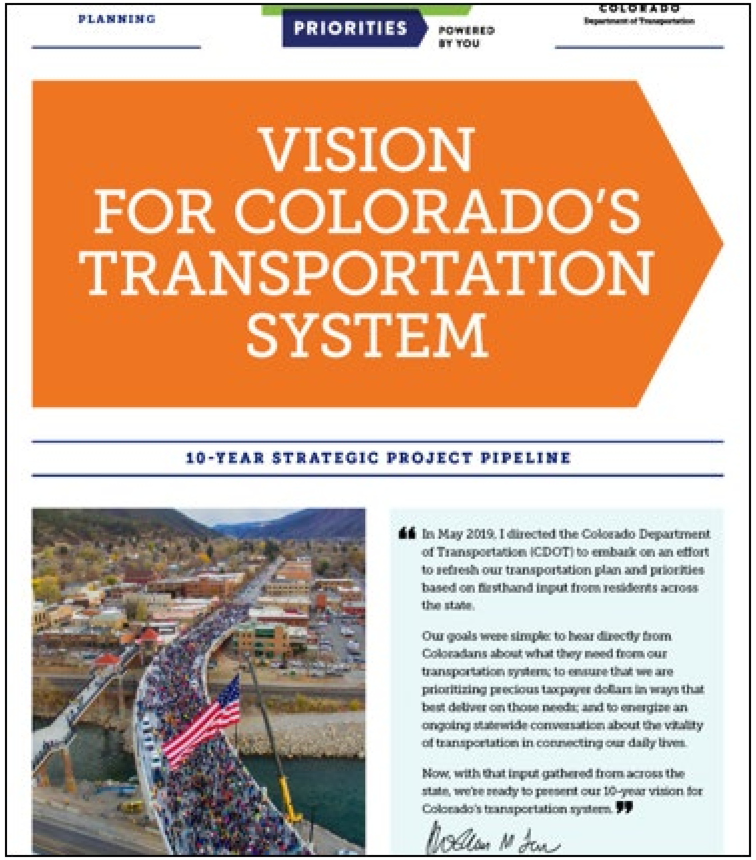


Lowering GHGs from Transportation:

1. Increase the efficiency of vehicle technology
2. Use lower-carbon dioxide intensive fuels
3. Change how we travel and transport goods

❖ Light duty vehicles are the largest source of emissions within Colorado's transportation sector (see Figure 1). "Short Light Duty" refers to passenger cars, light trucks, vans, while "Long Light Duty" refers to large passenger cars - mainly pickup trucks, vans, and SUVs.

GHG Transportation Planning Standard



PLANNING

PRIORITIES POWERED BY YOU

COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE

"In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

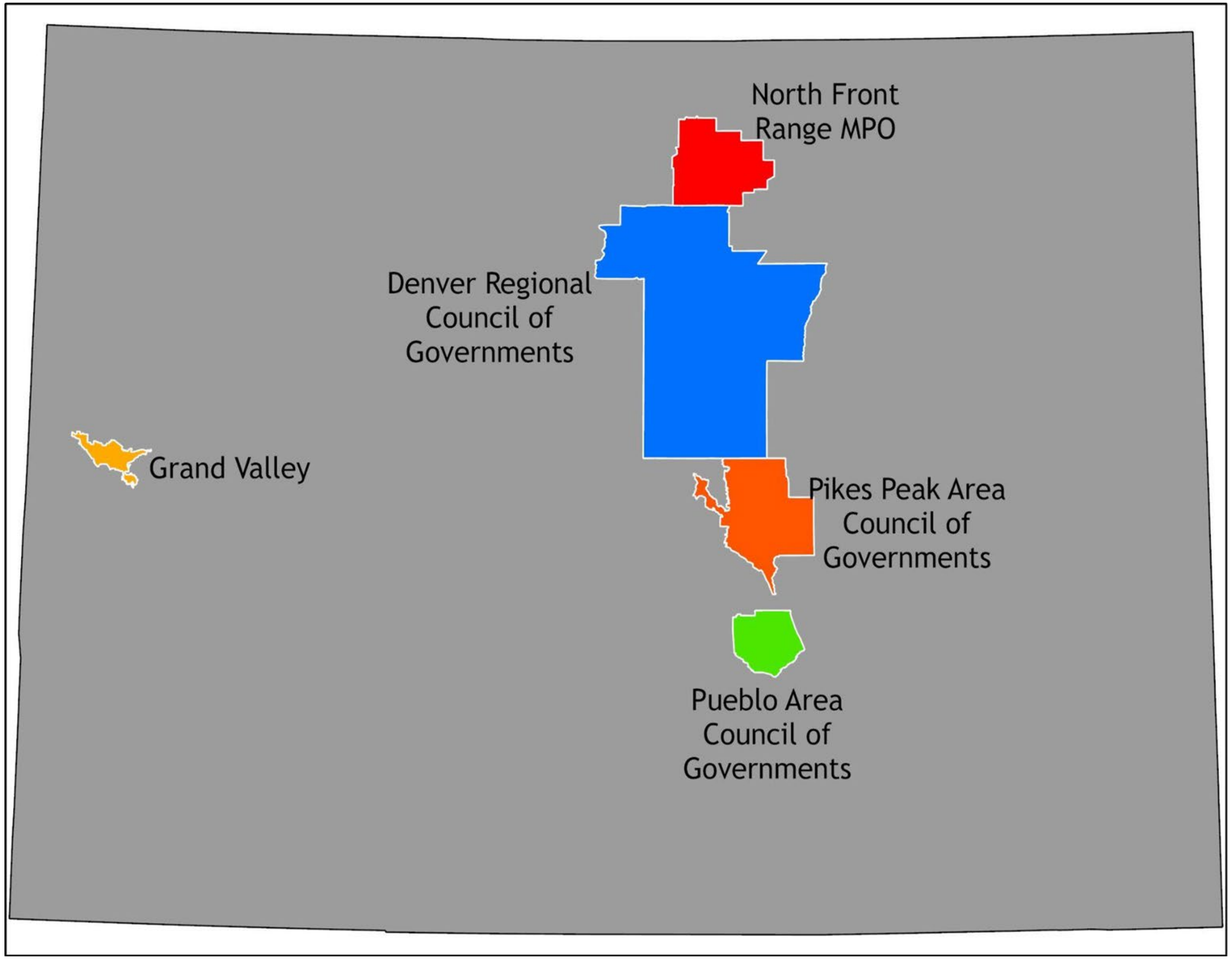
Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system."

- Adopted by the Colorado Transportation Commission in December 2021
- Requires CDOT and the State's five metropolitan planning organizations (MPOs) to create transportation plans that provide more travel choices, resulting in reduced GHG emissions
- Systems planning decisions provide a greater opportunity to reduce GHGs than individual projects on their own

Planning Standard Goal: Reduce GHG emissions from the transportation sector through the development of long range transportation plans that support more travel choices.

Colorado's Planning Agencies



- Denver Regional Council of Governments (DRCOG)
- Grand Valley MPO (GVMPO)
- North Front Range MPO (NFRMPO)
- Pikes Peak Area Council of Governments (PPACG)
- Pueblo Area Council of Governments (PACOG)

- Each MPO is responsible for the emissions resulting from the transportation network within their boundaries

How much will CDOT & MPOs need to reduce GHG emissions?

Table 1: GHG Transportation Planning Reduction Levels in Carbon Dioxide Equivalent (CO2e) Million Metric Tons (MMT) (8.01.2)

Regional Areas	2025 Reduction Level (MMT CO2e)	2030 Reduction Level (MMT CO2e)	2040 Reduction Level (MMT CO2e)	2050 Reduction Level (MMT CO2e)
DRCOG	0.27	0.82	0.63	0.37
NFRMPO	0.04	0.12	0.11	0.07
PACCG	N/A	0.15	0.12	0.04
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
Total	**0.43**	**1.5**	**1.2**	**0.7**

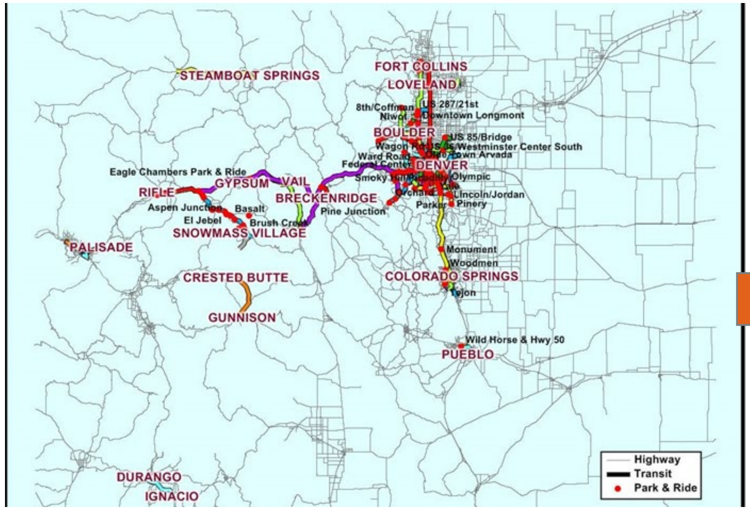
How were these reduction levels chosen?

3 scenarios (layer cake - building on each level)

- Travel choices
- Travel choices + Transit
- Travel choices + Transit + Land Use

How are emissions calculated?

CDOT TRAVEL MODEL



Outputs: VMT, congestion/speed

EPA MOVES Model

Inputs: Fleet Mix/Age & Fuel Type

Total transportation GHG emissions within agency's boundary

Baseline – GHG Emissions based on MPO RTP or CDOT 10 Year Plan adopted as of January 30, 2022.

Compliance demonstration – GHG Emissions based on Updated RTP or CDOT's 10 year plans.

Process Overview: GHG Transportation Planning Standard

Develop long range planning docs → **Determine GHG Impact of plans in 2025, 2030, 2040, and 2050** → **Compare results to GHG reduction levels**

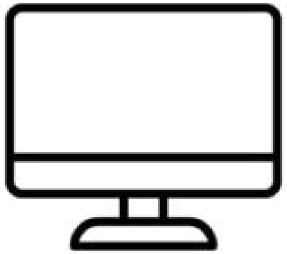
CDOT:

- 10-Year Plan
- Four-Year Prioritized Plan

MPOs:

- Regional Transportation Plans (RTPs)
- Transportation Improvement Programs (TIPs)

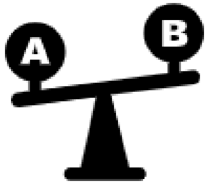
Using a combination of transportation demand models and EPA MOVES, model the GHG impact of the existing transportation network and the projects in the applicable planning documents.



Do the agencies meet the Table 1 reduction levels in each year as required by the Planning Standard?

If yes - standard met

If no - can rely on GHG Mitigation Measures



What happens if an agency cannot meet the Table 1 reduction levels?

1. Change the plan project mix and rerun the model; and/or
2. Implement mitigation measure strategies and develop a Mitigation Action Plan to quantify GHG emissions reductions "off model" based on CDOT Policy Directive 1610;

or

3. Funding restrictions – TC will require CDOT or MPO to spend money on projects or approved GHG mitigation measures that reduce GHG emissions as necessary to achieve the GHG reduction levels for each compliance year in Table 1.
   - Waivers can be requested for specific projects as long as the project does not increase GHG emissions, based on agency priority and need.

Policy Directive 1610: GHG Mitigation Measures

- GHG mitigation strategies are a key concept within the GHG Rule providing another pathway toward meeting the GHG reduction levels in Table 1 in the Rule
- GHG Mitigation Measures are strategies that can’t be effectively modeled or are too small to be captured in travel demand modeling.
- The Transportation Commission first adopted this as Policy Directive 1610.0 in June 2022 and revised most recently in June 2023.
- If a GHG Mitigation Action Plan is submitted by CDOT or an MPO, they must provide a status report of each GHG Mitigation Measure used for compliance with the planning standard by April 1st each year.

What types of projects can be considered a GHG Mitigation Measure?

Bicycle Infrastructure

Pedestrian infrastructure

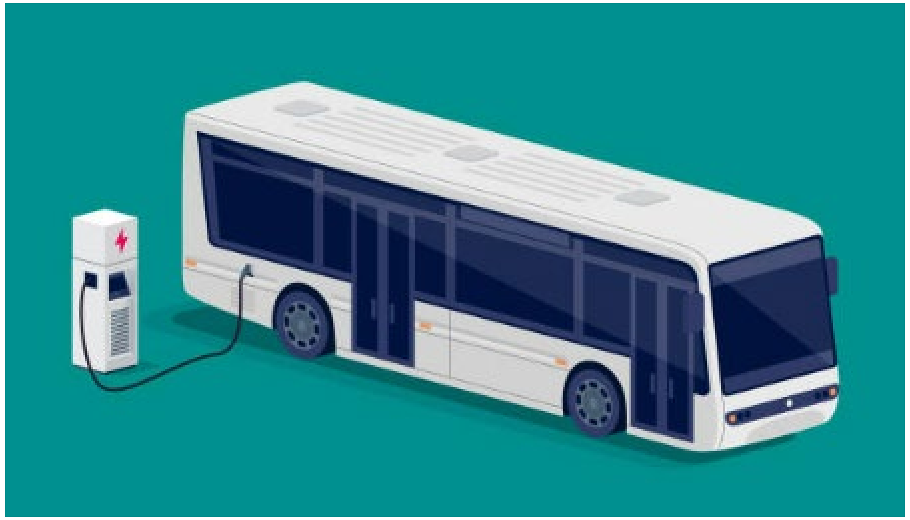
Micromobility E-share

Transit

Operational
Improvements

What types of projects can be considered a GHG Mitigation Measure? - Cont.

Transportation Demand Management



MD/HD Electrification

Parking Management

Land use development

Compliance Determination - GHG Transportation Reports

Development of GHG Transportation Reports to the Transportation Commission

- Reports will have the following components:
  - GHG Emissions Analysis
  - If needed, GHG Mitigation Action Plan demonstrating compliance with the Planning Standard
  - Documentation of Modeling
- CDPHE Air Pollution Control Division Confirmation and Verification
  - APCD provides review and verification of technical data contained within the draft GHG Transportation Report
- Transportation Commission Acceptance
  - Transportation Commission, through resolution, accepts the GHG Transportation Report as meeting the reduction levels required within the planning standard, within 30 days of receipt of the report.

MPO Past and Future Compliance Considerations

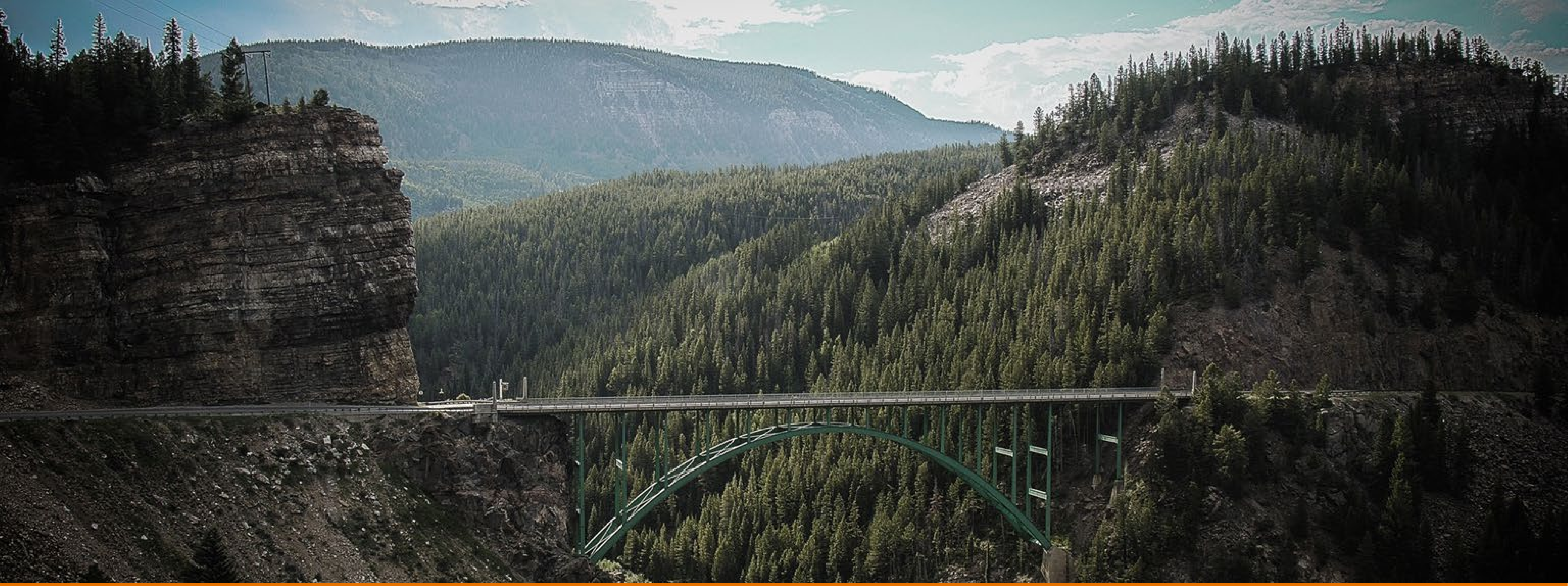
- NFRMPO submitted GHG Transportation Reports in September 2022 and August 2023 for their 2045 RTP, 2050 RTP, and FY24-27 TIP
  - NFRMPO planning to submit a new GHG Report fall 2025 for their updated RTP/TIP
- DRCOG submitted GHG Transportation Reports in September 2022 and July 2023 for their 2050 RTP and FY24-27 TIP, respectively, both of which were accepted by resolution
  - DRCOG will be submitting a new GHG Transportation Report in early 2026 for a major update to their RTP
- PPACG submitted their first GHG Transportation Report in December 2024 for their 2050 RTP
- GVMPO submitted their first GHG Transportation Report in March 2025
- PACOG will bring their first GHG Transportation Report to the TC for their RTP in late 2025, early 2026

CDOT Past and Future Compliance Actions

- CDOT submitted a GHG Transportation Report that was accepted by resolution in September 2022 for CDOT's updated 10 Year Plan
- CDOT is currently conducting our next statewide planning effort which will include an update to CDOT's 10 Year plan
  - This effort will trigger the GHG Planning rule requirement to demonstrate GHG reductions based on the updated plan and associated project mix
  - Projects incorporated in the CDOT 10 Year plan from Transportation Planning Regional Plans will be subject to the GHG reduction compliance demonstration
- CDOT is responsible for ensuring the statewide (non-MPO) project mix incorporated into the 10 Year plan enables CDOT to demonstrate compliance with required GHG reductions in the Planning rule.
- The GHG Planning rule allows flexibility for a mix of project types.

Transportation Planning Region Considerations

- Regional plans will best support CDOT's ability to comply with the GHG Planning rule by ensuring that the people of Colorado have appropriate transportation choice to get to their destination.
- Emphasizing development of bicycle and pedestrian infrastructure where appropriate, based on regional and community needs.
- Emphasizing transit enhancements where appropriate, based on regional and community needs.
- Prioritizing projects in regional plans that provide true transportation choice and help with achieving the statewide reduction levels in the non-MPO areas.



For follow-up questions please contact:

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COLORADO
Department of Transportation

Questions?

Policy Directive 1610.0

Subject:	Greenhouse Gas Mitigation Measures
Effective Date:	06/16/2023
Supersedes:	12/15/22
Originating Office:	Division of Transportation Development

I. Purpose

The purpose of this Policy Directive is to fulfill the requirements of the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (the Rule), which directs the Colorado Department of Transportation (CDOT), in consultation with the Metropolitan Planning Organizations (MPOs), to establish an ongoing administrative process and guidelines for selecting, measuring, confirming, verifying, and reporting Greenhouse Gas (GHG) Mitigation Measures. CDOT and MPOs may use GHG Mitigation Measures in order to assist them in meeting the Regional GHG Planning Reduction Levels in 2 CCR 601-22. This Policy Directive sets forth the intent and principles of GHG mitigations and the process for establishing, tracking, and verifying mitigation measures. It further establishes the quantification methodology and the associated GHG reductions/scores for each measure.

II. Authority

Transportation Commission pursuant to § 43-1-106 (8)(a), C.R.S. § 43-128, C.R.S. 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (the "Rule").

III. Applicability

This Policy Directive shall apply to all CDOT Divisions, Regions, Branches, and Offices as well as the state's current five MPOs: Denver Regional Council of Governments (DRCOG), North Front Range Metropolitan Planning Organization (NFRMPO), Pikes Peak Area Council of Governments (PPACG), Grand Valley Metropolitan Planning Organization (GVMPO), and Pueblo Area Council of Governments (PACOG), as well as any MPOs created during the lifetime of the Rule.

IV. Background

The broad purpose of this Policy Directive is to help achieve the objectives of the Rule, which is intended to reduce GHG emissions from the transportation sector.

Specifically, the Policy Directive fulfills the following requirement within 2 CCR 601-22, Section 8.02.4:

"By May 1, 2022, CDOT in consultation with the MPOs shall establish an ongoing administrative process and guidelines, through a public process, for selecting, measuring, confirming, verifying, and reporting GHG Mitigation Measures. CDOT and MPOs may incorporate one or more GHG Mitigation Measures into their plans in order to assist in meeting the Regional GHG Planning Reduction Levels in Table 1. Such a process and guidelines shall include, but not be limited to, how CDOT and MPOs shall determine the relative benefits and impacts of GHG Mitigation Measures, and measure and prioritize localized benefits to communities and Disproportionately Impacted Communities in particular. The mitigation credit awarded to a specific solution shall consider both regional and community benefits."

GHG Mitigation Measures are an important, but voluntary, component of the Rule as they provide an additional option to demonstrate compliance with the GHG Reduction Levels (Table 1 in the Rule). For this reason, the GHG reductions achieved by GHG Mitigation Measures must be real, additional, quantifiable, and verifiable. GHG Mitigation Measures will be considered additional if it is not currently listed as a specific and quantified action in the GHG Roadmap or captured in an agency's model. The GHG Mitigation Measures included in this Policy Directive--and the scores or reduction levels assigned to these measures--are based on the best available research, calculation methodology and forecasting tools available nationwide.

It also is important to understand how GHG Mitigation Measures relate to transportation plans ("Applicable Planning Documents" in the Rule), which include a range of projects-- from roadway expansions to new transit and bike lanes. The Rule requires CDOT and MPOs to model "at a minimum… Regionally Significant Projects" to demonstrate compliance. The words "at a minimum" give the flexibility to model projects that are not Regionally Significant. This approach has the benefit of providing a full analysis of all the projects within a plan and, further, of realizing the benefits of a model to capture the interrelationships of these strategies across the transportation network. However, not all projects can be accurately modeled yet. This is either because they are too small to be detected within a model (e.g. a segment of bike lane) or are beyond the current overall capability of an agency's model. Thus, this Policy largely focuses on GHG Mitigation Measures that cannot yet be accurately quantified within CDOT or an MPO's travel demand modeling runs. The Commission recognizes that this dynamic will change over time. As models continue to improve, transportation system elements currently treated as GHG Mitigation Measures may be incorporated into the models which may require amendments to this Policy.

V. Definitions

The defined terms in this Policy Directive have the same meaning as in the Rule except as explicitly set forth herein. Some definitions are repeated here for convenience.

“Applicable Planning Document”, as stated in the Rule (1.02), are MPO Fiscally Constrained Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) for MPOs in Non-Attainment Areas, CDOT’s 10-Year Plan and Four-Year Prioritized Plan in Non-MPO areas, and amendments to the MPO RTPs and CDOT’s 10-Year Plan and Four-Year Prioritized Plan in Non-MPO areas that include the addition of Regionally Significant Projects.

“Disproportionately Impacted Communities”, as stated in the Rule (1.11), is defined in § 24-38.5-302(3), C.R.S. as a community that is in a census block group, as determined in accordance with the most recent United States Decennial Census where the proportion of households that are low income is greater than forty percent (40%), the proportion of households that identify as minority is greater than forty percent (40%), or the proportion of households that are housing cost-burdened is greater than forty percent (40%).

“Greenhouse Gas (GHG)”, as stated in the Rule (1.16), are pollutants that are anthropogenic (man-made) emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride

“GHG Mitigation Measure Equity Standards” is a document being developed in collaboration with CDOT’s Environmental Justice and Equity Branch and the MPOs which will guide the process of evaluating benefits and burdens of GHG Mitigation Measures for Disproportionately Impacted Communities.

“Greenhouse Gas (GHG) Mitigation Measures”, as stated in the Rule (1.18) or “Mitigation Measures”, are non-Regionally Significant Project strategies that reduce transportation GHG pollution and help meet the GHG Reduction Levels.

“Greenhouse Gas (GHG) Reduction Level”, as stated in the Rule (1.17), is the amount of the GHG expressed as CO2e reduced that CDOT and MPOs must attain through transportation planning.

"GHG Transportation Report" is the report that is required to be submitted as part of the Rule which shows compliance toward meeting the reductions levels.

"Metropolitan Planning Organization" or "MPO", as stated in the Rule (1.28), is an organization designated by agreement among the units of general purpose local governments and the Governor, charged to develop the Regional Transportation Plans (RTPs) and programs in a Metropolitan Planning Area pursuant to 23 U.S.C. § 134. Colorado currently includes five designated MPOs: DRCOG, PPACG, PACOG, GVMPO and NFRMPO.

"Mitigation Action Plan" (MAP) is an element of the GHG Transportation Report that specifies which GHG Mitigation Measures shall be implemented that help achieve the GHG Reduction Levels.

"Off-Model" means tools are better suited to use independent of the travel model, including calculation methodology in order to quantify or estimate the effects of GHG reductions.

"Policy Directive" is a document adopted by the Transportation Commission that specifies organizational and Commission goals and policies and is used to help implement the Rule.

"Regionally Significant Project", as stated in the Rule (1.42), is a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network or state transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Modifications of this definition shall be allowed if approved by the State Interagency Consultation Team. If the MPOs have received approval from the Environmental Protection Agency (EPA) to use a different definition of regionally significant project as defined in 40 C.F.R. § 93.101, the State Interagency Consultation Team will accept the modified definition. Necessary specificity for MPO Models or the Statewide Travel Model will be approved by the State Interagency Consultation Team. The Transportation Commission may issue guidance for implementation of this definition based on population density or other defined factors from time to time.

"State Interagency Consultation Team" (IACT), as stated in the Rule (1.44), consists of the Division Director or the Division Director's designee, the Colorado Department of Public Health and Environment (CDPHE) Director of Air Pollution Control Division or the Director's designee, the Director of each MPO or their designee, and the Colorado Energy Office Director or Director's designee. The Division Director may appoint additional member(s) from outside of these organizations. The State Interagency Consultation Team works collaboratively and consults appropriately to approve modifications to Regionally Significant definitions, to address classification of projects as Regionally Significant, and to consult on issues that may arise regarding modeling assumptions and projects that reduce GHG emissions.

VI. Policy

The Transportation Commission adopts the processes and priorities stated herein to guide the development of GHG Mitigation Measures, the approval of new GHG Mitigation Measures, the elements of a Mitigation Action Plan and GHG Mitigation Measure Status Report, and the analysis of the efficacy of GHG Mitigation Measures. Due to the evolving nature of evaluation techniques it is expected that this Policy may be reviewed and amended in the early months and years of its adoption.

A. Overall Process for Establishing GHG Mitigation Measures

This Policy Directive includes a list of approved GHG Mitigation Measures (Appendix A) that have been reviewed, vetted, and scored by the Department's subject matter experts, reviewed and recommended by the Interagency Consultation Team, and provided to the Air Pollution Control Division as required by the Rule, Section 8.04.2.

This Policy recognizes the need to balance appropriate analytical rigor around the expected reductions of GHG Mitigation Measures with encouraging new ideas and adapting to advancements in measurement methodologies. Further, the Commission recognizes that in the early compliance period for the Rule, MPOs may identify valid and quantifiable GHG Mitigation Measures that are not contemplated in Appendix A. Thus, this Policy provides two pathways for including mitigation measures in a MAP: 1) Using an approved measure listed in Appendix A or 2) Proposing a new measure so long as the process outlined below for validating and reviewing a measure is followed.

A locally-driven project, not otherwise prompted or developed as a result of CDOT or MPO action (e.g. funded or directly incentivized) may be included in the Mitigation Action Plan if it is a GHG Mitigation Measure contained in Appendix A of this Policy.

1. Proposing and Approving New GHG Mitigation Measures

    i. Inclusion in Appendix A:

    Any individual or organization may nominate a new GHG Mitigation Measure for review and potential approval. CDOT shall develop an online form on CDOT's website to receive these nominations. Staff, in consultation with the Transportation Commission, reserves the discretion to prioritize newly nominated GHG Mitigation Measures based on the information available and the effort required to assess.

    Additionally, CDOT staff will establish a regular process of inventorying best practices from around the country with a focus on identifying a range of effective GHG Mitigation Measures for urban, suburban, and rural contexts throughout the state. Staff shall engage CDOT's Environmental Justice branch in this process to help ensure that GHG Mitigation Measures and policy updates are regularly adapted to, and developed with, input from Disproportionately Impacted Communities.

    In order to be included in Appendix A as an approved GHG Mitigation Measure, all new measures must follow the process outlined below:

    - Assessment by CDOT GHG Program staff according to the framework listed in Table 1. The individual or group submitting the new measure shall be expected to provide, to the extent possible, this information and data upon submission of a proposed GHG Mitigation Measure.
    - Review and recommendation by the Interagency Consultation Team.
    - Confirmation and verification by the Air Pollution Control Division (APCD) (as required by 8.04.2).
    - Approval by the Transportation Commission for incorporation into Appendix A.

Table VI-1- New GHG Mitigation Measure Submission Requirements

New GHG Mitigation Measure Submission Components	Description of New GHG Mitigation Measure
Strategy Description	Describe the overall strategy, including: ● The nexus with the transportation sector ● Description of what the strategy achieves or implements ● Description of how the strategy reduces CO2e emissions ● If possible, identification of how the strategy is not already reflected--or cannot be accurately measured by--land use and travel modeling tools, thus warranting an off-model estimate of CO2e emission reductions ● Description of additionality. A GHG Mitigation Measure will be considered additional if it is not currently listed as a specific and quantified action in the GHG Roadmap or captured in an agency's modeling.
Quantification Methodology	Describe the methodology for quantifying CO2e emissions reductions from the strategy, including: ● Empirical evidence supported by verifiable data sources ● Clearly document all assumptions, sources of data, and calculations
Challenges and Constraints	Potential challenges and constraints with quantifying and implementing strategy

ii. Including a Mitigation Measure in a MAP not included in Appendix A:

If a GHG Mitigation Measure is not included in Appendix A, but submitted as part of a MAP, such measures must include the information in Table 1 and follow the process outlined below. CDOT staff shall work expeditiously to review new Mitigation Measures and support each submittal through this process.

Assessment by CDOT GHG Program staff according to the framework listed in Table 1.

Review and approval by the Interagency Consultation Team.

Confirmation and verification by the Air Pollution Control Division (APCD) (as required by 8.04.2).

The Commission shall revisit this provision by May 2023 to determine its necessity and effectiveness based on the experience of the initial compliance period (i.e. October 2022 deadline).

B. Process for Scoring Approved GHG Mitigation Measures

Approved GHG Mitigation Measures will be scored and the scores included in Appendix A. The scoring is related to the ability of a GHG Mitigation Measure to reduce GHG emissions relative to a certain unit (e.g. per mile of bike lane). It also provides a way to distinguish and value the location and context of GHG Mitigation Measures.

The scores are based on the following factors:

1. Metric (e.g. per mile of bike lane)
2. Tons/unit
3. Additional multipliers
4. Adjustment for effectiveness over time, and
5. A total expected lifetime of each measure

C. Measuring and Prioritizing GHG Mitigation Measures Benefits to Disproportionately Impacted Communities

Section 8.02.4 of the Rule stipulates that this Policy Directive shall include a process and guidelines for “how CDOT and MPOs should determine the relative benefits and impacts of GHG Mitigation Measures, and measure and prioritize localized benefits to communities and Disproportionately Impacted Communities in particular”. To measure the benefits of project- specific GHG Mitigation Measures in Disproportionately Impacted Communities, agencies shall use the tool outlined in the GHG Mitigation Measures Equity Standards document developed in partnership with CDOT’s Environmental Justice and Equity Branch and MPOs. The GHG Mitigation Measure Equity Standards will be updated as needed to reflect the best practices and latest data on measuring transportation inequity relief.

Prioritizing project benefits in Disproportionately Impacted Communities will be addressed in a subsequent effort by CDOT’s Environmental Justice and Equity Branch to establish a more comprehensive transportation equity framework.

Given the nearly 30-year lifetime of the rule, some planned GHG Mitigation Measures in agencies’ GHG Mitigation Action Plans may lack the specificity needed to measure project benefits to communities and Disproportionately Impacted Communities. As such, agencies may either measure equity benefits in GHG Mitigation Action Plans or in GHG Mitigation Measure Status Reports, as project specifics become clearer. As noted above, this tool currently is only applicable to project-based mitigation measures.

D. GHG Mitigation Action Plan

Subsection 8.02.6.3 of the Rule states as follows: “If (GHG) Mitigation Measure(s) are needed to count toward the GHG Reduction Levels in Table 1, the MPO or CDOT may submit a Mitigation Action Plan that identifies GHG Mitigation Measures, if any, needed to meet the GHG Reduction Levels within Table 1”. The Transportation Commission will evaluate Mitigation Action Plans and determine their sufficiency to assure that the Plan meets the GHG Reduction Levels needed for compliance.

The following information must be included in a Mitigation Action Plan:

a. GHG Emissions Reductions: Summary of emissions analysis from GHG Transportation Report, including the estimated gap to achieve the GHG Reduction Levels specified for each horizon year.

b. b. GHG Mitigation Measure Summary/Description: Each measure shall include the following details as listed in Table 2.

Table VI-2 - Description for Each Mitigation Measure

Component	Description of information to be submitted with application
Measure Description	A description of the measure, including scale, location, and how it would affect travel activities expected to result in GHG reductions.
Timing	Anticipated start date, completion date, and dates of any other key milestones.
GHG Reductions	If using the tons as set up in Appendix A, record the GHG reductions and associated technical data in each year of the project’s lifetime. If agencies would like to substitute specific local data for the inputs or parameters that form the basis of the calculation methodologies of the strategies in Appendix A, document the GHG reductions and associated technical data. Agencies shall work with CDOT technical staff to verify the new technical data inputs.

Component	Description of information to be submitted with application
	If using a GHG Mitigation Measure that is not included in Appendix A, document the GHG reductions and associated technical data listed in Table 1 used to calculate the GHG emissions reductions of the strategy. The Commission notes that there is a risk of disapproval under this scenario due to the Commission reviewing without the benefit of being pre-approved through the Appendix A process.
Co-benefits	Quantification, where possible, of specific co-benefits including reduction of co-pollutants (PM2.5, NOx, etc.) as well as travel impacts (changes to VMT, pedestrian/bike use, transit ridership, etc. as applicable), for each relevant compliance year in the project's lifetime.
Benefits to Disproportionately Impacted Communities	A description of the benefits and burdens to Disproportionately Impacted Communities based on the methodology in the GHG Mitigation Measure Equity Standards document and a description of any stakeholder engagement conducted with those communities. Include an accounting of the amount of mitigation dollars directly spent in--or designed to serve--Disproportionately Impacted Communities as a subset of total dollars.
Measure Origin and History	Include a description of the origin of the measure, including, where applicable, the role of the MPO or CDOT. Description must explain how the GHG Mitigation Measure is additional per the guidance provided above. A GHG Mitigation Measure will be considered additional if it is not currently listed as a specific and quantified action in the GHG Roadmap or captured in an agency's modeling. A locally-driven project, not otherwise prompted or developed as a result of CDOT or MPO action (e.g. funded or directly incentivized) may be included in the Mitigation Action Plan if it is a GHG Mitigation Measure contained in Appendix A of this Policy. If a project was specifically identified in a previous fiscally constrained plan as of January 30, 2022, it is not eligible as a GHG Mitigation Measure in a new plan UNLESS the new GHG Mitigation Measure is funded from a pool of non-specific projects (and not otherwise modeled in a previous plan), in which case it may be used as a GHG Mitigation Measure in the new plan.

Component	Description of information to be submitted with application
Funding/ Resources/ Partnerships	Funding source(s), including if those funds are confirmed if any partnerships have been made or in-kind/matches are included.
Other Info As Needed	Any other relevant information that may be needed for thorough review of the proposed GHG Mitigation Measure.

E. GHG Mitigation Measures Status Reports and Follow-Up Analysis

1. Submitting a GHG Mitigation Measure Status Report

Following the approval of a GHG Mitigation Action Plan, CDOT and the MPOs are required to submit an annual status report for each GHG Mitigation Measure to the Transportation Commission starting on April 1 of each calendar year subsequent to the approval of the MAP. The following information shall be included in each status report (as outlined in the Rule):

- The implementation timelines;
- The current status
- For measures that are in progress or completed, quantification of the annual benefit of such measures
- 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
- Description of the benefits and burdens to Disproportionately Impacted Communities based on the methodology in the GHG Mitigation Measure Equity Standards document and a description of any stakeholder engagement conducted with those communities

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.

2. Analyzing the Efficacy of GHG Mitigation Measures

CDOT shall create a process to evaluate the effectiveness of implemented GHG Mitigation Measures against predicted achievement of those measures by no later than the end of 2026 and annually thereafter if needed. Such analysis shall be provided to the Interagency Consultation Team for their review and consideration as to whether this information merits a change to the score applied to relevant measure(s). The Commission shall incorporate subsequent review and revisions into this Policy Directive. Further, CDOT and MPOs shall conduct ongoing review in advance of the next plan update in order to better understand how GHG Mitigation Measures are being developed and implemented.

VII. Implementation Plan

This Policy Directive shall be effective immediately upon approval by the Transportation Commission.

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

VIII. Review Date.

This Directive shall be reviewed by January 2028.

Herman F. Stockinger III   6-16-2023

Herman Stockinger   Date of Approval

Transportation Commission Secretary

IX. Appendix A

X. Table of Contents

XI. Guide for all tables:

- Lifetime Effectiveness of GHG Mitigation Measures: The table lists the number of years after implementation or expenditure for which a strategy remains effective. Some infrastructure projects have long lasting effects, while other programs must be annually reinstated e.g., transit operations and parking pricing. For those programs that must be annually reinstated, agencies may take credit for as many years as the applicable planning document commits to funding said program. An agency may take credit for the GHG reductions of a given project over its lifetime effectiveness.
- Agencies may take partial credit for any of these measures, i.e. if an agency builds half a mile of bike lane in an urban area, it may take half the tons (6 tons).
- Year of emissions factor basis for tons: now-2025: 2025; 2026-2030: 2030; 2031-2040: 2040; and 2041-2050: 2050
- For all strategies in this Appendix, “core urban” corresponds to census tract or block group population density of greater than 10,000; “urban” to density between 4,000 and 10,000 persons per square mile; “suburban” to density between 500 and 4,000 persons per square mile; and “rural” to density of less than 500 persons per square mile. If there is evidence to show that a census tract or block group’s population density will grow (e.g. shift from rural to suburban), agencies may claim a different density for a project.
- “Evaluation year” is the year for which projected GHG mitigation is being compared against a target, i.e., 2025, 2030, 2040, 2050.
- The ditto mark notation (“) in the unit or additional multiplier column indicates that the unit or additional multiplier for that project type is the same as the cell above. In the case where the cell above a ditto mark also contains a ditto mark, the reader should continue to follow the table cells upwards until an in-text unit/additional multiplier is shown.

Table IX-1 GHG Tons Estimate Calculation Methodologies - Pedestrian and Bicycle Strategies

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Bike lane/facility[1] – core urban	Miles of two-way facility built between plan year 1 and evaluation year	30	26	21	12	6	2.0 – separated/protected lane or bike boulevard
Bike lane/facility - urban	“	30	14	11	7	3	“
Bike lane/facility – suburban	“	30	4	4	2	1	“
Bike lane/facility – rural	“	30	1	1	1	1	“
Sidewalk/pedestrian facility - core urban	“	30	28	23	13	6	“
Sidewalk/ pedestrian facility - urban	“	30	9	7	4	2	“
Sidewalk/ pedestrian facility - suburban	“	30	1	1	1	1	1.5 – within mixed-use district or ½ mi of transit station or school
Sidewalk/ pedestrian facility – rural	“	30	1	1	1	1	“
Shared-use path[2] - core urban	“	30	84	69	40	19	“
Shared-use path - urban	“	30	39	32	18	9	“
Shared-use path – suburban	“	30	10	8	5	2	“
Shared-use path – rural	“	30	2	2	1	1	“

[1] “Sharrows” are not considered bike facilities in this application; however, a bike boulevard (low-volume street that includes pavement markings, signage, and traffic calming measures) is considered a bike facility. A “mixed-use district” is a street along which both residential and commercial (including retail) uses are permitted by zoning and where multiple non-residential uses (including retail) are present or planned.

[2] A shared use path is a facility that is physically separated from motorized vehicular traffic by an open space or barrier, either within the highway right-of-way or within an independent right of way, and with minimal cross flow by motor vehicles. Shared use paths should have a minimum width of 8’ for two-way traffic, while 10 - 12’ is desired.

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
"Complete Streets"[3] reconstruction - core urban	"	30	54	44	26	12	2.0 – separated/protected lane or bike boulevard 1.5 – within mixed-use district or ½ mi of transit station or school
"Complete Streets" reconstruction - urban	"	30	22	18	11	5	"
"Complete Streets" reconstruction - suburban	"	30	5	4	2	1	"
Bikeshare	Per 100 vehicles in service in evaluation year	1	18	15	9	4	None
Scooter share	"	1	18	14	8	4	None

[3] Reconstruct streets to include or enhance bicycle and pedestrian facilities as well as transit priority treatments if appropriate.

Table IX-2 GHG Tons Estimate Calculation Methodologies - Transit Strategies

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
New/increased fixed-route transit service[4] -electric	Per 1,000 additional vehicle revenue-hours[5] in evaluation year	1	31	25	15	7	None
New/increased fixed-route transit service -electric/diesel fleet average	"	1	1	4	5	7	None
New/increased fixed-route transit service - intercity[6] fleet average bus	Per 1,000 vehicle revenue-miles	1	2	2	1	1	None
New/increased fixed-route transit service - intercity electric bus	"	1	3	3	1	1	None
Waive transit fares 25%	Per million annual trips current ridership base	1	69	57	33	16	None
Waive transit fares 50%	"	1	139	115	67	32	None
Waive transit fares 100%	"	1	277	229	133	63	None

[4] Some new transit projects may yield higher GHG reductions if the agency supplies local specific data. CDOT and the MPOs may use the "Transit GHG Mitigation Measure User Input Tool" found on the CDOT GHG webpage as an alternative to the tons in this table when evaluating the GHG reductions impact of new or expanded transit services.

[5] Expressing service expansion in vehicle-hours captures a wide range of specific actions including adding route-miles, reducing headways, and extending service hours or days. Ridership elasticities are available to relate to overall service metrics, but will be less available for more specific actions. Data to support ridership response to other improvements (e.g., bus stops and other amenities) will be less available.

[6] Intercity transit services that cross multiple regional and metropolitan areas, e.g. CDOT's Bustang. Intercity buses have a more efficient driving cycle due to use of the highway.

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Implement bus priority treatments[7]	Per 1,000 vehicle revenue-miles per weekday of affected service in evaluation year	30	37	26	13	6	None
New/increased demand-response bus service	Per 1,000 new vehicle revenue hours	1	-	-	1	2	None

Table IX-3 GHG Tons Estimate Calculation Methodologies - Transportation Demand Management Strategies

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Trip Reduction program[8] - voluntary	Per 1,000 covered employees	1	108	89	52	24	None

[7] Infrastructure and/or operational improvements to reduce run times and improve reliability. These may include transit signal priority, queue jump lanes, exclusive bus lanes, bulb-outs, and/or other treatments. Bus priority treatments will need to meet minimum standards, e.g., anticipated >+10% travel time reduction on high-frequency (<=20 min headway) routes.

