

Colorado Transportation Commission

Schedule & Agenda

April 17-18, 2024

Transportation Commission Workshops

Wednesday, April 17, 2024

Time	Topic	Speaker
12:00 p.m.	Lunch for Commissioners (optional)	None
1:00 p.m.	Right-of-Way Condemnation	Keith Stefanik
1:15 p.m.	Joint TC/BTE Budget Workshop (Decision) <ul style="list-style-type: none"> • Budget Amendment • Budget Supplement • BTE Budget Supplement 	Jeff Sudmeier, Bethany Nicholas, Patrick Holinda and Katie Carlson
2:00 p.m.	Region 3 Update	Jason Smith
2:30 p.m.	Transit Connection Study	Kay Kelly and Paul DesRocher
3:15 p.m.	Central 70 Overview	Bob Hays
3:30 p.m.	Burnham Yard Overview	Piper Darlington
3:45 p.m.	STIP Overview	Darius Pakbaz and Jamie Collins
4:00 p.m.	GHG Transportation Report - DRCOG	Darius Pakbaz, Alvan-Bidal Sanchez (DRCOG) and Jacob Riger (DRCOG)
4:30 p.m.	CDOT 2023 Environmental Awards	Darius Pakbaz and Troy Halouska
4:50 p.m.	Adjournment	None

Transportation Commission Meeting

Thursday, April 18, 2024

Time	Topic	Speaker
8:00 a.m.	Commissioner Breakfast	Various
9:00 a.m.	Call to Order, Roll Call	Herman Stockinger
9:00 a.m.	Open FY25 - FY28 STIP Public Hearing	Jamie Collins
9:05 a.m.	Public Comments	Various
9:20 a.m.	Comments of the Chair and Individual Commissioners	Commissioners
9:30 a.m.	Executive Director's Management Report	Shoshana Lew
9:35 a.m.	Chief Engineer's Report	Keith Stefanik
9:40 a.m.	CTIO Director's Report	Piper Darlington
9:45 a.m.	FHWA Division Administrator Report	John Cater
9:50 a.m.	STAC Report	Vincent Rogalski
9:55 a.m.	Legislative Report	Emily Haddaway
10:00 a.m.	Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of March 21, 2024	Herman Stockinger

	Proposed Resolution #2: IGA Approval >\$750,000	Lauren Cabot
	Proposed Resolution #3: Disposal Mesa Springs Greenway Trail (Region 2)	Shane Ferguson
	Proposed Resolution #4: Troy Hill Road Devolution (Region 2)	Shane Ferguson
10:05 a.m.	Discuss and Act on Proposed Resolution #5: Budget Supplement of FY 2025	Jeff Sudmeier
10:10 a.m.	Discuss and Act on Proposed Resolution #6: Right of Way Condemnation Authorization Request	Keith Stefanik
10:15 a.m.	Discuss and Act on Proposed Resolution #7: DRCOG GHG Transportation Report for the 2050 RTP	Darius Pakbaz
10:20 a.m.	Recognition - Joe Duarte	John Lorme
10:25 a.m.	Other Matters - Close STIP	None
10:35 a.m.	Adjournment	None

The Bridge and Tunnel Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 10:35 a.m.

Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, April 18, 2024

Time	Topic	Speaker
10:40 a.m.	Call to Order and Roll Call	Herman Stockinger
10:40 a.m.	Public Comments	Various
10:45 a.m.	Act on Consent Agenda <ul style="list-style-type: none"> Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of March 21, 2024 	Herman Stockinger
10:50 a.m.	Discuss and Act on Proposed Resolution #BTE2: 7 th BTE Budget Supplement of FY24	Patrick Holinda
10:55 a.m.	Adjournment	None

The Fuels Impact Enterprise Board of Directors meeting will not be held in April.

Information Only

Project Budget/Expenditure Memo (Jeff Sudmeier)

Quarterly Revenue Forecast Update Memo (Jeff Sudmeier)

April TC Grants Memo (Hannah Reed)

CDOT & DRCOG Mitigation Action Plan 2024 Annual Status Report Updates (Darius Pakbaz)

Commission Road Trip (Times may vary)

Start	Event	End
10:45 AM	Prepare to leave by 11 am	11:00 AM
11:00 AM	Drive to Central 70 Park	11:15 AM
11:15 AM	Central 70 Update with Bob Hayes	11:45 AM
11:45 AM	Drive to Colorado Air and Space Port	12:15 PM
12:15 PM	Lunch with Aeronautical Board and Tower Tours	2:00 PM
2:00 PM	Drive to Burnham Yard	2:45 PM
2:45 PM	Driving Tour Burnham Yard	4 PM
4 PM	Drive to HQ	4:15 PM



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

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

Date: March 27, 2024

Subject: Report Pursuant to Colorado Revised Statutes, §43-1-208 Regarding Project Number C 133A-054, SH 133 Rockfall Mitigation, MP 21 to 31.5, 24598, Seeking Approval to Initiate and Conduct Condemnation Proceedings

Purpose

CDOT Region 3 seeks condemnation authorization of one fee simple parcel and one temporary easement necessary for Project Number C 133A-054.

Action

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

Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes (“C.R.S.”), Section 43-1-208(1). On 2/07/2024, the Right of Way Plans for SH 133 Rockfall Mitigation, MP 21 to 31.5 were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the with the landowner listed below.

Due to the requirement within Section 25 of the Conservation Easement encumbering the subject property, which in part states, “this Easement can only be terminated or extinguished, whether in whole or in part, by judicial proceedings in a court of competent jurisdiction,” Megan Knott, Director of Stewardship for Colorado Cattlemen’s Agricultural Land Trust, has emphasized that the Conservation Easement can only be released by legal proceeding. Interested parties (Volk Ranch LLLP, Colorado Cattlemen’s Agricultural Land Trust, Great Outdoors Colorado, and Gunnison County) anticipate this to be a “friendly condemnation”. As a result, CDOT seeks Transportation Commission approval to initiate and conduct condemnation proceedings pursuant to Colorado Revised Statutes, Section 38-1-101 et seq. for the properties listed below in order to extinguish the Conservation Easement pursuant to that document.

The Project C 133A-054, SH 133 Rockfall Mitigation, MP 21 to 31.5 is necessary for to stabilize slopes and for rockfall mitigation, including installation and maintenance of rockfall netting and anchors. This will improve safety of this corridor, which carries ever-increasing traffic and is therefore desirable.

Overview of Property Previously Approved for Negotiation:

Region 3 seeks to extinguish a portion of the Conservation Easement through condemnation proceeding on one fee simple parcel and one temporary easement under one ownership previously approved for negotiation.

The property owner will be informed of the Transportation Commission meeting on 4/18/2024 through an email and letter to be sent before 3/29/2024.

Resolution No. Approving Negotiation: N/A

Address: Vacant land in Section 17 T 12 S R 89 W, 6th PM. No postal address assigned to this parcel.

Landowner's Name: Volk Ranch, LLLP

Proposed Size of Acquisition of RW-3: 0.804 acre or 35,013 square feet

Proposed Size of Acquisition of TE-3: 1.452 acres or 64,550 square feet

Purpose of Parcels Necessary for Project: RW-3 and TE-3 needed to stabilize slopes, install and maintain netting.

Waiver Valuation, Damages and Benefits: \$5,400.00 rounded

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

Date of Initial Offer: 4 March 2024

Summary of Counteroffers:

As explained above, this is a friendly condemnation. CDOT, Volk Ranch, LLLP, and Colorado Cattlemen's Agricultural Land Trust are still negotiating a settlement amount agreeable to all three. Gary Volk for Volk Ranch, LLLP is difficult to reach by phone and does not have access to email at his winter address in Arizona. He has been cooperative in the acquisition process and CCALT has also been cooperative. Megan Knott stated in an email dated 23 January 2024, "If the land is needed in fee, a condemnation must be filed. We can't legally release a conservation easement without a court action." A portion of the funding to purchase the Conservation Easement originated with Great Outdoors Colorado (GOCO) and another portion of the funding originated with Gunnison County. The court will need to release the parcel to be acquired from the conservation easement through condemnation proceedings required by language of the easement.

Next Steps

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

Attachments

Proposed Resolution
Right-of-Way Plans
Legal Descriptions
Contact Summary
Conservation Easement



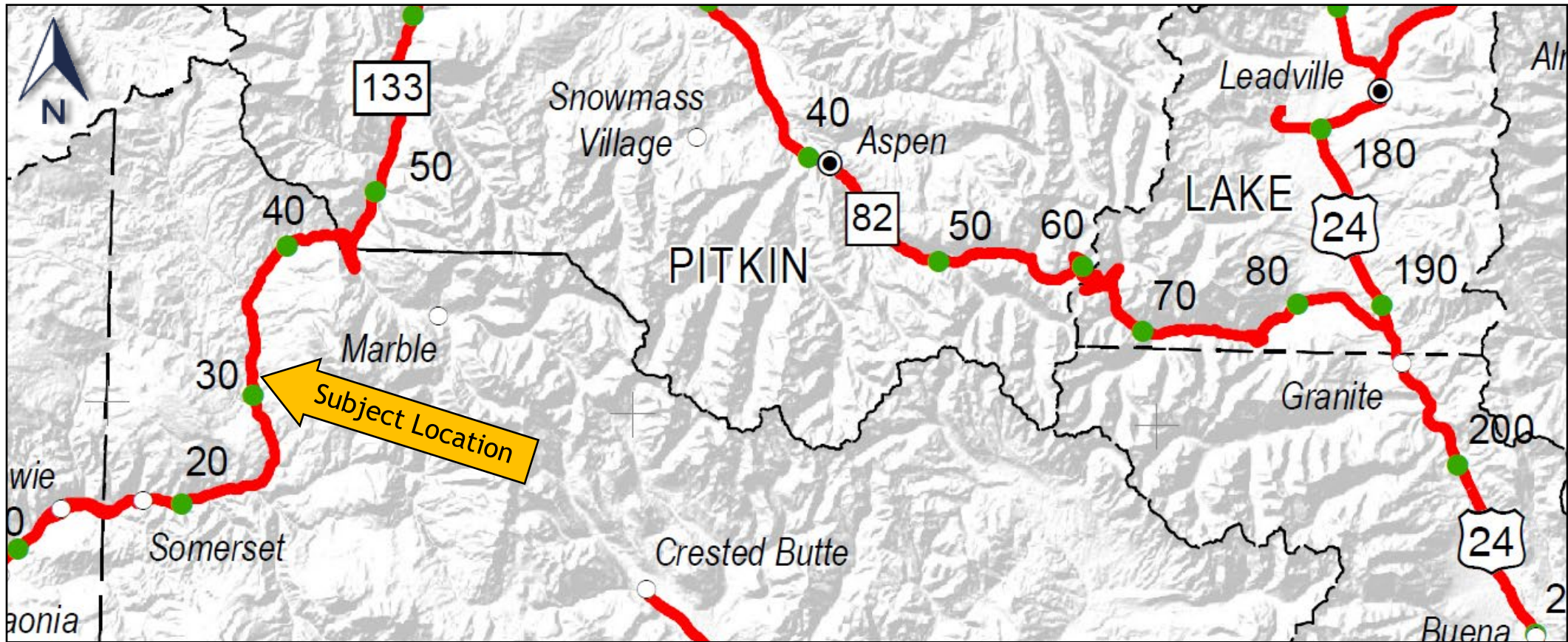
Condemnation Authorization SH 133 Rockfall Mitigation, MP 21 to 31.5

District: 7

Region: 3

Project: C 133A-054

Project Code: 24598

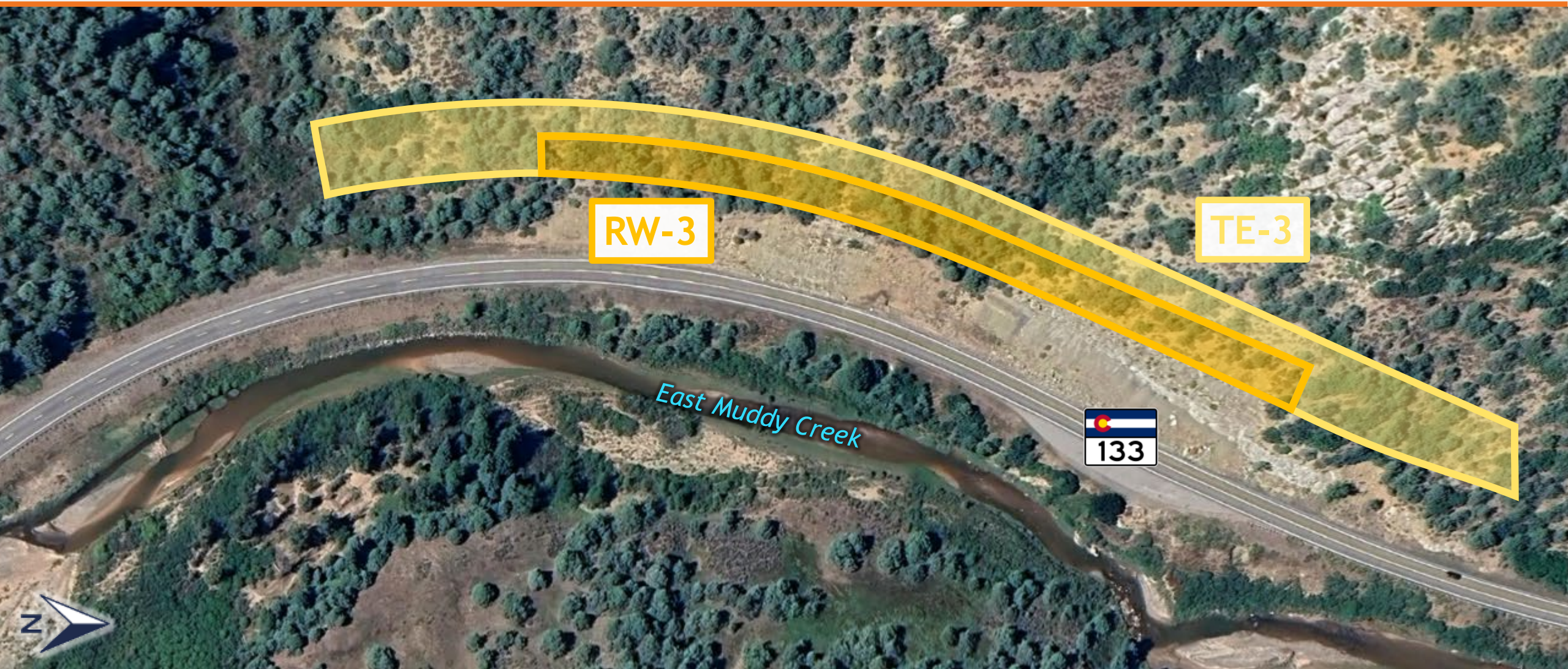


Owners: Volk Ranch LLLP, Colorado Cattlemen's Agricultural Land Trust

Project Purpose: Improve safety of a high-traffic corridor



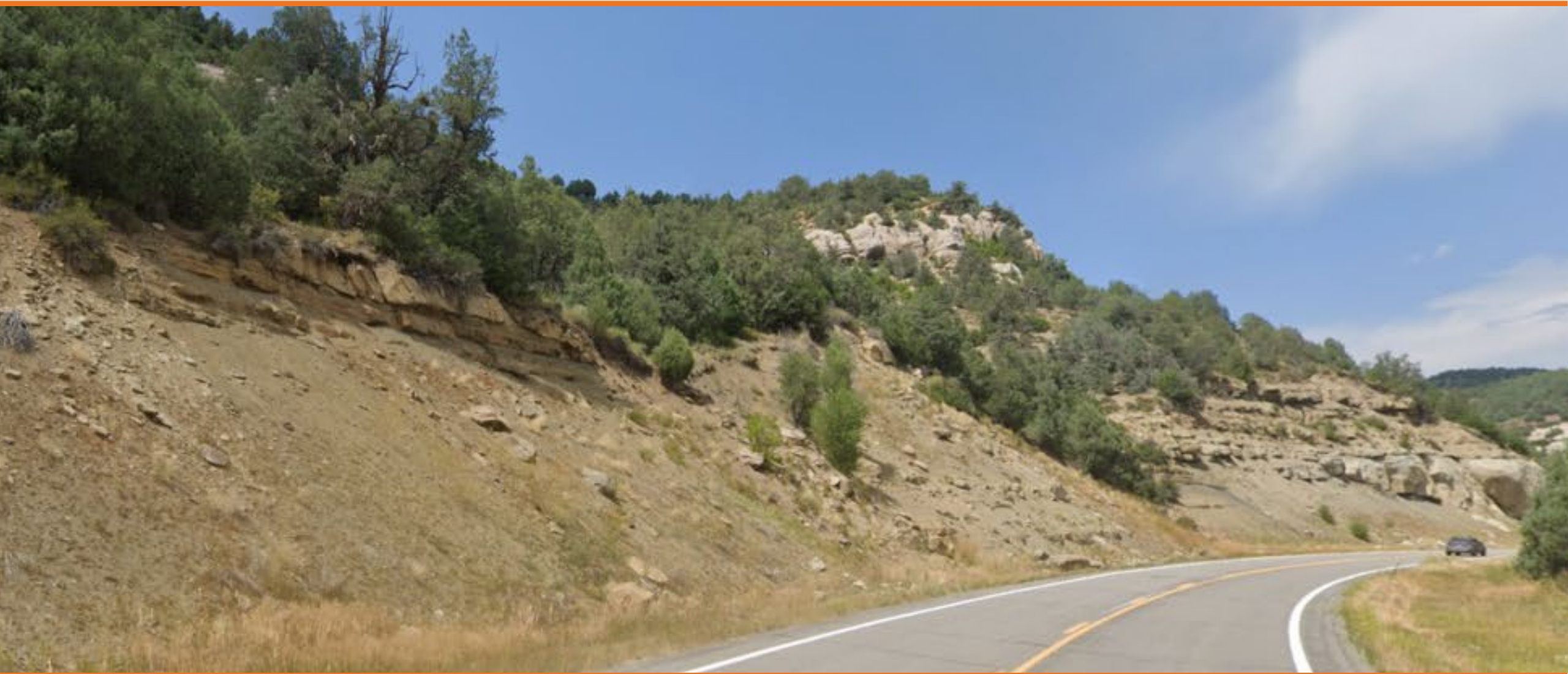
Project Aerial View



Location of Parcels



Project Road View



North facing view of hillside in area of Parcels.



Offer History

OFFERS	DATE	AMOUNT
Notice of Interest to Acquire	February 13, 2024	N/A
FMV (Waiver Valuation)	February 22, 2024	\$5,400
CDOT Initial Offer	March 4, 2024	\$5,400

- Parcels are necessary to stabilize slopes, install and maintain netting.
- The property owner (Volk Ranch) and conservation easement holder (Colorado Cattlemen’s Agricultural Land Trust) have been cooperative with and responsive to Region 3 staff throughout the acquisition process. CDOT expects this to be a friendly condemnation. Parties are still negotiating a settlement amount agreeable to all three.
- The conservation easement encumbering the subject property can only be terminated or extinguished by judicial proceedings. The court will need to order the release of a portion of the conservation easement and the conveyance of the underlying ownership, to obtain the interest needed for the project.

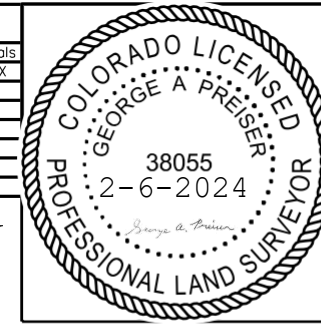


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Region 3

BKB

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
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Right of Way Plans			
Title Sheet			
Project Number: C 133A-054			
Project Location: SH 133 Rockfall Mitigation			
MP 21 to MP 31.5 GUNNISON COUNTY			
Project Code	Last Mod. Date	Subset	Sheet No.
24598	2-1-2024	1.01	1.01

Farnsworth
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GREENWOOD VILLAGE, COLORADO 80111
(303) 692-8838 / info@f-w.com

DEPARTMENT OF TRANSPORTATION STATE OF COLORADO

RIGHT OF WAY PLANS OF PROPOSED PROJECT NO. C 133A-054 STATE HIGHWAY NO. 133 GUNNISON COUNTY

SURVEYOR STATEMENT (ROW PLAN)
I, George A. Preiser, a professional land surveyor licensed in the State of Colorado, do hereby state to the Colorado Department of Transportation that based upon my knowledge, information and belief, the research, calculations and evaluation of the survey evidence were performed and this Right-of-Way Plan was prepared under my responsible charge in accordance with applicable standards of practice defined by Colorado Department of Transportation publications. This statement is not a guaranty or warranty, either expressed or implied.
PLS No. 38055

SECTION CORNER	1/4 AND 1/16 SECTION CORNERS	SET EASEMENT MONUMENT	TEMPORARY EASEMENT POINT	RIGHT OF WAY MARKER
BLM MARKER	PROPERTY PIN	NOAA MARKER	QUARTER AND SIXTEENTH SECTION CORNERS (TOPO POINT)	
FEDERAL MONUMENT	WITNESS CORNER	WC	BENCH MARK	USGS MARKER
LOCAL OR PLSS MONUMENT	SECONDARY CONTROL MONUMENT	RIGHT OF WAY MARKER		
PROJECT CONTROL MONUMENT	DENSIFICATION CONTROL MONUMENT	HIGH ACCURACY REFERENCE NETWORK CONTROL MONUMENT		

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N64° 48' 48" E from CM-MP 6 to CM-MP 5. Both monuments are CDDT Type II, marked appropriately for their milepost location and control position. The survey data was obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

Basis of Elevations: Project elevations are based on an DPUS processed elevation on CM-MP 28, an existing CDDT Monument from Project STR(CX) 0133(22), with a NAVD 88 elevation of 6320.61ft.

Farnsworth Utilized and updated Project Control From Project No. STA 133A-041, Project Code 19166, Dated 4/2/15. Per Notes 1 & 2 on said control diagram and errors in elevations on project and geodetic coordinate tables.

1. This Right-of-Way Plan is not a boundary survey of the adjoining property and is prepared for the Colorado Department of Transportation purposes only.

2. For title information, The Colorado Department of Transportation relied on title commitments prepared by WESCOR LAND TITLE INSURANCE COMPANY on December 1, 2023.

3. This plan set is subject to change and may not be the most current set. It is the user's responsibility to verify with CDDT that this set is the most current. The information contained on the attached drawing is not valid unless this copy bears an original signature of the Professional Land Surveyor hereon named.

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.

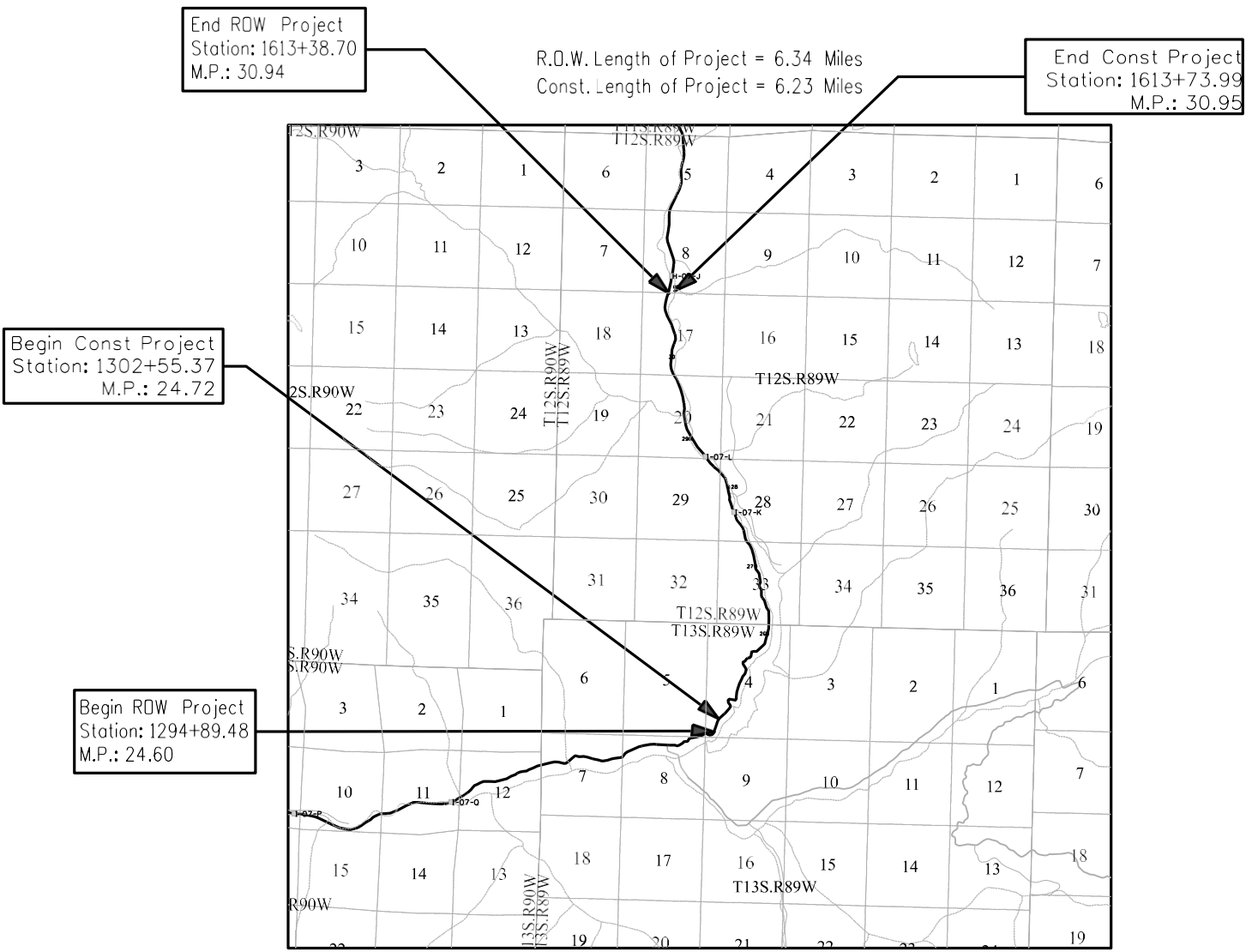
**COLORADO DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY PROJECT**
ROW PLANS AUTHORIZED: 02/07/24
Keith Kelly
DATE
CDDT RIGHT OF WAY MANAGER

SHEET NO.	INDEX OF SHEETS
1.01	(1) Title Sheet
2.01	(1) Tabulation of Properties
3.01-3.06	(6) Project Control Diagram
4.01-4.06	(6) Land Survey Control Diagram
5.01	(1) Monumentation Sheets
7.01-7.05	(5) Plan Sheets
8.01-8.02	(2) Ownership Map
	(22) Total Sheets

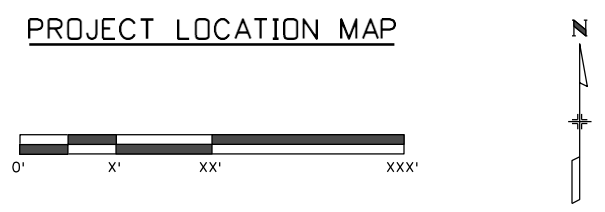
Scales of Original 11"x17" Drawings
Plan Sheets 1"=100' (7.01- 1"=50')
Ownership Map 1"=1000'

FILING CERTIFICATION: DEPOSITED THIS 20th DAY OF _____ AT _____ M., IN BOOK _____ OF THE COUNTY LAND SURVEYS/RIGHT OF WAY SURVEYS AT PAGE _____ RECEPTION NUMBER _____ DEPT. _____ SIGNED _____


	PERMANENT, PROPERTY, SLOPE, & UTILITY EASEMENT LINE (PROPOSED AND EXISTING)
	TEMPORARY EASEMENT LINE (PROPOSED AND EXISTING)
	PROPERTY BOUNDARY LINE (PROPOSED AND EXISTING)
	ACCESS CONTROL LINE (PROPOSED AND EXISTING)
	BARRIER ACCESS CONTROL LINE (PROPOSED AND EXISTING)
	RIGHT OF WAY LINE (PROPOSED AND EXISTING)
	VIRGIN RIGHT OF WAY LINE (PROPOSED AND EXISTING)
	CITY LIMIT LINE
	COUNTY LINE
	QUARTER SECTION LINE
	SECTION LINE
	SIXTEENTH SECTION LINE
	STATE LINE
	TOWNSHIP LINE
	SURVEY/ROW
	TOP OF CUT
	TDE OF FILL
	TERRAIN



Note: For a complete listing of symbology used within this set of plans, please refer to the M-100-1 Standard Symbols of the Colorado Department of Transportation M&S Standards Publication. Existing topo features are shown as screened weight (gray scale). Proposed or new features are shown as full weight without screening, except as noted with the word (proposed).



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Colorado Department of Transportation

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 Region 3 BKB


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Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date mm/dd/yy	Description XXXXXXXX	Initials XXX	Date mm/dd/yy	Description XXXXXXXX	Initials XXX	Date mm/dd/yy	Description XXXXXXXX	Initials XXX

Right of Way Plans			
Tabulation of Properties			
Project Number: C 133A-054			
Project Location: SH 133 Rockfall Mitigation			
MP 21 to MP 31.5 GUNNISON COUNTY			
Project Code:	Last Mod. Date:	Subset:	Sheet No.:
24598	1-24-2024	2.01	2.01

Sheet 1 - Tabulation of Properties
R.O.W. TABULATION OF PROPERTIES IN GUNNISON COUNTY SH NO. 133

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	Title Commitment No.	Remarks
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right			
HE-2	BUREAU OF RECLAMATION C/O MELISSA J. WERKMEISTER 445 WEST GUNNISON AVE., SUITE 221 GRAND JUNCTION, CO 81501	SH 133	T. 13 S., R. 89 W. 6th P.M. Section 4	8,293 SF (0.190)		8,293 SF (0.190)	N/A			To stabilize slopes, install and maintain rockfall netting Acquired under project 24599 shown for information only	
HE-2A	SAME AS ABOVE	SAME AS ABOVE	SAME AS ABOVE	28,451 SF (0.653)		28,451 SF (0.653)	N/A			To stabilize slopes, install and maintain rockfall netting	
HE-2B	SAME AS ABOVE	SAME AS ABOVE	SAME AS ABOVE	30,332 SF (0.696)		30,332 SF (0.696)	N/A			To stabilize slopes, install and maintain rockfall netting	
HE-2C	SAME AS ABOVE	SAME AS ABOVE	SAME AS ABOVE	11,204 SF (0.257)		11,204 SF (0.257)	N/A			To stabilize slopes, install and maintain rockfall netting	
HE-2D	SAME AS ABOVE	SAME AS ABOVE	SAME AS ABOVE	5,125 SF (0.118)		5,125 SF (0.118)	N/A			To stabilize slopes, install and maintain rockfall netting	
RW-3	VOLK RANCH, LLLP (a Colorado limited liability limited partnership) C/O GARY VOLK P.O. BOX 149 ECKERT, CO 81418-1149	SH 133	T. 12 S., R. 89 W. 6th P.M. Section 17	35,013 SF (0.804)		35,013 SF (0.804)	1,358,471 SF (31.186)		09849A2023	To stabilize slopes, install and maintain rockfall netting	
TE-3	SAME AS ABOVE	SAME AS ABOVE	SAME AS ABOVE	64,550 SF (1.482)		64,550 SF (1.482)				For construction and install rockfall netting Remainder areas from County Assessor records	

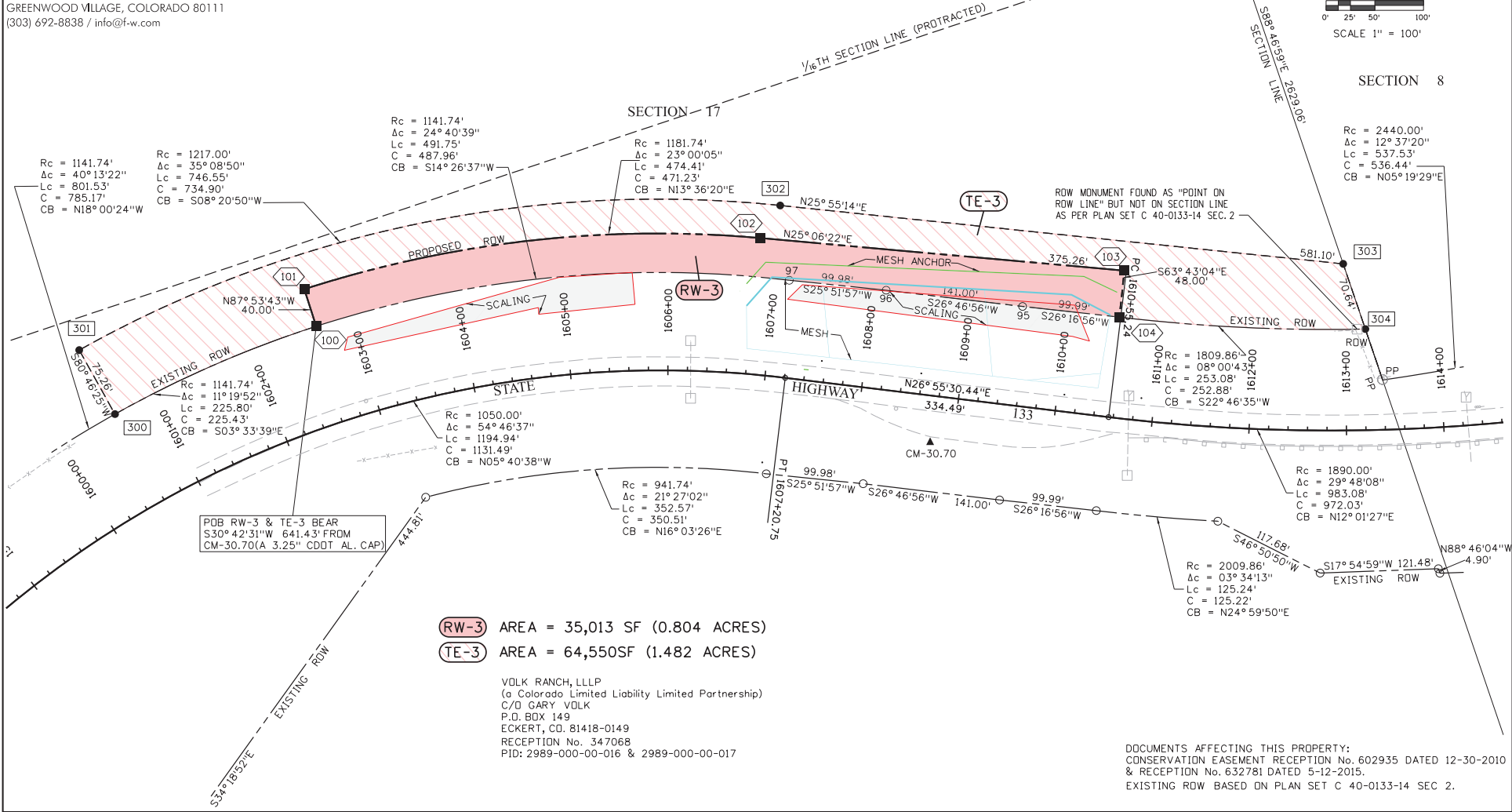
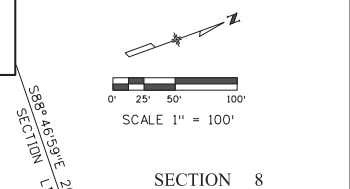


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Right of Way Plans			
Plan Sheet			
Project Number:	C 133A-054		
Project Location:	SH 133 Rockfall Mitigation		
Project Code:	Last Mod. Date:	Subset:	Sheet No.:
24598	2-1-2024	7.01 to 7.05	7.05

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T. 12 S., R. 89 W. 6TH P.M.
GUNNISON COUNTY



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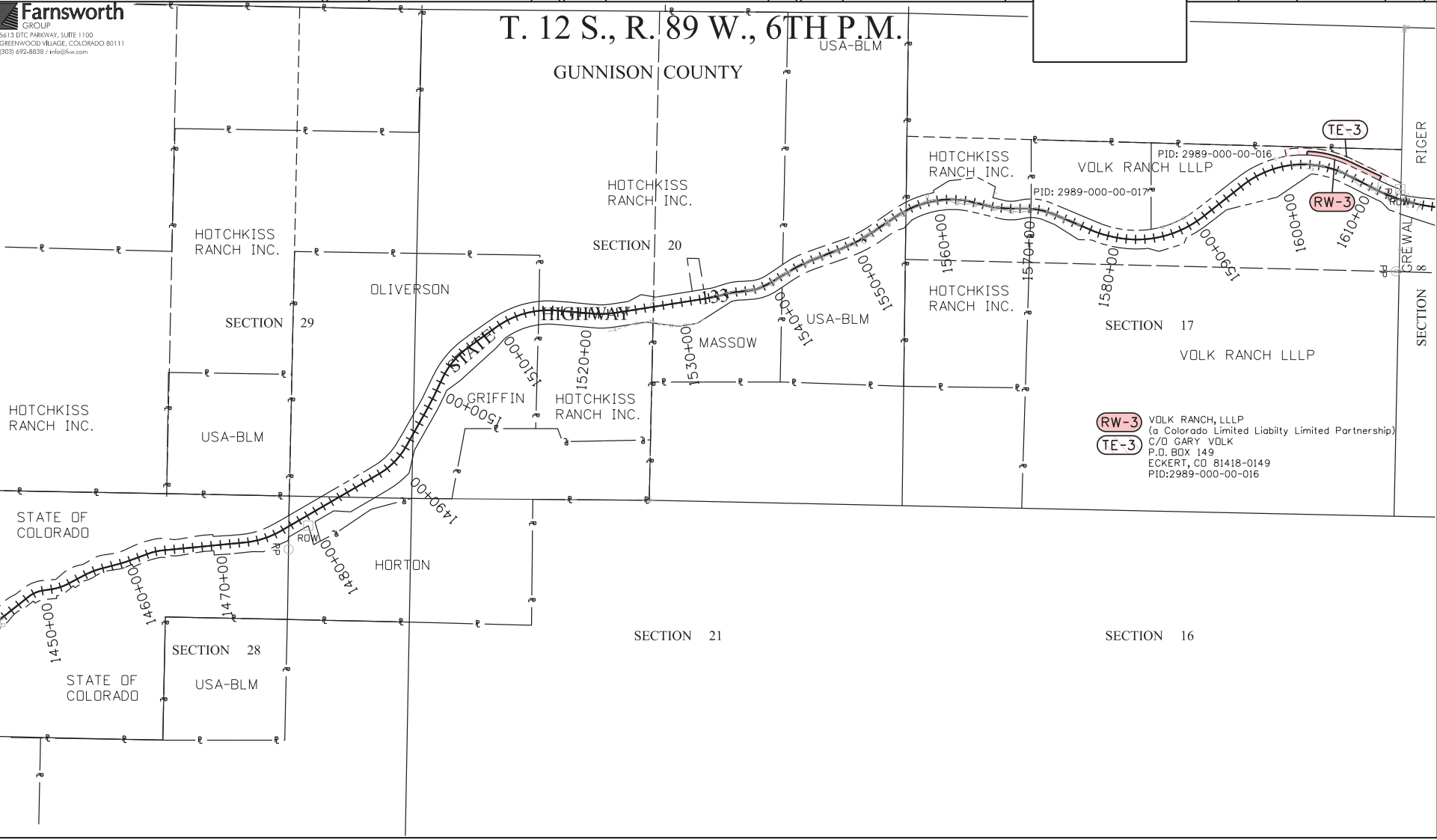
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Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
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Right of Way Plans			
Ownership Map			
Project Number: C 133A-054			
Project Location: SH 133 Rockfall Mitigation			
MP 21 to MP 31.5 GUNNISON COUNTY			
Project Code:	Last Mod. Date:	Subset:	Sheet No.:
24598	1-26-2024	8.01 to 8.02	8.02



Post-Amerco Real Property Condemnation Authorization Requests April 18, 2024 Transportation Commission Meeting

Region 3 - Condemnation Authorization Requests

TC District	Project Name	Project #	Project Code	Parcel #	Parcel Size	Property Owner(s)	Valuation Amount	Appraisal (A) or Waiver Valuation (WV)	Date of Valuation	Owner's Current Counter-Offer	Prior TC Condemnation or Acquisition Resolution Number (if applicable)
	SH 133 Rockfall										
7 Mitigation	SH 133 Rockfall	C 133A-054	24598 RW-3		35,013	Volk Ranch LLLP	\$ 4,551.69	WV	2/22/2024	\$8,000 owner's interest only	N/A
7 Mitigation	SH 133 Rockfall	C 133A-054	24598 TE-3		64,550	Volk Ranch LLLP	\$ 839.15	WV	2/22/2024	combine with RW-3	N/A

EXHIBIT "A"

PROJECT NUMBER: C 133A-054

PARCEL NUMBER: RW-3

PROJECT CODE: 24598

DATE: January 23, 2024

DESCRIPTION

A tract or parcel of land No. RW-3 of the Department of Transportation, State of Colorado Project No. 24598 containing 35,012 sq. ft. (0.804 acres), more or less, in the northwest quarter of Section 17, Township 12 South, Range 89 West, of the 6th Principal Meridian, in Gunnison County, Colorado, as shown on a General Land Office plat dated January 30, 1924, said tract or parcel being more particularly described as follows:

Commencing at a point on the existing State Highway 133 westerly right-of-way line(per ROW Project C 40-0133-14 SEC. 2), whence a 3.25" Aluminum CDOT control monument CM-30.70 bears N30°42'31"E, a distance of 641.43 feet , said point also being the TRUE POINT OF BEGINNING;

1. Thence N87°53'43"W departing said westerly right-of-way line, a distance of 40.00 feet;
2. Thence on the arc of a curve to the right, a radius of 1181.74 feet, a central angle of 23°00'05", a distance of 474.41 feet, (a chord bearing N13°36'20"E, a distance of 471.23 feet);
3. Thence N25°06'22"E, a distance of 375.26 feet;
4. Thence S63°43'04"E, a distance of 48.00 feet to a point on the westerly right-of-way line State Highway 133 (January 2024);

Thence along said westerly right-of-way line the following 4(four) courses:

5. Thence S26°16'56"W, a distance of 99.99 feet;
6. Thence S26°46'56"W, a distance of 141.00 feet;
7. Thence S25°51'57"W, a distance of 99.98 feet;
8. Thence on the arc of a curve to the left, a radius of 1141.74 feet, a central angle of 24°40'39", a distance of 491.75 feet, (a chord bearing S14°26'37"W, a distance of 487.96 feet), more or less, to the TRUE POINT OF BEGINNING.

The above-described parcel contains 35,012 sq. ft. (0.804 acres), more or less.

Basis of Bearings: All bearings are based on a grid bearing from CM-MP 6 (a 2-1/2" aluminum cap) to CDOT Control Point CM-MP 5 (a 2-1/2" aluminum cap). That bearing being North 64° 48' 48" East.

For and on behalf of the
Colorado Department of Transportation
George A. Preiser, PLS 38055
Farnsworth Group, Inc.
5613 DTC Parkway, Suite 1100
Greenwood Village, CO 80111



EXHIBIT "A"

PROJECT NUMBER: C 133A-054

PARCEL NUMBER: TE-3

PROJECT CODE: 24598

DATE: January 24, 2024

DESCRIPTION

A Temporary Easement No. TE-3 of the Department of Transportation, State of Colorado Project No. 24598 containing 64,550 sq. ft. (1.482 acres), more or less, in the northwest quarter of Section 17, Township 12 South, Range 89 West, of the 6th Principal Meridian, in Gunnison County, Colorado, as shown on a General Land Office plat dated January 30, 1924, said tract or parcel being more particularly described as follows:

Commencing at a point on the existing State Highway 133 westerly right-of-way line (per ROW Project C 40-0133-14 SEC. 2), whence a 3.25" Aluminum CDOT control monument CM-30.70 bears N30°42'31"E, a distance of 641.43 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence along said westerly right-of-way line, on the arc of a curve to the left, a radius of 1141.74 feet, a central angle of 11°19'52", a distance of 225.80 feet, (a chord bearing S03°33'39"E, a distance of 225.43 feet);
2. Thence S80°46'25"W departing said westerly right-of-way line, a distance of 75.26 feet;
3. Thence on the arc of a curve to the right, a radius of 1217.00 feet, a central angle of 35°08'50", a distance of 746.55 feet, (a chord bearing N08°20'50"E, a distance of 734.90 feet);
4. Thence N25°55'14"E, a distance of 581.10 feet to a point on the northerly line of Section 17;
5. Thence S88°46'59"E along said northerly line, a distance of 70.64 feet to a point on the existing westerly right-of-way line of State Highway 133 (January 2024);

Thence continuing along said westerly right-of-way line the following 5 (five) courses:

6. Thence on the arc of a curve to the right, a radius of 1809.86 feet, a central angle of 08°00'43", a distance of 253.08 feet, (a chord bearing S22°46'35"W, a distance of 252.88 feet);
7. Thence N63°43'04"W, a distance of 48.00 feet;

8. Thence S25°06'22"W, a distance of 375.26 feet;
9. Thence on the arc of a curve to the left, a radius of 1181.74 feet, a central angle of 23°00'05", a distance of 474.41 feet, (a chord bearing S13°36'20"W, a distance of 471.23 feet);
10. Thence S87°53'43"E, a distance of 40.00 feet to the TRUE POINT OF BEGINNING.

