



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually

July 7, 2022

8:30 AM – 11:00 AM

Agenda

- 8:30-8:35 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 8:35-8:40 **Approval of the May Meeting Minutes** - Vince Rogalski, STAC Chair
- 8:40-8:55 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- 8:55-9:05 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:05-9:30 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:30-9:50 **10-Year Plan Update and GHG Compliance Process (Informational Update)** – Rebecca White, Director, Division of Transportation Development
- An overview of the 10-Year Plan update and overview of how GHG compliance works
- 9:50-10:10 **I-270 Project Update (Informational Update)** – Jessica Myklebust, Region 1 Director, and Adam Parks, P.E., Resident Engineer
- Overview of the I-270 project
- 10:10-10:50 **National Electric Vehicle Infrastructure (NEVI) Program (Informational Update)** – Kay Kelly, Chief, Office of Innovative Mobility, and Michael King, Assistant Director of Electrification & Energy
- Overview of the new federal National Electric Vehicle Infrastructure (NEVI) program and discussion of strategies and priorities for Colorado's implementation plan, due by August 1, 2022
- 10:50-11:00 **Other Business** - Vince Rogalski, STAC Chair

Statewide Transportation Advisory Committee (STAC)—Meeting Minutes

Recording: <https://youtu.be/TZQZkpV14Hg>

Location: Virtual and in-person at CDOT Headquarters, 2829 W. Howard Pl., Denver, CO 80204

Date/Time: May 13, 2022; 8:30 a.m. – 12:30 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Attendance

Denver Area:	Tammy Maurer, Steve Cook, Doug Rex	Pueblo Area:	Chris Wiseman, John Adams, Eva Cosyleon
Central Front Range:	Dick Elsner	San Luis Valley:	Keith Baker
Eastern:	Scott Weaver, Chris Richardson	South Central:	Lourae King, Jennifer Oliver
Grand Valley:	Dana Brosig, Rachel Peterson, Peter Baier	Southeast:	Stephanie Gonzales
Gunnison Valley:	Vince Rogalski, Roger Rash	Southwest:	Sarah Hill, Jim Candelaria
Intermountain:	Bentley Henderson	Upper Front Range:	Scott James, Elizabeth Relford
North Front Range:	Kristin Stephens, Becky Karasko, Suzette Mallette	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	None
Pikes Peak Area:	John Liosatos, Holly Williams, Danelle Miller	FHWA:	Bill Haas
		FTA:	None

Highlights and Action Items

- 1) Introductions and STAC Minutes – Vince Rogalski, STAC Chair – [Video link 00:03:28](#)
 - Action: Minutes corrected to add Keith Baker in attendance. The minutes were approved unanimously.
- 2) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director – [Video link 00:10:53](#)
 - No updates since everything is covered in the STAC agenda.
- 3) Transportation Commission (TC) Report – Vince Rogalski, STAC Chair – [Video link 00:12:49](#)
 - Regarding CDOT’s Intelligent Transportation System (ITS) Fiber Program, commissioners discussed definitions of fiber, speed, and connection.
- 4) Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) Representative and Federal Partners Reports – [Video link 00:15:42](#)
 - STAC representatives reported on Transportation Improvement Program (TIP) project selection, Multimodal Transportation and Mitigation Options Fund (MMOF) preparations, service cuts due to lack of drivers, Safe Streets and Roads for All (SS4A) grant preparations, Rural Surface and Transportation Grant preparations, fleet electrification grant preparations, Multimodal Project Discretionary Grant preparations, 10-Year Plan updates, ongoing and future construction projects, Title VI plan approval, budget approvals, and promotional events for transit and cycling.
 - The Federal Highway Administration (FHWA) noted to look out for the notice of funding opportunity for the Safe Streets and Roads for All grant.
- 5) Federal Legislative Report – Jamie Grim, CDOT Office of Policy and Government Relations OPGR – [Video link 00:45:17](#)
 - Congress is working on a bill to address supply chain issues. The Biden administration announced updates to environmental permitting. A webinar for the Reconnecting Communities Pilot Program is

upcoming. The purpose of the grant is to reconnect communities that were divided by urban redevelopment. The Multimodal Discretionary Projects Grant (MPDG) deadline is May 23rd.

- 6) Discussion on New STAC Meeting Dates – Aaron Willis, Statewide and Regional Planning Section Manager, CDOT Division of Transportation Development (DTD) – [Video link 00:48:00](#)
- It is difficult for CDOT staff to prepare materials for STAC and TC due to the short time between the two meetings. A live poll was conducted on meeting format (virtual versus in-person) and meeting day. It was agreed that STAC will meet in-person only two times a year (May and October) and ten times virtually. Beginning in July, all future STAC meetings will take place on the first Thursday of the month from 8:30 am - 12:00 pm.

STAC Discussion

- In-person meetings will not have a virtual option in order to encourage attendance.
 - STAC members discussed scheduling conflicts.
- 7) State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR) – [Video link 01:13:00](#)
- The state legislative session has concluded. SB22-180 passed. The bill gave \$30 million to Bustang for service expansion and \$10 million to the Revitalizing Main Streets program. Burnham Yard and Front Range passenger rail also received some funds.
 - Regarding safety, the bicycle safety stop bill passed, and CDOT was able to amend language to allow local governments and CDOT to sign intersections that should not be included in the bill. A distracted driving bill died, though it got closer to passing than ever before. CDOT will be doing a request for proposals to study impaired driving due to substances other than alcohol.
 - CDOT was given roll-over authority for SB260 MMOF funding for the next three years.
- 8) Bustang Expansion – Amber Blake, Director, CDOT Division of Transit and Rail (DTR) – [Video link 01:32:58](#)
- Bustang service will be expanded on the 1-70 and I-25 corridors starting this summer. This will be a three-year pilot program to test building and sustaining ridership.
 - In the next four years, expansion will mainly be funded by the state’s MMOF funds and SB22-180. There is a funding gap starting in fiscal year 2026. CDOT is considering how to fill that gap.

STAC Discussion

- CDOT has plans for expanding Outrider as well.
 - Looking to fiscal year 2026, there are concerns about CDOT using Congestion Mitigation and Air Quality (CMAQ) funds to fill the funding gap. CDOT has included CMAQ only as a potential funding source. Also, CDOT is considering the state-designated CMAQ funds and not the CMAQ funds that go to MPOs/TPRs.
- 9) GHG Policy Update – Rebecca White, Director, CDOT DTD – [Video link 01:52:59](#)
- The GHG policy directive (PD) is PD 1610.0 and will be presented next week to TC for adoption. The PD will establish the GHG mitigation framework.
 - Staff reviewed the content of the PD.
 - The process for developing the PD included the Interagency Consultation Team (IACT), the Air Pollution Control Division (APCD), and multiple stakeholders including STAC. Staff reviewed the feedback received from these groups.

STAC Discussion

- MPOs/TPRs can present their own mitigation measures.
- There is concern that rural communities will have higher project costs to meet GHG reduction goals. There is also concern about the lack of rural representation on the IACT.
- The mitigation measures should not be an obstacle and CDOT is interested in learning about why they are viewed that way. Representation on the IACT is determined by the GHG Rule. CDOT and the five

MPOs were selected as IACT members due to them being most impacted by the Rule. The GHG Rule is likely to be opened at some point and IACT membership can be discussed then.

- CDOT is considering whether an MPO can collect mitigation credits for actions taken prior to their compliance date.
- 10) SB21-260 New Enterprise Update – Darius Pakbaz, Deputy Director, CDOT DTD; Kay Kelly, Chief, CDOT Office of Innovative Mobility; Sean Hackett, Board Administrator, Colorado Department Public Health and Environment; Carrie Atiyeh, Board Administrator and Senior Program Manager, Colorado Energy Office; and Patrick Holinda, CDOT Bridge and Tunnel Enterprise – [Video link 02:28:38](#)
- SB21-260 established four enterprises: Nonattainment Area Air Pollution Mitigation Enterprise, Clean Transit Enterprise, Community Access Enterprise, and Clean Fleet Enterprise. Each enterprise is required to promulgate rules, publish a 10-year plan, maintain a website with a “public accountability dashboard,” and prepare an annual report.
 - The bill also modified the Bridge Enterprise to include tunnels, creating the Statewide Bridge and Tunnel Enterprise
 - Staff reviewed the business purpose of each enterprise, governing board members, revenue streams, and supported programs.

STAC Discussion

- A concern was raised about planning regions that contribute to fee revenues for the Nonattainment Area Air Pollution Mitigation Enterprise but don’t receive projects. The question was whether these regions could receive GHG credits for the fees they generate. CDOT staff clarified that the Enterprise focuses on ozone while the GHG Rule focuses on GHG emissions.
 - The Department of Revenue is responsible for collecting the Nonattainment Area Air Pollution Mitigation Enterprise fees, and is the best resource for finding out fee contributions by region.
 - There was a reminder for project managers of bridges and tunnels to do due diligence with the State Historic Preservation Office when renovations are planned.
 - CDOT will follow up on a question about how the Statewide Bridge and Tunnel Enterprise may interact with the Colorado Counties Incorporated (CCI) program for off-system bridges.
- 11) STAC Business – Vince Rogalski, STAC Chair – [Video link 03:32:49](#)
- The June STAC meeting will follow the current schedule, occurring on June 10, 8:30am. The above-mentioned schedule and format changes will begin in July.

DRAFT Transportation Commission (TC) Meeting Minutes

Workshops – Wednesday, June 15, 2022, 1:00 pm – 5:00 pm, Virtual via Zoom Meeting

Recording link:

<https://drive.google.com/file/d/1s8uySANYLxjzY5UFmJ4MuRaBHgvnKGR3/view?usp=sharing>

Call to Order, Roll Call – Timestamp 00:19:30

All eleven Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Barbara Vasquez, and Eula Adams, Yessica Holguin, and Terry Hart.

1. FY 2021 - 2022 Budget Workshop (Jeff Sudmeier and Bethany Nicholas) – Timestamp 00:20:21

Purpose & Action : To review the eighth budget amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the TC to review and approve the eighth budget amendment to the FY 2021-22 Annual Budget, which consists of one item that requires TC approval. The eighth budget amendment reallocates \$2.4 million from the 10 Year Plan Projects - Capital Mobility line to Agency Operations to provide the Colorado Transportation Investment Office (CTIO) with funding to procure a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the I-70 Floyd Hill project.

A second purpose of the budget workshop was to outline the proposed State Infrastructure Bank (SIB) interest rate for loans originating in the first half of State Fiscal Year 2022-23 and the origination fee schedule for Fiscal Year 2022-23. The Division of Accounting and Finance (DAF) seeks the TC to approve the increase of the current SIB interest rate to 3.00% for loans originating in Fiscal Year 2022-23 Q1/Q2, and maintain the recommended origination fee schedule detailed in the TC packet materials.

Discussion:

- Commissioners considered raising the interest rate on State Infrastructure Bank (SIB) loan rate from 2% to 3%, which would be effective for 6 months before Commission considers the rate again.

2. Vail Pass Workshop – Bridge & Tunnel Enterprise (BTE) workshop (Rob Beck, Karen Berdoulay, and Jeff Sudmeier) – Timestamp 00:25:58

- **Purpose & Action:** This workshop was prepared to review the current financial status of the Vail Pass project with the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board). Due to design refinements and cost escalation, the Board is being asked to approve a resolution to increase the BTE funding commitment to Vail Pass from \$61.5 million to \$93.4 million to fully fund the project and allow for the completion of two deficient BTE eligible bridges.