[8] Minimum requirements for such programs include staff dedicated to performing outreach to employers to promote and provide information on travel options for employees; resources for employers to communicate travel options to employees (e.g., websites, flyers, social media, trip planning tools, model telework policies, vanpool support); guaranteed ride home program; ride matching platform; incentives for participation (e.g., prizes, recognition); and support for measuring and tracking performance (e.g., participation in alternative mode use) via apps or surveys.

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Trip Reduction marketing	Per program $1,000 expenditure in evaluation year	1	2	2	1	1	None
Employer sponsored vanpool	Per new vanpool in evaluation year	1	2	1	1	1	None
Employer sponsored vanpool - electric	“	1	8	7	4	2	None
Carshare program	# of cars provided in evaluation year	1	15	13	7	3	3.0 for EVs
Telework	Per 100 employees teleworking additional 1 day/week	1	25	20	12	6	None
Broadband Expansion	Per 100 new households served	30	45	37	21	10	None

Table IX-4 GHG Tons Estimate Calculation Methodologies - Traffic Operations[9] Strategies

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Retime/optimize arterial signals	Per 10,000 AADT per signal optimized within five years prior to evaluation year	5	53	50	33	23	None
Replace signalized intersection with roundabout	Per 10,000 ADDT per roundabout	30	243	221	133	55	None

Table IX-5 GHG Tons Estimate Calculation Methodologies - Parking Management

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Reduce or eliminate commercial parking minimums and set maximum levels - Non-Central Business District , max 2.5 spaces/1,000 sq. ft.	Per 10,000 sq. ft. of gross floor area of commercial capacity in the area subject to the parking requirements between baseline plan year 1 and evaluation year	30	3	3	1	1	None

[9] The Rule requires that any operational GHG Mitigation Measure take into consideration induced demand. The GHG Mitigation Measure Calculation Methodology Workbook demonstrates how the tons for retiming/optimizing arterial signals were calculated with an induced demand factor. At this time, there is no conclusive evidence that roundabouts offer any travel time savings to drivers, thus induced demand is not a factor in this strategy.

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Reduce or eliminate commercial parking minimums and set maximum levels - Non-Central Business District, max 2.0 spaces/1,000 sq. ft.	"	30	8	4	4	2	None
Reduce or eliminate commercial parking minimums and set maximum levels - Central Business District, max 1.5 spaces/1,000 sq. ft	"	30	5	4	2	1	None
Reduce or eliminate commercial parking minimums and set maximum levels - Central Business District, max 1.0 spaces/1,000 sq. ft	"	30	10	8	5	2	None
Eliminate residential parking minimums and set low maximum levels[10] - core urban	Per 1,000 DUs[11] that can be built in the area subject to the parking requirements between baseline plan year 1 and evaluation year	30	1,535	1,265	734	347	None

[10] Maximums: no more than 0.75 (1 bed/studio/efficiency), 1.0 (2 bed), and 1.25 (3+ bed).

[11] Dwelling units.

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Eliminate residential parking minimums and set low maximum levels – urban	"	30	1,603	1,321	766	362	None
Eliminate residential parking minimums and set low maximum levels - suburban	"	30	1,841	1,517	880	416	None
Reduce or eliminate residential parking minimums and set moderate maximum levels[12] - core urban	"	30	767	632	367	173	None
Reduce or eliminate residential parking minimums and set moderate maximum levels - urban	"	30	801	660	383	181	None
Reduce or eliminate residential parking minimums and set moderate maximum levels - suburban	"	30	921	759	440	208	None
Unbundle residential parking[13]	Per 1,000 parking spaces rented for at least $100 per month in evaluation year	1	179	147	85	40	None
Additional tax or fee on public and/or private parking	Per 1,000 parking spaces per daily $1 fee in evaluation year	1	188	155	90	42	None

[12] Maximums: no more than1.0 (1 bed/studio/efficiency), 1.5 (2 bed), and 1.75 (3+ bed).

[13] This measure unbundles a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost. Unbundling may not be available to all residential developments, depending on funding sources.

Table IX-6 GHG Tons Estimate Calculation Methodologies - Land Use

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Increase residential density	Per acre rezoned from <10 units/acre to at least 15-25 units/acre meeting "smart growth" criteria	30	27	22	13	6	None
Increase job density	Per acre rezoned from <0.5 FAR to at least 1.0 FAR meeting "smart growth" criteria	30	22	18	11	5	None
Mixed-use Transit-Oriented Development (TOD) - higher intensity	Per acre of area rezoned for mixed-use TOD accommodating at least 25 residential units/acre and 150 jobs/acre, within 1/2 mile of fixed-guideway transit station	30	60	49	28	13	None
Mixed-use TOD - moderate intensity	Per acres of area rezoned for mixed-use TOD accommodating at least 15 residential units/acre and 100 jobs/acre, within ½ miles of high-frequency bus transit or fixed guideway station	30	49	40	23	11	None

Table IX-7 GHG Tons Estimate Calculation Methodologies - MD/HD[14]

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
Replace diesel transit buses with battery-electric buses	Number of new vehicles introduced between baseline	12	92	85	76	74	

[14] Strategies in this category will need to be recalibrated or reconsidered if an overlapping regulation is passed at the state level, such as the Advanced Clean Trucking rule.

Project Type	Unit	Project Lifetime (Years)	Tons/Unit Now – 2025	Tons/Unit 2026-2030	Tons/Unit 2031-2040	Tons/Unit 2041-2050	Additional Multipliers
	plan year 1 and evaluation year						
Replace diesel transit buses with hybrid diesel-electric buses	"	12	15	14	13	12	
Replace diesel transit buses with RNG bus	"	12	37	34	30	29	
Replace diesel school buses with electric buses	"	12	12	11	10	10	
Build medium duty truck charger	"	12	19	17	15	15	
Build heavy duty truck charger	"	12	32	30	27	27	
Replace medium duty truck	"	12	19	17	15	15	
Replace heavy duty truck	"	12	32	30	27	27	
Support hydrogen refueling infrastructure	"	12	45	250	420	420	Use 2040 values if hydrogen is produced from renewables

Clean Construction

Strategies in this category will be added in 2023.

XII. Calculation Methodologies

The GHG Mitigation Measure Calculation Methodology Workbook contains the inputs, assumptions, and calculation methodologies behind the estimated GHG savings for each project type.

Transportation Commission (TC) Notes

June 18, 2025, 12:00 p.m.

Workshops & Board Meeting
12:00 pm - 4:30 pm

Attendance:

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

1. Joint Workshop with CDOT, CTIO, CTE, and RTD and – on the Joint Service Agreement - Diane Barrett and Lisa Kaufman

Purpose and Action: To provide details of the IGA between CDOT, the Clean Transit Enterprise (CTE), the Colorado Transportation Investment Office (CTIO), the Regional Transportation District (RTD), the FRPRD, and the Governor's Office. The Transportation Commission (TC) is authorized on SB 24-184 to be the signatory of the agreement for CDOT. Action Requested is the adoption this month of a Resolution authorizing the Commission Chair to sign the IGA on behalf of the Commission and CDOT.

Discussion:

- Diane Barrett, Special Assistant to the Mayor at the City and County of Denver, provided an overview of the Joint Service Agreement resulting from SB 24-184, which allowed a new funding source via a Congestion Impact Fee to be initiated. CDOT, FRPRD, and RTD are the formal entities of the Joint Service Agreement. An Joint Service Executive Oversight Committee is to serve as the governance structure for FRPR - JSEOC has representatives from: RTD, FRPRD, CTIO, CTE, CDOT and the Governor. JSEOC will negotiate with BNSF for this FRPR project.
- Commissioner Bowman asked a question about a weighted voting system - it is related to having entities with more investment in the projects to have more influence on voting.
- Commissioner Ridder asked for any reasons to not approve this agreement. Lisa Kaufman, Chief of Staff to Governor Polis, explained It is a new model for passenger rail in Colorado but is done in California. Also the support of trains vs. buses and focus on roads is controversial. But a project like this does help meet climate goals of the future.
- Commissioners Cook and Stuart thanked the project team for their work on this project.
- Commissioner Stuart liked the fact sheet provided, and noted her support for this project and the change it will provide and noted her support.

- Commissioner Adams noted the excellent work by the team and his support of this, but asked about this really large commitment and when will the broader electorate - a ballot yes or no, to see if there is public support to spend the large sum on this project. The response was from Lisa Kaufman, was that a catalog of public engagement efforts conducted to date has been compiled and is being updated. The electorate vote of 2004 showed support for the project/passenger rail. No further ballot measure is anticipated.
- Commissioner Gutierrez expressed support for the project and mentioned having access to other rail projects in New Mexico and Wyoming is a consideration. People are excited about this and the project is receiving bipartisan support. The Commissioner thanked project team working on this.
- Commissioner Hart also expressed excitement and support for this project.

Discuss and Act on the SB 24-184 (FRPR) Joint Service Agreement IGA Resolution 474

A motion by Commissioner Gutierrez was raised to approve, and seconded by Commissioner Cook, and passed unanimously.

2. Fiber Fees and Surcharges Update - Allie Axley and Leslie Gaylord

Purpose and Action: This workshop summarized the background and informational update to be provided to the Transportation Commission regarding CDOT's permit fees and surcharges for fiber built within CDOT Right of Way (ROW). No action at this time, this workshop was informational only.

Discussion:

- The fee structure was established by E.O. 2022-0009 and SB 22-083, CRS 43-1-1204.
- The status of delinquent accounts for those paying for access to CDOT's ROW and penalties imposed was described. A total of 339 permits have been issued and CDOT has collected $50,825.09 in initial application fees, with staff spending $49, 087.20 over the same time period.
- The Broadband Equity, Access and Deployment (BEAD) status was presented to the TC. A BEAD Restructuring Policy Notice was released by the National Telecommunications and Information Administration (NTIA) on June 6, 2025. Colorado Broadband Office has 90 days to start the BEAD program over and will need to collect new applications.
- CDOT executed an Interagency Agreement (IAA) with several entities, and can work with BEAD funding: Maverix, El Paso County, Ute Mountain Ute, Stratus, and Clearox Network
- CDOT is advancing and working to improve its Dig Once Program, with a project team initiating this project July 1, 2025.
- Commissioner Holquin asked about the salary costs for CY 2024 and if there is the desire to eventually to get at least all the funds spent to start the program, or just collecting for costs moving forward. Allie noted the desire is to cover CDOT costs for this program. Keeping diligent to not charge more than what is expended and costs for

management of the program are anticipated to go down as staff becomes more familiar with practices. Commissioner Holguin also noted it is important to make sure tax payer dollars are not spent to subsidize private entity costs.

- Commissioner Cook asked about fiber connections used for class room instruction for school districts. It was explained that applicants build their own infrastructure, but uses are not monitored by CDOT. Allie will follow up with more information for Commissioner Cook.
- Commissioner Garcia noted it is problematic for the time being spent to get this program up and getting fiber installed to provide internet services. NTIA has also disrupted the progress made under this program to restart BEAD. CDOT should revamp this policy, and help communities. Commissioner Garcia has concerns with raising the fees, as it is not a solution.
- Commissioner Adams noted we were to establish a market value for this installation of fiber in CDOT ROW. Focus is how do we make broadband available and not to be focused on how CDOT would profit from this program. Did the state legislature did not ever pass any bills to support and expedite the provision of broadband across Colorado? The answer was no. Commissioner Adams noted that we are missing the opportunity to enhance the transportation system to also enhance safety, and mobility technology with this fiber installed.
- Bob Fifer, CDOT Director of Operations, noted that CDOT leases fiber below market rate to expand broadband - a couple hundred dollars a year per mile. No complaints have been received to date. This is a dark fiber lease. Commissioner Garcia noted that this leasing does not work for rural Colorado especially in Southwest Colorado.
- Commissioner Hart observed that the team has negotiated an unsolicited program to find another system that was less expensive, and that has been done. We need as a state to work to provide this service and not just rely on CDOT. We are working towards this and CDOT has a major role, and this is an ongoing conversation.

3. Audit Review Committee (ARC) Request to Approve February 19, 2025 Meeting Minutes

ARC Committee Members include: Eula Adams, Chair; Rick Ridder, and Hannah Parsons

Purpose and Action: To approve February ARC February 19, 2025 Meeting Minutes

Discussion:

- No comments, the ARC approved the February 19, 2025 meeting minutes. Commissioner Adams is the Chair of this committee.

A motion by Commissioner Adams was raised to approve, and seconded by Commissioner Ridder, and passed unanimously by present Committee members.

Frank Spinelli, CDOT Audit Division Director, recognized and expressed appreciation to Commissioner Adams for his work with the ARC as Chair.

Transportation Commission Regular Meeting

Call to Order, Roll Call

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

Public Comments

- Three letters received, one each from: BNSF, Commuting Solutions, and Northwest Mayors and Commissioners Coalition that all address the Northwest Passenger Rail, and the Joint Service Agreement being voted on today. The TC is taking letters into their record for consideration.

Comments of the Chair and Commissioners

- Commissioner Garcia sat in on the telephone town hall (TTH) for his district. Had a good response from callers with a good turnout. Good feedback on the Statewide Transportation Plan. Garcia attended the Southwest TPR meeting last week. Lots of construction happening across the state. Wolf Creek guard rail replacement project is underway. Folks working on the roads were recognized and thanked. Awaiting to hear if he has been reappointed to the Commission. If not reappointed, his last meeting is today, and has enjoyed his time on the TC.
- Commissioner Bowan recognized service of Commissioner Garcia. Was on TTH and noted that the questions were interesting and learned a lot and it went seamlessly. Comments were meaningful and good information obtained. Attended the GVRTC meeting and echoed Garcia's comments regarding the construction occurring across the state.
- Commissioner Cook attended TTH hosted jointly with Commissioner Stuart. Attended the 4P meeting for Broomfield County. Recognized support from Commissioner Stuart and help to get up to speed as a TC member. Will miss all Commissioners leaving their seats.
- Commissioner Gutierrez echoed comments from Commissioners Bowman and Cook. East West corridors and attended the north metro area meeting. Discussed CO/US 34 that has became an issue. Asked to bring that focus to the TC. Company Blackshirt Feeders started 50,000 head of cattle feedlot, with a goal to eventually feed 200,000 head of cattle with traffic issues being generated now. Need to determine how to fund improvement projects to US 34 in that area. Segment 5 on I-25 experienced 110 crashes in that area. A recent crash of semi with the barrier into oncoming traffic and blocking traffic for a substantial amount of time was a real concern.
- Commissioner Holquin attended the DRCOG RTC meeting where their FY 26-29 TIP amendments were reviewed. Ron Papsdorf is moving to Houston. Last week Holquin hosted the TTH with Commissioner Adams. Had great engagement with 5,000 attending. It was a masterful process and thanked Regional Transportation Director Myklebust for her help, Herman Stockinger, CDOT Deputy Executive Direct, and the team to make the event a success. Attended the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) meeting. NAAPME board opened the Community Clean

Transportation Assistance program and received 20 applications for over $50 million with only $17 million to distribute. The Enterprise will decide on distributions at their June meeting. Commissioner Holquin thanked the other Commissioners and CDOT staff for help during her service on the TC, and decided not to accept her seat on the TC moving forward, but will continue to keep engaged with transportation.

- Commissioner Ridder thanked folks on the TC when he arrived for the guidance and support, especially from Commissioners Adams, Garcia,Stuart, and Holquin. Noted a quote from Alfred E. Neuman of Mad Magazine “Change is inevitable except from vending machines”.
- Commissioner Stuart spoke well of their TTH with over 7,000 attendees. Comments received included the need for safe hazard free roads, addressing congestion and desire for more transit. Recognized Commissioners Garcia, Holguin, and Adams departing the TC. Noted not to forget the projects underway or still needed in her District 4. Thanked CDOT Executive Management for their support as well.
- Commissioner Masters noted it was a pleasure working with Commissioners leaving.
- Commissioner Adams recognized a bittersweet moment and that there are too many to thank you to mention them all. Thanked stakeholders and county commissioners from Arapahoe and Douglas County. CDOT staff was recognized for their support and their professionalism and dedication. It is all about safety related to what we do at CDOT and the TC. Specially mentioned were Commissioners Stuart, Herman Stockinger, Jessica Myklebust, Jeff Sudmeier and team, and Shoshanna Lew.
- Commissioner Hart expressed how wonderful the group of folks who have served are. Awaiting to hear if reappointed, and this meeting is the last time he is serving as the chair. Recognized Commissioner Stuart for support while he served as chair. Recognized and thanked Herman Stockinger for his support. Lots of construction projects are occurring now. Safety is very important. We need to bring back the Golden Rule in how to treat others on the roadways.

Executive Director’s Management Report - Sally Chafee (Acting Executive Director)

- Loveland Pass is open after the landside on Sunday. The CDOT team cleared it this morning and thanked the team for their hard work to get it back open.
- Rental car suit and case against CDOT was dismissed - they have 30 days to appeal.
- SB 260 lawsuit has been appealed to the Colorado State Supreme Court.
- Two multi-state law suits - NEVI and restrictions on funding - waiting on these to hear back.
- Thanked staff for the Telephone Town Hall work and noted that CDOT received lots of positive feedback on them.
- The Mountain Rail Open House is occurring tonight.
- Roadeo is starting - Maintenance staff compete at the CDOT Regions.
- Thanked the Commissioners who are leaving, and noted that Director Lew passed on her regards.

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

- Thanked and recognized the four Commissioners who are leaving the TC for their service.
- STAC on June 5 was brief with information updates regarding Statewide Plan updates with TTHs, along with an end of winter maintenance update, and a rest area update.
- Rest Area in Arriba is the second busiest in the state and is being worked on and looking at truck parking enhancements.
- A Multimodal Transportation Mitigation Options Fund (MMOF) funding update was provided.
- Next meeting is July 10 (more currently moved to August 7, 2025).

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of May 15, 2025 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal: Parcels 17A-EX and 17C-EX, Washington Street, Golden - Jason Smith
- Proposed Resolution #4: Disposal, Brush Creek Park-n-Ride, Pitkin County - Jessica Myklebust
- Proposed Resolution #5: Approval of FY 2026 Maintenance Projects Between $150k-$300k - Shawn Smith
- Proposed Resolution #6: SIB Interest Rate Recommendation for Second Half of 2025- Jeff Sudmeier

A motion by Commissioner Bowman was raised to approve, and seconded by Commissioner Ridder, and passed unanimously.

Discuss and Act on Proposed Resolution #7: Approve Transfer of Assets to BTE - Jeff Sudmeier

A motion by Commissioner Holguin was raised to approve, and seconded by Commissioner Garcia, and passed unanimously.

Discuss and Act on Proposed Resolution #8: Approving TC Chair to Sign Joint Service IGA (between CDOT and CTIO) - Herman Stockinger

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

Discuss and Act on Proposed Resolution #9: 9th Budget Supplement of FY 2025 - Jeff Sudmeier and Bethany Nicholas

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

Other Matters

- Election of Officers for FY2025-2026 (July 1, 2025 to June 30, 2026)

A motion by Commissioner Stuart to nominate and elect Commissioner Cook as TC Chair, Commissioner Bowman as TC Vice Chair, and Herman Stockinger as the TC Secretary was raised to approve, and seconded by Commissioner Guttierez, and passed unanimously.

Transportation Commission Memorandum

To: Transportation Commission
From: Lauren Cabot
Date: **July 3**, 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

Transportation Commission Memorandum

To: The Transportation Commission
From: Keith Stefanik, P.E. Chief Engineer and Hope Wright, Real Estate Asset Manager
Date: July 17, 2025

Subject: 33Rev3-EX, I70/SH74/US40, Evergreen/El Rancho, Jefferson 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 Parcel 33Rev3-EX, acquired for CDOT Project No. I 70-3(33)253 Sec 2, as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) §§ 43-1-106(8)(n) and 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 1 is requesting the Transportation Commission adopt a resolution to declare Parcel 33Rev3-EX of CDOT Project No. I 70-3(33)253 Sec 2, as excess property and allow for its disposal.

Background

Parcel 33Rev3-EX is a small portion of Parcel 33Rev2 which was acquired in 1969 for the construction of I70. Parcel 33Rev3-EX is located south of I70 Exit 252 at the NW corner of the intersection of US 40 and SH70 (Evergreen Parkway) in the County of Jefferson and contains 20,121 Sq Ft (0.462 Acres) (+/-) of land that is located outside of the right of way necessary for I70.

CDOT previously leased Parcel 33Rev3-EX to the Regional Transportation District (RTD) for use as a Park n' Ride, however, in 2022 RTD informed CDOT Region 1 staff that they would no longer be operating a Park n' Ride on Parcel 33Rev3-EX. With the construction of the new Pegasus Lot less than ½ mile west of Parcel 33Rev3-EX, a Park n' Ride is no longer needed on Parcel 33Rev3-EX.

Details

CDOT Region 1 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403 (b), that disposing of Parcel 33Rev3-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic. Pursuant to 23 CFR § 710.403(e), Parcel 33Rev3-EX will be sold at fair market value and other Federal, State, and Local agencies will have the right of first refusal to purchase Parcel 33Rev3-EX in compliance with

C.R.S. § 43-1-210(5)(a) and 23 CFR § 710.409(b).

As a result of disposing of Parcel 33Rev3-EX, CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel that will be applied to future transportation projects with funds dispersed in compliance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f).

Next Steps

Upon approval of the Transportation Commission and pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409, CDOT will dispose of Parcel 33Rev3-EX containing 20,121 Sq Ft (0.462 Acres) (+/-) of land that is no longer needed for transportation purposes for fair market value.

Attachments

Legal Description with Exhibit

EXHIBIT A
PROJECT NUMBER: I 70-3(33) 253 Sec. 2
PARCEL NUMBER: 33 Rev3-EX
DATE: February 13, 2025
DESCRIPTION

A tract or parcel of land No. 33 Rev3-EX of the Department of Transportation, State of Colorado Project No. I 70-3(33) 253 Sec. 2 containing 20,121 sq. ft. (0.462 acres), more or less situated in the south west quarter of Section 15, Township 4 South, Range 71 West, of the 6th Principal Meridian, in Jefferson County, Colorado, said parcel being a portion of Parcel No. 33 Rev. 2 of said Project No. I 70-3(33) 253 Sec. 2, described in deed recorded in Book 2153, Page 569 of the records of Jefferson County, said tract or parcel being more particularly described as follows:

Commencing at the west quarter corner of said Section 15, thence S 27°42’00" E , a distance of 611.67 feet to the POINT OF BEGINNING:

1. Thence S66°50’39"E , a distance of 17.43 feet;
2. Thence S23°09’21"W, a distance of 168.44 feet;
3. Thence S62°23’31"W, a distance of 63.25 feet;
4. Thence N78°22’19"W, a distance of 58.94 feet to a point of tangency;
5. Thence on the arc of a tangent curve to the right, having a radius of 40.00 feet, a central angle of 65°10’53" , a distance of 45.51 feet, (a chord bearing N45°46’52"W, a distance of 43.09 feet) to a point of tangency);
6. Thence N13°11’26"W, a distance of 19.50 feet to a point of non-tangency;
7. Thence on the non-tangent arc of a curve to the right, having a radius of 160.00 feet, a central angle of 46°09’00", a distance of 128.88 feet, (a chord bearing N54°29’15"E , a distance of 125 42 feet) to a non-tangent point of reverse curve;
8. Thence on the arc of a curve to the left, having a radius of 210.00 feet, a central angle of 31°10’22" , a distance of 114.25 feet, (a chord bearing N59° 30’15"E , a distance of 112. 5 feet) to the POINT OF BEGINNING.

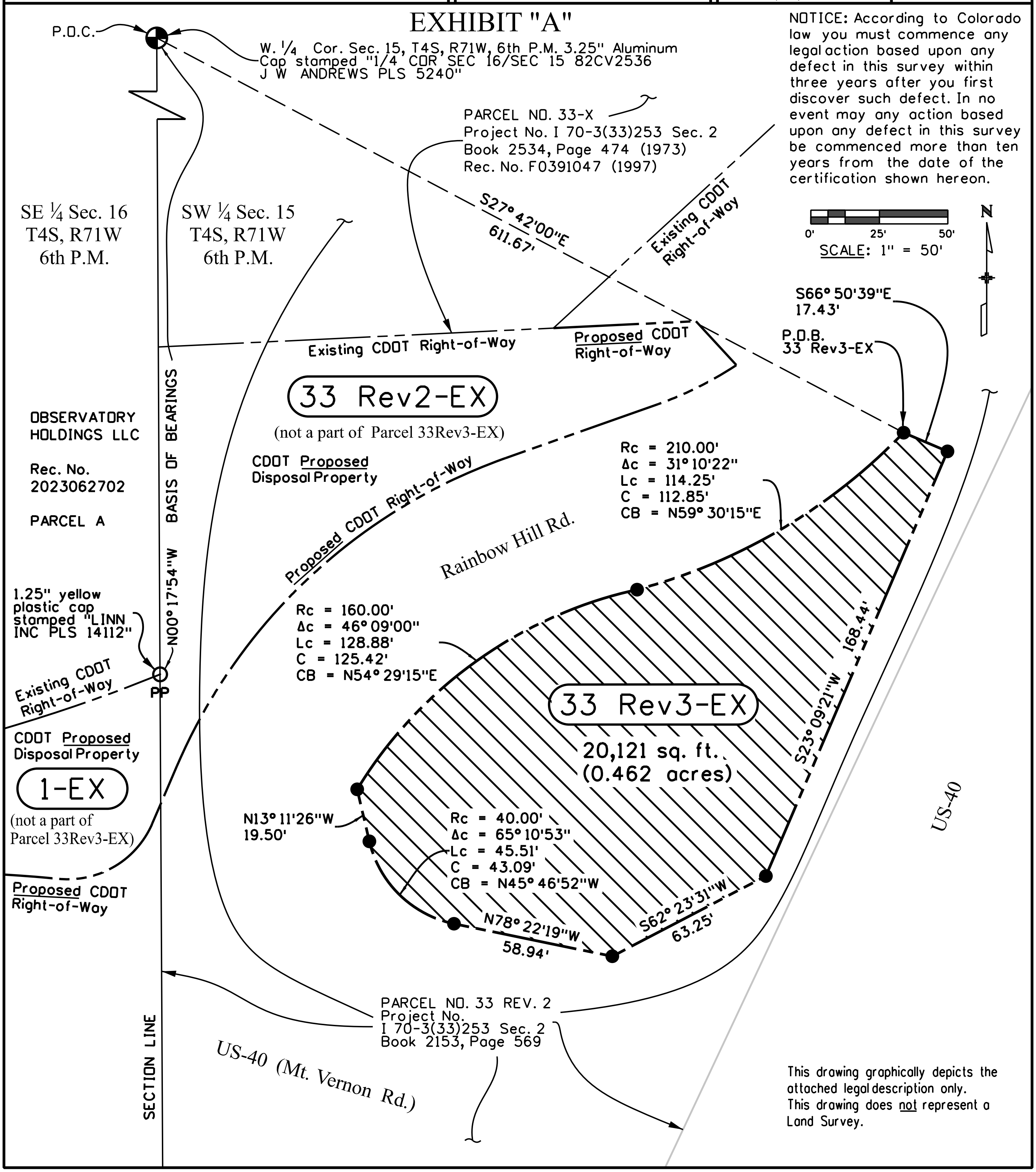
The above described parcel contains 20,121 sq. ft. (0.462 acres), more or less

COLORADO LICENSED
JERALD PATRICK BUFFINGTON
38365
PRO YOR
ONAL LAND S

Colorado Department of Transportation 4670 Holly St. Denver, CO 80216 Phone: 303-398-6728 Fax: 303-398-6781 Region 1 JAD	Owner(s): Colorado Department of Transportation Mailing Address: 2829 West Howard Place Denver, Colorado 80204	CDOT DISPOSAL PROPERTY PARCEL: 33 Rev3-EX Project Number: I 70-3(33)253 Sec. 2 Project Location: US-40 & Rainbow Hill Rd. SW 1/4 SEC 15, T4S, R71W, 6th P.M. Last Mod. Date: 02/13/2025 Page No.: 3 of 4

EXHIBIT "A"

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.



This drawing graphically depicts the attached legal description only.
This drawing does not represent a Land Survey.

Transportation Commission Memorandum

To: The Transportation Commission
From: Keith Stefanik, P.E. Chief Engineer and Hope Wright, Real Estate Asset Manager
Date: July 17, 2025

Subject: Disposal PE-8B Rev.2-EX and PE-8C-EX, State Highway 33, City and County of Denver

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 PE-8B Rev.2-EX and PE-8C-EX, acquired for CDOT Project No. BRMU 0033(2), as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) §§ 43-1-106(8)(n) and 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 1 is requesting the Transportation Commission adopt a resolution to declare Parcels PE-8B Rev.2-EX and PE-8C-EX of CDOT Project No. BRMU 0033(2), as excess property and allow for their disposal.

Background

Parcels PE-8B Rev.2-EX and PE-8C-EX were acquired in 1989 for the construction of SH 33 which extended from Colfax Ave (US40) on the west to Colorado Blvd (SH2) on the east, generally following Auraria Parkway, Larimer/Lawrence Streets, and E 40th Ave, all of which are now part of the City and County of Denver's city street system. SH33 was devolved to the City and County of Denver on May 24, 2001, via transportation resolution TC-954, however, the easements associated with SH 33 were not included in the devolution.

CDOT Region 1 is seeking your approval to dispose of Parcels PE-8B Rev.2-EX and PE-8C-EX which are located East of I25 and North of West Colfax Ave (US40) on the NW corner of Auraria Parkway and 7th Street and together contain 2,792 sq ft (0.064 acres) (+/-).

Parcel PE-8B Rev.2-EX, containing 1,545 sq ft (0.035 acres) (+/-), is a portion of Parcel PE-8B Rev.2 that was acquired by CDOT for Project No. BRMU 0033(2) in 1989 for the construction and maintenance of a bridge associated with SH 33.

Parcel PE-8C-EX, containing 1,247 sq ft (0.029 acres) (+/-) is a portion of Parcel PE-8C that was acquired by CDOT for Project No. BRMU 0033(2) in 1989 for the maintenance of a bridge associated with SH 33.

Details

CDOT Region 1 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403(b), that disposing of Parcels PE-8B Rev.2-EX and PE-8C-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

CDOT Region 1 has determined that Parcels PE-8B Rev.2-EX and PE-8C-EX are of use only to the underlying fee owner and pursuant to C.R.S. § 43-1-210(5)(a)(III) when an parcel is no longer needed for transportation purposes and is of use only to the underlying fee owner, that underlying fee owner shall have right of first refusal to acquire said parcel.

The underlying fee owner desires to exercise their right of first refusal to acquire Parcels PE-8B Rev.2-EX and PE-8C-EX and CDOT would like to sell Parcels PE-8B Rev.2-EX and PE-8C-EX at fair market value to the underlying fee owner in compliance with C.R.S. § 43-1-210(5)(a).

CDOT will be relieved of maintenance responsibilities and liability associated with these parcels. CDOT will also obtain revenue from the sale of the PE-8B Rev.2-EX and PE-8C-EX that will be applied to future transportation projects in accordance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f).

Next Steps

Upon approval of the Transportation Commission and pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409, CDOT will dispose of Parcels PE-8B Rev.2-EX and PE-8C-EX as excess land and dispose of 2,792 sq ft (0.064 acres) (+/-) that are no longer needed for transportation purposes to the underlying fee owner for fair market value.

Attachments

Legal Description with Exhibit

EXHIBIT “A”

PROJECT NUMBER: BRMU_0033(2)
PARCEL NUMBER: PE-8B REV. 2-EX.
AND
PARCEL NUMBER: PE-8C-EX
DATE: MAY 12, 2025

Permanent Easement No. PE-8B REV.2-EX of the Department of Transportation, State of Colorado, PROJECT NO. BRMU_0033(2), being a portion of PE-8B REV. 2 described in reception number 00011076 (1986011076) (8/25/1986), City & County of Denver Records and located in Lot 5, Block 255, WEST DENVER and also lying in the Southwest Quarter of Section 33, Township 3 South, Range 68 West, of the 6th Principal Meridian, City & County of Denver, State of Colorado, being more particularly described as follows:

All of said PE-8B REV 2 lying within Lot 5, Block 255, WEST DENVER, City & County of Denver, State of Colorado.

Containing 1,545 square feet (0.035 acres) more or less.

TOGETHER WITH:

Permanent Easement No. PE-8C-EX of the Department of Transportation, State of Colorado, PROJECT NO. BRMU_0033(2), being all of PE-8C described in reception number 00011076 (1986011076) (8/25/1986), City & County of Denver Records and located in Lot 5 and Lot 6, Block 255 , WEST DENVER and also lying in the Southwest Quarter of Section 33, Township 3 South, Range 68 West, of the 6th Principal Meridian, City & County of Denver, State of Colorado, being more particularly described as follows:

All of said PE-8C lying within Lot 5 and Lot 6, Block 255, WEST DENVER, City & County of Denver, State of Colorado.

Containing 1,247 square feet (0.029 acres) more or less.

Resulting in a total area of 2,792 square feet (0.064 acres) more or less.

All lineal distances shown hereon are in U.S. Survey Feet.

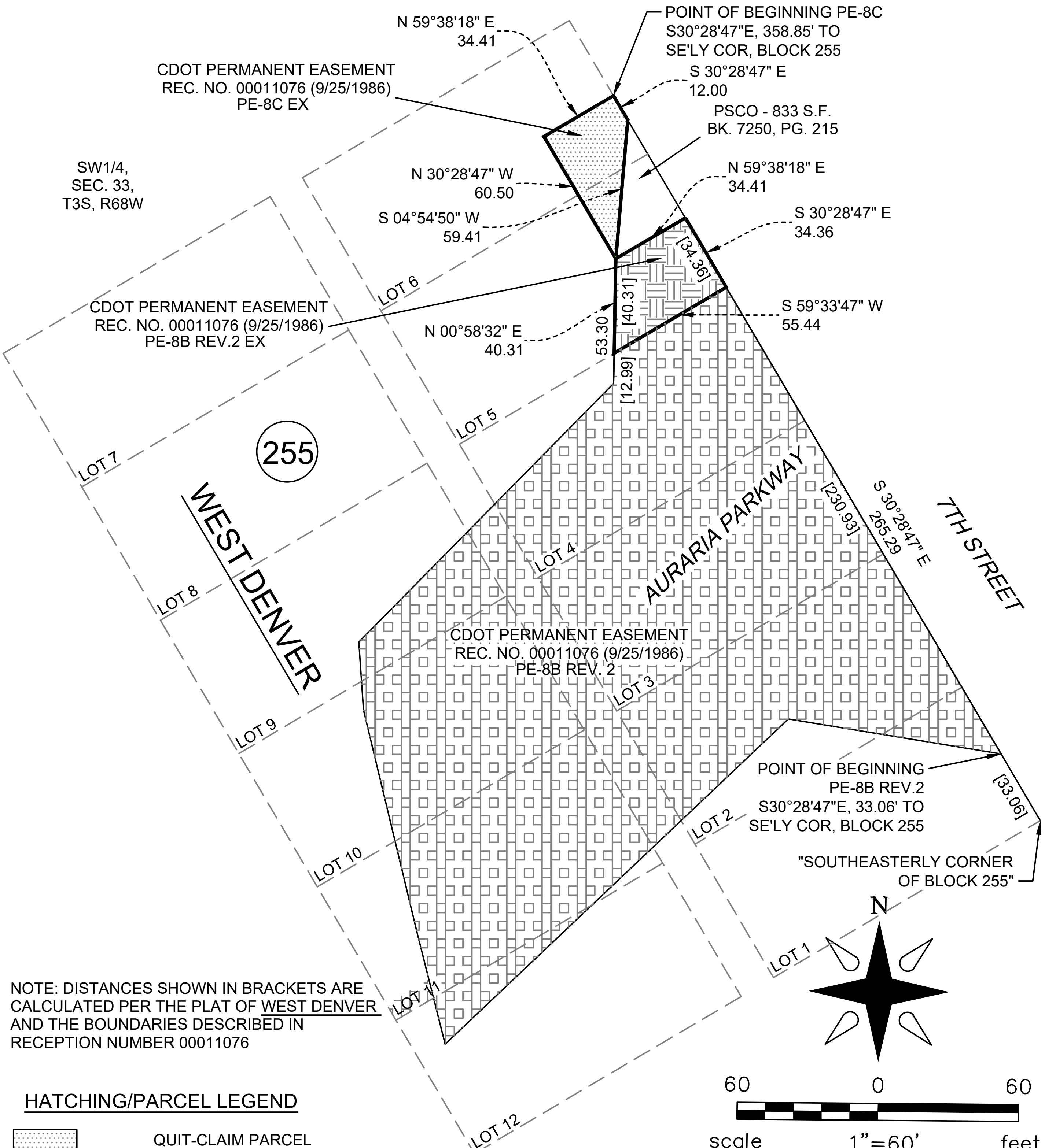
As shown and described on Exhibit A, Sheet 2 of 2, attached hereto and made a part hereof.

For the purposes of this description, bearings are based on the northeasterly line of Block 255 as described in said reception number 00011076 (1986011076) (8/25/1986), which is assumed to bear S30°28’47”E.

The author of this description is Monte L. Sudbeck, PLS 38503, prepared on behalf of SEH Inc., 2000 South Colorado Boulevard, Suite 1200, Denver, CO 80222, on May 12, 2025, and is not to be construed as representing a monumented land survey.

Monte L. Sudbeck, PLS 38503

EXHIBIT "A" TO ACCOMPANY PROPERTY DESCRIPTION



NOTE: DISTANCES SHOWN IN BRACKETS ARE CALCULATED PER THE PLAT OF WEST DENVER AND THE BOUNDARIES DESCRIBED IN RECEPTION NUMBER 00011076

HATCHING/PARCEL LEGEND

QUIT-CLAIM PARCEL
PE-8C EX (1,247 S.F. (0.029 AC.)

QUIT-CLAIM PARCEL
PE-8B REV. 2 EX (1,545 S.F. (0.035 AC.)

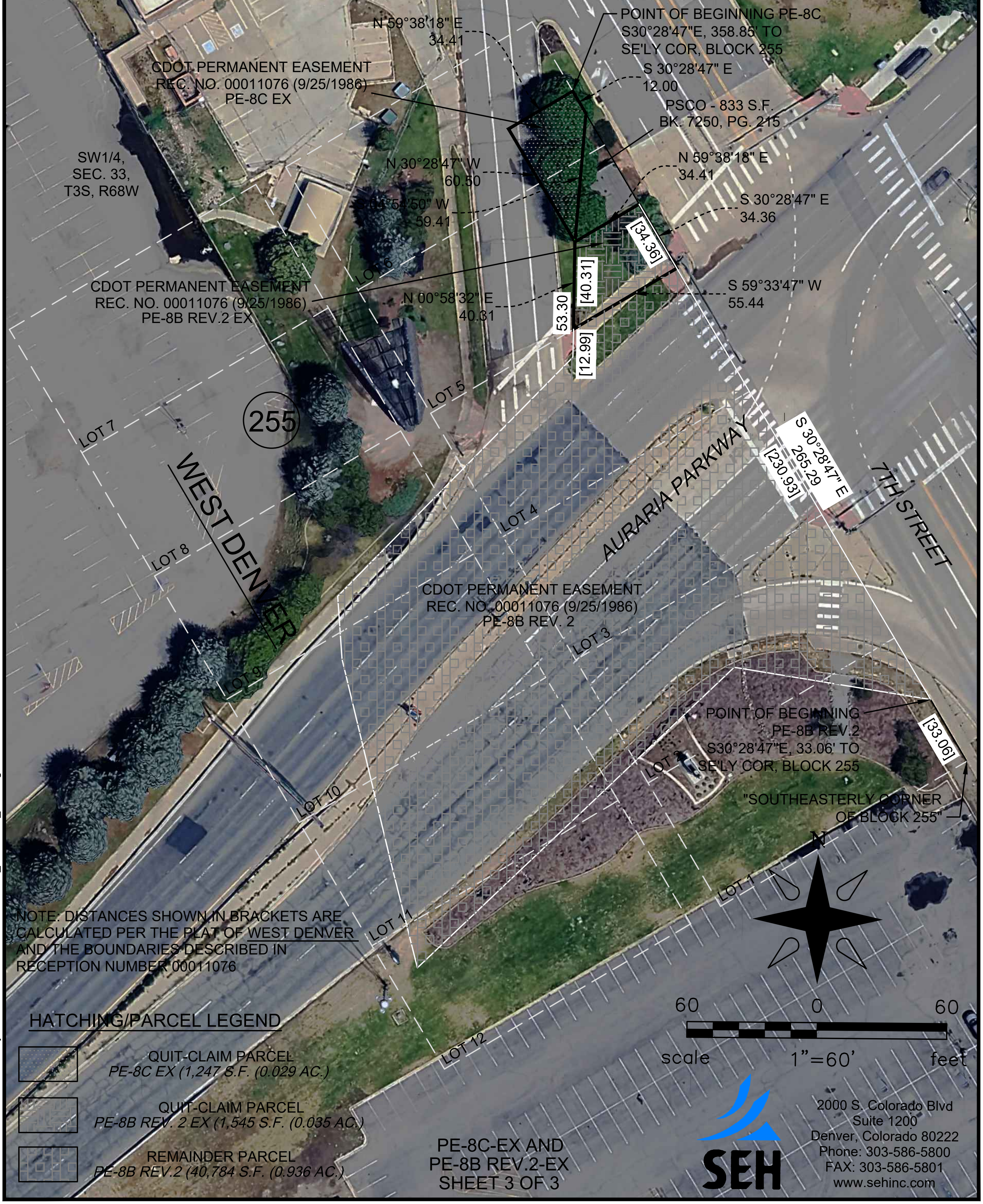
REMAINDER PARCEL
PE-8B REV.2 (40,784 S.F. (0.936 AC.)

PE-8C-EX AND
PE-8B REV.2-EX
SHEET 3 OF 3

SEH
2000 S. Colorado Blvd
Suite 1200
Denver, Colorado 80222
Phone: 303-586-5800
FAX: 303-586-5801
www.sehinc.com

X:\PT\P\PSCOC\174538\9-survey\92-CAD\10-C3d\FULL MAPPING_GROUND_EM.dwg

EXHIBIT "A" TO ACCOMPANY PROPERTY DESCRIPTION



NOTE: DISTANCES SHOWN IN BRACKETS ARE CALCULATED PER THE PLAT OF WEST DENVER AND THE BOUNDARIES DESCRIBED IN RECEPTION NUMBER 00011076

HATCHING/PARCEL LEGEND

QUIT-CLAIM PARCEL
PE-8C EX (1,247 S.F. (0.029 AC.)

QUIT-CLAIM PARCEL
PE-8B REV. 2 EX (1,545 S.F. (0.035 AC.)

REMAINDER PARCEL
PE-8B REV.2 (40,784 S.F. (0.936 AC.)

PE-8C-EX AND
PE-8B REV.2-EX
SHEET 3 OF 3

SEH

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X:\PT\P\PSCOC\174538\9-survey\92-CAD\10-C3d\FULL MAPPING_GROUND_EM.dwg

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer and Hope Wright, Real Estate Asset Manager

Date: July 17, 2025

Subject: Parcel 6-EX, State Highway 2 (Colorado Blvd), City and County of Denver

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcel 6-EX, acquired for CDOT Project No. BRF 002-1(018), as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) §§ 43-1-106(8)(n) and 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 1 is requesting the Transportation Commission adopt a resolution to declare Parcel 6-EX of CDOT Project No. BRF 002-1(018) as excess property and allow for its disposal.

Background

CDOT Region 1 is seeking your approval to dispose of Parcel 6-EX which is located south of the Union Pacific Rail Line that runs parallel to I70, North of E 40th Ave, and East of SH2 on the SE corner of SH2 and the Union Pacific Rail Line in the City and County of Denver and contains 21,299 sq ft (0.489 acres) (+/-) of land that is located outside of the right of way necessary for SH2.

Parcel 6-EX is a portion of Parcel 6 acquired by CDOT for Project BRF 002-1(018) in 1999 for the construction of SH2 and is no longer needed for transportation purposes.

Details

CDOT Region 1 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403 (b), that disposing of Parcel 6-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

CDOT Region 1 has determined that Parcel 6-EX is of use only to the adjacent property owner and pursuant to C.R.S. 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes and has value to only one adjacent owner, that owner shall have right first of refusal to acquire said property.