The above-described Temporary Easement contains 64,550 sq. ft. (1.482 acres), more or less.

The purpose of the above-described Temporary Easement is for the construction and installation of rockfall netting.

Basis of Bearings: All bearings are based on a grid bearing from CM-MP 6 (a 2-1/2" aluminum cap) to CDOT Control Point CM-MP 5 (a 2-1/2" aluminum cap). That bearing being North 64° 48' 48" East.

For and on behalf of the
Colorado Department of Transportation
George A. Preiser, PLS 38055
Farnsworth Group, Inc.
5613 DTC Parkway, Suite 1100
Greenwood Village, CO 80111



Colorado Department of Transportation Condemnation Authorization Contact Summary	Project Code:24598
	Parcel: RW-3,TE-3
	Owner: Volk Ranch, LLLP

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

Date	Contact Description	Amount/Description
12.14.2023	First Contact w/Property Owner	Introduction Voicemail
2.13.2024	Discussion of CDOT Project	NOI
2.13.2024	CDOT Offer	\$5400.00
3.13.2024	Owner Counter-Offer	\$8000.00 (owner's interest only)
TBD	CDOT Last Offer	LWO to all parties pending
4.5.2024	Last Contact w/Property Owner	TC Notice

Number of Property Owner Contacts Attempted: 17

Number of Successful Property Owner Contacts: 12

Matters Discussed During Property Owner Contacts (check all that apply)

- Access
- Valuation
- Owner Appraisal Reimbursement
- Project Timeline
- Design
- CDOT Processes
- Other Specify here: Permission to Enter, Conservative Easement

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Colorado Department of Transportation Budget Director

Date: April 18, 2024

Subject: Fiscal Year (FY) 2023-2024 Tenth Budget Supplement

Project Increases

- Region 2 - \$9,000,000- Increase CO 21 and Airport Road DDI Interchange Construction for award. Funds requested for construction require transfer between 10 Year Project IDs, see below. Increases in project costs above 15% and above \$500,000 require Transportation Commission (TC) approval. Additional funds being added to the project, but do not TC require approval are:
 - \$303,120 Property sale proceeds pooled under RPP
 - \$500,000 RPP funds approved by PPACG as contingency
 - \$2,262,328 Cost Escalation Funds (EMT approved)

10 Year Plan Changes

- Region 2 - reallocate savings from completed projects
 - +\$2,056,587 - #14 - I-25 through Pueblo New Freeway
 - -\$1,578,506 - #11 - CO 21 and Research Parkway Interchange
 - -\$478,081 - #20 - Bridge Preventative Maintenance on I-25, CO 16, and US 24 in Colorado Springs
 - +\$9,000,000 - #2547 - CO 21 and Airport Road DDI Interchange Construction
 - -\$4,500,000 - #2548 - US 24 East Widening
 - -\$4,500,000 - #2549 -US 24 West over Ridge Road (Overpass)
- Region 4 - change which projects are funded with FY24 and FY27 funding in order to advance a portion of a project that is progressing more rapidly from Planning to Design than the other.
 - Advance \$7,100,000 #2498 - CO 59 Safety Improvements FY27 to FY24
 - Push \$7,100,000 #2686 - US 385 S. of Cheyenne Wells from FY24 to FY27

Information Only

- **-\$5,890,000 - Maintenance Reserve Fund**
 - R41MS-010 (Greeley Maintenance) - \$1,040,000
 - R32MS-010 (Grand Junction Maintenance) - \$940,000
 - R53MS-010 (Durango Maintenance) - \$410,000
 - R24MS-010 (Pueblo Maintenance) - \$1,300,000
 - R15MS-010 (Aurora Maintenance) - \$1,070,000
 - R36MS-010 (Craig Maintenance) - \$200,000
 - R57MS-010 (Alamosa Maintenance) - \$270,000
 - R19MS-010 (Eisenhower Tunnel) - \$560,000
 - Glenwood Canyon Safety - \$100,000

- **+\$554,156 - Contingency Reserve - US34 Brush Canal Failure Repayment**
- **-\$2,262,328 - Cost Escalation Fund - CO 21 and Airport Road DDI Interchange**

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-23	Balance 12S23		\$22,301,756
July-23	Balance 1S24		\$20,201,756
August-23	Balance 2S24		\$20,216,766
September-23	Balance 3S24		\$23,143,766
October-23	Balance 4S24		\$23,143,766
November-23	Balance 5S24		\$19,551,138
December-23	Balance 6S24		\$19,520,412
January-24	Balance 7S24		\$17,740,412
February-24	Balance 8S24		\$17,740,412
March-24	Balance 9S24		\$19,581,571
	US34 Brush Canal Failure Repayment	\$554,156	
April-24	Pending Balance 10S24		\$20,135,727

Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-23	Balance 12S23		\$20,555,987
July-23	Balance 1S24		\$20,555,987
August-23	Balance 2S24		\$18,447,112
September-23	Balance 3S24		\$13,138,112
October-23	Balance 4S24		\$10,636,521
November-23	Balance 5S24		\$29,538,831
December-23	Balance 6S24		\$28,254,133
January-24	Balance 7S24		\$26,670,659
February-24	Balance 8S24		\$24,036,219
March-24	Balance 9S24		\$20,168,225
	Region 2 - CO 21 and Airport Road DDI Interchange	\$2,262,328	
April-24	Balance 10S24		\$17,905,897

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-23	Balance 12S23		\$14,774,236
July-23	Balance 1S24		\$10,774,236
August-23	Balance 2S24		\$9,354,509
September-23	Balance 3S24		\$188,354,509
October-23	Balance 4S24		\$167,354,509
November-23	Balance 5S24		\$53,591,030
December-23	Balance 6S24		\$53,591,030
January-24	Balance 7S24		\$40,432,680
February-24	Balance 8S24		\$40,132,093
March-24	Balance 9S24		\$32,370,207
	No Pending Requests	\$0	
April-24	Pending Balance 10S24		\$32,370,207

Transportation Commission Maintenance Reserve Reconciliation

Date	Transaction Description	Amount	Balance
June-23	Balance 12S23		\$0
July-23	Balance 1S24		\$12,000,000
August-23	Balance 2S24		\$12,000,000
September-23	Balance 3S24		\$12,000,000
October-23	Balance 4S24		\$12,000,000
November-23	Balance 5S24		\$12,000,000
December-23	Balance 6S24		\$12,000,000
January-24	Balance 7S24		\$12,000,000
February-24	Balance 8S24		\$12,000,000
March-24	Balance 9S24		\$8,000,000
	Second Request of Season	-\$5,790,000	
	Safety Improvements within Glenwood Canyon	-\$100,000	
April-24	Pending Balance 10S24		\$2,110,000



Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Program Manager

Date: April 18, 2024

Subject: Seventh Supplement to the Fiscal Year 2023-24 Bridge and Tunnel Enterprise Budget

Purpose

Per PD 703.0, OFMB administratively added \$150 million of new inflexible revenue funds to the BTE FY 2023-24 budget to reflect the estimated bond proceeds from the BTE Senior Infrastructure Revenue Bond Series 2024A transaction. After the closing of the bonds later this month, OFMB will increase the new revenue amount to \$165,379,275.20 to capture the additional funding received from the premium on the bonds. Therefore, this month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request to allocate new bond proceeds and existing BTE funding to the following projects:

- Region 1: Requests a budget supplement to establish the construction phase for Construction Package (CP) #3 of the I-70 West: Floyd Hill project in Clear Creek County, which includes BTE eligible I-70 WBND over US6 and Clear Creek (F-15-BL) and I-70 WBND Ramp to US 6 over Clear Creek (F-15-BM).
- Region 2: Requests a budget supplement to initiate the design phase for US 85 over Fountain Creek (J-18-M) in El Paso County and I-25 NBND over US 160, County Road 10, and RR Spur (N-17-AC) in Huerfano County.
- Region 3: BTE staff are informing the BTE Board of a funding source swap to allocate bond proceeds to CP #5 of the I-70 West: Vail Pass Safety Improvements project, which includes BTE eligible I-70 EBND over Polk Creek (F-12-AS).

Action

Staff is requesting Board approval of Proposed Resolution #BTE2, the Seventh budget supplement to the Fiscal Year 2023-24 BTE budget.

Background

BTE Senior Infrastructure Revenue Bond Series 2024A Transaction Summary

On March 21, 2024, The BTE Board approved Resolution #BTE4 Approving Certain Matters with Respect to the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2024A. This resolution provided approval to staff to proceed with the bond

transaction if certain parameters were met, granting the Enterprise Director or any member of the Enterprise Board the authority to determine the specific terms of the bonds, and execute and deliver Bond Documents on behalf of the Enterprise. Staff subsequently moved forward with the transaction and pricing was held on April 2, 2024. Closing is scheduled for April 16, 2024. A summary of the sources and uses for the transaction can be found in the tables below.

Sources	
Bond Proceeds:	
Par Amount	\$ 150,000,000.00
Premium	\$ 15,379,275.20
Total	\$ 165,379,275.20

Uses:	
Delivery Date Expenses:	
Cost of Issuance	\$ 677,750.00
Underwriter's Discount	\$ 487,500.00
Bond Insurance	\$ 454,916.55
Subtotal	\$ 1,620,166.55
Available for Capital Construction:	
Subtotal	\$ 163,759,108.65
Total	\$ 165,379,275.20

Budget Supplement Request:	
Administration and Operations	\$ 1,620,167
Capital Construction Program	\$ 163,759,109
Total Increase	\$ 165,379,275

The transaction will ultimately result in an increase of \$163,759,108.65 to BTE’s capital construction program (BTE Budget Line 42) and an increase of \$1,620,166.55 to BTE’s administrative and operating activities (BTE Budget Line 13) with the approval of this budget supplement request. Bond proceeds in the BTE capital construction pool are expected to be fully allocated to BTE-eligible projects in the CDOT 10-Year Vision Plan, including but not limited to the I-70 West: Floyd Hill Project CP#3 and I-70 West: Vail Pass Safety Improvements Project CP#5, which are addressed in this budget supplement. Bond proceeds in the administrative and operating cost center will be used to fund the cost of issuance.

Region 1: I-70 West: Floyd Hill Project - Construction Package #3 (F-15-BL and F-15-BM)
 Staff is requesting \$44,054,900 to establish the construction phase for Construction Package (CP) #3 of the I-70 West: Floyd Hill project in Clear Creek County, which includes BTE eligible I-70 WBND over US 6 and Clear Creek (F-15-BL) and I-70 WBND Ramp to US 6 over Clear Creek (F-15-BM), as part of the planned incremental budgeting process for phased construction. These structures will be replaced through CP #3 and CP #4 which are being delivered using construction manager/general contractor (CM/GC) contracting. Funding for CP #3 is being requested at this time as the design has reached a 90% (Field Office Review)

level with Construction Agreed Price negotiations scheduled in June 2024. Staff anticipate bringing a request to establish the construction phase for CP #4 in late 2024 or early 2025 as the design phase nears completion. This project is on the CDOT 10-year Vision Plan and both structures are top tier candidates in the January 2024 BTE Bridge Prioritization Plan.

Structure F-15-BL is a 5-span riveted girder bridge carrying the westbound lanes of I-70. Bridge inspection reports indicate that F-15-BL has deck deterioration resulting in repeated potholes and punch throughs that have required emergency repairs on numerous occasions. Substructure defects include spalls and cracking in concrete columns with exposed reinforcing steel. The existing structure, and the segment of I-70 on which the structure is located, have substandard geometry and a history of accident data. The project will significantly improve safety for the traveling public by improving the geometry of the bridge and adjacent roadway to meet current standards. The condition of the deck has resulted in an overall bridge condition rating of poor and eligibility for BTE bridge replacement funding.

Structure F-15-BM is a 4-span rolled steel bridge that serves as the off-ramp for I-70 westbound to US 6 at the bottom of Floyd Hill. Bridge inspection reports indicate that F-15-BM has deck and substructure deterioration including significant areas of concrete delamination and spalling with exposed broken and corroded reinforcing steel. The condition of the substructure has resulted in an overall bridge condition rating of poor and eligibility for BTE bridge replacement funding.

The project has been reviewed for BTE eligibility and all proposed work elements required for construction of the bridges replacing F-15-BL and F-15-BM in accordance with the Environmental Assessment are deemed eligible; this includes all work to meet the new horizontal alignment and vertical profile and substructure preparations for the future bridges. Non-eligible items being funded through other sources include permanent roadway on I-70 EB, I-70 WB and the I-70 WB exit ramp to US 6, Wall C-10 in the final roadway configuration, permanent Greenway Trail elements, 60% of the Saddle cut rock excavation, and approximately 25% of the lump sum items such as traffic control.

I-70 Over Clear Creek - Floyd Hill Construction Package 3 in Clear Creek County
 (Old F-15-BL, F-15-BM) (New- TBD) (SAP Project # 25800)
 Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	BTE Supplement Action				Total Request	Revised Budget	Expended To-Date
			Year of Budget						
			FY 2024	FY 2025	FY 2026	FY 2027			
Construction	2024A Proceed	\$ -	\$ 44,054,900	\$ -	\$ -	\$ -	\$ 44,054,900	\$ -	
	Construction	\$ -	\$ 44,054,900	\$ -	\$ -	\$ -	\$ 44,054,900	\$ -	\$ -
Total Project Budget		\$ -	\$ 44,054,900	\$ -	\$ -	\$ -	\$ 44,054,900	\$ -	\$ -
			Year of Expenditure				Total Request		
			FY 2024	FY 2025	FY 2026	FY 2027			
			\$0	\$30,900,100	\$13,154,800	\$0		\$44,054,900	

Region 2: US 85 over Fountain Creek (J-18-M)

Staff is requesting \$500,100 to establish the design phase for structure J-18-M on US 85 over Fountain Creek at mile post 128.14 in El Paso County in the southern part of the Town of Fountain. The funding requested will advance the design to a 30% (Field Inspection Review) level. After this milestone is achieved, staff will evaluate the appropriate timing for an

incremental funding request to fund the project through final design. The existing structure, which was built in 1930 and widened in 1964, is a 11-span steel I-beam structure with a concrete deck. The structure spans 567.7 feet with a 36.7 foot out-to-out width. It carries 11,000 AADT as of 2020. The existing bridge has deteriorated pier caps with bearing loss and deteriorating columns of the widened section throughout the length of the bridge. The inspection frequency was lowered to a 12-month cycle due to the observed bearing loss. This bridge is also scour critical as documented in the 2018 10 11 Final Scour Drainage Report and has a plan of action in place. The substructure is rated poor due to these defects, resulting in an overall bridge condition rating of poor and eligibility for BTE bridge replacement funds. J-18-M is a top tier candidate structure in the January 2024 BTE Bridge Prioritization Plan.

US 85 Over Fountain Creek in El Paso County
 (Old J-18-M) (New- TBD) (SAP Project # 26313)
 Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	BTE Supplement Action				Total Request	Revised Budget	Expended To-Date
			Year of Budget						
			FY 2024	FY 2025	FY 2026	FY 2027			
Design	FASTER Bridge	\$ -	\$ 500,100	\$ -	\$ -	\$ -	\$ 500,100	\$ -	
	Total Design	\$ -	\$ 500,100	\$ -	\$ -	\$ -	\$ 500,100	\$ -	\$ -
Total Project Budget		\$ -	\$ 500,100	\$ -	\$ -	\$ -	\$ 500,100	\$ -	\$ -
			Year of Expenditure				Total Request		
			FY 2024	FY 2025	FY 2026	FY 2027			
			\$100,000	\$400,100	\$0	\$0		\$500,100	

Region 2: I-25 NBND over US 160, County Road 10, and RR Spur (N-17-AC)

Staff is requesting \$500,400 to establish the design phase for structure N-17-AC which carries the northbound lanes of Interstate 25 at mile post 50.043 in Huerfano County near the Town of Walsenburg. The funding requested is expected to fund the project through final design. The existing structure, which was built in 1963, is a seven-span steel rolled I-beam structure with a concrete deck. The structure span length is 422.5 feet with a 34 foot out-to-out width. It carries 5,000 AADT as of 2020. The existing bridge has a fair-rated deck and poor-rated substructure. Patching of the pier caps performed during the 2008 rehabilitation are showing moderate delamination and spalling with exposed corroded rebar and areas of broken stirrups along pier caps affecting over 50% of the units. 50% of the columns were spalled with exposed corroded rebar and delamination. Based on these findings, the Substructure rating was lowered 4 in the most recent inspection on 1/20/2022 resulting in an overall bridge condition rating of poor and eligibility for BTE bridge replacement funds. N-17-AC is a top tier candidate structure in the January 2024 BTE Bridge Prioritization Plan.

I-25 Over US 160 Walsenburg in Huerfano County
 (Old N-17-AC) (New- TBD) (SAP Project # 26288)
 Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	BTE Supplement Action				Total Request	Revised Budget	Expended To-Date
			Year of Budget						
			FY 2024	FY 2025	FY 2026	FY 2027			
Design	FASTER Bridge	\$ -	\$ 500,400	\$ -	\$ -	\$ -	\$ 500,400	\$ -	
	Total Design	\$ -	\$ 500,400	\$ -	\$ -	\$ -	\$ 500,400	\$ -	\$ -
Total Project Budget		\$ -	\$ 500,400	\$ -	\$ -	\$ -	\$ 500,400	\$ -	\$ -
			Year of Expenditure				Total Request		
			FY 2024	FY 2025	FY 2026	FY 2027			
			\$0	\$420,300	\$80,100	\$0		\$500,400	

Region 3: I-70 West: Vail Pass Safety Improvements Project - Construction Package #5 (F-12-AS)

Staff is informing the BTE Board that the FASTER Bridge Safety Surcharge funding previously allocated to Construction Package #5 of the I-70 West: Vail Pass Safety Improvements project in FY 2024-25 and FY 2025-26 for the replacement of I-70 EBND over Polk Creek (F-12-AS) will be replaced with proceeds from the BTE Senior Infrastructure Revenue Bond Series 2024A transaction. Funding was originally approved by the BTE Board through Resolution #BTE-2023-09-02 on September 21, 2023. This funding swap is being performed to ensure a more efficient spend down of bond proceeds by allocating them to a project that is scheduled to begin construction in April 2024. The FASTER Bridge Safety Surcharge funding will be reallocated to advance planned projects in BTE’s capital construction program.

Vail Pass I-70 EBND Construction Package #5 in Eagle County
(Old F-12-AS) (New F-12-ASA) (SAP Project # 24896)
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	BTE Supplement Action					Revised Budget	Expended To-Date
			Year of Budget				Total Request		
			FY 2024	FY 2025	FY 2026	FY 2027			
Construction	FASTER Bridge	\$53,380,089	\$ -	\$ (28,265,531)	\$ (17,828,448)	\$ -	\$ (46,093,979)	\$ 7,286,110	\$ -
	2024A Proceeds	\$ -	\$ -	\$ 28,265,531	\$ 17,828,448	\$ -	\$ 46,093,979	\$ 46,093,979	\$ -
	Construction	\$53,380,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,380,089	\$ -
Total Project Budget		\$53,380,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,380,089	\$ -
			Year of Expenditure				Total Request		
			FY 2024	FY 2025	FY 2026	FY 2027			
			\$7,286,110	\$28,265,531	\$17,828,448	\$0	\$53,380,089		

Available Funding

If the Board approves the requested budget supplements for Region 2 for \$1,000,500 the remaining available FY2023-24 FASTER funds balance is \$21,190,051. The table below provides high-level transaction details for this BTE funding source.

**FASTER- Bridge Safety Surcharge Funding Balance, Fiscal Year 2024
BTE Funding Source, Year of Budget**

Starting FY Budget Balance	\$74,367,040
Year-to-Date Roll forwards or Project Savings	\$14,575,571
Approved Project Transactions (BOD, EMT or Staff Authority per PD 703)	-\$66,752,060
Pending Budget Supplement	-\$1,000,500
Remaining Available Balance	\$21,190,051

If the Board approves the requested budget supplement for I-70 West: Floyd Hill Construction Package #3 for \$44,054,900, the remaining available FY2023-24 2024A Infrastructure Revenue Bond funds balance is \$73,610,230. This balance accounts for the replacement of FY2024-25 and FY2025-26 FASTER Bridge Safety Surcharge funds previously budgeted to Construction Package #5 of I-70 West: Vail Pass Safety Improvements Project with bond proceeds. The table below provides high-level transaction details for this BTE funding source.

2024A Infrastructure Revenue Bond Funding Balance, Fiscal Year 2024
 BTE Funding Source, Year of Budget

Estimated Bond Proceeds	\$163,759,109
Savings	\$0
<i>(BOD, EMT or Staff Authority per</i>	<i>-\$46,093,979</i>
Pending Budget Supplement	-\$44,054,900
Remaining Available Balance	\$73,610,230

Next Steps

Approval of Proposed Resolution #BTE2 will allow for the following:

- 1) Staff will adjust the FY2023-24 BTE Budget Allocation Plan to account for the BTE Senior Infrastructure Revenue Bond Series 2024A Transaction, increasing BTE’s capital construction pool (BTE Budget Line 42) by \$163,759,108.65 and BTE’s administrative and operating activities by \$1,620,166.55 (BTE Budget Line 13)
- 2) Construction Package #3 of the I-70 West: Floyd Hill project will proceed to Construction-Agreed-Price (CAP) negotiations.
- 3) Region 2 will begin the design of US 85 over Fountain Creek (J-18-M) and I-25 over US 160, County Road 10, and RR Spur (N-17-AC).

Attachments

- 1) Amended FY2023-24 BTE Budget Allocation Plan
- 2) BTE Budget Workshop

Bridge and Tunnel Enterprise Fiscal Year 2023-24 Amended Annual Budget
Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538)

Line	Budget Item	Estimated	Proposed
1	Estimated Fiscal Year 2023-24 Revenue		
2	FASTER Bridge Safety Surcharge Fee	\$ 109,000,000	
3	Bridge & Tunnel Impact Fee	\$ 19,080,000	
4	Bridge & Tunnel Retail Delivery Fee	\$ 8,219,585	
5	Interest Earnings	\$ 1,800,000	
6	US Treasury Subsidy for Build America Bonds	\$ 5,148,202	
7	Federal Funds for 2010A Bond Debt Service	\$ 9,626,239	
8	Central 70 Conduit Issuer Fee	\$ 100,000	
9	2024A Infrastructure Revenue Bond Proceeds	\$ 165,379,275	
10	Total Estimated Revenue	\$ 318,353,301	
11			
12	Estimated Allocations		
13	Administrative & Operating Activities (Cost Centers B8800-538 and B88AD-538)		
14	Bridge and Tunnel Enterprise Staff Compensation		\$ (678,047)
15	Bridge and Tunnel Enterprise Program Support		\$ (900,000)
16	Attorney General Legal Services		\$ (50,000)
17	Annual Audit		\$ (35,000)
18	Travel Expenses		\$ (4,000)
19	Operating Expenses		\$ (4,000)
20	Trustee Fee		\$ (10,000)
21	Other consulting		\$ (100,000)
22	2024A Infrastructure Revenue Bond Expenses		\$ (1,620,167)
23	Total Administrative & Operating Activities		\$ (3,401,214)
24			
25	Support Services (Cost Center B88SP-538)		
26	Additional Project and Program Support Services		\$ (48,000)
27	Total Support Services		\$ (48,000)
28			
29	Maintenance (Cost Center B88MS-538)		
30	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ (825,000)
31	Total Maintenance		\$ (825,000)
32			
33	Preservation (Cost Center B88BP-538)		
34	Bridge and Tunnel Preservation		\$ -
35	Total Preservation		\$ -
36			
37	Debt Service and Availability Payments (B88AP-538)		
38	2010A and 2019A Bond Debt Service		\$ (17,181,000)
39	Central 70 Availability Payment		\$ (31,472,354)
40	Total Debt Service and Availability Payments		\$ (48,653,354)
41			
42	Construction Program		
43	Funding for Bridge and Tunnel Enterprise Projects		\$ (265,425,733)
44	Total Construction Program		\$ (265,425,733)
45			
	Total Fund 538 Revenues		\$ 318,353,301
	Total Fund 538 Allocations		\$ (318,353,301)
	Remaining Unbudgeted Funds		\$ -



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise Budget Workshop

Page 33 of 242 April 2024



Agenda

1. Bond Transaction Updates
2. Bond Proceed Allocations
3. Region 2 Safety Critical Bridges
4. Pending FY2024-25 BTE Budget Modifications
5. Next Steps





Bond Transaction Summary

- The BTE Senior Infrastructure Revenue Bond Series 2024A transaction is the first of three contemplated tranches totaling an estimated \$400M-\$500M in value that will be used to fund the CDOT 10-year Plan
 - Bond pricing held 4/2
 - BTE's new credit was well received by the market!
 - \$150,000,000 par value + \$15,379,275.20 premium = \$165,379,275.20 in total proceeds
 - 30-year term with final maturity December 2054
 - Credit enhancement was provided through bond insurance based on results of the breakeven analysis (debt service savings compared to insurance premium) = \$1M+ in estimated savings
 - Closing scheduled for 4/16
 - This month's budget supplement administratively adds inflexible revenue to the BTE FY24 budget to reflect the transaction's total proceeds.
 - BTE Board of Directors is being asked to approve a budget supplement that allocates bond proceeds to 10 year-plan projects.

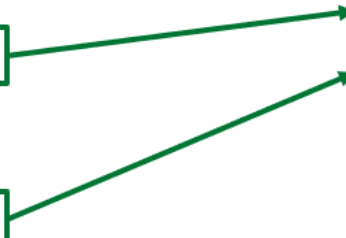


Bond Transaction Summary

Sources:	
Bond Proceeds:	
Par Amount	\$ 150,000,000.00
Premium	\$ 15,379,275.20
Total	\$ 165,379,275.20

Uses:	
Delivery Date Expenses:	
Cost of Issuance	\$ 677,750.00
Underwriter's Discount	\$ 487,500.00
Bond Insurance	\$ 454,916.55
Subtotal	\$ 1,620,166.55
Available for Capital Construction:	
Subtotal	\$ 163,759,108.65
Total	\$ 165,379,275.20

Budget Supplement Request:	
Administration and Operations	\$ 1,620,166.55
Capital Construction Program	\$ 163,759,108.65
Total Increase	\$ 165,379,275.20





Bond Proceed Allocations

- Supplement includes a Region 1 request for \$44M in bond proceeds to initiate the construction phase for Floyd Hill Construction Package (CP) #3
 - Includes BTE-eligible I-70 WB over Clear Creek, US6 (F-15-BL) and I-70 WB Ramp over Clear Creek to US 6 (F-15-BM)
 - 10-Year Vision Plan Project and Top Tier BTE Prioritization Ranking
 - \$18.4M in BTE funds previously budgeted to design and ROW phases
- Staff anticipate a future supplement for CP#4 which will complete the replacement of these structures and the remainder of the BTE eligible scope in the Central Segment of the project





Bond Proceed Allocations



- Resolution BTE_2023_09_02 approved in September 2023 authorized staff to budget \$53.4M in FASTER Bridge Safety Surcharge to Vail Pass CP #5
- Package includes the replacement of BTE eligible I-70 EBND over Polk Creek (F-12-AS)
- \$46.1M of these funds were advance budgeted from FY25 and FY26 due to funding constraints
- Staff are planning to replace the FASTER funds with bond proceeds to ensure a more efficient spend down of the bond proceeds
- No formal Board action required - For information only



Region 2 Safety Critical Bridges

I-25 NBND over US160/10, RR SPUR (N-17-AC)

- Poor-rated bridge located in Huerfano County
- Top tier candidate in Jan 2024 BTE Bridge Prioritization Plan
- \$500,100 in FASTER bridge safety surcharge to fully fund design phase
- Sister bridge (N-17-AD) currently in construction (54% complete)



US 85 over Fountain Creek (J-18-M)

- Poor-rated bridge located in El Paso County
- Top tier candidate in Jan 2024 BTE Bridge Prioritization Plan
- \$500,400 in FASTER bridge safety surcharge to fund preliminary design



Pending FY2024-25 BTE Budget Modifications

- Coordination with the Office of Financial Management and Budget is ongoing to incorporate the following modifications to the FY2024-25 BTE budget allocation plan
 - New debt service payments for the Series 2024A bonds
 - Subdividing the BTE capital construction line item between BTE-eligible 10-Year Plan Projects and Other BTE Safety Critical and Asset Management projects for additional transparency
- These modifications are expected to occur early in FY2024-25



Next Steps

- Continue to bring budget supplements to allocate the remaining bond proceeds
- Amend the FY2024-25 BTE Budget Allocation Plan
- Begin planning for the second tranche of BTE financing for the CDOT 10-Year Plan
 - Approximate issuance timing: Late 2024 to early 2025
 - Estimated funding gap for CY2025 projects: Approximately \$200M
 - Workshops expected to begin in August/September timeframe
- Evaluate potential refunding of outstanding Series 2010A Build America Bonds (BABs)
 - Several issuers have entered the market in recent months to refund BABs
 - Analysis of potential cost savings and other factors is ongoing
 - Staff will return to the Board with an update



COLORADO

Department of Transportation

Questions or comments?



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Katie Carlson, Financial Manager
Bridge and Tunnel Enterprise
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COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Jason Smith, Region 3 Director

Date: April 17, 2024

Subject: Region 3 Update

Purpose

To present a Region 3 update to the Transportation Commission.

Action

No action necessary; this is information only.

Background

Presentation on Region 3 engineering and maintenance areas, project accomplishments, and staffing. In addition, highlighting focus area/projects and measurements.

Attachments

Region 3 presentation.



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Department of Transportation

Region 3 - Northwest Colorado



Outline

- Region 3 Overview
- Program Accomplishments
- Staffing
- West Program Engineer Area
- Central Program Engineer Area
- East Program Engineer Area
- Traffic & Safety
- Culverts
- Section 2
- Section 6
- Local Agency Program
- Wildlife Projects



Region 3

S.T.R.I.V.E.S



Safety



Teamwork



Respect



Integrity & Value



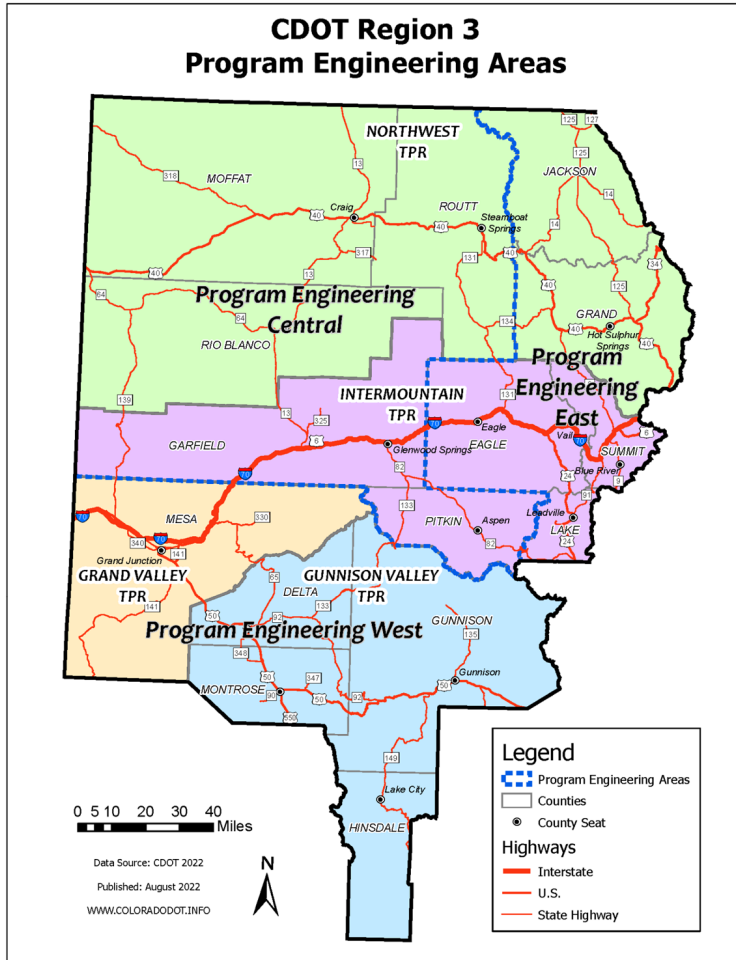
Excellence



Service



Region 3 Overview



- Largest region in square miles
- 4 TPRs, 1 MPO
- 15 counties
- 50+ municipalities
- 2 Maintenance Sections
- 3 Engineering Program Areas
- 590+ employees
- 5,161 lane miles of highway
- 706 bridges
- 20k+ culverts
- 13 mountain passes
- 7 tunnels
- 13 rest areas

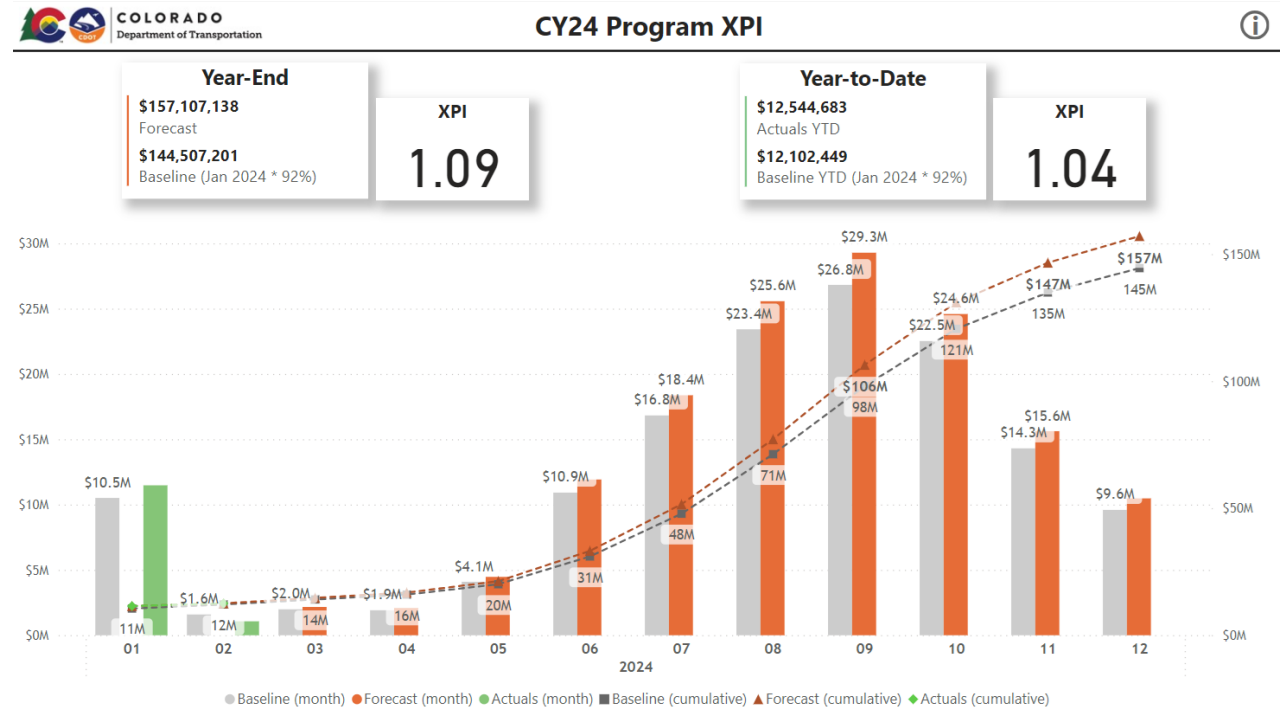


Region 3 Program Accomplishments

- Project Delivery
 - CY2023 XPI - 1.02
 - \$180M baseline
 - \$184M actuals

- CY23 - Advertisements
 - 21 CDOT projects

- Current Project Workload
 - 32 CDOT in Design
 - 35 Misc Projects
 - 30 Local projects budgeted
 - 19 New Local projects initiated





Region 3 Staffing

	FY23	FY24 (to date)
Total Outreach Events	25	16

	FY23	FY24	% Increase
TM I Annual Salary	\$40,144	\$50,830	26%+
TM I Monthly Salary	\$3,345	\$4,235	
TM I Hourly	\$19.30	\$24.44	

Housing Stipend	FY23	FY24
Eagle and Summit County	\$800/mo	\$2000/mo
El Jebel-Basalt	\$500/mo	\$2000/mo
Carbondale	\$500/mo	\$1000/mo

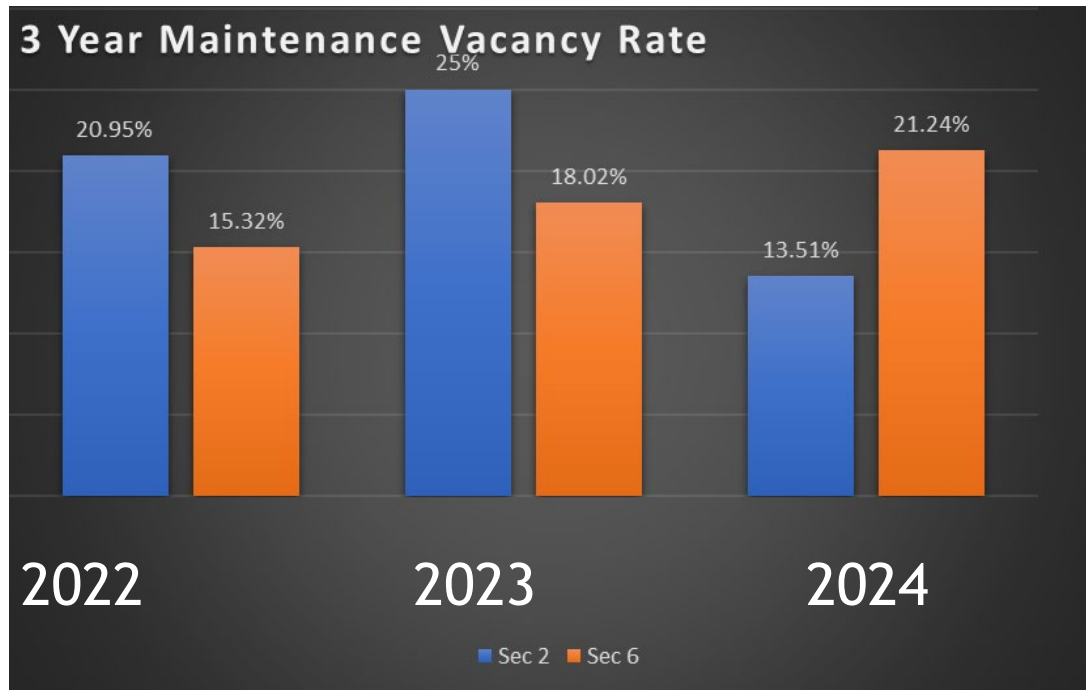
- Proactive Recruitment by Region Staff
 - Includes Secondary, Post-Secondary, and Community outreach events
 - 4 school districts; 4 colleges

- Housing Allowance and TM I Wages Increased
 - Big impact on the I-70 Corridor

- Future Plans with Support from DMO
 - Frisco
 - Steamboat Springs
 - Basalt/El Jebel
 - Edwards



Region 3 Staffing (cont.)



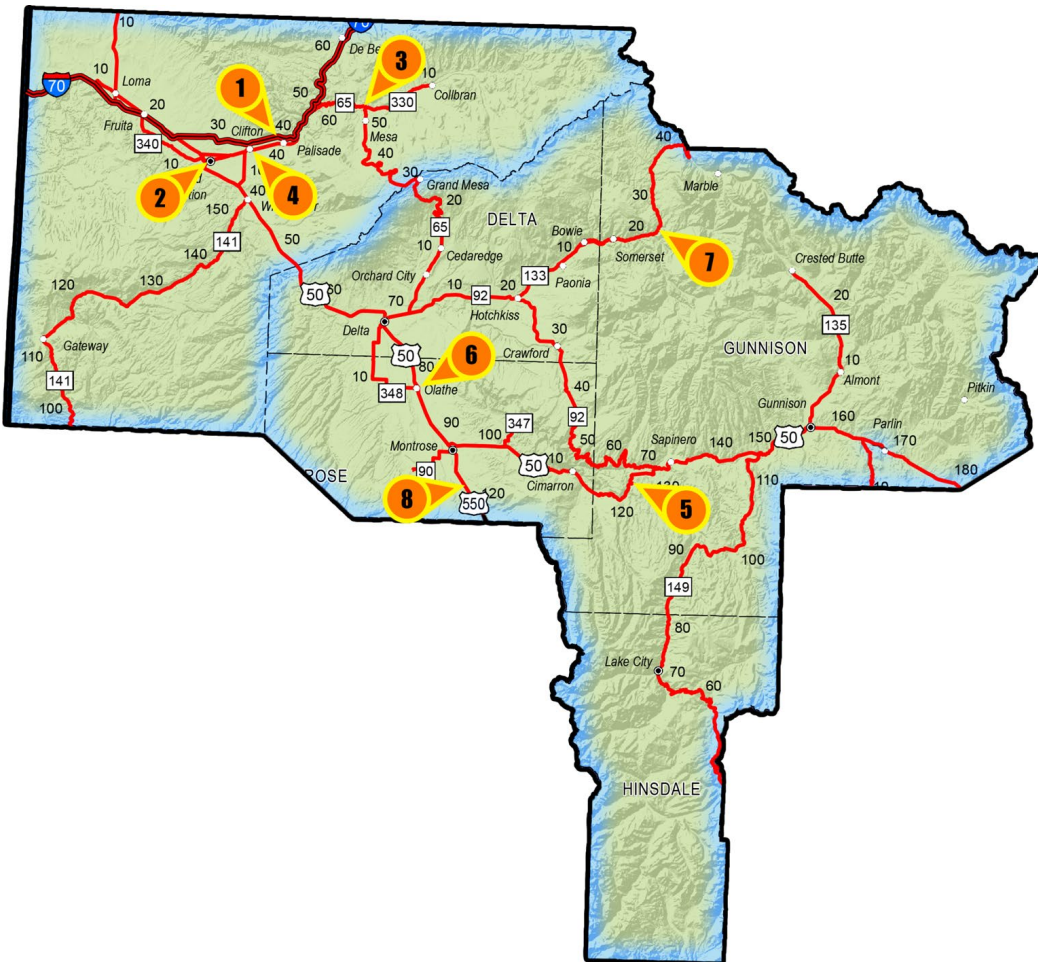
Region has improved overall vacancies

	FY22	FY23	FY24
Total Vacancies	112	130	96
Total Positions	579	592	599
Total Vacancy Rate	19.3%	22.0%	16.0%

- Includes all Maintenance, Engineering and Support staff



Program West Engineering



Projects

In Design

- 23611 CO 139 Douglas Pass (CFL)
- 24648 US 6 Palisade Roundabout (10yr)
- 24889 I-70 Exit 37 East Resurfacing
- 25020 US 6 Widening 22 Rd West
- 25460 Grand Junction Mobility Hub
- 25631 CO 340 Grand Ave to Redlands Pkwy
- 25637 I-70B East of 3rd St. Reconstruction (10yr)
- 22976 US 50 Delta Resurfacing Mile Marker 72 West
- 22992 CO 92 Rogers Mesa Widening Ph 1
- 25236 CO 65 Orchard City South Mile Marker 0-6.5 (RRR) (10yr)
- 25237 CO 348 Delta to Olathe Mile Marker 0-17 (RRR)
- 25798 CO 92 Rogers Mesa Widening Ph 2
- 26058 US 50 Cedar Creek Culvert Replacement
- 26312 US 50 Various Culverts

In Construction

- 1) 24889 I-70 Exit 37 East Resurfacing
- 2) 23583 I-70B South of Rood - Phase 6 (10yr)
- 3) 24509 CO 65 and CO 330 Mesa County Chip Seals
- 4) 21415 CO 6 Clifton Roundabouts
- 5) 20803 US 50 Blue Creek Canyon (10yr)
- 6) 24682 US 50 MP 77-86/US 50D MP 0-1.5 Olathe Resurfacing (10yr)
- 7) 24598 CO 133 Rockfall Mitigation
- 8) 22020 US 550 Montrose South (10yr)



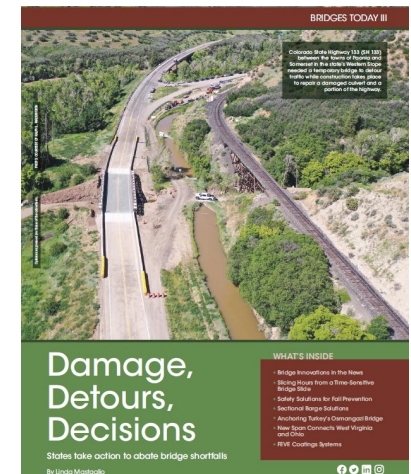
Program West Engineering (cont.)