Discussion:

- Staff requests Board approval of Proposed Resolution #BTE-2 to increase the BTE funding commitment to the project from \$61.5 million to \$93.4 million, which includes design and construction of two BTE eligible structures F-12-AT (WB) and F-12-AS (EB). The two bridges will proceed to construction at different times with F-12-AT (WB) progressing to construction in June 2022 and F-12-AS (EB) in Summer 2023. Staff also requests approval of Proposed Resolution #BTE-3 to establish the construction phase budget for F-12-AT I-70 WB over Polk Creek, a \$49.5 million budget supplement, which is part of the overall \$93.4 million funding commitment for both bridges.
- Project cost increases are due to market cost increases and not by interest rate increases.

- Staff provided an overview of general strategies CDOT is employing to minimize fuel usage on both maintenance operations and construction activities.
- Contingency funding is included in the project to prepare for continuing increases to project costs, and assumes a 7% inflation rate throughout the project.

3. 10-Year Plan Update (Rebecca White and Aaron Willis) – Timestamp 00:56:42

Purpose & Action: The purpose of this workshop was to provide the TC with an update on the 10-Year Plan ahead of sharing an updated draft. No action is required.

Discussion:

- Commissioners suggested inclusion of discussion on the regionally significant projects and their impact on GHG modeling and to consider integrating safety and GHG emission reduction benefits in project fact sheets. The Plan should also communicate impacts of rising costs and inflation on projects.
- Staff are working on completing the project cost estimates currently marked TBD.

4. Freight Committee (Rebecca White and Craig Hurst) – Timestamp 01:20:17

Purpose & Action: To 1) update the TC on the contents of the Scope of Work for the Colorado Freight Plan Update, 2) request TC approval of the amended PD 1903.0 that provides a process for CDOT to advise the Colorado State Patrol when third-parties make requests for off-system roads to become designated hazmat routes, and 3) request \$350,000 of National Highway Freight Program (NHFP) funds go to a project to continue the Eisenhower Johnson Memorial Tunnel Hazmat Study.

Discussion:

- Staff work very hard to limit detour lengths for hazmat vehicles and to minimize chances of movement on non-hazmat roadways, but they do happen.

5. Greenhouse Gas (GHG) Mitigation Measures PD 1610 – Appendix A Amendments (Rebecca White and Theresa Takushi) – Timestamp 2:04:43

Purpose & Action: This workshop provided a summary presentation to the TC on the proposed minor amendments to the Greenhouse Gas (GHG) Mitigation Measures Policy Directive (PD-1610), which the Transportation Commission (TC) adopted on May 19, 2022. The action requested is to amend PD 1610 via a TC resolution.

Discussion:

- These amendments demonstrate that CDOT is responsive to new information and input from stakeholders and to increase sophistication in the modeling. This includes changes to the points attributed to various mitigations.
- Commissioners and committee members will continue to receive and consider input and new information received on the mitigation measures and the Policy Directive. The committee reviews input and makes recommendations to the Commission for changes to the Policy, if and when appropriate.

6. I-270 Critical Bridge Replacement Project Alternative Delivery Recommendation (Andrew Statton, and Adam Parks) – Timestamp 02:32:54

Purpose & Action: The purpose of this TC workshop was to outline the staff recommendation to deliver the I-270 Critical Bridge Replacements Project (Project) utilizing Construction Manager/General Contractor (CM/GC) as the Alternative Delivery Method. The requested action is for the TC to adopt a resolution that supports the staff recommendation.

Discussion:

- Staff's proposal to look at the critical bridge replacement needs first, makes it possible to address those state-of-good-repair issues separately from the longer-term aspects that require community conversation.

7. Audit Review Committee (ARC) Meeting (Frank Spinelli) – [Timestamp 02:50:35](#)

The Committee agenda covered the following topics:

- Approval of the October 21, 2021 Meeting Minutes was made and approved.
- Motion Regarding Release of Construction Project Oversight Audit Report was made and approved, prior to discussion.
- Audit Division Plan was approved as proposed.
- FY 2022 Audit Division Results
- Outstanding Recommendations Update

Discussion:

- The committee follow up will include validating whether the improvements were implemented.
- An internal audit is recommended of aspects of CDOT's OnBase system including the implementation and internal controls and for Alternative Audits of Division of Transit & Rail, Division of Policies, and Division of Human Resources. Projected cost of the audit plan is \$223,000. The cost is not an incremental cost, but already included in the Audit Division's budget.
- Commissioner Beedy recommended in the future we look at programs like the Multimodal Transportation and Mitigation Options, where TPRs are involved but don't have staff to support it, to make sure those funds are tracked and being used efficiently.

Workshops concluded at 4:02pm

Regular Meeting - Thursday, June 16, 2022, 9:00 am to 10:30 am

Recording Link:<https://www.youtube.com/watch?v=sh3KvUJ6Exk>

1. Call to Order, Roll Call – [Timestamp 00:00:00](#)

Ten Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Terry Hart, Yessica Holguin, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, and Barbara Vasquez. Commissioner Eula Adams was excused.

2. Public Comments – [Timestamp 00:01:47](#)

- Rachel Hultin, of Bicycle Colorado Thanked CDOT for all the work on PD 1610, and expressed gratitude for considering all the comments, and for such a transparent process,

Provided to the Commission in writing prior to the meeting:

- Comments from Matt Frommer were entered into the record

3. Comments of the Chair and Individual Commissioners – [Timestamp 00:03:34](#)

- Commissioners commented on topics ranging from the monumental efforts involved in the development of PD1610, new tools like enviroscreen, the prospect of broadband expansion, work on the Nonattainment Enterprise, and the Clean Transit Enterprise

boards, TPR meetings that they attended, road safety and the importance of accounting for inflationary pressures in planning for the future.

4. Executive Director's Management Report (Shoshana Lew) – [Timestamp 00:24:03](#)

- Director Lew memorialized all of the great progress on CDOT projects throughout the state pointing to a number of projects that are underway and near Timestamp 00:24:03 completion in each CDOT Region.
- Also attended a number of recognition events in each Region

5. Chief Engineer's Report (Steve Harelson) – [Timestamp: 00:26:46](#)

- Reported on some recent impacts related to inflation. Of 15 projects with a value of \$55M and on average they came in 12% over the engineer's estimate, There were two projects where they received no bids, both avalanche mitigation projects, and several projects had 3 or more bids that came in under the Engineer's estimate.
- Power Broker by Robert Caro about Robert Moses is the Engineer's Bookclub book of the month.

6. Colorado Transportation Investment Office (CTIO) (Formerly HPTE) Director's Report (Nick Farber) – [Timestamp: 00:39:20](#)

- Board approved measures in response to the HB22-1074 toll enforcement rule. No public comment was received, and will go into effect in August. Fine amount still needs to be determined before going into effect.
- Toll rate adjustments approved to go into effect July 7th. Increased 9% related to inflation and operations and maintenance cost.
- Westbound Mountain Express lane will go live July 7th.

7. FHWA Division Administrator's Report (John Cater) – [Timestamp: 00:45:48](#)

- Travel and Safety: Lots of successes to celebrate over the last several weeks. Project on SH 13 north of Rifle will address high crash rates and dangerous conditions on a corridor with high truck traffic
- Recognized Chair Hall for her leadership over the past year

8. Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski) – [Timestamp: 00:59:02](#)

- No meeting last Friday. New meeting time is the first Thursday of every month. STAC will be virtual only

9. Discuss and Act on Consent Agenda – [Timestamp: 00:55:52](#)

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

a. Proposed Resolution #1: Approve the Regular Meeting Minutes of May 19, 2022 (Herman Stockinger)

b. Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)

c. Proposed Resolution #3: Disposal: US 24 (I-70 Business) and CO 71 (Heather Paddock)

- d. Proposed Resolution #4: Disposal: 605 25th Greeley (Parcel 43-EX) (Heather Paddock)
- e. Proposed Resolution #5: Disposal: Sterling Maintenance Site (Heather Paddock)
- f. Proposed Resolution #6: Disposal: SH 21 & Platte, R-209, R-211, R-212, R-214 (Heather Paddock)
- g. Proposed Resolution #7: Convey Camp George West Buildings to Colorado State Patrol (David Fox)
- h. Proposed Resolution #8: FY23 Maintenance Projects \$150k-\$250k (Tyler Weldon)

10. Discuss and Act on Proposed Resolution #9: 8th Budget Amendment of FY 2022

(Jeff Sudmeier and Bethany Nicholas) – [Timestamp: 00:54:56](#)

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

11. Discuss and Act on Proposed Resolution #10: 8th Budget Supplement of FY 2022

(Jeff Sudmeier and Bethany Nicholas) – [Timestamp: 1:00:27](#)

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

12. Discuss and Act on Proposed Resolution #11: State Infrastructure Bank Rate Update (Jeff Sudmeier and Bethany Nicholas) – [Timestamp: 1:03:21](#)

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

13. Discuss and Act on Proposed Resolution #12: GHG Mitigation Measures Policy Directive (Rebecca White and Theresa Takushi) – [Timestamp: 1:05:15](#)

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

14. Discuss and Act on Proposed Resolution #13: First Amendment to the HPTE/CDPT Floyd Hill Intra Agency Agreement (Nick Farber) – [Timestamp: 1:08:25](#)

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

15. Discuss and Act on Proposed Resolution #14: PD 1903.0 Hazmat Routing Policy (Rebecca White and Craig Hurst) [Timestamp:1:09:52](#)

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

16. Discuss and Act on Proposed Resolution #15: I-270 Critical Bridge Replacements Projects Alternative Delivery Recommendation (Andew Statton, and Adam Parks) [Timestamp: 1:11:11](#)

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

17. Discuss and Act on Proposed Resolution #16: Acknowledgement of New Chair, Vice Chair and Secretary (Commissioner Karen Stuart) NO PRINTED RESOLUTION [Timestamp: 1:13:42](#)
Commissioner Don Stanton nominated as new Chair, Commissioner Gary Beedy nominated as Vice Chair. Herman Stockinger nominated as Secretary. Approved unanimously

18. Recognition – [Timestamp: 1:20:43](#)

- R1 Engineer Rotation Training Pilot Program (Jessica Myklebust, Daylin Gray, Koudouss Makara, Karen Pasapera Calcina)

19. Other Matters – **Timestamp:**

20. Meeting Adjourned: 10:46am

DRAFT



COLORADO

Department of Transportation

Division of Transportation Development
2829 W. Howard Place
Denver, CO 80204-2305

DATE: July 7, 2022
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development
Aaron Willis, Statewide and Regional Planning Section Manager
SUBJECT: 10-Year Plan Update

Purpose

This memo provides an update on the status of the key elements involved in **Colorado's 10-Year Plan** update.

Action

Informational only.

Background

Staff is providing this memo to update the STAC on the progress to date on the update to the 10-Year Plan. This memo outlines progress on the following 10-Year Plan elements: Transportation Planning Region (TPR) project prioritization discussions, greenhouse gas (GHG) compliance model runs, updated 10-Year Plan approval schedule, and the 10-Year Plan narrative.

Details

TPR/MPO Prioritization Discussions: The regions have largely completed their discussions with planning partners on updates to the 10 Year Plan and staff is now incorporating this info (including updated project costs) into the 10-Year Plan project tables. The updated tables will show what has been funded in the first four years of the plan (FY 19-22), what is being proposed to be funded over the next four years (FY 23-26) and includes a new column for project status to better track and show progress made toward delivering the 10-Year Plan projects.