The adjacent property owner desires to exercise their right of first refusal to acquire Parcel

6-EX and CDOT would like to sell Parcel 6-EX at fair market value to the adjacent property owner in compliance with C.R.S. 43-1-210(5)(a).

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the Parcel 6-EX that will be applied to future transportation projects in accordance with Chapter 7 of the CDOT Right-of-Way Manual.

As a result of disposing of Parcel 6-EX, CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel that will be applied to future transportation projects with funds dispersed in compliance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f).

Next Steps

Upon approval of the Transportation Commission and pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409, CDOT will dispose of Parcel 6-EX containing 21,299 sq ft (0.489 acres) (+/-) of land that is no longer needed for transportation purposes for fair market value to adjacent property owner.

Attachments

Legal Description with Exhibit

EXHIBIT A

BEING A PARCEL OF LAND LYING WITHIN A PORTION OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION; WHENCE THE WEST LINE OF SAID SOUTHWEST QUARTER BEARS, SOUTH 00°06'59" WEST, BETWEEN MONUMENTS SHOWN HEREON WITH ALL BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO;

THENCE SOUTH 48°06'51" EAST, 286.61 FEET TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND DESCRIBED IN SPECIAL WARRANTY DEED AS EXIBIT A, PARCEL NUMBER 6, PROJECT NUMBER BRF 002-1(18) RECORDED AS RECEPTION NO. 990159019, DATED AUGUST 9, 1999 IN THE OFFICE OF THE COUNTY RECORD OF SAID COUNTY, BEING THE **POINT OF BEGINNING**;

THENCE ALONG SAID PARCEL NUMBER 6, THE FOLLOWING, TEN (10) COURSES:

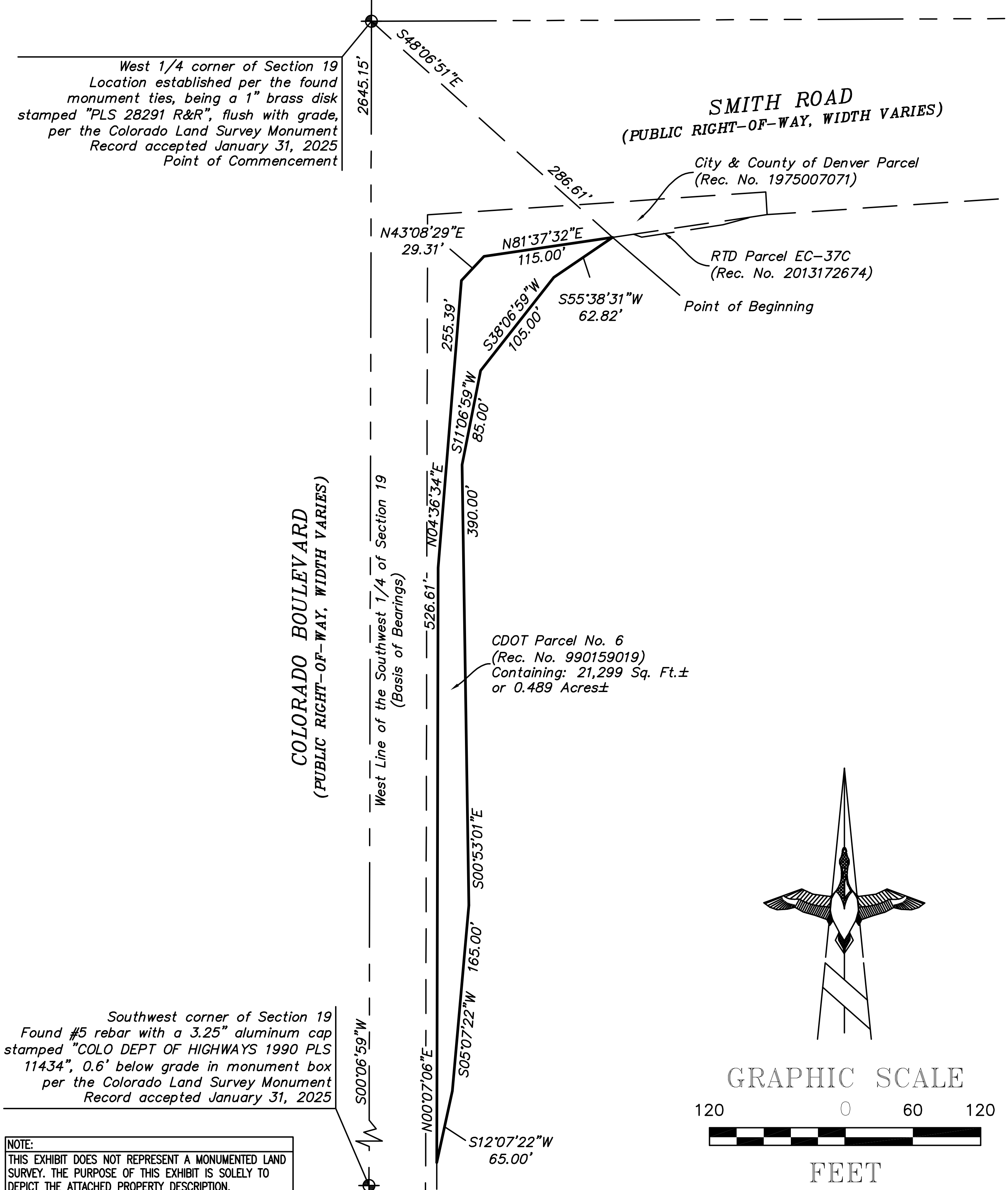
1) SOUTH 55°38'31" WEST, 62.82 FEET;
2) SOUTH 38°06'59" WEST, 105.00 FEET;
3) SOUTH 11°06'59" WEST, 85.00 FEET;
4) SOUTH 00°53'01" EAST, 390.00 FEET;
5) SOUTH 05°07'22" WEST, 165.00 FEET;
6) SOUTH 12°07'22" WEST, 65.00 FEET;
7) NORTH 00°07'06" EAST, 526.61 FEET;
8) NORTH 04°36'34" EAST, 255.39 FEET;
9) NORTH 43°08'29" EAST, 29.31 FEET;
10) NORTH 81°37'32" EAST, 115.00 FEET TO THE **POINT OF BEGINNING**.

CONTAINS 21,299 SQUARE FEET OR 0.489 ACRES, MORE OR LESS.

AS SHOWN ONE EXHIBIT A, ATTACHED HERETO, MADE A PART HEREOF.

JESUS A. LUGO, PLS 38081
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND BEHALF OF ALTURA LAND CONSULTANTS, LLC
6950 SOUTH TUCSON WAY, UNIT C
CENTENNIAL, COLORADO 80112

EXHIBIT A



NOTE:
THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED LAND SURVEY. THE PURPOSE OF THIS EXHIBIT IS SOLELY TO DEPICT THE ATTACHED PROPERTY DESCRIPTION.

ALTURA
LAND CONSULTANTS

6950 S. Tucson Way, Unit C Centennial, CO 80112 Phone: (720) 488-1303

JOB NO. 25041
DATE: 5/9/25
SCALE: 1" = 120'

Transportation Commission Memorandum

To: Transportation Commission
From: Emily Haddaway, CDOT Legislative Liaison
Date: July 17th, 2025

Subject: 2025 Legislative Memorial Designations

Purpose

During the 2025 legislative session, the General Assembly passed five memorial designations of state highways or bridges that require review and approval from the Transportation Commission.

Action

The Transportation Commission is requested to adopt the resolutions passed by the Colorado House and Senate on the consent agenda.

Background

Policy Directive 1503.0 establishes a consistent statewide process regarding the designation or memorialization of highways, bridges, or other highway components. The TC, as part of this process, has the authority to accept and approve such legislative requests. All legislative memorial designations enable CDOT to receive gifts, grants, and donations for the installation of memorial signage. As such, no state funds will be used to produce, erect, or install these signs.

Next Steps

The Transportation Commission has the choice to adopt a resolution to confirm the following three memorial highways and bridges:

1. Senate Joint Resolution SJR 25-015 passed, designating the portion of State Highway 58 from 6th Avenue to McIntyre Street as "Officer Evan A. Dunn Memorial Highway."
2. Senate Joint Resolution 25-017 passed, designating North Academy Bridge spanning I-25 as "Naval Aviation Pilot and Aviation Machinist Mate Petty Officer First Class Daniel T. Griffin Bridge."
3. Joint Resolution 25-1007 passed, designating I-25 Southbound from mile marker 199.4 and I-25 Northbound mile marker 194.8 as "Troy Jackson Memorial Highway."
4. House Joint Resolution 25-1026 passed, designating State Highway 402 from US Highway 287 to I-25 as "Representative Hugh McKean Memorial Highway."
5. House Joint Resolution 25-1027 passed, designating State Highway 1 from East County Road 60 to I-25 as "Commissioner Lew Gaiter III Memorial Highway."

Attachments

1. Transportation Commission Resolution to Adopt the 2025 Legislative Memorial Designations
2. Copies of Relevant 2025 Legislative Resolutions

2025

SENATE JOINT RESOLUTION 25-015

BY SENATOR(S) Kolker and Danielson, Amabile, Baisley, Ball, Bridges, Bright, Carson, Catlin, Coleman, Cutter, Daugherty, Exum, Frizell, Gonzales J., Hinrichsen, Jodeh, Kipp, Kirkmeyer, Liston, Lundeen, Marchman, Michaelson Jenet, Mullica, Pelton B., Pelton R., Rich, Roberts, Rodriguez, Simpson, Snyder, Sullivan, Wallace, Weissman, Winter F.;
also REPRESENTATIVE(S) Titone, Armagost, Bacon, Barron, Bird, Boesenecker, Bottoms, Bradfield, Bradley, Brooks, Brown, Caldwell, Camacho, Clifford, Duran, English, Espenoza, Feret, Froelich, Garcia, Garcia Sander, Gilchrist, Gonzalez R., Hartsook, Jackson, Johnson, Keltie, Lieder, Lindsay, Lindstedt, Lukens, Mabrey, Marshall, Mauro, McCluskie, McCormick, Paschal, Phillips, Richardson, Rutinel, Rydin, Sirota, Smith, Soper, Stewart K., Stewart R., Story, Suckla, Taggart, Willford, Winter T., Woodrow, Woog, Zokaie.

CONCERNING THE DESIGNATION OF A PORTION OF COLORADO STATE HIGHWAY 58 AS THE "OFFICER EVAN A. DUNN MEMORIAL HIGHWAY".

WHEREAS, Officer Evan Alexander Dunn honorably served as a member of the Golden, Colorado, police department, demonstrating exceptional dedication to protecting and serving his community; and

WHEREAS, Officer Evan Dunn tragically lost his life in the line of duty on November 6, 2024, while performing his sworn responsibilities, leaving behind a legacy of bravery, service, and sacrifice; and

WHEREAS, Officer Evan Dunn resided in Littleton, Colorado, alongside his wife, Annalise, and was deeply respected and loved by his family, friends, colleagues, and the broader community; and

WHEREAS, Officer Evan Dunn was a devoted and selfless husband, son, brother, grandson, and uncle known for his unwavering kindness, loyalty, and faithfulness, who placed others before himself, dedicating his life to serving his family, friends, and community with love and generosity; and

WHEREAS, Officer Evan Dunn found deep joy and peace in the great outdoors, cherishing God's magnificent creation and drawing comfort from the beauty and tranquility of nature, and nurtured that love in others; and

WHEREAS, Officer Evan Dunn served his country honorably in the U.S. Army National Guard as an Army Aviator piloting the UH-60 Black Hawk helicopter; showed leadership and commitment by achieving the rank of Captain and serving as company commander in both the Missouri and Colorado National Guard; and consistently showed courage, discipline, and an unwavering dedication to his fellow service members and country; and

WHEREAS, It is fitting and proper to honor Officer Evan Dunn's life and service by designating a portion of Colorado State Highway 58 between 6th Avenue and McIntyre Street in his memory; and

WHEREAS, The memorial designation will extend from mile marker 0, at the intersection of 6th Avenue, to the eastern city limits of Golden near McIntyre Street, ensuring that Officer Evan Dunn's service is recognized within the jurisdiction he served; now, therefore,

Be It Resolved by the Senate of the Seventy-fifth General Assembly of the State of Colorado, the House concurring herein:

(1) That the portion of Colorado State Highway 58 from mile marker 0 to the eastern city limits of Golden near McIntyre Street be designated as the "Officer Evan A. Dunn Memorial Highway";

(2) That the Colorado department of transportation may accept and expend gifts, grants, and donations for the purposes of the initial placement of signs to mark that portion of Colorado State Highway 58 as the "Officer Evan A. Dunn Memorial Highway"; and

(3) That the Colorado department of transportation may explore a cooperative agreement with the City of Golden for the maintenance of the signs marking the "Officer Evan A. Dunn Memorial Highway".

Be It Further Resolved, That copies of this Joint Resolution be sent to Officer Evan Dunn's wife, Annalise Dunn; Officer Dunn's parents, Bill and Cindy Dunn; the Golden police department; the City of Golden; the Colorado department of transportation; Governor Jared Polis; Jefferson County commissioners Andy Kerr and Rachel Zenzinger; former Colorado Senate President Steve Fenberg; State Senator Chris Kolker; State Senator Jessie Danielson; and Colorado Senate President James Coleman.

James Rashad Coleman Sr. PRESIDENT OF THE SENATE	Julie McCluskie SPEAKER OF THE HOUSE OF REPRESENTATIVES
Esther van Mourik SECRETARY OF THE SENATE	Vanessa Reilly CHIEF CLERK OF THE HOUSE OF REPRESENTATIVES

SENATE JOINT RESOLUTION 25-017

BY SENATOR(S) Liston, Amabile, Baisley, Ball, Bridges, Bright, Carson, Catlin, Cutter, Daugherty, Exum, Frizell, Gonzales J., Hinrichsen, Jodeh, Kipp, Kirkmeyer, Kolker, Lundeen, Michaelson Jenet, Mullica, Pelton B., Pelton R., Rich, Roberts, Rodriguez, Simpson, Snyder, Sullivan, Wallace, Weissman, Winter F., Coleman;
also REPRESENTATIVE(S) Pugliese, Armagost, Bacon, Barron, Bird, Boesenecker, Bradley, Brooks, Brown, Caldwell, Camacho, Clifford, DeGraaf, Duran, Espenoza, Feret, Garcia, Garcia Sander, Gonzalez R., Hamrick, Hartsook, Jackson, Johnson, Keltie, Lindsay, Luck, Lukens, Mabrey, Marshall, Martinez, McCormick, Paschal, Phillips, Richardson, Rutinel, Sirota, Stewart K., Story, Suckla, Taggart, Titone, Weinberg, Woodrow, Woog, McCluskie.

CONCERNING HONORING PETTY OFFICER FIRST CLASS DANIEL T. GRIFFIN, AND, IN CONNECTION THEREWITH, DESIGNATING THE NORTH ACADEMY BRIDGE AS THE "NAVAL AVIATION PILOT AND AVIATION MACHINIST MATE PETTY OFFICER FIRST CLASS DANIEL T. GRIFFIN BRIDGE".

WHEREAS, Petty Officer First Class Daniel T. Griffin was a resident of Colorado Springs, attended Colorado Springs High School prior to his enlistment in the United States Navy, and served as a naval enlisted pilot assigned to Kaneohe Naval Air Station, Hawaii, in 1941, flying the Consolidated PBY Catalina; and

WHEREAS, On the morning of Sunday, December 7, 1941, Daniel T. Griffin was on duty with his PBY Catalina aircraft, and upon recognition of the ongoing Japanese attack, he attempted to take off, but was shot down by enemy aircraft. After making an emergency exit into the water, and while swimming to shore, Griffin was fatally wounded by enemy gunfire; and

WHEREAS, Petty Officer First Class Daniel T. Griffin is known to be the first Coloradan killed and believed to be the first American serviceman killed during the attack on Pearl Harbor; and

WHEREAS, Shortly after Griffin's death, Admiral Chester Nimitz, Commander in Chief of the Pacific Fleet, issued a citation recognizing Griffin's valor; in 1943, the United States Navy commissioned the USS Daniel T. Griffin, a destroyer escort, in recognition of Griffin's sacrifice; and

WHEREAS, Griffin's body was moved from its original burial location in Hawaii and reinterred in Evergreen Cemetery, Colorado Springs; now, therefore,

Be It Resolved by the Senate of the Seventy-fifth General Assembly of the State of Colorado, the House of Representatives concurring herein:

(1) That the North Academy Bridge spanning Interstate 25 in Colorado Springs be designated as the "Naval Aviation Pilot and Aviation Machinist Mate Petty Officer First Class Daniel T. Griffin Bridge"; and

(2) That the Colorado Department of Transportation may explore a cooperative agreement with the Colorado Springs City Council for the maintenance of the signs marking the "Naval Aviation Pilot and Aviation Machinist Mate Petty Officer First Class Daniel T. Griffin Bridge".

Be It Further Resolved, That copies of this Joint Resolution be sent to the Colorado Springs City Council, the Executive Director of the Colorado Department of Transportation Shoshana Lew, and the Transportation Commission of Colorado.

James Rashad Coleman Sr.
PRESIDENT OF
THE SENATE

Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Esther van Mourik
SECRETARY OF
THE SENATE

Vanessa Reilly
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

HOUSE JOINT RESOLUTION 25-1007

BY REPRESENTATIVE(S) Clifford, Armagost, Bacon, Barron, Bird, Boesenecker, Bottoms, Bradfield, Bradley, Brooks, Brown, Caldwell, Camacho, Carter, Espenoza, Feret, Froelich, Garcia, Garcia Sander, Gilchrist, Gonzalez R., Hamrick, Hartsook, Jackson, Johnson, Joseph, Keltie, Lieder, Lindsay, Lindstedt, Luck, Lukens, Mabrey, Marshall, Martinez, Mauro, McCormick, Paschal, Phillips, Pugliese, Richardson, Ricks, Rutinel, Rydin, Sirota, Smith, Soper, Stewart K., Stewart R., Story, Suckla, Taggart, Titone, Valdez, Weinberg, Willford, Winter T., Woodrow, Woog, Zokaie, McCluskie, Duran; also SENATOR(S) Bridges and Carson, Amabile, Baisley, Ball, Bright, Catlin, Cutter, Danielson, Daugherty, Exum, Frizell, Gonzales J., Hinrichsen, Jaquez Lewis, Kipp, Kirkmeyer, Kolker, Liston, Lundeen, Marchman, Michaelson Jenet, Mullica, Pelton B., Pelton R., Rich, Roberts, Rodriguez, Simpson, Snyder, Sullivan, Weissman, Winter F., Coleman.

CONCERNING THE DESIGNATION OF UNITED STATES INTERSTATE 25 SOUTHBOUND FROM MILE MARKER 199.4 AND INTERSTATE 25 NORTHBOUND MILE MARKER 194.8 AS "FIREFIGHTERS MEMORIAL HWY IN MEMORY OF CHIEF TROY JACKSON".

WHEREAS, Troy Jackson was born on August 28, 1968, in Englewood, Colorado; and

WHEREAS, Troy Jackson was raised in Littleton, Colorado; and

WHEREAS, Troy Jackson was a nationally ranked BMX rider and graduate of the Class of 1986 at Heritage High School where he met his high school sweetheart and future wife, Lori; and

WHEREAS, Troy Jackson excelled academically, obtaining his undergraduate and master's degrees while an active firefighter; and

WHEREAS, Along with his academic accomplishments, Troy Jackson was drawn to a life of service as a firefighter, which he remained in for three decades; and

WHEREAS, Troy Jackson was hired as a firefighter in 1990 with the Castlewood Fire Protection District, which ultimately became South Metro Fire Rescue, and he was promoted to Engineer in 1995; Lieutenant in 1997; Captain in 2005; Training Bureau Chief in 2015; and then to Assistant Chief of Operations in 2016; and

WHEREAS, Troy Jackson was diagnosed with a rare job-related terminal cancer, adenoid cystic carcinoma, in December of 2012; and

WHEREAS, Throughout the challenges with his illness, Troy Jackson remained triumphant, a phenomenal leader, and dedicated to improving health outcomes for others by starting programs to prevent job-related cancer in hopes no firefighter would have to endure what he, his family, and his coworkers had to go through; and

WHEREAS, Troy Jackson initiated policies and developed equipment to promote aggressive firefighter decontamination following fires, and these policies have since spread across the United States; and

WHEREAS, Troy Jackson's hope and prayer was that the fire service would continue to improve the programs needed to prevent and eliminate job-related cancers; and

WHEREAS, Troy Jackson succumbed to his illness on December 16, 2019; and

WHEREAS, Troy Jackson's legacy and sacrifice have been honored at the Colorado Fallen Firefighters Memorial in Lakewood, the International Association of Fire Fighters Memorial in Colorado Springs, and the National Fallen Firefighters Memorial in Emmitsburg, Maryland; and

WHEREAS, South Metro Fire Rescue's training center was named in Troy's honor, and the Littleton Elks Lodge #1650 has named their annual Firefighter of the Year award in honor of Troy; and

WHEREAS, Chief Troy Jackson served his community and lived his life with honor, dignity, and integrity, and was a hero to all who knew him; and

WHEREAS, It is only fitting that Troy Jackson be recognized so that we may not forget his sacrifice to our great State; now, therefore,

Be It Resolved by the House of Representatives of the Seventy-fifth General Assembly of the State of Colorado, the Senate concurring herein:

(1) That the portion of United States Interstate 25 Southbound from mile marker 199.4 and Interstate 25 Northbound mile marker 194.8 be designated as "Firefighters Memorial Hwy In Memory Of Chief Troy Jackson" to honor the memory and legacy of Troy Jackson, a man described by loved ones as fiercely loving and devoted;

(2) That the Colorado Department of Transportation may accept and expend gifts, grants, and donations for the purposes of the initial placement of signs to mark United States Interstate 25 Southbound from mile marker 199.4 and Interstate 25 Northbound mile marker 194.8 as the "Firefighters Memorial Hwy In Memory of Chief Troy Jackson"; and

(3) That the Colorado Department of Transportation may explore a cooperative agreement with the Board of County Commissioners for Arapahoe and Douglas counties for the maintenance of the signs marking the "Firefighters Memorial Hwy In Memory of Chief Troy Jackson".

Be It Further Resolved, That copies of this Joint Resolution be sent to Troy Jackson's wife, Lori; his daughter, Carley; his son, Covey, and his daughter-in-law, Courtney; his parents, Donna and Paul Jackson; the Board of South Metro Fire Rescue; the Board of County Commissioners in Arapahoe County; and the Board of County Commissioners in Douglas County.

Julie McCluskie SPEAKER OF THE HOUSE OF REPRESENTATIVES	James Rashad Coleman Sr. PRESIDENT OF THE SENATE
Vanessa Reilly CHIEF CLERK OF THE HOUSE OF REPRESENTATIVES	Esther van Mourik SECRETARY OF THE SENATE

2025

HOUSE JOINT RESOLUTION 25-1026

BY REPRESENTATIVE(S) Weinberg and McCluskie, Armagost, Bacon, Barron, Bird, Boesenecker, Bottoms, Bradfield, Brooks, Brown, Caldwell, Camacho, Carter, Clifford, DeGraaf, Duran, English, Espenoza, Feret, Froelich, Garcia, Garcia Sander, Gilchrist, Gonzalez R., Hamrick, Hartsook, Jackson, Johnson, Joseph, Keltie, Lieder, Lindsay, Lindstedt, Lukens, Mabrey, Marshall, Martinez, Mauro, McCormick, Paschal, Phillips, Pugliese, Richardson, Ricks, Rutinel, Rydin, Sirota, Smith, Soper, Stewart K., Stewart R., Story, Suckla, Taggart, Titone, Valdez, Velasco, Willford, Winter T., Woodrow, Woog, Zokaie;
also SENATOR(S) Kirkmeyer and Mullica, Amabile, Baisley, Ball, Bridges, Bright, Carson, Catlin, Cutter, Danielson, Daugherty, Exum, Frizell, Gonzales J., Hinrichsen, Jodeh, Kipp, Kolker, Liston, Lundeen, Marchman, Michaelson Jenet, Pelton B., Pelton R., Rich, Roberts, Rodriguez, Simpson, Snyder, Sullivan, Wallace, Weissman, Winter F., Coleman.

CONCERNING DESIGNATION OF COLORADO STATE HIGHWAY 402 FROM UNITED STATES HIGHWAY 287 TO INTERSTATE 25 AS THE "REP. HUGH MCKEAN MEMORIAL HIGHWAY".

WHEREAS, Representative Hugh Monroe McKean was born on October 27, 1967, to Michael and Janet McKean in Philadelphia, Pennsylvania, and grew up on a farm in northern Missouri; and

WHEREAS, Representative McKean settled in Colorado, graduating from Colorado State University in 1996, and worked as an independent residential contractor across northern Colorado; and

WHEREAS, After moving to Loveland, Colorado, Representative McKean devoted himself to raising his two young children and went on to become active in local government, serving his community on a charter school board and a school district master planning board; and

WHEREAS, Beginning in 2009, Representative McKean served on the Loveland City Council for two terms, during which time he demonstrated his "love of helping neighbors, supporting his community, and finding durable solutions to local and regional problems"; and

WHEREAS, Representative McKean was first elected to represent Colorado House District 51 in 2016, and went on to serve for six years in the House of Representatives, where he worked tirelessly to build a better future for every Coloradan and was an effective lawmaker, with over 50 of the bills he sponsored being signed by the governor; and

WHEREAS, In 2020, Representative McKean was elected leader of the Colorado House Republican Caucus and gained a reputation as someone whose "ability to forge genuine connections with people [and] educate himself on the deep details of public policy, combined with his infectious sense of humor, boundless energy, and innate curiosity of a seven-year-old, made him not only an effective legislator but an invaluable colleague and friend"; and

WHEREAS, Representative McKean passed away on October 30, 2022, three days after his fifty-fifth birthday; and

WHEREAS, At his memorial, attended by hundreds of colleagues, family, and friends as he lay in state in the capitol rotunda, Representative McKean was remembered as someone whose "laughter filled the state capitol, but not as much as his heart"; now, therefore,

Be It Resolved by the House of Representatives of the Seventy-fifth General Assembly of the State of Colorado, the Senate concurring herein:

(1) That Colorado State Highway 402 from United States Highway 287 to Interstate 25 be designated as the "Rep. Hugh McKean Memorial Highway".

(2) That the Colorado Department of Transportation may accept and expend gifts, grants, and donations for the purpose of the initial placement of signs to mark Colorado State Highway 402 from United States Highway 287 to Interstate 25 as the "Rep. Hugh McKean Memorial Highway".

(3) That the Colorado Department of Transportation may explore a cooperative agreement with the Board of County Commissioners for Larimer County for the maintenance of the signs marking the "Rep. Hugh McKean Memorial Highway".

Be It Further Resolved, That copies of this Joint Resolution be sent to Amy Parks, Hanna McKean, Aiden McKean, Janet McKean, Summer McKean, Andrew McKean, and Scott James.

Julie McCluskie SPEAKER OF THE HOUSE OF REPRESENTATIVES	James Rashad Coleman Sr. PRESIDENT OF THE SENATE
Vanessa Reilly CHIEF CLERK OF THE HOUSE OF REPRESENTATIVES	Esther van Mourik SECRETARY OF THE SENATE

HOUSE JOINT RESOLUTION 25-1027

BY REPRESENTATIVE(S) Weinberg and Pugliese, Armagost, Bacon, Barron, Bird, Boesenecker, Brooks, Brown, Caldwell, Carter, Clifford, DeGraaf, Duran, English, Espenoza, Froelich, Garcia, Garcia Sander, Hamrick, Hartsook, Jackson, Johnson, Joseph, Keltie, Lieder, Lindsay, Lindstedt, Lukens, Mabrey, Marshall, Mauro, McCormick, Paschal, Richardson, Rutinel, Rydin, Sirota, Soper, Stewart K., Stewart R., Story, Suckla, Taggart, Titone, Valdez, Willford, Winter T., Woodrow, Woog, Zokaie, McCluskie;
also SENATOR(S) Kirkmeyer, Amabile, Baisley, Ball, Bridges, Bright, Carson, Catlin, Cutter, Danielson, Daugherty, Exum, Frizell, Gonzales J., Hinrichsen, Jodeh, Kipp, Kolker, Liston, Lundeen, Marchman, Michaelson Jenet, Mullica, Pelton B., Pelton R., Rich, Roberts, Rodriguez, Simpson, Snyder, Sullivan, Wallace, Weissman, Winter F., Coleman.

CONCERNING DESIGNATION OF A PORTION OF COLORADO STATE HIGHWAY 1 FROM EAST COUNTY ROAD 60 TO INTERSTATE 25 IN LARIMER COUNTY AS THE "COMMISSIONER LEW GAITER III MEMORIAL HIGHWAY".

WHEREAS, Commissioner Lewis "Lew" Leon Gaiter III was born to Sandra and Lew Gaiter Jr., in Denver, Colorado, on November 21, 1959; and

WHEREAS, Commissioner Gaiter grew up in Littleton, Colorado, graduating from Littleton High School in 1977, and attended Colorado State University for two years before starting his career in the computer industry; and

WHEREAS, Commissioner Gaiter married his wife, Jeannette, on March 14, 1981, in Fort Collins, Colorado, going on to have nine children; and

WHEREAS, During his career as a software engineer, Commissioner Gaiter worked for companies, including Spectralogic, Hewlett-Packard, United Airlines, and Colorado State University and ran his own business, StarFire Enterprises; and

WHEREAS, A longtime resident of Larimer County, Commissioner Gaiter was first appointed as the Larimer County Commissioner representing District 1 in a vacancy election in January 2010 and was elected to the same position in November 2010 and reelected in November 2014, going on to serve for eight years; and

WHEREAS, As a dedicated public servant, Commissioner Gaiter served as chair of the Larimer County Board of Commissioners and president of Colorado Counties, Inc., among many other roles; and

WHEREAS, Commissioner Gaiter was credited with promoting rural broadband access, helping to develop a five-year strategic plan, and supporting economic development work; and

WHEREAS, Commissioner Gaiter was an active member of the Loveland Volunteer Ski Patrol for twenty-five years and a passionate Denver Broncos fan and participated in the boards of various nonprofit organizations, including Christian Home Educators of Colorado and Realities for Children; and

WHEREAS, After a long battle with a rare blood cancer, Commissioner Gaiter passed away peacefully on September 18, 2018, with his wife, Jeannette, and other family members by his side; and

WHEREAS, Commissioner Gaiter is remembered as "a man of great dedication to his work, strong faith, integrity, and courage"; now, therefore,

Be It Resolved by the House of Representatives of the Seventy-fifth General Assembly of the State of Colorado, the Senate concurring herein:

(1) That the portion of Colorado State Highway 1 in Larimer County from East County Road 60 to Interstate 25 be designated as the "Commissioner Lew Gaiter III Memorial Highway".

(2) That the Colorado Department of Transportation may accept and expend gifts, grants, and donations for the purpose of the initial placement of signs to mark the portion of Colorado State Highway 1 in Larimer County from East County Road 60 to Interstate 25 as the "Commissioner Lew Gaiter III Memorial Highway".

(3) That the Colorado Department of Transportation may explore a cooperative agreement with the Board of County Commissioners for Larimer County for the maintenance of the signs marking the "Commissioner Lew Gaiter III Memorial Highway".

Be It Further Resolved, That copies of this Joint Resolution be sent to Jeannette Gaiter, Sandra Gaiter, Jon Gaiter, Micah Gaiter, Elijah Gaiter, Sam Gaiter, Lewis Gaiter, Daniel Gaiter, Josiah Gaiter, Kim Kegu, and Lorenda Volker.

Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

James Rashad Coleman Sr.
PRESIDENT OF
THE SENATE

Vanessa Reilly
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Esther van Mourik
SECRETARY OF
THE SENATE

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, CDOT Budget Director

Date: July 16, 2025

Subject: July Budget Supplement

10 Year Plan Changes

Region 4

Increase $14,690,000 to a new 10 Year Plan item “US34 and US 385 in the City of Wray” and remove the same amount of funding from 10 Year Plan ID 2686 “US 385 between Sand Creek and County Road 29”. This change will address the critical safety and drivability concerns at the location mentioned above.

See Attachment 1 - Region 4 10 Year Plan Change for more information.

Balances of TC Funds are as follows:

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
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	Balance 10S25		$20,779,753
May-25	Balance 11S25		$20,779,753
June-25	Balance 12S25		$20,779,753
June-25	R4 Transfer for CO60 Pipe Break Emergency	-$750,000	
	FY26 Budget Allocation	$15,000,000	
July-25	Pending Balance 1S26		$35,029,753

Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
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
April-25	Balance 10S25		$2,047,606
May-25	Balance 11S25		$2,047,606
June-25	Balance 12S25		$2,047,606
June-25	R1 US40 in Deer Trail, Pine St to Burton St	-$236,035	
July-25	Pending Balance 1S26		$1,811,571

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	Balance 10S25		$47,191,478
May-25	Balance 11S25		$47,191,478
June-25	Balance 12S25		$47,191,478
July-25	Hail Damage at KOA	-$2,324,762	
	Long Bill Admin Adjustment	$266,939	
	FY26 Budget Allocation	$3,900,988	
	Federal Revenue Adjustments	$7,880,619	
July-25	Pending Balance 1S26		$56,915,262

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	Pending 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
April-25	Balance 10S25		$11,534,900
May-25	Balance 11S25		$5,854,900
June-25	Balance 12S25		$3,719,556
	FY26 Budget Allocation		$12,000,000
July-25	Pending Balance 1S26		$15,719,556

COLORADO
Department of Transportation

Memorandum

To: Transportation Commission
From: Heather Paddock, Region 4 Transportation Director
Date: 7/3/2025

Subject: Region 4 10-Year Plan Funding Reallocation Request

Purpose

Periodically there is a need to change 10-Year Plan projects during a current cycle. Because the 10-Year Plan goes to the Transportation Commission for approval, changes to that plan also go to the Transportation Commission for approval. Region 4 is requesting the Transportation Commission's approval of the July Budget Supplement to reallocate 10-Year Plan dollars.

Background

Colorado Department of Transportation Region 4 staff are consistently evaluating where the highest needs and best use of transportation funds should be utilized in the Region while working closely with the members of the Eastern Transportation Planning Region (ETPR) to ensure regional funding is allocated to the high priority projects.

On June 9, 2025, CDOT Region 4 engineering staff presented to the Eastern Transportation Planning Region on the deteriorating condition of US 34 and US 385 in the City of Wray, as well as provide a potential funding solution through reallocating 10-Year Plan funds in Fiscal Year 2023 to Fiscal Year 2026.

The Eastern Transportation Planning Region vocalized their support in reallocating current 10-Year Plan funds from US 385 between Sand Creek and County Road 29 ($14,690,000 Fiscal Year 2023 to Fiscal Year 2026; Planning ID 2685) to address the critical safety and drivability concerns at US 34 and US 385 in the City of Wray for the following reasons:

- The current funding for the US 385 between Sand Creek and County Road 29 project (Planning ID 2685) did not allow for shoulders, which was a priority safety need as identified in the US 385 Highway Prioritization Study. The group determined it would rather see a complete project and use what is available now towards a higher priority project.

- The US 34 & US 385 project location has a higher current and projected AADT for US 34 (almost four times the amount of traffic). The highway is used heavily by trucks and agricultural equipment.

- Portions of the highway pavement near Wray are in Poor to Very Poor condition. Maintenance activities have increased in recent years to maintain acceptable pavement conditions and storm sewer system concerns. Many sections of the highway have not been worked on in over 20 years.

- There is an urgent need to address a compromised storm sewer system and failing retaining wall in the City of Wray.

- This would combine project work and funds from 25455 Wray Sidewalk Improvements (MMOF award) and 26484 Wray Retaining Wall into one project: 26994 US 34 and US 385 in the City of Wray. Combining projects will result in more competitive pricing.

- The improvements will stay within Yuma County and benefit the surrounding communities of both projects.

- US 34 in the City of Wray is listed on the Eastern Transportation Planning Region's Transportation Plan list of priorities and is a high priority for Region 4 in addressing poor and low drivability pavement sections.

COLORADO
Department of Transportation

Action

Transfer Fiscal Year 2023 to Fiscal Year 2026 Strategic Funding ($14,690,000) from US 385 between Sand Creek and County Road 29 (10-Year Plan ID 2685) to a new 10-Year Plan Project: US 34 and US 385 in the City of Wray (Plan ID is to be determined).

This project will reconstruct the pavement structure and sidewalk conditions to meet ADA requirements. It will also address drainage improvements, signing, pavement markings, and highway lighting to bring all of these elements up to current standards.

Recommendation

Staff recommends approving the transfer of 10-Year Plan funds as detailed above.

COLORADO
Department of Transportation

US 34 and US 385 in the City of Wray

Recommended Project for 10-Year Plan Funding

Drainage and driveway improvement needed

Poor surface

Compromised storm sewer with patch

Surface and drivability concerns

COLORADO
Department of Transportation

US 385 Sand Creek to County Road 29

Currently Funded 10-Year Plan Project

Drivability issues

Poor surface conditions

Bridge and Tunnel Enterprise Board
Meeting Minutes
June 18, 2025

Present:	Yessica Holguin, District 1 Shelley Cook, District 2 Eula Adams, District 3 Karen Stuart, Chair, District 4 Cecil Gutierrez, District 5 Rick Ridder, District 6 Barbara Bowman, District 7 Mark Garcia, District 8 Terry Hart, District 10 Todd Masters, District 11
Excused:	Hannah Parsons, District 9

And: Staff members, organization representatives, and broadcast publicly

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

In June, the Bridge and Tunnel Enterprise Board of Directors acted on and approved the following Resolutions:

- BTE1: Regular Meeting Minutes of May 2025
- BTE2: 8th Budget Supplement of FY 2024-25
- BTE3: Asset Ownership of BTE Funded and Completed Structures- FY 2024-25 Acceptance of Transferred Assets

Additionally, the BTE Board elected Shelley Cook as Chair, Barbara Bowman as Vice Chair, and Herman Stockinger as Secretary.

Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Date: July 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

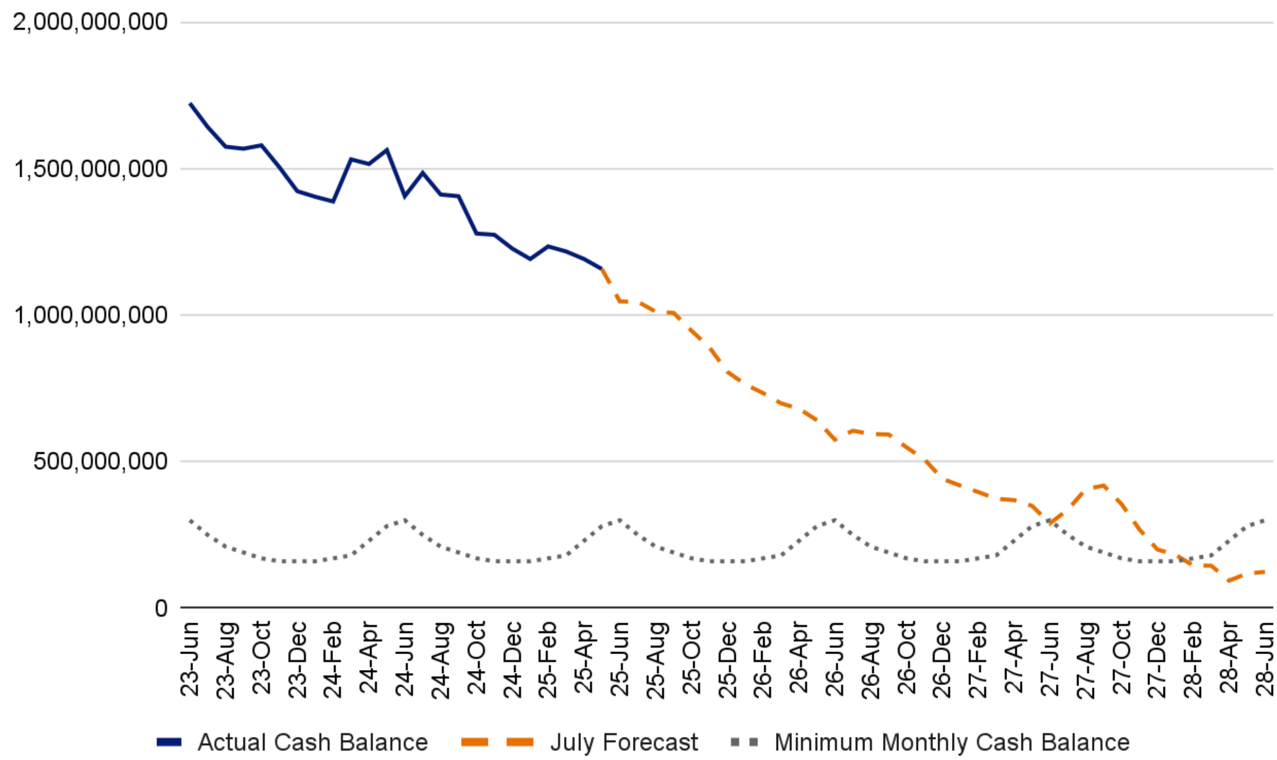
The actual cash balance for May 2025 was $1.16 billion; $0.88 billion above that month's minimum cash balance target of $280.0 million. May's cash balance includes $440.85 million in the State Highway Fund, $57.0 million in ARPA Refinance funding, and $659.23 million in the Senate Bill 267 trustee account.

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 General Assembly recently passed SB 25-257 and SB 25-258, which will reduce the Department's revenue from the General Fund and the FASTER Road Safety Surcharge beginning in FY 2025-26. The forecast was updated this month to account for these revenue impacts.

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.