CO 133 Emergency Culvert Repair

- Road closed on April 29, 2023 with only local traffic allowed on shoofly detour.
- Temporary Bridge open on June 19, 2023
- Successfully completed final repair on October 2, 2023

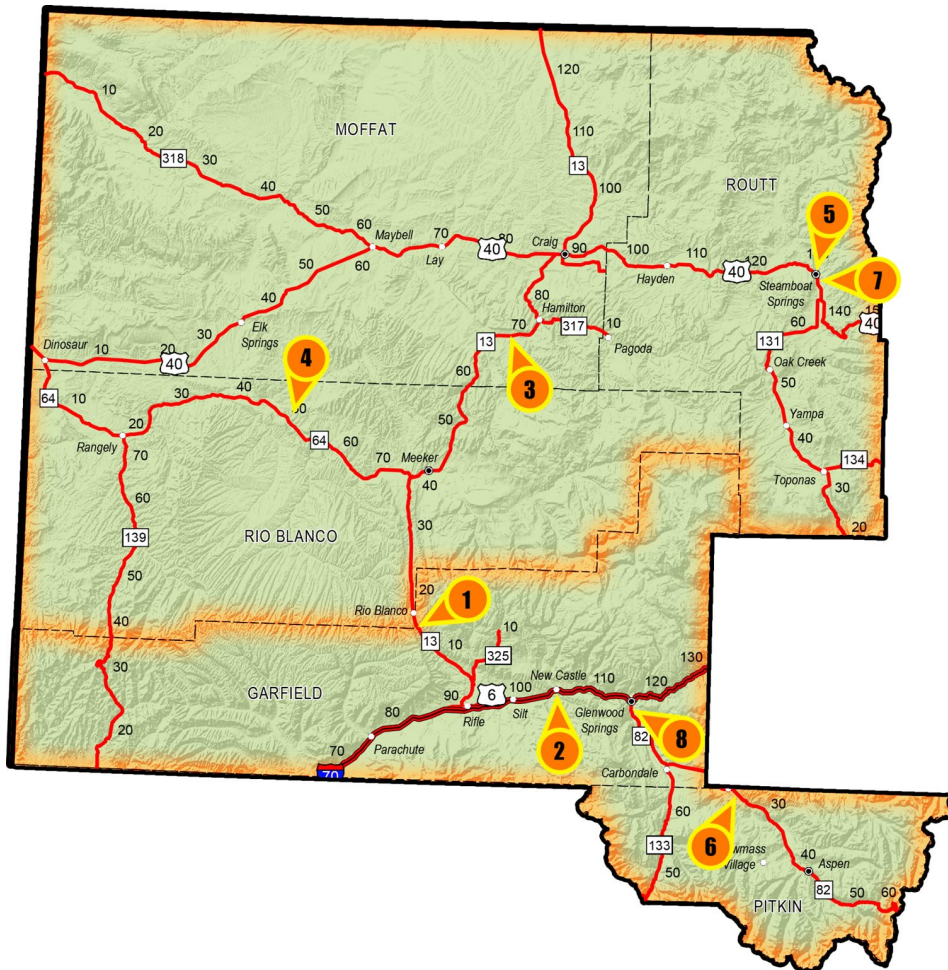


Recognized in Engineering News Record (ENR) Magazine





Program Central Engineering



Projects

In Design

- CO 13 F-05-R Scour Mitigation (Rifle)
- US 40 Wildlife Mitigation
- US 6 F-06-A Elk Creek Bridge (New Castle)
- CO 133 & US 6 Chip Seals
- US 40 & CO 394 Culvert Repairs
- I-70 Glenwood Canyon Modular Joints
- I-70 Glenwood Canyon TY 8 Rail Replacement
- CO 82 Rockfall Mitigation (Carbondale)
- US 40 Milner East & West (RRR)
- US 40 Passing Lanes (Craig to Steamboat)(10yr)
- CO 318 Beaver Creek Culvert Replacement
- CO 13 B-07-S Major Structure Replacements
- US 40 Shelton Ditch CBC Replacement

In Construction

1)	17881	CO 13 Garfield County Rio Blanco Hill (10yr)
2)	20169	I-70 Exit 105 Interchange and US 6 (10yr)
3)	21901	CO 13 & CO 317 Hamilton South Resurfacing (RRR)
4)	23061	CO 64 West of Meeker Bridges D-03-A & D-04-G
5)	24375	US 40 and Downhill Drive Signal (10yr)
6)	24678	CO 82 Snowmass Canyon Resurfacing
7)	24680	US 40 Steamboat PCCP Rehab
8)	25341	CO 82/27TH Underpass TAP RAISE



Program Central Engineering (cont.)



CO 13 Rio Blanco Hill Project

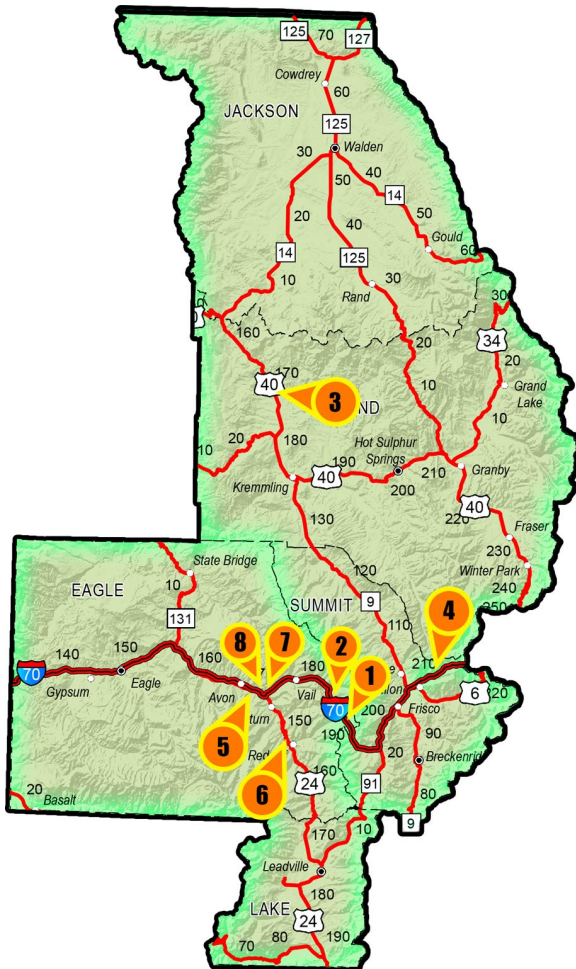
- Safety improvements on the project are designed to give motorists wider roads with shoulders to travel including a passing in the northbound direction, which will accommodate higher traffic volumes.
- Chain up areas will significantly improve safety for travelers and CMV's when weather conditions suddenly change.
- Two wildlife underpasses will help reduce wildlife-vehicle collisions.



**Critical CDOT
10-Year Plan
project**



Program East Engineering



Projects:

In Design

- I-70 HLT Creek Debris Flow MP 125.55 - 125.65
- I-70 Exit 203 Interchange Improvements MP 202.158 - 202.503 (10yr)
- I-70 East Vail Pass Wildlife Crossings MP 189-195
- I-70 Culvert Repair Silverthorne to Tunnel MP 205-213
- US 40 Red Dirt Hill Safety Improvements MP 215.9 - 219.8 (10yr)
- US 40 West of Kremmling shoulder Improvements
- US 40 Fraser Capacity
- US 9 Kremmling Bridge Replacement MP 136.5 - 138.5
- US 40 Winter Park MP 226.5-233 (RRR)
- US 24 Culvert Replacement MP 166 - 169
- I-70 Vail Wildlife Fence PH2 MP 173 -178.5
- CO 82 Twin Lakes MP 77 - 85
- US 24 N Leadville Rural Road Resurfacing MP 165 - 175 (RRR)
- I-70 Gypsum to Eagle Resurfacing MP 138- 155

In Construction

- | | | |
|----|-------|---|
| 1) | 24567 | I-70 Vail Pass Aux CP4 MP 179 to 190 (10yr) |
| 2) | 24896 | I-70 Vail Pass Aux CP5 MP 185 to 185.5 (10yr) |
| 3) | 22036 | US 40 N of Kremmling Passing Lanes MP 171.9 to 173.3 (10yr) |
| 4) | 24544 | I-70 Silverthorne to EJMT Phase 2 MP 206 to 214 |
| 5) | 23465 | US 6 Post Blvd Roundabout MP 171 |
| 6) | 24311 | US 24 South of Minturn MP 147 to 158 |
| 7) | 24015 | I-70 Dowd Canyon VSL MP 170 to 173 |
| 8) | 24321 | I-70 Dowd Canyon Wall Repair |



Program East Engineering (cont.)

I-70 Exit 203 to Exit 205 Auxiliary Lane

- Added a third lane I-70 EB for 3.5 miles between the Frisco and Silverthorne exits including widening 2 bridges, lighting improvements at the scenic overlook and wildlife fencing.
- Benefits include separating vehicles of differing speeds, reducing crashes and allowing for a buffer lane when an incident occurs resulting in less full closures.
- Benefits also include a deceleration lane for the Exit 205 EB off ramp and changing to a single lane exit at the Exit 205 EB offramp, which addresses the high craCO rate in this area by reducing conflict points.

**Critical CDOT
10-Year Plan
project**

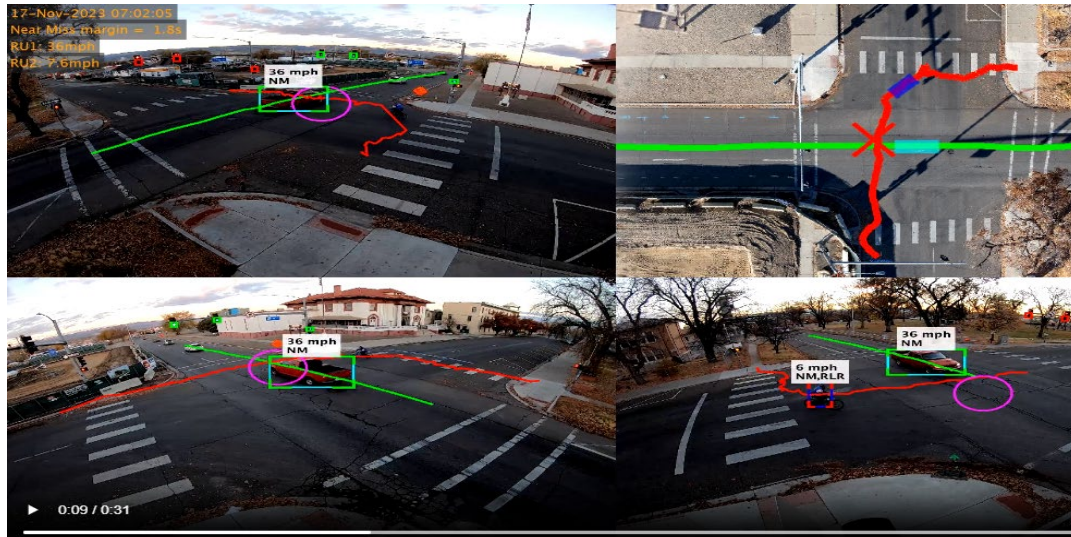




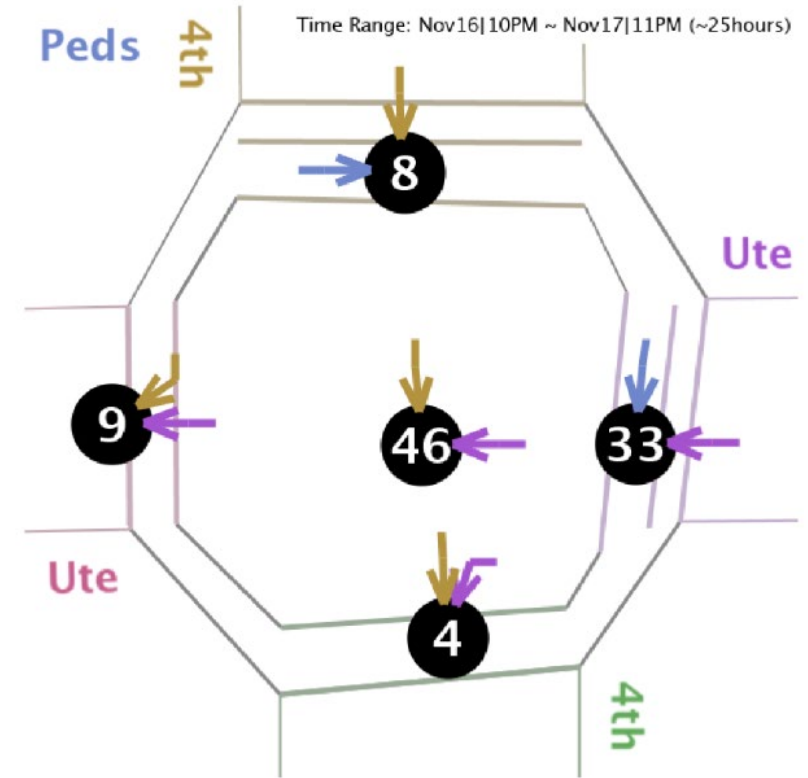
Traffic and Safety Engineering

A.I. Powered Safety Studies

- Near Misses
- Red Light Running
- Vehicle Speed
- Turning Movement Counts
- Crosswalk Usage
- Bike Counts
- Intersection Blocking
- Video Clips of Events
- Proposed Treatments



Near Miss Severity Summary Overlay | All interactions | 4th Ute





Traffic and Safety Engineering (cont.)

NEAR MISSES LOCATIONS AND VIDEOS

General Events with Video: Time Period: 2/29 6:44AM - 2/29 7:55PM PET: 0.7 - 4.9 Severity: 2.0 - 4.0

User 1 Type: all Approach: all Motion: all Speed: 4.2 - 26.0

User 2 Type: all Approach: all Motion: all Speed: 10.8 - 56.1

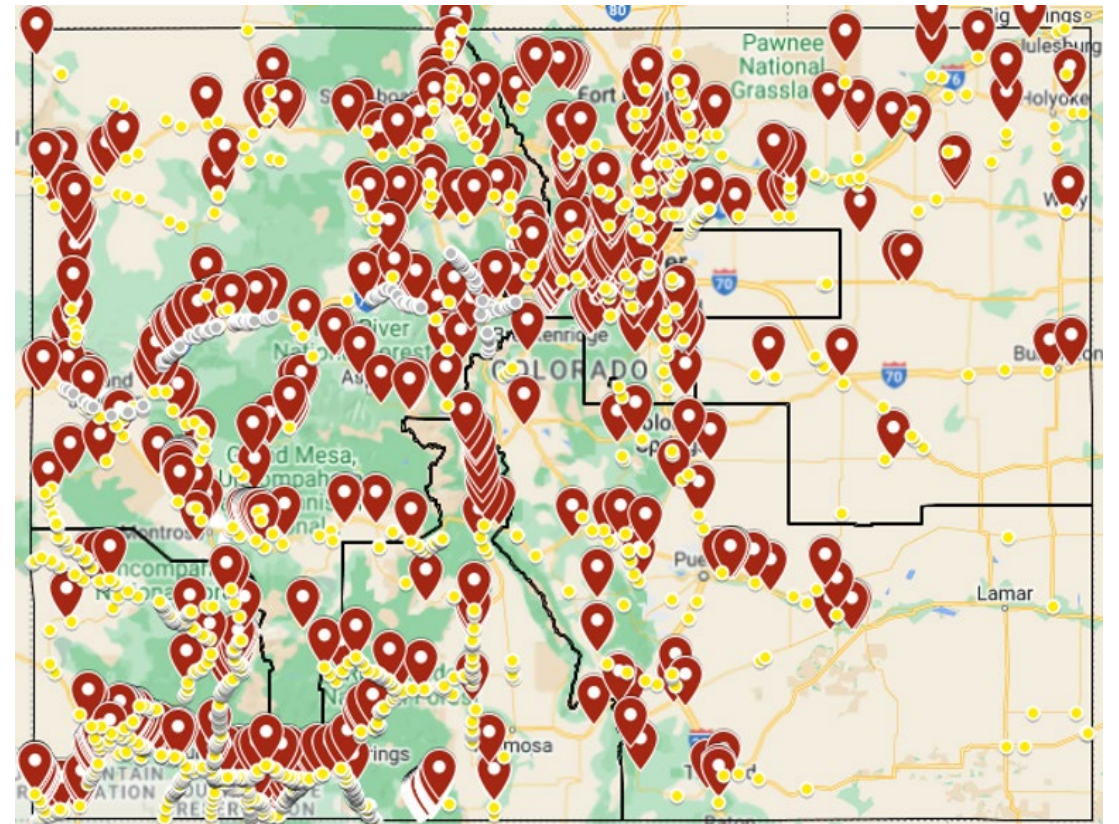
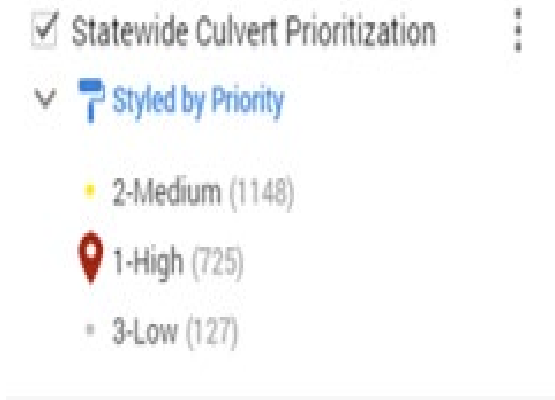
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Table				Overview				
	Id	PET	Severity	Event Type	Motion 1	Motion 2	Speed 1 (mph)	Speed 2 (mph)
<input checked="" type="checkbox"/>	1	4.1	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	17.9	27.1
<input type="checkbox"/>	2	4.8	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	24.4	24.7
<input type="checkbox"/>	3	3.3	2	Veh-Veh	EI Jebel Rd (SB)-Left	HWY 82 (EB)-Through	24.9	30.5
<input type="checkbox"/>	4	4.6	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	16.6	18.1
<input type="checkbox"/>	5	3.5	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	13.8	12.0
<input type="checkbox"/>	6	4.6	2	Veh-Veh	EI Jebel Rd (SB)-Left	HWY 82 (EB)-Through	22.9	27.4
<input type="checkbox"/>	7	0.7	4	Veh-Veh	EI Jebel Rd (SB)-Right	HWY 82 (WB)-Through	15.8	41.2
<input type="checkbox"/>	8	1.0	3	Veh-Veh	EI Jebel Rd (SB)-Right	HWY 82 (WB)-Through	20.1	56.1
<input type="checkbox"/>	9	4.4	2	Veh-Veh	EI Jebel Rd (NB)-Left	HWY 82 (WB)-Through	23.3	42.1
<input type="checkbox"/>	10	0.9	4	Veh-Veh	EI Jebel Rd (SB)-Right	HWY 82 (WB)-Through	22.8	42.7
<input type="checkbox"/>	11	0.8	4	Veh-Veh	EI Jebel Rd (SB)-Right	EI Jebel Rd (NB)-Left	12.7	29.1
<input type="checkbox"/>	12	4.7	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	17.4	15.4
<input type="checkbox"/>	13	4.9	2	Veh-Veh	EI Jebel Rd (NB)-Left	HWY 82 (EB)-Left	19.1	12.0
<input type="checkbox"/>	14	2.9	3	Veh-Veh	HWY 82 (WB)-Through	HWY 82 (EB)-Left	26.0	17.4
<input type="checkbox"/>	15	0.9	4	Veh-Veh	HWY 82 (FB)-Right	HWY 82 (WB)-Left	14.8	13.6

Rows per page: 25 1-25 of 71



Region 3 Focus Highlights Culvert Funds

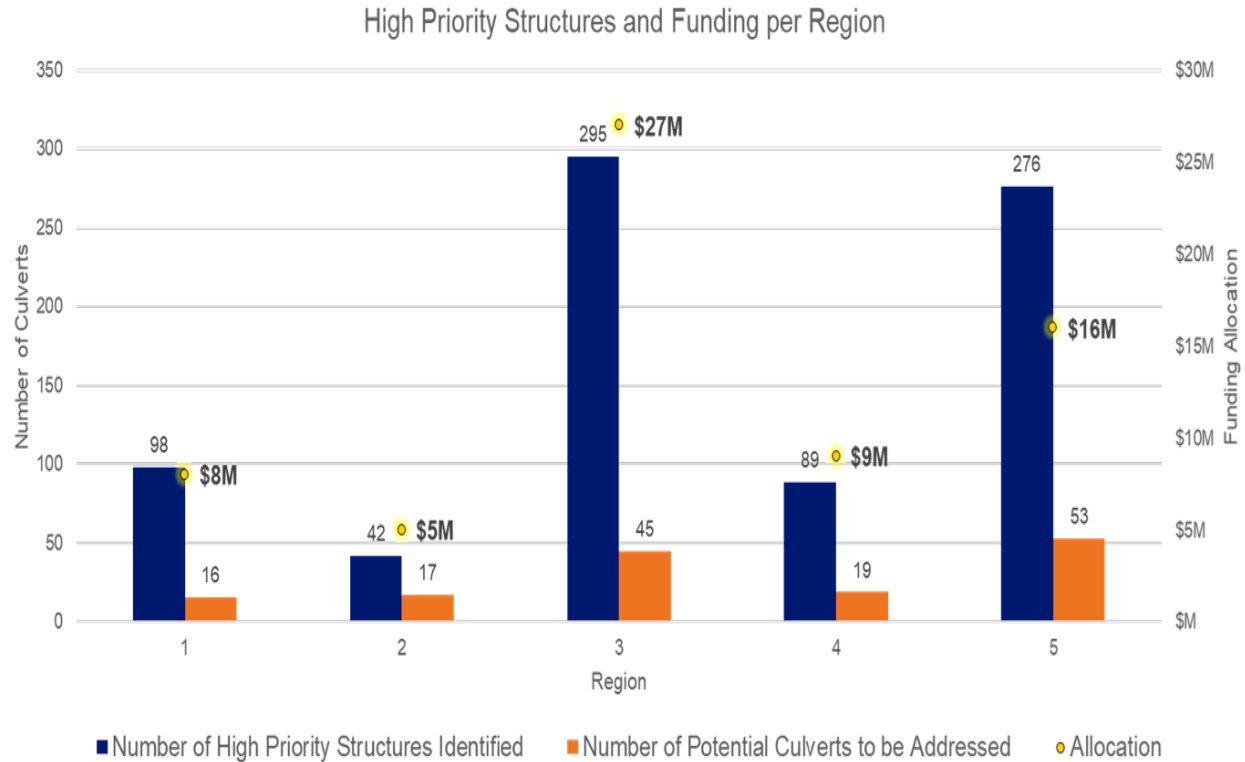


Priority	Cost Estimate	Number of Culverts*
1-High	\$261,622,224	703
2-Medium	\$55,430,470	144
3-Low	\$6,607,676	39
Total	\$323,660,370	886

*Only culverts with associated cost estimates have been included



Region 3 Focus Highlights Culvert Funds (cont.)



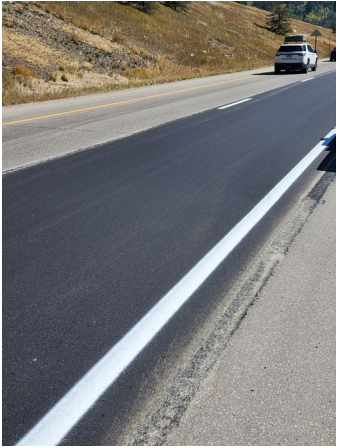
Region 3 Projects

- US 50 Cedar Creek Culvert Replacement
- US 50 Various Culverts
- I-70 Vail Pass Aux CP4 (added into project)
- I-70 Straight Creek Culverts
- CO 318 Beaver Creek Culvert Replacement
- US 6 Culvert (added into surface treatment)
- US 24 Culvert Replacement

Note that proposed allocations were determined based on needed funding to address high priority culverts, not just number of high priority culverts.



Maintenance Section 2



- Plowed 1,053,116 miles of roads this past year.
- Placed 20,366.7 tons of hot mix asphalt with a laydown machine.
- Hand patched 11,523.7 square yards of asphalt



- Paving M-Project 12,040 tons of asphalt in the right lane from top of Vail pass milepost 190 to Frisco Exit 203 for \$2.7 million that was approved by TC last year.
- Maintenance forces put down 1150 tons at various spot locations on Vail pass.
- Avalanche Missions- 2 on Vail pass; 6 on Grand Mesa

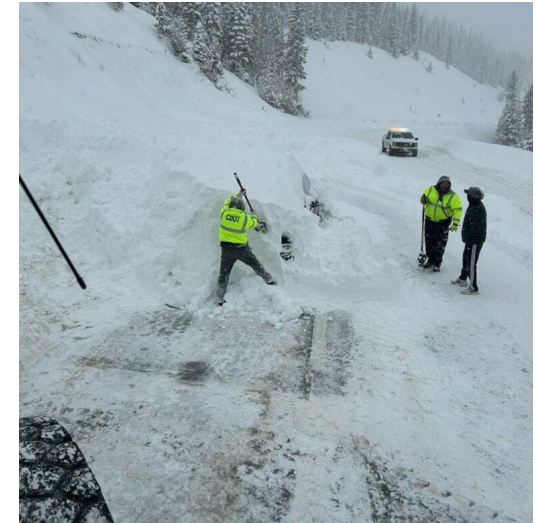




Maintenance Section 6



- Plowed 554,410 miles of road this past year.
- Challenges on US 40 Berthoud Pass
 - Bank Slides



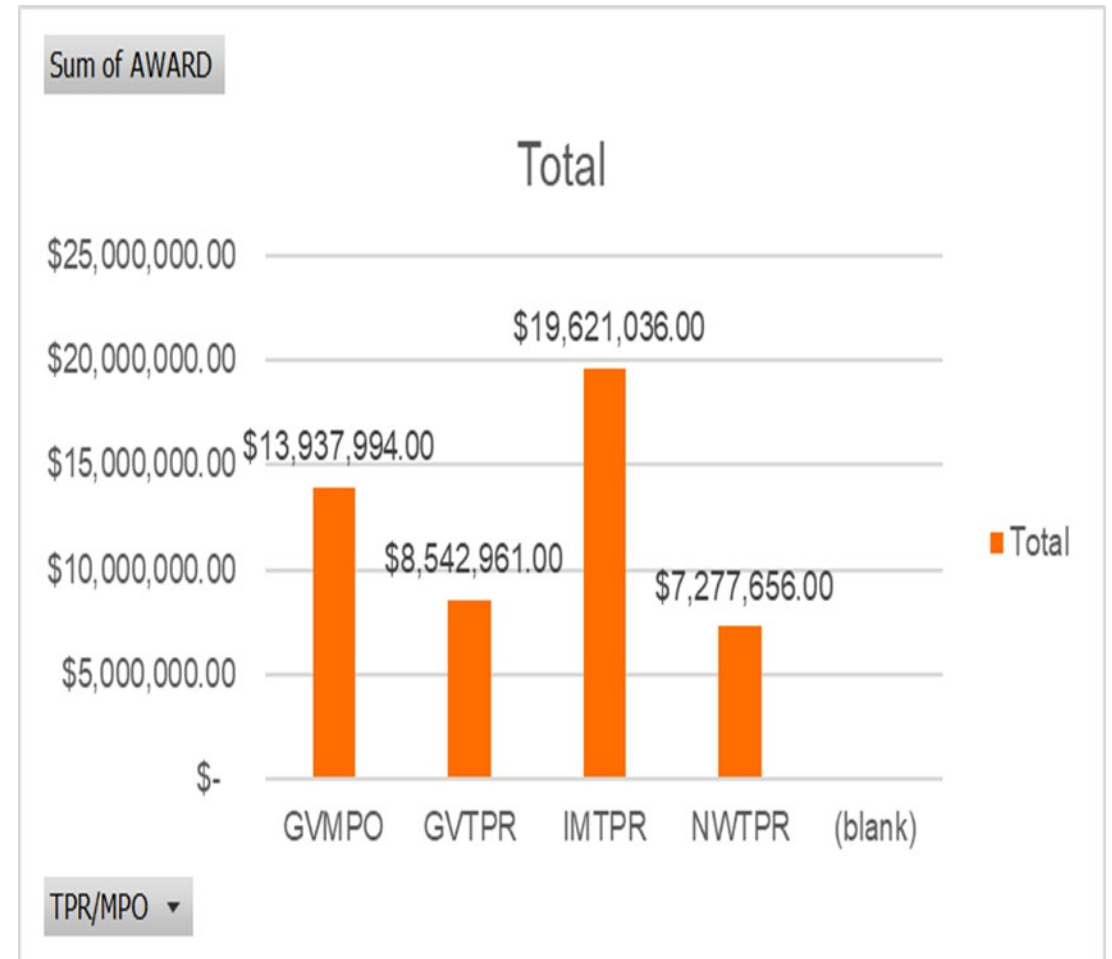
- Hot Mix Paving on CO 125 with CDOT Crew
 - \$982,500 in various machine patch locations between milepost 0 to 10.
- Crews placed 18,256 Tons of hot mix asphalt with paving machine.
- Hand patched 4,633 square yards of asphalt.





Region 3 Planning Local Agency Project Facts

- In 2019 the Local Agency Program
 - 16 STIP'd Projects
 - \$10 Million
- In 2024 the Local Agency Program
 - 52 New STIP'd Projects
 - \$50 Million
- This does not include two Federal grants totaling \$75 Million
- R3 is currently reorganizing/expanding their Local Agency Program in order to accommodate this recent growth





Western Slope Wildlife Prioritization Study

Western Slope Wildlife Prioritization Study

- Completed in April 2019
- Studied CDOT Regions 3 & 5
- Partners
 - CDOT
 - CPW
- Prepared by:
 - Jacobs
 - ECO-resolutions
 - Conservation Science Partners



CDOT Applied Research and Innovation Branch

CDOT Regions 3 and 5



WESTERN SLOPE WILDLIFE PRIORITIZATION STUDY

Final Research Report No. CDOT-SPR SW01-828



Prepared by
JACOBS

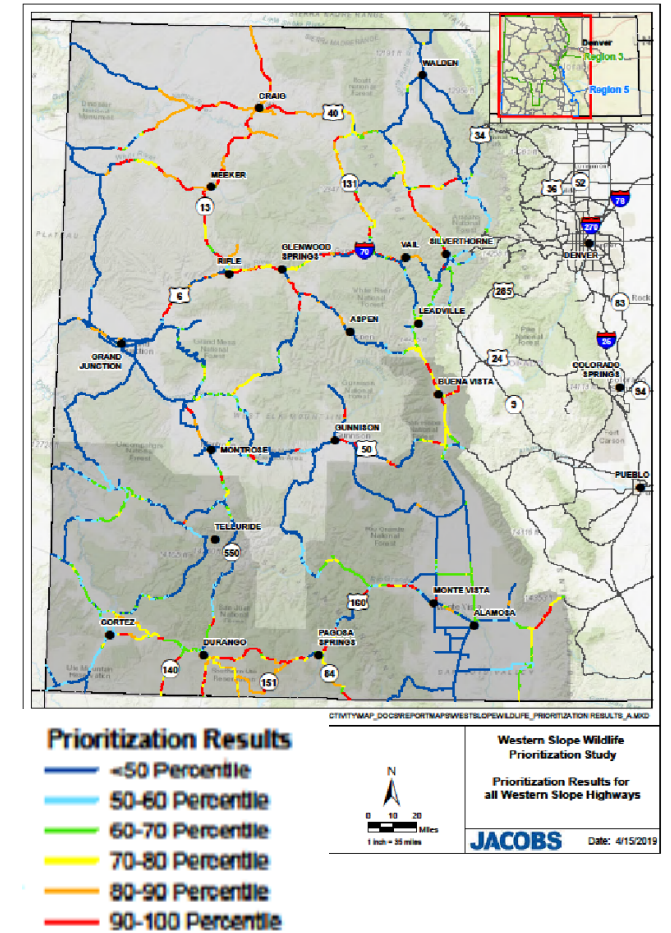
In association with
ECO-resolutions
and Conservation Science
Partners, Inc.

April 2019





Western Slope Wildlife Prioritization Study (cont.)





Region 3 Wildlife Mitigation projects

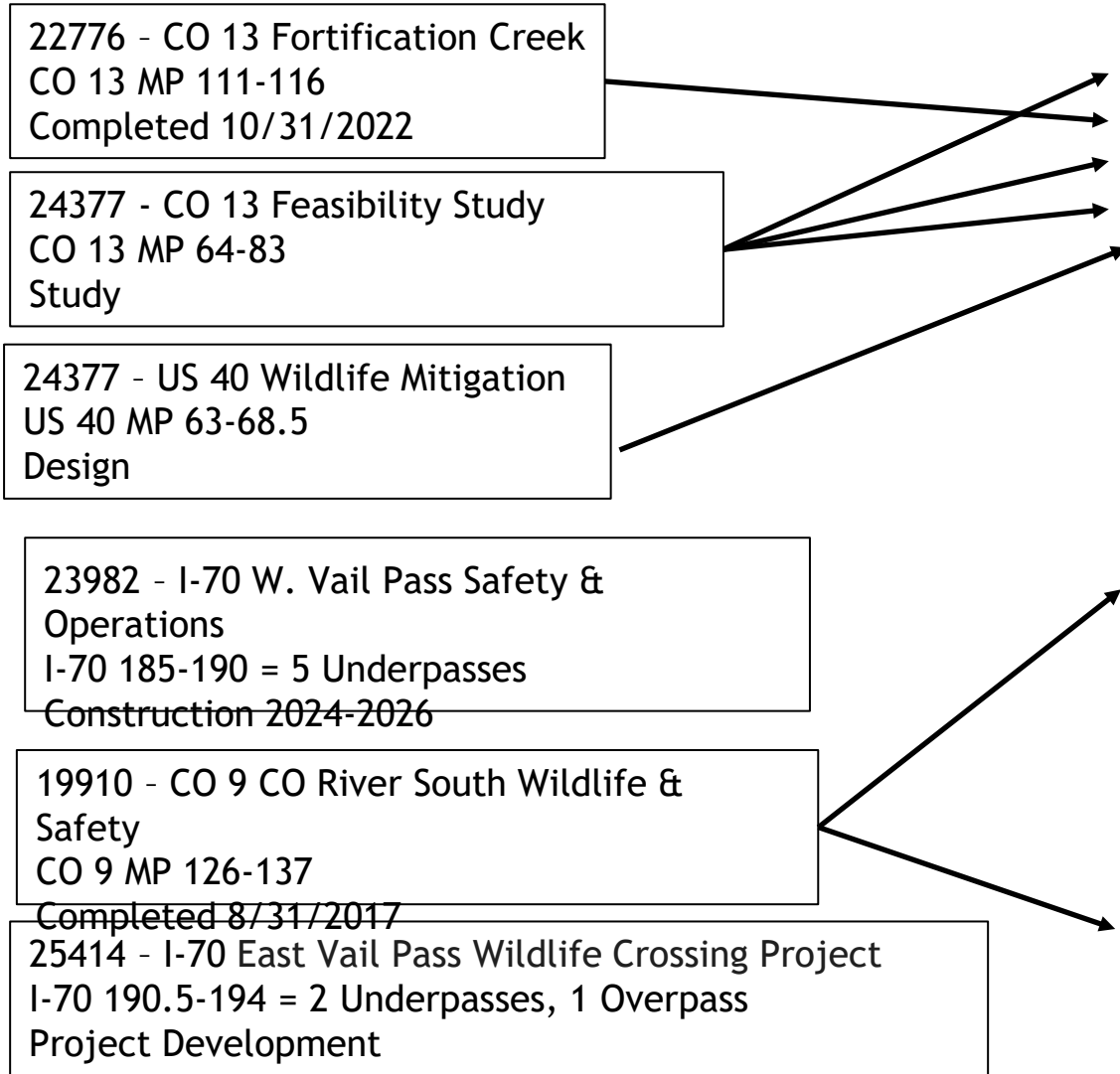


Table 3-1: WSWPS Prioritization Scores for Highest Priority Segments (Top 5 Percent) within Regions 3 and 5

Route	Milepost	Prioritization score	Percentile rank
CDOT Region 3 (Northwest)			
State Highway 13	58.5 to 70.5	26.07	98.92
State Highway 13	99 to 114	23.64	98.58
State Highway 13	73 to 75.7	23.53	98.60
State Highway 13	78 to 84	22.59	97.83
U.S. 40	61.9 to 71.5	22.34	97.63
U.S. 40	74 to 81	21.80	97.14
State Highway 64	59 to 68.5	21.61	97.22
U.S. 40	40.5 to 41.5	21.22	96.50
State Highway 13	118 to 120.5	20.80	96.40
State Highway 13	45 to 52.5	20.70	96.27
U.S. 40	93.7 to 106.5	20.63	96.29
I- 70	98.5 to 103	20.27	95.78
State Highway 9	136 to 136.6	20.18	96.00
State Highway 13	18 to 18.3	19.55	95.00
U.S. 40	192 to 194	19.51	95.00
State Highway 9	114.2 to 116.5	19.46	95.33
I- 70	131 to 132.5	19.40	95.00
U.S. 40	190 to 190.5	19.37	95.00
State Highway 131	57 to 58	19.34	95.00
State Highway 13	30.5 to 37.5	19.29	95.08
State Highway 9	128 to 134	19.29	95.00
I- 70	105.5 to 107	19.18	95.00
I- 70	1431 to 43.5	19.06	95.00
I- 70	96.5 to 97	19.04	95.00



Region 3 Wildlife Prioritization Study locations

How to Properly Size Wildlife Underpasses!

Challenge

Previous no specific methodology to size a wildlife underpass, and many experts just go with "bigger is better"

Innovation

A statistical analysis of success rates of existing wildlife underpasses to correctly size with cost and efficiency in mind.

Parts Used

PDF in Folder details statistics, an equation, and other data to implement this innovation

Benefits

- Saves money, improves safety
- Reduces environmental concerns
- Saved \$1.7 Million for the Wildlife Crossing on Vail Pass



This innovation used research findings to develop an approach for determining the optimal sizing for wildlife underpasses. The application of this to just one project, the West Vail Pass Auxiliary Lanes transportation construction project, saved \$1.7 million compared to the original design.

John Kronholm
Region 3



Region 3

Any Questions?

Thank you!



Transportation Commission Memorandum

To: The Transportation Commission

From: Kay Kelly, Chief of Innovative Mobility; Paul DesRocher, Director of DTR

Date: Wednesday, April 17, 2024

Subject: Transit Connections Study

Purpose

To provide an overview of the Transit Connections Study (TCS) project.

Action

Informational

Background

The TCS aims to provide a strategic vision for a statewide transit network as part of a transformational, interconnected multimodal system. This includes improving and expanding the Bustang Family of Services, adding passenger rail services and ensuring seamless connections between state-funded services and with local and regional transit/mobility providers. This study will inform CDOT's transit planning and investment decisions for the next decade. The TCS envisions a future where Colorado's transit system is:

- Comprehensive
- Accessible & Equitable
- Reliable
- Integrated
- Sustainable
- Fostering Strategic Growth

Next Steps

The TCS is anticipated to be completed by December 2024 and additional updates will be provided to the Commission as the project advances.

Attachments

2024-04-17 Transit Connections Study Presentation



COLORADO

Department of Transportation

Transit Connections Study Status



Transit Connections Study Executive Summary

The Transit Connections Study (TCS) aims to provide a strategic vision for a statewide transit network as part of a transformational, interconnected multimodal system.

This includes improving and expanding the Bustang Family of Services, adding passenger rail services and ensuring seamless connections with local and regional transit/mobility providers. This study will inform CDOT's transit planning and investment decisions for the next decade.



Transit Connections Study Objectives

The TCS envisions a future where Colorado's transit system is:

- **Comprehensive:** Providing a connected network of services across the state, focusing on key corridors.
- **Accessible and 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, and First Mile/Last Mile (FLM) solutions.
- **Sustainable:** Considering operational costs alongside capital needs to ensure long-term financial viability and strategic investments.
- **Fostering Strategic Growth:** Encouraging denser development near transit hubs, reducing car dependence and emissions but also maximizing infrastructure use for a sustainable future.



Major Project Elements

Current State of Transit

- Snapshot in time of transit services and service experience
- CDOT bus and rail, major transit partners, and inter-regional providers
- Current State of Transit Report and Story Map

Outreach

- Gather agency planning information for gap analysis
- Review gap analysis results with communities and interest groups
- Outreach to intercity, regional, and key local transit providers

Gap Analysis

- Interconnection between services, bus and rail
- Innovative deployments extending first/last mile to serve transit deserts
- Financial forecast to maintain and extend state services

Recommendations

- Transit Priorities Framework and Final Report
- Transit Connections Story Map
- Bustang Services Expansion



Key Tasks and Deliverables

Key Tasks

Current State of Transit

- Literature review of existing transit routes and plans within Colorado
- CDOT outreach to key transit partners: RTD, RFTA, Summit Stage, Grand Valley, SMART, Transfort, Eagle, Durango, Mountain Metro, Pueblo Transit, Amtrak and Greyhound

Gap Analysis

- Assessment of current transit service interconnections, population coverage, and transit deserts
- Financial analysis on costs of providing services in identified gaps
- Outreach to gap communities/service

Deliverables

Final Report

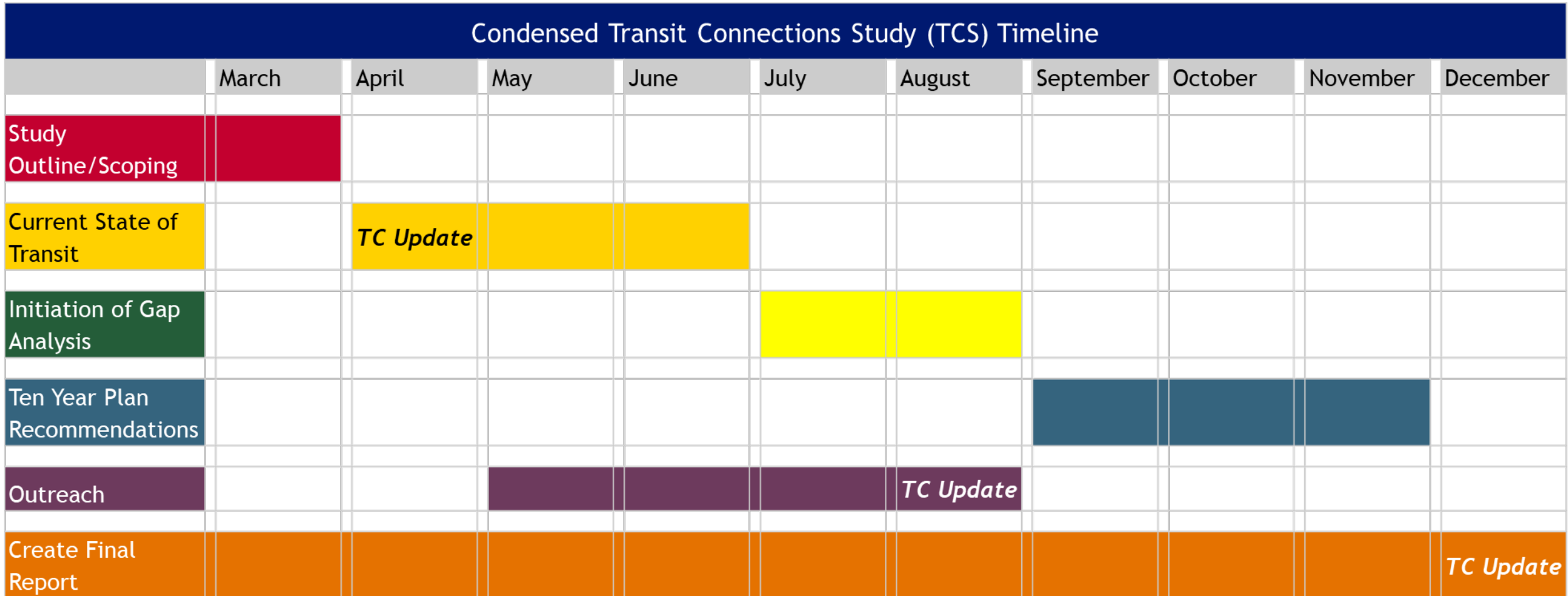
- Current state of transit, gap analysis, assumptions, resource needs, and recommendations

Transit Evolution Story Map

- Public facing mapping of all major transit and interconnections within CO
- Timephased to show growth of current transit plans over time



Project Phases/Schedule





Transportation Commission Memorandum

To: The Transportation Commission
From: Bob Hays, Deputy Chief Engineer
Date: Wednesday, April 17, 2024

Subject: Central 70 Overview

Purpose

To provide an update to the Transportation Commission on the Central 70 Project.