GHG Compliance Effort: The GHG Planning Rule requires CDOT to update its 10 Yr Plan to be in compliance with the Rule by October 1, 2022. This determination is **made by modeling the 10 Yr Plan using CDOT's travel demand model and EPA's MOVES** model. To date, the modeling team has conducted several model runs and also is analyzing potential reductions from various mitigation measures--as outlined in Policy



Directive 1610. Staff plans to present a full overview of GHG compliance analysis at the August STAC meeting.

10-Year Plan Timeline: The approval timeline has been recently modified allowing for the additional discussion on the GHG mitigation policy and required modeling work. Staff is currently anticipating seeking Commission approval of the plan in September.

10-Year Plan Narrative: Staff has developed a draft outline for the narrative portion of the updated 10-Year Plan. This narrative component focuses on what projects have been delivered to date, how CDOT will demonstrate compliance with the GHG planning rules, and what the 10-Year Plan delivers in terms of improved safety, a more resilient system, increasing multimodal options, and finally reinforces the **Department's commitment to fixing Colorado's rural roads. A draft version of the narrative accompanied by the updated project tables and factsheets should be made available for review and comment in August.**

Next Steps

In August, staff intends to share preliminary GHG modeling results that will frame the discussion on how CDOT plans to achieve the GHG reduction goals identified in the GHG planning rules.

Attachments

Attachment A: 10-Year Plan Update Presentation





COLORADO

Department of Transportation

10-Year Plan Update

Statewide Transportation Advisory Committee

July 2022



Presentation Overview

- 10-Year Plan Update - A Refresher
- Draft Project Tables
- Draft Project Fact Sheets
- Draft Narrative Outline
- GHG Compliance Overview
- Updated 10-Year Plan Schedule



Updating the 10-Year Plan

Why are we updating the 10-Year Plan?

- New revenue: SB260 was passed to help deliver the 10-Yr Plan. Additionally, the federal infrastructure bill brings new transportation dollars to the state.
- Greenhouse Gas Rulemaking: In December 2021, the Transportation Commission adopted the new GHG Pollution Reduction Planning Rule. The 10-Year Plan must comply with the new standard for reduced greenhouse gas emissions.
- Progress delivering the first four years of the 10-Year Plan: Looking across the entire time period of the current plan, we are transitioning from completing the last year of the original 4-year list (FY22) to determining the next 4-year set of projects (FYs 23-26).



Funding Assumptions: A Refresher

We have a phased approach to deliver and update the 10-year plan:

1. Fully deliver on the original 4-yr priority list (FY 19-22) and to “close out” regional equity across this period.
 - Strategic funding = \$380 M statewide for FY 22, including 10% minimum to transit
2. Build the next 4-yr priority list (FY 23-26)
 - Strategic funding = \$325 M / year on average statewide, including 10% minimum to transit (\$1.3 Billion total in strategic funding over next four year prioritized list of projects)
3. Plan outyears (FY27+)
 - Remaining 10-Year Plan projects will be listed in the new outyears of the plan (FY 27+).

Strategic funding (10 Yr Plan) assumptions include:

- SB 267 COPs
- SB 260 HUTF
- STBG (IIJA)
- Carbon Reduction (IIJA)
- Flexible funding and specific funding for bridges and risk/resiliency (IIJA)



Background: 10 Year Plan Project Tables

PROJECT PIPELINE

ADOPTED MAY 2020 | LAST UPDATED MARCH 2022

CDOT's 10-Year Plan represents projects proposed for funding through SB-1, SB-267 and now SB-263. To date, CDOT has received three years of SB-267 revenue, plus one year of SB-263 revenue along with federal stimulus funding (2021). The table indicates:

Project Type: Highway (H), Transit (T), Road Safety (RS)

Total Project Cost: 17.2 billion dollars for all projects approved for funding through SB-267 and SB-263.

Total Strategic Funding: This table represents the total funding approved for all projects in all funding sources through SB-267 and SB-263, including federal stimulus funding and other transportation funding. It includes the total funding for all projects in all funding sources through SB-267 and SB-263, including federal stimulus funding and other transportation funding.

Other Funding: This table represents the total funding approved for all projects in all funding sources through SB-267 and SB-263, including federal stimulus funding and other transportation funding.

Funded YRS 1-2: This table represents the total funding approved for all projects in all funding sources through SB-267 and SB-263, including federal stimulus funding and other transportation funding.

Proposed for YR 4: This table represents the total funding approved for all projects in all funding sources through SB-267 and SB-263, including federal stimulus funding and other transportation funding.

Planned for YRS 5-10: This table represents the total funding approved for all projects in all funding sources through SB-267 and SB-263, including federal stimulus funding and other transportation funding.

Planning Project ID: This table represents the total funding approved for all projects in all funding sources through SB-267 and SB-263, including federal stimulus funding and other transportation funding.

Learn More: [YTPooling.gov](#) | [YTPDatabase.co](#)

CENTRAL PROJECTS

Project ID	Funded YRS 1-2	Funded YRS 3	Proposed YRS 4	Funded YRS 5-10	Planning Project ID
1.125 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.126 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.127 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.128 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.129 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.130 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.131 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.132 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.133 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.134 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.135 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.136 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.137 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.138 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.139 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.140 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.141 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.142 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.143 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.144 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.145 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.146 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.147 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.148 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.149 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.150 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.151 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.152 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.153 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.154 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.155 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.156 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.157 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.158 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.159 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.160 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.161 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.162 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.163 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.164 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.165 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.166 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.167 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.168 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.169 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.170 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.171 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.172 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.173 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.174 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.175 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.176 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.177 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.178 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.179 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.180 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.181 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.182 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.183 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.184 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.185 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.186 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.187 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.188 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.189 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.190 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.191 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.192 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.193 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.194 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.195 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.196 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.197 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.198 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.199 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.200 Valley Highway	15.5	0.0	0.0	1.7	17.2

Project ID	Funded YRS 1-2	Funded YRS 3	Proposed YRS 4	Funded YRS 5-10	Planning Project ID
1.191 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.192 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.193 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.194 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.195 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.196 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.197 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.198 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.199 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.200 Valley Highway	15.5	0.0	0.0	1.7	17.2

Project ID	Funded YRS 1-2	Funded YRS 3	Proposed YRS 4	Funded YRS 5-10	Planning Project ID
1.201 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.202 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.203 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.204 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.205 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.206 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.207 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.208 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.209 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.210 Valley Highway	15.5	0.0	0.0	1.7	17.2

Project ID	Funded YRS 1-2	Funded YRS 3	Proposed YRS 4	Funded YRS 5-10	Planning Project ID
1.211 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.212 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.213 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.214 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.215 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.216 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.217 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.218 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.219 Valley Highway	15.5	0.0	0.0	1.7	17.2
1.220 Valley Highway	15.5	0.0	0.0	1.7	17.2

- Key component of the 10 Year Vision
- Shows project list, including project type, estimated cost, allocated and planned funding, link to Fact Sheets
- Has been reformatted several times to better show multimodal approach and latest funding status



Current Project Tables

CENTRAL PROJECTS



	Project Type	Total Project Cost	Total Strategic Funding	Other Funding	Funded YRS 1-2	Funded YR 3	Proposed YR 4	Planned YRS 5-10	Planning Project ID
Highway & Transit– Region 1									
	I-25 Valley Highway - Burnham Yard Acquisition*	TBD	\$260 M	✓	\$15 M	\$1.6 M	TBD	TBD	2576
	Castle Rock Mobility Hub	\$30 M	\$13.77 M	✓		\$0.3 M	\$13.47 M		2714
	Lone Tree Mobility Hub	TBD	\$10 M	✓	\$2 M	\$8 M			2744
	I-25 North between 84th Avenue and 104th Avenue	TBD	\$110 M					\$110 M	2584, 2642
	I-25 South Gap*	\$419 M	\$278 M	✓	\$278 M				0001
	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	\$60-85 M	\$25 M	✓				\$25 M	2575
	I-25 and CO 7 Interchange Mobility Hub	\$14 M	\$10 M			\$14 M			2694
	I-25 at Belleview Avenue Interchange - Phase 1	\$100 M	\$22 M	✓				\$22 M	2588
Interstate 70	I-70/Harlan Bridge Replacement	\$25.6 M	\$21.3 M	✓	\$21.3 M				0086
	I-70 Corridor-West Metro Bridges (Ward Rd)	\$67 M	\$35.2 M	✓		\$33.4 M			0087
	I-70 Peak Period Shoulder Lanes*	\$105 M	\$80 M	✓	\$80 M				0005
	I-70 West: Floyd Hill	\$700 M	\$200 M	✓		\$135 M		\$63 M	0004
	Idaho Springs Mobility Hub	TBD	\$4.43 M	✓	\$0.3 M	\$4.13 M			2716
	I-70 and Kipling Street Interchange Right-of-Way	\$70 M	\$30 M	✓				\$30 M	2580
	I-70 Morrison Mobility Hub	\$20 M	\$20 M					\$20 M	2640
	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	\$32 M	\$25 M	✓				\$25 M	2582



Updated Project Tables

CENTRAL PROJECTS		Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit– Region 1										
	I-25 Valley Highway - Burnham Yard Acquisition	H,T	TBD	\$260 M	✓	\$16.6 M	TBD		◆	2576
	Castle Rock Mobility Hub	T	\$30 M	\$3.77 M	✓	\$13.77				2714
	Lone Tree Mobility Hub	T	TBD	\$0 M	✓	\$10 M				2744
	I-25 North between 84th Avenue and 104th Avenue	H	TBD	\$110 M			\$110 M			2584, 2642
	I-25 South Gap	H	\$419 M	\$278 M	✓	\$278 M			✓	0001
	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	H	\$60-85 M	\$25 M	✓		\$25 M			2575
	I-25 and CO 7 Interchange Mobility Hub	H,T	\$14 M	\$10 M		\$14 M				2694
	I-25 at Belleview Avenue Interchange - Phase 1	H	\$100 M	\$22 M	✓		\$22 M			2588
Interstate 70	I-70/Harlan Bridge Replacement	H	\$25.6 M	\$21.3 M	✓	\$21.3 M			●	0086
	I-70 Corridor-West Metro Bridges (Ward Rd)	H	\$67 M	\$35.2 M	✓	\$33.4 M				0087
	I-70 Peak Period Shoulder Lanes	H	\$105 M	\$80 M	✓	\$80 M			◆	0005
	I-70 West: Floyd Hill	H	\$700 M	\$200 M	✓	\$135 M	\$63 M			0004
	Idaho Springs Mobility Hub	T	TBD	\$4.43 M	✓	\$4.43 M				2716
	I-70 and Kipling Street Interchange Right-of-Way	H	\$70 M	\$30 M	✓		\$30 M			2580
	I-70 Morrison Mobility Hub	T	\$20 M	\$20 M			\$20 M			2640
	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	H	\$32 M	\$25 M	✓		\$25 M			2582

We are here!

EXAMPLE



10 Year Plan Redlined Version

PROJECT PIPELINE

ADOPTED MAY 2020 | UPDATE ADOPTED AUGUST 2022



NORTHEAST PROJECTS

Project Type Total Est. Project Cost Total Strategic Funding Other Funding Funded FY 19-22 Proposed FY 23-26 Planned FY 27+ Project Status Planning Project ID

We are here!