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, May month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.00 (actual expenditures vs. baseline). There were $234.3M actual expenditures YTD vs. the baseline of $234.8M. 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

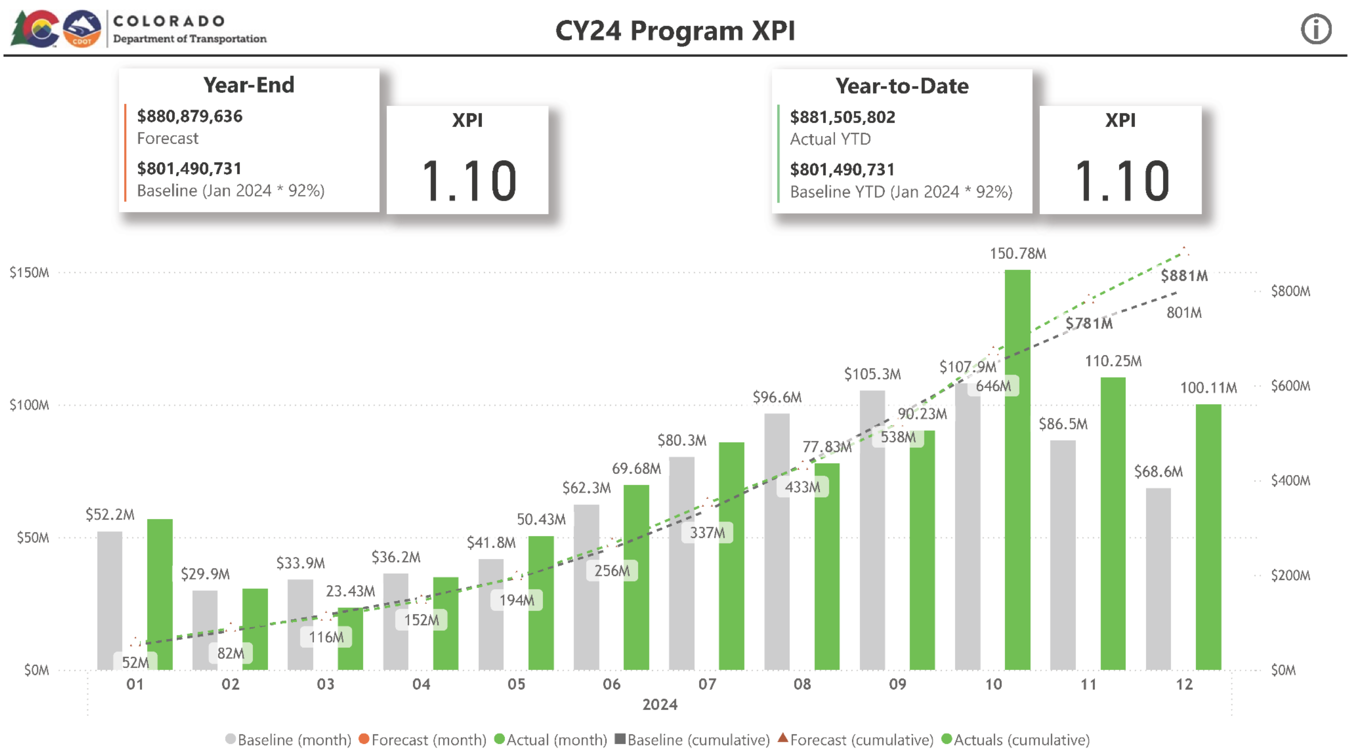


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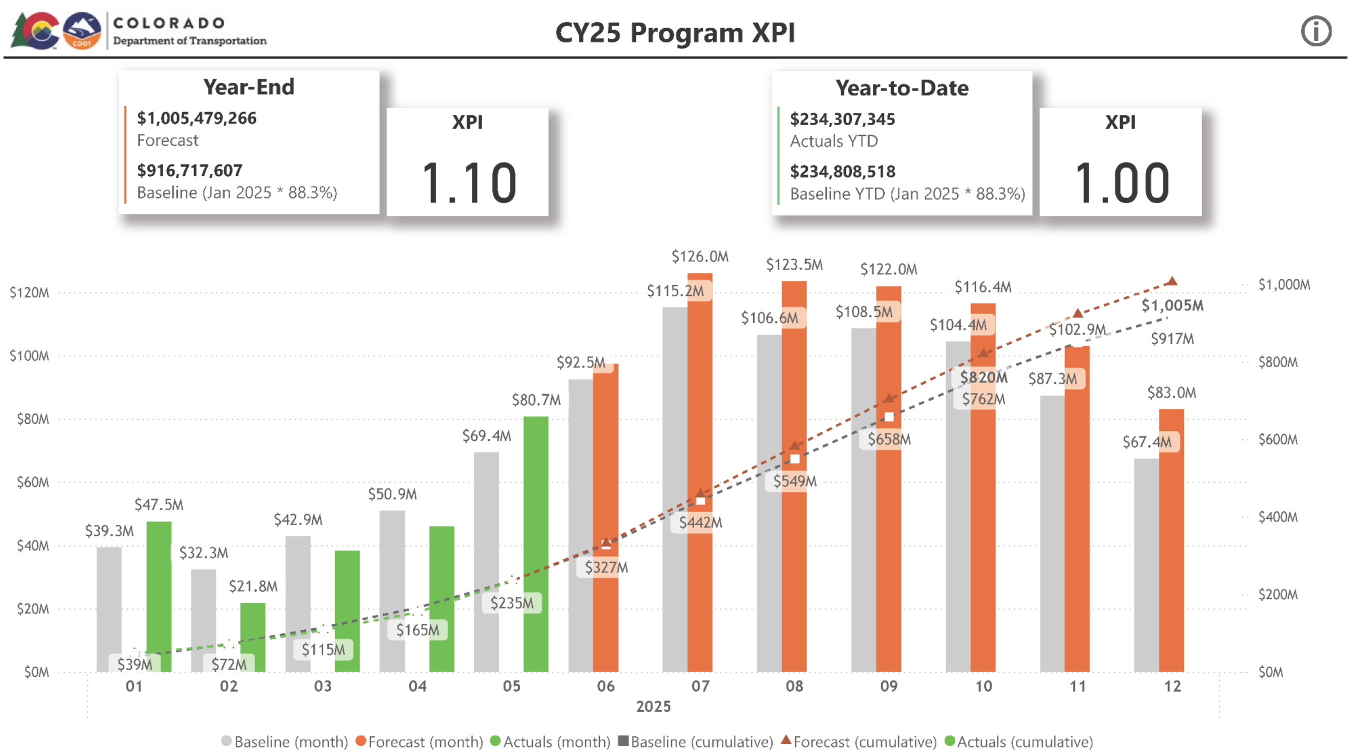
Figure 4 - Dashboard View, CY 25



Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Ryan Long, Revenue and Policy Director
Date: July 16, 2025

Subject: FY 2024-25 Q4 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 to inform the budget-setting process. The OFMB updates this model quarterly to monitor the current fiscal year's performance and project revenue for future fiscal years. The data inputs for this model include, but are not limited to, the following:

- 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 June forecast with the forecast used to set the FY 2024-25 budget. This forecast was updated using actuals through May 2025. Overall, the expected revenue from fuel tax and fee revenue has decreased substantially, while the expected revenue from vehicle registrations and FASTER revenue has increased.

Changes to CDOT HUTF Revenue (millions)

Revenue Source	FY 2024-25 Budgeted	FY 2024-25 Q4 Forecast	Variance
First Stream	$129.2	$116.1	-$13.1
Second Stream	$373.8	$375.7	$1.9
FASTER	$140.4	$143.1	$2.7
Retail Delivery Fee	$8.7	$9.2	$0.5
CDOT HUTF Revenue Forecast	**$652.1**	**$644.1**	**-$7.9**

Summary

The tables below summarize CDOT's FY 2024-25 Q4 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	$634.6	$637.6	$640.8
Vehicle Registration Fees	$234.4	$242.4	$254.2
FASTER Collections	$230.2	$216.6	$216.8
Road Usage Fee	$117.2	$147.2	$177.6
Miscellaneous Collections	$32.3	$32.3	$32.3
Retail Delivery Fee	$23.0	$25.7	$28.6
Statewide HUTF Revenue	**$1,271.7**	**$1,301.9**	**$1,350.3**

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	$644.2	$646.6	$665.1
DNR Capital Construction	$0.3	$0.3	$0.3
Counties	$239.8	$247.2	$255.6
Municipalities	$174.2	$182.1	$190.3
Total HUTF Distributions	**$1,271.7**	**$1,301.9**	**$1,350.3**

Legislative Actions Impacting HUTF Revenue

Senate Bill 25-258 will temporarily reduce the Road Safety Surcharge by $3.70 for all weight classes. This is expected to reduce statewide revenue by approximately $17.6 million in FY 2025-26 and $21.3 million FY 2026-27. This bill adjusted the FASTER distribution formula to minimize the revenue impact on counties and municipalities. The table below outlines the expected changes to CDOT's FASTER revenue for FY 2025-26.

CDOT Road Safety Surcharge Reduction

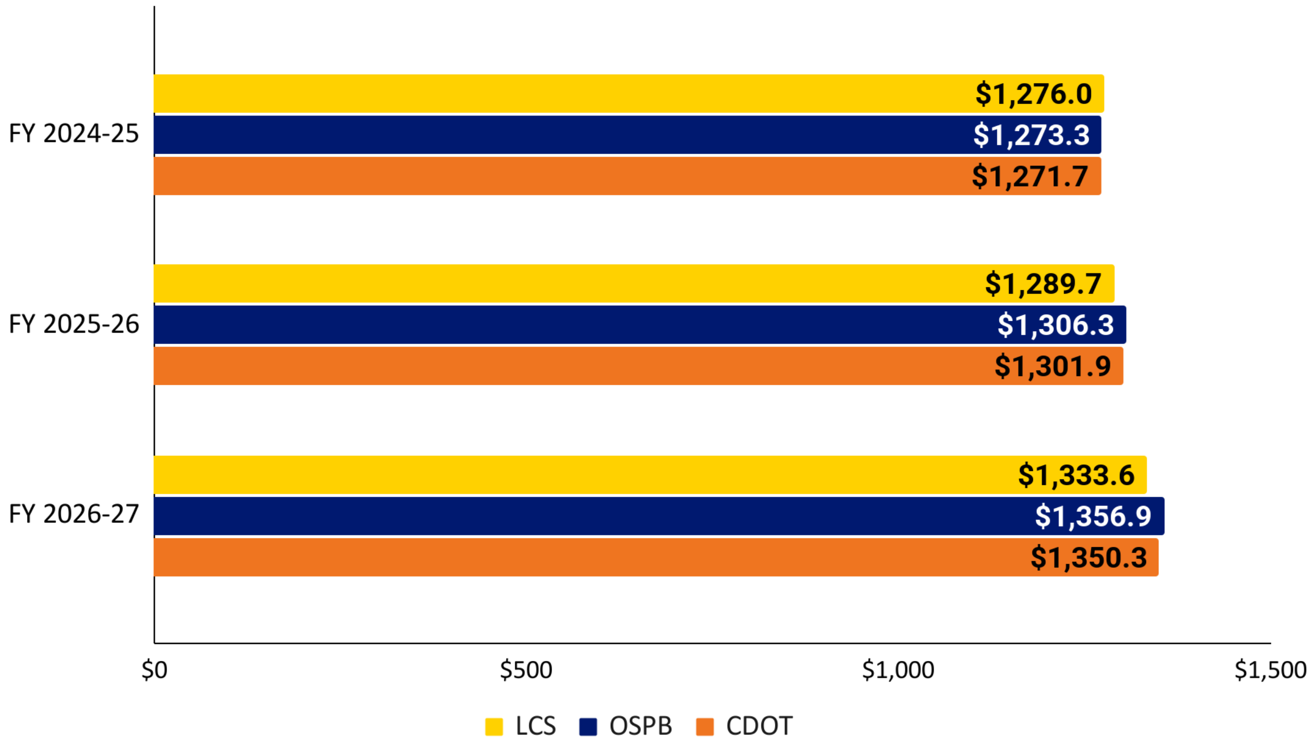
FASTER Fee	FY 2026-27	FY 2027-28	FY 2028-29
CDOT Road Safety Surcharge Reduction	-17,640,000	-21,330,000	-5,570,000

Statewide Forecast Comparison

The forecasts prepared by the Governor's Office of State Planning and Budgeting (OSPB) and Legislative Council Staff (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

The Taxpayer's Bill of Rights (TABOR), approved by voters in 1992, imposes a constraint on the amount of revenue that the state may retain and expend. Each year, the total revenue collected by the state can only grow by the combined increase of population growth and inflation. The statewide revenue forecasts provided by the Office of State Planning and Budgeting (OSPB) and the Legislative Council Staff (LCS) project that state revenue will exceed the TABOR cap through at least FY 2025-26.

The state's General Fund is currently constrained by two factors: increasing cash fund revenue and expenditures that increase faster than inflation. Since TABOR refunds are paid out of the General fund, increasing cash fund revenue can constrain the amount of General Fund revenue that is available within the TABOR limit. Additionally, several state expenses related to health care and education have been growing at a rate that is faster than inflation. Since the state's revenue growth is largely constrained by inflation, these growing expenses are taking up an increasingly larger portion of the budget.

While surpassing the TABOR cap does not directly impact CDOT's revenue, which is primarily funded through cash fund revenue, there is a risk that the decreasing availability of General Funds may impact future General Fund transfers to State Highway Fund.

COLORADO
Department of Transportation
Division of Audit

Audit Review Committee (ARC) February 19, 2025, meeting minutes approved at June 18, 2025, ARC meeting

Colorado Transportation Commission
Audit Review Committee Meeting
February 19, 2025
4:00 p.m. – 4:36 p.m.
CDOT Headquarters

Audit Review Committee Members: Eula Adams, Chair; and Commissioners Hannah Parsons and Rick Ridder

Transportation Commissioners: Karen Stuart, Terry Hart, Mark Garcia, Gary Beedy, Yessica Holguin, and Jim Kelly

Executive Management Team: Shoshana Lew, Executive Director; Herman Stockinger, Deputy Director; Sally Chafee, Chief of Staff; Jeffrey Sudmeier, Chief Financial Officer (CFO); Keith Stefanic, Chief Engineer; Jason Smith, Region 3 Transportation Director; Matthew Inzeo, Communications Director; Kay Kelly, Chief of Innovative Mobility; Robert Hays, Deputy Chief Engineer; Marsha Nelson, Chief Equity Officer; and Bob Fifer, Deputy Director of Operations.

Notable Attendees: Kathy Young, Colorado First Assistant Attorney General

Audit Team: Frank Spinelli, Audit Director; Jim Ballard, Deputy Audit Director; Robyn Lamb, External Team Manager, Brooke Boyle, Internal Audit Supervisor, and Auditors Nathaniel Lei, Melinda Houston, and Daniel Crea.

Call to Order

Chair Adams called the meeting to order at 4:00 p.m. All Audit Review Committee (ARC) members were present. Mr. Spinelli provided an overview of the agenda that includes the following topics: previous meeting minutes, the Accounting and Finance Division Year End Close Processes and Statutory Violations Audit Report, FY 2025-2026 Risk Assessments, FY 2026 Internal Audit Plan and Outstanding Recommendations.

Approval of October 16, 2024, Minutes

Chair Adams made a motion to approve the October 16, 2024, minutes, which was seconded by Commissioner Ridder. All commissioners voted in favor.

Motion and Release of Accounting and Finance Division Year-End Close Processes and Statutory Violations Audit Report (DAF Operations Audit)

Mr. Spinelli reviewed the four report release motion options. Commissioner Parsons made a motion to release the report and thereafter discuss it, which was seconded by Chair Adams. All voted in favor to release the report and discuss it.

DAF Operations Audit

Mr. Spinelli stated that this Audit was initiated at the request of the CFO, as part of DAF's strategy for continuous improvement.

Mr. Spinelli provided an overview of the DAF Operations Audit Report, including the objective, conclusions, effects, causes, recommendations, and management responses.

Mr. Spinelli stated that the objective of the audit was to evaluate DAF operations with respect to year-end close and statutory violation processes. Audit found opportunities exist to improve the year-end and close out process as well as to reduce statutory violations. Mr. Spinelli stated that the reason this audit matters is that improved processes for DAF operations will increase efficiency and regulatory compliance. Mr. Spinelli stated Audit made several recommendations for improvements regarding year end close-out and statutory violations. These improvements are:

Year End Close-Out Improvements:

- Streamline the year-end calendar activities.
- Increase the accrual materiality threshold to $5,000 (already implemented).
- Require vendors and/or subrecipients to submit invoices timely.
- Pay all, or most, vendors electronically.
- Attach the subrecipient determination tool in the Shopping Cart.
- Review and correct diagnostic reports timelier.

Statutory Violations Improvements:

- Provide better monitoring of grant contracts and purchase orders.
- Obtain faster approval of grant contracts and purchase orders.

Mr. Spinelli stated that Audit made several recommendations with regard to other matters not directly related to the audit objective but require management's attention. These recommendations are:

- Abstract grant compliance requirements considered vital to the project and summarize such in an appropriate software.
- Reconcile Division of Transit and Rail (DTR) grants applied for in TrAMS to funds obligated by the Federal Transit Administration (FTA), to the Office of Financial Management and Budget (OFMB), and then to its DTR budget.

- Review and, where necessary, revalidate approximately 614 Z* transactions in SAP production, and decommission those that are no longer required.
- Train CDOT staff so that they are aware of the sources of data for the reports they rely upon for Transportation Commission (TC) and year-end financial statement reporting.
- Require a senior financial executive and/or other relevant senior executives to review and approve Z t-code changes relevant to their division.

Mr. Spinelli stated that the reason these inefficiencies exist in DAF processes is due to a lack of training, staff turnover, lack of desk guides and SAP limitations. Mr. Spinelli noted that DAF management has already begun to take corrective actions including:

- Investing in additional staff and cross-training on year-end close activities.
- Implementing a new diagnostic report process to identify and correct errors within diagnostic reports on a monthly basis.
- Obtaining Office of the State Controller (OSC) approval to increase the materiality threshold for accruals to $5,000.
- Establishing the Subrecipient Grants Support Unit to improve CDOT grant processes and centralize certain elements of the grant process.

Mr. Spinelli expressed his appreciation to the DAF staff for their cooperation, openness and willingness to share information and improve. Mr. Spinelli also thanked the audit team for their efforts.

There were no questions on the DAF audit.

Fiscal Years (FY) 2025 and 2026 Risk Assessments

Mr. Spinelli stated that the Audit Division had conducted its risk assessments for FYs 2025 and 2026 to determine audit areas. The purpose of these risk assessments is to identify the potential risks faced by CDOT and to assess the likelihood and potential impact of these risks. Auditing standards require that risk assessments be performed and also aid in identifying where improvements may be needed most. Audit conducted 25 risk assessment interviews with senior personnel in December 2024.

The top risks identified for FYs 2025 and 2026 were:

- Procurement & Contracting Processes
- Staffing & Succession Planning
- Employee Instructions (formerly policies and procedures)
- Technology
- Employee Cross Training
- Regulatory
- Assets

Mr. Spinelli stated that the risk assessments found:

- Delays in the procurement process, including contract review and approval, are consistently cited as a significant inefficiency. There is no tracking system for contract management, and contracts must go through review and approval multiple times resulting in delays in the process. These issues have led to service disruptions and/or statutory violations. Mr. Spinelli stated that an audit will not be conducted because DAF is currently reviewing its processes and revising its policies.
- Issues with onboarding, employee retention, training, housing allowances, and recruitment, as well as a lack of desk manuals and succession planning. There are also issues with improper management of personally identifiable information (PII) that could be stored on various computers and printer memories throughout CDOT.
- Overlapping and overly detailed policies, procedures, manuals, and memos have created inefficiencies and confusion across divisions. Employee instructions often fail to distinguish between high-priority and minor operational requirements, sometimes leading to inconsistent interpretations. Critical guidance is lost under unnecessary and outdated information, frustrating staff and increasing the likelihood of errors.
- Outdated systems like SAP, which was configured in 2006, and disconnected tools for project management have created inefficiencies. Staff often resort to Excel spreadsheets to compensate for system limitations, which increases the risk of data manipulation or data loss.
- Staff are sometimes unaware of how other employees contribute to a process or are overly reliant on a single employee, which can lead to errors without others knowing. Also, there is an overabundance of various training courses, which creates difficulty in knowing the most applicable.
- There is an increase in non-compliance with federal and state regulations due to inefficiencies in contract procurement and insufficient grant monitoring.
- There is concern that additions and disposals of capital assets are not being properly managed, and there is concern that tools/supplies could be misappropriated. These risks could result in inaccurate reporting and/or disclosure of assets within the financial statements.

Mr. Spinelli thanked senior management for their cooperation with regard to the risk assessment process, as well as their willingness to share information and issues openly, which assist with developing strategic approaches to drive improvement.

FY 2026 Internal Audit Plan

Mr. Spinelli stated that the proposed internal audit is to assess CDOT’s processes for maintaining capital assets and inventory records to better ensure capital assets, tools, and supplies are properly accounted for. This selection is based on:

- Prior audits that indicated control weaknesses as well as the opportunity for this audit to serve as a secondary follow-up on Audit Recommendations from 2017 (Equipment Mechanic Shop) and 2018 (Security of Facilities) audits.
- Capital assets affect numerous CDOT divisions and therefore have a significant impact on CDOT operations. Some of these divisions are Maintenance and Operations, Division of Accounting and Finance, Transportation Development, and Engineering.
- The overall process for capital assets has not been audited in the past.
- Accounting Policies and Procedures may be outdated, some internal controls could be missing, and an overall comprehensive manual on the Capital Asset process does not exist.
- Capital assets are considered high risk based on Audit's FYs 2025 and 2026 Risk Assessment.

The risk factors (RF) that are addressed by the capital asset audit are:
- RF7 Assets
- RF8 Reputation
- RF11 Resource Allocation
- RF23 Budget
- RF26 Employee Instructions
- RF28 Regulatory
- RF30 Technology

The two proposed alternative audits are:

1. Human Resources (HR): Assess HR operations with respect to onboarding, training, WINS, and PII compliance.
2. Procurement and Contracting: Assess the procurement and contracting processes with respect to DAF and Engineering.

Motion to Approve FY 2026 Internal Audit Plan

Mr. Spinelli asked for a motion to approve the proposed internal audit and the alternative audits. Commissioner Ridder made a motion to approve the FY 2026 Audit Plan. Commissioner Adams seconded the motion. All voted to approve the Audit Plan.

FY 2026 External Audit Plan

Mr. Spinelli stated that the proposed external audit plan is to conduct the following projects:
- Architectural and Engineering (A&E) Master Pricing Agreement Reviews (about 200 planned).
- A&E New Employee Addition Reviews (about 450 planned).
- Subrecipient Monitoring Compliance Reviews (about 180 planned).
- Single Audit Reviews (about 100 planned).
- Indirect Cost Rate Reviews (about 10 planned).

- Construction Company Financial Ratio Analysis (about six planned).
- Sole Source/Single Bid Procurement Reviews (as requested).
- Advance Vehicle Purchase Reviews (as requested).
- Claims and Dispute Reviews (as requested).
- Special Projects (as requested).
- Consulting Activities (as requested).

(The term “Reviews” will not be used in the future in reference to external audit products in order to avoid confusion with audit product types as defined in the Government Auditing Standards Guidelines)

Motion to Approve FY 2026 External Audit Plan

Mr. Spinelli asked for a motion to approve the FY 2026 External Audit Plan. Chair Adams made the motion, which was seconded by Commissioner Ridder. All voted to approve the Audit Plan.

Outstanding Recommendations

Mr. Spinelli stated that the Audit Division monitors the recommendations that have been made, both in internal audit reports as well as by other auditors such as the Office of the State Auditor (OSA). Mr. Spinelli stated that there are 13 open recommendations. This includes 12 recommendations made by the Audit Division, 11 of which were the result of the recently completed DAF Operations Audit. In addition, there is one open recommendation from the OSA FY 2024 Single Audit. As compared to the previous year, 11 recommendations have been closed. Mr. Spinelli provided the status of management’s actions on the open Emergency Projects recommendations made by the Audit Division, as well as the IT Governance and Information Security audit recommendation from the OSA. The original implementation date for the Emergency Projects Audit was February 2025, but an extension has been approved with a new implementation date of July 2025.

Mr. Stockinger stated that he agreed to take the lead on implementation of the Emergency Projects audit recommendations, and the team has met nine times to develop actions to address the audit findings. Mr. Stockinger stated that the audit contained good findings regarding the consistency of the process. Mr. Stockinger stated that the team has taken a broader view of the processes that go beyond the audit findings, including the process of the Governor’s Office in requesting an emergency declaration as well as the process for requesting federal reimbursement. Mr. Stockinger felt the audit was really helpful, and management is going beyond the audit scope to ensure a more complete review of the emergency project process.

Chair Adams stated he has a broad observation with regard to the definitions of the terms being used by the Audit Division. Chair Adams stated, for example, the term “audit review” and “consulting services” have different meanings. Audits require that observations are tested to determine if real exposure exists and the actions necessary to mitigate this exposure. Reviews are a lower level of service, and the terms “audit” and “reviews” should not be used interchangeably.

Chair Adams stated that his point is from a technical standpoint regarding the terms used and stated that the Audit Division should be more careful about the language used. Using the wrong language can cause the public to infer that the Commission was aware of a risk but did not take the appropriate action.

Mr. Spinelli stated that he understands the Chair’s point and will make efforts to ensure the correct terms are used.

CFO Sudmeier thanked the audit team for their efforts on the DAF audits and commented that it was a good effort, he appreciates the partnership, and thought the recommendations were good. CFO Sudmeier commented that sometimes an audit provides an impetus for management to act. One example from this audit is with regard to the recommendation that vendors need to submit their invoices in a more timely fashion. Management can communicate to vendors that this was an audit finding and action needs to be taken. CFO Sudmeier also commented on the risk assessment performed by Audit and added that management is aware of the risks that have been identified by audit and are taking actions to mitigate those risks. A couple of examples include ERP replacement efforts and enhancing procurement processes and controls.

Closing Remarks and Adjournment

Chair Adams adjourned the meeting at 4:36 pm.

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: July 16, 2025

Subject: First Statewide Transportation Greenhouse Gas (GHG) Reduction Accomplishments report

Purpose

CDOT has developed this Statewide Transportation GHG Reduction Accomplishments report to meet the requirements of the GHG Transportation Planning Standard, 2 CCR 601-22, Section 8. The rule requires that beginning on July 1, 2025 and every three years thereafter, the Executive Director on behalf of CDOT shall prepare for the Transportation Commission and Air Quality Control Commission (AQCC) a comprehensive publicly released report on statewide transportation GHG reduction accomplishments.

Action

Informational item only.

Background

This first periodic report provides information related to progress on development and implementation of transportation related GHG reduction strategies that have occurred in the State from approximately January 2022 to July 1, 2025. Most actions discussed within this report are occurring at the State level, although some federal and location actions are reported as well. This report was developed in consultation with the Colorado Governor's Office, Colorado Energy Office, Colorado Department of Public Health and the Environment, and the Department of Local Affairs.

Next Steps

No additional next steps needed.

Attachments

B - Statewide Transportation Greenhouse Gas Reduction Accomplishments Report (July 1, 2025)

Statewide Transportation Greenhouse Gas Reduction Accomplishments Report

July 1, 2025

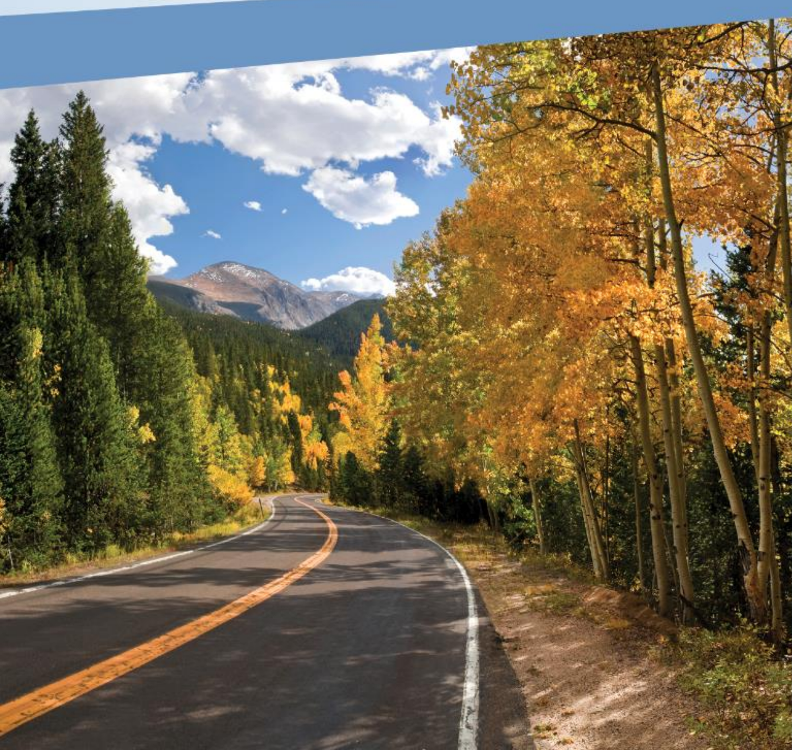


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Table of Contents

Acronyms and Abbreviations

Greenhouse Gases (GHGs)

CO	Carbon Dioxide
CH_4	Methane
N_2O	Nitrous Oxide

Other Abbreviations

ACT	Advanced Clean Trucks
ADU	Accessory Dwelling Units
APCD	Air Pollution Control Division
AQCC	Air Quality Control Commission
BAU	Business as Usual
B	Billion
BEV	Battery Electric Vehicle
BRT	Bus Rapid Transit
C.R.S.	Colorado Revised Statute
CAA	Clean Air Act
CAB	Colorado Aeronautical Board
CAE	Community Access Enterprise
CASR	City and County of Denver's Climate Action, Sustainability and Resiliency Office
CAMP	Community Accelerated Mobility Project
CCC	Colorado Clean Cars
CCP	Climate Change Program
CCR	Code of Colorado Regulations
CDE	Colorado Department of Education
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CEP	Clean Energy Plan
CFE	Clean Fleet Enterprise
CFI	Charging and Fueling Infrastructure
CFR	Code of Federal Regulations
CLEAR	Colorado Low Emission Automobile Regulation
CLEER	Clean Energy Economy for the Region
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
CO_2e	CO2 Equivalent
CO2FCC	Direct CO2 Emissions from Combustion of Fossil Fuel
COVID-19	Coronavirus Disease 2019
CPRG	Climate Pollution Reduction Grants
CRP	Carbon Reduction Program

CRISI	Consolidated Rail Infrastructure and Safety Improvements
CSU	Colorado State University
CTE	Clean Transit Enterprise
CTIO	Colorado Transportation Investment Office
DCFC	Direct Current Fast Charging
DIA	Denver International Airport
DNR	Department of Natural Resources
DOE	United States Department of Energy
DOLA	Colorado Department of Local Affairs
DOR	Colorado Department of Revenue
DORA	Colorado Department of Regulatory Agencies
DOT	Department of Transportation
DPA	Colorado Department of Personnel and Administration
DRCOG	Denver Regional Council of Governments
DVMA	Department of Military and Veterans Affairs
EI	Energy Innovation
EO	Executive Order
EPA	Environmental Protection Agency
EPS	Energy Policy Simulator
EV	Electric Vehicle
EVCRAA	Electric Vehicle Charger Reliability & Accessibility Accelerator
eVTOL	Electric Vertical Take Off and Landing Aircraft
Fleet-ZERO	Fleet Zero-Emission Resource Opportunity
FRPR	Front Range Passenger Rail
FY	Fiscal Year
GA	General Aviation
GHG	Greenhouse Gas
GIS	Geographic Information System
GVMPO	Grand Valley Metropolitan Planning Organization
GVWR	Gross Vehicle Weight Rating
GWP	Global Warming Potential
GWP100	100-year Global Warming Potential
GWP20	20-year Global Warming Potential
HB	House Bill
HCFC	Hydrochlorofluorocarbon
HD	Heavy Duty (vehicle)
HFC	Hydrofluorocarbon
HFE	Hydrofluoroether
HGLs	Hydrocarbon Gas Liquids
HPTE	High Performance Transportation Enterprise
IIJA	Infrastructure Investment and Jobs Act
IPCC	Intergovernmental Panel on Climate Change

IRA	Inflation Reduction Act
LD	Light Duty (vehicle)
LEV	Low Emission Vehicle
LNG	Liquefied Natural Gas
LPG	Liquefied Petroleum Gas
LULUCF	Land Use, Land-Use Change, and Forestry
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOVES	Motor Vehicle Emission Simulator (EPA)
MOU	Memorandum of Understanding
MD	Medium Duty (vehicle)
MMOF	Multimodal Transportation and Mitigation Options Fund
M	Million
MMT	Million Metric Tons
MPO	Metropolitan Planning Organization
MSRP	Manufacturer's Suggested Retail Price
NEVI	National Electric Vehicle Infrastructure Program
NAAQS	National Ambient Air Quality Standards
NFRMPO	North Front Range Metropolitan Planning Organization
NMVOC	Non-Methane Volatile Organic Compound
NREL	National Renewable Energy Laboratory
NTA	Near Term Actions
NTD	National Transit Database
OIM	Office of Innovative Mobility (CDOT)
PACOG	Pueblo Area Council of Governments
PCAP	Priority Climate Action Plan
PD	Procedural Directive
PFC	Perfluorocarbon
PHEV	Plug-In Hybrid Electric Vehicle
PM	Particulate Matter
PPACG	Pikes Peak Area Council of Governments
PUC	Public Utilities Commission
QA	Quality Assurance
QC	Quality Check
RAM	Regional Air Mobility
RFA	Request for Application
RBS	Roadmap Baseline Scenario
RCI	Resident, Commercial, and Industrial
RMI	Rocky Mountain Institute
RSM	Revenue Service Miles
RTD	Regional Transportation District
RTP	Regional Transportation Plan
SAF	Sustainable Aviation Fuels

SB	Senate Bill
SDO	State Demography Office
SIT	State Inventory and Tool
TAP	Transportation Alternatives Program
TC	Transportation Commission
TDM	Transportation Demand Management
TEP	Transportation Electrification Plan
TMO	Transportation Management Organization
TNC	Transportation Network Company
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VXC	Vehicle Exchange Colorado
WIG	Wildly Important Goal
WISHH	Western Inter-States Hydrogen Hub
ZEV	Zero Emission Vehicle

Executive Summary

The Colorado Department of Transportation (CDOT) developed this Statewide Transportation Greenhouse Gas (GHG) Reduction Accomplishments report to meet the requirements of the CDOT GHG Planning rule, which was adopted by the Transportation Commission (TC) in December 2021. This report was developed in consultation with the Colorado Energy Office (CEO), Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD), and the Colorado Department of Local Affairs (DOLA).

Colorado is already seeing the effects of climate change, with an increase in the magnitude and frequency of heat waves, wildfires and extreme precipitation events. These climate change effects will have wide ranging impacts on Colorado's ecosystems, water resources, agriculture, energy, public health, outdoor recreation and tourism, and transportation infrastructure. As a result of these impending threats, Colorado has taken the initiative to ensure that current and future generations can thrive in the Centennial State. The passage of House Bill (HB)19-1261 in 2019 set statewide GHG emission reduction targets across all sectors of the economy in Colorado. These targets were updated through the passage of Senate Bill (SB)23-016 in 2023.

Transportation is the largest contributor to GHG emissions in Colorado. Therefore, significant efforts are being made across Colorado to reduce emissions to support our effort to achieve economywide GHG reduction goals. To reduce emissions across the entire transportation sector, Colorado has developed a range of policies, regulations, programs, and funding streams that address each component of the transportation sector: light duty (LD) vehicles, medium duty (MD) and heavy duty (HD) vehicles, buses, and aviation. This report highlights progress on these strategies with a focus on the last several years of effort. Several highlights include:

- Creation of four business enterprises to generate dedicated funding for transportation electrification and mobility projects. To date, these enterprises have brought in approximately $150 million in additional revenue for vehicle electrification projects and $27 million in additional revenue for mobility projects. Over the next five years, these enterprises are expected to bring in an additional $435 million for vehicle electrification projects and $675 million for mobility projects.
- Creation of the first in the nation GHG reduction requirements for the approval of projects and funding in regional transportation planning (RTP) documents.
- Expansion of Colorado's electric vehicle (EV) infrastructure charging network, with 81% of the total state highway network within 30 miles of public Direct Current Fast Charging (DCFC).
- A three year phased pilot expansion of CDOT's interregional Bustang bus service resulting in a doubling of revenue service miles (RSM) on the I-25 corridor and a tripling of RSM on the I-70 corridor and all-time high ridership of 290,737 passenger boardings in Fiscal Year (FY) 2024.

- Adoption of vehicle emissions standards expected to reduce air pollution including ozone forming precursors and GHGs which will improve public health outcomes.
- Colorado passed California to lead the nation in EV sales percentages in the third quarter of 2024, with new EV purchases exceeding 30% of all Colorado LD vehicle sales in the fourth quarter of 2024. In the first quarter of 2025, EV sales remained strong at 26%.
- Passing nation leading policies to increase availability of housing in areas that are well served by transit, by removing zoning obstacles and onerous parking requirements for multifamily housing near transit corridors.

While Colorado has a lot to be proud of regarding the development and implementation of strategies to reduce emissions from the transportation sector, transportation metrics have not seen progress as quickly as other sectors of Colorado's economy, as demonstrated by many of the transportation trends including annual vehicle miles traveled (VMT), fuel use and resulting GHGs. This comes as no surprise given that GHG reductions in this sector rely on changing the transportation habits and technology used by millions of people across the many transportation choices made over the course of their daily lives.

Importantly, Colorado is not seeing growth in transportation related GHG emissions even with significant population growth. Between 2005 and 2020 Colorado's population increased by 24% while transportation related GHG emissions decreased by 14%. The significant and intentional investments Colorado is making now to provide more travel options, expand safe and accessible bicycle and pedestrian infrastructure, promote vehicle technology and efficiency improvements, and provide infrastructure to support EV adoption are resulting in emissions reductions. The continued execution of the transportation strategies identified in the Colorado GHG Roadmap are foundational to continued GHG reduction progress over the next several decades.

Introduction

CDOT has developed this Statewide GHG Reduction Accomplishments report to meet requirements of CDOT's GHG Transportation Planning Standard[1] as adopted by the TC in December 2021. The GHG Transportation Planning Standard focuses on the connection between public sector-funded transportation projects and vehicle travel: namely that what is built, combined with the emissions of vehicles themselves, influences driving patterns and commensurate GHG pollution. The Standard endeavors to isolate what role CDOT and the state's five Metropolitan Planning Organizations (MPOs) play in affecting travel through decisions about where and how to build infrastructure. The Standard establishes GHG reduction targets for each agency and requires each agency to determine whether the total GHG emissions expected from vehicles traveling on the transportation network, including proposed future transportation projects, meet the reduction targets. The rule requires that beginning July 1, 2025, and every three years thereafter, the Executive Director on behalf of CDOT shall prepare for the TC and Air Quality Control Commission (AQCC) a comprehensive publicly released report on statewide transportation GHG reduction accomplishments.

The transportation sector is the largest contributor to GHG emissions in Colorado, with LD vehicles being the largest source of emissions within this sector. As a result, Colorado has adopted and implemented a wide range of strategies, policies, programs, regulations, and legislation to support decarbonizing the transportation sector. Colorado's strategy toward transportation-sector emissions reductions follows the sector-by-sector approach to emissions reduction strategies outlined in the state's two GHG Pollution Reduction Roadmaps. Like in other sectors, Colorado's approach to the transportation sector takes a strategic, balanced approach with a combination of incentives and investments and, where appropriate, regulatory actions and rules, to drive adoption of cleaner vehicle technologies, planning frameworks, and strategies that make it easier and more convenient for a wide variety of decision-makers – from individual drivers to large corporate and government fleets – to make the best choices for their transportation needs. These transportation related efforts resulted from significant effort and collaboration among state agencies including, but not limited to the: Colorado Governor's Office, CEO, CDPHE, CDOT, Colorado Public Utilities Commission (PUC), DOLA, as well as partners at Federal Highway Administration (FHWA) and MPOs.

While the strategies highlighted throughout this document focus on reductions in GHG emissions, they also achieve numerous co-benefits. Targeted public policies which reduce GHG emissions from the transportation sector yield substantial near-term and local public health, environmental health, and economic benefits. Emission standards policies, like the ACT rule, the Low-NOx rule, and the CCCs Standard, yield reductions in particulate pollution and ground-level ozone, resulting in fewer premature deaths, less hospital visits and billions

[1] 2 CCR 601-22, § 8.06.1.

in overall healthcare savings for Colorado citizens.[2] Policies that foster active transport, such as the Transportation Alternatives Program (TAP), help Coloradans incorporate frequent physical activity into their daily lives, which can improve cardiovascular fitness, lower the risk of cancer mortality, and reduce obesity rates.[3] Economic benefits also flow from policies that promote the adoption of zero-emission EVs; the CCCs standard is expected to save the average driver approximately $14,250 in lifetime costs compared to conventional internal combustion vehicles.[4]

Policies that expand travel options (e.g. transit service, tele-travel, walking and bicycling), provide travel time savings, and reduce the need to use personal vehicles will benefit travelers through cost savings from reduced vehicle fuel and maintenance costs. For example, the GHG Transportation Planning Standard is expected to result in $11 billion (B) in savings between 2022 and 2050 from reduced vehicle operating costs.[5] Policies that expand travel options also reduce the costs associated with vehicle crashes, including medical, insurance, vehicle property, and lost workplace productivity costs. Policies that support dense, walkable downtowns and main streets tend to spark significant economic vitality in those areas. Investments in transit also spur economic benefits such as increased property values and an agglomeration of benefits from more efficient land use.

This first periodic report provides information related to progress on development and implementation of transportation related GHG reduction strategies that have occurred in the state from approximately January 2022 to July 1, 2025, as required by the CDOT GHG Transportation Planning rule. However, some important work that predates this time period is included as well. Most of the actions reported here are at the state level, although some federal and local actions are noted as well.

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[2] Sophie Tolomiczenko, et al., ERM, The Benefits of the Colorado Clean Cars Standard (May 2023), at 9.

[3] Ting Xia, et al., Cobenefits of Replacing Car Trips with Alternative Transportation: A Review of Evidence and Methodological Issues, Journal of Environmental and Public Health (July 2013).

[4] Sophie Tolomiczenko, et al., ERM, The Benefits of the Colorado Clean Cars Standard (May 2023), at 12.

[5] CDOT, Cost-Benefit Analysis for Rules Governing Statewide Transportation Planning, (Aug. 31, 2021) For a copy of this document, please email elizabeth.rollins@state.co.us.

Climate Action in Colorado

Colorado's climate is changing. The state has warmed 2.5˚F since the beginning of the 20th century, and temperatures have remained consistently higher than the long-term (1895-2020) average since 1998.[6] Future estimates predict an additional 2.5˚F to 5˚F of warming in Colorado by 2050.[7] Six of the eight warmest years on record for Colorado have occurred since 2012.[8] These changes to Colorado's climate from warming are causing increases in extreme temperatures, droughts, wildfires and more frequent and severe floods.

While a natural part of Colorado's climate, the intensity of droughts has increased within the state. There are many river basins that originate in the state, and any changes in precipitation patterns pose enormous risks to water supplies for cities and farms across the region. Colorado has nearly constantly been in a drought since 2001, with three historic droughts occurring in 2002, 2012, and 2018.[9]

Higher temperatures and drought have increased the frequency, severity, and extent of wildfires. The 20 largest wildfires in Colorado history have all occurred in the last 25 years.[10] Before 2002, Colorado had never recorded a fire that burned more than 100,000 acres. By 2021, the state had experienced five such fires, four of which occurred after 2018.[11] Colorado's five most destructive fires by homes lost have all occurred since 2012.[12] With the exception of California, Colorado has the highest concentration of at-risk homes (321,294) and significant estimated reconstruction costs ($140.9B).[13]

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[6] Rebekah Frankson, et al., NOAA Technical Report NESDIS 150-CO, Colorado State Climate Summary (2022), at 1.

[7] Colorado Water Conservation Board, Climate.

[8] Rebekah Frankson, et al., NOAA Technical Report NESDIS 150-CO, Colorado State Climate Summary (2022), at 1.

[9] Id. at 5.

[10] Division of Fire Prevention and Control, Colorado Department of Public Safety, Historical Wildlife Information.

[11] Id.

[12] Id.

[13] Corelogic. 2024. Wildfire Risk Report 2024.

Emissions from transportation, when combined with ever hotter temperatures and summer days, are affecting Colorado's air quality, particularly in urban areas with high traffic volume. In addition to GHGs, many other air pollutants are also emitted from transportation. Pollutants emitted from vehicles, including particulate matter (PM), volatile organic compounds (VOCs), and nitrogen oxides (NOx), have direct impacts on the health of Coloradans, especially those who live closest to our busiest roads, often economically disadvantaged and minority populations.[14]

Living in an area with high levels of air pollution is directly linked to higher rates of asthma, pulmonary disease, cardiovascular disease, reproductive complications, and mortality.[15] Reductions in GHG emissions from transportation also reduce many emissions of these other air pollutants that lead to additional benefits to public health and the environment.

Addressing climate change is a global concern that requires collective efforts at the regional, state and local levels. In 2019, Governor Jared Polis signed HB19-1261, the "Climate Action Plan to Reduce Pollution" which set statewide GHG emission reduction goals and mandated new considerations for the AQCC. These goals apply economywide and not just to the transportation sector alone. In 2023, Governor Polis signed SB23-016 "GHG Emissions Reduction Measures" which updated and added additional GHG reduction goals. These goals include:

- Reduce 2025 GHG emissions by at least 26% of 2005 levels
- Reduce 2030 GHG emissions by at least 50% of 2005 levels
- Reduce 2035 GHG emissions by at least 65% of 2005 levels
- Reduce 2040 GHG emissions by at least 75% of 2005 levels
- Reduce 2045 GHG emissions by at least 90% of 2005 levels
- Achieve net zero GHG emissions by 2050

The transportation sector is a significant contributor to GHG emissions in Colorado. Historically, the electric power sector has been the largest source of GHG emissions with the natural gas and oil systems sector and transportation sector typically being the second or third largest sources annually. LD vehicles (e.g. passenger cars, light trucks, small vans, pickup trucks, SUVs, etc) are the largest source of emissions followed by MD and HD (e.g. larger delivery vans, flatbed trucks, transit buses, tractor trailers, dump trucks, etc.) vehicles. Colorado's efforts to reduce emissions across the transportation sector includes the ongoing development and implementation of various strategies, policies and programs.