Action

No Action is being requested

Background

As CDOT's largest infrastructure project in history, the \$1.2 billion public-private partnership project involved reconstructing 10 miles of Interstate 70 (I-70), adding an express lane in both directions, removing a 50-year-old viaduct, lowering the interstate below grade between Brighton and Colorado Boulevards, and installing a four-acre cover park over a portion of the lowered interstate. The Project was constructed in a missed industrial and residential area north of downtown Denver carrying over 200,000 vehicles per day with limited available right-of-way. I-70 is a major east-west artery for the Denver area connecting downtown and the airport. The Project crossed several environmental justice communities and two superfund sites. The Project also implemented numerous innovative mitigations, including remodeling of a neighborhood school and a \$2 million contribution to an affordable housing fund. The Project required a complex phasing approach to limit impacts to the traveling public and the surrounding neighborhood and businesses. Construction began in 2018 and was completed in late 2022.

Next Steps

None

Attachments

Central 70 Presentation for TC 4-17-24



COLORADO

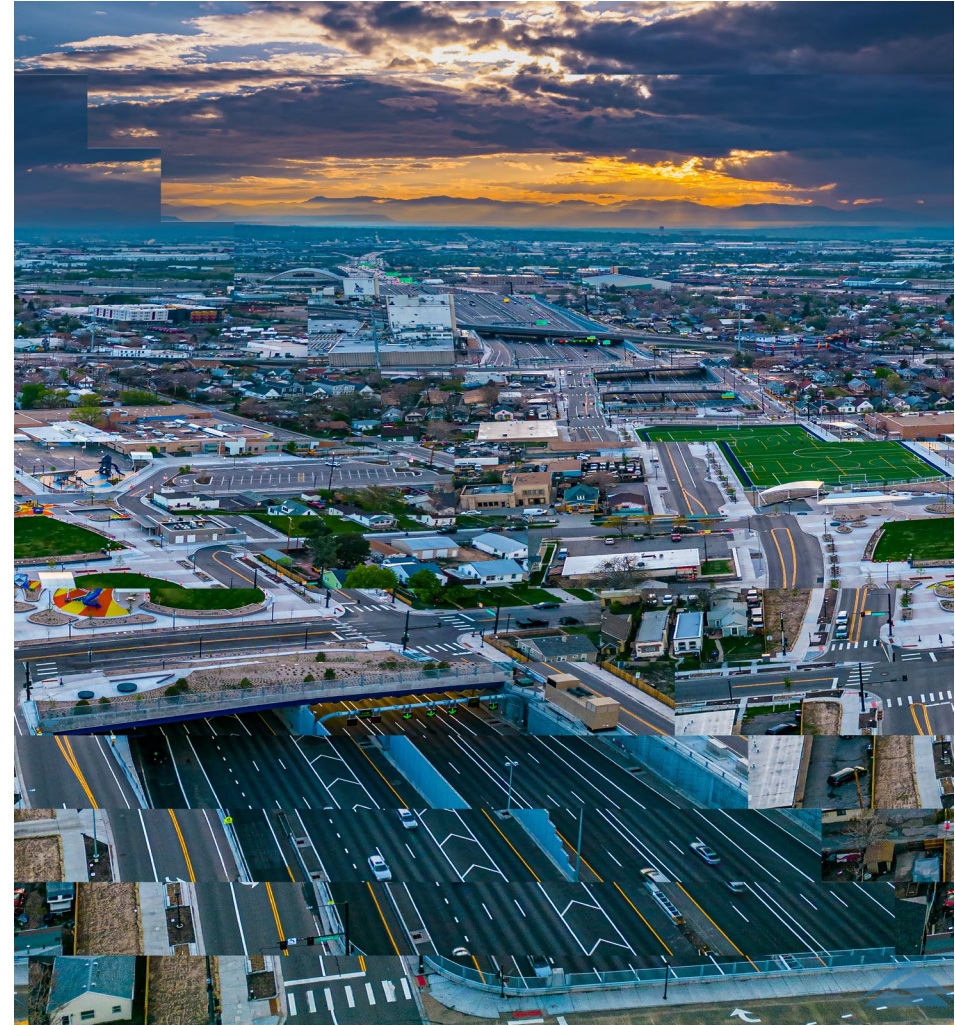
Department of Transportation

Central 70 Project



- Add one Express Lane in each direction
- Remove the 57-year-old viaduct and lower the interstate
- Construct a new 4-acre park over the interstate
- Reconstruct 20 bridges
- Enhance safety of the corridor







Central 70

SINCE THE AUGUST 2018 GROUNDBREAKING, CREWS HAVE MADE INCREDIBLE PROGRESS ON CENTRAL 70, COLORADO'S LARGEST TRANSPORTATION PROJECT.

FINAL NUMBERS DECEMBER 2022







Caption: Dust mitigation during the viaduct demolition as part of the Project's robust environmental protection efforts.



- Goal: to connect local communities to economic benefits and long-term careers.
- CDOT partnered with employment platform WORKNOW and Kiewit Meridiam Partners to help residents from 13 zip codes surrounding the Project find work on the Project.
- By Feb. 2021, 600 local workers contributed over 760,000 hours to the Project, which surpassed the goal.
- CDOT's contract with KMP required 200,000 training hours to be provided to employees in the skilled craft. The OJT goal was surpassed in October 2020.









COLORADO

Department of Transportation

Thank you!

Transportation Commission Memorandum

To: The Colorado Transportation Commission.

From: Piper Darlington, Colorado Transportation Investment Office Director.

Date: March 21, 2024.

Subject: Burnham Yard Update

Purpose

To provide a update to the Transportation Commission on the Burham Yard property.

Action

No action is being requested.

Background

For close to 150 years, Burnham Yard was a central agent of economic activity for the Denver Metro region. The land was acquired in 1871, five years before Colorado became a state. Throughout the latter part of the 19th century and for most of the 20th century, the Yard was a driving force of economic activity, vitality, and commerce. It served as a repair, refueling, maintenance, manufacturing, and storage facility for Denver and Rio Grande Western Railroad (DRG&W), Southern Pacific (SP), and then Union Pacific Rail Road (UPRR) activities over the past century and a half and employed hundreds of individuals in the Denver Metro area.

With the turn of the 21st century, Burnham Yard's importance as an economic engine became less pronounced and other modes of freight and individual transportation rose to primacy. The UPRR decommissioned Burnham Yard in 2016 and in July of 2019 the UPRR released a Request for Qualifications (RFQ) for the Burnham Yard Redevelopment to identify qualified teams and solicit interest in the 60-acre parcel of land. Following a two year process, CTIO partnered with CDOT to successfully purchase the site in May 2021 for \$50.0 million.

To fund the purchase, CTIO borrowed \$40 million and entered into an Intra Agency Agreement (IAA) with CDOT under which CDOT contributed \$15.0 million. Under the IAA approximately \$5 million is used to cover environmental, land use planning, transportation planning and/or other costs to be spent during the next three to five years on improvements to the property, which would be expected to increase property value and facilitate a disposition to a developer. Under the IAA, CDOT and CTIO anticipate retaining around 15 acres for future transportation uses.

Current Details

In late 2022, CTIO and CDOT initiated a transportation planning study to determine track alignments through the site. See the attached presentation for an update on the process and initial takeaways from the transportation planning study.

Next Steps

CTIO and CDOT will finalize the transportation planning study and will provide an update to the Transportation Commission and the CTIO Board later this year.

Attachments

Burnham Yard Update power point





About Burnham Yard

- The site is adjoining the La Alma-Lincoln Park neighborhood of central Denver and lies between four of Denver's main road arteries: I-25 to the west, Santa Fe Drive to the east, Colfax Avenue to the north, and 6th Avenue to the south.
- The roughly 60-acre property is approximately 1.05 miles long and extends from 13th Avenue at its northern extent to 4th Avenue at the southern.
- The site is bounded by RTD light rail lines and a mixture of industrial properties to the west.





Burnham Yard- Ownership Details

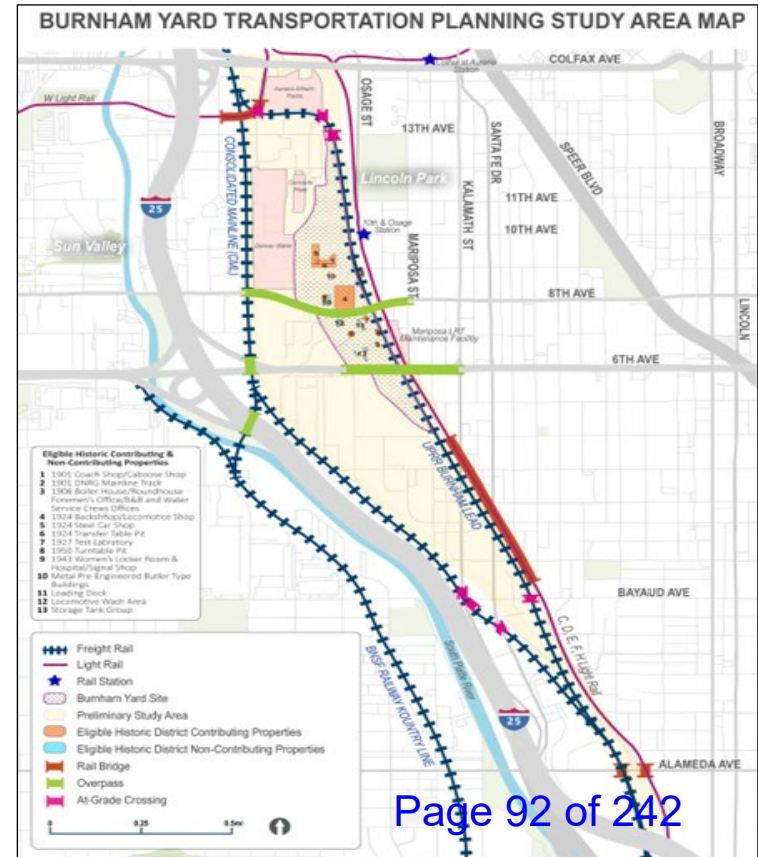
- The site was put up for sale in 2019 and CTIO purchased the property in May 2021 for \$50.0 million.
- As part of the purchase, CTIO and CDOT entered into an Intra-Agency Agreement and lease agreement for \$15.0 million, which covered initial rent for 5 years.
- CDOT initial indicated that the transportation related parcels to be retained would be roughly 15 acres and would determine final boundaries within 3 and a half years.
- CTIO would then sell the remaining 45 acres and use the proceeds to pay of the loans it secured to buy the property.
- A transportation planning study to determine track alignment was initiated in October 2022.





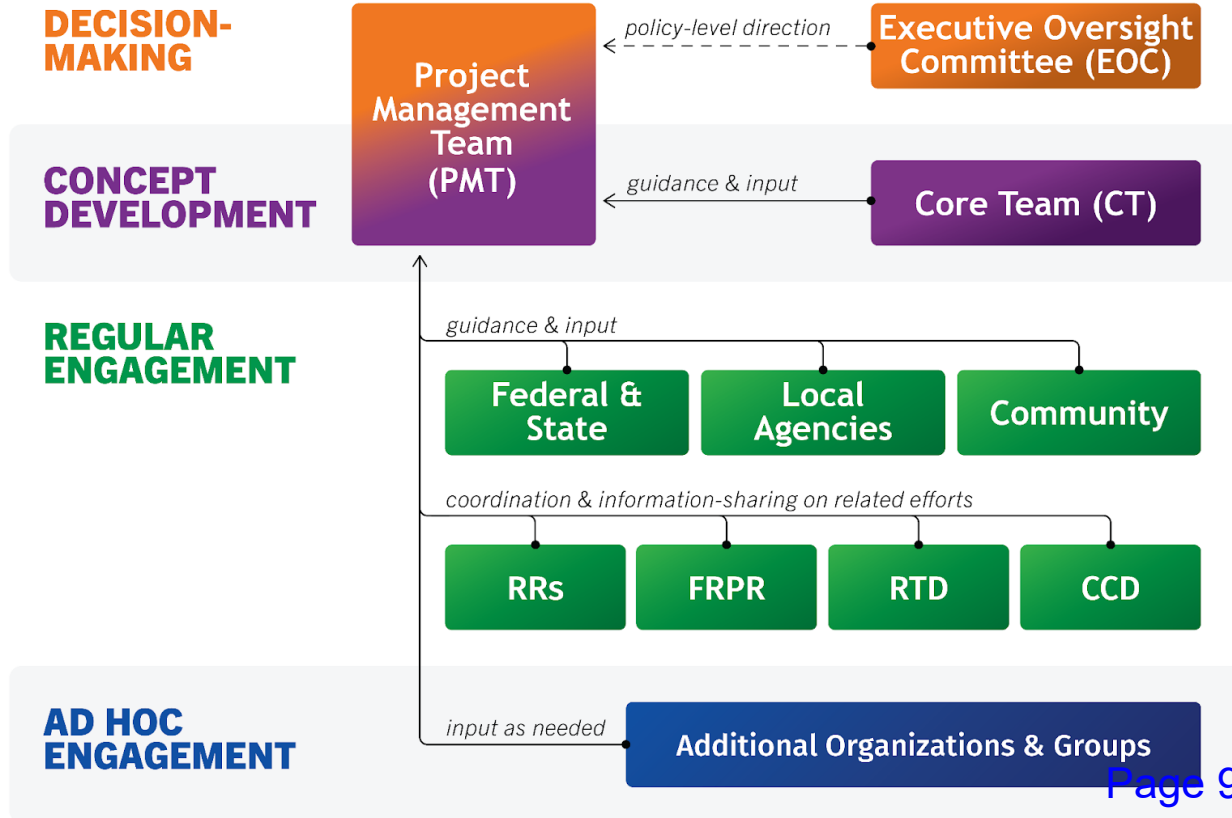
Track Alignment Project Vision

The Burnham Yard Transportation Planning study will recommend one or more track layout alternatives for the relocation of the Consolidated Main Line (CML), expansion of RTD light rail, and provision of Front Range Passenger Rail (FRPR) right-of-way within Burnham Yard and the surrounding areas. The process will carefully consider environmental conditions and key stakeholder input to select alternative(s) that improve local and regional transportation options and provide opportunities for reuse of the site to support future development.





Engagement Framework





Stakeholder Engagement Process

Core Team

- CTIO, CDOT, DPA, City of Denver, RTD, BNSF, UPRR, FRPR
- Oversaw project development through 10 monthly meetings

Community Stakeholders

- Elected officials, Government agencies, agencies within CCD, area businesses, advocacy Groups and Registered Neighborhood Organizations
- Initial round of 13 interviews to inform the technical work
- Two Information Sessions engaged stakeholders in an open house-style meeting with information stations





Initial Study Findings

- **Noise and Vibration Impacts:** Moving FRPR closer to the La Alma-Lincoln Park and Baker neighborhoods creates substantial noise and vibration impacts to these low income and minority neighborhoods.
- **Minimal Operational Benefit:** FRPR did not identify a substantial benefit by having separate tracks in this area - and could very likely operate on the CML as they intend to do along most of the front range.
- **Burnham Area is expensive and complex:** FRPR will need some additional tracks along the front range for passing and staging trains, but they would ideally be looking for locations that have cheaper right-of-way costs and less complex surrounding infrastructure.
- **Safety Investments Benefit all Users:** All heavy freight and passenger rail modes would benefit if grade separation or other safety improvements at 13th Avenue, Santa Fe Drive, and Kalamath Street.



Next Steps

- As required by statute, the Department of Personnel and Administration (DPA) Public Private Partnership (P3) Office is continuing work with the community on a master plan to guide future development for the Burnham Yard site.
- The City and County of Denver is considering additional planning to set the stage for entitlements and other regulatory steps necessary for rezoning and redevelopment on the site.
- CDOT and CTIO will finalize the transportation planning study and provide an update to the Transportation Commission and CTIO Board later this year.



COLORADO
Department of Transportation

Memorandum

To: Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development
Jamie Collins, Division of Transportation Development

Date: April 3, 2024

Subject: Information Regarding the STIP Public Hearing and Public Comment Period for the FY2025 - FY2028 Statewide Transportation Improvement Program

This memo serves as the formal request to open the STIP Public Hearing during the Transportation Commission's regular meeting on April 18, 2024.

The STIP is a four-year plan of transportation projects and is developed pursuant to 23 U.S.C. 135. At this time, the Draft FY2025 - FY2028 STIP has been released for public review and comment. As part of the comment period, the Transportation Commission holds a public hearing to allow for further comments on the plan. The public hearing will take place during the Commission's regular meeting on April 18, 2024, concurrent with the rest of the agenda. The public comment period will close on May 10, 2024.

Comments regarding the STIP may be submitted to Jamie Collins, STIP Manager, at jamie.collins@state.co.us. The Draft STIP can be found on the external CDOT website here: <https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>.

Staff will return to the Commission in May to request adoption of the FY2025 - FY2028 STIP.



COLORADO

Department of Transportation

Statewide Transportation Improvement Plan (STIP)

An Overview

April 2024
Page 98 of 242



Long-Range Plans

- **Statewide Transportation and Transit Plans** are essentially the “mother plans” that identify goals, focus areas, priorities over a time horizon of 20+ years. The transit plan is created in tandem with the Statewide Plan.
- **Regional Transportation and Transit Plans** are developed for each of the 15 TPRs. The Statewide Transportation & Transit Plan aggregates the themes from the regional transportation and transit plans.

10-Year Plan considers the goals, focus areas, and priorities from the long-range plans above and identifies strategic projects that best support that collective vision over the next decade.

4-Year Statewide Transportation Improvement Program represents funded projects over a 4-Year time period.

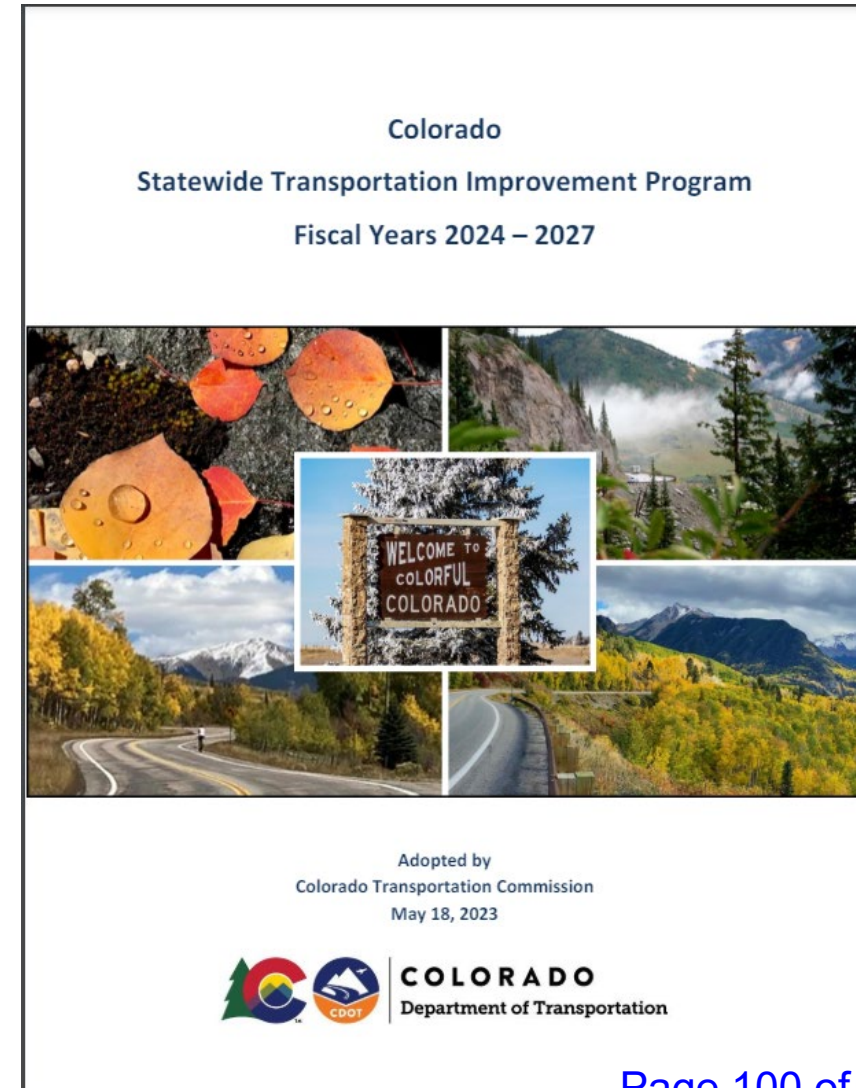
These plans work together to take CDOT from a statewide vision to achievable reality.



What is the STIP?

The Statewide Transportation Improvement Program, or “STIP,” is a:

- Federally-required, fiscally constrained, statewide multimodal program of transportation projects that is developed in collaboration with:
 - CDOT Regions
 - Metropolitan Planning Organizations (MPOs)
 - Transportation Planning Regions (TPRs)
 - Transit Providers
 - Counties via the Project Priority Programming Process (4P)
- Rolling 4-Year list of funded projects
 - Current STIP covers FYs 2024-2027





What is in the STIP?

Regionally Significant Projects

- Stand-alone projects serving regional transportation needs and of significant scale to be typically included in transportation demand modeling for air quality emissions analysis and identified individually in the STIP.
- Large-scale
- May require significant environmental impact analysis
- Identified individually in the STIP
- Examples of regionally significant projects would be projects like I-25 North and Floyd Hill.



What is in the STIP? (Cont.)

Non-Regionally Significant Projects

- Project is not on the same scale as Regionally Significant
- Grouped in the STIP under a designated Pool or Regional Program Pool
- Examples of non-regionally significant projects would include Region Surface Treatment funding pools, Region Priority Project (RPP) funding pools, etc.



What the STIP looks like

Statewide Transportation Improvement Program Summary

Data as of April 2, 2024

Dollars in Thousands

STIP Pool
Project

Regionally
Significant
Projects

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	10 Year Plan ID	Funding Program	Fund Source	Fund Type	2024	Rolled	2025	Rolled	2026	2027	Future
	SR19000	R1 Mobility Hub Pool	SR19000.003	El Rancho West Parking Lot	0004	6CR	F	CRP	2,000						
						7PT	S	267	3,500						
			SR19000.004	Castle Rock Mobility Hub	2714	6CR	F	CRP	500						
						7PT	S	267	1,500						
	SR19112	R1 ADA Pool	SR19112.015	CMGC ADA Curb Ramps Package 4		ADA	S	SHF	193						
	SSP1001	I-270 Corridor	SSP1001.001	I-270 Critical Bridges Design (Non-BTE)	0002	SB1	S	SB1	150						
	SSP4128	I-70 Mountain Corridor: DIA to Eagle County Airport	SSP4128.999	I-70 Mountain Corridor: DIA to Eagle County Airport		7PX	S	267	27						
	SSP4129	I-70: Floyd Hill	SSP4129.002	I-70 Floyd Hill Package 1 East Section	0004	7PX	S	267	15,636						
			SSP4129.003	I-70 Floyd Hill Package 2 West Section	0004	10C	F	NHPP	18,280						
						7PX	S	267	40,789						
						CBP	F	NHPP						2,707	
						11C	F	NHPP	30,000						
						PRT	F	PRT	22,245		20,817		15,638		
			SSP4129.004	I-70 Floyd Hill Package 4 Central Section	0004	11C	F	NHPP			117,200				
			SSP4129.005	Package 3 Early Access	0004	11C	F	NHPP			15,000				
						SB1	S	SB1	19,137						



CDOT - Key Internal Stakeholders

- OFMB STIP Managers
- Region Planners
- Division of Transportation Development (DTD)
- Division of Transit & Rail (DTR)

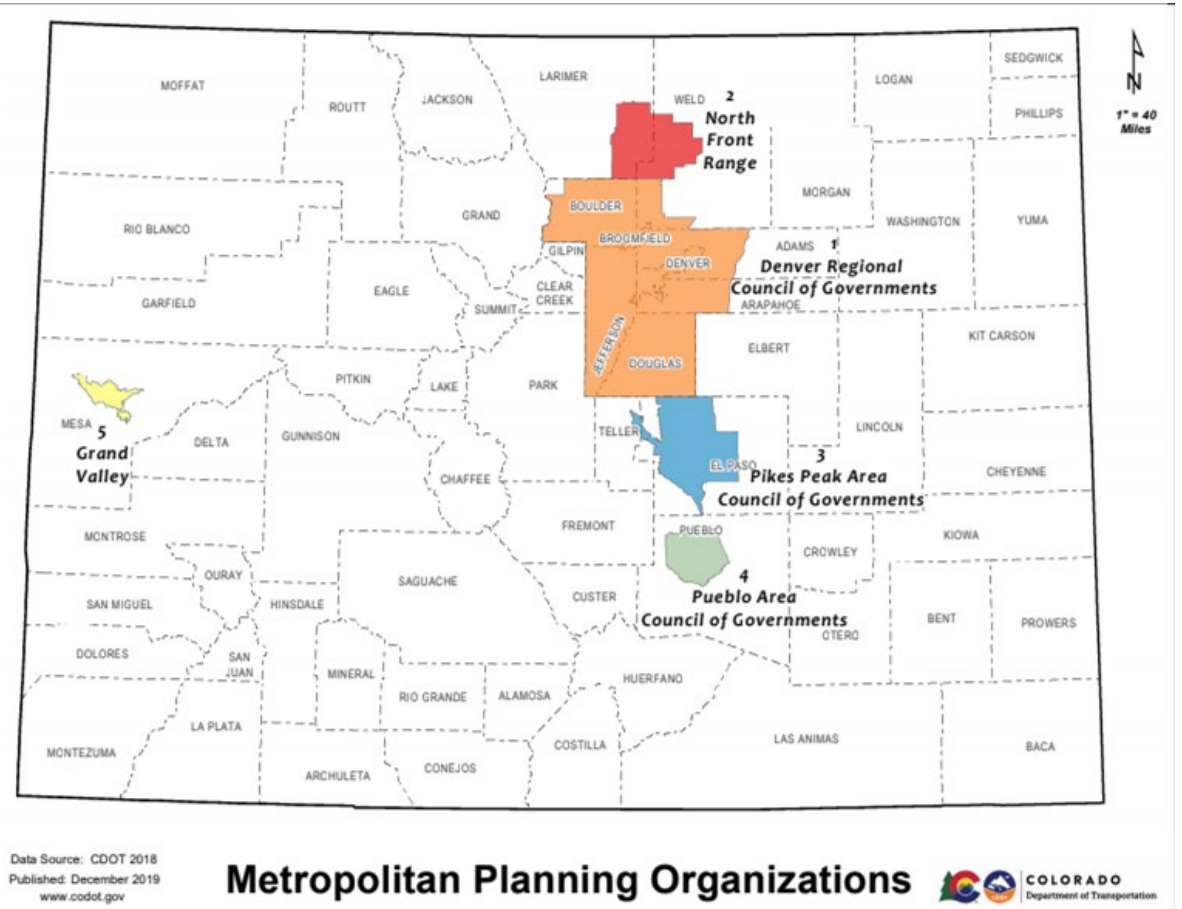
Planning Partners - Key External Stakeholders

- Transportation Planning Regions (TPRs)
- Metropolitan Planning Organizations (MPOs)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Statewide Transportation Advisory Committee (STAC) Representatives



Partnership with the MPOs

- MPOs with populations 50,000+ are required to maintain their own Transportation Improvement Programs, or TIPs.
- TIPs are similar to the STIP (cover a period of four years and must be fiscally constrained)
- CDOT works with each MPO to include CDOT projects in the TIP. Once projects are approved by the MPO Board, they are amended into the STIP Administratively.





Types of Amendments & Modifications

STIP

- **Administrative Modification:** Occur on an ‘as-needed’ basis and do not require Transportation Commission approval.
- **Amendment:** Require TC approval and a 30-day public comment period.

TIP

- **Administrative Modification:** Each MPO sets their own guidelines.
- **Amendment:** Each MPO sets their own guidelines. This requires MPO Board approval and a 30-day public comment period. CDOT must submit this for Executive Management Team (EMT) review and approval.



New STIP Software

- **CDOT is implementing a new STIP software to replace the Public Budget Formulation module in SAP.**
- **EcolInteractive will allow CDOT to provide a better experience for the user. The new software will be:**
 - ADA compliant
 - Easier to search
 - Provide amendment history and project detail
- **EcolInteractive can also provide links to other CDOT planning documents, such as the 10 Year Plan and the Statewide Plan.**
- **EcolInteractive is utilized by several MPOs and State DOTs across the country, including the Pikes Peak Area Council of Governments.**



New STIP Software

Sample of project detail available in EcoInteractive software.

Council of Governments
Communities Working Together
✕

2019-140: BUILD Grant/MAMSIP: I-25 Safety Improvements - Surface Treatment

✉ ADD COMMENT

🔗 SHARE

Plan Revision Adoption	Project Type Roadway Preventative Maintenance	Performance Measures Pavement Condition, Safety	Total Cost \$12,400,000
Lead Agency CDOT	County El Paso	Municipality -	

Project Description
Military Access, Mobility and Safety Improvement Project (MAMSIP)/BUILD Grant - Federal Surface Treatment Program (STP) funds for I-25 project portion of BUILD Grant. State match is in the project from other funding pools.

FUND OVERVIEW
FUND HISTORY
REVISION HISTORY

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
CON	STP	\$7,400,000	-	-	-	-	-	-	\$7,400,000
CON	SB 267	\$5,000,000	-	-	-	-	-	-	\$5,000,000
Total CON		\$12,400,000	-	-	-	-	-	-	\$12,400,000
Total Prior Costs		\$12,400,000	-	-	-	-	-	-	\$12,400,000
Total Programmed		\$12,400,000	-	-	-	-	-	-	\$12,400,000



More information about the STIP can be found:

<https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>





COLORADO

Department of Transportation

Questions?

Jamie Collins | jamie.collins@state.co.us

Joellen Meyer | joellen.meyer@state.co.us



Transportation Commission Memorandum

To: Transportation Commission.
CC: Shoshana Lew, Executive Director, CDOT.
Herman Stockinger, Deputy Executive Director, CDOT.
Sally Chafee, Chief of Staff, CDOT.
From: Ron Papsdorf, Transportation Planning & Operations Division Director, DRCOG
Jacob Riger, Multimodal Transportation Planning Manager, DRCOG
Alvan-Bidal Sanchez, Program Manager, DRCOG.
Date: April 2024.

Subject: DRCOG 2050 Regional Transportation Plan Compliance with Greenhouse Gas Planning Standard.

Purpose

DRCOG's 2050 Regional Transportation Plan (2050 RTP) has been amended and must continue to demonstrate compliance with the state's [Greenhouse Gas Planning Standard](#) (GHG rule). DRCOG staff will provide an overview of the 2024 Amended 2050 RTP and GHG compliance framework.

Action

CDOT staff has prepared a memo for Transportation Commission action this month, finding DRCOG and its GHG Transportation Report to be in compliance with 2 CCR 601-22.

Background

DRCOG's 2050 RTP sets the vision for the Denver region's multimodal transportation system and guides investment in projects and programs to achieve that vision. The 2050 RTP was originally adopted in April 2021 and underwent an update in 2022 to achieve compliance with the state's [Greenhouse Gas Planning Standard](#) (GHG rule). DRCOG staff initiated a cycle amendment process in September 2023 that is scheduled to conclude in mid-2024. The original strategies and concepts developed to meet the state greenhouse gas emission reduction levels have been carried forward unchanged into the 2024 Amended 2050 RTP.

Per SB21-260 and the state GHG rule, DRCOG's 2050 RTP must comply with the rule's emission reduction levels for the DRCOG metropolitan planning organization area for the 2025, 2030, 2040, and 2050 analysis years. The rule requires DRCOG to prepare and submit a GHG Transportation Report (Appendix T) to the Transportation Commission.

DRCOG's GHG Transportation Report documents the analysis conducted and the proposed strategies for the 2050 RTP to meet the GHG Rule's emission reduction levels and contains the following required information:

- The 2050 RTP's GHG emissions analysis (2021 adopted plan baseline and for the revised plan).
- Documentation of the specific strategies necessary to meet the required reduction levels, which have been carried forward from the 2022 Updated 2050 RTP into the 2024 Amended 2050 RTP.
- Mitigation Action Plan (as part of the overall framework to meet the required reduction levels) which has been carried forward unchanged from the 2022 Updated 2050 RTP into the 2024 Amended 2050 RTP.
- Documentation of DRCOG's Focus travel model and the EPA MOVES model (used by the Colorado Department of Public Health and Environment) to determine GHG emissions).

The GHG technical analysis occurred from November 2023 through January 2024. [The draft amended 2050 RTP](#) was released for public comments on March 17, with comments accepted through April 17. DRCOG will hold a public hearing as part of its Board meeting on April 17.

Next Steps

The DRCOG Board is anticipated to act on the draft amended 2050 Regional Transportation Plan at its May 15 meeting.

Attachments

B - CDOT Staff Recommendation

C - APCD Verification Letter

D - Presentation DRCOG 2050 RTP April TC

E - DRCOG 2050 Regional Transportation Plan Greenhouse Gas Transportation Report
[\(link to full report\)](#)



Transportation Commission Memorandum

To: Transportation Commission

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

Date: April 17, 2024

Subject: CDOT Staff Recommendation - 2024 DRCOG GHG Transportation Report for the 2050 Regional Transportation Plan Cycle Amendment

Purpose

CDOT staff recommends approval by the Transportation Commission of the 2024 Denver Regional Council of Governments (DRCOG) GHG Transportation Report for the 2050 Regional Transportation Plan Cycle Amendment.

Action

Staff is recommending acceptance of the 2024 DRCOG GHG Transportation Report through resolution at the April 18, 2024 Transportation Commission Meeting.

Background

CDOT staff have been working collaboratively with DRCOG since the adoption of the GHG Transportation Planning Standard to ensure compliance with the Standard. DRCOG also served as a key participant in the Statewide Model Coordination Group, which agreed on a set of modeling standards, as codified in the May 16, 2022 memorandum “Modeling Requirements to Meet Greenhouse Gas Standards” (Modeling Requirements).

CDOT has reviewed DRCOG’s GHG plan update report, “Appendix T: Transportation Greenhouse Gas Report”, and makes the following observations:

- DRCOG’s travel model meets or exceeds all standards in the Modeling Requirements memo. In particular, DRCOG maintains and operates a leading-edge activity-based travel model, one of the best in the United States, which meets all current and future modeling standards in the Modeling Requirements memorandum.
- DRCOG’s approach to depicting in their model the various programs and projects in their updated plan has been reviewed extensively together with CDOT, and CDOT modeling staff and management find these approaches reasonable.
- Appendix C of the DRCOG report presents a variety of analysis describing the results of DRCOG’s model runs for the years 2025, 2030, 2040 and 2050, both baseline and compliance scenarios. CDOT finds this analysis to be reasonable.
- The greenhouse gas emission totals presented in Table 1 of the report appear reasonable and well-supported.

CDOT has also reviewed DRCOG’s GHG Mitigation Plan calculation methodology to confirm accuracy. CDOT has recommended minor adjustments to reflect rounding accuracy.

In summary, CDOT recommends approval by the Transportation Commission of the 2024 DRCOG GHG Transportation Report.

Next Steps

The Commission will hear a presentation from DRCOG on their 2024 GHG Transportation Report. The Commission will vote on acceptance of the report by resolution.



COLORADO
Department of Public
Health & Environment

March 29, 2024

Doug Rex
Executive Director, Denver Regional Council of
Governments
1001 17th Street, Suite 700
Denver, CO 80202

VIA EMAIL

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

In accordance with 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions, the Colorado Department of Public Health and Environment (CDPHE), Air Pollution Control Division (APCD), is respectfully submitting our verification of the Transportation Greenhouse Gas Report and technical Appendices associated with the 2050 Regional Transportation Plan 2024 Amendment.

Thank you for the opportunity for CDPHE to review and verify the Denver Regional Council of Governments (DRCOG) Transportation Greenhouse Gas Report including Appendix T associated with the 2050 RTP 2024 Amendment

Regulation (2 CCR 601-22, Section 8.02.6) establishes greenhouse gas emission reduction levels from an established baseline for four analysis years: 2025, 2030, 2040 and 2050. For the Denver region, baseline greenhouse gas values are established based on the defined transportation investments and planning assumptions identified in the 2050 RTP adopted in April 2021. The target greenhouse gas emissions are determined by subtracting the rule's greenhouse gas emission reduction levels from the total baseline emissions for each analysis year.

Based on that analysis and the information provided we are able to verify the following: The Report and data inputs address the requirements of the Colorado Greenhouse Gas Pollution Reduction Planning Rule. The submitted package describes the baseline and compliance transportation demand modeling (TDM) runs and additional mitigation measures committed to meet the Rule requirements. The submitted package describes how the TDM model was developed and how emissions were calculated using the EPA MOVES3 Model. DRCOG sent a summary spreadsheet of the MOVES database outputs and conversion factors to arrive at the final MMT estimate, and the databases, including travel model output tables for each base and action analysis year. The Division finds that Appendix T of the Report describes the mitigation measures and the emissions reductions for each applicable year is mathematically correct.

APCD would also like to thank DRCOG, Robert Spotts and his team, in providing the necessary data files, and, especially the GIS shape files for staff to review and perform the verification process. The distribution of the shape files allowed the division to compare the “tagged link” methodology versus the “GIS Clip” methodology. As it turned out, either method provides nearly identical results when rounding is considered.

APCD would also like to acknowledge Dale Wells from the division who performed the verification analysis as well as Kira Shonkwiler, Megan Carroll, and Cody Johnston for their efforts in QA/QCing the results.

We look forward to working with DRCOG, CDOT, and other affected MPOs as applicable on these GHG verification efforts.

Sincerely,



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

CC: Ron Popsdorf, DRCOG
Jacob Rigor, DRCOG
Alvan-Bidal Sanchez, DRCOG
Robert Spotts, DRCOG
Darius Pakbaz, CDOT
Chris Laplante, CDOT
Jennifer Shea, CDPHE
Clay Clarke, CDPHE
Erick Mattson, CDPHE

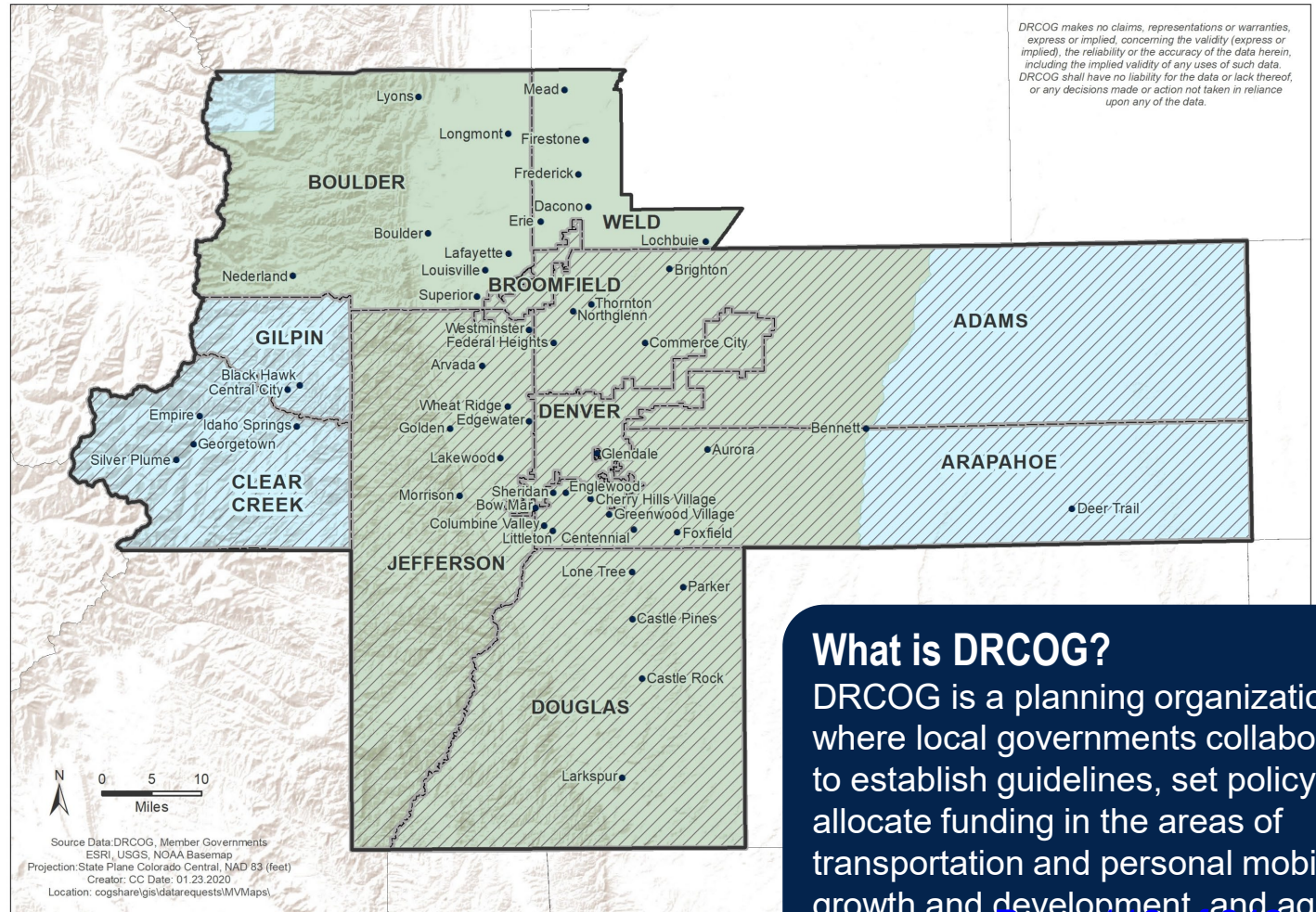


2050 Regional Transportation Plan 2024 Transportation Greenhouse Gas Report

Transportation Commission Workshop: April 17, 2024

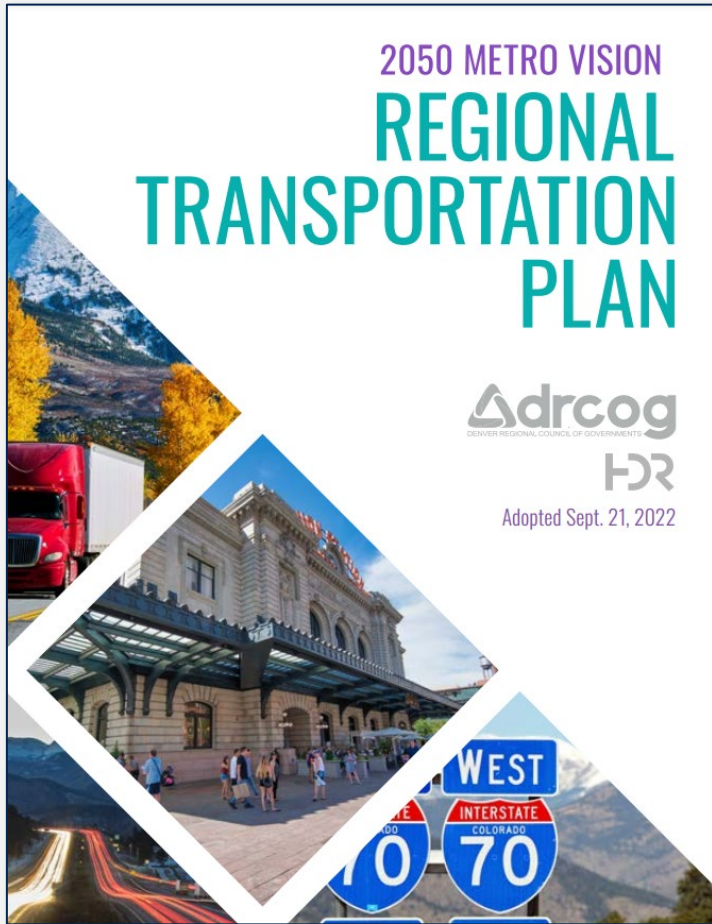
Denver Regional Council of Governments

Area	~10 counties (58 member governments)
	5,288 square miles (comparable to Connecticut)
	3.4 million people (comparable to Utah)
Ute, Cheyenne, and Arapaho peoples (traditional territory)	
Elevation	From Grays Peak (14,278 feet)
	To South Platte River (4,432 feet)
Roles	Regional planning commission (state statute)
	Area Agency on Aging (federal)
	Metropolitan planning organization (federal)



What is DRCOG?
 DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development, and aging and disability resources.