Highway & Transit- Region 4

Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Berthoud Mobility Hub	\$14.5 M	\$12.5 M	✓	\$12.5 M			◆	2729
Centerra-Loveland Mobility Hub	\$21 M	\$6.5 M		\$6.5 M			◆	2742
Firestone - Longmont Mobility Hub (Phase 1)	\$6.823 M	\$6.823 M	✓	\$6.823 M				2730, 2731
Firestone - Longmont Mobility Hub (Phase 2)	\$16.5 M	\$15.5 M	✓	\$15.5 M				2732
Firestone - Longmont Mobility Hub Access Improvements	\$2.0 M	\$2.0 M	✓	\$2 M				2750
Harmony Road Park-n-Ride Expansion	\$0.5 M	\$0.5 M	✓	\$0.5 M				2733
I-25 and CO 14 Interchange Improvements	\$60 M	\$30.5 M	✓		\$3.5 M	\$27 M		2604
I-25 North Express Lanes: Segment 5 (CO 56 to CO 66)	\$350 M	\$196.4 M	✓		\$98.2 M	\$98.2 M		2603
I-25 North Express Lanes: Segment 6 (CO 56 to CO 402)	\$293.38 M	\$231 M	✓	\$231 M			◆	0059
I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	\$598.62 M	\$188.8 M	✓	\$188.8 M			◆	0058
I-25 Bustang Service in Region 4 Fleet Expansion	\$2.5 M	\$2.5 M				\$2.5 M		2690
North I-25 Transit Service Fleet Purchase	\$3 M	\$3 M			\$1.5 M	\$1.5 M		1802
Essential Bus Service between Burlington and Denver	\$2.42 M	\$2.42 M						4094
I-70 Arriba Rest Area	\$2 M	\$2 M				\$2 M		1572
I-70 Bethune to Burlington	\$175 M	\$31.22 M	✓		\$31.22 M			TBD
I-70 Replacing Failing Pavement	\$59.1 M	\$59.1 M		\$59.1 M			✓	0090
Resurfacing Select Segments of I-70 between Seibert and Stratton	\$175 M	\$28.72 M					\$28.72 M	2684
Rural Roads Bridge Package 1 Rehabilitation and Repair I-70 Bridges near Limon	\$4.28 M	\$4.28 M			\$3.8 M	\$0.48 M		2670
I-76 Atwood Bridge Rehabilitation and Repair	\$0.27 M	\$0.27 M				\$0.27 M		2671
I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9	\$8.05 M	\$8.05 M		\$8.05 M			◆	0069
I-76 Corridor Improvements and Preservation	\$200 M	\$26.48 M	✓		\$26.48 M			1022
I-76 East of Sterling (Part 2) - Slabs and Diamond Grind	\$8.25 M	\$8.25 M		\$8.25 M			●	2683
I-76 New Local Fixed-Route Transit Service in Fort Morgan	\$1.55 M	\$1.55 M			\$1.55 M			1426
I-76 Reconstruction from Fort Morgan to Brush	\$125 M	\$45 M	✓		\$20 M	\$25 M		1430, 1428
I-76 Sterling East: MP 124.7 to MP 128.2	\$8.05 M	\$8.05 M		\$8.05 M			●	0072
I-76 US 34 East, Slabs and Diamond Grind both directions from MP 66 to MP 73.9	\$11.5 M	\$11.5 M				\$11.5 M		0070
Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	\$0.32 M	\$0.32 M		\$0.32 M				2490
Outrider Improvements at Sterling	\$80 K	\$80 K		\$80 K				2491

Staff is preparing a red-lined version of the updated 10-Year Plan project tables

- New projects are bold green
- Deleted projects have red strikethrough
- We will include a separate attachment that explains why projects were added/deleted



FACT SHEET | Planning Project ID 0001

I-25 South Gap



Location

- I-25 from Monument to Castle Rock
- Douglas County and El Paso County
- Greater Denver Area Transportation Planning Region (DRCOG)
- CDOT Region 1 and Region 2

Description

CDOT is improving 18 miles of I-25 between Monument and Castle Rock widening from 2 to 3 lanes in each direction. The new lane will be an Express Lane. The project includes shoulder widening, rebuilding bridges, wildlife crossings, a truck climbing lane, a chain-up station, resurfacing and modernizing technology. The funding also covers the removal of excavated materials to allow for roadway completion.

Cost and Funding*

- \$419 million total project cost
- \$251.9 million funded through SB 1 and SB 267
- Over \$19 million in Bridge and Tunnel Enterprise contributions
- Over \$35 million in local contributions
- Priority project for years 1-4 of 10-Year Strategic Project Pipeline

* As of 09/27/21. Please see the updated financial dashboard at <https://www.codot.gov/programs/your-transportation-priorities/projects-funded> for more information.

For more information, visit [codot.gov/programs/your-transportation-priorities](https://www.codot.gov/programs/your-transportation-priorities)

Urgent Need

- Safety:** The geometric limitations of this segment restrict the ability to address safety and operational concerns effectively; widening is a critical component needed in order to address such concerns effectively.
- Mobility:** Congestion is a severe problem and includes residents traveling between Colorado Springs and Denver, as well as to and from I-70.

Project Benefits

- Safety:** Widen shoulders on I-25 for vehicle pull-off and emergency response.
- Mobility:** Express Lanes give drivers the choice of using the Express Lane for a reliable trip in exchange for a toll, or to use one of the two general-purpose lanes for free. Carpoolers (vehicles with three or more people) and motorcyclists can ride the Express Lane for free.
- Wildlife crossings will help reduce animal-vehicle collisions by 90 percent.
- Improved pavement
- Reconstruct five bridges and extend ramps
- Improved truck access: Addition of truck climbing lanes near Monument Hill and the Greenland exit, and a chain up station near Monument Hill.



Staff is also working to update the 10-Year Plan project Fact Sheets

- Fact Sheets include basic info about the project such as:
 - Project Name & Planning ID#
 - Location
 - Description
 - Cost & Funding
 - Urgent Need
 - Project Benefits
 - Map
- Project IDs on 10 Year Plan Project Tables link to project fact sheet



New Opening Text Outline

- **Intro** - Opening remarks by Director Lew
- **Background** - Origin of 10-Year Plan, why update now, & we are following through with what we said we'd do
- **What does the 10-Year Plan Accomplish for the Traveling Public?** Safety, Resilience, Fix it First, Multimodal
- **GHG Rule** - What it is, what compliance means, etc.
- **What's New** - Transit, Bustang Expansion, etc.
- **What Remains the Same** - Rural roads, asset commitments, etc.
- **Resources and Accountability** - Dashboards, Reports

Spring 2020 STATEWIDE PLAN INFORMATION TTPortal.gov

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VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE

“ In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state. Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives. Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system.”

Shoshana Lew
—Shoshana Lew, CDOT Executive Director

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Current Thoughts on the Draft Narrative

Transportation Commissioner Comments:

- Include discussion on the regionally significant projects and what this designation means for the GHG Standard.
- Consider integrating safety and GHG emission reduction benefits in project fact sheets.
- Determine how to communicate impacts of rising costs and inflation on projects.

➤ Thoughts from STAC?



GHG Analysis



GHG Analysis Status

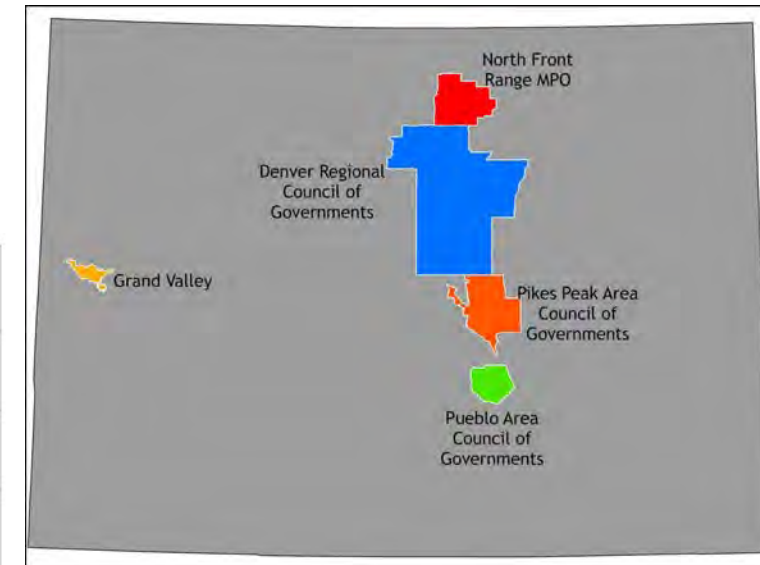
CDOT is responsible for achieving the standard for the 10 Year Plan projects in the “non-MPO” portions of the state.

Over the last couple months, the team has been conducting a series of model runs of the updated 10 Year Plan and testing the impact of mitigation strategies.

Staff also has been looking at options for demonstrating compliance in 2040 and 2050 given that our plan only looks out a decade.

Full results will be discussed at the August STAC meeting.

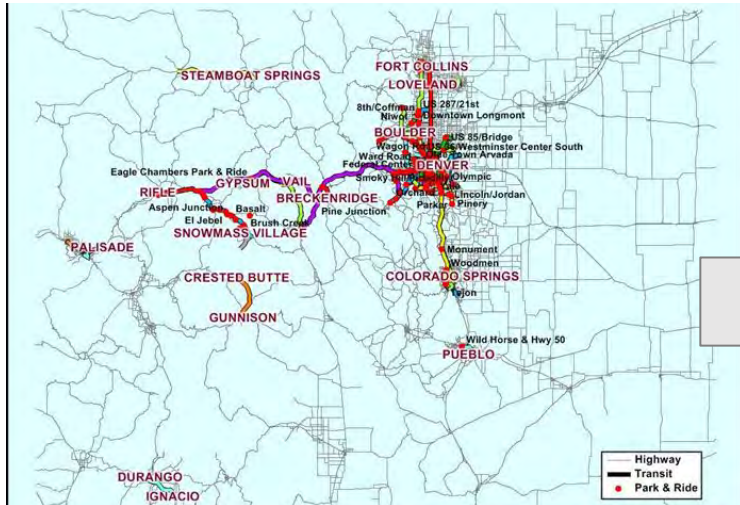
CDOT (non-MPO area) Reduction Levels	2025	2030	2040	2050
GHG Baseline (2019 10 Year Plan) (MMT)	6.3	4.84		
Table 1 Reduction Target (MMT)	0.12	0.36	0.30	0.17
% Reduction from Baseline	1.9%	7.4%		





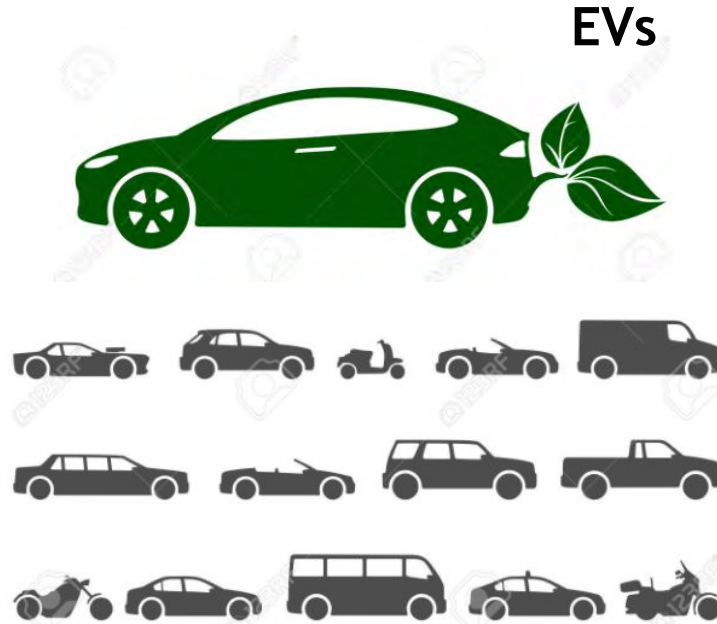
GHG Modeling - How We Achieve Compliance