[14] Tegan K. Boehmer, et al., Centers for Disease Control and Prevention, Residential Proximity to Major Highways - United States, 2010 (Nov. 22, 2013).

[15] Id.

Greenhouse Gas Reduction Roadmaps and Transportation Vision 2035

After the adoption of HB19-1261 Governor Polis directed state agencies to develop a comprehensive GHG Pollution Reduction Roadmap 1.0, which was issued in January 2021. This roadmap identified distinct actions for specific economic sectors, including transportation, to support progress towards meeting the GHG targets of HB19-1261 with a specific focus to achieve a target of 50% reduction in GHG pollution by 2030. The first issuance of the roadmap established near term actions (NTA) for the transportation sector including:

- Support for adoption of zero emissions vehicles (ZEV)
- Development of a Clean Trucking Strategy and Fleet Rules
- Vehicle Miles Traveled (VMT) Reduction Strategies
- Consideration of Indirect Source Rules
- Consideration of a Clean Fuels Standard
- Strategies to reduce aviation emissions

In February 2024 Colorado issued an updated GHG Pollution Reduction Roadmap 2.0. Building on the previous roadmap this update lays out an ambitious set of new NTA for the state to prioritize in 2024, 2025 and 2026 including:

- Encourage Land Use Policies to Build More Housing, Grow Walkable Neighborhoods and Increase Transit Access
- Encourage Land Use Policies to Support Strategic Growth
- Build More Complete and Connected Streets
- Expand and Increase Statewide Transit Service, Including Passenger Rail
- Pursue Programs to Increase Transit Ridership
- Streamline Local EV Charger Deployment
- Pursue Clean Miles Policies
- Reduce Pollution from Urban Freight

The GHG Reduction Roadmaps provide an organized approach to support progress in achieving the economywide GHG reduction targets including strategies for the transportation sector. The vast majority of programs, projects, regulations, and legislation which have occurred in the last three years are actions tied to the priorities established in the two Roadmaps referenced above — addressing emissions through either vehicle engine and fuel technology or seeking to provide Coloradans with more travel options.

To supplement the GHG Pollution Reduction Roadmaps and the GHG Transportation Planning standard, Colorado issued the Colorado Transportation Vision 2035 in November 2024. Vision 2035 is a systematic framework for expanded transportation choices that outlines goals and strategies that expand transportation options to meet Colorado's climate, affordability, safety, and equity goals. By doing so, it will advance the State's ability to increase access to, and improve the quality of, transportation options over the next ten years. Specifically, Vision 2035 focuses on the emissions that state, regional, and local policies and investments can impact by the year 2035 beyond vehicle electrification alone, mostly focused on mode shift. Mode shift is defined as being “a traveler’s choice to supplement or avoid driving to also use a lower cost and more convenient transportation modes such as transit, biking, walking and carpooling.” The main emissions reduction goal of Vision 2035 is additional reductions of 1.2 MMT from non-auto modes of travel. This goal is supported by the following subgoals:

- Double Colorado’s non-auto mode share from 9.6% to 19.2% by 2035.
- Increase current transit service from 79 million transit revenue miles to 145 million (about 83%) by 2035.
- Increase in bicycle infrastructure statewide by 81% (3,540 miles of new bicycle routes).
- Increase in sidewalks statewide by 3.4% (1,345 miles of new sidewalks on existing streets).
- A Transit-Oriented Development goal of at least 52% of new housing units in transit oriented areas and 77% within existing Census Urban Areas.

These sub-goals utilize strategies including the expansion of transit service, implementing policies to encourage compact land use and walkable communities, reducing the number and distance of vehicle trips, and increasing travel choice by investing in bicycle and pedestrian infrastructure and micro mobility services that assist with “first and last mile” connections to transit facilities to meet the main emissions reduction goal.

State and Federal Funding

Colorado has taken a comprehensive approach to supporting adoption of clean vehicles, which incorporates incentives for EV adoption by individuals and businesses, public investment in and grants for charging infrastructure, requirements for electric utilities to support EV adoption, public education and outreach, EV ready building codes, and regulatory standards applied to vehicle manufacturers. The net effect of this approach has been to make Colorado a national leader in EV adoption, with market share among new vehicles growing from a little over 2% in 2018 to over 25% today. At times over the last year, Colorado has had the highest EV market share in the nation. This reflects the high levels of consumer demand, and Colorado's support for expanded consumer choice of vehicles. In addition, Colorado is utilizing state and federal funding sources to advance multimodal, transit and land use strategies.

Colorado SB21-260 Enterprises

A key to supporting efforts for lowering emissions from the transportation sector is to provide consistent, reliable funding for specific projects and programs. Colorado has established several enterprises with this purpose. In June 2021 Governor Polis signed SB21-260 "Sustainability of the Transportation System" which, among other elements, established three new state enterprises focused on distinct contributors to local air pollution, and incentivized transportation electrification in an effort to reduce emissions and improve local air quality. Each of these entities is funded by new fee revenues (including retail delivery fees and transportation network company (TNC) fees) and each is managed by an appointed Board that will allocate and prioritize funding across eligible projects and programs within each distinct enterprise.

Each of the enterprises established their respective fees which the Department of Revenue began to collect as of July 1, 2022. Additionally, each of the enterprises met a statutory requirement to develop and post 10-year plans by June 1, 2022. These plans are available online at the following links: Community Access | Clean Fleet | Clean Transit. These plans are meant to guide programs toward further GHG emissions reductions from the transportation sector and other benefits to fee payers and the public as defined in the enabling law. Details on programs implemented through these enterprises are discussed in more detail throughout this document.

Federal Funding Support

The Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021, is a comprehensive law that provides substantial funding for infrastructure projects across the United States. It authorizes $1.2 trillion for transportation and infrastructure spending, with $550B over five years to repair, rebuild, and modernize existing infrastructure. This includes funding for many of Colorado's priority areas. Funding is available both through formula grants directly to state agencies and through competitive grants which the state/agencies may decide to pursue. Three programs highlighted below include the Carbon Reduction Program (CRP), National Electric Vehicle Infrastructure (NEVI) program, and Climate Pollution Reduction grants (CPRG).

Carbon Reduction Program

The IIJA established the CRP through which CDOT developed a Colorado Carbon Reduction Strategy in November 2023 that was approved by FHWA in February 2024. The CRP provides state Departments of Transportation (DOTs) and MPOs with funds for projects designed to reduce carbon dioxide (CO_2) from on-road highway sources. The CRP requires each state to develop a Carbon Reduction Strategy, in consultation with MPOs, to support these efforts and identify projects and strategies to reduce transportation emissions.

The Carbon Reduction Strategy is meant to include safe, reliable, and cost-effective projects and strategies that support the reduction of transportation emissions. It allows for a variety of strategies, from facilitating mode shift away from single occupancy vehicles (SOVs) to deploying more energy-efficient street lighting. The Carbon Reduction Strategy may also include strategies to reduce emissions from the construction of transportation assets.

Colorado is slated to receive $86 million from 2022 through 2026 under the CRP. The CRP requires that 65% of these funds be allocated to urbanized areas, in proportion to the relative share of Colorado's population. The remaining 35% of funds may be allocated at the State's discretion. The Denver Regional Council of Governments (DRCOG) has programmed $29.4 million in CRP funds for FY22 to 27 to 19 different projects. Project types include bicycle and pedestrian facilities, bus service, bus rapid transit (BRT), transit passenger facilities, traffic signal upgrades, and transit and multimodal facilities. North Front Range Metropolitan Planning Organization (NFRMPO) awarded $4.1 million in CRP funds across seven bicycle and pedestrian projects and one transportation management organization (TMO) project. Pueblo Area Council of Governments (PACOG) has awarded CRP funds to a bicycle trail project. Pikes Peak Area Council of Governments (PPACG) has awarded $5.7 million to projects acquiring battery electric buses, hybrid transit vehicles, bicycle and pedestrian improvements, and wetland mitigation projects. Grand Valley Metropolitan Planning Organization (GVMPO) has awarded $2.4 million to multimodal improvement projects and expanded transit service.

National Electric Vehicle Infrastructure (NEVI) Program

Along with CRP, the IIJA established the new NEVI Program. NEVI is a formula funding program focused on the construction of publicly-available DC fast-charging stations that meet a set of minimum standards, and Colorado's anticipated 5-year apportionment of funds is $56.5 million. CDOT is the lead agency for the NEVI Program in Colorado, but the CEO is a key partner that manages the award and implementation of grants to private, public, and nonprofit grantees through the existing DCFC Plazas Program.

Between 2023 and 2024, Colorado completed three rounds of awards in the DCFC Plazas Program, including a total of 60 NEVI-funded sites across the State. To date, six NEVI-funded sites have opened to the public with another ten currently under construction and 22 in design. On February 6, 2025, the Federal Highway Administration (FHWA) issued a letter that rescinded the current NEVI Formula Program Guidance, suspended approval of state plans, and stated that, "effective immediately, no new obligations may occur under the NEVI Formula Program until the updated final NEVI Formula Program Guidance is issued and new State plans are submitted and approved." This letter also said that all existing, previously approved state NEVI Plans were revoked and that states could only access and seek reimbursement for whatever NEVI Program funds had already been obligated in the federal grant management system.

In the case of Colorado, this means that currently only a subset of existing projects funded with NEVI dollars can proceed, while others will be put on pause until the funding pause is resolved. On May 7, 2025, Colorado and 16 other states filed a lawsuit against the Federal Highway Administration seeking a court order against FHWA's unlawful actions, and a restoration of the EV infrastructure funding.

Climate Pollution Reduction Grants

Authorized by the Inflation Reduction Act (IRA) in 2022, the U.S. Environmental Protection Agency's (EPA) CPRG program is providing $5B in grants to states, local governments, tribes, and territories to develop and implement ambitious plans to reduce GHG emissions and other harmful air pollution. CEO received a CPRG planning grant in July 2023, part of that funding was required to be used to develop Colorado's Priority Climate Action Plan (PCAP). Colorado's PCAP articulates measures that will enable the State of Colorado to meet our GHG reduction goals and is based heavily on Colorado's GHG Pollution Reduction Roadmaps. It is divided into three sections: statewide priority measures, local measures, and Ute Mountain Ute priority measures. Following this report, EPA awarded CEO a $129 million implementation grant in July 2024 to support implementation of several emission reduction measures, $50 million of which will go to CEO's Local Implementation, Mitigation, and Policy Action (Local IMPACT) Accelerator. The Accelerator will provide grant funding to support local government policy adoption in four key sectors: buildings, land use, transportation, and waste. The goal of the Accelerator is to support local governments with policy adoption to bolster local resilience, reduce emissions, and advance other State priorities such as improved air quality. Applicants can apply for policy funding alone or apply for both policy funding and project funding together. Applicants cannot apply for project funding alone.

Policy adoption areas include land use policies that promote compact housing, parking management, EV charging, renewable energy, and discourage greenfield development, as well as transportation policies that encourage high quality active transportation infrastructure, transit prioritization, transportation demand management (TDM), and fee-based vehicle registration incentives. There will be two application rounds in 2025, with the first round opening June 16, 2025 and the second round opening October 1, 2025.

GHG Reduction Strategies, Plans, Programs and Policies

Reducing GHG emissions from the transportation sector represents a significant challenge. Doing so requires the ability to influence the daily transportation decisions of millions of individuals and hundreds of thousands of businesses in the state. Colorado's strategies to reduce emissions from the transportation sector primarily include reducing or eliminating carbon emissions from transportation vehicles and reducing VMT by providing more travel options or making it easier for people to afford housing near where they work. Strategies to achieve these outcomes are discussed below.

Reducing or Eliminating Tailpipe Pollution from Vehicles

Transportation Electrification Support

A key strategy to reduce carbon emissions and other air pollution from the transportation sector involves supporting the transition of internal combustion engine vehicles to battery electric vehicles (BEV) or plug-in hybrid electric vehicles (PHEV). When vehicle emissions are considered from a life cycle (well to wheels) perspective, EVs in Colorado are already cleaner than gas/diesel vehicles even with coal and natural gas still in the electric grid fuel mix. Moreover, as the power supply gets cleaner so will the life cycle emissions from EVs.[16]

Some key challenges facing the transition of internal combustion engine vehicles to EVs include: making EVs a more affordable option up-front, ensuring adequate public charging infrastructure, expanding EV options to choose from and establishing an adequate workforce to support equipment installation and vehicle maintenance. For nearly a decade, the CDPHE's AQCC has adopted vehicle sales standards to encourage manufacturers to supply and sell clean vehicles in Colorado. In addition, several state agencies have led the effort to support development of EV charging infrastructure across the state. Legislation was also passed to provide funding for various initiatives related to charging infrastructure and EV infrastructure planning, financial resources in the form of tax credits, grants and rebates, and the development of utility programs (most notably transportation electrification plans (TEP).

[16] Access this information online on the DOE's Alternative Fuels Data Center.

Colorado EV Plans

In order to support vehicle electrification, Colorado has developed a series of plans to help guide necessary strategies and actions forward. The 2018 EV Plan established a statewide goal of 940,000 LD passenger EVs on the road by 2030 and committed CDOT, CEO, and CDPHE to work with transit agencies, electric utilities, and other stakeholders to establish timelines, strategies, and resources to achieve statewide ZEV) goals. The 2020 EV Plan maintained the previous 2030 target and added new strategies and elements focused on related topics such as MD and HD vehicle adoption, including for transit agencies and other public fleets.

In late 2022, state agencies began the process of updating the state's EV Plan to build off prior plans adopted in 2018 and 2020. The 2022 effort included multiple stakeholder engagement activities and a public comment period. Agencies finalized an updated 2023 EV Plan in Spring 2023. The EV Plan is a guiding document intended to help state agencies and stakeholders collaborate on shared strategies to accelerate EV adoption by documenting recent progress, establishing a near-term vision, and committing to goals and actions. The 2023 EV Plan includes several new goals and actions, as well as a summary status update on goals and actions from the 2020 EV Plan. The new EV Plan also features an increased focus on equity, electric trucks, electric micromobility (e.g., e-bikes, e-scooters), federal funding opportunities, and key implementation issues, such as charger reliability and charger permitting.

In February 2022 Colorado published the Transit ZEV Roadmap. The purpose of the Transit ZEV Roadmap is to identify the strategies, policies, and funding levels necessary to achieve the State's goals of 1,000 transit ZEVs on the road by 2030 and a 100% ZEV transit fleet by 2050. Over the course of 2021, CDOT staff engaged with transit agencies, local governments, utilities, and industry stakeholders to conduct an inventory of the current state transit fleet make-up, identify the challenges and opportunities presented by transit electrification, and recommend future actions necessary to achieve the numerical targets established in the 2020 Colorado EV Plan. Implementation of the final 37 identified action items in the roadmap has been underway ever since. In addition, the Transit ZEV Roadmap has served as a strong foundation for the development of the Clean Transit Enterprise's (CTE) 10-Year Plan, which was finalized in May 2022 and will guide the investment of an estimated $134 million in zero-emission transit projects over the coming decade. In April 2025, CDOT staff kicked off the 2025 Transit ZEV Roadmap, which will provide an update on the current state of the Colorado transit fleet, highlight the progress made towards the action items in the previous plan, and address emerging challenges and opportunities in transit electrification moving forward. The new Roadmap will also explore the potential for future zero emission transition of CDOT's own Bustang family of services and identify best practices in the electrification of BRT routes across Colorado.

Utility Transportation Electrification Plans

Signed by the Governor in May 2019, SB19-077 “Electric Motor Vehicles Public Utility Services” requires Colorado’s PUC-regulated electric utilities (Public Service Company of Colorado (Xcel Energy) and Black Hills Colorado Gas, Inc. d/b/a Black Hills Energy (Black Hills Energy or Black Hills)) to facilitate the deployment of charging stations for EVs and support EV adoption in their service territories. Beginning in May 2020 and recurring at least every three years, electric public utilities are required to file an application, or a TEP, with the PUC for a program of regulated activities to support widespread transportation electrification.

In 2024, the PUC approved TEPs for Colorado’s two regulated electric utilities, Xcel Energy and Black Hills after having previously approved plans for the 2021-2023 time period. These updated plans cover the utilities’ efforts to invest in and promote EV adoption during the 2024-2026 timeframe. For Xcel, the PUC approved a $264 million three-year budget to support advisory services, EV purchase rebates for Income Qualified customers, rebates for charging infrastructure and wiring, and innovation and demonstration projects. For Black Hills, the PUC approved a $3 million three-year budget to support customer education, EV purchase rebates for Income Qualified customers, rebates for charging infrastructure and wiring, rebates for e-bikes, electrification efforts for vehicle fleets and multifamily housing, and a behavioral managed charging pilot program.

Importantly, utility customers broadly benefit from the adoption of EVs, especially passenger cars. While availability of public charging is very important, most EV charging occurs when vehicles are plugged in overnight at home. Utilities have to size their infrastructure to serve peak loads, which occur in late afternoon and early evening, so there is significant excess capacity during the night. When EVs charge overnight, they use this excess capacity, allowing fixed costs to be spread over more kilowatt hours of sales, thus exerting downward pressure on electric rates for all customers. An analysis of the Xcel Energy service territory conducted for CEO by the consulting firm MJ Bradley found that under a high EV adoption scenario, annual benefits to ratepayers could exceed $250 million.[17] Thus, the TEP investments, which support EV adoption, not only contribute to state climate and air quality goals and help individual drivers reduce their costs, but provide broad economic benefits to all ratepayers.

Adoption of Vehicle Emissions Standards

The adoption of vehicle emissions standards is a critical strategy for reducing GHG emissions as well as other pollutants over time. In order to reduce or eliminate GHG emissions from transportation vehicles it is imperative that new vehicle purchases are progressively cleaner. This will help ensure the transition of the existing vehicle inventory away from higher

[17] Dana Lowell, et al., M.J. Bradley & Associates, Xcel Energy Electric Vehicle Cost-Benefit Analysis: Plug-in Electric Vehicle Cost-Benefit Analysis: Xcel Energy’s Service Area in Colorado (Apr. 2019), at iv.

emitting sources which is important given the predicted useful life of new vehicles. CDPHE's APCD has developed and the AQCC has adopted several key regulations to support this goal.

In November 2018, the Colorado AQCC adopted [Regulation 20, the Colorado Low Emission Automobile Regulation (CLEAR)](). As of automotive model year 2022, all new LD and LD vehicles (up to 14,000 pounds (lbs.) Gross Vehicle Weight Rating (GVWR)) and aftermarket catalytic converters sold in Colorado must meet Low Emission Vehicle (LEV) standards. In August 2019 the AQCC adopted revisions to Regulation 20, CLEAR, which requires vehicle manufacturers to meet minimum ZEV sales requirements for LD vehicles in Colorado beginning with the 2023 model year. These ZEV sales standards required that Colorado sell an increasing proportion of ZEV LD vehicles from model years 2021 through 2025. Since adoption, Colorado has exceeded these sales requirements every year. The requirements are based upon a credit system that generates credits for sales of plug-in hybrid and battery EVs. For model year 2025, these credit requirements translate into a sales requirement of approximately 6% of new vehicle sales; for comparison, over the last year Colorado sales of EVs have exceeded 25%, four times higher than the regulatory floor.

In April 2023 the AQCC adopted three clean trucking rules. These include the Advanced Clean Trucks (ACT) rule, the HD Low Nitrogen Oxides (NOx) rule, and the Large Entity Reporting rule. The ACT Rule requires manufacturers of MD and HD on-road vehicles to sell an increasing percentage of ZEVs from model year 2027 and beyond. ZEV types include electric, hydrogen, and plug-in hybrids. The sales standard applies to trucks offered for sale or lease in Colorado. The ACT regulation does not require MD and HD vehicle fleets, owners, operators, or dealerships to purchase ZEVs, and does not directly require dealerships to sell certain percentages of ZEVs or near ZEVs. The rule makes more zero-emission options available across the State for entities that choose them. Colorado incorporated the California Air Resource Board's ACTs Rule by reference to create a market-based approach for promoting clean trucks. Truck and engine manufacturers that produce on-road vehicles with over 8,500 lbs. GVWR for sale in Colorado must submit annual sales reports through California Air Resource Board's ACTs reporting system. Reports must be completed no later than 90 days following the end of each model year. The rule allows manufacturers to earn optional early action credits if they choose to submit reports for the model years 2024-2026. Then, the rule requires manufacturers to submit reports starting with model year 2027.

The HD Low Nitrogen Oxides (NOx) Rule requires HD vehicle manufacturers to make cleaner vehicles, improve how they test vehicle engines, and extend engine warranties. NOx is formed whenever fuel is burned, including operating vehicles that run on gas or diesel. NOx can form harmful ground-level ozone when it mixes with other air pollutants in heat and sunlight. Starting in model year 2027, this rule will reduce NOx emissions per new vehicle sold by 90% below current standards. The rule applies to vehicles offered for sale or lease in Colorado with a GVWR of 14,001 lbs. or greater in model year 2027 and subsequent model years. Certain transit buses and emergency vehicles are exempt. The combined effect of the ACT and Low NOx Omnibus rules increase the share of zero emission trucks that manufacturers must sell in the state to between 15-20% of new vehicle sales (depending on the vehicle group type and weight class modifiers), starting in model year 2027.

In addition to the regulations focused on establishing standards, Colorado's Large Entity Reporting Rule went into effect in June 2023. The revision added the Large Entity Reporting regulation to Regulation 20, Part G. Large Entity Reporting requires entities with fleets of 20 or more vehicles with a GVWR greater than 8,500 lbs. to report fleet information to the APCD. The reporting requirement is to assess the suitability of ZEVs in multiple use cases and inform future strategies for the ZEVs market in Colorado. Applicable entities are required to submit their reports by November 30, 2024, and December 31, 2027. For more information on the rules adopted in April 2023 please access the CDPHE's website.

Building upon the original Clean Cars program minimum ZEV sales requirements and LEV standards adopted by Colorado in 2019, the AQCC adopted the CCCs Standard in October 2023 to further reduce GHG emissions and other pollution. The final standard directs vehicle manufacturers to make and sell more EVs starting with model year 2027, and includes various flexibilities for automakers to meet the requirements. Some flexibilities start as early as model year 2024. EVs are defined as ZEVs, including BEV, PHEV, and fuel cell EVs. The standard directs vehicle manufacturers to ensure 82% of new LD vehicles sold in Colorado are electric by model year 2032. As of March 2025, current levels were 26%. This standard will support Colorado's goal of nearly one million EVs on the road in Colorado by 2030. The standard also requires new conventional cars and passenger trucks to produce less air pollution. CDPHE estimates that implementation of the rules through 2040 will reduce GHG emissions by 109,096,948 metric tons.[18]

On May 22, 2025, the U.S. Senate joined the House in adopting three Resolutions, purporting to "disapprove[]" waivers.[19] The Federal Government "singled out" these waivers — and the underlying California regulations — for an unprecedented attack. On June 12, 2025, the Resolutions were signed by President Trump. This action does not affect the standards that Colorado adopted in 2018 and 2019 that cover vehicles through model year 2025, but does create uncertainty about the ability to enforce standards beginning with model year 2027. A coalition of states, including California and Colorado, immediately filed legal action to enjoin this unlawful overreach by the Federal Government and to preserve the longstanding ability of states to adopt rules reducing emissions from mobile sources.

EV Infrastructure Development

A critical need to support the success of EV adoption is the development of charging infrastructure. Colorado has adopted legislation and has been implementing a variety of grant programs to support this effort as described below.

Community Access Enterprise

The business purpose of the Community Access Enterprise (CAE) is to support the widespread adoption of electric motor vehicles in an equitable manner. This is accomplished by making grants to fund the construction of EV charging stations throughout the state, and incentivizing the adoption and use of EVs and electric alternatives to motor vehicles, such as e-bikes. The CAE has a strong focus on making investments in Disproportionately Impacted Communities and to Income Qualified individuals.

Since the CAE began collecting revenue in 2022 it has awarded over $45 million to projects to support electrified transportation with over 55% of the funding going towards either Income Qualified individuals or Disproportionately Impacted Communities. The largest amounts of funding have supported the CEO's charging station programs: DCFC Plazas, Charge Ahead Colorado and Fleet Zero, and to the vehicle scrappage and replacement program, Vehicle Exchange Colorado (VXC). Other programs that are fully or partially funded through the CAE include: the Community Accelerated Mobility Project (CAMP), EV CO, ReCharge Colorado and EV Home Charge. The CAE maintains a funding dashboard that is updated twice a year that breaks down funding by multiple variables including: fiscal year, program, location and funding source.

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[18] CDPHE, GHG Emissions Reduction Progress Report to the Colorado Legislature (December 2023), A-5.14.

[19] H.J. Res. 87, 119th Congress (2025) (enacted); H.J. Res. 88, 119th Congress (2025) (enacted); H.J. Res. 89, 119th Congress (2025) (enacted).

Charging Station Funding Programs

Charge Ahead Colorado provides grant funding for Level 2 and DCFC charging stations throughout Colorado via several competitive application processes each year. Each grant provides up to 80%-90% of a charging station's cost (up to a set maximum per charger type). In 2022, the program opened grant applications in February, June, and October. Charge Ahead grants fund stations at diverse locations, including businesses, multi-family housing units, workplaces, local governments, utilities, and convenience stores. In Fall 2022, CEO revised program incentives to prioritize investments in Disproportionately Impacted Communities, and increased funding and reduced match requirements for Income Qualified multi-family housing projects. CEO is further facilitating access to these grants by offering a rolling, streamlined application process for smaller scale projects at workplaces and multi-family housing developments. In FY23, Charge Ahead awarded funding for over 600 charging stations throughout Colorado. From January through June 2023, Charge Ahead Colorado awarded 237 charging stations. As of May 2025, the program has funded more than 5,000 charging stations statewide.

Photo by Stephen Cardinale

A specific sub-focus of the Charge Ahead Colorado Program is projects that support the electrification of the State's 26 Scenic & Historic Byways. As key drivers of local tourism and recreation in largely rural areas of the state, Byways play an outsized role in making EVs a viable option for Colorado residents and visitors who want to experience the State's natural beauty and small town charm. Since 2020, CDOT, CEO and the Colorado Tourism Office have worked together with the Scenic Byways Commission and its member communities to develop a definition of EV Friendly Scenic Byways, support grant funding for projects that increase EV readiness, and then officially designate and promote those byways that meet the established standard. As of May 2025, 18 of the State's 26 Scenic & Historic Byways are considered EV Friendly, and projects are in development or under construction on several others. It is an established CDOT goal to provide sufficient EV charging along all 26 Byways by 2030.

In an additional effort to enable statewide travel in EVs, Colorado offers funding specific to DCFC charging through its DCFC Plazas program and DCFC Corridors program. The DCFC Corridors program invested more than $10 million to install DCFC stations at 33 sites along Colorado's major transportation corridors. These sites have been developed in partnership with ChargePoint and various site hosts, such as local governments, utilities, and private companies. The DCFC Corridors program is now complete as of December 2024.

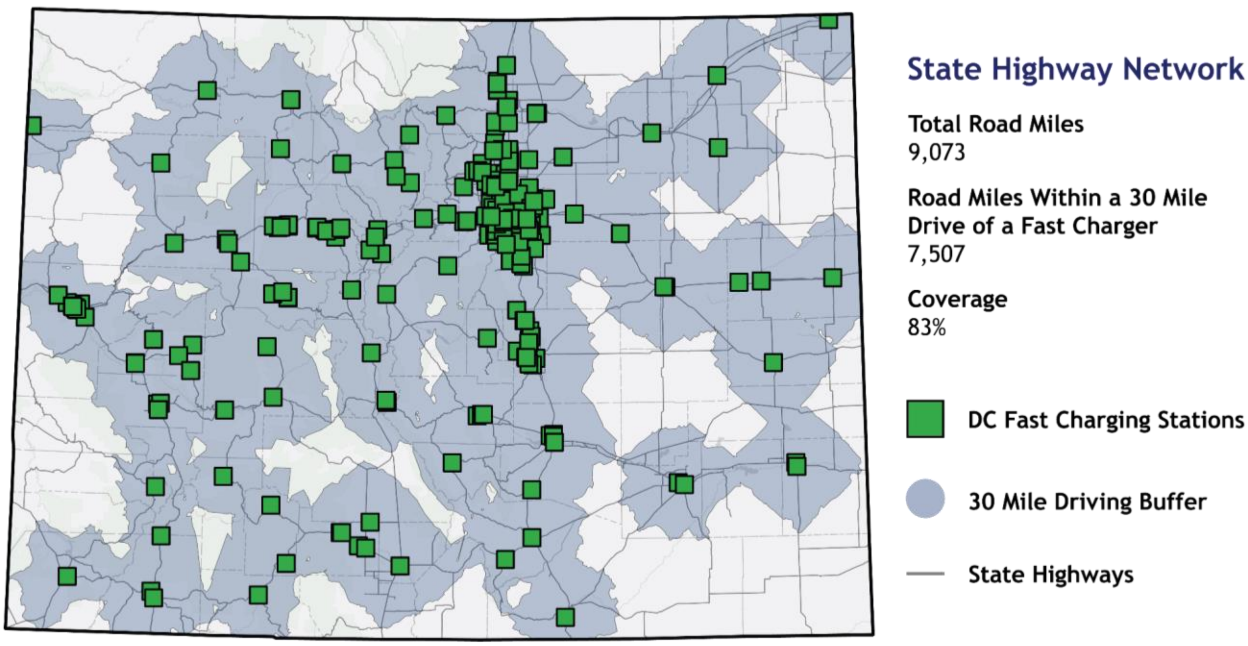
CEO developed the DCFC Plazas program in partnership with CDOT to increase access to high-speed charging in communities and along highway corridors throughout the state. The DCFC Plazas program is funded through both the NEVI program and the CAE. The U.S. Joint Office of Energy and Transportation approved the State's NEVI implementation plan through FY25. This approval provided Colorado with access to the first several years of NEVI funding in order to build charging stations along the State's 13 federally designated EV corridors: I-25, I-70, I-76, I-270, US 34 (partial), US 36 (partial), US 40 (partial), US 50, US 160 (partial), US 285, US 287 (partial), US 385 (partial), and US 550. In October 2023, the federal government approved Colorado's required annual NEVI Plan update, as well as five additional designated EV corridor segments: I-225, US 24, CO 83, and two previously undesignated portions of US 40. Colorado supplements the NEVI funding with CAE funding to support community-based locations throughout Colorado where projects would not be eligible for NEVI funding. Colorado has offered three rounds of funding through December 2024. This has resulted in the announcement of 650 charging ports and approximately $55 million in funding awards.

In addition to NEVI formula funding, the FHWA opened competitive funding opportunities in 2023 for the Charging and Fueling Infrastructure (CFI) Program and the Electric Vehicle Charger Reliability & Accessibility Accelerator (EVCRAA) Program. CDOT and CEO have actively pursued additional funding through these programs. For the CFI program, the state proposed an $8.7 million project to develop charging in the Four Corners region and supported local governments requesting more than $23.6 million in funding in the 2023 round of funding. While FWHA did not award the State's CFI proposal, Boulder County received $4.9 million for community EV charging projects and CSU received $8.9 million to build hydrogen refueling stations at three locations along I-25. In 2024, Colorado re-submitted the original Four Corners application and developed a second $60 million application to support MD and HD charging, along with supporting local applications from several cities and counties seeking community-based projects. While the state applications were once again unsuccessful, the City of Pueblo received an $11.5 million award for filling EV charging gaps in their community.

In a separate application to the EVCRAA program, the state sought $8.3 million for EV charger repair and replacement projects. In January 2023, CDOT was awarded EVCRAA grant funding and subsequently signed the agreements necessary to begin implementing the funded projects across Colorado in August 2024. However, in February 2025 the FHWA paused implementation of the program indefinitely and it is not clear if or when it will be unpaused. Colorado has joined with other states to challenge this unlawful freeze of funding in court.

CDOT has been tracking the percentage of the state highway network that is within 30 miles of DCFC since 2020. As of June 2025, 83% of Colorado's 9,037 miles of highways (7,507 miles), have DCFC within 30 miles (Figure 1).

Figure 1: Locations of Publicly Accessible EV Fast-Charging Stations



Colorado has 392 stations as of June 2025. Data Source: U.S. DOE.

In November 2024, the CEO launched the EV Home Charge program which provides grants to utilities to aid customers in upgrading their home charging capabilities. This program supports the adoption of EVs by helping fund electric panel and wiring upgrades for Level 2 EV charging at single-family homes, duplexes, and townhomes. Access to at-home Level 2 charging is a barrier to EV adoption in Colorado, especially in older homes that may have insufficient panel space or require extensive home wiring to support charging speeds faster than a typical household outlet. This program addresses this barrier by helping reduce the cost of such upgrades. Colorado electric co-ops and municipal utilities are eligible to apply for EV Home Charge funding to offer rebates to their customers for both panel upgrades and home wiring to support EV charging. The initial request for applications (RFA) received four applications from four different regions of Colorado. The pilot program held its first evaluation of applications in Fall of 2024. After the evaluation, two awards were offered to United Power and Tri-State Generation and Transmission Association, Inc., in February of 2025.

Additional Supportive State Legislation

In 2022, Governor Polis signed HB22-1362, "Building GHG Emissions." One aspect of this bill was a requirement for the state Energy Code Board to develop EV ready building code provisions for residential and commercial properties, and a requirement that local governments must incorporate these EV ready elements during any future updates to their local building codes.

In 2023, the Governor signed HB23-1233, "EV Charging and Parking Requirements." One element of this bill placed the EV ready requirements for multifamily housing into the state electrical code, which has the effect of making this a universal requirement across the state.

In May of 2023 Governor Polis signed SB23-236 "EV Service Equipment Fund." The bill creates the EV Service Equipment Cash Fund for use by the Department of Military and Veterans Affairs (DMVA). The DMVA is authorized to spend money from the fund to defray the costs associated with operating EV charging stations. Money received by the DMVA from charges imposed on use of EV charging stations at facilities operated by the department must be credited to the fund, as well as any gifts, grants, donations, or other appropriations or transfers to the fund by the General Assembly. Currently, the Colorado National Guard, under the DMVA, is allowed to pull down federal funding to install charging stations throughout the state. This is part of the Army's effort to make all non-tactical vehicles electric by 2035. Previously, these stations could only be used by the DMVA fleet. The creation and operation of this new fund will allow DMVA to charge the federal government, military, and civilians for using these EV charging stations to recoup costs. This effectively opens these stations up to the public. Thus, public charging stations are now available on military installations and DMVA facilities around the state that were built using federal dollars.[20]

In May of 2024 Governor Polis signed HB24-1173 "EV Charging System Permits" concerning streamlining the process for permitting electric motor vehicle charging systems. This bill enables Colorado to take a step forward toward improving EV charging station permitting timelines and increasing the rate at which new charging stations are installed in Colorado. This bill directs CEO to develop a model code for EV charging station permitting based on national best practices and from feedback in a stakeholder process. The law requires municipalities with 10,000 or more people and counties with 20,000 or more people as of the

[20] CEO, 2023 Legislative Session Snapshot (June 2023), at 5.

2020 Federal Census ("subject jurisdictions") to take at least one of the following compliance actions by December 31, 2025:

- Adopt the permitting processes and standards from the EV Charging Model Land Use Code;
- Adopt the permitting processes and standards prescribed by HB24-1173; and
- Adopt an ordinance or resolution stating that the local government does not wish to change its existing land use codes and opts out of revising its codes.

CEO published the EV Charging Model Land Use Code on March 31, 2025, consistent with the deadline from HB24-1173. CEO revised the model code further in April 2025 after accepting additional stakeholder feedback. The office then published the final EV Charging Model Land Use Code in May 2025. CEO will support adoption of the Model Code by providing an on-call land use consultant to help local governments adapt the Model Code into their existing land use codes, and by providing staff training to help local government planning staff interpret and apply the permitting standards and processes of the Model Code to proposed EV charging projects.

Alternatively Powered Aircraft Infrastructure

Under the direction of the Colorado Aeronautical Board (CAB), CDOT's Division of Aeronautics' mission is to support airports and aviation as part of Colorado's multi-modal transportation system, while also promoting aviation education and safety. The CAB and Division are vested in leveraging this leadership to make Colorado's aviation system as efficient, accessible, and environmentally responsible as possible. Though states do not have the legal authority to regulate or limit aircraft emissions, airport operations, aircraft fuels, and flight paths (as aviation and interstate commerce are federally preempted), the CAB and Division of Aeronautics still help support the state in meeting GHG reduction targets by partnering with the aviation industry and others to ensure that aviation infrastructure, funding mechanisms, and policies take full advantage of emerging information and technologies.

In January 2023, the CAB approved $400,000 of funding for an alternatively powered aircraft airport infrastructure study. This study will report on emerging new aviation propulsive technologies and aircraft, as well as the benefits these aircraft will provide for cleaner, more efficient and more accessible aviation mobility statewide. The results will also show how the Division can support our system of 66 publicly owned airports to be ready for these aircraft when they enter service in the next 10 years.

In February 2023, the Division contracted with the National Renewable Energy Laboratory (NREL) to conduct the alternatively powered aircraft airport infrastructure study, which is now underway. Specifically, this effort will:

- Review and summarize existing research and case studies on alternatively powered aircraft (fixed wing, non-Electric Vertical Take Off and Landing (eVTOL) aircraft) and related airport infrastructure needs.
- Quantify the current state and development timeline of alternatively powered regional air mobility (RAM) and general aviation (GA) training aircraft.
- Analyze Colorado's intrastate travel patterns and demand, and identify Colorado airports likely to support RAM aircraft.
- Analyze and identify Colorado airports likely to support battery-electric GA training aircraft.
- Identify baseline airport infrastructure needs to support alternatively powered aircraft technology at identified airports serving both RAM and GA flight training.
- For identified airports, develop a high-level inventory of existing electrical utility service and capacity, and compare to baseline needs. Compare existing conditions and develop high level per-airport costs to develop projected necessary infrastructure needs and potential funding sources.
- Identify at a high level the federal and state policies and funding mechanisms that will need to be evaluated to facilitate the development of this infrastructure.

The study is being coordinated with a study committee that consists of representatives from industry, utilities, aircraft manufacturers, airports and other state agencies. The final study is expected to be completed this year. The Division of Aeronautics' will evaluate opportunities to meet identified needs proactively so that when alternative fuel aircraft are ready to fly, they will be able to do so with the necessary infrastructure, policies, and funding sources in place.

Vehicle Exchange Colorado Program

Funded through the CAE, the VXC program provides rebates to Income Qualified Coloradans for recycling and replacing their old or high-emitting vehicles with EVs. The VXC rebate partially covers the upfront cost of an EV, including both BEV and PHEV, at the time of purchase or lease from an authorized automobile dealer. This program launched on August 31, 2023, as part of the CAE's Ten-Year Plan. Eligible Coloradans can receive $6,000 for a new EV purchase or lease; or $4,000 for a used EV purchase or lease. As of late April 2025, VXC participants have redeemed 2,214 rebates. Income Qualified customers within Xcel Energy service territory were also able to receive utility rebates for buying EVs, which could be stacked with the VXC funding; these rebates were provided to over 1,100 customers.

Clean Medium/Heavy-Duty Trucks and Buses

MD and HD vehicles are the second-largest sources of GHG emissions in the transportation sector in Colorado, contributing to 22% of on-road GHG emissions, despite comprising less than 10% of Colorado vehicles. They are also a significant contributor to ozone precursor emissions like NO_x as well as PM that have serious impacts on air quality and human health. MD/HD vehicles are estimated to contribute about 30% of on-road NOx emissions and 40% of on-road PM emissions.[21]

Clean Truck Strategy

The Colorado Clean Truck Strategy development began in 2020 with Governor Polis' signing of a multi-state Memorandum of Understanding (MOU) to collaboratively advance the market for zero-emission trucks and buses. This was followed by a series of public stakeholder meetings to identify challenges and opportunities to reduce emissions in the MD and HD transportation sector. In 2021, CEO, CDPHE, and CDOT collaborated on a MD/HD Vehicle Study to analyze the costs and benefits associated with several regulatory and investment scenarios related to this market. Modeling from this study indicates that, if the state of Colorado pursues strategies to support an accelerated transition to MD/HD ZEVs, it could reduce the State's MD/HD GHG emissions 45-59%, NOx emissions 54-93%, and PM emissions 53-68% annually by 2050 from a baseline scenario. The modeling also projects significant health benefits from these reductions, such as fewer asthma cases, hospital visits, and premature mortality, particularly in low-income communities and communities of color.

[21] CEO, et al., Colorado Clean Truck Strategy.

Following the release of the MD/HD Vehicle Study, state agencies held three public meetings and convened a stakeholder working group to gather input on the development of the Clean Truck Strategy. A draft strategy was released in March 2022, which was then refined based on feedback from additional written comments and public meetings. The final Clean Truck Strategy was published in May 2022. It includes goals and objectives, 35 prioritized strategies for agencies to pursue in the near and medium term, and recommendations for leveraging the nearly $1B in potential funding for clean trucks and buses coming from SB21-260, federal infrastructure funds, Governor's budget, and other sources. It also included a recommended rulemaking for the ACT and Low NOx Omnibus rules at the AQCC, which went into effect in June 2023, as discussed later in this document. Implementation of most or all of the prioritized strategies is now underway, with several already completed.

Medium- and Heavy-Duty Charging Infrastructure Study

In 2023, the CEO published a MD/HD Charging Infrastructure Study, one of the near-term actions detailed in the Clean Truck Strategy. The study:

- provided an up-to-date overview of the MD/HD electric truck and charging infrastructure market;
- assessed statewide MD/HD charging needs to achieve the Clean Truck Strategy goal of 35,000 zero-emission MD/HD trucks and buses on-the-road by 2030; and
- proposed an initial incentive program design strategy for depot, charging-as-a-service and public truck charging that leverages both state and federal funding.

The CAE used the results of the study to inform the design of the standard and rolling funding lanes of its Fleet Zero-Emission Resource Opportunity (Fleet-ZERO) grant program, as well as the development of a public Colorado MD/HD Charging Corridors Geographic Information System (GIS) Map. This map visualizes the breakdown of MD/HD vehicle registrations by Colorado county, the expected distribution of MD/HD charging ports per county by 2030 to achieve Clean Truck Strategy objectives, and an initial framework for a MD/HD EV charging network along the State's freight corridors.

CEO is now expanding on the initial study and GIS map results by conducting a MD/HD Charging Hub Network Siting Analysis that will develop a roadmap to identify prioritized locations for a statewide MD/HD EV charging hub network. The analysis will also play a role in developing the incentive design and implementation strategy for the launch of a new MD/HD corridor funding lane of the Fleet-ZERO program. This new funding lane will support the buildout of high-power charging hubs for MD/HD EV charging along Colorado's major freight routes.

Fleet Zero-Emission Resource Opportunity (Fleet-ZERO) Program

With funding from the state CAE and the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Fleet-ZERO program offers grants for EV charging infrastructure to accelerate the transition of public, private, and non-profit fleets and MD and

HD vehicles to EVs. Fleet-ZERO supports private depot charging, public and semi-public fleet charging, and providers offering EV charging-as-a-service to fleets. The program takes a similar approach as other CEO EV charging infrastructure programs, offering tiered incentives based on charger type and power level. Between four standard application rounds since Fleet-ZERO initially launched in Spring 2023 and a year-round rolling application, CEO has awarded over 60 applicants a total of about $8 million in grants to support over 700 fleet EV charging ports at over 120 locations throughout the state. The year-round rolling application, which is only available for equity-qualifying entities requesting funding for smaller scale fleet EV charging projects, included 19 awarded applicants for 32 locations and over 100 fleet EV charging ports of the total projects awarded to date. Fleet-ZERO offers standard application rounds twice per calendar year in the spring and fall with the Spring 2025 round open from May 12 to July 11, 2025. The most recent fall standard application round ran from September 30 through November 15, 2024.