2050 Regional Transportation Plan



Implements
Metro Vision



Region's
multimodal vision



Fiscally constrained
(what's feasible)



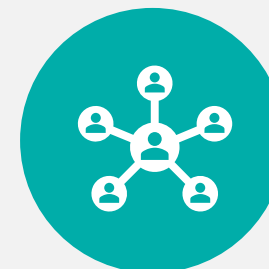
TIP funding for road
& transit projects



Updated frequently
(every 4 years)



Developed with
partners

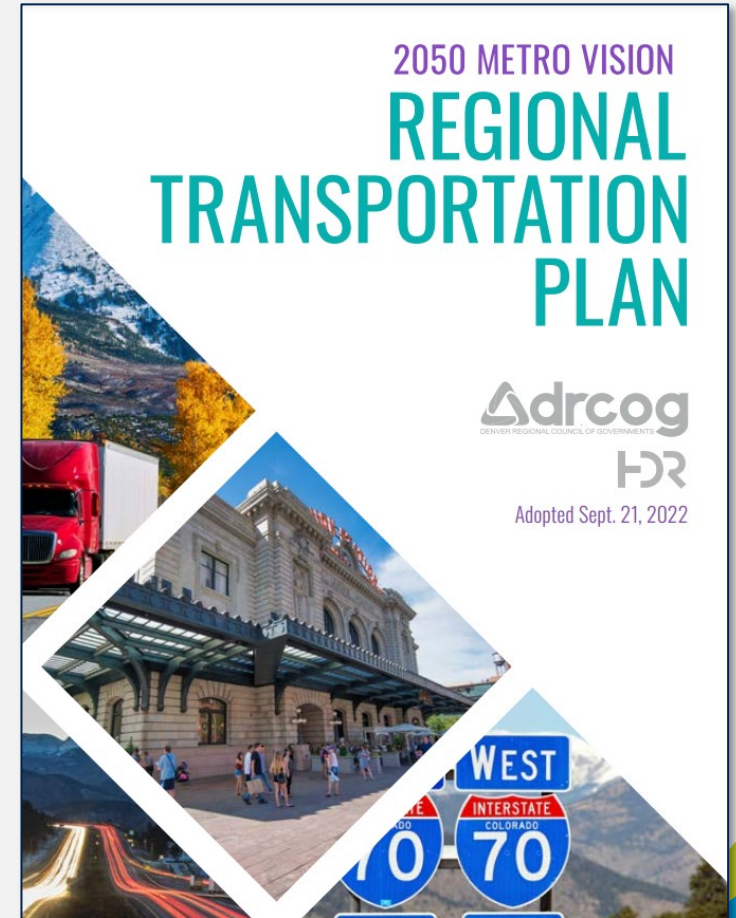


Federally required
(MPO function)



Background

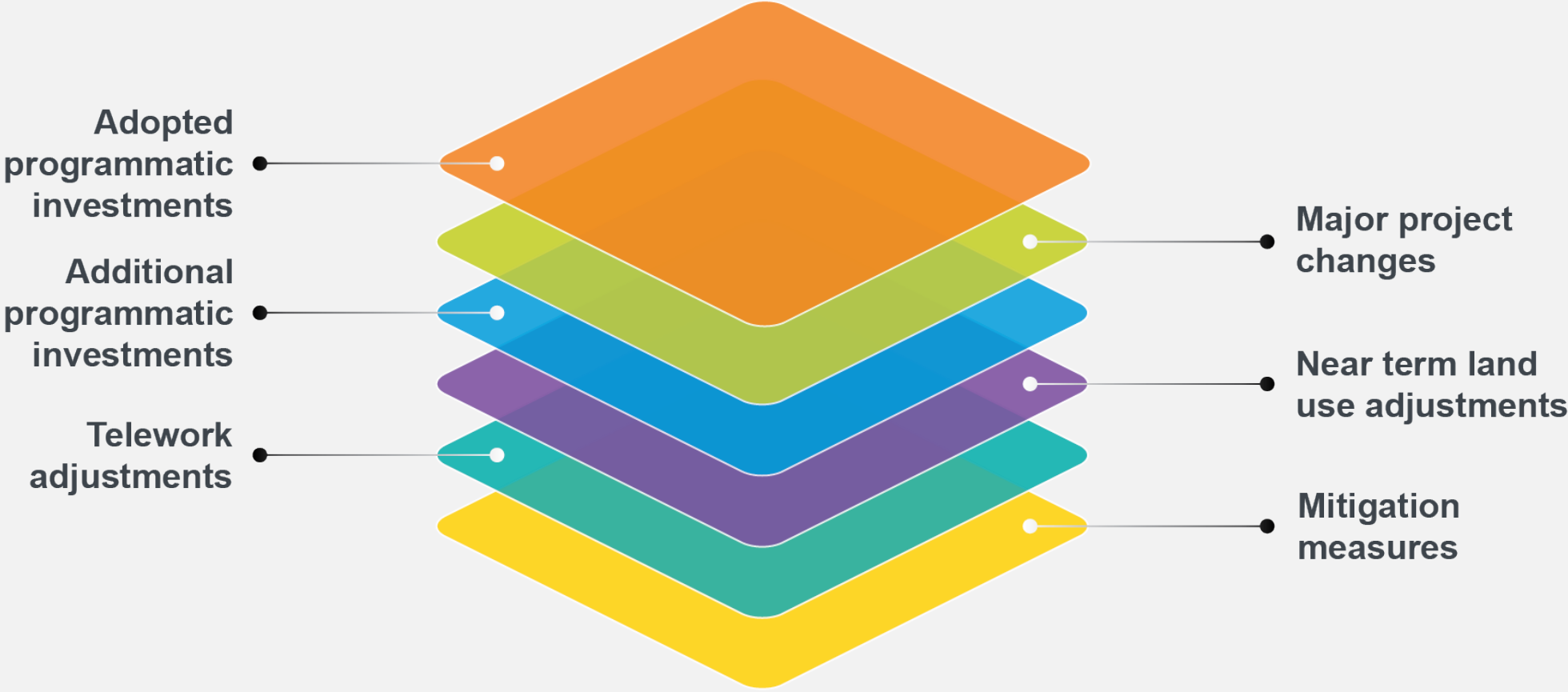
- The 2050 Metro Vision Regional Transportation was **adopted in September 2022**.
- Opportunity for **project-based amendments** called ‘cycle amendments’ between required four-year updates.
- The amended RTP must meet **fiscal constraint, federal air quality, and state greenhouse gas emission reduction level** requirements.



Proposed project amendments

Project name/ Corridor	Locations/ Limits	Description	Requestor	Revision type
96th Ave.	I-76 to Heinz Way	Widen from 2 to 4 lanes.	City of Commerce City	New project
Colorado 7	US 36/28th St. to 63rd St.	Convert two general purpose lanes to Business Access Transit (BAT) lanes.	City of Boulder	New project
Havana St.	Lincoln Ave.	Grade separation of Havana St. and Lincoln Ave. with safety, operational, and multimodal corridor improvements.	City of Lone Tree	New project.
I-76	Weld County Road 8	New interchange.	Weld County	New project
Vasquez Blvd.	60th Ave.	Intersection improvements	City of Commerce City	Staging period

Framework to meet GHG reduction levels



Mitigation Action Plan overview

- Needed as a **last step** to close the remaining reduction level gap
- Documents the **region's approach** to using mitigation measures
- Reports & analyzes measures at the **regional level**
- Implementation anticipated in a **small fraction** of the region in strategic/applicable geographies
- Ample opportunity to implement successfully **over time** to help achieve compliance
- Mitigation measures are **entirely voluntary and not required** to implement in any specific location

Greenhouse gas emission reduction results

Greenhouse gas emission reduction results (million metric tons per year)	2025	2030	2040	2050
2024 Amended 2050 RTP modeling	0.71	0.67	0.57	0.35
Programmatic transportation investments off-model calculations (active transportation, complete street retrofits, signal timing, and Bustang)	N/A	0.07	0.05	0.03
Mitigation action plan (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
Total greenhouse gas reductions:	0.71	0.84	0.74	0.46
Reduction requirement from greenhouse gas rule Table 1 (2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction requirement achieved:	Yes	Yes	Yes	Yes

Air quality conformity



2050 MVRTP must address **ozone** pollutants



Air quality conformity is **regional** (entire 2050 RTP); **not based on individual projects**



Regionally significant transportation projects included in the regional travel model transportation **networks**



2050 MVRTP **passed pollutant emission tests** for regional air quality conformity

Metro Vision and Regional Transportation Plan Amendments

Cycle amendments and staff proposed amendments.



Home / Metro Vision and Regional Transportation Plan Amendments

Project overview

Regional Transportation Plan

The Regional Transportation Plan helps the Denver Regional Council of Governments and its many partners implement the shared aspirational vision of Metro Vision and sets the long-range vision and investment framework for the region's multimodal transportation system.

Between four-year updates to the Regional Transportation Plan, DRCOG staff have historically



Social Pinpoint engagement site

- <https://engage.drcog.org/mvrtp>

Thank you!

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Transportation Greenhouse Gas Report

Table of Contents

- Summary 5
 - Programmatic investment evaluation 6
 - Project and program investment changes 6
 - Updates based on observed data 6
 - Mitigation Action Plan 6

- Purpose 8

- Background 9
 - DRCOG’s role 11
 - DRCOG’s planning documents 11

- Modeling greenhouse gas emissions 14
 - UrbanSim model 14
 - Regional travel demand model 14
 - MOVES emissions model 15

- Greenhouse gas emissions analysis process and results 16
 - Setting the baseline 16
 - Modeling the 2022 Updated 2050 RTP 17
 - Additional programmatic investment 22

- Total emission reductions from off-model calculations 26

- Mitigation Action Plan 27

- Summary 30

- Public engagement 31

Tables and Figures

Table 1. Greenhouse gas emission reduction results, million metric tons per year	7
Table 2. DRCOG greenhouse gas baseline by analysis year in million metric tons	16
Table 3. Proposed project modifications, cycle amendments and greenhouse gas analysis	18
Table 4. Greenhouse gas emission results in million metric tons per year.....	21
Table 5. Greenhouse gas emission results, in million metric tons per year.....	23
Table 6. Greenhouse gas emission results, in million metric tons per year.....	24
Table 7. Greenhouse gas emission results, in million metric tons per year	25
Table 8. Greenhouse gas emission results, in million metric tons per year.....	26
Table 9. Greenhouse gas emissions reductions from Mitigation Action Plan strategies	28
Table 10. Reduction through Mitigation Action Plan by staging year, in million metric tons per year ...	29
Table 11. Greenhouse gas emission reduction results, in million metric tons per year	30
Figure 1: The DRCOG region	10

Summary

The Colorado Department of Transportation's Regulation Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22, known as the Greenhouse Gas Transportation Planning Standard), adopted in December 2021, requires the Denver region to reduce surface transportation greenhouse gas emissions through the transportation planning process. Through impactful changes to the 2050 Metro Vision Regional Transportation Plan (2050 RTP) originally proposed and adopted in 2022 and carried forward and a commitment to further action through a Mitigation Action Plan, the DRCOG region meets the rule's greenhouse gas emission reduction requirements for all staging years defined by the rule.

The regulation (2 CCR 601-22, Section 8.02.6) establishes greenhouse gas emission reduction levels from an established baseline for four analysis years: 2025, 2030, 2040 and 2050. For the Denver region, baseline greenhouse gas values are established based on the defined transportation investments and planning assumptions identified in the 2050 RTP adopted in April 2021. The target greenhouse gas emissions are determined by subtracting the rule's greenhouse gas emission reduction levels from the total baseline emissions for each analysis year.

Following the update to the 2050 Metro Vision Regional Transportation Plan in 2022 to meet the state's GHG transportation planning standard, DRCOG staff initiated a cycle amendment process that concluded in 2024. The original strategies and concepts developed to meet the state greenhouse gas emission reduction levels have been carried forward into the 2024 Amended 2050 RTP. The descriptions have been included on the following pages.

Programmatic investment evaluation

- The adopted 2050 RTP includes over \$1.34 billion in transportation investments associated with greenhouse gas emission reduction benefits not previously reflected in the travel model. The model was previously updated to reflect these important investments.

Project and program investment changes for the 2022 Updated 2050 RTP

- Reinvest funds from select roadway capacity projects to focus on multimodal elements and reduce the amount of increased roadway capacity;
- Accelerate multiple bus rapid transit projects; and
- Reallocate \$900 million within the 2050 RTP's financial plan towards additional and accelerated regional complete streets and other multimodal programmatic investments.

Updates based on observed data for the 2022 Updated 2050 RTP

- Minor geographic adjustments to the household growth forecasts based on observed residential construction occurring at higher densities than originally forecast; and
- Updated work-from-home rates to reflect changes in behavior due to technological advancements, transportation demand management efforts, and the effects of the COVID-19 pandemic.

Mitigation Action Plan

- A Mitigation Action Plan (Appendix A) has been developed using the methods and processes in the Colorado Transportation Commission's Policy Directive 1610 (PD1610). The Mitigation Action Plan includes project types from Table 1 of PD1610 focused on parking management and rezoning in specific geographies (e.g., around rapid transit stations, vacant and underutilized land), as well as local adoption of complete streets ordinances and project implementation, and local adoption of multimodal design criteria/standards.

As shown in Table 1, DRCOG meets or exceeds the required greenhouse gas reduction levels in each staging year through these actions, demonstrating compliance with the greenhouse gas planning standard.

Table 1. Greenhouse gas emission reduction results, million metric tons per year

	2025	2030	2040	2050
2050 RTP update modeling (Network updates, programmatic funding and observed data)	0.68	0.68	0.57	0.35
Additional programmatic transportation investments (Active transportation, complete street retrofits, signal timing and CDOT Bustang)	N/A	0.07	0.05	0.03
Mitigation Action Plan (Commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
Total greenhouse gas reductions	0.68	0.85	0.74	0.46
Reduction level requirement from Table 1 of the greenhouse gas rule (2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction level achieved	Yes	Yes	Yes	Yes

Purpose

The purpose of this report is to document DRCOG's process for complying with Colorado's transportation greenhouse gas rule. The 2050 RTP was originally amended Sept. 21, 2022, to meet the Oct. 1, 2022 deadline specified in Colorado Revised Statutes §43-4-1103 and the Code of Colorado Regulations (2 CCR 601-22, Section 8.02.5.1)¹. Since the amendment of the plan to meet compliance, DRCOG staff initiated an additional cycle amendments process that concluded in 2024. The analysis documented in this report demonstrates that the amended 2050 RTP complies with the regulation's requirements.

The demonstration is based on analysis conducted using the DRCOG's UrbanSim land use model and Focus travel demand model, and the Environmental Protection Agency's MOtor Vehicle Emission Simulator (MOVES) air quality model. Greenhouse gas reductions that could not be sufficiently modeled, such as signal timing and additional multimodal corridor enhancements, were calculated off-model using methodologies defined by the Colorado Transportation Commission's Policy Directive 1610. Additionally, the DRCOG Board has adopted a Mitigation Action Plan (Appendix A) to meet the reduction levels of the regulation.

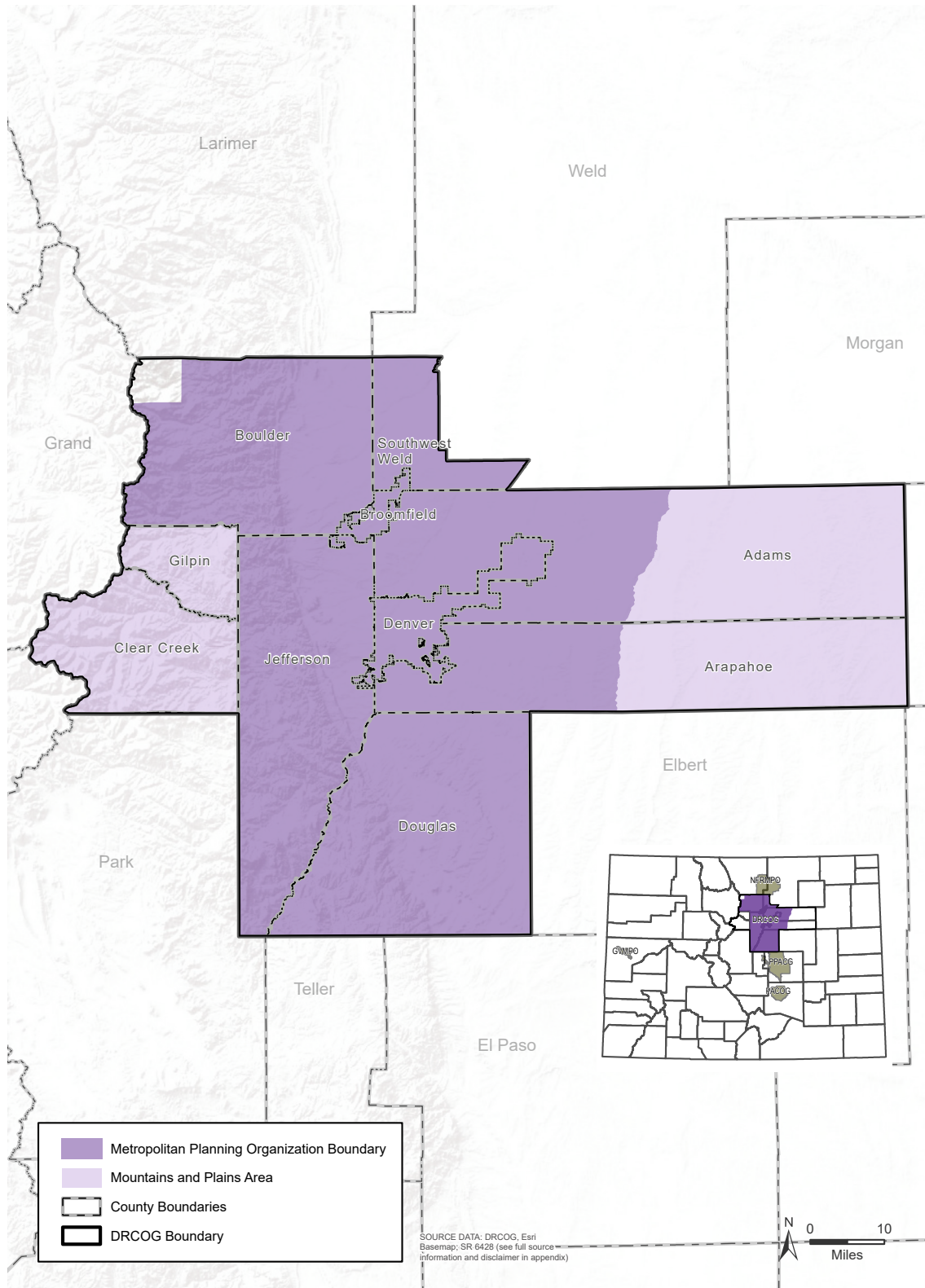
¹ Colorado Department of Transportation, "Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions: 2 CCR 601-22", Accessed on 6/14/2022 from https://www.codot.gov/programs/environmental/greenhousegas/assets/5-2-ccr-601-22_final_clean.pdf.

Background

Colorado SB21-260 (“Sustainability of the Transportation System”) was enacted in June 2021. The bill directed the Colorado Department of Transportation to develop rules for the state and Colorado’s five metropolitan planning organizations to reduce surface transportation greenhouse gas emissions through transportation planning processes. Emission reductions due to vehicle technology, such as fuel efficiency and zero emission vehicles, are regulated in a separate process.

CDOT Regulation Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22), adopted December 2021, established reduction levels of annual greenhouse gas in million metric tons for four future analysis years: 2025, 2030, 2040 and 2050. The rule applies to the metropolitan planning organization area within DRCOG which includes all, or portions of, eight counties as shown in Figure 1. This report presents the modeled total greenhouse gas emissions of future surface transportation associated with the 2024 Amended 2050 RTP within the MPO area of DRCOG.

Figure 1: The DRCOG region



DRCOG's role

DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development and aging and disability resources. The Denver area is a dynamic region of 3.4 million people and 58 communities anchoring Colorado's Front Range. Consistently rated one of the best places to live in the country, the region will add a million more people and half a million more jobs by 2050.

The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Denver, the City and County of Broomfield and southwest Weld County. DRCOG is also the federally designated MPO for the Denver region, meaning DRCOG leads multimodal transportation planning activities in cooperation with CDOT, the Regional Transportation District and other stakeholders.

For over 25 years, DRCOG has been actively involved in efforts to reduce the amount of motor fuel burned, vehicle miles traveled and associated greenhouse gas emissions. This task is challenging due to the region's growth. However, DRCOG remains strongly committed to efforts to reduce greenhouse gas emissions and has invested significant funding towards those efforts for many years.

DRCOG's planning documents

DRCOG, in conjunction with its direct MPO partners CDOT and RTD, prepares and routinely updates three key planning documents:

Metro Vision

In addition to its role as an MPO, DRCOG serves as a regional planning commission under Colorado statutes. Metro Vision fulfills DRCOG's duty as an RPC to make and adopt a plan for the physical development of the region. As such, it reflects the long-range vision for the Denver region, establishing a set of shared outcomes and objectives that provide guidance and a framework for regional and local planning priorities, including the region's shared multimodal transportation planning priorities. While providing guidance and numerous example initiatives for regional and local implementation, Metro Vision acknowledges the unique characteristics and contributions of the region's 58 local governments.

To monitor progress towards Metro Vision outcomes the DRCOG incorporated vehicle miles traveled and greenhouse gas reduction targets, along with several other performance measures, into the plan – first in 2011 and again in the 2017 update. DRCOG continues to monitor and make progress towards these targets with strategic initiatives to achieve the shared outcome.

2050 Metro Vision Regional Transportation Plan

The 2050 RTP helps DRCOG and its many partners implement the shared aspirational vision of Metro Vision by identifying specific project and program investment priorities for the region's multimodal transportation system and its operations. It identifies six priorities: multimodal mobility, safety, air quality, regional transit, freight and active transportation. The RTP also identifies investments and regionally significant projects to be funded with "reasonably expected" future revenues over the next 30 years. The 2050 RTP balances planning for an additional million residents in the region while also maintaining the current transportation system and expanding travel options.

In particular, the RTP's project and program investment priorities include:

- Creating a safety program to increase the region's investments in projects to eliminate transportation fatalities and serious injuries.
- Continuing to invest in programs for community mobility planning and implementation, regional transportation operations and technology, regional air quality, commute options, and human service transportation through DRCOG's Transportation Improvement Program.
- Investing in a regional bus rapid transit system of corridors that can leverage federal funding opportunities, attract high volumes of ridership, are ready for implementation and reflect regional geographic equity considerations.

- Continuing to implement the DRCOG Active Transportation Plan through a program to further develop the region's high-comfort active transportation corridors, eliminate gaps and invest in the 2050 RTP's pedestrian focus areas and short-trip opportunity zones.

DRCOG staff used these priorities, along with the agency's Regional Complete Streets Toolkit, as the foundation for the greenhouse gas emission reduction strategies described in this report.

Transportation Improvement Program

The TIP is a four-year program of specific state and federally funded projects and programs to be implemented by CDOT, RTD, local governments, DRCOG and other partner agencies. The process to evaluate projects selected to receive DRCOG-

administered funds has always included criteria associated with the reduction of vehicle miles traveled and greenhouse gas emissions. This includes application questions on air quality reduction, improving multimodal mobility and connectivity, expanding transit, increasing safety and reducing congestion delays.

Historically, DRCOG allocations have gone towards the following project types that work towards reducing vehicle miles traveled and greenhouse gas emissions:

- Active transportation projects, new and upgraded facilities.
- Transit funding, including capital purchases, new and expanded service operations, bus rapid transit infrastructure and passenger facilities.
- Grants for station area, transit-oriented development and urban center planning.
- Direct funding to support air quality improvement programs through the Regional Air Quality Council.

- Congestion management initiatives, including:
 - DRCOG's Way to Go Program.
 - Transportation demand management partnerships and non-infrastructure projects.
 - Transportation operations, traffic signal system upgrades, signal corridor retiming, intelligent transportation systems infrastructure.
 - Carpool, vanpool and school pool programs
 - One of the nation's largest Bike to Work Day programs.
- Roadway operational improvement projects.

It should be noted DRCOG administers a small percentage of total transportation funds within the region used to build, operate and maintain the region's transportation system. Over 95% of funding is administered by CDOT, RTD, toll authorities, and local governments.

Modeling greenhouse gas emissions

UrbanSim model

To understand how demands on the transportation system will change between now and 2050, DRCOG must forecast how growth and development will affect the distribution of households and jobs throughout the region. The State Demography Office in the Colorado Department of Local Affairs forecasts future population, household and job levels at the state and county-level. DRCOG uses the county-level growth forecast from the state demographer and applies a predictive model, the UrbanSim block model, to simulate household and employment location choices with real estate market dynamics and within natural and regulatory constraints.

DRCOG relies on extensive feedback from local partners on preliminary model results to improve model inputs before finalizing household and employment forecasts across 2,804 transportation analysis zones within the Denver region. With forecasts available for each transportation analysis zone, DRCOG and its partners can model future travel demand between zones to anticipate the effects on the transportation network and vehicle emissions, as well as mobility and accessibility for people and freight. More details about the UrbanSim Model can be found in Appendix C.

Regional travel demand model

DRCOG's activity-based travel demand model, Focus, uses socioeconomic outputs from the UrbanSim model along with numerous travel, demographic, and human decision-making factors to represent an average weekday of travel within the Denver region. The Focus model is calibrated to data obtained from regional and national travel surveys, along with several other data sources, to replicate the 15.3 million person-trips made every weekday on the regional transportation system. The model replicates the planned transportation system and land use attributes to generate trips across travel modes and assigns applicable trips to the roadway and transit network. The Focus model is calibrated to match real world observations of traffic volumes, transit boardings and numerous other travel, demographic and trip mode data metrics.

The key use of the Focus model is to forecast future travel metrics based on changes to the Denver region's population, employment and transportation system. Appendix C shows some of the key travel model outputs for both the baseline and compliance model runs. Appendix D provides more detailed information about the Focus model.

MOVES emissions model

The Focus model does not calculate greenhouse gas emissions. The U.S. Environmental Protection Agency created the MOVES model to estimate transportation emissions for various pollutants from surface transportation, including greenhouse gas. To calculate greenhouse gas emissions for the Denver MPO area, region-specific inputs to the MOVES model are developed and maintained by the Colorado Department of Public Health.

Key inputs to the MOVES model to calculate greenhouse gas emissions include:

- Traffic volumes and speeds by time of day from the Focus travel model.
- Number, type and age of vehicles in the regional vehicle fleet.
- Vehicle fleet mix by roadway type.
- Meteorological conditions.
- Fuel economy of vehicles (miles per gallon).
- Increase of electric and other non-internal combustion engine motor vehicles.

Further documentation of the MOVES model is provided in Appendix E.

Greenhouse gas emissions analysis process and results

Setting the baseline

To establish the greenhouse gas emission baseline, DRCOG followed the guidance found in 2 CCR 601-22, Section 1.04 which defines the baseline as: “For each MPO area and for the Non-MPO areas of the state, for each of the model years 2025, 2030, 2040, and 2050: the greenhouse gas emissions, in million metric tons (MMT), produced by the most recently adopted model for that area... as of the effective date of this rule.”

For DRCOG, the “most recently adopted model” is the 2050 RTP adopted in April 2021. As adopted, the 2050 RTP identifies the regionally significant transportation investments through the year 2050 along with other planning assumptions, such as demographic data, land use information, travel costs and travel time changes. The final baseline values, shown in Table 2, were derived from running the most current version of the UrbanSim, Focus and MOVES models, with the network and land use planning assumptions as adopted in April 2021 for the 2050 RTP.

Table 2. DRCOG greenhouse gas baseline by analysis year in million metric tons

	2025	2030	2040	2050
Greenhouse gas baseline (2050 RTP adopted April 2021)	10.50	9.23	6.22	3.70
Reduction requirement from Table 1 of greenhouse gas rule	0.27	0.82	0.63	0.37

The large decrease in baseline greenhouse gas emissions over time is due to the CDOT’s estimates for large increases in the share of electric vehicles into the overall fleet.

Modeling the 2024 Amended 2050 RTP

To originally comply with the greenhouse gas rule and reduce future surface transportation greenhouse gas emissions, DRCOG committed to meaningful changes to planned regionally-significant transportation projects, analyzed the effects of programmatic investments and reevaluated land use and travel parameters in light of more recent observed data. Through this process, DRCOG engaged the public and stakeholders to determine the changes. The changes discussed on the following pages remain reflected in the 2024 Amended 2050 RTP.

Project and program investment changes

DRCOG, CDOT and other project stakeholders have carried forward modifications to select 2050 RTP projects (CDOT-directed funds and DRCOG-directed funds) to accomplish the following:

- Freeway managed lane projects: Modify C-470 and central I-25 projects to focus on safety, operational, transit and other multimodal aspects and associated greenhouse gas benefits; redirect/finance CDOT funds to advance bus rapid transit corridors and fund additional regional multimodal programmatic investments as shown in Table 3.
- DRCOG-directed funded roadway projects: Modify the scope of several projects to remove “six laning” components and re-focus those projects on multimodal, safety and complete streets investments as shown in Table 3.

- Bus rapid transit network: Advance four bus rapid transit corridors and complete five bus rapid transit corridors by 2030. These include East Colfax Avenue, East Colfax Avenue extension, State Highway 119, Federal Avenue and Colorado Boulevard; advance Broadway Avenue/Lincoln Avenue bus rapid transit corridor from 2040-2050 to 2030-2039 as listed in Table 3.
- Additional multimodal programmatic investments: allocate and finance \$900 million made available through the specified project changes to fund additional multimodal programmatic investments (\$500 million by 2030, \$200 million more by 2040 \$200 million more by 2050). A summary of the program investment changes is shown in Table 4.

These changes also incorporated previous sponsor-requested project-based amendments as part of DRCOG’s routine call for amendments to the 2050 RTP.

Table 3. Original Proposed project modifications, 2022 cycle amendments and greenhouse gas analysis for the 2022 Updated 2050 RTP

Project Name/ Corridor	Location/Limits	Current 2050 RTP Project Description
I-70 Floyd Hill Eastbound	Floyd Hill to Veterans Memorial Tunnel	Eastbound interchange improvements with frontage road extension from Hidden Valley interchange to US 6 interchange
I-70 Floyd Hill Westbound	Floyd Hill to Veterans Memorial Tunnel	Addition of a new express travel lane from the top of Floyd Hill to Veterans Memorial Tunnels, and eastbound auxiliary lane from the bottom to top of Floyd Hill
I-270	I-25/US 36 to I-70	New managed lanes
C-470	Wadsworth to I-70	New managed lanes
	U.S. Route 285/Morrison/Quincy	Interchange complex reconstruction
I-25 Central Buildout	Colfax Ave. to 20th St.	Ultimate buildout of corridor improvements
I-25 Valley Highway/ Burnham Yard	Santa Fe Blvd. to Colfax Ave.	Managed lanes, includes right-of-way, Burnham Yard, Central Main Line relocation
Broncos Pkwy./ Easter/Dry Creek Corridor	Parker Rd. to Havana	Widening to 6 lanes, bridge widening and intersection improvements
Gun Club Rd.	State Hwy. 30 to 6th Ave.	Widen from 2 to 4/6 lanes, includes stream crossing upgrade at Coal Creek
Gun Club Rd.	Quincy to Aurora Pkwy.	Widen from 2 to 6 lanes
Smoky Hill Rd.	Buckley Rd. to Picadilly St.	Widen from 4 to 6 lanes
State Hwy. 30	Airport Blvd. to Quincy Ave.	Widen from 2 to 6 lanes
Lincoln Ave.	Oswego to Keystone	Widen 4 to 6 lanes
SH-66	Lyons to Longmont	Widen from 2 to 4 lanes (Hover St. to Main St.) and operational/safety improvements from Lyons to Longmont in alignment with PEL
South Platte River Trail		Complete missing links and upgrade trail section
Broadway/Lincoln BRT	Colfax to Highlands Ranch Pkwy.	Bus rapid transit service and supporting safety/multimodal improvements
Federal Blvd. BRT	120th to Santa Fe/Dartmouth	Bus rapid transit service and supporting safety/multimodal improvements
State Hwy. 119 BRT	Downtown Boulder to downtown Longmont	Bus rapid transit service and supporting safety/multimodal improvements
Colfax Ave. Ext. BRT	I-225 to E-470	Bus rapid transit service and supporting safety/multimodal improvements

Proposed Project Change/Description

Process requested amendment. Move from 2030-2039 stage to 2020-2029 stage

Process requested amendment. Move from 2030-2039 stage to 2020-2029 stage

Process requested amendment. Move from 2030-2039 stage to 2020-2029 stage

Remove managed lanes component; complete interchange complex reconstruction as planned

Remove managed lanes component

Widen to 4 lanes; bridge, multimodal corridor and intersection improvements

Widen from 2 to 4 lanes, includes stream crossing upgrade at Coal Creek, multimodal corridor improvements; advance stage period

Widen from 2 to 4 lanes, multimodal corridor improvements

Multimodal corridor improvements [Note: corridor remains at 4 lanes]; Advance stage period

Widen from 2 to 4 lanes, multimodal corridor improvements

Multimodal corridor improvements [Note: corridor remains at 4 lanes]; Advance stage period

Process requested amendment. Split project between the 2020-2029 (Hover to Main) and 2030-2039 (Lyons to Hover) stage periods

Process requested amendment. Split project cost between the 2020-2029 and 2030-2039 stage periods

Advance BRT implementation from 2040-2050 stage period to 2030-2039 stage period

Process requested amendment. Advance BRT implementation from 2030-2039 stage period to 2020-2029 stage period

Process requested amendment. Advance BRT implementation from 2030-2039 stage period to 2020-2029 stage period

Advance BRT implementation from 2040-2050 stage period to 2020-2029 stage period

Table 4. 2024 cycle amendments

Project Name/Corridor	Location/Limits	Current 2050 RTP Project Description	Proposed Project Change/Description
State Hwy. 7	US-36 and 28th St. to 63rd St.	Not applicable	Process requested amendment. Add project into the RTP. Convert two general purpose lanes to Business Access Transit (BAT) lanes.
96th Ave.	I-76 to Heinz Way	Not applicable	Process requested amendment. Add project into the RTP. Widen from 2 to 4 lanes.
Vasquez Blvd.	60th Ave.	Intersection improvements.	Process requested amendment. Move from 2040-2050 stage to 2020-2029 stage.
Havana St.	Lincoln Ave.	Not applicable	Process requested amendment. Add project into the RTP. Grade separation of Havana St and Lincoln Ave with safety, operational and multimodal improvements.
I-76	Weld County Road 8	Not applicable	Process requested amendment. Add project into the RTP. New interchange.

Representation of adopted 2050 RTP programmatic funding for the 2022 Updated 2050 RTP

As adopted in April 2021, DRCOG’s fiscally constrained 2050 RTP contains over \$15 billion in regional programmatic funding. These investments are shown as lump sums across various programs and individual projects are not yet identified in these programs. Programmatic funding categories include transit investments, active transportation, safety/Vision Zero, transportation demand management and intelligent transportation investments, all of which are key strategic investments to improve the region’s multimodal transportation system, improve air quality and reduce greenhouse gas emissions.

DRCOG staff evaluated the programmatic 2050 RTP funding, which was not yet reflected in the travel model, and determined there were approximately \$1.34 billion of investment associated with greenhouse gas

emission reductions. Based on this information and in coordination with CDOT and North Front Range MPO travel modelers, DRCOG staff developed a method to reflect these investments in the travel model. Appendix D provides more detailed information about the 2050 RTP funding and the modeling process for greenhouse gas emissions analysis, including the research and CDOT guidance that supports these changes.

Updates reflecting new observed data for the 2022 Updated 2050 RTP

DRCOG compiles point-level housing data from a variety of local and proprietary sources. When the 2050 RTP was adopted in 2021, the most recent observation available was 2018. This was the same for point-level employment data licensed from the Colorado Department of Labor and Employment and subject to additional processing and cleaning at DRCOG. DRCOG staff use this data as a supplementary UrbanSim model input applied during the scheduled development

step. DRCOG was able to incorporate housing and employment data through 2020, along with preliminary data from proprietary housing datasets to update those observations into 2022. DRCOG staff also incorporated insights from these same proprietary housing datasets to include anticipated housing construction through 2028. To accommodate these observations of more multifamily housing in more dense locations and counties, DRCOG staff had to make several adjustments to the previous county forecasts.

Additionally, factors influencing work-from-home rates were updated to reflect observed changes in behavior due to technological advancements, transportation demand management efforts from DRCOG and DRCOG’s partners, and the effects of the COVID-19 pandemic. Further description of the model updates can be found in Appendix D.

Emission results

Table 5 shows the modeling results for the 2024 Amendments to the 2050 RTP with the greenhouse gas emission reductions from the baseline. Only in 2025 do the modeling results meet the greenhouse gas reduction levels on their own. DRCOG has carried forward the additional transportation investments that were evaluated using “off model” calculations to achieve further emission reductions developed for the 2022 Updated 2050 RTP.

Table 5. Greenhouse gas emission results in million metric tons per year

	2025	2030	2040	2050
Greenhouse gas baseline (2050 RTP, adopted April 2021)	10.54	9.20	6.21	3.70
2024 amended 2050 RTP	9.83	8.53	5.64	3.35
Greenhouse gas reduction from 2024 amended 2050 RTP modeling:	0.71	0.67	0.57	0.35

Additional programmatic investment for the 2022 Updated 2050 RTP

For the 2022 Updated 2050 RTP, in addition to modeling the greenhouse gas reductions associated with the programmatic (non-project specific) investments in the 2050 RTP as adopted, DRCOG also worked with CDOT to re-allocate \$900 million in the 2050 RTP's fiscally constrained financial plan towards additional programmatic investments to help meet the greenhouse gas reduction levels for each analysis year, especially for 2030. Additionally, \$190 million in 2050 RTP-adopted programmatic funding remained from the representation of programmatic funding in the Focus model described above and was also included in this analysis, for a total of \$1.09 billion.

Because the greenhouse gas technical analysis indicated particular difficulty with attaining the 2030 reduction levels, the \$1.09 billion in programmatic funding was allocated as follows:

- 2030: \$605,000,000
- 2040: \$242,000,000
- 2050: \$242,000,000

The first step was to compare the programmatic categories in Table 3.1 of the adopted 2050 RTP with the mitigation measures in Policy Directive 1610 since the greenhouse gas reduction calculations for each type of programmatic investment used Policy Directive 1610's scoring and calculation methodologies. Based on this comparison, the following Policy Directive 1610 measures were used to represent the additional programmatic investment:

- Signal timing.
- CDOT Bustang expansion within the DRCOG area.
- Bicycle/pedestrian facility (primarily urban and suburban).
- Sidewalk/pedestrian facility (urban and suburban).
- Shared-use path (urban, suburban and rural).
- Complete streets retrofits (urban and suburban).

Each programmatic investment category originally developed for the 2022 Updated 2050 RTP and carried forward into the 2024 Amended 2050 RTP is described below.

Additional signal timing

Since 1989, DRCOG has been working with CDOT and local governments to coordinate traffic signals across jurisdictional boundaries on major roadways in the region. DRCOG has a proven record and the resources to continue to reduce traffic congestion and improve air quality through signal timing coordination plan development support.

The 2022 Updated 2050 RTP increased investments in the Regional Traffic Operations Program above this baseline to retune and optimize an additional 50 signals per year beginning in 2025, which has been carried forward into the 2024 Amended 2050 RTP. Calculations for greenhouse gas emission reductions associated with this effort were made using the method described in Policy Directive 1610. Greenhouse gas emission reductions are calculated per 10,000 average annual daily traffic per signal optimized within five years prior to evaluation year. The emission reduction value declines over time due to increasing electric vehicles in the fleet and the calculations include an induced demand factor.

Table 6 shows the calculated greenhouse gas emission reduction for 2030, 2040, and 2050 based on 250 signals (50 per year) optimized during the five years preceding the analysis year and with an average annual daily traffic per signal of 45,000.

Table 6. Greenhouse gas emission results, in million metric tons per year

	2025	2030	2040	2050
Greenhouse gas emission reductions from additional signal timing	N/A	0.05	0.03	0.02

CDOT Bustang expansion within DRCOG area

CDOT indicated to DRCOG that as part of its own greenhouse gas rule compliance, it intends to expand Bustang service over time, including within the DRCOG MPO area. According to CDOT, its approach apportions the daily bus vehicle revenue miles of the Bustang expansion within each MPO boundary, as well as by route, since different patterns of weekday and weekend service for the routes will require different annualization factors. The West Line and the Outrider Routes have the same schedule seven days a week — suggesting that 365 is a reasonable annualization factor. The South Line to Denver’s Union Station and North Line have one-third the number of round trips on weekends compared to week days (52 weeks * 5 weekdays = 260 days, plus 1/3 weighing to 52 weekends -> 104/3 - 34.67, so 260+34.67 = 294.67 as an annualization factor). The Colorado Springs to Denver Tech Center route only operates on weekdays, so a 260 annualization factor is most appropriate.

Table 7. Greenhouse gas emission results, in million metric tons per year

	2025	2030	2040	2050
Greenhouse gas emission reductions from increased Bustang service within DRCOG area	N/A	0.003	0.001	0.001

Bicycle and pedestrian facilities and Complete Streets retrofits

DRCOG staff analyzed its Regional Active Transportation Plan in terms of the plan’s envisioned regional network buildout, such as for the Regional Active Transportation Network as well as proposed on-street facilities. DRCOG staff also reviewed its Complete Streets Toolkit and deployed its Complete Streets geographic information system prioritization tool developed under guidance from the federal Bipartisan Infrastructure Law to estimate the potential for complete street retrofits throughout the region for each analysis year. Using Policy Directive 1610’s methodology, the mileage associated with each investment is multiplied by a point factor ranging from 1.0 to 3.5 to estimate the total points for each category. Each point equals one metric ton of greenhouse gas reduction.

Table 8. Greenhouse gas emission results, in million metric tons per year

	2025	2030	2040	2050
Bicycle/pedestrian facilities, Complete Street retrofits	N/A	0.02	0.02	0.01

Considering all the additional programmatic investments together, Table 9 shows the total estimated greenhouse gas reductions for each analysis year in million metric tons per year. While the total reduction amounts are modest, they are an important component of the overall framework to demonstrate compliance with the greenhouse gas rule. Perhaps even more importantly, they represent important needed investment in the region's multimodal transportation network.

Total emission reductions from off-model calculations

Table 9. Greenhouse gas emission results, in million metric tons per year

	2025	2030	2040	2050
Greenhouse gas emission reductions from additional signal timing	N/A	0.05	0.03	0.02
Greenhouse gas emission reductions from increased Bustang service within DRCOG area	N/A	0.003	0.001	0.001
Pedestrian facilities, Complete Street retrofits	N/A	0.02	0.02	0.01
Total additional programmatic investment greenhouse gas reduction calculations:	N/A	0.07	0.05	0.03

Mitigation Action Plan

To achieve additional emission reductions and meet the reduction requirements defined in the rule, DRCOG is pursuing a Mitigation Action Plan. The Mitigation Action Plan is detailed in Appendix A. DRCOG staff's commitment is to report annually on the progress of the measures listed in the Mitigation Action Plan, which include further commitments to land use planning efforts, complete streets standards and other strategies to reduce greenhouse gas emissions from on-road transportation sources. A summary of the greenhouse gas reductions by staging period and strategy can be found in Table 10.

Table 10. Greenhouse gas emissions reductions from Mitigation Action Plan strategies

Measure	Greenhouse gas reduction in metric tons		
	2030	2040	2050
Increase residential density from <10 units/acre to at least 15 to 25 units/acre	13,548	16,011	10,557
Increase job density from <0.5 floor area ratio to at least 1.0 floor area ratio	2,309	2,822	1,833
Mixed-use transit-oriented development higher intensity: Area rezoned for mixed-use transit-oriented development at least 25 units/acre and 150 jobs/acre	8,588	9,814	6,510
Mixed-use transit-oriented development moderate intensity: Area rezoned for mixed-use transit-oriented development at least 15 units/acre and 100 jobs/acre	18,397	21,157	14,455
Reduce or eliminate minimum parking requirements and set low maximum levels (residential)	37,750	43,795	29,573
Reduce or eliminate minimum parking requirements and set moderate maximum levels (residential)	18,332	21,281	14,347
Reduce or eliminate minimum parking requirements and set maximum levels (commercial)	4,373	3,940	3,511
Adopt local Complete Streets standards	369	243	44
Grand total	103,666	119,063	80,829

Table 11. Reduction through Mitigation Action Plan by staging year, in million metric tons per year

	2025	2030	2040	2050
Greenhouse gas reductions from Mitigation Action Plan (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08

Summary

DRCOG complies with the requirements of the rule for all staging periods through the revising the 2050 RTP and pursuing a Mitigation Action Plan. DRCOG will monitor changes in the region that would require a re-baselining in future years as well as the effectiveness of strategies. DRCOG will continue to demonstrate compliance with the rule in every 2050 RTP amendment cycle.

Table 12. Greenhouse gas emission reduction results, in million metric tons per year

	2025	2030	2040	2050
Greenhouse gas reduction from 2024 Amended 2050 RTP modeling	0.71	0.67	0.57	0.35
Off-model greenhouse gas reduction calculations (active transportation funds, signal timing and Bustang)	N/A	0.07	0.05	0.03
Greenhouse gas reductions from Mitigation Action Plan (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
Total greenhouse gas reductions:	0.71	0.84	0.74	0.46
Reduction requirement from Table 1 of the greenhouse gas rule (2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction requirement achieved	Yes	Yes	Yes	Yes

Public engagement for the 2022 Updated 2050 RTP

DRCOG conducted a 31-day public review period and held a public hearing on the 2022 Updated 2050 RTP and accompanying air quality and greenhouse gas documents. Additionally, staff engaged with the Civic Advisory Group and held five virtual open houses during the public comment period. For a full overview of the public and stakeholder engagement conducted during the 2022 Update process, see Appendix B of this report. For an overview of the public and stakeholder engagement conducted during the 2024 Cycle Amendments process, see Appendix C: Public and Stakeholder Engagement.