CDOT TRAVEL MODEL



Outputs: VMT,
congestion/speed

EPA MOVES MODEL



Fleet Mix/Age & Fuel Type

TOGETHER
these models show

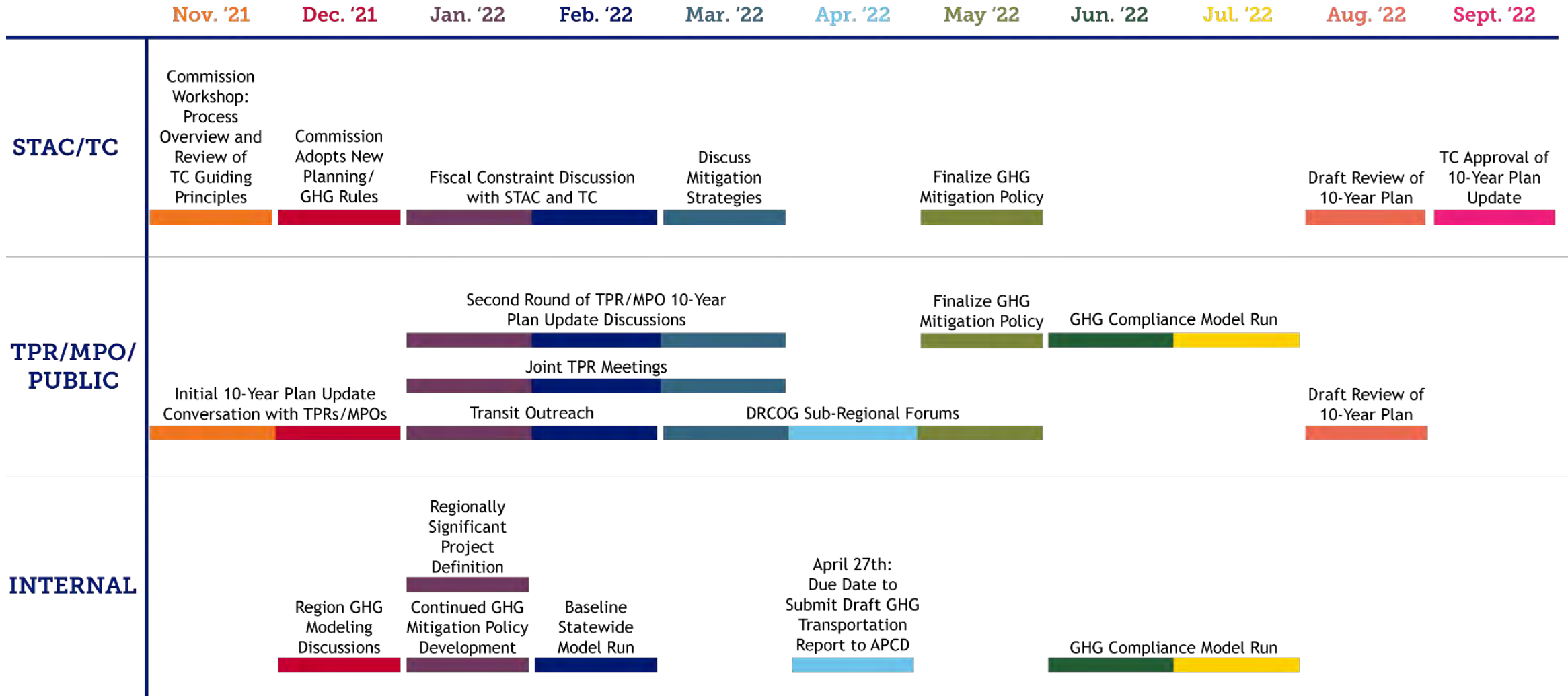
TRANSPORTATION
GHG
EMISSIONS

Baseline = existing transportation plan.

Compliance = updated plan.



10 Year Plan Update Timeline





COLORADO

Department of Transportation

Questions?



COLORADO

Department of Transportation

Region 1

Transportation Director
2829 W. Howard Place
Denver, CO 80204-2305

TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jessica Myklebust, CDOT Region 1 Transportation Director
DATE: July 7, 2022
SUBJECT: I-270 Critical Bridge Replacements Project Update

Background: The ongoing Environmental Assessment (EA) for I-270 is proceeding and has been extended to perform additional air quality modeling and analysis in response to new requirements in SB-260. The Critical Bridge Replacements Project was created to more immediately address the safety concerns of failing infrastructure within the corridor. The subject bridges are located within a 1-mile segment centrally located within the 6-mile EA boundary, between the York Street and Vasquez Boulevard interchanges.

Purpose: Several I-270 bridges were built over 50 years ago and have reached the end of their service life. The I-270 Critical Bridge Replacements Project contains 8 closely spaced bridges (4 pairs of structures) which in combination presented a growing maintenance challenge for CDOT Region 1. Frequent emergency closures to repair holes within the I-270 travel lanes cause significant impacts to traffic, exposure of maintenance workers to safety concerns, and coordination with Class 1 railroads (BNSF and UP). 6 of these **8 structures are rated as 'poor'** and are eligible for replacement using Bridge & Tunnel Enterprise funds. The preliminary cost estimate for the project delivery is \$175 million. Funding sources for design and construction include Bridge & Tunnel Enterprise and SB-267 I-270 funds. For more details see Attachment A. In addition, the Construction Manager/General Contractor (CM/CG) alternative project delivery method was approved by the Transportation Commission in June.

Action: CDOT is seeking approvals to proceed with the design phase for the Critical Bridge Replacements Project.

Next Steps: CDOT will develop and advertise requests for proposals (RFPs) for Design, CM, and Independent Cost Estimation (ICE) in 2022.

Attachments: Attachment A: I -270 Critical Bridges Replacement Project Presentation





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Department of Transportation

I-270 Critical Bridge Replacements Project STAC update

July 7, 2022



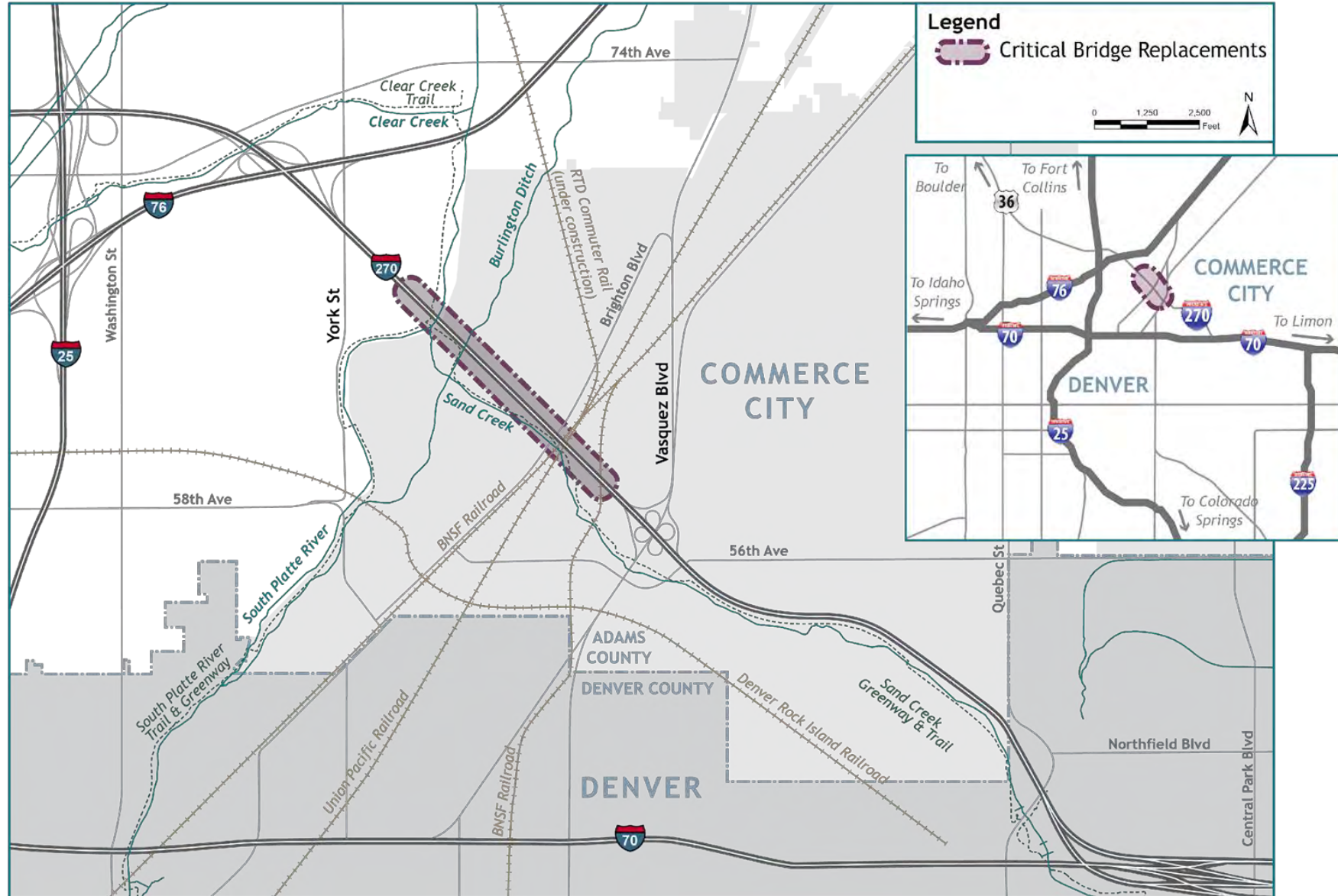
Project Background and Need



- On the I-270 corridor, there are eight (8) structures within a one-mile stretch between York St. and Vasquez Blvd. that have been in service for over 50 years and have been requiring frequent emergency deck repairs. These emergency deck repairs require lane closures which severely impact travel times and cause traffic to detour out-of-direction via I-70 and other local routes.
- Bridge inspections rated 6 of the 8 bridges in this one-mile segment as **‘poor’**, which made them eligible for Bridge & Tunnel Enterprise (BTE) funding for full replacement.
- CDOT is seeking approvals to proceed with the design phase for all 8 bridges.



Project Location





Critical Bridge Locations on I-270



NOTE: All bridges are eligible for BTE funding except E-17-II and E-17-IK.