Clean Transit Enterprise

The Clean Transit Enterprise is an entity created within the CDOT that is currently charged with implementing two pieces of legislation. The Enterprise was initially created by SB21-260, which allows the enterprise to impose a Clean Transit Retail Delivery Fee to fund support for public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle CFI. The second piece of legislation, SB24-230, concerns transit expansion and is discussed in the transit section later in the report.

The CTE public transit electrification program has now been operating for over three years and has awarded a total of approximately $15.5 million in grants to entities around the state to support transition to zero-emission transit services. This includes eight Zero-Emission Transition Planning grant awards (totalling just over $500,000) and 11 Zero Emission Transit Capital Grant awards – one facility project, one infrastructure project, and nine vehicle projects which will result in 28 zero emission transit vehicle purchases (totalling $15 million). The CTE anticipates conducting another round of Transit Zero-Emission Grants in Fall 2025.

Electric School Buses

In June 2022 Governor Polis signed SB22-193 “Air Quality Improvement Investments” which secured the Governor’s 2022 clean air and climate change budget investment priorities, likely the largest in state history in these areas. This included $65 million to start a new school bus electrification grant program, which aims to transition Colorado’s diesel school bus fleets to electric buses. Grants are prioritized for vehicles operating in Disproportionately Impacted Communities, ozone nonattainment areas, and schools with high proportions of students receiving free or reduced school meals. The program provides flexibility for applying districts to pay for charging infrastructure and buses, as well as covering administrative costs for applying to both the state and federal electric school bus programs.

As the agency responsible for implementation of the school bus initiative, in 2022 CDPHE worked with CEO and the Colorado Department of Education (CDE) to develop a RFA for the SB22-193 Electric School Bus Investments Grant Program. In addition to supporting the procurement of electric school buses and other EVs that transport children, grants can also cover charging infrastructure, project start-up costs for schools, technical assistance, and high-voltage training for technicians. CDPHE and CDE convened multiple outreach opportunities with stakeholders, including two webinars attended by over 80 interested parties. Two additional webinars and outreach to superintendents occurred in June 2023.

CDPHE, CEO and the Governor's Office have also made a concerted effort to ensure that local school districts are aware of the complementary IIJA-funded EPA Clean School Bus funding opportunity. In early 2024, the Governor's Office of Economic Recovery offered free grant writing and technical assistance to help eligible school districts submit applications. With three rounds of EPA awards and one round of Colorado Electric School Bus program awards, 14 school districts have been awarded approximately $18.9 million in Colorado Electric School Bus funds and $11.8 million in EPA funds for a total of $30.7 million. This funding supported the procurement of 64 electric school buses. Of the $18.9 million Colorado funded, $830K is allocated to support the installation of 36 charging stations, $67K to cover start-up costs and high voltage technician training and $5K for vehicle scrappage.

As of November 2024, the Colorado Electric School Bus Grant Program has been discontinued due to state budget constraints and the anticipated absence of federal dollars for the same purpose. Interested organizations can still apply for federal funding through the federal Clean School Bus Program.

EV Tax Credits

To ensure greater access to and affordability of EVs for all Coloradans in May 2023 Governor Polis signed HB23-1272 "Tax Policy That Advances Decarbonization" that expanded existing state tax credits for EV purchases and leases. EVs with a manufacturer's suggested retail price (MSRP) under $80,000 qualify for a $5,000 tax credit as of July 1, 2023. After January 2025, this tax credit amount decreased to $3,500. EVs with an MSRP less than $35,000 qualify for an additional $2,500 tax credit. Currently, that means new EVs purchased in Colorado with an MSRP under $35,000 will receive $6,000 back on their taxes from the state.

Coloradans are now allowed to "assign" this tax credit to a car dealer or financing entity, which allows residents to receive the tax credit as a discount at the point-of-sale, rather than after filing their taxes which can sometimes occur more than a year after purchase. Residents may also combine the state tax credit with certain utility rebates and local or federal incentives, further reducing the upfront cost of an EV in Colorado. The tax credit is also fully refundable, meaning that a taxpayer receives the full credit amount even if this exceeds their tax liability.

The tax credit may also be claimed by political subdivisions within Colorado such as local governments and school districts as well as tax-exempt organizations that purchase or lease a qualifying vehicle.

In addition to expanded tax credits for LDEVs, HB23-1272 also increased and extended tax credits for the purchase of LD, LD, and HD electric trucks. Starting January 1, 2024, LD electric trucks became eligible for a $5,000 tax credit and MD and HD electric trucks are eligible for a $12,000 tax credit. Tax credit amounts will decrease over time starting in January 2025 for LD trucks and January 2026 for MD and HD trucks. HB23-1272 also expanded a discount on the specific ownership tax to include new EV and PHEV fleet vehicle purchases, which was a recommendation from the Clean Truck Strategy. The taxable value is discounted to 50% of actual purchase price for eligible vehicles that weigh more than 16,000 lbs. and 50% of MSRP for eligible vehicles that weigh less than or equal to 16,000 lbs. Like the LD EV tax credits, purchasers may assign this tax credit to a dealer or financing entity for a point-of-sale discount on the vehicle. This tax incentive, combined with funding opportunities for charging equipment and infrastructure to support MD and HD EVs, will make it more affordable for Colorado fleet owners and operators to switch to EVs, and is an essential step in implementing the State's Clean Truck Strategy.

Additionally, the Office of Sustainability has applied for over $1.2 million in revenue from federal direct pay tax credits as a result of the IRA. These were predominantly EV tax credits. Direct pay is a new mechanism that allows nonprofit entities, including state governments, to receive cash payments for federal tax credits across a wide variety of technologies including clean vehicles and clean energy. The Office of Sustainability will continue to work to maximize Colorado's utilization of these and other federal funds, further reducing operating costs and state government expenditures on critical projects such as EV implementation.

Fleet Electrification

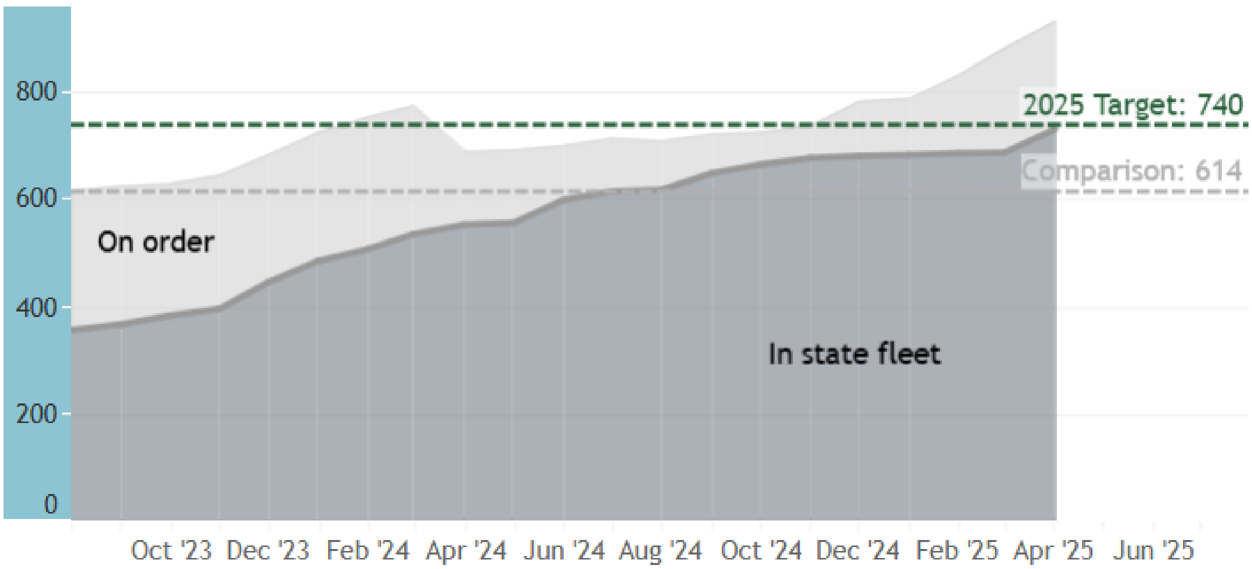
Colorado State Fleet

As part of the Governor's focus on greening the government and leading by example, state agencies have significantly ramped up the installation of EV charging infrastructure and the replacement of fleet vehicles with EVs. The Governor's Greening Government Executive Order (EO) D 2025 003 requires that agencies "Ensure that EVs (BEVs and PHEVs) are the default vehicle type for all [LD] vehicles for future vehicle purchases." In 2021, SB21-230 allocated $5 million for charging infrastructure for state agencies. As of April 2025, the funding has supported the installation of 332 charging ports across 91 state facilities. A portion of the funding has also supported the implementation of the State's EV Take Home Policy, which allows agencies to assign state-owned EVs to employees to take home at night for charging, and to reimburse employees for the electricity used to charge them. As of April 2025, over 75 new employees are charging state-owned EVs at home.

The Statewide Sustainability Plan outlines how Colorado's Office of Sustainability will develop an EV charging plan and training for operational and end user use of EVs to further agency adoption of EVs. This plan will include a survey to investigate the barriers of EV utilization in state agencies.

Colorado's Department of Personnel and Administration's (DPA) Wildly Important Goal (WIG) is to increase the number of EVs in the state fleet to 1,250 by 2027, which accounts for approximately 50% of EV-eligible vehicles. As of March 2025, there were 729 EVs in the state fleet. The Governor's Dashboard tracks EV acquisitions over time, as shown in Figure 2 below.

Figure 2 - Number of EVs in Colorado's State Fleet, July 2023 to March 2025



From the Department of Personnel & Administration WIGs webpage.

Clean Fleet Enterprise

The Clean Fleet Enterprise (CFE) was created within the CDPHE for the business purpose of incentivizing and supporting the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets utilizing funding from the clean fleet retail delivery fee and a fee assessed to TNC rides.

The CFE Clean Fleet Vehicle & Technology Grant Program initiated its first round of applications in March 2023. This program primarily offers grant funding to encourage businesses and governmental entities with fleets to adopt new electric motor vehicles and compressed natural gas (CNG) motor vehicles fueled by recovered methane (CH_4). Vehicle conversions that repower internal combustion engines to zero emissions technology are also eligible for funding.

In August 2023, the CFE board reviewed grant applications and selected 16 awardees, totaling approximately $14 million. On April 22, 2024, the Board launched the second round of its

Clean Fleet Vehicle & Technology portfolio grants, with an application deadline of June 21, 2024. The Board received 38 applications from various entities across Colorado, including for-profit and non-profit companies, universities, and local governments, with requests for funding to supplement the costs of 188 vehicles. Twenty-seven applications advanced to the review stage with requests for a total of $26.5 million in funding for 135 vehicles. The majority of requested funding was for BEVs with four applications requesting funding for renewable natural gas-powered vehicles. In September 2024, the Board approved funding for all eligible round two applications.

Since the launch of the Clean Fleet Vehicle and Technology grant portfolio, the Board has approved $34.6 million in awards for a total of 181 vehicles, taking into account applications that were withdrawn prior to contract execution. The Board plans to introduce a third round of funding in Summer 2025, and it is anticipated that applications will be reviewed for approval by the board in the Fall.

Additionally, in February 2024, the Board launched the first round of its TNC Grant Portfolio, with applications due May 2024. TNC are companies that use digital platforms or mobile apps to connect passengers with drivers who use their personal vehicles to provide on-demand transportation services, as defined by the PUC, such as Lyft, Uber, HopSkipDrive, River North, or Drivers Cooperative - Colorado. The purpose of the grant portfolio is to increase the number of EVs used in TNC fleets and electrified VMT by drivers. The Clean Fleet TNC grant program is one of the first in the nation.

Uber and Lyft each submitted applications requesting a total of $3.78 million; however, only $3.1 million was available in the Board's budget. In August 2024, the Board approved awards to Lyft and Uber totalling $3.1 million to assist drivers in the purchase of ZEVs.

Low Carbon Fuels

Clean Hydrogen

In October 2021, Colorado published a Low Carbon Hydrogen Roadmap to evaluate the potential role hydrogen could play in achieving Colorado's climate goals. This roadmap identifies opportunities, barriers and recommended actions for the deployment of low-carbon hydrogen in the state of Colorado over the next fifteen years. In Colorado, the roadmap highlights the most promising short-term applications for hydrogen consumption in the MD and HD vehicle sector, where some use cases are already cost-effective over alternatives such as BEVs, and ready for adoption assuming a sufficient refueling station network and adequate availability of vehicle makes and models.

In May 2023 Governor Polis signed HB23-1281 "Advance The Use Of Clean Hydrogen" which supports the continued development of clean hydrogen in Colorado by creating tax credits for the use of clean hydrogen in industry, HD trucking, and aviation, and creates a regulatory pathway for consideration of hydrogen projects proposed by investor-owned utilities.

In February 2022, the states of Colorado, New Mexico, Utah, and Wyoming signed a MOU to coordinate, develop, and manage a regional clean hydrogen hub. Named the Western Inter-States Hydrogen Hub (WISHH), this consortium competed for a portion of the $8B allocated in the 2021 IIJA to develop four or more regional hydrogen hubs. The four-state coalition submitted their full proposal before the April 7, 2023 deadline. However, they were not one of the hubs selected to move forward by the US Department of Energy (DOE).

For Colorado, the initial concept focused on the use of green hydrogen produced from renewable energy in Colorado, with some imported clean hydrogen from neighboring states, to reduce emissions from the natural gas system and power plants. These first off-takers would help scale the market for green and clean hydrogen in the region, and as costs decline, there will be significant opportunities to utilize hydrogen for hard-to-decarbonize end-uses, including for manufacturing and industry, HD trucks, transit buses, rail transit, and aviation. The passage of HB23-1281 supported this work by creating tax credits for the use of clean hydrogen in industry, HD trucking, and aviation, and created a regulatory pathway for consideration of hydrogen projects proposed by investor-owned utilities.[22] Despite not being selected, Colorado continues to pursue opportunities to develop a clean hydrogen market for hard to decarbonize sectors in the state.

Alternative Aircraft Fuels

Globally, the aviation industry is responsible for 2.5% of all CO_2 emissions. However, forecasted increases in aviation activity worldwide and demand for travel could cause that share to increase significantly absent action to address emissions. Recognizing aviation's forecasted growth, the aviation industry is taking steps towards reducing its impact globally. These actions include continued refinements to aircraft and power plant design; extensive progress on new propulsive technologies, including the development of sustainable aviation fuels (SAF; SAF is jet fuel manufactured from renewable biomass waste or synthetic processes); and new battery-electric, hybrid, and hydrogen fuel cell-powered aircraft, all of which have the potential to facilitate the aviation sector's growth while moving towards the industry's broadly stated goal of being carbon neutral by 2050.

Notably, as of July 2025, SAF is available at six of Colorado's 57 public use airports where fuel is sold: Telluride Regional Airport, Aspen/Pitkin County Airport, Rifle/Garfield County Airport, Yampa Valley Regional Airport, Montrose Regional Airport and Eagle County Regional Airport. As SAF demand and production increases and availability improves, the Aeronautics Division will strategize and collaborate with industry and the Governor's office on how to encourage SAF use at more Colorado airports. However, it is also expected that new battery-electric, hybrid, and hydrogen fuel cell aircraft power sources will eventually provide new opportunities to expand mobility across Colorado with significantly reduced environmental impacts.

[22] CEO, et al., Biannual GHG Emissions Reduction Implementation Report (June 2023).

Education and Workforce Development

EV CO: Electric Vehicle Education

In November 2022, CEO launched EV CO in partnership with CDOT. EV CO is a statewide EV education campaign to raise general awareness about EVs for all Coloradans. Specifically, it highlights the financial and environmental benefits of EVs while showcasing how an EV can fit into a Coloradan's everyday routine. A committee of approximately 20 representatives from utilities, non-profits, private industry, local governments and other organizations advises EV CO's development. The campaign features a toolkit of EV resources to assist prospective EV buyers in understanding utility, state, and federal rebates and incentives, along with information comparing various EV models.

The EV CO website highlights Colorado EV news and stories, and provides detailed answers to common questions about purchase incentives and long-term savings, at-home and public charging, EV performance, and environmental benefits. The site also includes links to partner resources that connect Coloradans to EV shopper tools and dealerships. The campaign is active on various social media platforms with market-tested messaging. Since its launch, the EV CO website has had 600,000 page views by more than 300,000 unique individuals and over 9.5 million paid media impressions.

Since April 2023, EV CO has launched quarterly "tentpole activations" to engage and educate Coloradans on EVs through various media platforms such as TV, radio and social media. Campaigns have included interviews and videos with EV drivers to share real world experience with EV ownership, ads on TV, radio and social media highlighting the value of the EV tax credits and the accessibility of charging stations, partnerships with social media influencers to highlight the ease of traveling across Colorado in an EV and how EVs can fit into a skiing and snowboarding lifestyle, and interviews with ReCharge Colorado coaches to answer common questions about EVs.

ZEV Workforce Development Grants

In an effort to create new, high-quality jobs to maintain and repair EVs and EV infrastructure, CDOT developed the ZEV Workforce Development Grant. The purpose of the grant is to develop the skills and talent necessary to meet the changing demands of an electrified transportation sector by funding innovative workforce projects across the state. The first round of the ZEV Workforce Development grants were awarded in February 2023, providing $750,332 to eight projects around Colorado. CDOT supported grantees in the contracting and implementation of the initial phases of the program. The second round of ZEV Workforce Development grants were awarded in September 2024, providing $701,107 to ten projects across Colorado.

Additionally, as part of its Ten-Year Plan, the CFE is developing a Request for Proposals (RFP) aimed at supporting the growth of a clean transportation workforce. This initiative will fund training and development programs to help advance the adoption of electric motor vehicles across fleet operations. The RFP is expected to be released in Fall 2025. Eligible applicants may include community colleges, workforce development organizations, private sector training providers, and other entities that meet the RFP's qualifications.

Local Government Electric Vehicle Readiness Planning Grants

The CAE, in partnership with CEO, has provided funding to local, county, and Tribal governments and their regional partners to develop EV readiness plans. These plans allow communities to establish a shared vision for EV readiness, identify key partnerships and actionable strategies needed to achieve the vision, and prepare for and encourage community adoption of EVs.

The state awarded a total of seven grants during the lifetime of this program and expects to finish the program in 2025. Grants went to: Routt County; the Town of Mount Crested Butte for a joint plan with the Town of Crested Butte; Garfield Clean Energy to develop a regional plan for Garfield County; San Miguel County; Chaffee County; City of Fort Collins; and City of Pueblo.

Reducing VMT and Providing More Travel Choice

The efforts described above are leading the way for Colorado to reduce GHG emissions and other air pollution from vehicles. Through development of plans, establishment of funding, creation of programs and subsequent implementation, Colorado has made significant near term progress laying the groundwork to reduce vehicle emissions over time. Additionally, the adoption of supportive legislation and vehicle emissions standards has been key in making progress.

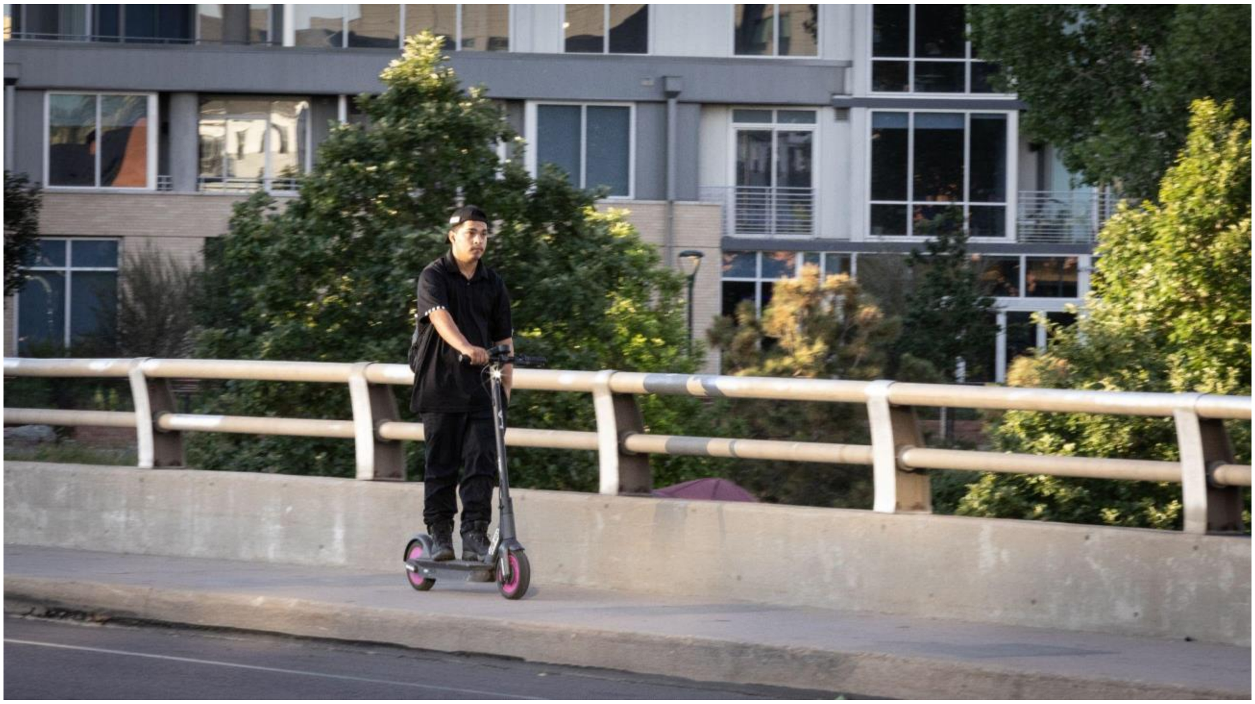
Colorado's statewide climate and clean air goals for transportation cannot be achieved through changes in fuel technology alone. The transition of Colorado's passenger and commercial vehicle fleets to less polluting fuels will take decades, underscoring the importance of pursuing strategies now which provide Coloradans with more travel options outside of single occupancy vehicles and reduce the need to drive. Strategies that increase travel choices and reduce VMT are associated with enormous co-benefits beyond their reduction in GHG emissions, including increased safety outcomes, decreased congestion, improved air quality, community cohesion, reduced spending on fuel and on vehicles, downtown economic revitalization and more.

There are many challenges to increasing travel choices and reducing VMT, including providing more multimodal infrastructure, increasing the use of existing public transit facilities, and managing future growth through land use development patterns, especially by encouraging more housing to be built in existing cities near jobs and other daily travel destinations. The projects, regulations, and funding streams described in this section all seek to address one or more of these key overarching challenges to reducing single-occupancy VMT.

Colorado’s Greenhouse Gas Pollution Reduction Standard

In December 2021, Colorado’s TC adopted the GHG Transportation Planning Standard[23] with the goal of improving air quality, reducing smog, and providing more sustainable options for travelers across Colorado. The rule focuses on the connection between public sector funded transportation projects and vehicle travel; namely that the infrastructure built by agencies, combined with the emissions of vehicles themselves, influences driving patterns and commensurate GHG pollution. The rule governs the role that regional and state governments play in affecting travel through decisions about where and how to build infrastructure.

The rule requires CDOT and the state’s five MPOs to quantify the total GHG emissions expected from their updated transportation plans in 2025, 2030, 2040, and 2050 and show reductions in GHGs over time. The transportation plans must meet set GHG reduction amounts in the compliance years of 2025, 2030, 2040 and 2050 (Table 1). These reduction levels are achieved relative to the baseline GHG emissions of the MPO’s RTP or CDOT 10 Year Plan adopted as of January 2022. Agencies must use sophisticated travel models, alongside EPA’s Motor Vehicle Emission Simulator (MOVES) model, to make this determination, with each emission reduction target differing for each agency and metro region, as shown in Table 1.



[23] 2 CCR 601-22.

Figure 3 - MPO boundaries of Colorado

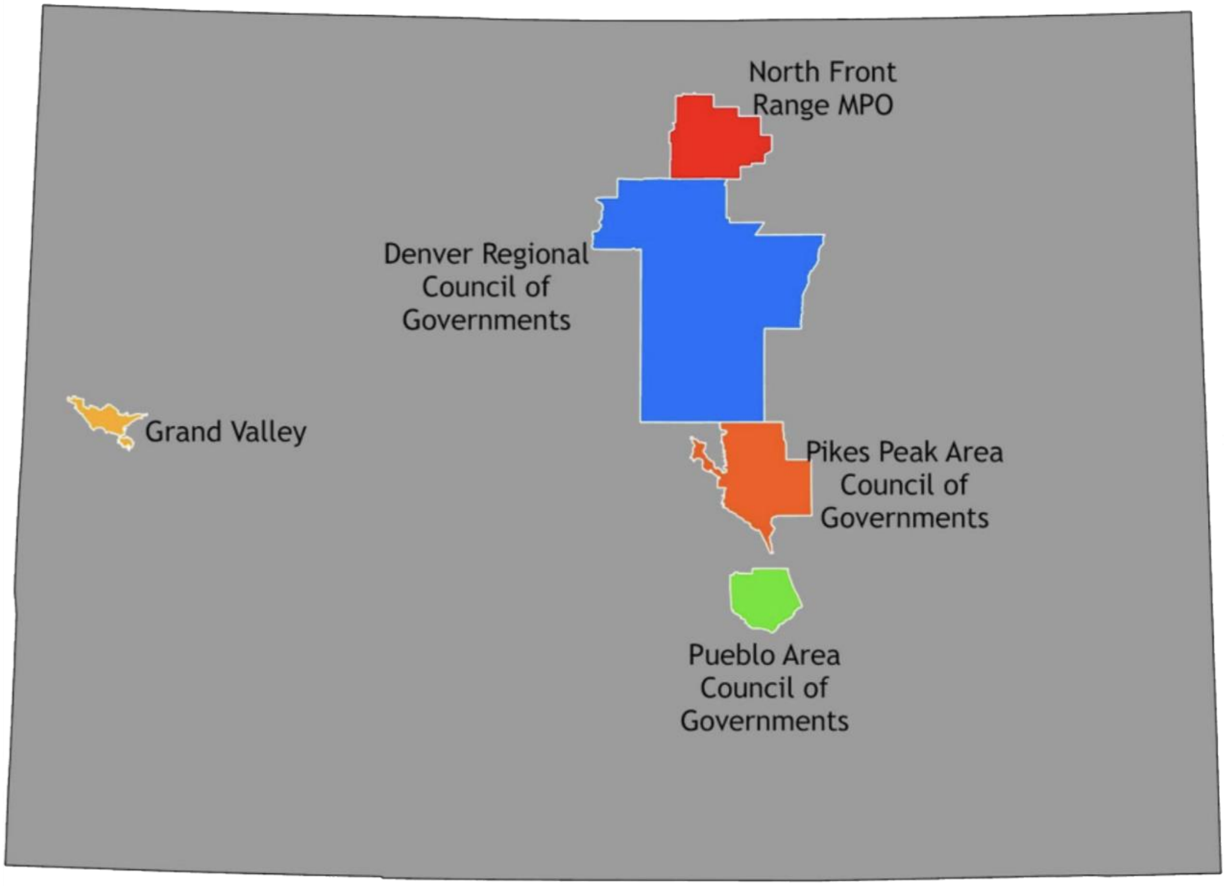


Table 1 - GHG Transportation Planning Standard Reduction Levels in million metric tons (MMT) of CO_2e

Regional Areas	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
DRCOG	0.27	0.82	0.63	0.37
NFRMPO	0.04	0.12	0.11	0.07
PPACG	N/A	0.15	0.12	0.07
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
Total	**0.43**	**1.5**	**1.2**	**0.7**

In addition to adoption of the standard, in May 2022 the TC approved Policy Directive 1610 - GHG Mitigation Measures, which quantifies GHG emission reduction factors for almost 50 types of projects, including bike/ped, transit, land use, and TDM. These strategies are a voluntary, alternative compliance method that can be used to help reach the Table 1 emissions reductions targets. As per the requirements of the GHG Transportation Planning Standard, agencies will model the travel impacts of their transportation plans using travel demand models, with a subsequent GHG analysis of these plans through EPA's MOVES. If agencies do not meet their individual reduction levels as required by the Planning Standard, they can change the mix of projects in their transportation plans and/or use GHG mitigation measures. GHG mitigation measures mostly consist of projects and strategies whose GHG and travel benefits cannot be accurately or easily captured and quantified in travel demand models.

Since the adoption of the GHG Transportation Planning Standard and Policy Directive 1610, CDOT, DRCOG, NFRMPO, GVMPO, and PPACG have submitted GHG Transportation Reports showing compliance with the GHG reduction levels in Table 1. PACOG is expected to analyze their upcoming 2050 RTP for compliance and bring forth their first GHG Transportation Report to the TC for acceptance by the end of 2025 or early 2026.

As a result of the GHG Transportation Planning Standard, DRCOG and CDOT worked to modify CDOT-directed funds and DRCOG-directed funds to focus on safety, maintenance, transit, operations, and other multimodal priorities along C-470 and I-25 through central Denver, while canceling planned lane expansions for these corridors. The DRCOG plan further shifted their funding priorities, with a plan to spend an additional $500 million by 2030, $200 million more by 2040, and another $200 million more by 2050 on multimodal transit in their 2050 RTP. DRCOG also modified the scope of several roadway projects to remove "six laning" components in favor of more multimodal, safety, and complete street investments. DRCOG went from having one BRT project before 2030 in their plan to five BRT projects. The GHG Transportation Planning Standard also spurred the expansion of CDOT's Bustang service on the I-25 corridor by 100% on weekdays and 200% on weekends and the expansion of service on the I-70 corridor by 250%. NFRMPO shifted $147 million to expand transit service, seeking to boost ridership 17% by 2030. PPACG designated an additional $132 million to bicycle, pedestrian, and other multimodal transportation projects, with 69 fewer centerline miles of new roadway construction proposed in the 2050 RTP as compared to their 2045 RTP. GVMPO increased focus on the intersection of denser, more-compact land-use, multimodal transportation, improved transit service, and protecting vulnerable road users.

Passenger Rail Development

From 2020 to 2050, the Colorado State Demography Office (SDO) estimates an additional $1.46 million people are expected to live and commute along the Front Range. Existing transportation systems are at capacity and are not positioned to keep pace with this growth. Inter-city passenger rail offers a safe and reliable transportation option without adding to highway congestion or increasing GHG emissions.

Colorado Governor Jared Polis speaks at Denver Union Station prior to a March 7, 2024 inspection train trip over part of the proposed Front Range Passenger Rail (FRPR) route.

FRPR, is a passenger train service that will connect Front Range Coloradans and visitors to opportunities, adventure, and each other. Initially offering service from Fort Collins through Denver and south to Pueblo, FRPR inter-city train service has the long-term vision of connecting Colorado to New Mexico and Wyoming. FRPR will use existing tracks shared with freight railroads to minimize costs and accelerate the service start date. With two Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants from the Federal Railroad Administration and the establishment of the FRPR District in late 2021, efforts in 2022 and 2023 focused on evaluating routes, stations, service, infrastructure, operations, costs, and financing.

Following the 2024 legislative session, Governor Polis signed SB24-184 “Support Surface Transportation Infrastructure Development” which creates a dedicated funding source for rail and transit through the Colorado Transportation Investment Office (CTIO) by imposing a fee on rental cars so that out-of-state visitors who contribute to the wear, tear, and congestion on Colorado's roads help pay for transportation. It is expected to generate an additional $50 million per year for rail transit. The law also encourages regional coordination between the Regional Transportation District (RTD), FRPR District, and CDOT to explore opportunities in establishing train service from Denver to Fort Collins. In addition, it directs CTIO to develop a multimodal strategic capital plan that aligns with CDOT's 10-Year Plan and statewide GHG pollution reduction goals. It also authorizes RTD to extend operations of the Northwest Rail Fixed Guideway Corridor, including an extension of the corridor to Fort Collins.

In October 2023, the TC approved $5 million to create a service development plan for Mountain Rail passenger service, as well as study statewide transit connectivity. Mountain Rail was then identified in the 2024 update to the State Rail Plan, starting with the corridor from Denver through Winter Park, Steamboat Springs and on to Craig. Initial work on a service development plan for Mountain Rail and a statewide transit connectivity study is underway, which includes organizing stakeholder coalitions to inform corridor development. During the development of the Service Development Plan, the Moffat Tunnel lease was renewed for a 25-year period and included the signing of an Access Agreement with Union Pacific to allow up to three additional round trips to run through the Moffat Tunnel for passenger train service, including the introduction of the first round trip between Granby and Denver by the end of 2026.

Related to this effort, the Mountain Rail team worked with Amtrak and Winter Park Resort to expand the Winter Park Express train service from 40 to 66 trips, increase from three to five days a week, added Fraser/Winter Park as a station stop, and reduced fare costs, which resulted in a ridership increase from approximately 17,500 riders in the 2024 season to nearly 44,000 riders in the 2025 season. This service expansion is being looked at as a proof of concept for the amount of demand that exists for the Mountain Rail service, and the potential for removing auto trips that would have otherwise been driven between the Fraser Valley and Denver.

Bus Service Expansion

Bustang (Interregional Bus Service)

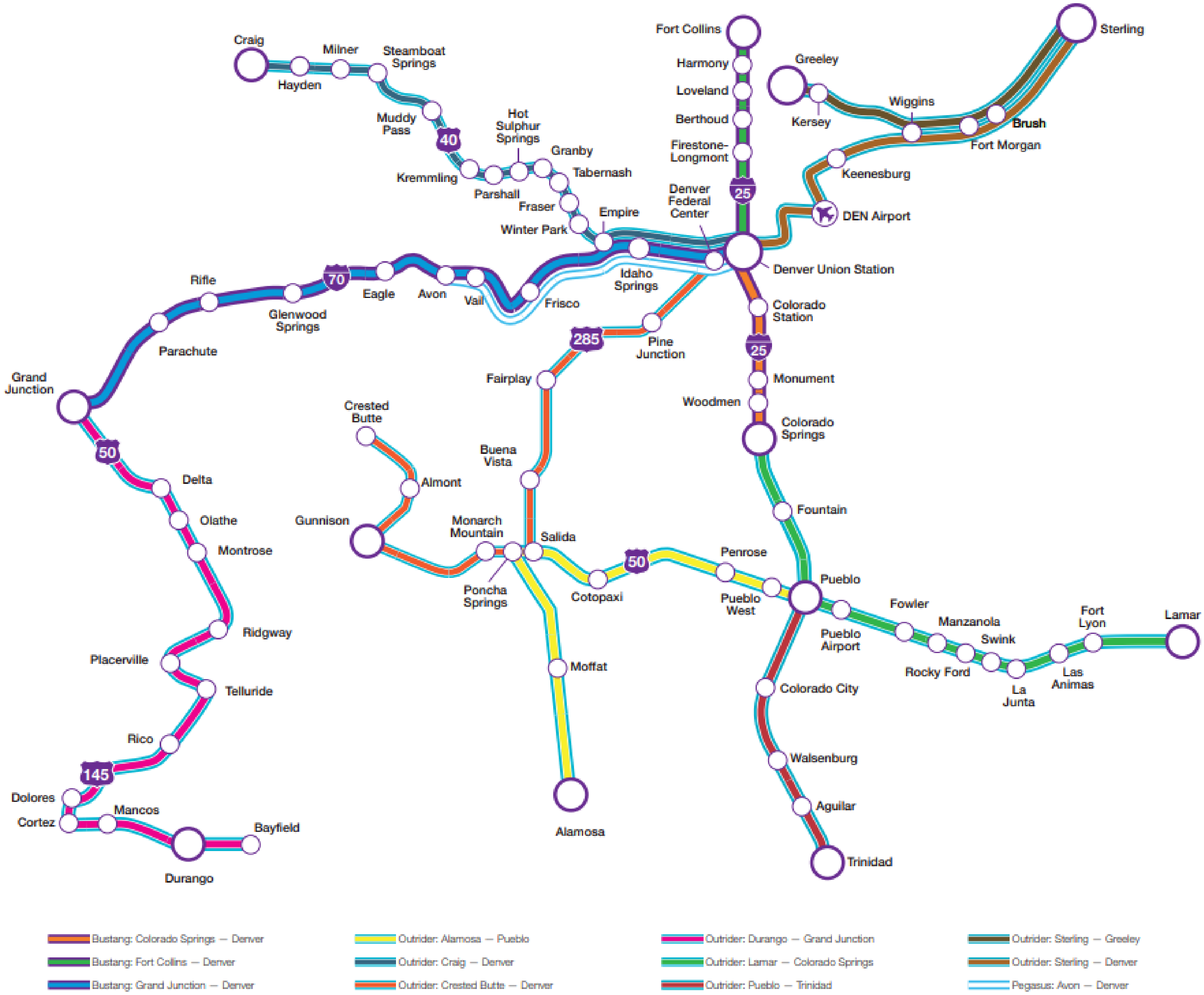
Bustang, which began operating in 2015, is CDOT's interregional express bus service that connects urbanized areas across the state. Bustang primarily provides express service along three lines: the North Line (Denver to Fort Collins), West Line (Denver to Grand Junction), and the South Line (Denver to Colorado Springs). The passage of SB22-180 provided $30 million in direct funding for the expansion of Bustang service throughout a three-year pilot program, which planned to expand service along the I-25 corridor by 100% on weekdays and 200% on weekends, and service along I-70 west was slated to be increased by approximately 250%.

In December 2024, Bustang completed the implementation of the pilot service expansions for the I-25 North, I-25 South and I-70 West routes. The I-25 S and I-25 N route (Colorado Springs to Denver and Fort Collins to Denver) have each gone from six daily round trips Monday through Friday and two daily round trips Saturday and Sunday in 2022 to 12 daily round trips Monday through 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 pilot service expansions on the West, North and South lines were made possible by placing 25 additional buses into service over the course of 2023 and 2024. Expanded Bustang service is further enabled by the development of Mobility Hubs at multiple locations across the state, discussed further under the increasing use of public transportation strategies.

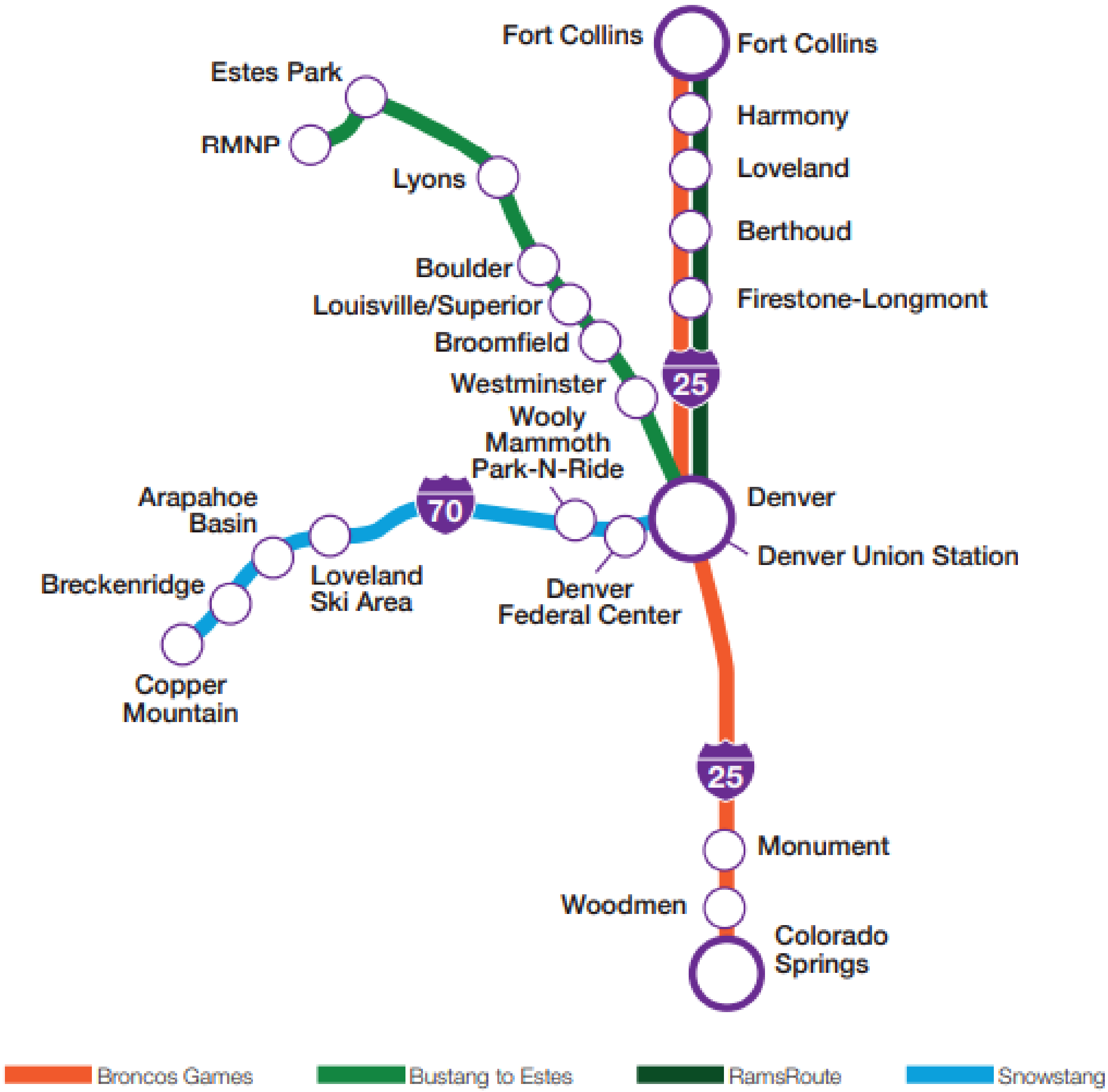
Bustang also provides a variety of seasonal services to travelers throughout the year (Figure 5). Snowstang offers bus service to partner ski resorts on weekends and winter holidays from December through May. Bustang to Estes takes travelers from the Denver metropolitan area to Estes Park and Rocky Mountain National Park on weekends and summer holidays from May through September. RamsRoute buses travel between the CSU campus and Denver on Fridays and Sundays during the school year. Bustang to Broncos takes travelers between Fort Collins and Denver's Empower Field at Mile High, or Colorado Springs and Empower Field for every Broncos home game.

Figure 4 - Bustang and Outrider Route Map



For a larger, more detailed image, access the [Bustang and Outrider Route Map](#) online.

Figure 5 - Seasonal Bus Service



For a larger, more detailed image, access the [Bustang and Outrider Route Map] online.

Outrider

Launched in 2018, CDOT's Outrider program builds and expands transit service to connect rural areas to primary corridors and larger cities and towns. Outrider focuses on providing reliable and affordable transportation options, often partnering with local transit agencies to ensure comprehensive and accessible service. Outrider currently operates eight routes and offers buses equipped with amenities like Wi-Fi, power outlets, USB ports, and restrooms.

Service expansion in 2022 included the increased frequency of the Sterling to Denver route, which went from one daily round trip on Tuesday and Thursday to running daily Monday through Friday. In October 2024, the Sterling to Denver route added a stop at Denver International Airport (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. A second daily round trip has been added between Crested Butte and Denver, which now runs Monday through Sunday.

Bus Rapid Transit

CDOT set aside $170 million in the 10-Year Plan to support BRT projects on major state highway arterials in Region 1. In partnership with DRCOG, RTD, Denver Department of Transportation and Infrastructure, and other local agencies, CDOT continues to develop BRT projects on Federal Boulevard and Colorado Boulevard.

CDOT initiated environmental review and preliminary design for Federal Blvd BRT in August 2023 and was accepted into the Federal Transit Administration's Project Development for the Capital Investment Grants - Small Starts program in October 2023. In 2024, CDOT also procured consultant services to conduct alternatives analysis, environmental review, and preliminary design for Colorado Blvd. BRT. CDOT anticipates that both BRT projects will be in the construction phase by calendar year 2028 to be open for revenue service in 2030. This target is consistent with the 10-Year Plan goals of reduced VMT through these projects.

Additionally, CDOT is working with partners in Region 4 on the CO 119 BRT project between Boulder and Longmont and on preliminary projects supporting transit enhancements and an eventual BRT service on CO 7.