Transportation Commission Memorandum

To: Transportation Commission

From: Darius Pakbaz, Director - Division of Transportation Development;
Troy Halouska, Senior NEPA Specialist & PEL Program Manager - Division of
Transportation Development

Date: April 5, 2024

Subject: CDOT 2023 Environmental Awards Presentation

Purpose

Present the 2023 awards to the four winning nominations at the TC meeting in April in conjunction with Earth Day.

Action

No action needed.

Background

The purpose of the awards is to help foster an environmental ethic through recognition of transportation projects, innovation, maintenance activities, and staff that exemplify CDOT's commitment to environmental excellence. Every April, in conjunction with Earth Day, we present the awards to the winners at the TC meeting.

Next Steps

None.

Attachments

B - Environmental Awards Presentation



COLORADO

Department of Transportation

CDOT 2023 Environmental Awards



Four Award Categories

- Innovative Environmental Process
- Environmental Support by Maintenance
- Special Environmental Contributor
- Best Environmental Project





Innovative Environmental Process

Navigating Regulatory Requirements by Embracing Partnerships: ESA-listed Bat Species Mitigation Strategies

Team Members Involved:

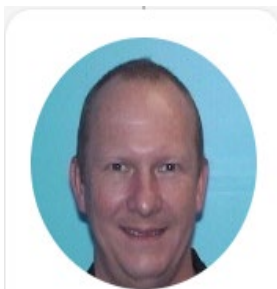
CDOT: Jason Roth, Annie Hoffman, Brianna (Grey) Buttner, Jeff Peterson, Erik Schmude, and Summer Slama; *USFWS:* Kristin Salamack;

CNHP: Rob Schorr; *Colorado Parks and Wildlife:* Dan Neubaum;

Northern Arizona University, Species from Feces/Bat Ecology and Genetics Laboratory: Dr. Faith Walker; United States Geological Survey-North American Bat Monitoring Program, CO Bat Working Group; Bat Conservation International; and Colorado State University



Jason Roth



JEFF PETERSON



Erik Schmude



Summer Slama



Kristin Salamack



Annie Hoffman



Brianna (Grey) Buttner



Environmental Support by Maintenance

Steel Sister Beam Installation on Timber Bridges

Team Members Involved:

Region 2 Bridge Maintenance:

Jacob Aguilar, Robert Bak, Joseph Navares, Gilbert Gallegos, & Troy Ortiz;

Trinidad Maintenance Patrols:

Jesse Martinez, John Vigil, Jerad Lessar, Jason Rayfield, Trevor Bowman, Frank Cordova, Steve Pino, Adam Cordova, Jason McGraw, Eric Summers, Paul Mares, Jack Wiseman, & Harry Wysocki;

Region 2 South Program Design:

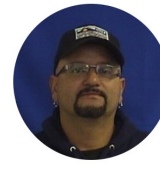
Daniel Lucero; Staff Bridge: Joel Johnson; with a special nod to Region 4 Engineering



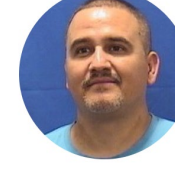
JACOB AGUILAR



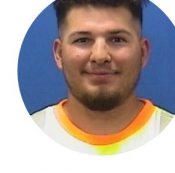
Jason McGraw



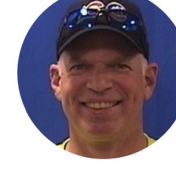
Joseph Navares



Gilbert Gallegos



Ehipolito Ortiz



Harry Wysocki



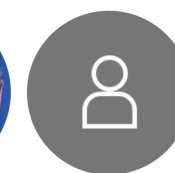
Robert Bak



JOHN VIGIL



Jerad Lessar



Jason Rayfield



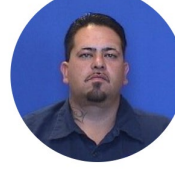
Eric Summers



Jack Wiseman



JESSE MARTINEZ



Adam Cordova



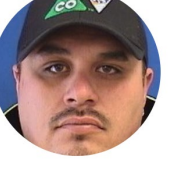
Trevor Bowman



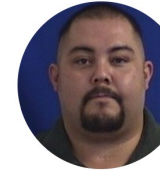
Frank Cordova



Steven Pino



Paul Mares



Daniel Lucero



Joel Johnson



Steel Sister Beam Installation on Timber Bridges





Special Environmental Contributor



*Hope Wright,
Real Estate
Asset Manager*





Special Environmental Contributor (cont.)





Best Environmental Project

Advance Mitigation of the US 50 Tier I EIS Projects

Team Members Involved:

CDOT R2 Environmental: Rob Frei, Gabriel Cosyleon, and Summer Slama;
CDOT R2 ROW: Amber Billings & Christina Thiebaut;
Colorado Parks and Wildlife: Todd Marriott;
CDOT-US Fish and Wildlife: Kristin Salamack;
FHWA: Stephanie Gibson and Armando Henriquez;
US Army Corps of Engineers: Joshua Carpenter;
EPA: Julie Smith;
Natural Resources Conservation Service: Lana Pearson;
BLM: Veronica Vogan;
Summit Public Relations: Nancy Shanks;
SME Environmental: Sean Moore



US 50 Corridor East
Tier 1 Draft Environmental Impact Statement Public Hearings



Summer Slama



GABRIEL COSYLEON



Robert Frei



Amber Billings



Christina Thiebaut



Kristin Salamack



US Army Corps of Engineers®



Transportation Commission (TC) Meeting Notes DRAFT March 20-21, 2024 Workshops - Wednesday, March 20, 2024

1:00 pm to 5:00 pm

Youtube link: [Transportation Commission March 20, 2024 Workshop](#)

Transportation Commission Workshop

Attendance

All 11 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, Yessica Holguin, Mark Garcia, Shelley Cook, Hannah Parsons, Barbara Bowman, Jim Kelly and Rick Ridder, and Megan Vasquez.

Budget Workshop (Decision) - Jeff Sudmeier and Bethany Nicholas [Recording Timestamp 00:07:21](#)

Purpose and Action: The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the sixth budget amendment to the FY 2023-24 Annual Budget.

Provided an overview of the [Fiscal Year 2025 Final Annual Budget Allocation Plan](#) which details CDOT's budget sources and uses. The plan includes the Revenue Allocation Plan and the Spending Plan.

- Total FY 25 total funds are \$2,063.8 million
- The FY 24-25 Revenue Allocation Plan was balanced using the December 2024 revenue forecast. Inflexible revenue is automatically adjusted based on FY25 revenue forecast.
- In February 2024, the 10 Year Plan lines were updated and the budget was updated for the Colorado Transportation Investment Office and Clean Transit Enterprises.
- Of the \$2,063.8 million total budget for FY25, \$1,728.8 million is for CDOT programs and \$320 million is for transportation enterprises.
- TFY 2023-24 Roll Forwards were also estimated and described for the enterprises and for the budget.
- April 2024: The approved FY 2024-25 Final Annual Budget will be submitted to the Governor's Office and Legislature for final adoption.

Discussion:

- Response to questions from Commissioner Adams - It was noted that increases in the budget have made this year's spending power comparable to last years.
- Jeff Sudmeier, CDOT Chief Financial Officer, clarified that the asset management budget is realistically about \$800 million annually. However, that only includes asset management asset programs and does not include other projects, like those included in the 10 Year Plan, that are also focused on asset management. There is definitely

some amount of deferred maintenance based on state and federal asset management targets.

- As a result efforts are underway to determine the total amount of CDOT funding across various programs, i.e. from the Surface Treatment Program, Pavement Asset Program and the 10-Year Plan, that goes towards pavement improvements.

Introduction to CDOT's Office of Environmental Justice & Equity - Marsha Nelson, Greg Diehl, Monica Vialpando, Celina Milner-Leon, May Xiong [Recording Timestamp 00:42:42](#)

Purpose and Action: Informational, no action requested.

- The Office of Environmental Justice & Equity (EJE) is a very new CDOT Office which was formed as a result of SB 260 in Spring 2021.
- The Office was formed to address the inequities in transportation. The four main pillars of the office are Contract Compliance and Civil Rights, Environmental Justice, Affirmative Action in Employment Opportunity and Workforce Development.
- The definition of equity, Equity360, and details related to the pillars were discussed in detail. See the TC packet for more details.

Discussion:

- Commissioner Adams inquired about better ways to engage the public from the bottom up. It was noted that much of the data used by the EJE Office is from the Colorado Department Public Health and Environment (CDPHE). Nelson is forming resource groups tied to small businesses to improve the public engagement environment.
- It was explained that there is national backlash against Diversity, Equity and Inclusion programs that threaten to remove many of the federal programs and funding sources that go towards supporting small businesses and Disproportionately Impacted Communities.
- Multiple commissioners thanked Marsha Nelson and her team for the great work being accomplished.

Mobility Committee - Electric Vehicle (EV) Project Updates - Kay Kelly and Mike King [Recording Timestamp 01:10:39](#)

Purpose and Actions: Informational, no action requested.

- Colorado EV Plan Targets
 - 940,000 Light Duty EVs by 2030; nearly 100% by 2050
 - 30% MHD ZEV sales by 2030; 100% by 2050
 - 35,000 MHD EVs by 2030
 - 1000 Transit ZEVs by 2030; 100% by 2050
 - 10,000 eBikes by 2025
 - 1700 DCFC & 5800 Public L2 by 2025
 - CDOT Clean Transportation WIG 4
 - 23 EV Scenic Byways by FY25
- CDOT Clean Transportation Wildly Important Goals (WIG) targets set for June 30, 2024
 - Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations from 75% to 85%

- Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 14 to 18
- Increase the number of NEVI grants awarded for projects in electric vehicle corridors from 0 to 20
- Improve public EV awareness by increasing the number of grants awarded from the E-Mobility Education and Awareness Grant program from 3 to 6
- Increase the number of operational zero-emission transit buses from 71 to 91
- Other topics covered included addressing misinformation pertaining to EVs - such as range anxiety, and fire danger, Direct Current Fast Charging (DCFC) agreements between CDOT and the Colorado Energy Office, EV grants awarded to Colorado, EV-related education and awareness programs, and zero emission vehicle (ZEV) Workforce development programs.

Discussion:

- Commissioners raised questions regarding - charging stations becoming obsolete - which was noted as a concern but overall the concerns for reliability of charging infrastructure are impacted by other factors more compared to their age; concerns with the goals for EV market penetration that may not be realistic, but CDOT staff assured the TC that the modeling suggests the goals are realistic considering tax credits available and other programs; concerns regarding inclusion of Tesla charges - it was noted that DCFCs mapped do not include Tesla chargers, but that Tesla is adapting to serve more types of EVs.

Employee Housing Update - John Lorme and David Fox [Recording Timestamp 02:01:13](#)

Purpose and Actions: Informational, no action requested.

- Maintenance and Operations has made great strides in reducing their vacancy rate. They are down to 121 vacant entry level maintainers from about 340 just 18 months ago. However, there are still challenges towards filling vacancies across many counties with the ski resort areas facing the greatest difficulties. Employee housing has been a massive benefit and is seen as a long term investment for maintenance and operations to ensure strong employment numbers.
- Employee Housing is one way to continue to look after CDOT's most important asset which is its employees.
- CDOT currently has 52 mobile home pads, 13 houses and 14 apartments across 17 locations. Most of these locations are on active worksites.
- Maintenance crew wages have gone up significantly, but the price of living in Colorado continues to increase which will require further wage increases over time.
- Employee housing is not only a sound investment for improving the livelihoods of employees and decreasing vacancy, but it is also a sound financial investment due to appreciating real estate prices and rent.
- 12 housing units are being constructed in Fairplay. 11 housing units are being built in Frisco.
- Planned projects include 12 units in Basalt, 15 units in Edwards, up to 8 units in Steamboat, up to 3 units in Ouray, up to 13 units in Telluride.

Discussion:

- Commissioners expressed concerns about the loss of existing mobile home pads with our programs - CDOT is willing to pay fair market value for homes.

- The rent rates for the units will be tied to the median income requirement. It will be below the 80% of the area median income (AMI) rent rate. The rent revenues will come back into a maintenance fund for upkeep of the housing facilities.

Bridge and Tunnel Enterprise (BTE) Series 2024A Revenue Bond Transaction Summary Workshop - Patrick Holinda and David Fox

[Recording Timestamp 02:25:28](#)

Purpose and Actions: Staff is requesting approval from the TC of the attached Parameters Resolution relating to certain matters with respect to the Colorado Bridge and Tunnel Enterprise 2024A Bonds. This includes but is not limited to, providing approval to staff to proceed with the transaction if certain parameters are met, granting the Enterprise Director or any member of the Enterprise Board the authority to determine the specific terms of the bonds, and executing and delivering Bond Documents on behalf of the Enterprise.

- Topics covered included an overview of the preliminary official statement, bond indenture, the bond parameters resolution, transaction updates, and bond types evaluated and the proposed choice, BTE fees associated with the proposal, etc.
- Transaction Timeline:
 - In February the rating assessment was completed, the 2nd draft of the Preliminary Official Statement was distributed and rating packet were developed
 - In March, ratings packets are distributed to agencies and the BTE board presented Bond Parameters resolution for approval
 - In April, pricing will be finalized, the Final Official Statement will be posted and the BTE board will present budget supplements

Discussion:

- Commissioner Adams asked about the double A rating capacity of the bond insurers. Holinda stated that the best option for bond insurance will be determined and reported to the TC.
- Commissioner Garcia stated that a visual aid showing 10-Year Plan projects within the budget would be very helpful.

Greenhouse Gas (GHG) Transportation Planning Standard and PD 1610 Overview - Darius Pakbaz, Chris Laplante, Libba Rollins

[Recording Timestamp 03:00:04](#)

Purpose and Actions: This presentation is intended to update the TC on the GHG Pollution Reduction Planning Standard, the associated Policy Directive (1610), and compliance requirements. Information only, no action requested.

- Relevant legislation discussed included:
 - House Bill 19-1261 Climate Action Plan to Reduce Pollution set in 2019
 - Relative to 2005, reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050
 - HB 23-016 updated and added additional GHG reduction targets in 2023
 - Relative to 2005 - reduce GHG emissions 65% by 2035, 75% by 2040, 90% by 2045, and net zero by 2050
 - Senate Bill 21-260
 - Made the Roadmap 1.0 recommendation for transportation planning a requirement 2; the near term target is to reduce GHG pollution by 12.7 million metric tons by 2030. For more details see the TC Packet.

- Stakeholder engagement for the GHG rule development included 11 regional public meetings, 10 public hearings and over 300 comments were collected.
- The 2021 GHG Transportation Planning Standard requires CDOT and the five metropolitan planning organizations to create transportation plans that create more travel choices and result in reduced GHG emissions
- GHG Mitigation Measures are strategies that can't be effectively modeled or are too small to be captured in travel demand modeling. GHG Mitigation Measures include projects that have bike, pedestrian or transit facilities.

Discussion:

- Commissioner Garcia asked about micro-mobility transportation options being included in the model, it was noted that these modes of transportation are very difficult to model, so they are not included in the general model. However, micro-mobility specific projects can be submitted as a GHG Mitigation Measure in the process outlined in PD 1610.

Freight Plan Overview - Darius Pakbaz, Craig Hurst, Erica Denney, Katrina Williams [Recording Timestamp 03:26:56](#)

Purpose and Actions: To provide the TC a summary of the 2024 Colorado Freight Plan that was approved by the Federal Highway Administration in March of 2024. Information only, no action required.

- The Freight Mobility & Safety Branch is comprised of Planning, Operations and Permits
- The branch has 4 strategic priorities for planning
 - Align with CDOT goals, plans and processes
 - Comply with Federal freight planning requirements
 - Use a data driven approach and use stakeholder input
 - Focus on implementation and being operations-oriented
- The 2024 Freight Plan goals: include Safety and Security, Mobility, Maintenance and Economic Vitality, Sustainability and Resiliency.
- Engagement and Outreach to stakeholder included the Traveling Public, Business and Industry Partners and Regions and agency partners.
- 283 members of the public were surveyed.
- Emphasis Areas are Truck Safety, Freight Operations and Clean Transportation
- FHWA recently approved the National Highway Freight Program funding.

Discussion:

- Commissioner Ridder asked whether video instructions for putting on truck chains were available. They are available on the [Mountain Rules](#) page of the Colorado Freight website. Commissioner Ridder also discussed the need for greater truck stop and rest area access.
- Commissioner Adams asked about the legislation surrounding double and triple trailer truck. Craig Hurst, Freight Mobility and Safety Branch Manager, explained that trucking companies are regulated by federal law and training is a major factor for truck safety especially drivers from out of state.
- Another safety concern is trucks hitting low clearance bridges. Hurst explained that trucks striking bridges have been by drivers who were not complying with state regulations and permits.
- Commissioner Hart discussed the issue of freight truck drivers tailgating. Hurst noted that there is a serious issue regarding speeding and tailgating which will be the next

focus of the Mountain Rules Campaign.

- Other issues raised included CDOT's freights program integration with freight rail, which the Freight Branch actively working on, and the importance of employing new communications technologies to improve highway safety. CDOT is focused on technology and there is money in the freight budget to focus on this.

Transportation Commission Regular Meeting Thursday, March 21, 2024

[Youtube link: Transportation Commission March 21, 2024 Regular Meeting](#)

Call to Order, Roll Call

Nine of the 11 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Hannah Parsons, and Rick Ridder. Commissioners Barbara Bowman, and Megan Vasquez were excused.

Public Comments [Recording Timestamp 00:01:49](#)

- The TC received three written public comments.
- Jacob Belgrad, a transportation advocate with Green Latinos, wanted to highlight the reinvestment of Federal and Colfax and 14th intersection, with respect to walkability. This is the most dangerous intersection in the city and state, there are insufficient pedestrian facilities and there are a number of fatalities. It is in the backyard of CDOT's headquarters. There is the Vulnerable Road User Safety Bill, which was introduced in the Capitol. There was a grant recently given to the City of Denver for this intersection. He urges CDOT to work with the City of Denver to make this intersection as safe as possible, and put pedestrian safety first.
- Ean Tafoya, the Chair of the Environmental Justice Task Force, commented on SB 24-1338, how this will create a dedicated office within the Colorado Department of Public Health and Environment (CDPHE) and in charge of interagency cooperation. Other departments are recommitting to equity, roundtables, and regular Diversity, Equity and Inclusion (DEI) work, and bolstering staff for this. He encourages CDOT to make sure that the Civil Rights Office has the resources to answer the concerns of the community. This intersection is a glaring disappointment for our communities and people are dying. We need to involve the communities, those who cross from bus to bus and go from schools and libraries along Federal Blvd. at the 14th Street intersection.
- June Churchill, the 2024 Denver Bike Mayor, representing the Denver Bike Lobby, commented that Denver bike riders encounter the barriers of state highways, as roads become more dangerous due to vehicles speeding, running red lights, and large vehicle sizes. There have been little proactive steps from CDOT to protect bike riders. The intersection of 14th and Federal Boulevard is emblematic of the issues. Both Colfax and Federal have high injury rates, and the communities have been subjected to increased traffic, violence, pollution, and disempowerment. Prioritizing car movement above all else has led to air pollution, unlivable spaces, and drained money from working families. She asks for increased funding for transit capex and operations, transit infrastructure, cycling infrastructure.

Comments of the Chair and Individual Commissioners [Recording](#)

[Timestamp 00:07:26](#)

- Several Commissioners expressed appreciation for the maintenance crews responsible for snow removal.
- Commissioner Ridder - this month has been active with community engagement on traffic lights in Hayden, CO, and working with communities to establish a coalition of vocal supporters for the Northwest Passenger Rail.
- Commissioner Adams appreciated the CDOT staff and John Lorme's decision to limit heavy truck traffic over Interstate-70. Over the last month, Commissioner Adams met with Douglas County Commissioners, and heard their priorities and their alignment with CDOT. They brought a concern on the Santa Fe Daniels Park interchange and the need for more safety lighting. He will take a personal tour of this area to see the concerns. He is scheduling a meeting with the Arapahoe County Commissioners for the same purpose. He also wants to bring up spring break travelers on highways and wants to emphasize travel safety.
- Commissioner Garcia - he is part of the Planning Rule Coordination Committee, and there have been several meetings and has attended some meetings on legislation, and the San Luis Valley Transportation Planning Region (TPR) meeting.
- Commissioner Cook - she has had some engagement with people on the Western Slope that are for Mountain Rail. The Denver Regional Councils of Government (DRCOG) Regional Transportation Committee (RTC) met the previous day, and they are undertaking a housing assessment in connection with transportation. She is working to get up to date on the Greenhouse Gas Emission Rules.
- Commissioner Holguin - she thanked the public for their comments today. She attended DRCOG's RTC meeting. She also overviewed the Colorado Freight Plan with Craig Hurst. Commissioner Holguin attend the Nonattainment Area Pollution Mitigation Enterprise (NAAPME) and they approved their 2024-2025 budget.
- Commissioner Kelly - Thanked CDOT for taking meticulous notes on the meetings.
- Commissioner Stuart - she and Commissioner Hart attended the CDOT Region 2 regional leadership meeting. As a member of the Planning Rules Coordination Committee for the TPR study, they held two public hearings, and she wants to continue to echo gratitude for those who provided letters and public comments. She also expressed gratitude to CDOT staff for keeping them updated on what is happening at the Capitol with the regular legislative updates.
- Commissioner Hart - appreciated the presentation on electric vehicles and its connection to greenhouse gas reductions. Electric vehicles are the way of the future. Transit and the Front Range Passenger Rail District in particular will help Colorado's economic ability to survive and thrive into the future. There are problems with communication and money, but there are many good conversations going on.
- Commissioner Stuart - was a passenger on the test train from Boulder to Longmont and there was an interesting dialogue on finishing the Northwest Rail Corridor and initiating Front Range Passenger Rail. There is the political will and the opportunity for funding this multimodal opportunity, for long trains that will reduce congestion and improve air quality in Colorado. She was very interested in the recent housing workshop. They had an opportunity to meet with the Regional Transportation District (RTD) Board of Directors

this year, and discussed how to integrate and coordinate with them to make transit more accessible to people in Colorado, and particularly along the Front Range.

Executive Director's Management Report (Shoshanna Lew)

[Recording Timestamp 00:33:13](#)

- Kudos were expressed to those who managed the snowstorm this last weekend and John Lorme's decision on limiting heavy truck traffic. She emphasized the corporate responsibility for truck congestion issues, particularly with Amazon. In an acute event, trucks coming from out of state without chains makes it more difficult for CDOT to do its job.
- There is a lot on the policy side with the state legislature that will keep CDOT busy. The test train was an interesting demonstration because of the breadth of stakeholders and the possibility of the ride right now.

Chief Engineer's Report (Keith Stefanik) [Recording Timestamp](#)

[00:38:12](#)

- Last month, the Transportation Core Curriculum was open to CDOT engineering staff. It is a week-long course going over consistent transportation on how CDOT does business from a capital perspective. It provides an opportunity for Region staff to see how CDOT operates across regions.
- There was an annual review of the state and the condition of the assets. Asset managers across the state speak to the state of the assets they manage and the trends that we are heading.
- CDOT continues to explore safety on an everyday day basis. In the last month, he and John Lorme testified on the SB 24-100 regarding the commercial motor vehicle (CMV) Chain Law and Restrictions, and this would improve safety on the I-70 corridor. April is Distracted Driving Month so CDOT will be releasing campaigns reinforcing the negative aspects of distracted driving. There was a press release on a project including 176 miles of roadways in Region 4, that will be improved through pavement markings and rumble strips.
- An invitation was extended to the TC, the Highway Safety Office, and the Traffic Safety and the Engineering Office, to participate in hosting the annual Traffic Safety Summit in Antlers Hotel in Colorado Springs from July 22 - July 23rd. He will work with Jennifer Uebelher to get an invitation out.

Colorado Transportation Investment Office (CTIO) Report (Piper Darlington) [Recording Timestamp 00:43:20](#)

- The CTIO Board met yesterday. As Commissioner Cook mentioned, there was a good discussion on legislative updates from Emily Haddaway, Colorado State Legislative Liaison, and Lisa Kaufmann, Chief of Staff of Governor Polis' Office. There was action on a couple of items with approval of the annual budget, and there is an annual fee for service Inter-Agency Agreement (IAA) which the TC is being asked to approve.
- For the Federal and Colfax Interchange, the CTIO Board committed a state match for that. Normally they aren't this involved in a federal grant, but their role in the Removing the Highway Barrier: Equitably Restoring Colfax and Federal Mobility and Land Use

project is working with Region 1 and looking at highest and best use of the land, if there are innovative financing tools available to deliver project.

Federal Highway Administration (FHWA) Division Administrator Report (Andy Willis) Report [Recording Timestamp 00:46:05](#)

- FHWA is pleased to get federal fiscal year appropriation for 2024, which fully funded the Infrastructure Investment and Jobs Act (IIJA) funding levels, a little over \$70 billion nationwide. This includes 17 congressionally designated and/or earmarks for the Colorado transportation system. Highlights include The Medal of Honor Boulevard Extension in Pueblo, the Cottonwood Pass Bluehill Project, US-160E Bayfield intersection, and the South Bridge project in Grand Junction.
- On the theme of safety, FHWA hosted a pilot road safety workshop with a goal to encourage interaction between law enforcement and the engineering and planning community. This included the City of Aurora, City and County of Denver, Colorado State Patrol, CDOT, and Douglas County, to demonstrate immediate impact on safety when law enforcement and engineers and planners talk to each other. There are a lot of fatalities of vulnerable road users in Lakewood along the Colfax section. The City of Lakewood is making improvements to add gaps in traffic and signal timing changes along the corridor that provide a lower risk for a pedestrian crossing the roadway, and and for safer crossing. A barrier in the median forces pedestrians to cross both directions of traffic while facing the traffic. CDOT presented on crash reporting activities.

Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski, STAC Chair) [Recording Timestamp 00:51:20](#)

- The STAC meeting was on March 7th, starting with legislative reports led by Emily Haddaway - CDOT. The Distracted Driving Bill will be useful. The state legislature is talking about broadband, which is a topic of interest from local to state governments. In total, 60 bills are being tracked by CDOT and being discussed by the legislature. Jamie Grim - CDOT gave an update on federal legislation. Everyone is very interested in the boundary study from HB-23-1101. Vince met with the group in Region 3 on the issue of dividing the money for projects, prior to the TC decision regarding CDOT recommendations of the TPR boundary study.
- The STAC meeting discussed the budget and recommended moving the budget forward.
- John Lorme presented on winter maintenance and a discussion on housing, which was provided to TC the previous day. The recruitment of 18-21 year olds into CDL licenses has a high retention rate at 92%.
- The STAC meeting discussed rest areas, and the fall in the number of rest areas in Colorado and the lack of funding available to maintain them.
- A representative from STAC is on the Federal Lands Committee, Keith Baker. He is term limited and will be leaving STAC and his post with the Federal Lands Committee. Holly Williams nominated John Liosatos to be Keith Baker's replacement on the committee, and STAC agreed to this.
- The STAC meeting for next month will be on April 4th and the following meeting on May 2nd will be in-person to talk about a number of issues, the initiation of the statewide planning process for the long range plan, and an update and renewal of the 10-Year Plan.

State Legislative Update Report (Emily Haddaway) [Recording](#)

[Timestamp 01:01:03](#)

- Today, the Commercial Motor Vehicle Safety Bill was in front of the State Senate for the second reading. They brought a few amendments to clarify scope of the bill, identifying specific mile markers for no pass zones that correlated with existing crash data, and adding new zones for Down Junction and White Hill. They also clarified the chain requirements and added new measurements. It should be on the third reading on Friday March 22th, 2024. They are still intending to talk to drivers.
- The Distracted Driving Bill will be up in the House on April 3rd, having passed the Senate. They are looking for testimony to speak to impacts of distracted driving for Colorado roads.
- There aren't concrete updates on broadband. Emily provided a note on the footnote on the bill regarding how revenue from right of way fees should be used, giving an overview of how much they have processed, \$4,000 for 27 permits for annual fees.
- The Air Quality Improvement Bill had the provision on VMT amended for removal, so this bill will not be tracked as closely.
- The Railway Transit Funding Bill SB-24-184 was introduced. The committee hearing will be next Wednesday. CDOT is working on testimony in support of this bill.
- There is a potential new enterprise in CDOT for funding rest stops.
- They are now working on a bill for vulnerable road users.
- Chair Stuart requested the briefing to be sent to the TC.

Act on Consent Agenda (Herman Stockinger) [Recording](#) [Timestamp](#)

[01:05:55](#)

- Proposed Resolution #1: Approve the Regular Meeting Minutes of February 15, 2024
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: STIP Amendment to include I-76 Reconstruction and Improvements Project

A Motion by Commissioner Cook to approve, and seconded by Commissioner Holguin, passed unanimously.

Discuss and Act on Proposed Resolution #4: Budget Amendment of FY 2025 (Jeff Sudmeier and Bethany Nicholas) [Recording](#) [Timestamp](#)

[1:07:30](#)

- The sixth amendment includes two items
 - Reallocate \$5.7 million from TC Program reserve to agency operations to address supplemental increase to risk management and property that was adopted by legislature
 - Reallocate \$1.4 million from TC Program Reserve to agency operations and to increase department indirect budget by \$1.1 million to address budget shortfall from Governor's Office of Information Technology (OIT), as a result of updated forecast from OIT due to midyear rate adjustments.

A Motion by Commissioner Adams to approve, and seconded by Commissioner Parsons, passed unanimously.

Discuss and Act on Proposed Resolution #5: FY 2025 Final Budget (Jeff Sudmeier and Bethany Nicholas) [Recording Timestamp 1:09:22](#)

- This request to approve the final FY 2025 budget follows multiple workshops. Following the approval, this budget will be submitted to the Office of State Planning and Budget ahead of an April submission deadline.
- The budget is \$2.4 billion for estimated CDOT spending and enterprises and allocates approximately \$2.1 billion including \$827 million to capital construction programs, \$531 million to maintenance and operations, and \$359 million to suballocated programs.

A Motion by Commissioner approved, and seconded by another Commissioner, passed unanimously.

Discuss and Act on Proposed Resolution #6: FY 2024-25 CTIO-CDOT Fee for Service Intra Agency Agreement (Piper Darlington) [Recording Timestamp 1:11:00](#)

- TC is asked to approve the Intra-Agency Agreement (IAA) and the scope of work for CTIO that it will work on on behalf of CDOT, receiving payment.
- Commissioner Garcia asked if last year's scope of work was completed. Piper Darlington answered that they are in the current year FY 24, through June 30th, and she will provide a report out on the completion and status update. A mid-year report was provided in January 2024, saying that there is progress on a lot of items, but some are multi-year project.

A Motion by a Commissioner to approve, and seconded by another Commissioner, passed unanimously.

Discuss and Act on Proposed Resolution #7: 1601 Interchange Request at I-76/Weld County Road 8 (Heather Paddock and Elizabeth Relford) [Recording Timestamp 1:13:54](#)

- BNSF Railway is proposing a new intermodal facility and logistics park. TC will approve systems-level study and if Traffic Demand Management (TDM) strategy requirements are met. CDOT has approved the systems-level study and deemed this necessary, along with verifying the TDM 1% reduction strategy target.
- Upon TC's approval, an IGA will be entered for approval.
- Commissioner Kelly noted that Heather and Elizabeth have done hard work on this, and that this will be an economic boon to the area. This is an interesting and promising project.

A Motion by Commissioner to approve, and seconded by another Commissioner, passed unanimously.

Adjournment at 10:18 am



Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: April 9, 2024

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 reapproval. 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

Date: April 4, 2024

Subject: Disposal of Mesa Springs Greenway Trail, Colorado Springs

Purpose

CDOT Region 2 is proposing to dispose of Parcel DE-1 containing approximately three miles of the Mesa Springs Greenway Trail that runs adjacent to I-25 and extends from Bijou Street on the south end to Fillmore Street. The parcel is located west of the west side of the sound wall in Colorado Springs.

Action

CDOT Region 2 is requesting a resolution, in accordance with C.R.S. 43-1-210(5), approving the declaration of excess property consisting of 27.9 acres (+/-) of right of way that is no longer needed for transportation or maintenance purposes.

Background

In the early 2000's, CDOT acquired Parcel DE-1 for the COSMIX project (project numbers NH(CX)025-2(250), NH(CX)025-2(251), and NH(CX)025-2(252)). In addition to widening I-25, the projects also extended the Mesa Springs Greenway Trail system along Monument and Fountain Creeks. The City wishes to acquire Parcel DE-1 at nominal value for the ongoing and future maintenance of the Mesa Springs Greenway Trail, in accordance with 23 CFR 710.403(e). Disposing of Parcel DE-1 to the City will relieve CDOT of the burden of maintenance on parcels that are not needed for transportation or maintenance purposes. The City will also assume the annual storm water costs from CDOT.

23 CFR 710.403(e) allows CDOT to dispose of property for less than fair market value to other governmental agencies for continued non-proprietary public use.

Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Parcel DE-1 to the City of Colorado Springs for nominal value, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403. The deed will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for non-proprietary public use, title to such property will automatically revert to CDOT. The deed will be recorded in the office of the El Paso County Clerk and Recorder.

Attachments
Legal Description
Exhibit

EXHIBIT "A"

DEVOLUTION PARCEL No. 1

DATE: December 12, 2023

LEGAL DESCRIPTION

A Devolution Parcel No. DE-1 containing 27.9 acres, more or less, being all the land acquired as CDOT Right-of-way by CDOT Project Numbers NH(CX) 025-2(250), NH(CX) 025-2(251), and NH(CX) 025-2(252) lying west of the west side of the existing concrete sound walls, more or less, in:

- Sections 1 and 12 Township 14 South, Range 67 West,
- Sections 7 and 18, Township 14 South, Range 66 West,
- Section 36, Township 13 South, Range 67 West, all of the 6th Principal Meridian, in El Paso County, Colorado, said line being more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 18, being a recovered 3-1/4 inch aluminum cap stamped "COLO DEPT OF TRANSPORTATION 2001 LS 25361", THENCE South 27° 25' 18" East a distance of 300.61 feet to a point on the Westerly Right-of-Way line of Interstate No. 25 acquired by said CDOT Project No. NH(CX) -025-2(250), also being the Northeast corner of Lot 4, Block 22 of Parrish's Addition to Colorado Springs recorded in Plat Book A, Page 21 (PLAT 00208) on March 25, 1874 in the records of the office of the El Paso County Clerk and Recorder, and the TRUE POINT OF BEGINNING;

THENCE along said Right-of-Way line South 89° 39' 06" East, a distance of 19.13 feet, more or less to a point on the Westerly side of said existing concrete sound wall;

THENCE continuing Northerly along the Westerly side of said concrete sound wall the following (85) courses:

1. THENCE North 03° 08' 54" East, a distance of 109.94 feet;
2. THENCE on the arc of a curve to the right, a radius of 2200.00 feet, a central angle of 04° 40' 31", a distance of 179.51 feet, a chord bearing North 05° 29' 10" East, a distance of 179.46 feet;
3. THENCE North 07° 49' 25" East, a distance of 7.65 feet;
4. THENCE on the arc of a curve to the left, a radius of 2500.00 feet, a central angle of 02° 35' 07", a distance of 112.80 feet, a chord bearing North 06° 31' 52" East, a distance of 112.79 feet;
5. THENCE North 05° 14' 19" East, a distance of 591.61 feet;
6. THENCE on the arc of a curve to the left, a radius of 2200.00 feet, a central angle of 14° 03' 25", a distance of 539.75 feet, a chord bearing North 01° 47' 24" West, a distance of 538.40 feet;
7. THENCE North 08° 49' 07" West, a distance of 1245.56 feet;
8. THENCE North 09° 48' 49" West, a distance of 111.87 feet;

9. THENCE on the arc of a curve to the left, a radius of 600.00 feet, a central angle of 12° 41' 38", a distance of 132.93 feet, a chord bearing North 16° 09' 38" West, a distance of 132.66 feet;
10. THENCE North 22° 30' 27" West, a distance of 19.95 feet;
11. THENCE on the arc of a curve to the right, a radius of 790.00 feet, a central angle of 13° 35' 45", a distance of 187.46 feet, a chord bearing North 15° 42' 35" West, a distance of 187.02 feet;
12. THENCE North 08° 54' 42" West, a distance of 49.09 feet;
13. THENCE on the arc of a curve to the left, a radius of 520.00 feet, a central angle of 09° 41' 17", a distance of 87.93 feet, a chord bearing North 13° 45' 21" West, a distance of 87.82 feet;
14. THENCE North 18° 35' 59" West, a distance of 661.64 feet;
15. THENCE on the arc of a curve to the right, a radius of 4500.00 feet, a central angle of 04° 37' 26", a distance of 363.16 feet, a chord bearing North 16° 17' 16" West, a distance of 363.07 feet;
16. THENCE North 13° 58' 33" West, a distance of 110.76 feet to a point at the end of said concrete sound wall;
17. THENCE crossing West Uintah Street North 09° 27' 24" West, a distance of 289.90 feet to a point at the end of an existing concrete sound wall;
18. THENCE along said concrete sound wall North 05° 21' 59" West, a distance of 41.45 feet;
19. THENCE on the arc of a curve to the right, a radius of 2800.00 feet, a central angle of 06° 35' 47", a distance of 322.36 feet, a chord bearing North 02° 04' 05" West, a distance of 322.18 feet;
20. THENCE North 01° 13' 48" East, a distance of 356.42 feet;
21. THENCE North 00° 09' 12" East, a distance of 103.03 feet;
22. THENCE on the arc of a curve to the left, a radius of 730.00 feet, a central angle of 20° 51' 48", a distance of 265.82 feet, a chord bearing North 10° 16' 42" West, a distance of 264.35 feet;
23. THENCE North 20° 42' 36" West, a distance of 10.95 feet;
24. THENCE on the arc of a curve to the right, a radius of 350.00 feet, a central angle of 15° 37' 35", a distance of 95.46 feet, a chord bearing North 12° 53' 49" West, a distance of 95.16 feet;
25. THENCE North 05° 05' 01" West, a distance of 113.25 feet;
26. THENCE on the arc of a curve to the left, a radius of 350.00 feet, a central angle of 23° 34' 56", a distance of 144.06 feet, a chord bearing North 16° 52' 29" West, a distance of 143.04 feet;
27. THENCE North 28° 39' 58" West, a distance of 57.90 feet;

28. THENCE on the arc of a curve to the right, a radius of 300.00 feet, a central angle of $16^{\circ} 51' 52''$, a distance of 88.30 feet, a chord bearing North $20^{\circ} 14' 02''$ West, a distance of 87.98 feet;
29. THENCE North $11^{\circ} 48' 06''$ West, a distance of 21.06 feet;
30. THENCE on the arc of a curve to the left, a radius of 1000.00 feet, a central angle of $10^{\circ} 11' 26''$, a distance of 177.86 feet, a chord bearing North $16^{\circ} 53' 49''$ West, a distance of 177.63 feet;
31. THENCE North $21^{\circ} 59' 32''$ West, a distance of 117.75 feet;
32. THENCE on the arc of a curve to the left, a radius of 200.00 feet, a central angle of $09^{\circ} 29' 25''$, a distance of 33.13 feet, a chord bearing North $26^{\circ} 44' 15''$ West, a distance of 33.09 feet;
33. THENCE North $31^{\circ} 28' 57''$ West, a distance of 19.81 feet;
34. THENCE on the arc of a curve to the right, a radius of 400.00 feet, a central angle of $22^{\circ} 12' 24''$, a distance of 155.03 feet, a chord bearing North $20^{\circ} 22' 45''$ West, a distance of 154.06 feet;
35. THENCE North $09^{\circ} 16' 33''$ West, a distance of 22.59 feet;
36. THENCE on the arc of a curve to the left, a radius of 750.00 feet, a central angle of $17^{\circ} 26' 04''$, a distance of 228.22 feet, a chord bearing North $17^{\circ} 59' 35''$ West, a distance of 227.34 feet;
37. THENCE North $26^{\circ} 42' 37''$ West, a distance of 16.86 feet;
38. THENCE on the arc of a curve to the right, a radius of 400.00 feet, a central angle of $18^{\circ} 26' 23''$, a distance of 128.73 feet, a chord bearing North $17^{\circ} 29' 25''$ West, a distance of 128.18 feet;
39. THENCE North $08^{\circ} 16' 14''$ West, a distance of 17.83 feet;
40. THENCE on the arc of a curve to the left, a radius of 960.00 feet, a central angle of $13^{\circ} 56' 38''$, a distance of 233.63 feet, a chord bearing North $15^{\circ} 14' 33''$ West, a distance of 233.06 feet;
41. THENCE North $22^{\circ} 12' 52''$ West, a distance of 38.02 feet;
42. THENCE on the arc of a curve to the right, a radius of 330.00 feet, a central angle of $18^{\circ} 53' 46''$, a distance of 108.83 feet, a chord bearing North $12^{\circ} 45' 59''$ West, a distance of 108.34 feet;
43. THENCE North $03^{\circ} 19' 06''$ West, a distance of 35.10 feet;
44. THENCE on the arc of a curve to the left, a radius of 2000.00 feet, a central angle of $05^{\circ} 59' 10''$, a distance of 208.95 feet, a chord bearing North $06^{\circ} 18' 41''$ West, a distance of 208.86 feet;
45. THENCE North $09^{\circ} 18' 15''$ West, a distance of 61.13 feet;
46. THENCE on the arc of a curve to the right, a radius of 500.00 feet, a central angle of $17^{\circ} 12' 21''$, a distance of 150.15 feet, a chord bearing North $00^{\circ} 42' 05''$ West, a distance of 149.59 feet;

47. THENCE North $07^{\circ} 54' 06''$ East, a distance of 28.44 feet;
48. THENCE on the arc of a curve to the left, a radius of 500.00 feet, a central angle of $05^{\circ} 24' 39''$, a distance of 47.22 feet, a chord bearing North $05^{\circ} 11' 46''$ East, a distance of 47.20 feet to a point at the end of said concrete sound wall;
49. THENCE crossing West Fontanero Street North $02^{\circ} 29' 27''$ East, a distance of 283.63 feet to a point at the end of an existing concrete sound wall;
50. THENCE along said concrete sound wall on the arc of a curve to the right, a radius of 2100.00 feet, a central angle of $08^{\circ} 36' 40''$, a distance of 315.62 feet, a chord bearing North $06^{\circ} 47' 47''$ East, a distance of 315.32 feet;
51. THENCE North $11^{\circ} 06' 07''$ East, a distance of 50.46 feet;
52. THENCE on the arc of a curve to the left, a radius of 200.00 feet, a central angle of $03^{\circ} 00' 58''$, a distance of 10.53 feet, a chord bearing North $09^{\circ} 35' 38''$ East, a distance of 10.53 feet;
53. THENCE North $08^{\circ} 05' 09''$ East, a distance of 42.25 feet;
54. THENCE on the arc of a curve to the right, a radius of 600.00 feet, a central angle of $09^{\circ} 17' 27''$, a distance of 97.29 feet, a chord bearing North $12^{\circ} 43' 52''$ East, a distance of 97.19 feet;
55. THENCE North $17^{\circ} 22' 36''$ East, a distance of 488.77 feet;
56. THENCE on the arc of a curve to the right, a radius of 1920.00 feet, a central angle of $02^{\circ} 52' 22''$, a distance of 96.26 feet, a chord bearing North $18^{\circ} 48' 47''$ East, a distance of 96.25 feet;
57. THENCE North $20^{\circ} 14' 58''$ East, a distance of 25.00 feet;
58. THENCE on the arc of a curve to the left, a radius of 440.00 feet, a central angle of $17^{\circ} 56' 09''$, a distance of 137.74 feet, a chord bearing North $11^{\circ} 16' 53''$ East, a distance of 137.18 feet;
59. THENCE North $02^{\circ} 18' 49''$ East, a distance of 36.99 feet;
60. THENCE on the arc of a curve to the right, a radius of 2500.00 feet, a central angle of $04^{\circ} 17' 00''$, a distance of 186.89 feet, a chord bearing North $04^{\circ} 27' 19''$ East, a distance of 186.85 feet;
61. THENCE North $06^{\circ} 35' 48''$ East, a distance of 57.86 feet;
62. THENCE on the arc of a curve to the left, a radius of 570.00 feet, a central angle of $15^{\circ} 31' 25''$, a distance of 154.43 feet, a chord bearing North $01^{\circ} 09' 54''$ West, a distance of 153.96 feet;
63. THENCE North $08^{\circ} 55' 36''$ West, a distance of 16.13 feet;
64. THENCE on the arc of a curve to the right, a radius of 700.00 feet, a central angle of $15^{\circ} 20' 01''$, a distance of 187.34 feet, a chord bearing North $01^{\circ} 15' 36''$ West, a distance of 186.78 feet;

65. THENCE North $06^{\circ} 24' 25''$ East, a distance of 29.67 feet;
66. THENCE on the arc of a curve to the left, a radius of 700.00 feet, a central angle of $15^{\circ} 00' 26''$, a distance of 183.35 feet, a chord bearing North $01^{\circ} 05' 48''$ West, a distance of 182.82 feet;
67. THENCE North $08^{\circ} 36' 01''$ West, a distance of 15.11 feet;
68. THENCE on the arc of a curve to the right, a radius of 700.00 feet, a central angle of $15^{\circ} 29' 55''$, a distance of 189.35 feet, a chord bearing North $00^{\circ} 51' 04''$ West, a distance of 188.77 feet;
69. THENCE North $06^{\circ} 53' 53''$ East, a distance of 16.33 feet;
70. THENCE on the arc of a curve to the left, a radius of 700.00 feet, a central angle of $14^{\circ} 59' 46''$, a distance of 183.21 feet, a chord bearing North $00^{\circ} 36' 00''$ West, a distance of 182.69 feet;
71. THENCE North $08^{\circ} 05' 52''$ West, a distance of 27.83 feet;
72. THENCE on the arc of a curve to the right, a radius of 550.00 feet, a central angle of $14^{\circ} 47' 47''$, a distance of 142.04 feet, a chord bearing North $00^{\circ} 41' 59''$ West, a distance of 141.64 feet;
73. THENCE North $06^{\circ} 41' 55''$ East, a distance of 33.10 feet;
74. THENCE on the arc of a curve to the left, a radius of 530.00 feet, a central angle of $18^{\circ} 53' 32''$, a distance of 174.76 feet, a chord bearing North $02^{\circ} 44' 51''$ West, a distance of 173.97 feet;
75. THENCE North $12^{\circ} 11' 37''$ West, a distance of 16.70 feet;
76. THENCE on the arc of a curve to the right, a radius of 500.00 feet, a central angle of $12^{\circ} 41' 17''$, a distance of 110.73 feet, a chord bearing North $05^{\circ} 50' 58''$ West, a distance of 110.50 feet;
77. THENCE North $00^{\circ} 29' 41''$ East, a distance of 34.01 feet;
78. THENCE on the arc of a curve to the left, a radius of 470.00 feet, a central angle of $21^{\circ} 11' 27''$, a distance of 173.83 feet, a chord bearing North $10^{\circ} 06' 03''$ West, a distance of 172.84 feet;
79. THENCE North $20^{\circ} 41' 47''$ West, a distance of 33.61 feet;
80. THENCE on the arc of a curve to the right, a radius of 350.00 feet, a central angle of $21^{\circ} 07' 27''$, a distance of 129.04 feet, a chord bearing North $10^{\circ} 08' 03''$ West, a distance of 128.31 feet;
81. THENCE North $00^{\circ} 25' 40''$ East, a distance of 19.25 feet;
82. THENCE on the arc of a curve to the left, a radius of 530.00 feet, a central angle of $16^{\circ} 27' 19''$, a distance of 152.21 feet, a chord bearing North $07^{\circ} 47' 59''$ West, a distance of 151.69 feet;
83. THENCE North $16^{\circ} 01' 39''$ West, a distance of 34.45 feet;

84. THENCE on the arc of a curve to the right, a radius of 350.00 feet, a central angle of 07° 36' 21", a distance of 46.46 feet, a chord bearing North 12° 13' 28" West, a distance of 46.43 feet;
85. THENCE North 08° 25' 18" West, a distance of 124.40 feet to a point on the Westerly Interstate No. 25 Right-of-Way line acquired by CDOT Project No. NH(CX) 025-2(252), from which the Center 1/4 corner of said Section 36, being a recovered 2 1/2" aluminum cap stamped "LWA 1996 PLS 28658", bears North 53° 12' 10"W a distance of 2173.57 feet, said point also being:
- on the North line of Starlight Acres Addition No. 2 (recorded in Plat Book X at page 48 on December 14, 1955 in the records of said county),
 - on the South line of Lot 1, Fillmore Interchange Center Filing No. 1, 22.70 feet from the Southeast corner of said Lot 1 (recorded at Reception Number 98189630 on December 23, 1998 in the records of said county) being a recovered 3 1/2" aluminum cap set into a concrete catch basin stamped "COLO DEPT OF TRANSPORTATION PLS 28659 ROW PROJ 13125 POINT NO 2045",
 - and the POINT OF TERMINUS.