Key Project Elements

- Replacement of 8 structures (4 pairs, most pairs to be replaced with a single bridge) between Vasquez Blvd. and York St.
- 6 structures are eligible for Bridge & Tunnel Enterprise funds (noted by *)
- Pavement: full reconstruction at bridge approaches
- Retaining walls
- ROW/Easements for construction access
- Floodplain Management Coordination (MHFD/Adams County)

I-270 Direction	Bridge Crossing	Bridge Number
WB	South Platte River	E-17-ID*
EB	South Platte River	E-17-IE*
WB	Burlington Irrigation Ditch Crossing	E-17-IF*
EB	Burlington Irrigation Ditch Crossing	E-17-IG*
WB	Brighton Blvd & 2 Railroad Crossings (UPRR & BNSF)	E-17-IH*
EB	Brighton Blvd & 2 Railroad Crossings (UPRR & BNSF)	E-17-II
WB	E. 60 th /BNSF Railroad	E-17-IJ*
EB	E. 60 th /BNSF Railroad	E-17-IK



Key Project Goals

- Replace deteriorating structures quickly to eliminate the impacts of emergency bridge repairs
- Anticipate and meet environmental requirements before, during, and after construction
- Limit impacts to the traveling public during construction and minimize the number of required full-freeway closures





Key Project Risks

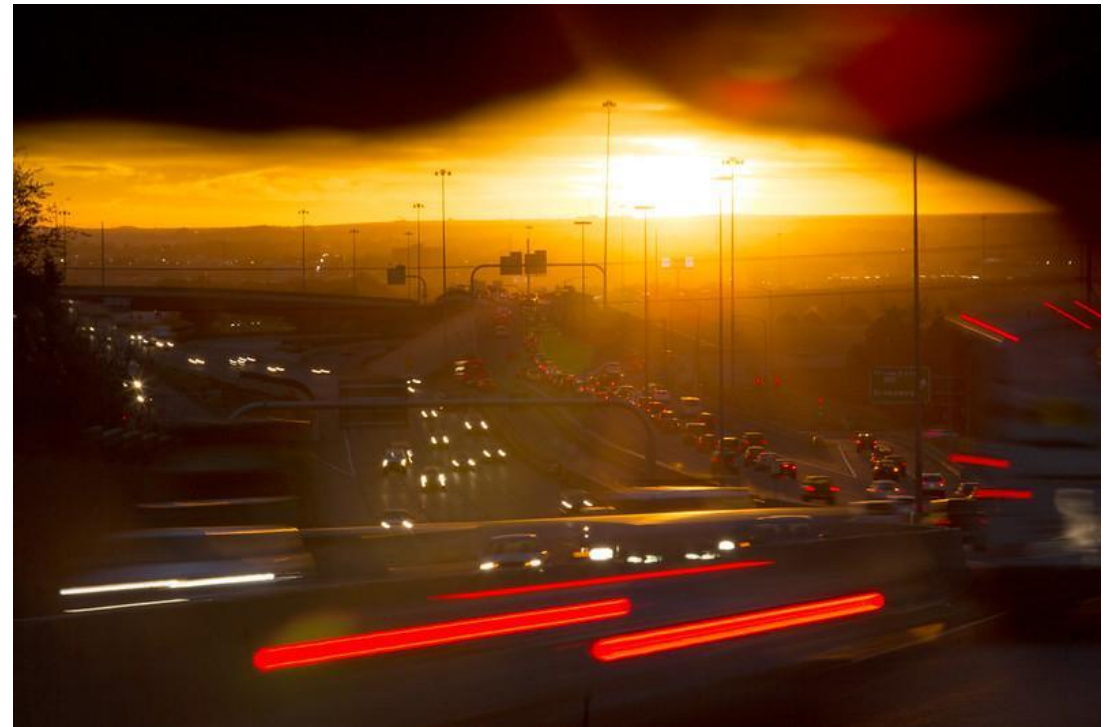


- Third party (Railroad, Ditch Company, etc.) reviews and approvals prior to construction
- Geotechnical engineering investigations (natural or artificial obstructions)
- Escalation of project costs due to labor and material market conditions



Project Funding

- Bridge & Tunnel Enterprise (BTE)
- Senate Bill 17-267 funds (2017)





CM/GC Delivery Primary Differentiators

The approved Construction Manager/General Contractor (CM/GC) delivery method provides CDOT the earliest opportunity to procure a qualified Designer and a Construction Manager with needed expertise for the Project and accommodates early and continuous collaboration between the Owner, Designer, General Contractor, and stakeholders throughout all Project phases.

In addition, the Construction Manager's early and continuous input into design may identify additional or previously unknown risks while providing further consideration of opportunities for innovation, feasible mitigation strategies and collaborative scope development.



- Advantage of early contractor input on complex project challenges:
- Railroads and Ditch Company approvals for overpass designs and construction
 - Constructability and site access planning
 - Maintenance of Traffic planning for each bridge construction phase
 - Accelerated Bridge Construction (ABC) opportunities



Potential to start construction before entire design, ROW, etc. is complete (i.e., phased design)



Project Team collaboration can result in early cost certainty



Collaborative design process, guided by CDOT, can pursue a quality and practical project



Through strong CDOT management and project team collaboration, risks can be identified, quantified, and mitigated



Project Transparency and Accountability for Alternative Delivery Method

No.	Accountability and Transparency Item	Status
1	Hold public meetings with the construction industry and the general public to discuss the justification for selecting the alternative delivery method.	Completed
2	Obtain approval for the use of the selected alternative delivery method from the Transportation Commission	Current
3	Publish the justification for selecting the alternative delivery on the CDOT website	Future
4	During the procurement process, include the justification for selecting the alternative delivery method in any Request for Qualifications and in the Request for Proposals	Future
5	CDOT shall not exclude a participating entity from a short list, prepared and announced by CDOT of responding participating entities that have been determined to be most qualified to receive a Request for Proposals for an alternative delivery contract for a public project based solely on the participating entity's lack of experience in delivering a project in the State of Colorado by the alternative delivery method used for the public project	Future
6	Following the award of the alternative delivery contract to a participating entity, if CDOT awards a contract, CDOT shall publish on the CDOT website the evaluation scores for each step of the solicitation phase for all solicitations received and evaluated	Future
7	From the time the alternative delivery contract is executed until CDOT's final acceptance of the completed public project, provide, maintain, and update on CDOT's website a transparency platform such as a dashboard that indicates the ongoing status of the public project	Future



I-270 Environmental Assessment (EA) Comments and Future Outreach

- The broader I-270 environmental study is making progress
- Stay engaged:
 - Visit www.codot.gov/projects/i270 and click on *Share Your Input*
 - Project Hotline: 303-512-4270
 - Send an email: cdot_i270@state.co.us
- Next EA public outreach event (virtual and in-person options) later this year



Questions & Answers





TO: STAC Members
FROM: Michael King, Office of Innovative Mobility
DATE: June 30th, 2022
SUBJECT: National Electric Vehicle Infrastructure (NEVI) Program Planning

Purpose

Update STAC members on the new National Electric Vehicle Infrastructure (NEVI) program and development of the required state plan due by August 1st, 2022.

Action

Informational Item.

Background

Established by the Infrastructure Investment and Jobs Act (IIJA), the National Electric Vehicle Infrastructure (NEVI) formula program funding will provide \$5 billion over five years for states to deploy electric vehicle (EV) chargers along highway corridors. This buildout of EV chargers is critical to accelerating the adoption of EVs and enabling Americans to access the economic and air quality benefits of electrified transportation. Colorado is expected to receive \$57 million over the next five years to create an EV charging network across the state. The Colorado Department of Transportation (CDOT) and the **Colorado Energy Office (CEO) will be working with partners and stakeholders to develop the state's NEVI Implementation Plan.** The plan is required to access NEVI formula program funding and is due to the Joint Office of Energy and Transportation (JPO) **by August 1, 2022. The state's NEVI plan will outline its strategy for utilizing the NEVI funds and will address the establishment and evaluation of buildout goals, the role of contracting with third parties, public engagement, equity for rural and disadvantaged communities, workforce considerations, cybersecurity concerns, and more.**

The State of Colorado has ambitious GHG reduction targets of 26% by 2025, 50% by 2030, and 90% by 2050 (from a 2005 baseline) as expressed by [HB19-1261](#) and the [Colorado Greenhouse Gas Pollution Reduction Roadmap](#). Transportation is now the largest source of GHG emissions in Colorado, so reductions in this sector are necessary to achieve the state's overall goals. To this end, CDOT has worked with its partner state agencies to establish the following goals for each vehicle sector:

- 940,000 light-duty electric vehicles (EVs) by 2030
- 1,000 transit zero-emission vehicles (ZEVs) by 2030
- 35,000 medium- and heavy-duty (MHD) ZEVs by 2030

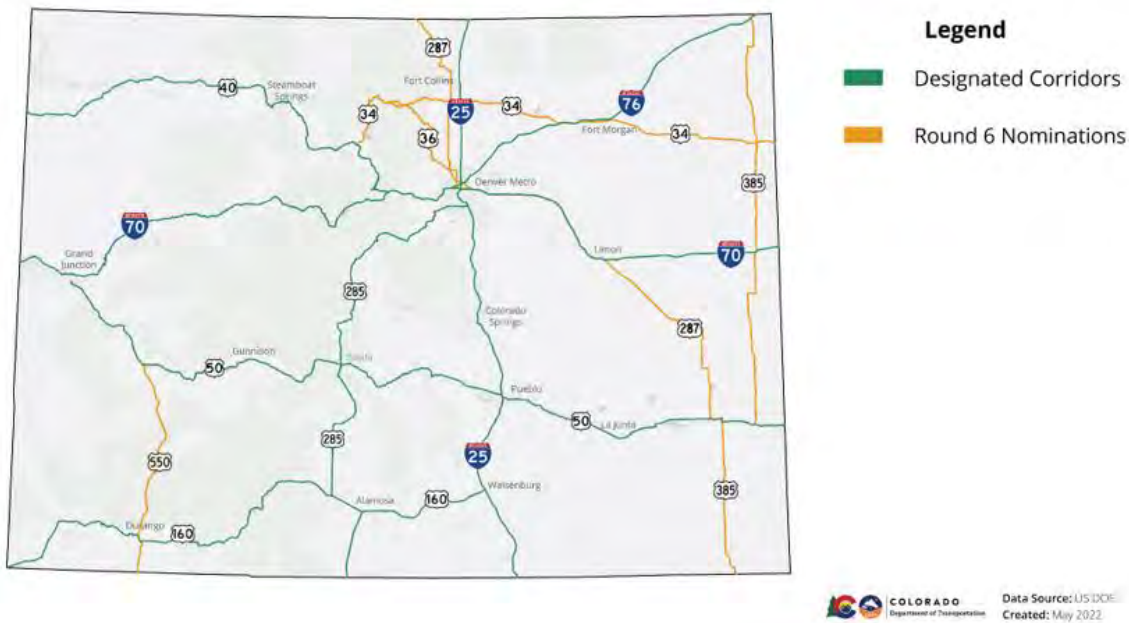
CDOT also has the goal of electrifying all 26 of its Scenic & Historic Byways and of ensuring that 100% of the state is within a 30-mile driving distance of DC fast-charging. The addition of federal NEVI resources to Colorado's existing Volkswagen Settlement, state, utility, and enterprise funding sources has the potential to accelerate this transition and make charging more convenient, accessible, and equitable across the entire state.

Details

The NEVI Program is intended to set the United States on a path to a nationwide network of 500,000 EV chargers by 2030 that will "help make EV chargers accessible to all Americans for local to long-distance trips." To accomplish this goal, \$5 billion in formula funds will be made available to the states over the next 5 years, while another \$2.5 billion in discretionary grant programs will be established with broader eligibility for infrastructure serving other fuels (such as compressed natural gas, propane, liquefied natural gas, and hydrogen). Colorado is expected to receive \$57 million in formula funds and intends to compete for additional discretionary grant funding whenever possible.