Increasing Use of Public Transportation

Increasing the use of public transportation services requires addressing the various barriers the public encounters within each element of the travel chain. Some barriers to using public transit include infrequent or unreliable service, cost to passengers, first-last mile infrastructure, accessibility for those with disabilities, poor supportive infrastructure, and more. The strategies discussed in this section work to increase the use of public transportation by addressing one or more of those barriers.

Zero Fare and Transit Pass Programs

To help address affordability and encourage ridership of existing transit services, Colorado established the Ozone Season Transit Grant Program in 2022 through the passage of SB22-180, which later became part of the Zero Fare Transit Grant Program in 2024. Designed to reduce ground-level ozone by increasing the use of public transit across the state, the program set aside $28 million to enable participating transit agencies to provide free transit fares for at least a month during ozone season for a two year period. RTD participated as a grantee in

2022 and 2023. Outside the Denver metropolitan area, 14 agencies participated in the 2022 program, 16 agencies participated in the 2023 program and 13 agencies participated in 2024.

The "Zero Fare for Better Air" initiative provides free public transportation to reduce air pollution.

RTD provided zero-fare service on all of the agency's transit modes in August 2022 and then again in July and August of 2023. Initially, the Ozone Season Transit Grant Program provided funding to recover up to 80% of the lost fare revenue and other costs incurred by RTD. However, with the passage of HB23-1101 "Ozone Season Transit Grant Program Flexibility" in 2023, grant funding was expanded to allow RTD to recover up to 100% of the lost fare revenue, allowing RTD to recover more funds during the 2023 Summer season.

RTD reported that overall ridership increased by 22% from July 2022 to August 2022, and 36% from August 2021. Due to the start of the school year, the agency typically experiences an increase in ridership between July and August each year. Average weekday daily ridership increased 19.9% in August compared to July and increased 32.4% as compared to August 2021.[24] For the 2023 season, RTD reported that from the June 2023 to July/August 2023 zero fare period, average monthly ridership increased by 22%; however, RTD estimates that the zero fare initiative contributed to a 12% increase in ridership over what would have been expected without zero fares due to normal seasonal variations in ridership.[25]

The 2022 transit agencies grantees outside the Denver metropolitan area also provided fare-free transit in August 2022. Thirteen of the fourteen agencies reported an uptick in ridership between July and August 2022. Several of the agencies noted that ridership decreased again

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[24] Four Nine Technologies, Zero-Fare August Impact Analysis Final Report (Nov. 30, 2022), at 5.

[25] RTD, Zero Fare for Better Air: 2023 Evaluation Report (2023), at 29.

in September, but several agencies were able to sustain their net increase.[26] The 2023 grantees outside the Denver metropolitan area all experienced an increase in ridership during the program, with a 32.2% average monthly ridership increase across the agencies. Notably, nine of the thirteen agencies who provided 2019 data experienced higher ridership during 2023's fare-free program than they did pre-Coronavirus Disease 2019 (COVID-19).[27] Overall, these 16 agencies showed a 2% increase in ridership as compared to August 2019, indicating that many transit agencies have been able to bounce back from ridership decreases that occurred due to the COVID-19 pandemic.

To continue the successes associated with free transit discovered by the zero fare program which started with SB22-180, SB24-032 "Methods to Increase the Use of Transit" established the Zero Fare Transit Grant Program. Remaining funds from the Ozone Season Transit Grant Program were transferred to this new grant program. Managed by the CEO, the Zero Fare Transit Grant program provides grants to RTD so they can offer free transit year-round to Colorado's youth. The program also provides grants to the Colorado Association of Transit Agencies so they can offer grants to eligible transit agencies for either free fares for youths or free transit services during periods of increased ground level ozone.

To further encourage use of public transit, HB24-1036 "Adjusting Certain Tax Expenditures" extends the alternative transportation options tax credit through 2026 for employers providing alternative transportation options for its employees who are employed in Colorado. The alternative transportation options tax credit was established through HB22-1026 which is discussed further under the TDM strategy. The alternative transportation options tax credit has notably been used to encourage employers in the Denver region to enroll employees in RTD's EcoPass program, which provides employees an electronic travel token for unlimited rides on RTD buses and trains.

SB24-032 also created the Statewide transit pass exploratory committee within CDOT to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass, including any recommendations for any necessary legislation in connection with the proposal by July 1, 2026. In conducting its work, the committee is required to consider specified issues and to solicit input from subject matter experts and interested parties across the state. The goal is to implement a statewide transit pass by January 1, 2028.

Mobility Hub Development

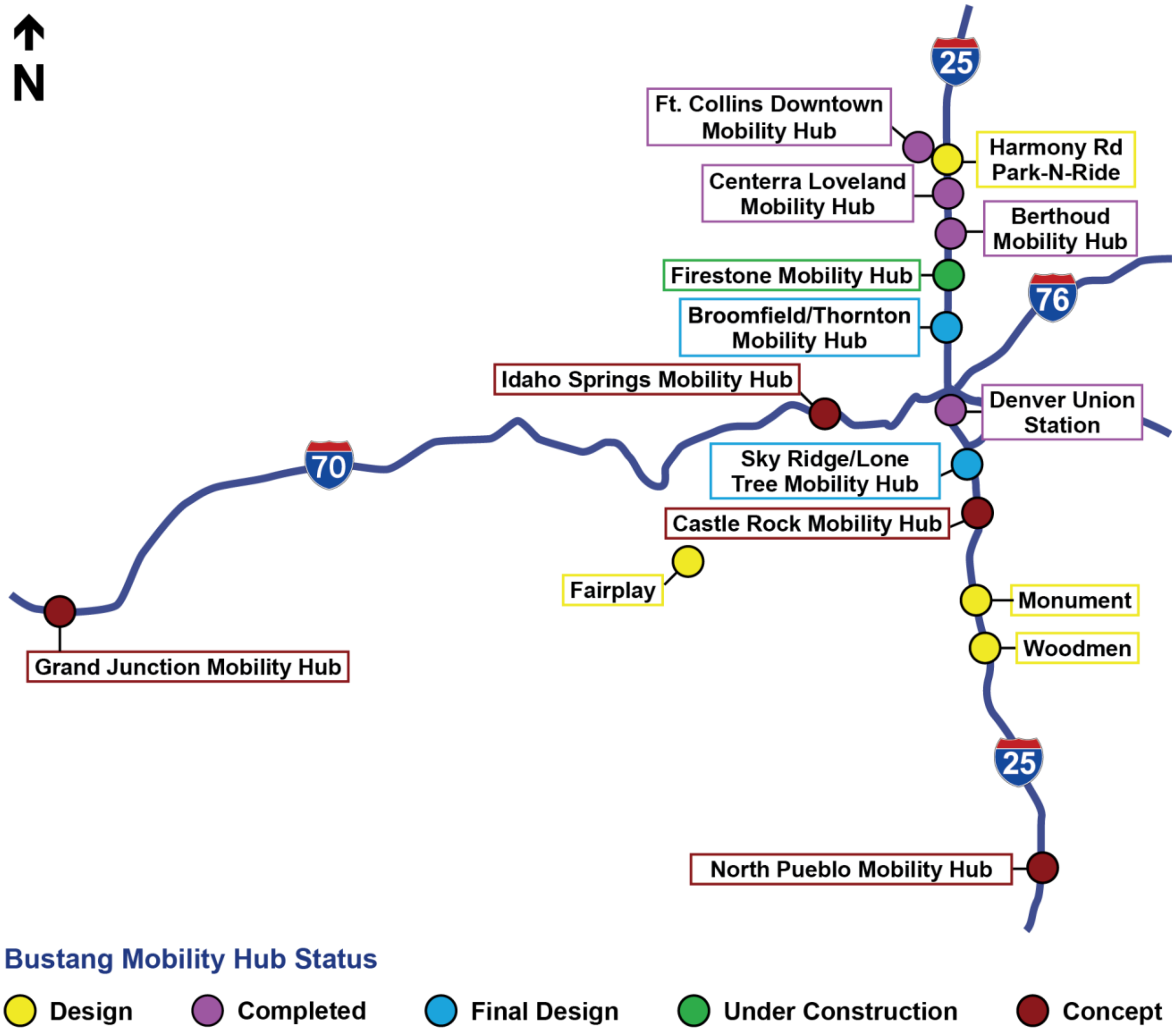
CDOT's mobility hubs address critical multimodal needs by connecting Bustang's robust regional network with local transit connections, Outrider service, car and bike services, van

[26] Generally from Colorado Association of Transit Agencies, online 2022 Ozone Season Transit Grant Program Report (2022).

[27] Colorado Association of Transit Agencies, *2023 Ozone Season Transit Grant Program Report* (2023), at 5-6.

and car pools, and bike and pedestrian connections. Mobility hubs are currently under construction along Colorado's Front Range at approximately 10-mile spacing and will help reduce congestion and improve air quality while providing additional travel choices in light of Colorado's current population boom. Mobility hub status and location are shown in Figure 6.

Figure 6 - Bustang and Outrider Mobility Hubs



Five mobility hubs have been completed: the Centerra Loveland Mobility Hub, Berthoud Mobility Hub, Fort Collins Downtown Mobility Hub, Denver Union Station, and the Firestone-Longmont Mobility Hub. Two mobility hubs are currently entering the construction stage: the Broomfield/Thornton Mobility Hub broke ground in May 2025 and Skyridge/Lone Tree Mobility Hub will break ground in Summer 2025. Four mobility hubs are in the design stage: Harmony Road Park-N-Ride, Monument, Woodmen, and Fairplay. Four mobility hubs are in the concept phase: the Castle Rock Mobility Hub, North Pueblo Mobility Hub, Idaho Springs Mobility Hub and the Grand Junction Mobility Hub. The mobility hubs which are cited along Bustang routes will decrease end-to-end travel time and increase the efficiency of overall transit operations.

Increasing Funding for Transit

Two key bills were passed in the 2024 legislative session which will direct more funding to transit activity in the state: SB24-230 and SB24-184. SB24-230 "Oil & Gas Production Fees" imposes a production fee to be paid quarterly by every producer of oil and gas in the state. Notably, 80% of the proceeds, expected to be close to $90 million annually, will be used for public transit. Initial estimates suggest this strategy alone will move Colorado from 44th in the country in the percentage of total transit spending coming from state government up to 22nd. This fee revenue will also provide approximately $20 million in annual funding to support passenger rail initiatives in the state, including the Northwest Corridor effort.

The CTE receives revenue from Oil and Gas Production Fees and created three new programs to help offset GHG emissions from fossil fuels: a Local Transit Operations Formula Program, a Local Transit Grant Program, and Passenger Rail Funding Program. The CTE has made significant progress standing up the programs created by SB24-230 since the law was enacted in Spring 2024. These new programs are not directly focused on transition to zero-emission transit services, but instead focus on "investing in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing, to achieve the level of frequent, convenient, and reliable transit that is known to increase ridership by replacing car trips with bus and rail trips and forms of transit known to support denser land use patterns that further reduce pollution due to shorter trip lengths and greater walking and cycling mode share."[28] The CTE intends to begin implementing the Local Transit Operations Formula Program, which includes establishing program eligibility and creating a formula to allocate resources to agencies by the end of fiscal year 2025 and to begin distributing funds to transit agencies in FY26. As part of its role to implement the SB24-230 Passenger Rail Funding Program, the Enterprise is participating in the initiative to establish Northwest Corridor passenger rail service. Lastly, the CTE intends to begin developing policies and processes to stand up the SB24-230 Local Transit Grant Program in Summer 2025.

[28] § 43-4-1203(3)(a)(II), C.R.S.

[SB24-184](#) “Supporting Surface Transportation Infrastructure Development” creates a dedicated funding source for rail and transit through the CTIO, formerly known as the High Performance Transportation Enterprise (HPTE). The law encourages regional coordination between RTD, FRPR, and CDOT to explore opportunities to establish train service from Denver to Fort Collins. In addition, it directs CTIO to develop a multimodal plan that aligns with the 10-year transportation plan and statewide GHG pollution reduction goals. The bill also expands CTIO's capacity to execute mandated responsibilities and more explicitly prioritize mitigation of traffic congestion and traffic-related pollution through the completion of multimodal surface transportation infrastructure projects.[29]

Active Transportation

Active transportation is any human-powered mode of transportation, such as walking or biking. Although public transit and active transportation are often viewed independently, there is a strong correlation between them. Studies show a higher level of physical activity among public transportation riders, likely because every trip on public transportation is multimodal. The benefits of active transportation are well-known; however, many people don’t achieve them due to safety concerns either in their own neighborhood or near their destination. Safe and convenient opportunities to walk, bike and scooter expand the transportation network to people without access to cars.

Expanding the Active Transportation Network

In the Spring of 2024, CDOT kicked off an update to its Statewide Active Transportation Plan. This process will update and strengthen the 2012 Statewide Bicycle and Pedestrian Plan and build on the accomplishments and progress achieved through the pursuit of the goals identified in the 2012 plan. CDOT is also working to update Policy Directive 1602, which

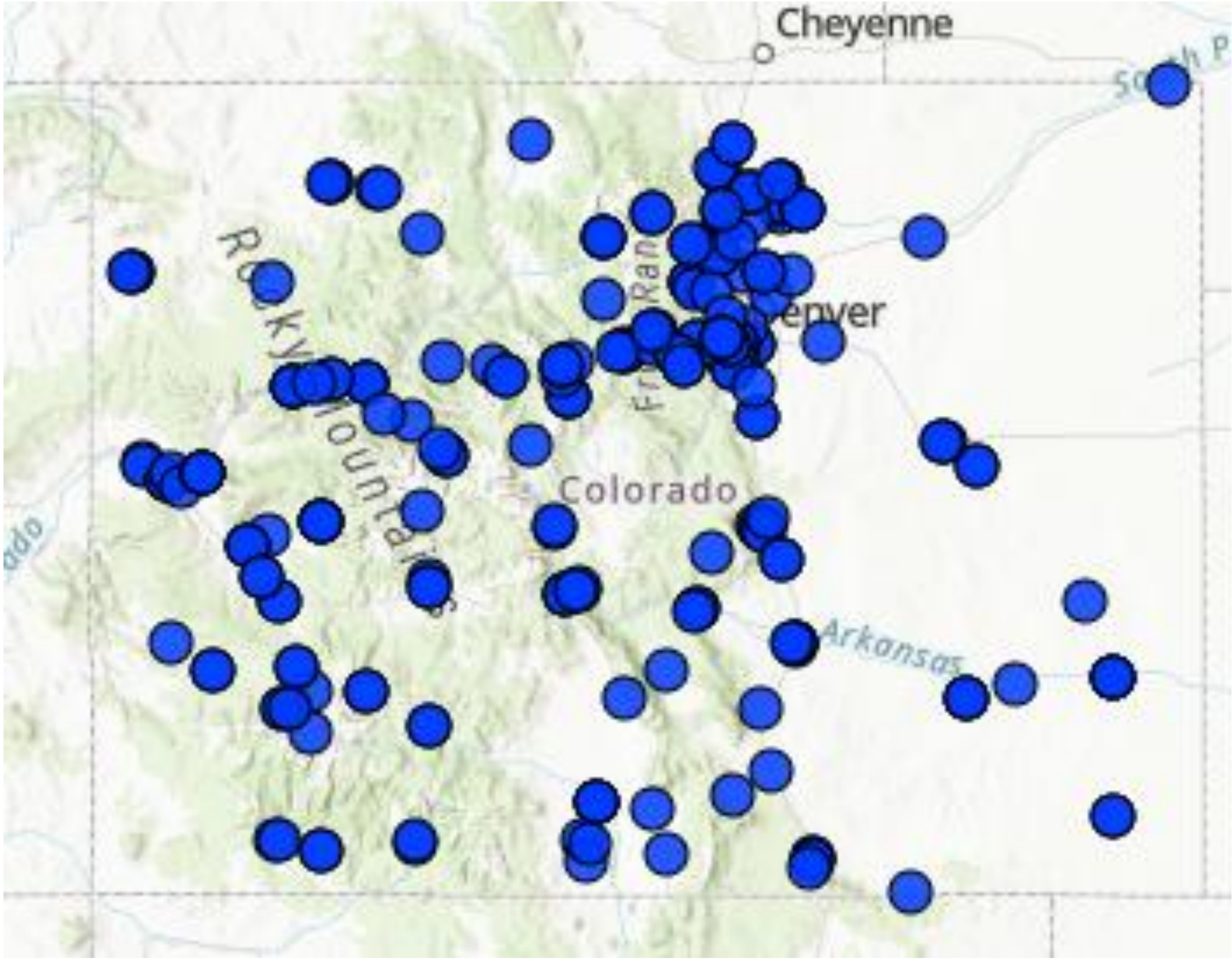
[29] CEO, New laws signed by Governor Polis and supported by the legislature will bolster Colorado’s comprehensive plans to address climate change (June 10, 2024).

codifies the accommodation of bicyclists and pedestrians on the state highway system. Programs and policies that support improving safe conditions for active transportation users reflect this strategy as a statewide priority.

As a part of Colorado’s COVID-19 Recovery Plan, in 2020 CDOT launched the Safer Main Streets and Revitalizing Main Streets Programs. These programs grant funds to communities across the state to implement active transportation amenities and infrastructure improvement projects that yield long-term health and economic benefits to local main streets. With a statewide investment of almost $160 million between 2020 and mid-2025, these programs collectively address important and often long overdue local pedestrian and bike infrastructure basic needs.

The Safer Main Streets program has invested over $75 million across 33 projects located between northern Colorado and the Denver metropolitan area. The Revitalizing Main Streets Program provides grants to communities across the state as they find innovative ways to reuse public space, improve multimodal safety, and create vitality in downtowns. Between 2020 and March of 2025, the program has awarded 268 projects across the state of Colorado, demonstrating the large impact that small-scale projects can have. Numerous projects reach lower resourced communities that often cannot upgrade important main street elements without these essential grant funds. The program reaches all corners of the state, as shown in Figure 7.

Figure 7 - RMS Grant Awardees Locations as of May 30, 2025



For a more detailed awardee map, visit the [RMS website].

Project examples include replacing and widening dilapidated sidewalks that were originally not ability inclusive (not compliant with the American with Disabilities Act), such as the project shown in Figure 8 in Fort Lupton, Colorado (before & after images).

Figure 8 - Before & After RMS Project in Fort Lupton, Colorado

Colorado’s Safe Routes to School program seeks to make walking and bicycling to school safer and more accessible for children, including those with disabilities. The program works with individual schools, school districts, and communities to learn about the unique needs of each school or community. Some schools have worked with CDOT’s engineering team to build sidewalks or have painted crosswalks to enhance safety; while others have focused on education or encouragement by starting programs such as a Walking School Bus to motivate children to be active. Colorado’s Safe Routes to School funds are awarded through a statewide competitive process. Since 2022, the program has awarded $11 million to 19 local jurisdictions for infrastructure and non-infrastructure projects. The projects are located in 12 counties throughout the state, including at least one project in each of CDOT’s five engineering regions.

Signed by the Governor in April 2022 HB22-1028 “Statewide Regulation of Controlled Intersections” established uniform statewide requirements that allow bicycles, electric-assisted bicycles, electric scooters, and other non-motorized vehicles to make safety stops at intersections throughout the state, and reduces the maximum allowable speed of a safety stop to 10 miles per hour. The bill also requires CDOT, in collaboration with other agencies and non-government entities, to develop educational materials concerning legal requirements and safe practices for approaching controlled intersections. One indirect benefit of this legislation may be an increased use of bicycles for commuting, decreasing motor vehicle use and associated energy use and emissions.

Signed by the Governor in April 2022 HB22-1104 "Powerline Trails" authorizes electric transmission providers to enter into contracts with public and private entities to construct and maintain powerline trails in an existing or future transmission corridor. This legislation will expand bicycle infrastructure throughout the state and help to encourage an increased use of bicycles for commuting.

Electric Micromobility and Shared Modes

Electric micromobility refers to the broad and growing range of personal transportation options that are powered fully or in part by an electric motor, beyond just privately-owned EVs. Some examples include e-bikes and e-scooters, along with shared options such as electric bikeshare networks, electric carshare networks, and electric vanpool services. These options and services can help to reduce VMT from internal combustion vehicle trips.

Through SB22-193, Colorado established funding for an e-bike rebate program that provided point-of-sale rebates for electric bicycle purchases to low- and moderate-income Coloradans. The Community Access to Electric Bicycles rebate program ran from August 2023 to April 2024, fulfilling one of the goals identified in the 2023 EV Plan. Qualified residents could receive up to a $1,400 rebate for an e-bike. Additional incentives were available for the purchase of a helmet and lock, an e-cargo bike, or an adaptive e-bike. Over 34,000 people applied, with 7,985 Coloradans able to purchase an e-bike through the program. SB22-193 also established funding for the Community Access to Electric Bicycles grant program, which supports local governments and non-profit organizations in establishing e-bike share or e-bike ownership programs. In early 2024, CEO awarded grants to eight new projects, with e-bike deployment starting in May 2024.

In addition, the CEO launched the Local Government Community E-Bike Rebate Grant Program in October 2023 to provide funding to local governments across Colorado to create their own e-bike rebate programs. This program's funding match requirements expanded the impact of e-bike rebate funding from SB22-193 by encouraging local government investment in e-bike incentives. CEO awarded four grants to local governments in early 2024.

Through HB23-1272 "Tax Policy That Advances Decarbonization" signed by the Governor in May 2023, Colorado established an e-bike tax credit starting in April 2024, which provides a $450 point-of-sale discount to all Coloradans purchasing a qualified e-bike from a participating retailer. As of April 2025, over 137 retailers are participating, with the expectation that even more retailers will participate as the program continues to mature. It is estimated that over 10,000 e-bikes have been purchased thus far via the tax credit.

To address safety concerns and prepare for an anticipated surge in e-bikes on Colorado's roads, CDOT is developing a multi-year, phased e-bike safety campaign. This campaign will proactively address important safety practices for e-bike riders. The first public facing phase of the campaign launched in June 2024 in time for peak ridership season. The current campaign, which focuses on the Denver metropolitan area, will serve as a template for stakeholders to implement local campaigns across Colorado. A stakeholder working group composed of key e-bike stakeholders in the Denver metropolitan area; including representatives from City and County of Denver's Climate Action, Sustainability, and Resiliency Office (CASR), DRCOG, CEO, Bicycle Colorado, and It Could be Me, informed the campaign's approach.

Given the increasing popularity of electric mobility options, including electric car shares, e-bikes, e-scooters, CDOT has developed the E-Mobility Education and Awareness Grant to support e-mobility education projects that will equip Coloradans with the right information to make informed decisions and encourage the adoption of e-mobility. The first round of the E-Mobility Education and Awareness grants were awarded in February 2023, distributing $289,567 to three projects focused on developing e-mobility education and outreach programs in Colorado, and particularly to increase EV awareness in Disproportionately Impacted Communities. For the second round of grants in 2024, five grants were awarded for a total of $382,215.

CEO's CAMP, run in partnership with the CAE, provides Technical Readiness Planning Phase and Implementation Phase grants for e-mobility projects. Technical Readiness Planning Phase grants may help cover the costs of community e-mobility planning projects, including community stakeholder engagement, research, and plan creation. Implementation Phase grants may help cover the costs of community e-mobility project implementations, including capital procurement and operations. The state has awarded eight grants for the CAMP Technical Readiness Planning Phase in addition to two grants for the CAMP Implementation Phase to date.

Transportation Demand Management

TDM is the discipline of encouraging and facilitating traveler behavior that makes more efficient use of the transportation network. Ultimately, this means providing people with more choice about how, where, when, and if they travel, such as giving them more freedom and flexibility in their work hours and location or making it more convenient, feasible, and attractive to take transit, ride a bike, or share their trip with other travelers. It focuses on managing the demand for transportation rather than solely increasing the capacity of the system.

The CDOT Office of Innovative Mobility (OIM) has developed three different grant programs available to private, public, non-profit, and local agencies across the state of Colorado.

- **TDM Seed Funding Grants**: The Strategic TDM Seed Funding Grant was developed by CDOT to establish new TMOs and permanent TDM programs in unrepresented areas of the state, and to add new perspectives to the TDM conversation that have the potential to increase TDM success in non-urban areas. During the four separate funding rounds offered by the grant program, four awards have been made to three municipalities and one non-profit. Awards to Glenwood Springs, Clean Energy Economy for the Region (CLEER), and NFRMPO supported the development of TMOs across the Roaring Fork Valley and US 34 route respectively. Additionally, one award was made to the City of Fort Collins to support development and deployment of their TDM program, Shift Your Ride. These awards represent a total program awarded amount of $400,000.

- **TDM Innovation Grants**: CDOT developed the Strategic TDM Innovation Grant to support and demonstrate creative solutions that address gaps in existing TDM approaches and programming. TDM includes strategies that maximize travelers' choices and, in doing so, allow them to make more efficient use of existing transportation infrastructure. To date, OIM has issued 31 TDM Innovation Grants totaling $1.5 million to a wide variety of communities across the state.
- **TMO Support Grants**: Providing annual funding support with no match requirement to Colorado's TMOs, which have specialized local knowledge, capacities, and partnerships with businesses and communities, plays a crucial role in this effort. CDOT's OIM has added the TMO Support program to the regular annual support it issues each year. This year, CDOT will provide up to $75,000 each for programmatic and operational support at established state TMOs that are not concurrently receiving funding from a TMO Seed Funding grant. To date the TMO support grant has provided funding to 9 TMOs at a total of $2,340,000. Use of these funds has supported the development and implementation of TDM programs across the local area including microtransit, bike lockers, and planning activities to name a few highlights.

CDOT Policy Directive 1601 for Interchange Approval, which was created in April 2021 with a corresponding CDOT Procedural Directive (PD) signed in June 2022, requires applicants to implement a TDM project specific plan for both new interchange projects and interchange modifications on the state highway system. PD 1601 recognizes the need for the state to optimize the use and available capacity of the existing transportation infrastructure, with the intention to implement appropriate TDM strategies that preserve the functionality of interchanges on the state highway system in order to maximize the benefit created from new infrastructure investments. As our state continues to grow and develop, the TDM amendment emphasizes the benefits TDM can lend towards maximizing the use of transportation infrastructure and reducing VMT through strategies such as increased transit, mobility hubs, transit-oriented development, ridesharing, walking, biking, and telework to reduce reliance on single-occupant vehicles. OIM's Mobility Services unit developed an internal training on TDM strategies related to PD 1601. The training is expanding to include a series of TDM videos on the CDOT Colleague YouTube Channel targeting CDOT employees, consultants, and other transportation professionals involved in the pre-construction phase of projects. The goal is to increase understanding of TDM throughout CDOT and ensure that staff are prioritizing TDM at the beginning of projects. The training will also be used in conjunction with the forthcoming TDM Toolkit being developed by OIM to provide resources about TDM implementation.

In June 2022 Governor Polis signed HB22-1026 "Alternative Transportation Options Tax Credit" concerning the replacement of the income tax deduction for amounts spent by an employer to provide alternative transportation options to employees with an income tax credit for amounts spent by an employer for that purpose. The bill eliminates the current corporate income tax deduction for expenses incurred providing alternative means of transportation for employees, and replaces this deduction with a refundable tax credit equal to 50% of expenditures incurred by providing alternative transportation options to their employees beginning in 2023. Alternative transportation includes free or partially subsidized mass transit; free or partially subsidized ridesharing arrangements, including bike sharing and electric scooter sharing programs; provision of ridesharing vans; and guaranteed ride home programs. Expanding employer-based programs to reduce vehicle travel is a near term action strategy in the State GHG Roadmap 1.0.[30] As mentioned above, HB24-1036 "Adjusting Certain Tax Expenditures" extended the alternative transportation options tax credit through 2026.

CDOT Strategic Funding Programs

Multimodal Transportation and Mitigation Options Fund

The Multimodal Transportation and Mitigation Options Fund (MMOF) was first created by the State Legislature in 2018, providing a one-time allocation of state general funds for statewide multimodal transportation improvements. SB21-260 expanded the goals of the program to specifically include investments that mitigate transportation-induced GHG emissions while dedicating a significant portion of the State's COVID Fiscal Recovery Funds and creating a source of additional annual state revenues to sustain the program.

Projects eligible for MMOF funding include capital or operating costs for fixed route or on-demand transit, TDM programs, multimodal transportation studies, bicycle or pedestrian projects, multimodal mobility projects enabled by new technology, modeling tools, and any GHG mitigation projects that reduce VMT.

Since the program's inception, a combined total of over $309 million has been made available to the program, providing awards of funding for 310 individual projects statewide, including:

- 62 Public Transit projects.
- 187 Bicycle & Pedestrian infrastructure improvements.
- 51 Other Multimodal and TDM projects.

Between 2022-2025, a total of $124.8 million of MMOF funding was expended on awarded projects, and $127.5 million expended since the program's inception. An additional $97 million of funding is expected to be available to the program over the next five years (FY2026-2030), enabling an additional 40-50 projects statewide. During this time an anticipated $200 million more will be expended in the implementation of those projects.

[30] CEO, 2022 Legislative Session Snapshot (June 2022),

Transportation Alternatives Program

Federal funds are allocated under TAP to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. TAP was authorized in 2012 by federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), and is now continued under the current federal transportation legislation, the IIJA. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

In 2023, a call for projects awarded $42 million in grants for FY 2024 to 2026. CDOT's next round of TAP funding is scheduled to be announced in early 2026, awarding funds for FY 2027 to 2029.

Strategic Growth

Land use patterns affect the distance people travel and the mode choice for travel. On average, households living in the densest parts of metropolitan areas consistently produce lower carbon emissions than households living in suburban, exurban and rural areas. Land use strategies that promote mixed-use development and provide supportive multimodal transportation infrastructure result in shorter and fewer trips by single occupancy vehicles.[31]

Land Use Research and Analysis

In 2021, as directed by the GHG Roadmap 1.0, an interagency group composed of CDOT, CEO, DOLA, CDPHE, and the Department of Natural Resources (DNR) convened the Land Use Stakeholder Group to develop a partnership between state and local entities that "incentivizes smart land use decisions." This group, composed of state agencies and local government representatives, drafted a research report released in July 2022. The report details common land use challenges and desired outcomes that are prevalent in local Colorado communities, and points towards potential land use strategies that would reduce GHG emissions, informing aspects of future legislation as discussed in the next section.

In November 2024, CEO in partnership with CDOT and DOLA, released the Colorado Land Use Policy and GHG Co-benefits Study. The study assesses the impact of land use policies, many of which are similar to the land use legislation adopted in the Spring of 2024, with the potential to substantially reduce GHG emissions associated with new residential buildings and

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[31] Christopher Jones & Daniel M. Kammen, Spatial Distribution of U.S. Household Carbon Footprints Reveals Suburbanization Undermines GHG Benefits of Urban Population Density, Environ. Sci. Technol. (Dec. 13, 2023) at 48, 2, 895–902.

transportation between 2024 and 2050. The study's results will help inform the projected emissions reductions benefits of the land use strategies included in the GHG Reduction Roadmap 2.0, as well as from implementing recent land use legislation at the state and local level. Notably, the study found that policy changes to encourage more compact housing within cities would significantly impact the type and location of new housing in ways that reduce the GHG pollution associated with new development, both from buildings and transportation. The analysis concluded that a robust policy package with a focus on higher density development could reduce building emissions associated with new development by 30% and transportation emissions by nearly 15%.

Some of the most meaningful policy changes modeled in the study were related to increasing transit-oriented development, allowing accessory dwelling units (ADUs), and removing minimum parking requirements. The state has passed a number of laws that are similar to those modeled policies, including HB24-1152, HB24-1313, and HB24-1304, discussed in further detail below.

Supportive Legislation

In May 2021 Governor Polis signed HB21-1117 "Local Government Authority Promote Affordable Housing Units" concerning the ability of local governments to promote the development of new affordable housing units pursuant to their existing authority to regulate land use within their territorial boundaries. This bill clarifies that local governments may apply inclusionary zoning requirements to new rental units and conditions use of this authority on taking action to increase housing supply through actions to increase the number and density of housing. Such actions may include allowing more than one unit per lot in 'single family" zones, rezoning for mixed use development, relaxing occupancy restrictions, reduced parking requirements, reduced fees for affordable housing, and other measures.

In June 2021 Governor Polis signed HB21-1271 "Department Of Local Affairs Innovative Affordable Housing Strategies" concerning the establishment of programs offering state assistance to local governments to promote the development of innovative affordable housing strategies in a manner that is compatible with best local land use practices. This bill created the Innovative Affordable Housing Strategies program including three programs that offered grant money and other forms of state assistance to local governments to promote innovative solutions to the development of affordable housing across the state. The program is administered by DOLA. The funds are tied to communities taking action to reform their land use policies to support denser housing that helps address affordability. Both HB21-1117 and HB21-1271 will encourage the development of housing near jobs, a key strategy in the State GHG Roadmap for reducing emissions from transportation. The bill incentivizes actions such as allowing duplexes and triplexes in "single family" zones; allowing ADUs, relaxing minimum parking requirements and lifting occupancy restrictions.[32] Since November 2021, the planning program has awarded approximately $5.4 million to 63 local governments that are changing

[32] CEO, 2021 Legislative Session Snapshot (June 2021), at 4.

local regulatory and process requirements to encourage affordable housing development. In April 2022, the Incentives Program made its first awards, providing more than $18.4 million to 14 affordable housing development projects. For Incentives Program grants, review criteria prioritized projects that demonstrated sustainable development patterns (e.g., infill to reduce VMT) and awarded bonus points to projects that incorporated energy efficiency and renewable energy components. In March 2023, the program awarded the last of the incentive funds: $19.85 million to 16 communities supporting affordable housing projects.

In June 2022 Governor Polis signed HB22-1304 “State Grants Investments Local Affordable Housing” concerning state grants for investments in affordable housing at the local level, and, in connection therewith, creating the local investments in transformational affordable housing grant program and the infrastructure and strong communities grant program to invest in infill infrastructure projects that support affordable housing. The Infrastructure and Strong Communities Grant Program is a $40 million program that is administered by DOLA with support from CEO and CDOT. It is a competitive grant program for infill infrastructure investments that support affordable housing. This program includes two parts:

- **planning grants** to help communities align policies and regulations to incentivize affordable housing in infill locations near jobs, transit, and everyday services.
- **infrastructure grants** to assist local governments in funding improvements such as sidewalks and water infrastructure that supports the development of new affordable housing near transit and job centers.

As of June 2024, DOLA awarded just over $2 million to 16 planning grants to assist communities in adopting land use strategies to promote strategic growth objectives. The Infrastructure grant program received 58 letters of intent requesting $165 million to support more than 9,700 units of affordable housing development and awarded over $35 million to 16 projects around the state. Program review criteria prioritizes grants for strategies and projects that support the statutory goals of the program, including locating affordable housing in infill areas near jobs, transit, and services, and reducing VMT.[33]

In Summer 2023, Governor Polis issued EO D 2023-014, Concerning State Programs that Support Strategic Growth. The EO directs state agencies to align the administration’s programs and policies with increasing housing supply close to existing, new or expanded public transit, safe biking and walking corridors, places of employment, and other everyday needs of Coloradans. The goals of the Governor’s EO include increasing housing opportunities, protecting the environment and supporting our climate goals, aligning transportation with the state’s growing needs, protecting and increasing economic growth and mobility, ensuring state processes are as quick and as efficient as possible, and considering the context and needs of different regions of the state. In December 2023, as a first implementation step, state agencies completed an

[33] CEO, et al., Biannual GHG Emission Reduction Implementation Report (June 2024).

inventory of state programs and policies that impact strategic growth goals and made recommendations to better align them with the goals listed in the EO.[34]

In 2024 Governor Polis signed a series of bills that will support strategic local land use and affordable housing efforts:

HB24-1007 “Prohibit Residential Occupancy Limits” prevents local governments from enacting or enforcing residential occupancy limits based on familial relationship. This law is expected to increase housing opportunities for Coloradans throughout the state and will decrease energy and water use by allowing more people to share existing homes. Local governments retain authority to implement residential occupancy limits based on demonstrated health and safety standards such as international building code standards, fire code regulations, or CDPHE wastewater and water quality standards.

HB24-1116 “Extend Contaminated Land Income Tax Credit” focuses on helping residents and businesses redevelop contaminated land and improve housing and economic opportunities by extending the Brownfields Tax Credit for five years. Qualified applicants who submit a voluntary cleanup plan may claim the tax credit for a portion of the cost of performing environmental remediation of contaminated land associated with new capital improvement or redevelopment projects.

HB24-1152 “ADUs” allows owners of single-family homes in many parts of Colorado to build ADUs. These smaller living areas, which can be part of an existing building or a new structure, are useful for increasing housing availability and density while using existing water, sewage, and transportation infrastructure. By June 30, 2025, certain jurisdictions will need to update their zoning codes to allow these units, including municipalities with a population of 1,000 or more within the area of a MPO. Jurisdictions that are a portion of a county that is both within a census designated place with a population of 40,000 or more and within the area of a MPO are also covered by this law. With limited exceptions, the bill prohibits parking mandates for ADUs and ongoing owner occupancy requirements. The bill also contains a grant program and financing to support ADU development with a focus on low and moderate income homeowners and renters. Jurisdictions that are exempt from the ADU requirements in the law may opt-in to the requirements to access these grants and financing opportunities. Because ADUs are smaller units that will create more housing opportunities near jobs, this bill will reduce both building and transportation energy use.

HB24-1304 “Minimum Parking Requirements” starting June 30, 2025, prevents cities and counties in MPOs from enforcing or adopting minimum parking requirements for multifamily residential, residential adaptive reuse projects, and mixed-use projects with at least 50% residential uses that are located within a quarter-mile of rail and bus stations with service at least every 30-minutes. The state created a map of applicable transit areas by September 30, 2024, based on the most recent transit service plans adopted prior to January 1, 2024. Lowering parking

[34] CEO, et al., Biannual GHG Emission Reduction Implementation Report (December 2023).

requirements reduces the costs of building new multifamily housing, increases the number of homes that can be built on a single lot, and facilitates infill development where parking requirements prevented development in the past. Eliminating parking minimums has also been shown to reduce GHG pollution by decreasing the number of VMT.

HB24-1313 “Housing in Transit-Oriented Communities” establishes a calculation to set Housing Opportunity Goals for local governments with rail, BRT, or frequent bus service to increase the number of homes that can be built near transit and city and town centers. The Housing Opportunity Goal is a zoning capacity target based on a formula that includes the amount of qualifying transit each community has, a housing density level that’s needed to support transit ridership and affordable housing development, and exemptions that exclude undevelopable land. To meet their Housing Opportunity Goal, local governments have flexibility to identify the areas closest to bus stops, train stations, and business and shopping districts where it makes sense for people to live and work, as long as the zoning capacity in these areas combined meet or exceed the Housing Opportunity Goal. Local governments are required to meet their Housing Opportunity Goal; those that meet it will also qualify for a new Transit-Oriented Communities Infrastructure Fund and a new State Affordable Housing Tax Credit, created by HB24-1434.

HB24-1434 “Expand Affordable Housing Tax Credit” includes, among other aspects, tax credits for transit-oriented housing, which is a key component of strategic growth. Transit-oriented housing lowers driving miles, which is an important part of an overall climate plan.

SB24-174 “Sustainable Affordable Housing Assistance” requires DOLA to develop reasonable methodologies to conduct statewide, regional, and local housing needs assessments and provide guidance for local governments to identify areas at elevated risk of displacement, no later than December 31, 2024. Then, no later than November 30, 2027, and every six years after, DOLA must conduct a statewide housing needs assessment analyzing existing and future statewide housing needs and publish a report that quantifies current housing stock and estimates statewide housing needs. The law also requires DOLA to evaluate the impacts of urban sprawl in a strategic growth study, which it will use to develop and present policy options to the legislature by October 31, 2025.[35] Additionally, this law requires local comprehensive plans to include a strategic growth element by December 31, 2026.

DOLA is working to support local government implementation of several of these laws through providing guidance and technical assistance, summarized on their webpage.

Colorado remains focused on reducing VMT through providing more travel options and making existing alternative travel options to single occupancy vehicle travel more accessible. This includes consideration of strategies to address the unique needs in both urban and rural areas of the state.

[35] CEO, et al., Biannual GHG Emission Reduction Implementation Report (June 2024).

Transportation-Related GHG Emissions in Colorado

Background

The CDPHE has been assessing emissions of GHGs since 1990. Since the state created Colorado's first technical climate change assessment in 1998, CDPHE has published inventory reports in 2002, 2007, 2014, 2019, 2021 and 2023. The first three reports (1998, 2002, 2007) were published without any legislative or executive obligation. In 2008, then-Governor Bill Ritter signed EO #D-004-082, requiring CDPHE to update the state Inventory every five years. Following that order, the legislature passed SB19-096 in 2019. That bill was to "Collect Long-term Climate Change Data" and it funded the creation of the Climate Change Program (CCP) within CDPHE's APCD. It also established the statutory requirement to publish inventories no less frequently than every two years (biennially). While fulfillment of the EO was delayed until the 2014 Inventory, the 2019 Inventory met both the EO's and statute's requirements.[36] The most recent Colorado Statewide Inventory of GHG Emissions and Sinks was published in December 2023 and updated in November 2024. The statewide inventory report, among many other sectors, includes an evaluation of transportation sector emissions in Colorado and formed the basis for the discussion in this section.

APCD's transportation sector emissions inventory analysis includes estimated CO_2, CH_4, and nitrous oxide (N_2O) emissions resulting from the combustion of fuels used for transportation in Colorado. This includes emissions from on-road (primarily on-highway), off-road (snowmobiles, industrial LD utility vehicles, and industrial HD utility vehicles), and non-road vehicles (boats, locomotives, construction equipment and aircraft).

Methodology

The transportation sector inventory provides estimates from the years 2005 to 2020. The inventory utilizes two modules from the EPA State Inventory Tool (SIT) model: Direct CO_2 Emissions from Combustion of Fossil Fuel (CO2FFC) and CH_4 and N_2O Emissions from Mobile Combustion. The CO2FFC module estimates CO_2 emissions from the combustion of fuels for residential, commercial, and industrial (RCI), transportation, and electric utility uses. The CO2FCC module was used to estimate direct CO_2 emissions from the combustion of fossil fuels, excluding ethanol blended into gasoline, for transportation. The Mobile Combustion Module was used to estimate CH_4 and N_2O emissions from the combustion of fossil fuels for transportation. This method accounted for a variety of factors, including engine type, fuel combusted, control technology, cold start operation, and operating conditions such as low speed and aggressive driving. Historical emissions were estimated for 2005 through 2020 using

[36] APCD, CDPHE, *2023 Colorado Statewide Inventory of Greenhouse Gas Emissions and Sinks* (November 2024).

a variety of data sources and methodologies from the Intergovernmental Panel on Climate Change (IPCC) and the EPA to support a multifaceted approach for Colorado's GHG inventory.

Historical Statewide Transportation Emissions

In 2020, the most recent year for which historical emissions were calculated in the most recent inventory, Transportation emissions were 25.038 MMT CO_2e and accounted for about 18.5% of Colorado's Statewide GHG inventory when Land Use, Land-Use Change, and Forestry (LULUCF) is excluded, and about 16.9% when LULUCF is included. The majority of these emissions resulted from the combustion of gasoline and diesel fuels. The following table represents the historical transportation sector emissions based on fuel type since 2005.

Table 2 - Transportation Emissions by Fuel Type (MMT CO2e)[37]

Fuel	2005	2010	2015	2020
Alternative Fuels	0.001	0.001	0.001	0.001
Aviation Gasoline	0.047	0.041	0.030	0.038
Diesel/Distillate Fuel	5.814	6.335	6.193	6.619
Gasoline	18.686	17.712	17.623	15.400
Hydrocarbon Gas Liquids (HGLs)	0.019	0.006	0.029	0.005
Jet Fuel	3.839	3.341	3.058	2.346
Natural Gas	0.734	0.774	0.519	0.629
Grand Total	**29.138**	**28.210**	**27.453**	**25.038**

Transportation emissions in total declined 4.100 MMT CO_2e or 14% from 2005 to 2020, with a particularly steep decline from 2019 to 2020. The overall decline in emissions is primarily due to the decline in gasoline and jet fuel emissions, which in 2020 are likely an impact of the COVID-19 pandemic. The decline between 2005 and 2020 is notable considering that Colorado's population increased by 24% over the same time period.