The above described parcel contains 27.9 acres, more or less.

RESERVING:

A Permanent Easement containing 4.0 acres, more or less, for maintenance purposes, being a strip of land fifteen (15) feet wide, the westerly line of which is parallel and concentric with and fifteen (15) feet westerly of said described line, extending to intersect with adjoining property lines.

BASIS OF BEARINGS:

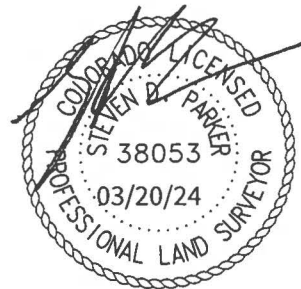
Bearings are based on a line bearing North 11° 36' 32" West from the Northwest Corner of said Section 18, being a recovered 3-1/4 inch aluminum cap stamped "COLO DEPT OF TRANSPORTATION 2001 LS 25361", to the Center 1/4 corner of said Section 36, being a recovered 2 1/2" aluminum cap stamped "LWA 1996 PLS 28658".

Exhibit "B" attached and by this reference made a part hereof.

I, Steven D. Parker, a duly registered Professional Land Surveyor under the laws of the State of Colorado, do hereby certify that this legal description was prepared by me or under my direct supervision and that it is correct to the best of my knowledge and belief. It is not to be construed, nor does it represent a monumented land survey.

For and on behalf of the Colorado Department of Transportation.

Steven D. Parker, PLS
Colorado Professional Land Surveyor
License Number 38053
December 19, 2023



Signature: *Steven D Parker*

Email: steven.d.parker@state.co.us

Mesa Springs Greenway Trail

Write a description for your map.

Legend

-  American Furniture Warehouse
-  Boonzaaijer's Dutch Bakery
-  Colorado College
-  Colorado Springs DMV
-  Fine Arts Center
-  King Soopers
-  Mesa Springs Greenway
-  Nancy Lewis Park
-  Patty Jewett Golf Course
-  Penrose Hospital Emergency Department
-  RoadHouse Cinemas | Colorado Springs



Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer

Date: April 4, 2024

Subject: Disposal of Troy Hill Road, Colorado Springs

Purpose

CDOT Region 2 is proposing to dispose of a portion of Troy Hill Road located between SH 24 (Platte Ave) on the South and Airport Road to the North to the City of Colorado Springs.

Action

CDOT Region 2 is requesting a resolution, in accordance with C.R.S. 43-1-210(5), approving the declaration of excess property consisting of approximately 645,282 sq. ft. (14.81 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Background

CDOT acquired and realigned this portion of Troy Hill Road to accommodate the future Airport and Powers Intersection planned for the 2024-2026 construction season. The City has been maintaining this portion of roadway since the realignment of Troy Hill Road was completed. The City has requested CDOT convey the subject parcels for nominal value for public use in accordance with C.R.S. 43-1-210(5).

23 CFR 710.403(e) allows CDOT to dispose of property for less than fair market value to other governmental agencies for continued non-proprietary public use.

Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Troy Hill Road to the City of Colorado Springs for nominal value, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403. The deed will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for non-proprietary public use, title to such property will automatically revert to CDOT. The deed will be recorded in the office of the El Paso County Clerk and Recorder.

Attachments

Legal Description
Exhibit

EXHIBIT "A"

DATE: January 31, 2024

Beginning at the south right-of-way line of Platte Ave, as shown on page 9A of the Department of Transportation, State of Colorado Project No. "STA-STE-NH(CX) 024-3(41) Unit 2" plans, said line and parcel being more particularly described as follows:

All of Troy Hill Road Right-of-Way from a line described from point 7026 to 6162 as shown on page 9A of the Department of Transportation, State of Colorado Project No. "STA-STE-NH(CX) 024-3(41) Unit 2" plans, said line also being the northerly limit of Troy Hill Road and the southerly limit of Platte Ave, to a line from the "Point of Beginning" of parcel RW-22F, Southeasterly to the Southwest corner of Tract A as shown on Subdivision Plat: Westgate at Powers Filing NO. 2 recorded in El Paso County Records at Reception Number: 219714417

The following parcels from the Department of Transportation, State of Colorado Project No. "STA-STE-NH(CX) 024-3(41) Unit 2" are included in this transfer:

1. That portion of "Unit 2 Parcel 220" as described in the El Paso County records at Book 6434, Pages 1164 (described on page 1165) lying south of the above described northerly limit of Troy Hill Road;
2. That portion of "Unit 2 Parcel 217" beginning at "Also" as described in the El Paso County records at Reception Number 098021111 (Exhibit "A" on page 3) and all of "Unit 2 Parcel 217-A" as described in the El Paso County records at Reception Number 098021111 (Exhibit "D" on page 4);
3. All of "Unit 2 Parcel R217-A" as described in the El Paso County records at Book 6550, Pages 704 (705);
4. That portion of "Unit 2 Parcel 208" as described in the El Paso County records at Book 6699, Pages 1116 (1118) starting from the word "ALSO";
5. That portion of "Unit 2 Parcel 207" as described in the El Paso County records at Book 6503, Pages 862 (863) starting from the word "ALSO";
6. All of "Unit 2 Parcel 205" as described in the El Paso County records at Book 6263, Pages 47 (48);

Also included in this transfer is the following parcel from the Department of Transportation, State of Colorado Project No. "STA-STE-NH(CX) 024-3(41) Unit 1":

7. That portion of "Unit 1 Parcel 1 Rev." as described in the El Paso County records at Book 6902, Pages 1054 (1057 & 1058) ending at the word "Also",

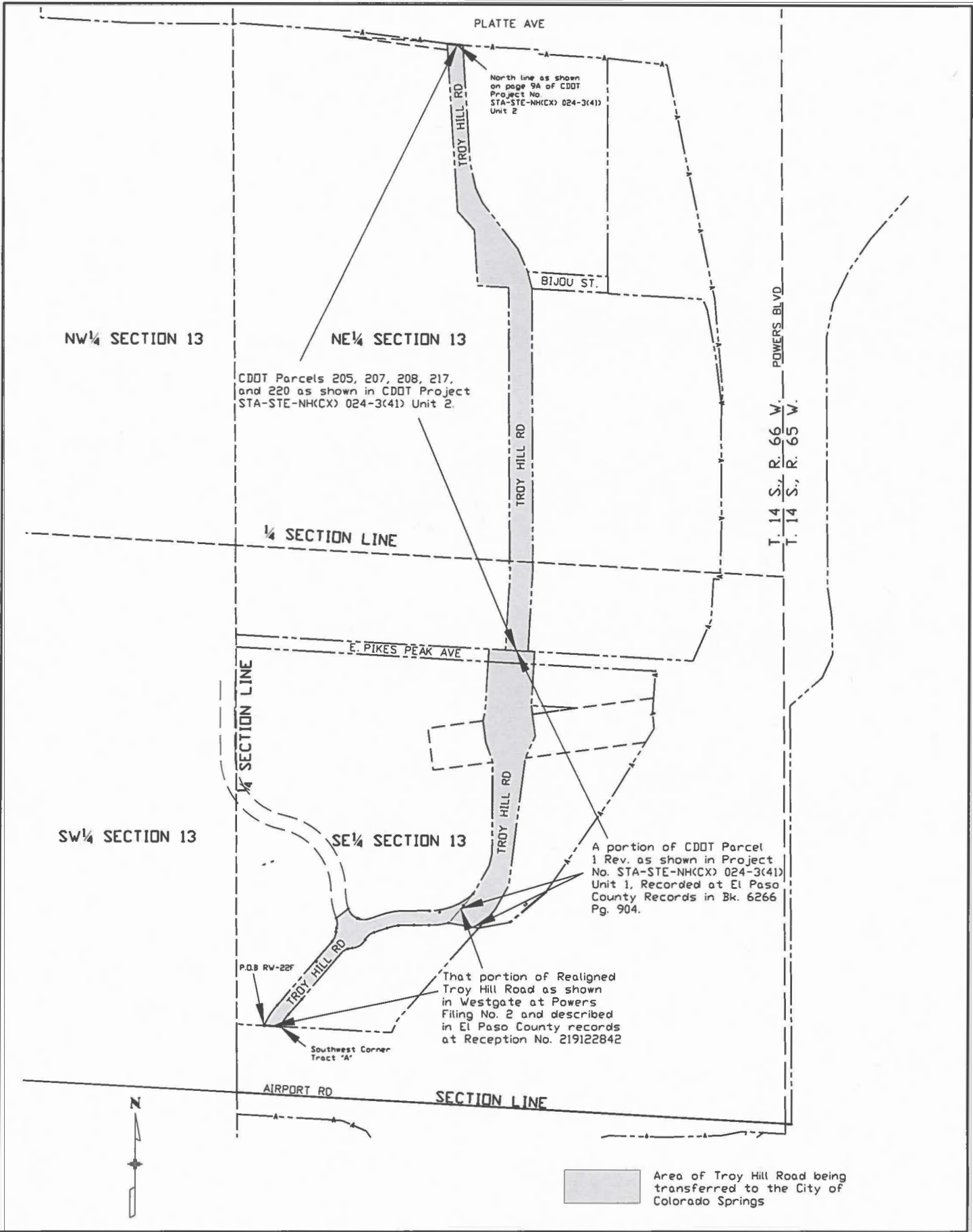
EXCEPT parcel 22-EX1, a previously vacated portion of said "Parcel 1 Rev" recorded in El Paso County records at Reception Number 219122842.

Also included in this transfer is parcel EA-22A from the Department of Transportation, State of Colorado Project No. "C R200-142", and Project No. STU 0212-005, parcels RW-22C, RW-22D, RW-22E, RW-22F described in El Paso County records at Reception Number 219122842.

EXCEPT parcels 22-EX2, 22-EX3, 22-EX4 and 22EX-5 from the Department of Transportation, State of Colorado Project No. STU 0212-005, a previously vacated portion of EA-22A described in El Paso County records at Reception Number 219122842.

THE TOTAL AREA OF THE ALL OF THE ABOVE-DESCRIBED PARCELS IS 645,282 SQ FT, (14.814 ACRES), MORE OR LESS.









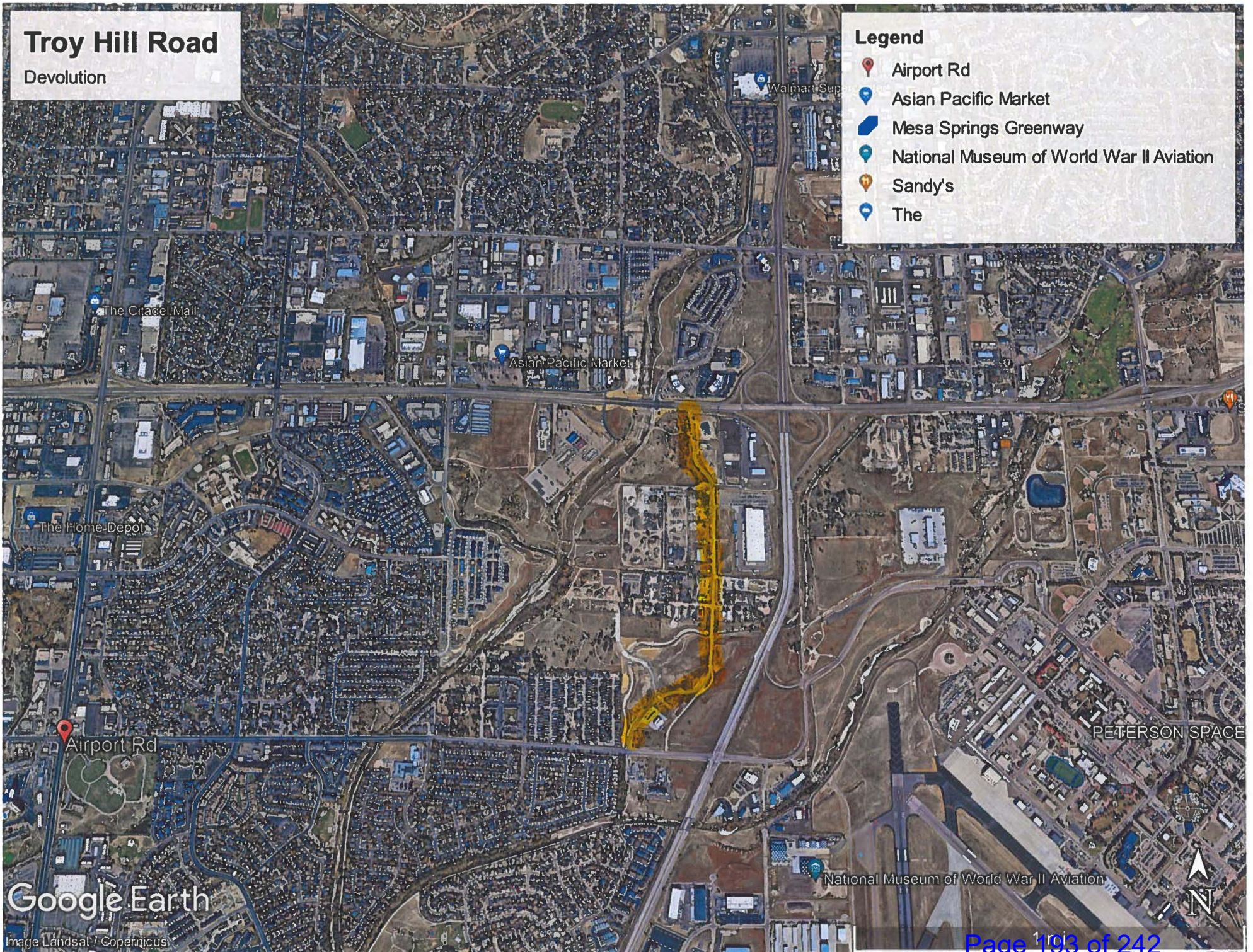


Troy Hill Road

Devolution

Legend

-  Airport Rd
-  Asian Pacific Market
-  Mesa Springs Greenway
-  National Museum of World War II Aviation
-  Sandy's
-  The



Google Earth

Image Landsat / Copernicus

Bridge and Tunnel Enterprise Board
Meeting Minutes
March 21, 2024

PRESENT: Yessica Holguin, District 1
 Shelley Cook, District 2
 Eula Adams, District 3
 Karen Stuart, Chair, District 4
 Jim Kelly, District 5
 Rick Ridder, District 6
 Mark Garcia, District 8
 Hannah Parsons, District 9
 Terry Hart, Vice-Chair, District 10

ABSENT: Barbara Bowman, District 7
 Megan Vasquez, District 11

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 March, the Bridge and Tunnel Enterprise Board of Directors approved:

- Regular Meeting Minutes of February 15, 2024
- Approved BTE Budget Supplement
- Approved the Final FY2024-25 BTE Budget Allocation Plan



Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: April 17, 2024

Subject: Monthly Cash Balance Update

Purpose

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

Action

No action is requested at this time.

Summary

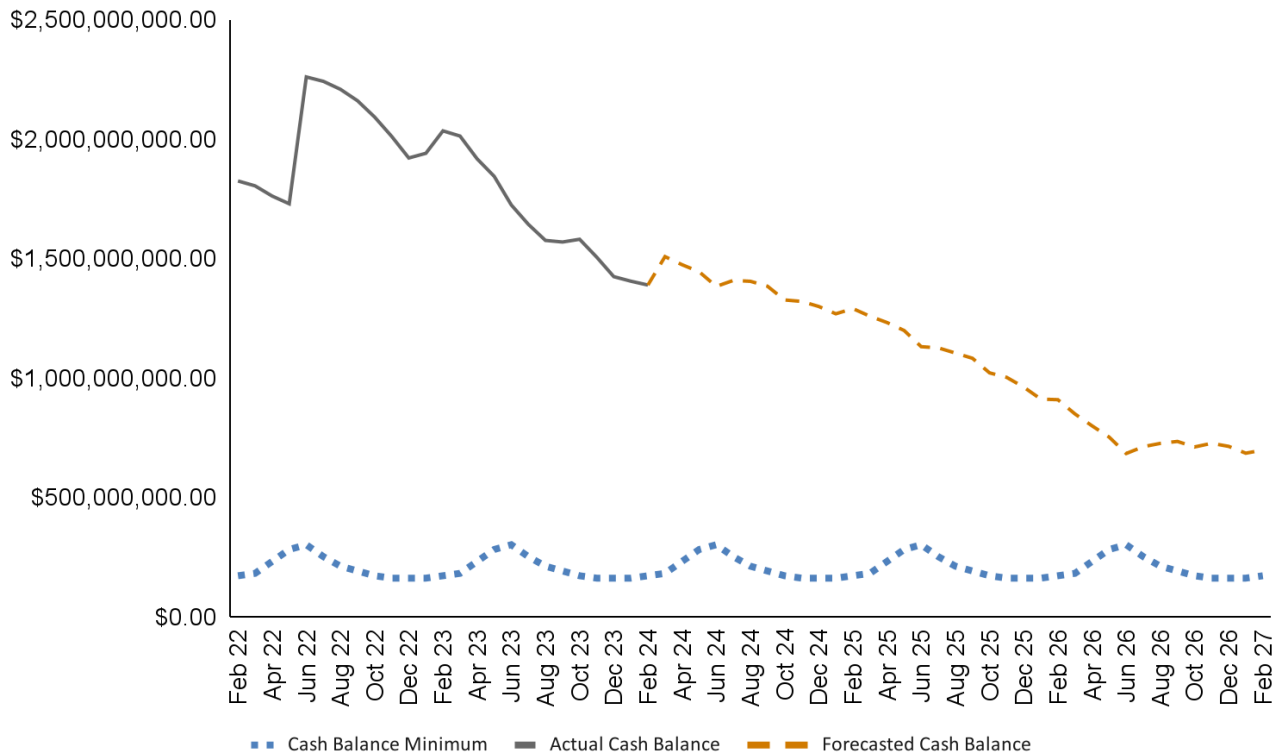
The actual cash balance for February 2024 was \$1.39 billion; \$1.22 billion above that month's minimum cash balance target of \$170 million. February's cash balance includes \$318.31 million in the State Highway Fund, \$985.41 million in the Senate Bill 267 trustee account, and \$83.9 million from the federal American Rescue Plan Act.

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. This forecast also includes an anticipated reimbursement to CDOT from CTIO related to a recently executed TIFIA loan on the I-25 corridor.

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.

Beginning in March 2024, the Office of Financial Management and Budget (OFMB) implemented a new statistical forecasting model to forecast future cash balances. This model uses Anaplan, a business planning and forecasting tool which allows OFMB more control over the statistical methods used for forecasting each revenue and expenditure source.

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

Calendar Year	CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (actual)	CY 2024 (forecast)
Expenditures	\$669	\$774	\$615	\$841	\$860	\$801*

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

Figure 3 details CY23 baseline and actual expenditures for the State Highway Fund (see Figure 2 above) as well as Bridge and Tunnel Enterprise. CDOT sets the CY baseline in January each year, using the best estimates, forecast, and schedule information available at the time.

Including Bridge Enterprise, February month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.07 (actual expenditures vs. baseline). There were \$87.1M actual expenditures YTD vs. the baseline of \$82.1M. The CY 23 baseline included expenditures from 169 projects. The new CY 24 baseline includes expenditures from 196 projects. Figure 4 details the current CY24 baseline and actual expenditures.

Figure 3 - Dashboard View, CY 23 Year End

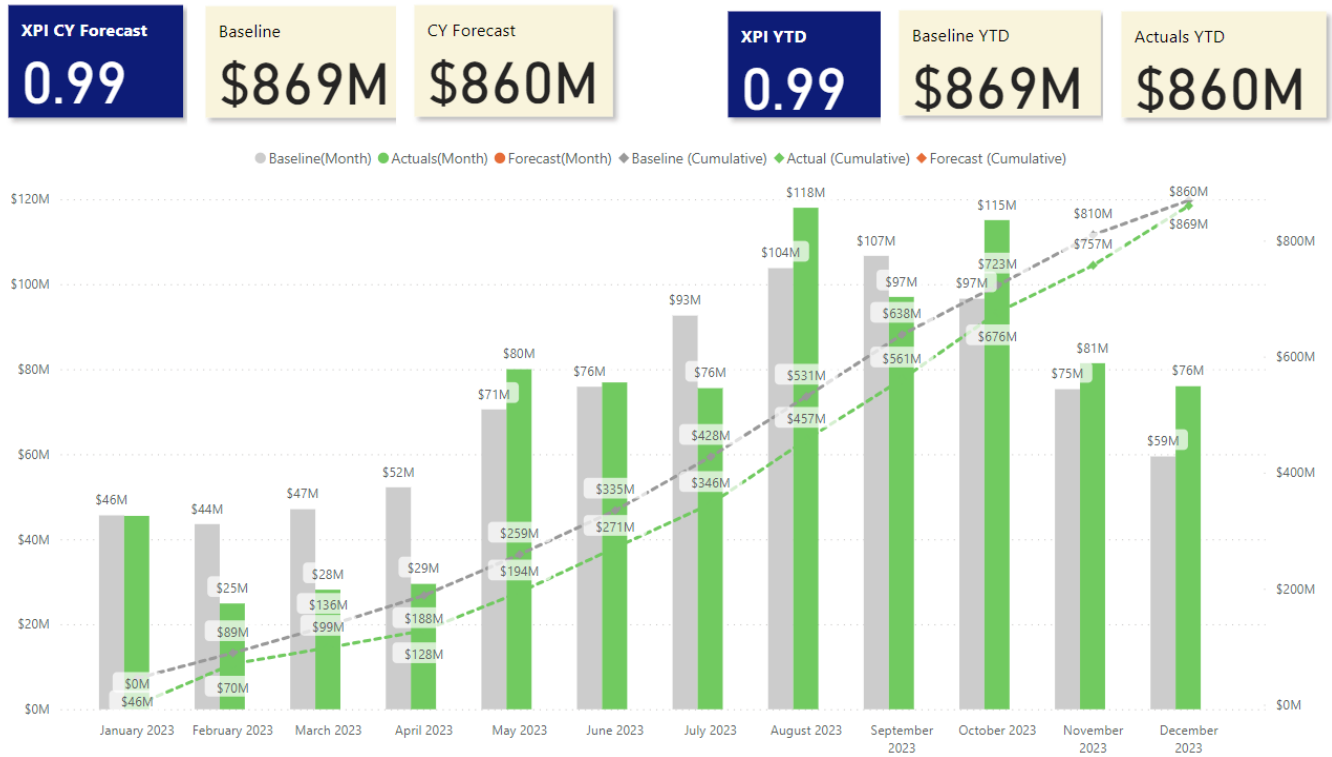
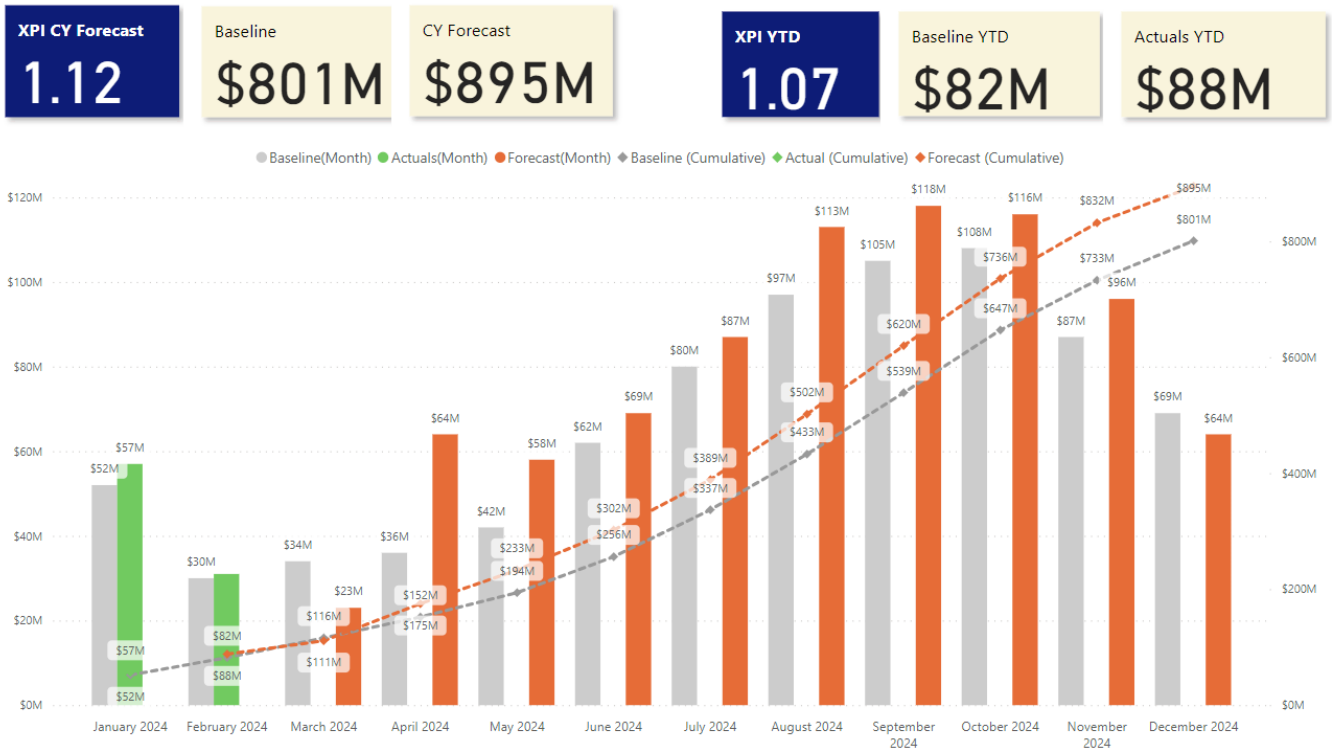


Figure 4 - Dashboard View, CY 24





Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: April 17, 2024

Subject: FY 2023-24 Q3 Annual Revenue Forecast Update

Purpose

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

Action

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

Background

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

- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth.
- State population and demographic data, annual vehicle miles traveled (VMT) in Colorado, and the historical performance of the state's HUTF.
- Bureau of Labor Statistics & Bureau of Economic Analysis data, such as historical and forecasted year-over-year percent changes in personal income and the consumer price index.
- The forecasted and aggregated annual interest rates on new car loans, and future retail gasoline prices from the Energy Information Administration.
- Estimated vehicle costs, including federal or state rebates for certain vehicles, as well vehicle fuel efficiency, and annual vehicle scrappage rates.
- The model also includes federally or state-appropriated funding from grants or other sources, such as the Federal Highway Administration and Federal Transit Administration (FHWA & FTA), and the National Highway Traffic Safety Administration (NHTSA).

The Department uses the revenue forecast to develop 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.

Updates from Previous Forecast

OFMB updated its forecast for retail delivery fees and rideshare fees based on the expected FY 2024-25 inflation adjustments for these fees. For FY 2024-25, retail delivery fee revenue expectations increased 3.57 percent and rideshare fee revenue expectations increased 1.04 percent.

State fuel tax and fee revenue has been growing more rapidly than expected in recent years, and OFMB may revise CDOT’s fuel revenue forecast in future quarters depending on the growth of actual fuel revenue in future months.

Summary

The tables below summarize CDOT’s FY 2023-24 Quarter 3 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 [here](#).

Statewide HUTF Forecasted Revenue (millions)

Revenue Source	FY 2023-24	FY 2024-25	FY 2025-26
Motor Fuel Taxes	\$652.3	\$663.3	\$672.2
Vehicle Registration Fees	\$234.0	\$237.6	\$243.6
FASTER Collections	\$187.9	\$224.7	\$230.1
General Fund Transfers	\$0.0	\$0.0	\$0.0
Road Usage Fee	\$90.3	\$122.5	\$155.2
Miscellaneous Collections	\$32.3	\$32.3	\$32.3
Retail Delivery Fee	\$20.1	\$22.5	\$24.8
Statewide HUTF Revenue	\$1,216.9	\$1,302.9	\$1,358.3

Statewide HUTF Forecasted Distributions (millions)

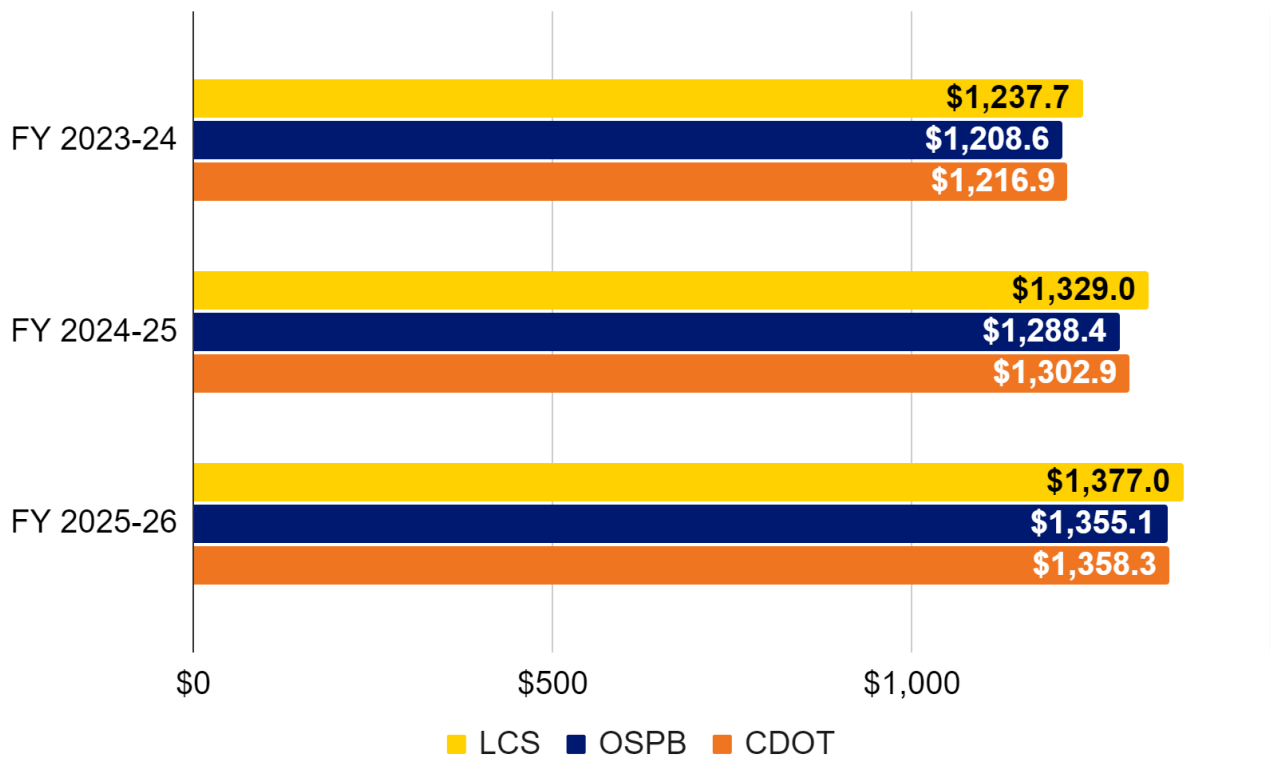
Recipient	FY 2023-24	FY 2024-25	FY 2025-26
Off-the-Top Appropriations	\$196.4	\$208.2	\$220.7
CDOT	\$623.7	\$667.4	\$692.2
DNR Capital Construction	\$0.3	\$0.3	\$0.3
Counties	\$232.5	\$248.8	\$258.1
Municipalities	\$164.1	\$178.3	\$187.0
Total HUTF Distributions	\$1,216.9	\$1,302.9	\$1,358.3

Statewide Forecast Comparison

The Statewide forecasts presented by the Office of State Planning and Budget (OSPB) and Legislative Council Staff (LCS) continue to expect moderate expansion in Colorado’s economy through 2024. Overall, decreasing inflation and anticipated interest rate reductions are expected to boost growth. However, reduced consumer demand is expected to lead to a slower pace of growth in 2024 than in 2023.

The forecasts presented by OSPB and LCS are used as the basis for statewide budget planning, and both forecasts estimate statewide transportation revenue. However, CDOT’s budget is primarily driven by the Revenue Allocation Plan approved by the Transportation Commission, which is developed using CDOT’s independent quarterly forecast. The chart below provides a comparison of CDOT’s forecast to the other statewide forecasts.

Statewide HUTF Forecast Comparison (millions)



Transportation Revenue and TABOR

TABOR, which was approved by voters in 1992, limits the amount of revenue that the state can retain and spend. Additional information on TABOR can be found on the General Assembly's [website](#).

Both OSPB and LCS are forecasting that state revenue will surpass the TABOR cap through at least FY 2025-26. In general, increasing cash fund revenue is putting pressure on the state budget. Since TABOR refunds are paid with General Funds, any increase in state cash fund revenue will decrease the availability of General Funds in future years.

The primary sources driving the increase in state cash fund revenue include transportation revenues from SB 21-260 fees, severance tax revenues, and several smaller cash funds. While surpassing the TABOR cap does not directly impact CDOT's revenue, there is a risk that the decreasing availability of General Funds may impact future General Fund transfers to State Highway Fund. Any actual changes would depend on actions taken by the General Assembly to balance the budget.



Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Hannah L. Reed, Federal Grants Manager in OPR

Date: April 17th, 2024

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 and 2023 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2023 or prior.

The following discretionary grant programs have closed and awards have been announced:

1. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar "umbrella" program that contains Mega, INFRA, and Rural Surface Transportation.
 - I-76 Phase IV Reconstruction in Region 4
 - \$29.1M Awarded!
 - US 160 Safety & Mobility Improvements in Region 5
 - \$58.9M Awarded!
2. RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN)
 - Federal & Colfax Cloverleaf Interchange Planning Grant in Region 1
 - \$2M Awarded!
3. STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)
 - I-25 Coordinated Adaptive Ramp Metering (CARM) Expansion in Region 1
 - \$1.4M Awarded!

The following discretionary grant programs have closed, but applications are still being reviewed:

1. PROMOTING RESILIENT OPERATIONS for TRANSFORMATIVE, EFFICIENT and COST-SAVING TRANSPORTATION (PROTECT):
 - CDOT submitted the CO West RESCUE Project to address resiliency in and around rural Western Colorado. The scope includes I-70 Glenwood Canyon, Blue Hill on Cottonwood Pass, US 40, and SH 9.
 - The City of Boulder and CDOT co-sponsored an application in Region 4 to replace two poor bridges and an undersized culvert on CO 7. The existing bridges experience recurring flooding/overtopping that restrict accessibility of the highway.
2. TRANSIT-ORIENTED DEVELOPMENT PLANNING PROGRAM (TOD)
 - CDOT supported Denver and RTD with a proposal in Region 1 along Federal, related to BRT and First-Last Mile recommendations.
3. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
 - CDOT revised the Region 1 I-270 Corridor Improvements Bridge Bundle application
 - In addition to the original eight critical bridges, the scope was competitively expanded to include four other bridges on / connecting to the corridor.
4. ADVANCED TRANSPORTATION TECHNOLOGY and INNOVATION (ATTAIN)
 - CDOT's Traffic Safety and Engineering Services Branch submitted an application to purchase equipment, software, and training materials to establish CDOT's first LiDAR and Photogrammetry technology program.
5. RAISE 2024
 - CDOT submitted the following applications:
 - State-Wide Avalanche Protocol (SWAP)
 - I-70 East Vail Pass Wildlife Crossings in Region 3
 - I-70 Colorado West RESCUE in Region 3
 - Due to the award, and subsequent cost-share, restrictions on RAISE, the scope for this application revision includes the I-70 Glenwood Canyon bridge joints and guardrail, and Cottonwood Pass' Blue Hill and Site 2.
 - CDOT partnered with local agencies to submit the following:
 - I-270 & Vasquez Interchange Planning in Region 1 w/ Adams County
 - US 50 West of Cañon City Safety Improvements in Region 2 w/ Fremont County
 - CO 7 Segment B Multimodal Project in Region 4 w/ City of Lafayette
6. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING & OTHER than LARGE BRIDGE (>\$100M)
 - Planning
 - CO 96 Safety Critical Bridges Replacement Feasibility Analysis in Region 2
 - Bridge Capital
 - I-70 Bridges over Colfax Avenue Bridges Replacement Project in Region 1
 - I-76 Phase V Priority Bridge Replacement in Region 4

IN PROGRESS

CDOT is actively pursuing the following discretionary grant program(s):

1. 5339s (Low-No Emissions and Bus & Bus Facilities)
 - As usual, CASTA will provide application support to local agencies seeking FTA 5339 funding, and OIM will contribute information for any projects related to zero-emission buses. CASTA will provide finalized applications to the CDOT grants team to upload into grants.gov under the State UEI number and profile.
2. Vehicle Technologies Office (VTO) Technology Integration (TI)
 - OIM submitted two Concept Papers for this program in two separate areas of interest for innovating and improving EV deployment in Colorado.
 - Both Concept Papers were invited to submit a full application
3. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar “umbrella” program that contains Mega, INFRA, and Rural Surface Transportation.
 - CDOT and Jefferson County are preparing an application for the Kings Valley Drive & US 285 Interchange in Region 1
 - CDOT and a group of Counties in southeastern Colorado are revising the US 50 Passing Lanes application in Region 2
 - CDOT’s Avalanche Team is revising the State-Wide Avalanche Program (SWAP) application based in Regions 3 & 5
 - CDOT and Eagle County are revising the CO West RESCUE project
 - CDOT is preparing a corridor-wide safety program on US 287 in Region 4
 - CDOT and Weld County are revising the I-25 N Seg. 5 application in Region 4
 - CDOT and the Southern Ute Tribe are revising an application for safety and operational improvements on US 550 South of Durango
4. CONSOLIDATED RAIL INFRASTRUCTURE & SAFETY IMPROVEMENTS (CRISI)
 - CDOT is preparing an application for Positive Train Control
 - CDOT is working with BNSF to identify priority crossing separation opportunities
5. CONGESTION RELIEF PROGRAM (CRP)
 - CDOT and RTD are preparing an application to improve service levels on Federal Blvd for the 2029 BRT developments.
6. PRIORITIZATION PROCESS PILOT PROGRAM (PPPP)
 - CDOT’s DTD and Civil Rights teams are collaborating on an application to build a comprehensive tool that measures project benefits

NEW & FORTHCOMING OPPORTUNITIES

The following discretionary programs are newly released or are expected to release in the near future. CDOT is interested in pursuing eligible and competitive projects or partnerships for each program:

1. WILDLIFE CROSSINGS PILOT PROGRAM (WCP)
 - NOFO confirmed to drop in April 2024
2. RECONNECTING COMMUNITIES PILOT PROGRAM (RCP)
 - NOFO anticipated Spring/Summer 2024

CDOT DISCRETIONARY GRANT PROGRESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021

- CDOT has applied for over \$1.4B between ~16 grant programs
 - Note: This number includes resubmissions and revisions of the same application to multiple eligible programs, as well as each annual cycle of a program, and/or independent components of a whole project that meet eligibility across multiple programs. It also includes strategic partnerships with local partners.
- We have been awarded over \$343M...so far!

Next Steps

CRP applications are due April 22nd, 2024

5339 applications are due April 25th, 2024

VTO TI full applications are due April 30th, 2024

PPPP applications are due May 1st, 2024

MPDG applications are due May 6th, 2024

CRISI applications are due ~May 24th, 2024



Transportation Commission Memorandum

To: Transportation Commission

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

Date: April 17, 2024

Subject: CDOT & DRCOG Mitigation Action Plan 2024 Annual Status Report Updates

Purpose

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

Action

Informational item only.

Background

These status reports are the second annual status updates to the Transportation Commission for CDOT's Mitigation Action Plan and DRCOG's Mitigation Action Plan, which were originally accepted by the TC in August 2022. A copy of [CDOT's first annual status report](#) from March 30, 2023 may be obtained online. For each annual status report an agency must provide details on the implementation timeline and the current status of implementation.

Per PD 1610 (Section VI.E.1), "If an agency fails to implement or find a substitute for a delayed or canceled GHG Mitigation Measure, the Commission will need to consider whether an Applicable Planning Document is in compliance, as per subsection 8.02.6.4 of the Rule. The Commission shall consider failure to submit reports and any analysis therein in subsequent review of future plans presented for consideration".

Next Steps

No additional next steps needed.

Attachments

B - CDOT 2024 Greenhouse Gas Mitigation Action Plan Status Report

C - DRCOG 2024 Greenhouse Gas Mitigation Action Plan Status Report

CDOT 2024 Greenhouse Gas Mitigation Action Plan Status Report

Submitted April 1, 2024

Executive Summary

Background

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

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

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

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

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

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

Table 1 - CDOT’s GHG Reduction Results and Compliance

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

Table 1 - A summary of CDOT's 2022 compliance with the GHG Transportation Standard, including the GHG reduction achieved through modeling compared to those achieved GHG mitigation measures.