The [NEVI program guidance](#) provided by the JPO outlines a number of key requirements and restrictions. NEVI formula funds are focused specifically on the build out of DC fast-charging stations along nationally designated priority corridors identified by the FHWA's [Alternative Fuel Corridors Program](#). Colorado currently has seven designated corridors and has nominated an additional six (see map) that may be approved by the JPO later this year. Eligible projects must be within 1 mile of a designated corridor, support a minimum of four 150 kW chargers capable of powering four vehicles simultaneously (600 kW in total), and should be spaced in distances of no more than 50 miles between charging stations along a given travel corridor. Strong priority should be placed on charging projects that serve rural areas, disproportionately impacted communities, and future commercial freight and goods movement. Some of the above requirements will be open to requests for discretionary exceptions, where justified.

Federally Designated Electric Vehicle Corridors in Colorado
Existing Designated Corridors and Round 6 Nominations



Charging locations must be open to the general public, rather than restricted to a specific fleet or proprietary charging network (such as Tesla). In addition to the purchase and installation of charging infrastructure itself, NEVI funds are eligible to support on-site distributed energy resources (such as solar arrays or energy storage) as well as financial assistance for operations and maintenance of infrastructure

for up to five years. Funds can also be used to upgrade existing stations that do not meet the NEVI standards in terms of the number and power level of charging units. Other eligible costs include site planning, feasibility analysis, engineering and design work, signage, data sharing and analysis, and other related elements. The federal cost-share for the NEVI program is 80%, and state or private funds can be used to provide the remaining 20% match. States are allowed to contract with private entities for the acquisition, installation, and operations and maintenance of publicly accessible EV charging infrastructure. This is in keeping with the State's existing approach of awarding grant funds to public or private entities, rather than directly owning and operating charging locations directly.

The NEVI Plan that Colorado is required to submit to the Joint Office of Energy and Transportation identifies several topics that must be addressed, including state vision and goals, state agency coordination, contracting strategies, existing and future conditions analysis, priority areas for investment in new and upgraded charging locations, equity considerations under [Justice40](#), labor and workforce considerations, and cybersecurity. In Colorado, the existing [2020 Electric Vehicle Plan](#), [Clean Truck Strategy](#), [Transit ZEV Roadmap](#), [Greenhouse Gas Pollution Reduction Roadmap](#), and other plans, studies, and analyses will serve as a strong foundation for addressing these topics. Likewise, Colorado's experience in managing the existing [Charge Ahead Colorado](#), [DC Fast-Charging Corridors](#), [DC Fast-Charging Plazas](#), and [Volkswagen Settlement](#) grant programs provides a lot of data and experience for agency staff to build upon in future grant offerings. With that said, public and stakeholder engagement on the priorities and strategies to be included in the state's NEVI Plan remains critical to ensure that the state's approach matches the needs and priorities of all Coloradans.

OIM staff are seeking input from the STAC, as well as the TPR member communities, on the development of Colorado's NEVI Plan, and we encourage you to share this information with your regional and local networks.

Next Steps

CDOT and its partner agencies are conducting stakeholder and public engagement on the development of the NEVI Plan through [CDOT's National Electric Vehicle Infrastructure Plan webpage](#), which also includes an [online stakeholder survey](#), [contact email](#) for questions and comments, and the ability to [subscribe for future updates](#). CDOT will also hold two public meetings on July 19th, 2022 to discuss the NEVI Program, solicit comments on the draft Plan, and answer questions. Once the NEVI Plan is finalized and submitted to the Joint Office of Energy & Transportation by August 1st, federal authorities will have until September 30th to review and approve it. Once approved, funding will become available for Colorado to award to projects through the state's regular EV charging grant cycles or additional stand-alone solicitations.

CDOT and partner agency staff are available to provide updates on NEVI Plan implementation to the STAC, as requested.



COLORADO
Department of Transportation

National Electric Vehicle Infrastructure (NEVI) Program





State of Colorado GHG Reduction Targets

HB19-1261

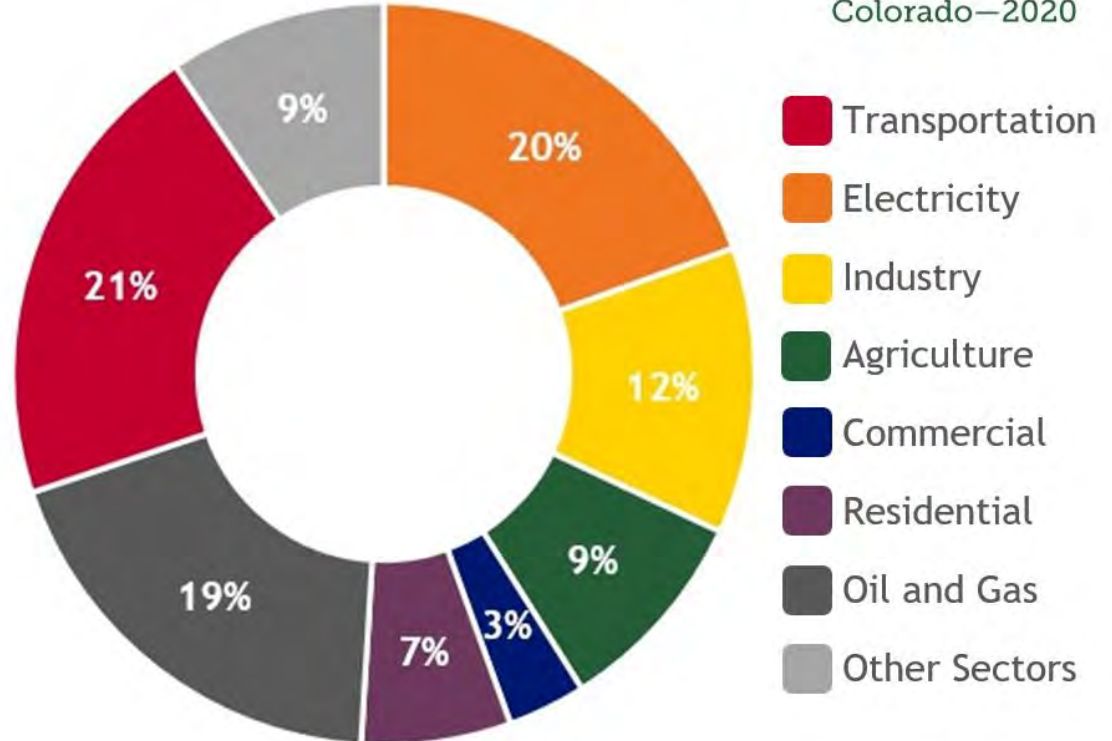
Sets statewide greenhouse gas (GHG) reduction targets of:

- 26% by 2025
- 50% by 2030
- 90% by 2050

*from a 2005 baseline

Greenhouse Gas Emissions by Sector

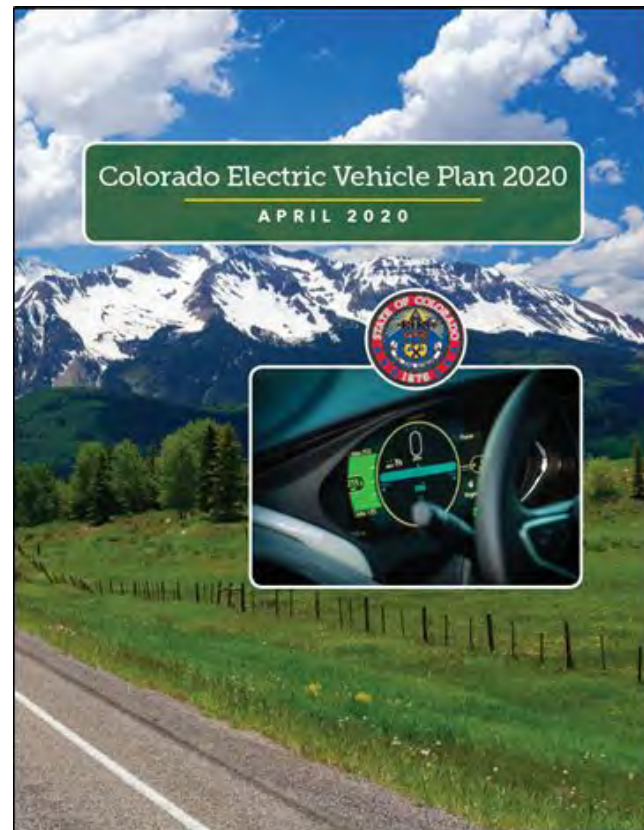
Colorado—2020





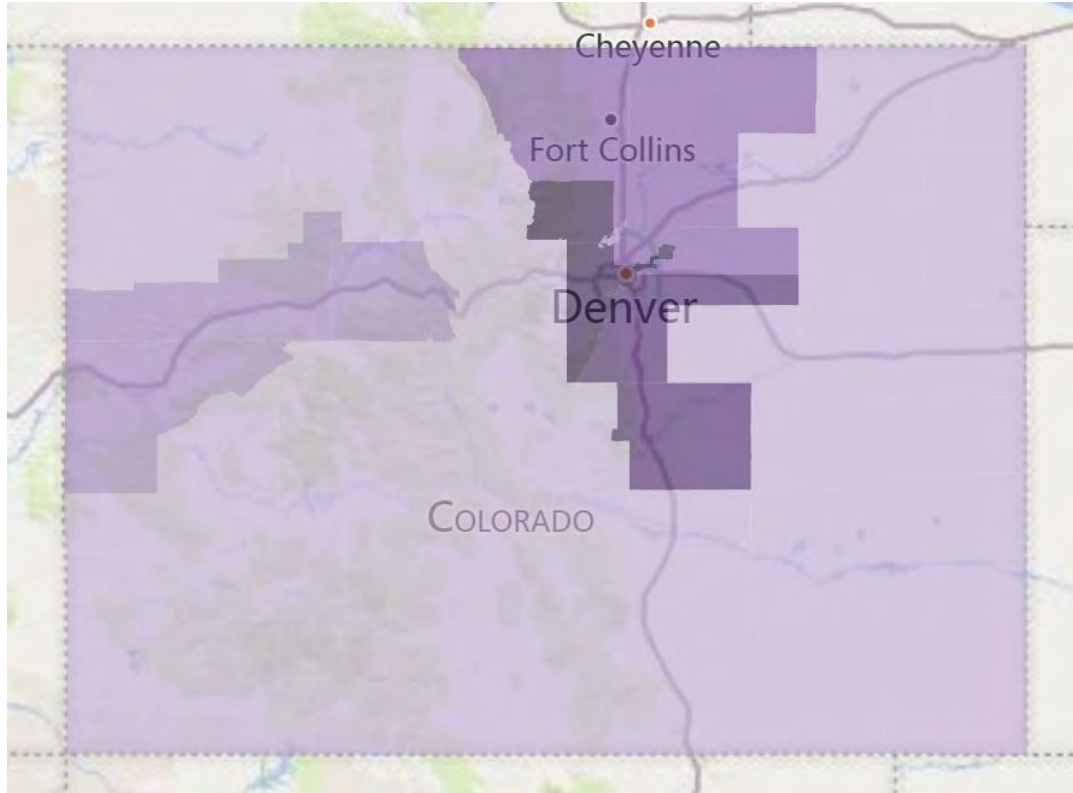
Colorado EV Plan

- Colorado's 2020 Electric Vehicle Plan established a state target of 940,000 registered ZEVs by 2030
- Colorado also has a goal of converting all transit vehicles in-state to ZEVs, with an interim target of 1,000 transit ZEVs by 2030
- The recent Clean Truck Strategy identified a new target of 35,000 medium- and heavy-duty ZEVs by 2030
- Additional goals of electrifying all 26 Scenic & Historic Byways and ensuring that 100% of the state is within 30 miles of a DC fast-charging station