[37] Id., Table 3.15, at 3-45.

Transportation Trends

CDOT provides an annual transportation trends report to the TC on factors pertinent to the GHG reduction provisions outlined.[38] The annual transportation trends report helps the TC to evaluate whether current trends in key performance indicators inform the need to consider policy changes. It aligns with the requirements of the transportation planning rule and is made available annually for review by the Colorado TC. The annual transportation trends report covers a comprehensive set of performance indicators that highlight the transportation sector's impact on GHG emissions, as well as broader economic and societal trends. The last transportation trends report was published in October 2024. This accomplishments report features the most recent available data for some indicators since the October 2024 publication.

Population

The SDO provides population estimates and forecasts for Colorado's regions, counties, and municipalities annually. Estimates are provided in the late summer of each year. Population growth plays a critical role as it directly influences GHG emissions. As the population increases, so does the demand for transportation. By closely monitoring population trends, CDOT can better anticipate changes in transportation needs and adjust its strategies to meet GHG reduction targets effectively.

Over the past decade, Colorado has experienced consistent population growth. From 2014 to 2023, the State's population increased by approximately 9.9%. The growth rate has been relatively steady, with slight annual increases. Notably, the NFRMPO has seen the highest growth rate among MPOs, with an 18.8% increase since 2014. In contrast, the PACOG has had the smallest growth, at 5.2% over the same period. The non-MPO areas also exhibit a modest growth trend, with a 5.9% increase in population.

[38] 2 CCR 601-22.

Table 3 - Historical Colorado and MPO Population Estimates

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2014	5,347,655	3,056,645	469,488	662,967	150,413	133,376	874,766
2015	5,446,594	3,121,159	483,297	675,023	151,878	134,276	880,961
2016	5,529,631	3,168,887	493,552	689,262	153,425	135,721	888,784
2017	5,599,588	3,205,653	503,653	701,717	154,734	137,419	896,412
2018	5,676,912	3,248,912	514,545	714,596	155,771	139,219	903,869
2019	5,734,909	3,282,361	525,136	722,192	156,521	140,224	908,475
2020	5,784,970	3,312,404	533,141	728,896	157,252	141,296	911,980
2021	5,811,121	3,317,324	540,241	733,667	158,081	142,657	919,151
2022	5,840,234	3,328,221	549,239	736,882	158,210	143,720	923,962
2023	5,876,300	3,348,452	557,749	740,343	158,261	144,783	926,711

VMT

VMT data is provided by the CDOT Division of Transportation Development through its annual traffic counting program. By tracking VMT, the Transportation Trends report assesses travel behavior trends and their potential impact on the State's overall carbon footprint, providing insights necessary for effective GHG reduction strategies. The following figures and tables illustrate VMT and VMT per capita for Colorado and its MPOs.

Table 4 - Historical Colorado and MPO VMT (millions)

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2014	48,985.1	25,018.4	3,179.8	4,556.6	1,004.1	820.6	14,405.5
2015	50,437.3	25,858.5	3,301.4	4,748.7	1,018.8	837.0	14,672.6
2016	52,009.1	26,645.8	3,419.9	4,824.8	985.3	850.3	15,282.9
2017	53,382.1	27,151.0	3,548.7	4,960.3	1,002.2	869.6	15,850.2
2018	53,953.6	27,523.7	3,751.3	5,187.3	1,030.4	870.9	15,590.4
2019	54,633.6	27,760.4	3,774.2	5,179.0	1,034.5	869.2	16,016.7
2020	48,509.4	24,429.9	3,381.3	4,629.9	954.6	779.6	14,333.7
2021	53,839.3	27,125.3	3,747.8	5,114.4	1,040.1	861.3	15,950.1
2022	53,935.3	27,099.4	3,840.9	5,422.0	1,106.0	869.2	15,597.7
2023	54,661.7	27,434.6	3,915.0	5,494.4	1,125.6	880.2	15,812.0

VMT per Capita

VMT per capita measures the average number of miles traveled by each person within a given area, helping to gauge the relationship between travel behavior and population size. Population data from the State Demographer's Office is used to calculate VMT per capita.

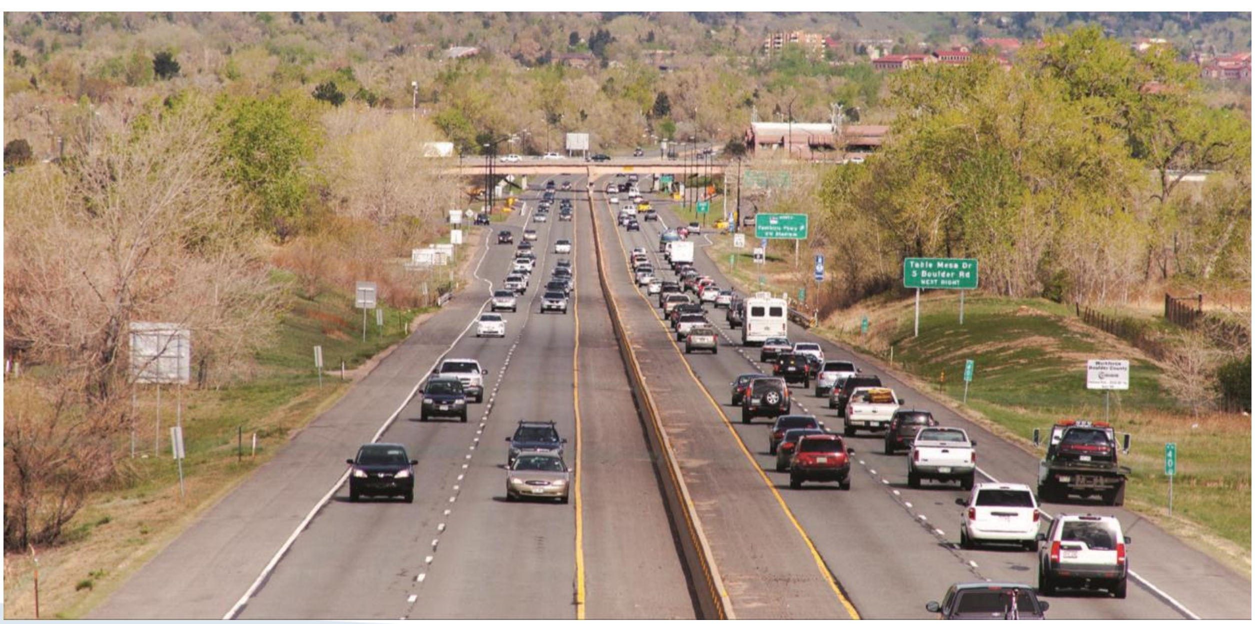


Figure 9 - Colorado and MPO Vehicle Miles Traveled per Capita

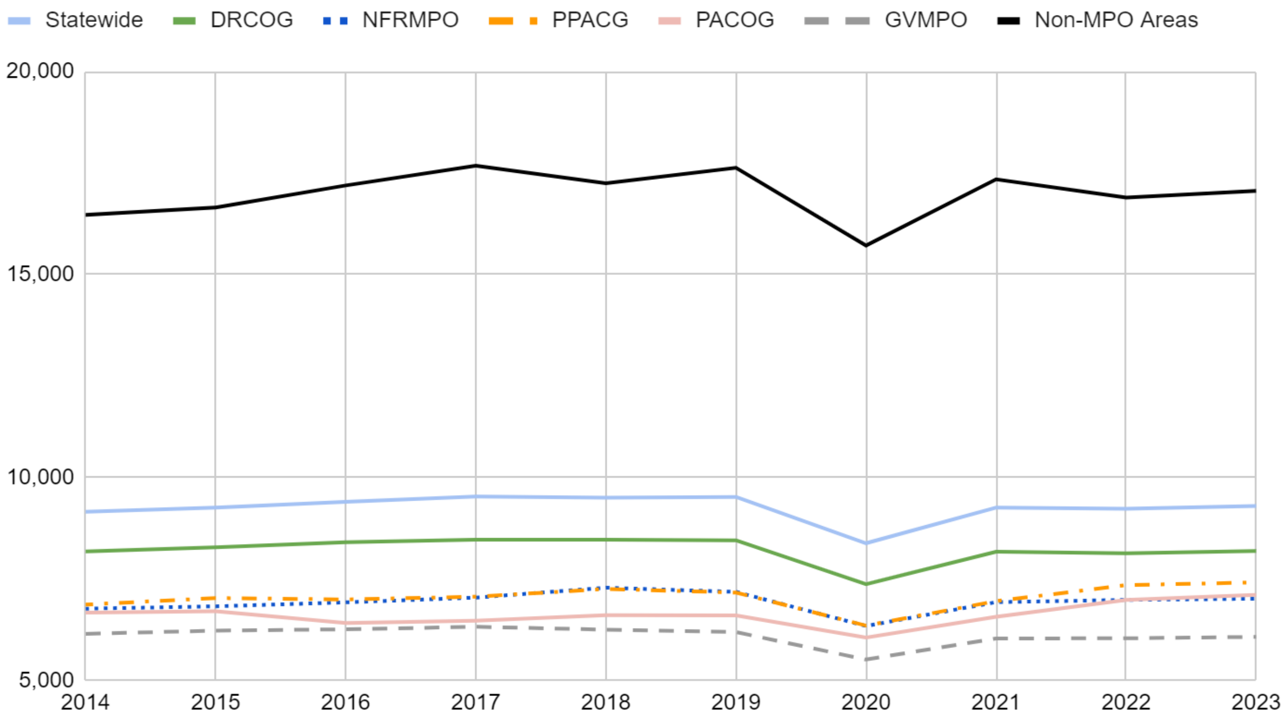


Table 5 - Historical Colorado and MPO VMT per Capita

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2014	9,160	8,185	6,773	6,873	6,675	6,153	16,468
2015	9,260	8,285	6,831	7,035	6,708	6,234	16,655
2016	9,406	8,409	6,929	7,000	6,422	6,265	17,195
2017	9,533	8,470	7,046	7,069	6,477	6,328	17,682
2018	9,504	8,472	7,290	7,259	6,615	6,256	17,249
2019	9,526	8,457	7,187	7,171	6,609	6,198	17,630
2020	8,385	7,375	6,342	6,352	6,070	5,518	15,717

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2021	9,265	8,177	6,937	6,971	6,580	6,037	17,354
2022	9,235	8,141	6,983	7,358	6,992	6,044	16,903
2023	9,302	8,193	7,019	7,421	7,112	6,079	17,062

The VMT data generally indicates an increase in both total VMT and VMT per capita from 2014 to 2023. In 2023, statewide VMT increased by 1.3% from the previous year and 11.6% from 2014. This upward trend is consistent across most MPOs, with notable increases in the NFRMPO and PPACG areas. The GVMPO area, however, experienced a slight decline in VMT per capita. VMT per capita also saw a slight rise of 0.7% statewide from 2022 to 2023, reflecting a moderate growth in road use per person. VMT per capita has decreased over the last two decades, with VMT per capita in Colorado at 10,281 in 2005 and preliminary numbers for 2024 indicate 9,280 VMT per capita.

Notably, per capita VMT is roughly twice as high in non-MPO rural areas as compared to the MPO areas, primarily due to the significantly longer distances needed to travel for jobs, goods, and services. Reducing VMT in rural areas is uniquely challenging and requires applying different strategies than in urban areas.

The overall increase in statewide VMT over the past decade suggests a growing demand for travel and increased mobility options, though regional variations highlight differing transportation dynamics across the state. Reviewing VMT data alone has limitations when trying to associate it with trends in GHG emissions. VMT data is not reflective of improvements in vehicle fuel efficiency, reductions in tailpipe emissions from vehicle emissions standards, nor the adoption of EVs. Generally, even with VMT increases, emissions are often lowering over time with improvements in vehicle technology and fleet turnover. Trends in VMT indicate the importance of continued focus on VMT reduction strategies as well as electrification and use of alternative low carbon fuels for reducing GHG emissions.

Electric Vehicle Registrations

EV data tracks the original registrations of EVs in Colorado, capturing both new sales and out-of-state transfers. The data includes BEV and PHEVs, providing insight into the adoption of EV technology and its impact on reducing GHG emissions.

Figure 10 illustrates the total cumulative number of original EV registrations in Colorado over time, which includes BEV and PHEV.

Figure 10 - Colorado Original EV Registrations, Total and Major Vehicle Categories

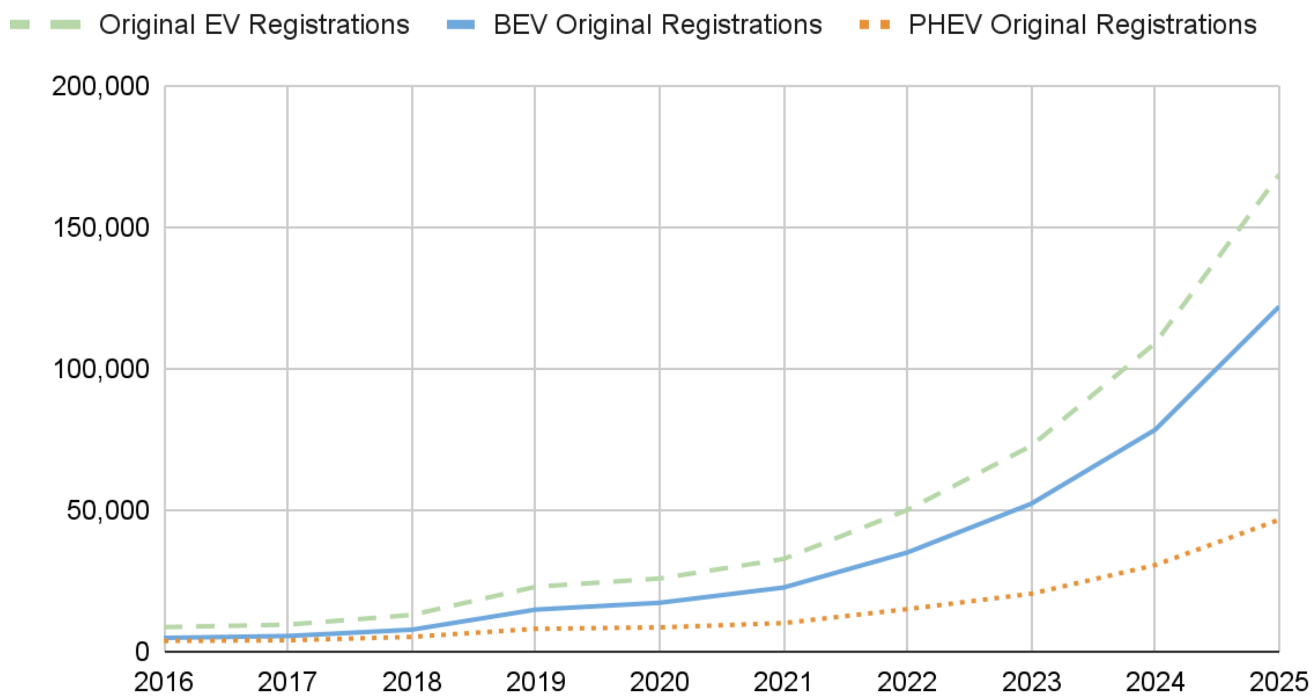


Table 6 - Historical Original EV Registrations, Total and Major Vehicle Categories (Cumulative)

Year	EV Original Registrations	BEV Original Registrations	PHEV Original Registrations
January 2016	8,659	4,849	3,810
January 2017	9,539	5,526	4,013
January 2018	12,955	7,746	5,209
January 2019	22,920	14,850	8,070
January 2020	25,829	17,265	8,564
January 2021	32,734	22,649	10,085
January 2022	50,059	35,034	15,025
January 2023	72,717	52,260	20,457
January 2024	108,989	78,413	30,576
January 2025	168,509	121,903	46,606

The data for EV registrations demonstrates significant growth in Colorado. As of January 2025, total original EV registrations have reached 168,509 marking a 54.6% increase from the previous year and a remarkable 1,846.1% increase from 2016. BEV and PHEV have both seen substantial growth, with BEVs increasing by 55.5% from 2024 and 2,414.2% from 2016, and PHEVs rising by 52.4% from 2023 and 1,123.3% from 2016. The cumulative data from 2016 to 2025 shows a consistent upward trend in registrations, reflecting a growing adoption of EVs in the state. As of June 2025 EVs represent 3.8% of the approximately 4.9 million LD vehicles on the road statewide in Colorado.[39] Over time Colorado should observe lower use of hydrocarbon fuels as more BEV and PHEVs operate in Colorado.

Statewide Transit Data

Statewide transit data includes unlinked passenger trips and RSM. Unlinked passenger trips count each trip made by a rider, regardless of the mode of transit. The data is provided by the National Transit Database (NTD) and is reported by each transit agency that receives federal funds. RSM represents the total miles traveled by transit vehicles while in service and available to carry passengers. Another way of thinking about this data is that RSM indicate the extent of service being provided, while unlinked passenger trips indicate the use of those services. These performance indicators are crucial for assessing the use of public transportation and its effectiveness in reducing reliance on personal vehicles, thereby contributing to lower GHG emissions.

Revenue Service Miles

This figure illustrates RSM for major Colorado transit agencies, with a zoomed-in view for agencies with RSM below $5 million.

[39] Atlas Public Policy, EValuateCO (2021).

Figure 11 - Revenue Service Miles, Statewide and Major Colorado Transit Agencies

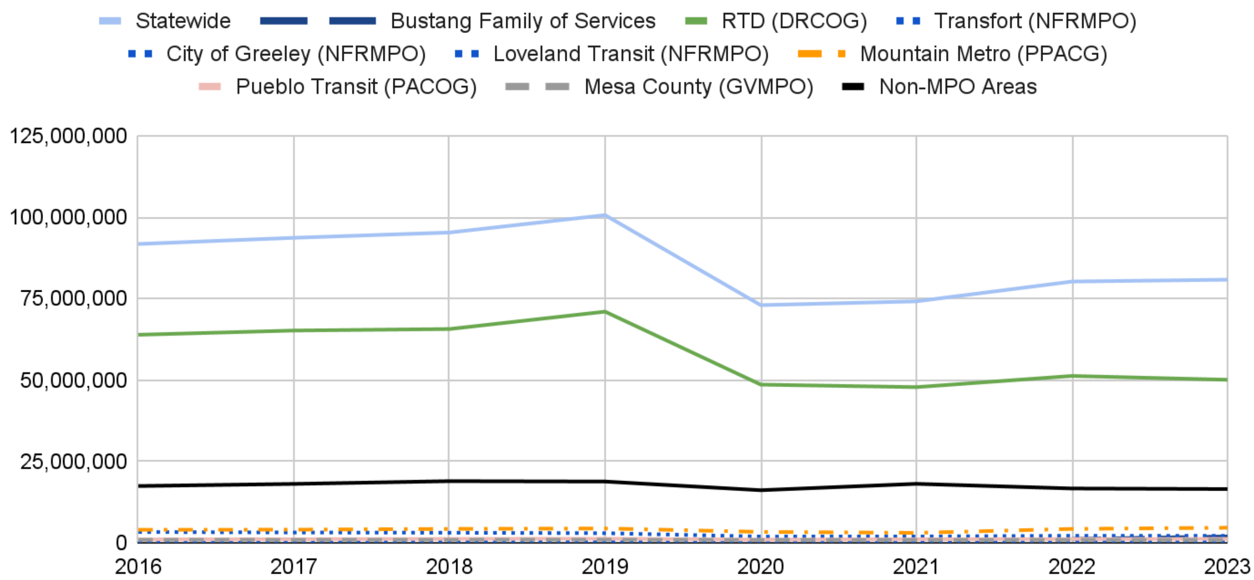
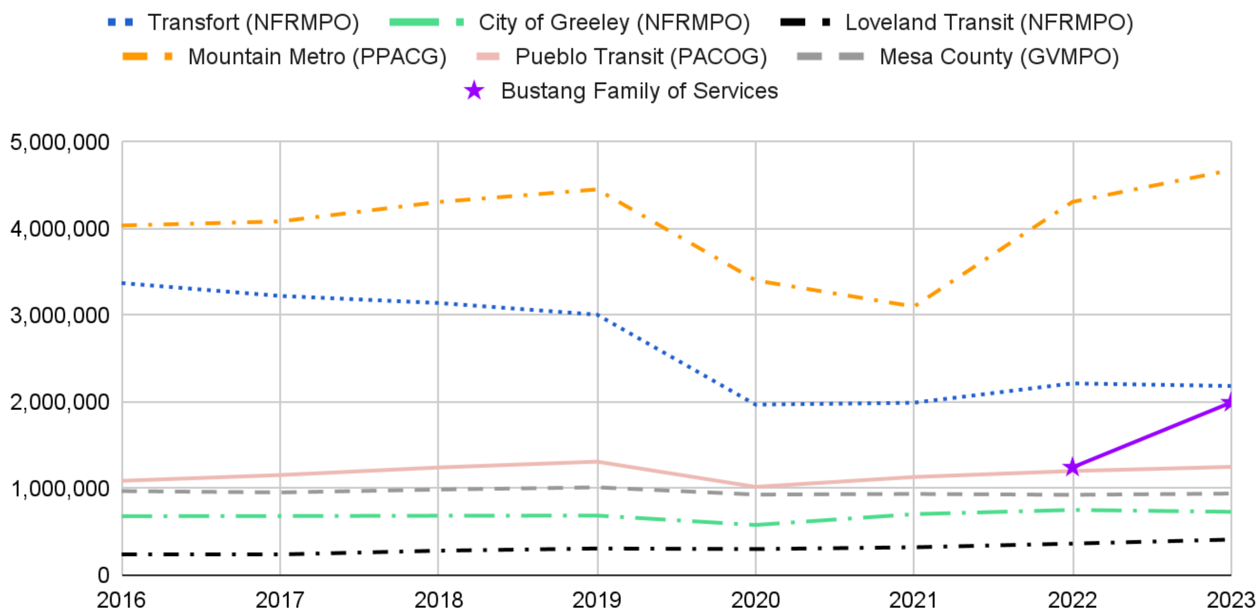


Figure 12 - Revenue Service Miles of Major Colorado Transit Agencies (zoomed in)



In 2023, Colorado saw a slight increase in statewide RSM, with the total reaching 80,807,762 miles, a 0.7% rise from 2022. Bustang reported 1,991,460 revenue service miles in 2023, a 60.2% increase from 2022. RTD recorded a 2.3% decrease in revenue service miles, while Transfort saw a 1.4% decrease compared to 2022. Non-MPO areas experienced an increase of 3.2%. Overall figures remain below pre-pandemic levels.

These trends in unlinked passenger trips and RSM highlight the importance of strategies referenced above focused on improving service, ridership and funding for transit.

Unlinked Passenger Trips

These figures illustrate the number of unlinked passenger trips for major Colorado transit agencies, with a zoomed-in view for agencies with trips below 5,000,000 in Figure 14.

Figure 13 – Unlinked Passenger Trips, Statewide and Major Colorado Transit Agencies

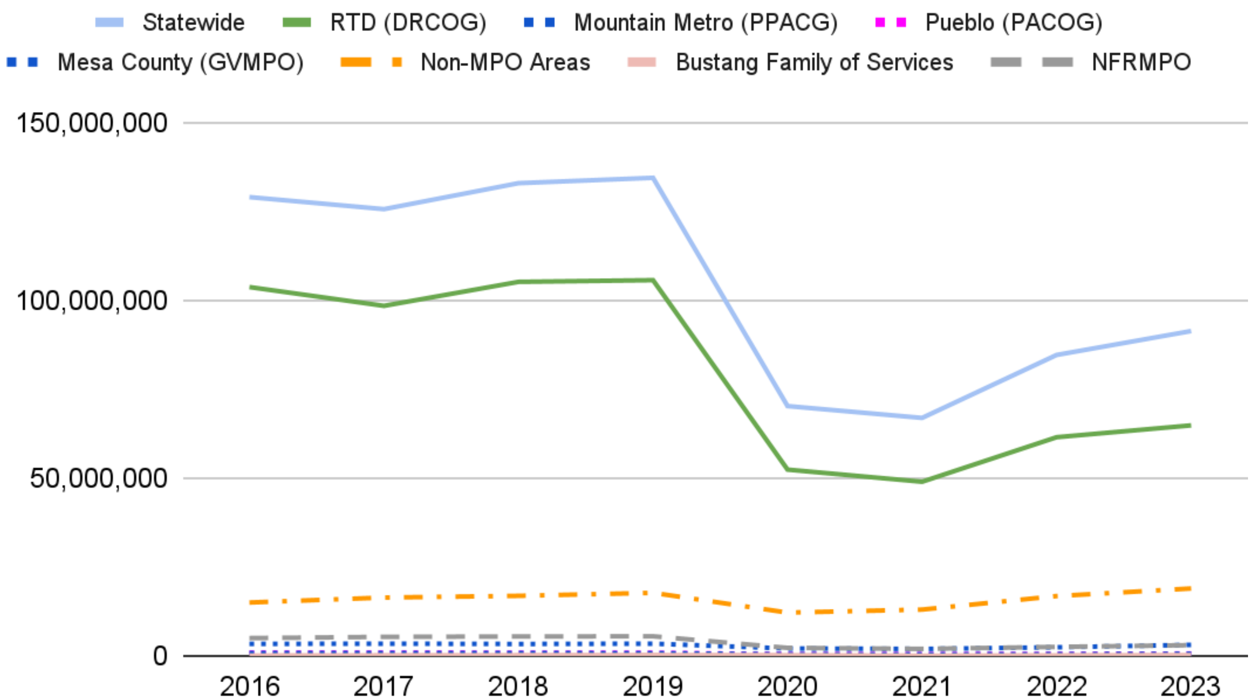
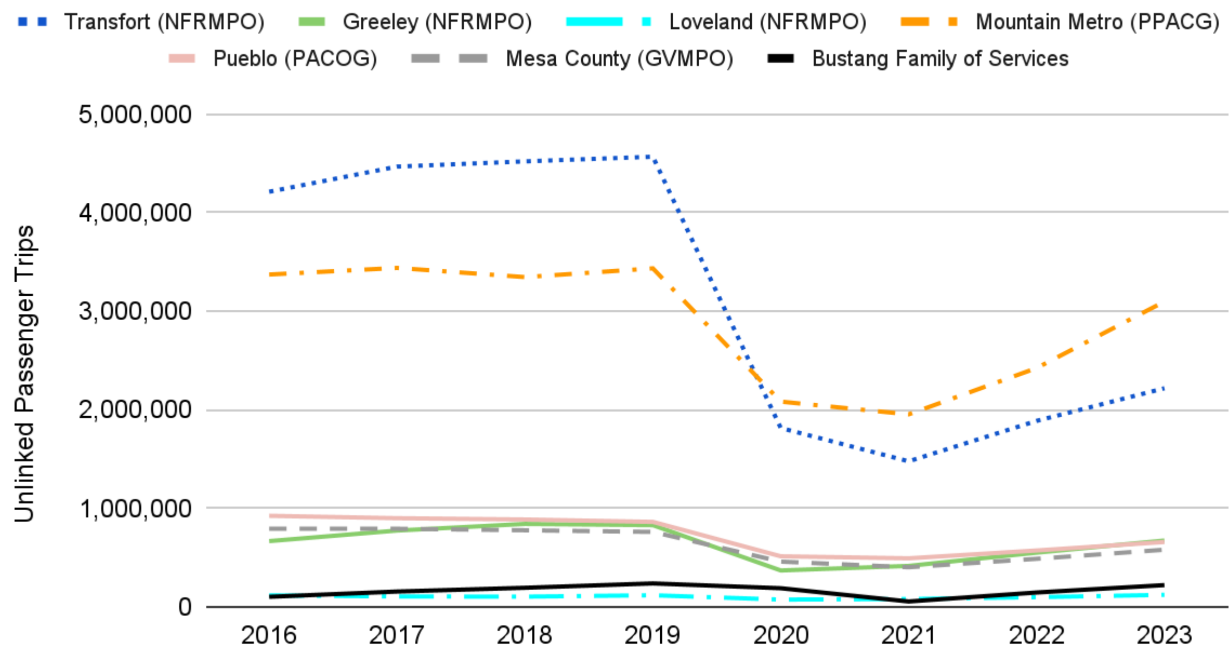


Figure 14 – Unlinked Passenger Trips (zoomed in), Statewide and Major Colorado Transit Agencies*



* Chart is zoomed in to display major Colorado transit agencies with unlinked passenger trips below 5,000,000.

Unlinked passenger trips in Colorado saw a significant increase in 2023, with total unlinked passenger trips rising to 91,340,343 a 7.9% increase from the previous year. The increase in 2023 reflects a continued recovery from the sharp declines experienced during the COVID-19 pandemic. Major transit agencies such as RTD (DRCOG) and Transfort (NFRMPO) also experienced increases in ridership, though overall figures across all MPO transit agencies still remain lower than pre-pandemic levels. Non-MPO areas showed a notable increase of 11.4% from 2022 to 2023, where transit ridership has now exceeded pre-pandemic levels in less urbanized regions.

Increasing use of public transit is an important strategy for Colorado. Considering the big picture, when greater RSM are offered, increases in ridership occur. Key strategies to increase ridership include making services more frequent and reliable thereby reducing wait times, ensuring stops are safe and accessible, expanding coverage and connectivity between services and reducing fares. Much of the work outlined in the “Increasing Use of Public Transportation” section in this report works to increase ridership of existing transit service in the state by lowering cost barriers, implementing TDM strategies, expanding active transportation networks that connect to transit, and improving and siting new transit facilities. Increasing RSM is being addressed through numerous expansions in transit service, including Bustang, Outrider, BRT projects, FRPR, and Mountain Rail. Additionally, numerous new sources of revenue for transit will focus on improving and expanding rail and transit service.

Active Transportation

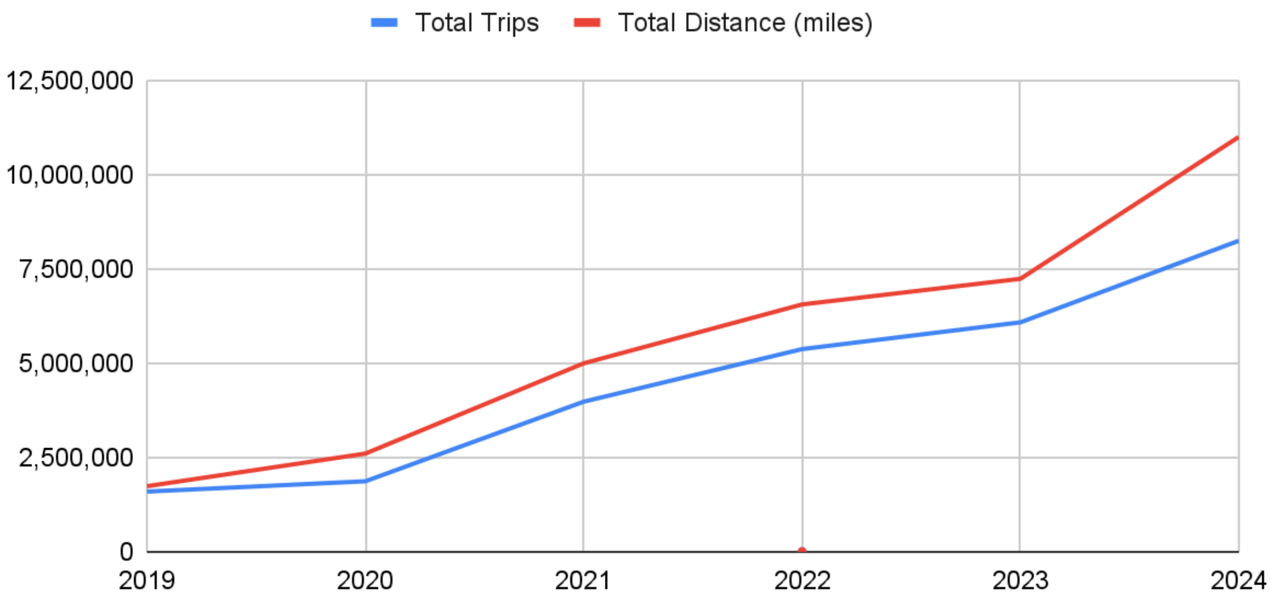
CDOT is currently working on establishing a statewide bicycle and pedestrian count program to improve the accuracy and consistency of bicycle and pedestrian volume data collection. The unique nature of active transportation presents challenges in detecting and tracking these modes, necessitating the development of a systematic approach. The CDOT Active Transportation Program is collaborating with the CDOT Office of Transportation Analytics and Applied Research and Innovation branches to explore effective technologies for this purpose.

In the interim, CDOT relies on census data, national surveys, and publicly available micromobility usage data to assess bicycle usage. According to the American Community Survey, the share of Coloradoans using bicycles or walking as their primary commute mode was approximately 3.5% in 2022, down from 4.9% in 2012 but still above the national average of 2.9%. The decline in active transportation commuting is partly attributed to a significant increase in telework.

For non-commute trips, active transportation mode share tends to be higher due to greater flexibility and shorter trip lengths. The National Household Travel Survey's NextGen data shows that in 2022, active transportation accounted for over 12% of all trips within Colorado's ten zones, with Boulder having the highest mode share at 17.1%. Nationally, the active transportation mode share was 12.7%.

One key component of active transportation is shared electric scooter and electric bike programs, particularly in urban and suburban areas. Shared e-micromobility programs can expand the benefits of active transportation to even more people and can act as an extension of public transit, providing effective first-mile last-mile solutions for residents.

Figure 15 – Colorado Shared E-Scooter and E-bike Ridership Data,[40] 2019 to 2024



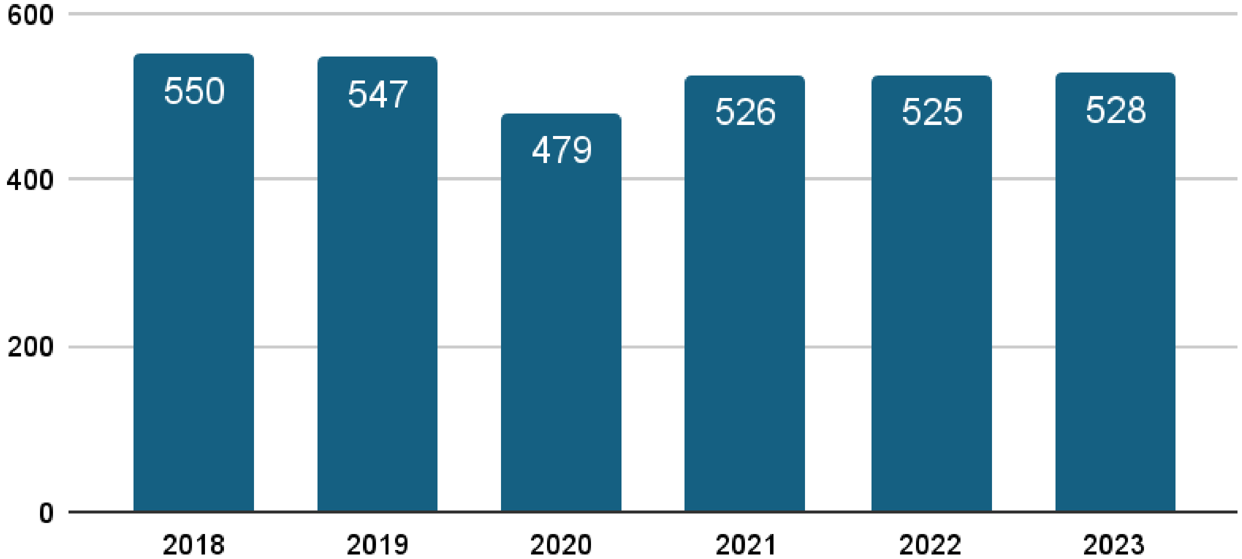
The use of shared e-micromobility facilities has steadily increased in Colorado since their inception in 2019, both due to an expansion of services across Colorado's cities and increased utilization of these services. While these services are provided by private companies, shared e-micromobility services play an important role in helping local governments meet their sustainable transportation goals - reducing congestion and air pollution while increasing mobility options and serving as first-and last-mile connections to public transit. Shared e-micromobility makes it easier to get around without a car, particularly for short trips. Agencies and local governments play a role in supporting shared e-micromobility services by allowing these companies to operate in their communities, providing supportive infrastructure through bike lanes and multi-use paths, and working with partners to promote safe e-micromobility use.

Fuel Consumptions and Sales

The Colorado Department of Revenue (DOR) provides motor fuel consumption reports which compile the gallons per fuel type reported by every licensed distributor, supplier, carrier, exporter, importer, blender, refiner and terminal operation of motor fuels in Colorado. Observing trends in the sale of transportation fuels can reveal whether transportation related GHG emissions are increasing or decreasing in real time.

[40] Ride Report, Ride Report Micromobility Dashboard, State of Colorado (2025). Includes ridership data for the cities of Arvada, Aurora, Boulder, Colorado Springs, Denver, Fort Collins, Grand Junction, Greely, Littleton, and Thornton from private e-share mobility operators.

Figure 16 - Colorado Fuel Sales[41] in Gallons per Capita, 2018 to 2023



Tracking fuel sales is an effective indicator of trends in GHG emissions as consumption of fuel accounts for efficiency improvements in hydrocarbon consuming vehicles and the transition of vehicles to non-emitting EVs. These effects are not accounted for when looking at VMT alone.

Per capita fuel sales have decreased since 2018. It is likely that this decrease is due to fuel efficiency improvements in new vehicles as well as changes in commuting patterns due to remote work following the COVID-19 pandemic, rather than a decrease in driving given that VMT data generally indicates an increase in total VMT from 2014 to 2023.

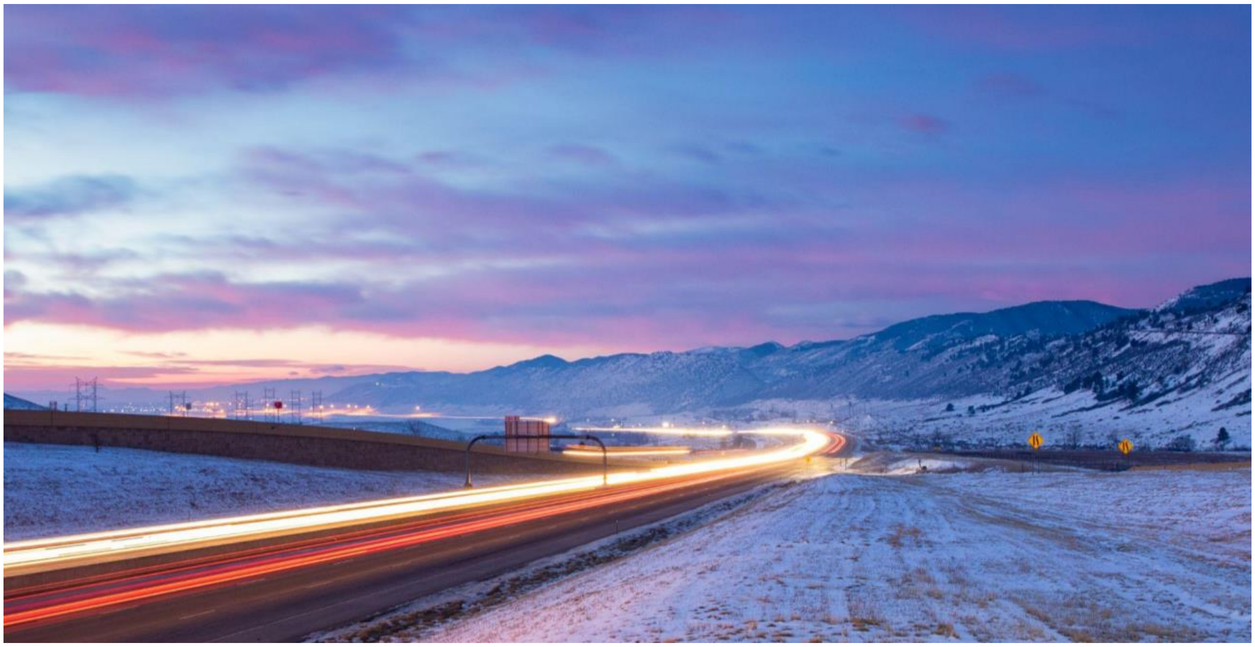
[41] Includes gasoline, gasahol, highway diesel, and highway alternative fuels. Does not include aviation fuel. Gasahol is a blend of ethanol (of 10% or greater) and gasoline in varying percentages. For the purposes of this reporting, it includes but is not limited to E10 and E85. Alternative fuels include CNG, liquefied natural gas (LNG), and liquified petroleum gas.

Conclusion

Reducing emissions from the transportation sector can be broadly summarized as a two-pronged approach: reducing emissions from vehicles themselves through improvements in fuel efficiency and engine technology, while simultaneously making it easier for people to live close to everyday destinations and increasing access to driving alternatives thereby reducing VMT. Trends in historical GHG emissions, along with other indicators demonstrate Colorado is making progress. However, fuel sales are one of the key indicators most reflective of GHG emission trends from the transportation sector, and recent trends highlight that to date, emissions are decreasing slowly.

A key reason is that a significant portion of the on-road vehicles operating in the state still have internal combustion engines, even with increasing trends toward EV ownership as reflected in the EV registration trends data relative to the total LD vehicles on the road. With an average lifespan of 20 years, it will take decades for those combustion vehicles to be replaced by lower-emission technologies. Moreover, if the individual travel demand of Coloradans continues to increase alongside the state's population over the next several decades, it will be critical to find ways to meet this travel demand by shifting trips out of vehicles or decreasing the length of trips through smart land use and transportation planning.

It is important to acknowledge that these strategies are more difficult in rural versus urban areas. Failure to effectively manage growing travel demand in both rural and urban areas will significantly impede Colorado's ability to meet the state's GHG climate goals, hinder the economy, increase congestion and result in poorer air quality outcomes.



As a result Colorado will continue to commit significant time and resources to support strategies to reduce GHG emissions and air pollution from the transportation sector. This will be a continuous, iterative process developing, implementing, and revising strategies based on lessons learned and the changing local and national landscape. Additional strategies will likely be needed. The work completed to date has focused on building the framework and capacity to achieve Colorado's climate goals and notable progress has been made in a couple key areas including:

- Increasing EV infrastructure.
- Adopting vehicle emissions standards to reduce emissions from on-road vehicles.
- Reducing cost barriers to EVs and e-bikes through tax credits and other programs.
- Establishing reliable sources of funding to support rail and transit development.
- Creation of grant funding programs to support local governments to adopt lower emitting vehicles.
- Improving active transportation infrastructure to support alternative modes.
- Reforming land use rules to make it easier to build housing in cities near jobs and other daily destinations.

These continuing efforts will help guide Colorado forward in achieving our affordability, safety, quality of life, climate and clean air goals.

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission
From: Leslie Welch and Anna Dunn, Grants Coordinators
Date: July 3, 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, but applications are still being reviewed:

1. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
   - I-270 Corridor Improvements Bridge Bundle, R1
2. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>$100M)
   - US50 Blue Mesa Bridges Emergency Repairs, R3
3. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
   - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
4. National Scenic Byways Program
   - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
   - Roadside Markers Improvements on Colorado Byways, Statewide
5. 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 Regions 3 and 5 and a Culvert package in Region 3
2. Advanced Digital Construction Management Systems (ADCMS)
   - CDOT is pursuing a grant to support modernizing construction delivery processes and technologies
3. CRISI
   - CDOT intends to pursue a grant for a sidings project in R1 to improve freight movement and railyard congestion
4. Wildlife Crossings Pilot Program
   - CDOT intends to pursue resubmissions for the R2 I-25 Raton Pass project, R1 US 40 Empire Overpass, as well as a new submission for US 160 East of Cortez.
5. Bridge Investment Program: Large Bridge
   - CDOT will resubmit our I-270 Critical Bridges application in R1

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 updated NOFOs to drop soon for the following programs:

- CRISI: NOFO expected in "Summer 2025".
- PROTECT: An updated NOFO in line with new administration priorities was expected "Spring 2025". We have not seen a new NOFO to date.
- Advanced Digital Construction Management Systems (ADCMS): Original release was expected May 31st - no new NOFO has been released to date.
- Wildlife Crossings Pilot Program. Original release was expected May 1st - no new NOFO has been released to date.

Future deadlines:

- Large Bridge: Due August 1st.