Annual Status Update Summary

Based on the 10 Year Plan adopted along with the Greenhouse Gas Transportation Report and associated Mitigation Action Plan accepted by the TC in September 2022 CDOT relies on both modeling and mitigation actions to achieve compliance with the GHG Planning Standard reduction levels in 2030, 2040 and 2050. This Mitigation Action Plan status report is the second report to the TC, the first of which was submitted on March 30, 2023. The updates provided herein are the latest information on progress implementing the mitigation measures established in the Mitigation Action Plan associated with the GHG Transportation Report accepted by the TC on September 7, 2022. Unlike last year's update, variables and concerns with each measure implementation are addressed under the current status discussion as needed. This update maintains the equity benefits analysis completed last year which was conducted as per the requirements of the GHG Planning Standard. At this time, the analysis does not include a burdens analysis component as guidance remains under development by CDOT's Office of Environmental Justice and Equity.

As of this update, the majority of the mitigation measures remain in process of development and implementation. However, a few have been completed. Of the four Transportation Demand Management (TDM) projects, three have been completed as determined by the end of their grant periods. Both transit strategies continue to make significant progress through implementation as detailed below. Work on measures to influence the built environment and electrify transit vehicles remain in the early phases of development. Operational improvements have made progress this past year with one of three planned roundabouts built.

Status of CDOT Mitigation Action Plan Measures

Transportation Demand Management (TDM)

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

Measure Description

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

Implementation Timelines

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

Current Status

Glenwood Springs Transportation Management Agency has been stood up as a function of the city. Initial meetings were held with city staff and city council during Summer 2023. Recontact with the grantee was made during February 2024 as part of a larger regional TDM conversation. Reimbursement against the contract for all \$64,000 funds has been requested and is processing with CDOT. All funds are currently planned to be issued in support of this effort during the contract period up to February 2024.

The local team at Glenwood Springs worked over the contract term with a subcontractor to outline a TDM plan and implementation steps for development of a TMA. Presentation of the final TMA Seed Funding report was given on March 21st to the City of Glenwood Springs city council which outlined the work product conclusion and proposed next steps. The final report is planned to be delivered to CDOT following the city council meeting by the city staff.

Separate from this grant effort, next steps outlined by the organization and parallel interests highlighted the need for a regional solution to address the corridor concerns around TDM implementation. CDOT staff traveled to support a regional TDM discussion at the end of March 2024. The city is working with other regional and county partners to pull together an application for additional grant funds and matching to apply the lessons of the first grant to a larger regional area for more impact and support.

Quantification of Benefit

CDOT projects a 1,157 metric ton GHG benefit by 2030 from this strategy. This will be achieved by 13,000 employees covered by a voluntary commute trip reduction program. The commuter trip reduction program is still under initial development as discussed under the current status.

Benefits to Disproportionately Impacted Communities

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

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

Measure Description

A research effort into I-70 travelers' behaviors, the effectiveness of existing travel alternatives and marketing efforts, and the identification of new opportunities in order to calibrate the messaging, medium, and approach of a redesigned trip-reduction marketing campaign. The campaign aims to drive travelers to non-single occupancy vehicle (SOV) travel modes, to encourage more efficient travel behaviors (e.g. off-peak travel and travel to higher-capacity destinations along the road network), and to promote existing resources and tools designed to convert audiences into routine users of alternative travel modes. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-2.2.

Implementation Timelines

Work on this measure began in October 2021 and was completed in July 2022 at the end of the CDOT grant period.

Current Status

As of 2024, this program has been completely launched and implemented. \$60,000 in grant funding was allocated and the grant agreement completed with all \$60,000 in grant funds having been spent.

Quantification of Benefit

CDOT projects 120 metric tons of GHGs reduction will be achieved through this measure in 2030 through spending \$60,000 as allocated in the grant.

Benefits to Disproportionately Impacted Communities

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

programs whose direct geographic influence are not known or unable to be reasonably determined are not suitable for the Transportation Equity Scorecard tool. Travelers who may benefit from the I-70 Coalition Awareness Public Campaign are not isolated to any one geographic region or neighborhood, as the users of that corridor come from across the entire state.

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

Measure Description

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

Implementation Timelines

The City of Aspen was awarded \$50,000 in 2022, with procurement of additional infrastructure set to begin in July 2022. CDOT's grant funding expired in March 2023, but the use of the e-bike share program is ongoing after initial grant expiration.

Current Status

As of early 2023 the grant associated with this measure is complete with \$44,060 grant funds spent. CDOT is working to gather the necessary metrics to determine GHG emission reductions resulting from this measure.

Quantification of Benefit

By 2030, CDOT anticipates that a full rollout of the program will result in 7 metric tons of GHG reduction. This is based on 46 e-bikes being placed into service from July 2022 through December 2030.

Benefits to Disproportionately Impacted Communities

Using the Transportation Equity Scorecard Tool, a project can receive anywhere from 0 to 30 points. A score of 0 means the project provides no benefit to DI Communities. This project does not serve a community which meets the updated definition of a DI Community, thus this project gets a score of 0. Formerly, two census blocks groups served by this project met the previous definition of a DI Community, where 41.94% and 40.25% of residents in the census blocks were qualified as housing-cost burdened. Therefore, in last year's status report update this project had a score of 11. The housing-cost burdened threshold in the previous definition of a DI Community was a census block group where at least 40% of residents are spending 30% or more of their income on housing has now been updated, based on legislation passed in 2023 (HB23-1233), to census block groups where at least 50 % of residents spend 30% or greater of their income on housing, among other changes to the definition.

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

Measure Description

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

Implementation Timelines

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

Current Status

As of 2023, this expansion is fully complete and operational. All \$50,000 of grant funding has been allocated and spent on the shuttle operation. The grantee reported that the 2022 season resulted in 10,195 riders and 274 dogs in 3 months of operation. Notably, this is less than half the projected 21,000 riders that was cited as part of the grant application. CDOT will continue to track the outcomes of this measure in the coming years to determine the GHG benefit of this TDM program.

Quantification of Benefit

The projected GHG reduction of 102 metric tons in 2030 was calculated using the user-input method for new transit service that is included as part of PD 1610.

Benefits to Disproportionately Impacted Communities

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

Transit Strategies

Bustang Service Expansion

Measure Description

Implement enhanced levels of service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility to residents and visitors of Colorado. Over the next three years, service on the I-25 North/South corridor, Fort Collins to Denver and Colorado Springs to Denver, will increase by 100% on weekdays and 200% on weekends. Service along I-70 West, Grand Junction to Denver, will increase by approximately 250%. A comprehensive media campaign will be developed to increase public awareness of Bustang's existence and

expansion. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-3.1.

Implementation Timelines

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

Current Status

Baseline Bustang service levels in the first half of 2022 included six daily round trips Monday-Friday and two daily round trips Saturday and Sunday on the Bustang North and South lines. In addition, the West line included four total daily round trips seven days a week including: two round trips between Denver and Grand Junction, one round trip between Denver and Glenwood Springs and one round trip between Denver and Avon. Service expansion since the second half of 2022 has included: two additional daily round trips Monday-Friday on both the North and South lines. West line service was modified to eliminate the daily round trip between Denver and Avon and add an additional round trip between Denver and Grand Junction as well as an additional round trip between Denver and Glenwood Springs. Therefore, as of February 2024 the West line operates five daily round trips seven days a week. In addition, on the West line the Pegasus shuttle van service operates between Denver and Avon with the same stops as the West line Bustang service with six daily round trips Monday through Thursday and ten daily round trips Friday through Sunday. The second phase of service expansion experienced some delay in 2023 due to bus fleet constraints. Five new buses accepted in 2023 are in the process of outfitting for revenue service and an additional twenty buses are scheduled for delivery between April and August 2024. The third phase of Bustang expansion is expected to be implemented by November 2024 with a gradual ramp up in service between April through November. This is projected to include further increases in service to include twelve daily round trips Monday-Friday and six daily round trips Saturday and Sunday on both the North and South lines. In addition, the West line is projected to see a total of fifteen daily round trips seven days a week with a breakdown of the specific western termini still to be determined.

Bustang Outrider provides service to rural areas. Service expansion since May of 2022 has included: one daily round trip on Tuesday and Thursday between Sterling and Denver, one daily round trip on Monday, Wednesday and Friday between Sterling and Greeley and two daily round trips Monday-Friday between Trinidad to Pueblo. These service lines operate 14 passenger cutaway buses. Moving forward a second daily round trip is expected to be added between Crested Butte and Denver, the route between Sterling and Denver is expected to add service on Monday, Wednesday and Friday and a new route between Lamar and Colorado Springs is being considered.

Quantification of Benefit

This measure is projected to achieve 9,414 metric tons of GHG reduction in 2030, 4,707 metric tons GHG in 2040 and 4,707 metric tons GHG in 2050. Service expansions are not yet complete, therefore analysis of actual GHG reductions achieved from this measure has not yet been completed.

Benefits to Disproportionately Impacted Communities

Using the Transportation Equity Scorecard Tool, a project can receive anywhere from 0 to 30 points. A score of 0 means the project provides no benefit to DI Communities. The West Line, South Line, and North Line Bustang expansions each receive an equity benefits score of 12. Each of these projects serves a high concentration of census blocks that meet the definition of a DI Community, with many census blocks meeting more than one qualifying criteria (e.g., a census block that is both greater than 40% people of color and low income). Each of these projects improve access to education, community services, health care, and affordable housing. These projects also improve livability through design through reduction of pollutants and improves transit access and service in the I-70 and I-25 corridor.

Rural Transit Recovery following the COVID Pandemic

Measure Description

Following the COVID-19 pandemic, traffic in many parts of the state returned to pre-pandemic levels; while transit ridership and service remained low. Through state and federal funds, CDOT aims to return the intercity, local, and demand response service levels of the

state's rural transit agency to pre-COVID levels by 2030 or earlier. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-3.2.

Implementation Timelines

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

Current Status

As of the end of 2023, the most recent year for which National Transit Database data exists is 2022. Updates for this mitigation measure will be based on 2022 National Transit Database data. Some rural transit lines have recovered or even exceed pre-pandemic service and ridership levels, while others are still rebuilding to pre-pandemic levels. In total, 2022 service levels show a 37% reduction compared to pre-pandemic, 2019 service. Local transit routes have actually exceeded pre-pandemic service levels by 56%. Demand response and intercity transit are still on their way to recovery, showing a 48% and 45% service reduction compared to 2019, respectively. Notably, intercity transit vehicle revenue miles decreased 25% from 2021 to 2022. However, it should be noted that unlinked passenger trips (the number of passengers who board public transportation vehicles) for intercity transit service increased between 2021 and 2022, from 38% to 14% ridership reduction compared to 2019. Local transit ridership has increased 8% from the 2019 baseline, exceeding original riderships levels. Demand response ridership is 38% below the ridership in 2019.

Further, it should be noted that in June 2023 an update was made to Policy Directive 1610 which included changes to the calculation methodology for transit GHG Mitigation Measures. As a result, the amount of GHG savings credit that CDOT could take credit for in local and demand response transit decreased. This did not affect CDOT's compliance with the GHG Reduction Levels in the GHG Transportation Planning Standard.

Quantification of Benefit

Table 2: Intercity Transit

Tracking Indicator	Mitigation Action Plan Target - 2019 service levels	2021 Progress Update	2022 Progress Update
Vehicle Revenue Miles (VRM)	2,060,742	1,519,026	1,143,135
Unlinked Passenger Trips	8,450,910	5,202,124	7,227,132
Annual GHG Savings in 2030	4,121 MT	3,038 MT	2,286 MT
Annual GHG Savings in 2040	2,061 MT	1,519 MT	1,143 MT
Annual GHG Savings in 2050	2,061 MT	1,519 MT	1,143 MT

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

Table 3: Local Transit

Tracking Category	Mitigation Action Plan Target - 2019 service levels	2021 Progress Update	2022 Progress Update
Vehicle Revenue Hours (VRH)	84,004	50,983	131,447
Unlinked Passenger Trips	5,927,845	4,805,155	6,423,981
Annual GHG Savings in 2030	336 MT	204 MT	526 MT
Annual GHG Savings in 2040	420 MT	255 MT	657 MT
Annual GHG Savings in 2050	588 MT	357 MT	920 MT

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

Table 4: Demand Response Transit

Tracking Category	Mitigation Action Plan Target - 2019 service levels	2021 Progress Update	2022 Progress Update
Vehicle Revenue Miles (VRM)	695,128	110,206	330,405
Unlinked Passenger Trips	433,855	201,371	201,599
GHG Savings 2030	0 MT	0 MT	0 MT
GHG Savings 2040	695 MT	110 MT	330 MT-
GHG Savings 2050	1390 MT	220 MT	661 MT

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

Benefits to Disproportionately Impacted Communities

Rural transit recovery is a programmatic approach to GHG reductions, rather than project specific, and thus cannot currently be analyzed through the Transportation Equity Scorecard tool. The Transportation Equity Scorecard tool requires project location specific data to assess how a project may address transportation inequities in neighborhoods and communities. Projects or programs whose direct geographic influence are not known or unable to be reasonably determined are not suitable for the Transportation Equity Scorecard tool. The rural transit recovery effort is directed towards rural transit as a whole, rather than any one individual transit agency or transit line. Further, the data with which CDOT uses to track this measure is based on federal reporting to the National Transit Database. Transit agencies conglomerate and report data into categories of transit mode (intercity, demand response, etc.), rather than by individual transit line. It is not currently possible to reasonably gather data on the location of each transit stop in each transit line in each rural transit agency that reports to the National Transit Database. However, it is worth noting that many

of Colorado's rural communities are made of census block groups that meet the definition of a DI Community. Qualitatively we can assume that this project will provide benefits to these communities in the form of increased access to opportunity, reduction in harmful pollutants, and increased mobility.

Built Environment

CDOT Multimodal Investments and Internal Policies to Encourage High-Density Rezonings

Measure Description

This mitigation measure focuses on increasing residential density, job density and mixed use transit-oriented development through rezoning. In order to be eligible, per PD 1610, a rezoning must meet a requirement for "smart growth". For the purposes of "Residential Density" rezonings, smart growth will be defined as infill growth within existing municipal boundaries. For the TOD categories, rezonings must be within ½ mile of an eligible transit station.

It is important to note that these rezonings are currently within the authority of the local government. Any rezonings that occur will be voluntary, and responsive to local policy, market, and demographic factors. Where local governments do have this vision, CDOT can be responsive by providing infrastructure. CDOT's 10-Year Plan includes numerous strategic investments that are intended to complete the multimodal networks in partnership with local investments. These investments will create synergies that will not only increase the attractiveness of multimodal options, but provide the infrastructure necessary for successful high-density development in downtowns, neighborhood centers, and Transit-Oriented Developments (TODs). These investments include:

- development of a network of Mobility Hubs (particularly along I-70 Bustang routes)
- transit investments in Bustang, Pegasus, Outrider, and regional transit agency partners
- first-last mile ped/bike connections through 10-year Plan projects

- grant programs that build multimodal infrastructure (Revitalizing Main Streets, MMOV, etc.)

CDOT will work to develop a methodology to track the rezonings that occur within communities where a CDOT multimodal project has improved multimodal infrastructure. For example, CDOT may periodically review zoning maps (which are public documents typically posted online) to identify any changes that have occurred within the "assistance areas". CDOT will work to determine efficient methods to coordinate with local governments to understand the details of the rezonings, while being mindful of additional workloads on local staff. Once this step is completed, CDOT will measure the acreage of these rezonings, and calculate the corresponding GHG reductions per the 1610 PD. For detailed information on this measure see the Mitigation Action Plan from the September 7, 2022 GHG Transportation Report in Table A1-4.1.

Implementation Timelines

The investment changes will occur through a phased approach as set forth below. It is important to note that the planning for both rezonings (by local governments) and investments (by CDOT) take several years, and that the influence of CDOT's investments on rezonings was instigated with the adoption of the 2022 10-Year Plan. CDOT will calculate GHG tons reduced periodically, with 2022 as a starting point. The timing of construction of various improvements will be approximately as follows. Between 2022 and 2050 there will be investments in mobility hubs along I-70 and I-25, implementation of grant programs such as Revitalizing Main Streets to connect multimodal projects to dense housing and will include Bustang, Outrider and Pegasus service expansion.

CDOT will periodically review rezoning data in municipalities to track targets identified in this measure. With that information CDOT will consider adjusting above policies and investment strategies as needed and be responsive to local entities on connecting transportation investments to housing programs and initiatives

Current Status

In 2022, a baseline for all significant non-MPO communities was established so that zoning could be reassessed on a periodic basis. Given the timelines over which zoning changes take

place, and the amount of coordination needed with local governments, an assessment of zoning changes to date has not yet occurred. There are ongoing efforts to create a more integrated system for gathering updated zoning data that will be useful for multiple agencies. For example, other programs such as Proposition 123 have reporting requirements for housing and zoning that are on three-year schedules to avoid overburdening local governments. CDOT is also working on measuring GHG reductions from built environment changes on-model. These efforts will eventually lead to more regular and accurate assessments of zoning changes that can inform the built environment mitigation measure.

This mitigation measure also involved "internal policies to encourage high-density rezonings". This effort has been a part of the Governor's Strategic Growth Executive Order issued in August 2023 and is still underway, but not yet completed.

Similar to last year, there are some variables and concerns regarding this measure given that zoning and subdivision regulations currently fall under the authority of local governments. Therefore, CDOT does not have the oversight to enforce any kind of regulation associated with land use. If communities choose to not pursue rezonings, this will minimize progress in achieving the outcomes proposed for this measure. In addition, developing a process to gather and interpret disparate local rezoning data remains a challenge.

Quantification of Benefit

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

Benefits to Disproportionately Impacted Communities

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

Heavy Duty Electrification

Electric Transit Buses

Measure Description

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

Implementation Timelines

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

Current Status

Between January 2020 and March 2024, 17 electric transit buses have become operational in the non-MPO areas of the state. Between the development of CDOT's September 2022 GHG Transportation Report and associated Mitigation Action Plan and the April 2023 Mitigation Action Plan annual status report to the Commission, the Town of Vail had six electric buses move to the procurement stage and was awarded two additional grants for the purchase of zero-emission transit vehicles. The Town of Breckenridge was awarded two additional grants for the purchase of zero-emission transit vehicles. Since the 2023 MAP annual status report, Archuleta County, the Town of Winter Park, and the City of Durango each received one award for the purchase of a zero-emission transit vehicle. Two of the Town of Vail's awards for vehicles moved into the procurement stage. Three electric transit vehicles were deployed in the Town of Breckenridge.

Table 5: Electric Transit Bus Implementation

Transit Agency	Number of Electric Buses in Operation (2020-March 2024)	Number of Electric Buses in Procurement (2020 - March 2024)	Number of Electric Bus Grants Awarded (2020- March 2024)
Eagle County	3	-	2
Summit County	3	1	3
Avon	2	-	1
Town of Breckenridge	3	-	2
Town of Estes Park	2	-	-
Town of Vail	4	8	-
City of Durango	-	-	1
Town of Winter Park	-	-	1
Archuleta County	-	-	1
Total	17	9	11

Table 5 - A summary table tracking the roll out of electric transit vehicles from 2020 to March 2024 in the non-MPO areas. “Procurement” of electric buses in this table refers to both buses that have been ordered as well as buses that have been delivered but are not yet in operation. This data reflects survey results of transit agencies conducted in February and March 2024, data collection is still ongoing.

A recent variable or concern associated with this measure is that the market of manufacturers of zero emissions buses is going through a period of turbulence resulting in delays in the ability to deliver buses to transit agencies. This highlights a challenge in the transit agency procurement space due to growing national demand and decreases in supply.

Quantification of Benefit

This measure is projected to achieve 2,125 metric tons of GHG reduction in 2030 through the replacement of 25 diesel transit buses with battery-electric buses.

Benefits to Disproportionately Impacted Communities

CDOT staff will need to collect additional data on the routes typically traveled by these electric buses to provide an equity score for these diesel replacements. However, some of

these transit agencies operate in census blocks that meet the definition of Disproportionately Impacted Community. The replacement of diesel transit buses reduce GHG emissions through the elimination of tailpipe emissions, thus one can expect a decrease in co-pollutants in the areas these transit vehicles operate. Estimated co-pollutant reductions are reported in the co-benefits section.

Operational Improvements

Roundabouts in the 10 Year Plan

Measure Description

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

- US 36 and Community Drive
- CO 52/CR 59 Roundabout and Safety Improvements
- CO 1 Safety Improvements

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

Implementation Timelines

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

Current Status

The US 36 and Community Drive project, a local agency project, is now built. The CO 52/CR 59 project is still in the design phase, but is planning on moving forward as a roundabout. Construction on this project is expected to begin in the spring of 2026. The CO 1 Safety Improvements project required a re-scope, and thus is in the early design phase.

Quantification of Benefit

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

Benefits to Disproportionately Impacted Communities

Using the Transportation Equity Scorecard Tool, a project can receive anywhere from 0 to 30 points. A score of 0 means the project provides no benefit to DI Communities. The planned improvements along CO 1 and US 36 and Community Drive do not occur within an

Disproportionately Impacted Community, thus receiving a score of 0. The CO 52/CR 59 Roundabout and Safety Improvements project has an equity benefits score of 2. The project serves a census block group which meets the definition of a DI Community, with 40.96% of residents qualifying as low income. This project improves livability through improving air quality through the reduction of pollutants and improving safety in a non-high crash location.

Denver Regional Council of Governments Greenhouse Gas Mitigation Action Plan 2024 Report

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Introduction

The Denver Regional Council of Governments, commonly known as DRCOG, has prepared this Greenhouse Gas Mitigation Action Plan 2024 Report to comply with the State [Greenhouse Gas Transportation Planning Standard](#) (known as the Greenhouse Gas rule) adopted by the Colorado Transportation Commission in December 2021. Because DRCOG prepared a Greenhouse Gas Mitigation Action Plan as part of its strategy framework to comply with the Greenhouse Gas rule, the rule requires annual reports addressing the implementation status of the Mitigation Action Plan. The Colorado Department of Transportation, commonly known as CDOT, developed its [Policy Directive 1610](#), which specifies the following information to include in the annual Greenhouse Gas Mitigation Action Plan Report for each mitigation measure:

- The implementation timelines.
- The current status.
- For measures that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will be achieved.
- For measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities.

Summary of Mitigation Action Plan Measures

The Greenhouse Gas rule allows adopting a Mitigation Action Plan as part of meeting the rule’s required emission reduction levels. Through its [2022 Greenhouse Gas Transportation Report](#), DRCOG determined a Mitigation Action Plan is needed for the 2030, 2040, and 2050 analysis compliance years as shown in Table 1.

Table 1: Greenhouse gas emission reduction results (in million metric tons per year)

Analysis Components	2025	2030	2040	2050
2050 Regional Transportation Plan 2022 update modeling (network updates, programmatic funding and observed data)	0.68	0.68	0.57	0.35
Additional programmatic transportation investments (active transportation, complete street retrofits, signal timing and CDOT Bustang)	N/A	0.07	0.05	0.03
Mitigation Action Plan (commitment to further action)	N/A	0.10	0.12	0.08
Total greenhouse gas reductions	0.68	0.85	0.74	0.46

Analysis Components	2025	2030	2040	2050
Reduction level requirement from Table 1 of the greenhouse gas rule (citation: 2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction level achieved	Yes	Yes	Yes	Yes

The Mitigation Action Plan details the region’s approach to using mitigation measures to help achieve the greenhouse gas reduction levels required for the DRCOG metropolitan planning organization area for 2030, 2040, and 2050. DRCOG’s mitigation measures are regional, policy-based, and represent the sum of potential local government voluntary actions related to:

- Increasing residential and employment densities.
- Mixed-use transit-oriented development.
- Reducing or eliminating minimum parking requirements while also setting maximum levels.
- Adopting local complete streets standards.

Table 2 shows the Greenhouse gas emission reductions associated with the Mitigation Action Plan mitigation measures for each measure and each analysis year:

Table 2: Greenhouse gas emission reductions from Mitigation Action Plan strategies

Mitigation Measures	Greenhouse gas reduction in metric tons by 2030	Greenhouse gas reduction in metric tons by 2040	Greenhouse gas reduction in metric tons by 2050
Increase residential density from less than 10 units per acre to at least 15 to 25 units per acre	13,548	16,011	10,557
Increase job density from less than 0.5 floor area ratio to at least 1.0 floor area ratio	2,309	2,822	1,833
Mixed-use transit-oriented development higher intensity: Area rezoned for mixed-use transit-oriented development at least 25 units per acre and 150 jobs per acre	8,588	9,814	6,510
Mixed-use transit-oriented development moderate intensity: Area rezoned for mixed-use transit-oriented development at least 15 units per acre and 100 jobs per acre	18,397	21,157	14,455

Mitigation Measures	Greenhouse gas reduction in metric tons by 2030	Greenhouse gas reduction in metric tons by 2040	Greenhouse gas reduction in metric tons by 2050
Reduce or eliminate minimum parking requirements and set low maximum levels (residential)	37,750	43,795	29,573
Reduce or eliminate minimum parking requirements and set moderate maximum levels (residential)	18,332	21,281	14,347
Reduce or eliminate minimum parking requirements and set maximum levels (commercial)	4,373	3,940	3,511
Adopt local complete streets standards	369	243	44
Grand total	103,666	119,063	80,829

At the local government level, mitigation measures are voluntary, and the Mitigation Action Plan does not require local jurisdictions to implement any mitigation measure in any specific location or within any specific timeframe. However, these mitigation measures were specifically chosen to build on the Denver region’s foundation of integrated transportation-land use planning, particularly around the region’s existing and planned rapid transit system (light/commuter rail and Bus Rapid Transit) and urban centers.

Tracking Mitigation Measures Implementation

DRCOG is continuing to develop a framework for tracking mitigation measures and integrating this framework into existing workflows as much as possible. The anticipated tracking framework is described below, with details related to the land use strategies, parking strategies, and complete streets policies shown separately where needed. Interwoven into the evolving framework are specific examples of DRCOG beginning to work with local governments to start tracking, analyzing and assessing the status of local government actions relating to the mitigation measures.

Local government outreach

DRCOG staff develop and maintain relationships with local government planners to understand, anticipate and coordinate local and regional growth priorities. The need for these relationships and this understanding is connected to several official roles DRCOG fulfills:

- As part of the regional transportation planning process required of all metropolitan planning organizations to promote consistency between

transportation investments and local planned growth, housing, and economic development patterns.

- To update and help local governments implement Metro Vision, the region's plan for its physical development DRCOG prepares as a regional planning commission.
- Because local governments are voluntary members of DRCOG as an association of local governments.

With many changes to local government operations and staff turnover throughout the COVID-19 pandemic, DRCOG staff initiated an effort in 2023 to regularly visit local government planning offices. While local governments direct the conversation in these visits, this direct outreach provides the opportunity for DRCOG staff to identify when local governments have recently updated, are updating or are planning to update local plans, zoning codes (such as local zoning text amendments), parking standards, or complete streets standards. Over the course of 2023, DRCOG staff visited 16 local governments through this specific effort, with plans to increase that pace to an average eight visits to local government planning offices each quarter in 2024.

Additionally, DRCOG staff routinely engage with local government staff as part of the agency's transportation planning, program, and project-based work. Highlights of this engagement in 2023 include:

- Four calls for projects for DRCOG's Fiscal Years 2022-2025 and Fiscal Years 2024-2027 Transportation Improvement Program and two solicitations of letters of interest for DRCOG's new Corridor Planning Program and Community Based Transportation Planning Program.
- Amendments to DRCOG's 2050 Regional Transportation Plan.
- Development of DRCOG's Transportation Demand Management Strategic Plan and major update to the Taking Action on Regional Vision Zero safety plan.
- Pursuit of and planning for grant activities under the US Environmental Protection Agency's Climate Pollution Reduction Grant program.

Learning about local government accomplishments adopting new plans, codes or standards can provide DRCOG staff the opportunity to assess potential applicability to the Mitigation Action Plan. Learning about emerging or ongoing efforts to update codes or adopt new standards can allow DRCOG staff to engage with local governments as a part of their local policy drafting process. Examples include participating in stakeholder engagement on Together Jeffco, Adams County Land Use Code Update and the Model Development Code update by the Department of Local Affairs. DRCOG staff conducts and participates in local government outreach activities beyond those highlighted here. A comprehensive list is contained in reporting associated with DRCOG's Unified Planning Work Program activities; the most recent [Unified Planning Work Program activities report](#) is available on DRCOG's website, which covers most of 2023.

Land use strategies

DRCOG maintains a portfolio of regionally comprehensive datasets for use in allocating county-level household and job growth forecasts across over 2,800 transportation analysis zones. DRCOG refers to this as its small-area forecast. DRCOG relies on a predictive model, the UrbanSim block model, to simulate household and employment location choices within the natural and regulatory constraints of each block. This work connects to the land use strategies in the Mitigation Action Plan because of the work DRCOG does to represent regulatory constraints within this modeling framework. DRCOG staff estimate local zoning district capacity of approximately 2,000 unique districts. Relevant portions of this process are described below, and are further detailed in [Appendix F](#) of the [2050 Metro Vision Regional Transportation Plan](#).

DRCOG staff collect geospatial data from local governments annually, harvesting it from public geographic information systems data portals and through direct requests. These include addresses, parcels, open space, bicycle facilities/trails, municipal boundaries, special district boundaries, bicycle counts and, most important to the work above, zoning. Attributes in zoning data do not include allowable densities. Consistently, this zoning data only includes jurisdiction name (zoning district) and an abbreviated zoning type name (known as a shorthand notation).

While DRCOG has year-over-year data on local zoning maps, staff only have the resources to estimate capacity if the agency is anticipating the need for a new small-area forecast – updated every four years at minimum during the cycle for developing a new regional transportation plan. DRCOG staff first eliminates significant overlap in the local zoning file, then adds in several datasets: natural constraints (such as floodplains or waterbodies), and protected ownership (such as schools, rights-of-way, or protected open space). DRCOG then uses observable, point-level housing and employment data it licenses, collects and compiles from a variety of sources to understand the range of densities currently observed in different blocks throughout these different zoning districts.

This observation-based approach to estimating zoning capacity has limited ability to capture new or novel zoning that represents greater future densities than can be observed today. DRCOG staff currently rely on local government planning staff feedback on a draft small-area forecast to identify where capacity overrides may be necessary in the modeling process. Staff are following an ongoing effort that could provide additional resources to translate different dimensional standards, allowed uses, and allowed building forms into the housing unit and employment per acre metrics of the mitigation measures. Late in 2023, a research team at the University of Colorado, Denver received funding to follow the scope and schema of the [National Zoning Atlas](#) to construct a zoning atlas for Colorado that could help with this translation.

DRCOG staff are also considering the development of methods to track year-over-year change even without re-estimation of capacity to track the role of local zoning map

amendments (such as rezonings or annexations). This may involve the use of a hexagonal geospatial indexing system, which would allow DRCOG to evaluate regulatory capacity alongside current development levels of housing units and employment, as well as projected levels in the small-area forecast. Importantly, this could also allow for DRCOG to do the following:

1. Evaluate changes from the baseline small-area forecast used in the development of DRCOG's greenhouse gas baseline forecast in terms of both increased capacity and observed development.
2. Evaluate success by looking at these areas in terms of vehicle miles traveled (commonly known as VMT) per household or job as estimated by DRCOG's activity-based travel demand model to understand how both capacity and development are changing in areas that may be more location-efficient.
3. Target future outreach and implementation assistance efforts in areas that offer greater opportunities for success in terms of emissions reductions and Mitigation Action Plan compliance.

To supplement this further, DRCOG may test the feasibility of creating a workflow that relies on local interagency referral processes to track and/or comment on zoning map amendments, and possibly even zoning text amendments and changes to parking standards. The main limiting factor will continue to be staffing and financial constraints to routinely be able to conduct this breadth and depth of work.

Parking strategies

DRCOG's adopted 2024 and 2025 Unified Planning Work Program includes conducting a regional parking utilization study to determine the feasibility of lowering parking standards, as well as developing a report on parking strategies for smart growth. Additionally, state legislation (discussed in a subsequent section) has been introduced in this year's legislative session that would prohibit local government (county or city) enforcement of minimum parking requirements for any property located within the boundary of a metropolitan planning organization. The draft legislation also includes a compliance reporting requirement. If passed, this legislation could significantly impact the parking mitigation measure component of DRCOG's Mitigation Action Plan.

Accordingly, while the framework for planning around parking requirements is in flux, DRCOG continued its efforts in 2023 relating to parking measures in the Mitigation Action Plan. Three specific examples are:

- In December, 2023 DRCOG adopted the region's Transportation Demand Management Strategic Plan, which discusses the importance of parking management and parking policy. As the plan notes (page 18), several jurisdictions, including Boulder, Broomfield, Denver, and Longmont, "have begun managing local parking ordinances to encourage mode shift by eliminating parking minimums or setting maximums or both." The plan also includes two other important elements addressing parking management. First, the plan

recommends establishing a transportation demand management technical assistance program (pg. 45) that would in part focus on helping local governments and partners with parking regulations. Second, the plan also includes a Toolkit with a section (#4) dedicated to parking management policies.

- During 2023, the City and County of Broomfield updated its Parking Code and solicited DRCOG staff involvement in assessing to what extent the updated parking standards addressed the parking-related mitigation measures in DRCOG's Mitigation Action Plan. That comparative analysis concluded that some of the proposed parking standards would meet the thresholds as set through CDOT's Policy Directive 1610, especially the proposed standards that would apply in Transit-Oriented Development areas. However, many of the proposed residential and commercial parking standards would not meet the thresholds. While Broomfield (or any local government) is not required to meet the Mitigation Action Plan mitigation measure thresholds, this comparative analysis illustrates the difficulty meeting the precise thresholds as currently defined in Policy Directive 1610. This highlights the opportunity to further refine the parking mitigation measures included in Policy Directive 1610.
- DRCOG staff held a Metro Vision Idea Exchange panel on setting parking maxima in March 2023 featuring speakers from other local governments in the region, which included discussion of the importance of local government parking policy from a Mitigation Action Plan perspective.

Complete streets standards

DRCOG adopted a [Regional Complete Streets Toolkit](#) in 2021, and subsequently developed an interactive complete streets webmap and a Geographic Information System-based location prioritization tool, described below. Developing the toolkit required collaboration with a wide range of stakeholders, including local governments, giving DRCOG a strong baseline understanding of the state of complete streets standards in the region, as well as the relationships needed to track implementation into the future. DRCOG staff will begin surveying local governments' efforts in developing and adopting local complete streets standards in 2024. The process will include reaching out to local governments to understand their status in the process and/or sending out an online survey to capture the needed information. DRCOG staff will complete this effort in 2024 and plan to send a follow-up survey to capture updates annually. Another important consideration is how complete streets standards are used to inform the design and implementation of transportation investments, particularly roadway projects, which DRCOG included in developing its 2024-2027 Transportation Improvement Program.

DRCOG has developed a complete streets prioritization toolkit that synthesizes data layers from multiple DRCOG plans and datasets to graphically illustrate locations and street segments in the region that score highest for multimodal project investments. The toolkit is intended to assist local governments and other project sponsors in developing

multimodal projects for funding through DRCOG’s Transportation Improvement Program as well as locally funded projects. Accordingly, DRCOG staff will also be working with local governments over time to track not just the status of adopting complete streets standards, but their application to multimodal project design and implementation, which is one of the mitigation measures in the Mitigation Action Plan. DRCOG staff will include questions related to local government application of standards to multimodal project design and implementation in the annual conversations and/or surveys.

In late 2023, the City of Lafayette adopted its Multimodal Transportation Plan which included several elements of DRCOG’s Regional Complete Streets Toolkit relating to street typology and design.

Mitigation Action Plan Measures Implementation Timeline

This 2024 Mitigation Action Plan Report was developed just over a year after the DRCOG Board adopted the Mitigation Action Plan (as part of the updated 2050 Metro Vision Regional Transportation Plan) in September 2022 for measures that are not required until 2030. Accordingly, there is not yet significant meaningful implementation progress to report. Instead, this 2024 Report focuses on further developing a potential framework for tracking Mitigation Action Plan measures over time.

Tables 3 through 6 illustrate an anticipated implementation timeline that makes increasing progress towards the first required horizon year (2030) for the land use strategies, as outreach and implementation assistance activities are resourced and developed over time.

Table 3: Land use strategies anticipated cumulative implementation, acres rezoned

Land Use Strategies	2024	2026	2028	2030
Increase residential density	31	154	339	616
Increase job density	6	32	70	128
Mixed-use transit-oriented development: moderate intensity	23	115	253	460
Mixed-use transit-oriented development: higher intensity	9	44	96	175

Table 4: Residential parking strategies anticipated cumulative implementation, dwelling units allowed

Parking Strategies	2024	2026	2028	2030
Eliminate minimum and set low maximum parking levels – urban core	676	3,382	7,439	13,526
Eliminate minimum and set low maximum parking levels – urban	609	3,043	6,695	12,173

Eliminate minimum and set low maximum parking levels – suburban	150	752	1,653	3,006
Eliminate minimum and set moderate maximum parking levels – urban core	847	4,233	9,313	16,933
Eliminate minimum and set moderate maximum parking levels – urban	391	1,954	4,298	7,815
Eliminate minimum and set moderate maximum parking levels – suburban	163	814	1,791	3,256

Table 5: Commercial parking strategies anticipated cumulative implementation, 10,000 square feet of floor area

Reduce or eliminate minimum and set maximum parking levels	2024	2026	2028	2030
maximum two-and-a-half spaces per 1,000 square feet	31	153	337	613
maximum two spaces per 1,000 square feet	4	18	39	70
maximum one-and-a-half spaces per 1,000 square feet	9	43	94	170
maximum one space per 1,000 square feet	9	43	94	170

Table 6: Local complete streets anticipated cumulative implementation, miles

Adopt local complete streets standards	2024	2026	2028	2030
Urban	1	3	7	14
Suburban	2	8	17	32

These timelines are dependent on resources for outreach and implementation assistance that have been included in the 2024 and 2025 Unified Planning Work Program (discussed below). They also rely on the interest, capacity, priorities, and actions of local governments to ultimately implement, since their participation is entirely voluntary.

Mitigation Action Plan Fulfillment

DRCOG’s Fiscal Years 2024 and 2025 Unified Planning Work Program includes a specific activity (Activity 2.5 - Greenhouse Gas Mitigation Action Plan Implementation Assistance) and associated tasks to provide assistance, tools, and resources to local agencies in implementing the mitigation measures identified in DRCOG’s Mitigation Action Plan. The specific tasks included as part of the two-year work program are:

- Convene a workshop series with local agencies covering Mitigation Action Plan strategies.
- Work with local agencies to identify gaps in local knowledge and expertise related to implementing Mitigation Action Plan strategies.
- Conduct a regional parking utilization study to determine the feasibility of lowering parking standards.

- Develop a report on parking strategies for smart growth.

Recognizing the timeframe (and likely consultant services needed to accomplish these tasks), the Unified Planning Work Program specifies completion of the Denver Regional Parking Utilization Study and Smart Growth Parking Strategies in 2025.

State legislation

The Second Regular Session of the Seventy-fourth General Assembly convened on January 10, 2024, and is scheduled to adjourn on May 8, 2024. During this legislative session (still in-progress during preparation and submittal of this 2024 Report), several introduced bills could impact various mitigation measures contained in DRCOG's Mitigation Action Plan. These include bills relating to parking management, transit-oriented communities and housing, and others. While these bills, if passed, do not affect the current work described in this report, they could affect future versions of DRCOG's Mitigation Action Plan and the agency's associated tracking framework and implementation assessment activities over time.

Mitigation Action Plan success

All mitigation measures contained in DRCOG's Mitigation Action Plan are dependent on direct – but voluntary – action by local governments to implement. Because the mitigation measures are qualitative, policy-based, and local government-driven – not project- or service-based – tracking their implementation is more difficult, as is measuring success over time. However, DRCOG maintains a wide array of data as part of the regional transportation planning process that can be leveraged in the future.

First, historical and current point-level housing unit and employment data can identify locations of new, observable development and increased densification. Second, several license-restricted data sources DRCOG utilizes can help identify near-term future developments. Third, household vehicle miles traveled (commonly known as VMT) estimates from its travel model can help DRCOG understand the relative location-efficiency of these different places. In conjunction with robust statistical regression techniques, these estimates allow DRCOG staff to identify areas in the region that are conducive to lower VMT per household while controlling for contrary, non-place-based factors, such as lower household VMT near a light rail station that may actually be due to household size or income, rather than being located near transit. Such VMT estimates are directly related to greenhouse gas emissions. Using these data sources, DRCOG staff can seek to estimate VMT for the recent and near-term development and compare against a counterfactual consistent with development levels used to create DRCOG's Greenhouse Gas Transportation Report and Mitigation Action Plan as part of the 2050 Metro Vision Regional Transportation Plan.

Tracking development in this manner better fits DRCOG's existing workflows than tracking local policy change, while also providing a metric that may be a more direct

assessment of Mitigation Action Plan success with its estimate of vehicle travel and actual development.

Adjusting Mitigation Measures

Because DRCOG does not need mitigation measures for compliance purposes until the 2030 analysis year, the Mitigation Action Plan is meant to be dynamic. As DRCOG begins to track and assess the mitigation measures' implementation and effectiveness, it may adjust the plan to incorporate more or less of certain existing measures or remove or add measures. If DRCOG makes changes to its mitigation measures, it will provide an explanation in the applicable annual report of why those decisions were made and whether or how achievement of the mitigation measures would be affected.

Mitigation Measures and Disproportionally Impacted Communities

CDOT's Policy Directive 1610 defines a disproportionately impacted community as census block groups where more than 40% of the population are low-income (meaning that median household income is at or below 200% of the federal poverty line), 50% of the households are housing cost-burdened (meaning that a household spends more than 30% of its income on housing costs like rent or a mortgage), 40% of the population are people of color (including all people who do not identify as non-Hispanic white), or 20% of households are linguistically isolated (meaning that all members of a household that are 14 years old or older have difficulty with speaking English. Also included in this definition are mobile home communities, the Ute Mountain Ute and Southern Ute Indian Reservations, and all areas that qualify as disadvantaged in the federal Climate and Economic Justice Screening Tool.

As noted, because DRCOG's mitigation measures are policy-based and not project- or location-based, they are not directly subject to the Disproportionally Impacted Communities provisions of the Greenhouse Gas rule or Policy Directive 1610. Even so, this is a critically important topic to DRCOG in its Mitigation Action Plan and greenhouse gas work. DRCOG's Mitigation Action Plan includes an analysis of the mitigation measures by mapping the disproportionately impacted community geographies within the DRCOG metropolitan planning organization area. Then, staff compared the spatial overlaps between the conceptual mitigation measure analysis geographies that DRCOG staff used for analysis purposes with the disproportionately impacted community geographies to illustrate where both geographies overlap.

As this analysis showed in the Mitigation Action Plan, there is meaningful overlap between the two geographies. Because the mitigation measure analysis geographies are anchored around rail stations, future bus rapid transit corridors, urban centers, and pedestrian focus areas, the policy changes associated with the land use and parking mitigation measures can provide disproportionately impacted community benefits not just

at specific locations — such as adjacent to a rail station — but through access to the rail network across the region. For example, increased residential densities in transit-efficient locations can lead to reduced total housing and transportation costs. Similarly, increased job densities in transit-efficient locations can increase accessible job opportunities for people with less access to private vehicles. In these ways, encouraging integrated land use and transportation planning through the mitigation measures provides potential disproportionately impacted community benefits at both the specific location level and the network or system level.

Of course, some policy changes associated with land use and parking mitigation may lead to displacement of current residents and existing market-rate affordable housing units. Additionally, because the mitigation measures are voluntary and not location-constrained, there is also flexibility to implement them over time where and when they are most effective and needed, including to maximize benefits and minimize harm to disproportionately impacted communities.

DRCOG has recently completed a four-phase equity analysis project, including a first of its kind equity index for the agency. While initially rolled out in the Environmental Justice and Equity report for the Transportation Improvement Program, DRCOG is committed to leveraging this new resource as applicable in the Mitigation Action Plan and mitigation measures implementation activities.

Additionally, the definition of Disproportionally Impacted Communities was updated in 2023 in state statute. In response, DRCOG will update this mapping analysis in future versions of the Mitigation Action Plan. This will occur once DRCOG has updated its Non-Discrimination Plans in 2024 to include the new definition and associated geography.

Conclusion

This 2024 Greenhouse Gas Mitigation Action Plan Report is the second annual report required by the Transportation Commission's Greenhouse Gas Transportation Planning Standard. This report is required to address the implementation of DRCOG's Mitigation Action Plan prepared as part of its updated 2050 Metro Vision Regional Transportation Plan adopted by the DRCOG Board in September 2022. This 2024 Report focuses on further defining a framework for tracking, measuring, and assessing the implementation over time of the mitigation measures contained in the Mitigation Action Plan. It also shares initial local government coordination activities and local government actions relating to the mitigation measures. Through the required annual reporting process, DRCOG will build on this initial framework to work in partnership with its local governments to optimize the greenhouse gas reductions through the mitigation measures in the Mitigation Action Plan.