EV Registrations in Colorado



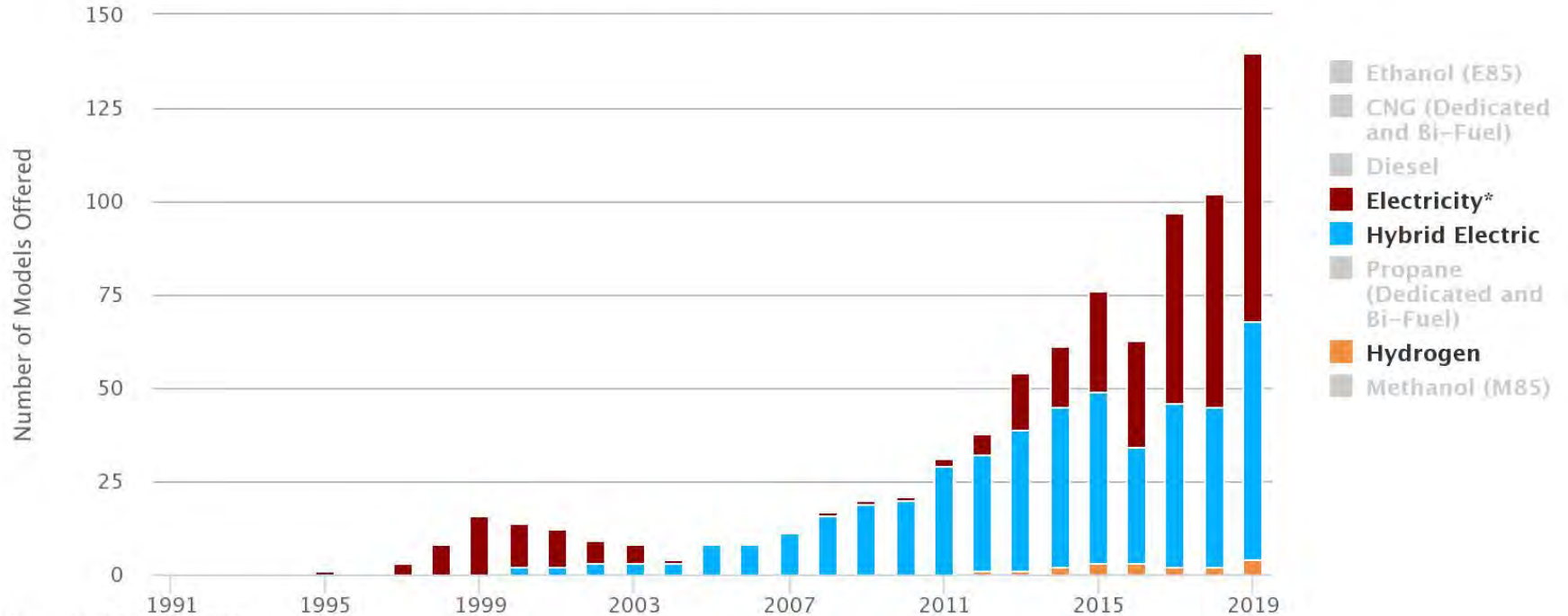
56,010 EVs in Colorado

- 39,602 BEVs
- 16,408 PHEVs



Increasing Vehicle Variety

Light-Duty AFV, HEV, and Diesel Model Offerings, by Technology/Fuel

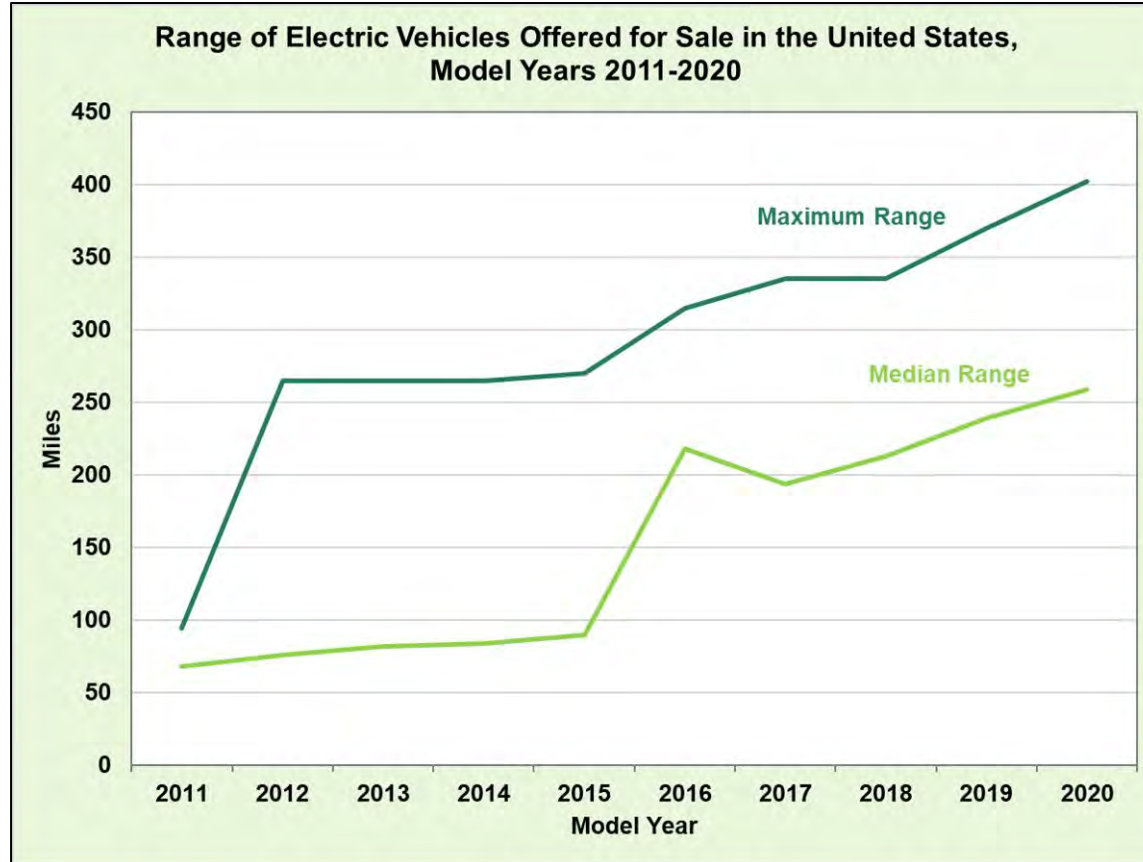


Last updated: September 2020
Printed on: January 8

Source: U.S. Department of Energy Alternative Fuels Data Center website (as of 1/8/2021)



Increasing Vehicle Range

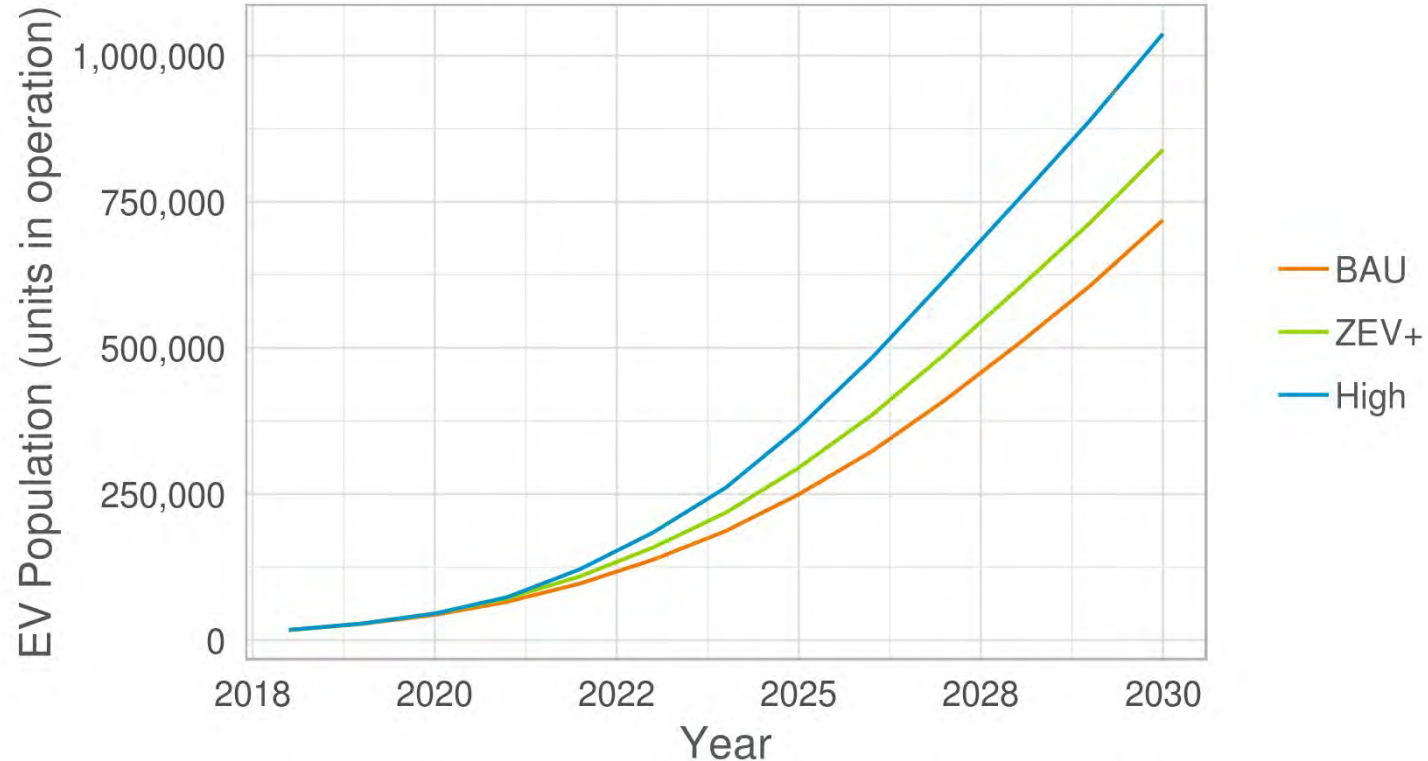


Source: U.S. Department of Energy and U.S. Environmental Protection Agency, Fuel Economy website (as of 10/30/20)



Colorado EV Growth Projections

Colorado EV Sales Over Time By Scenario
Includes BEV and PHEV



Source:
Navigant (2019)



Automaker Commitments

Ford: F-150 Lightning on sale in 2022 (over 100,000 pre-orders to date)

Toyota: 60 new hybrid, electric, or hydrogen models by 2025

Volvo: 50% of global sales electric by 2025

Jaguar: 100% electric by 2025




General Motors: 100% electric by 2035

Subaru: Hybrid or electric versions of every model by 2035





Types of EV Charging Infrastructure

LEVELS OF EV CHARGERS		CHARGING SPEED	LOCATION
LEVEL 1		2-5 miles of range per hour of charging	Level 1 is the slowest way to charge an EV. Most commonly located in homes
LEVEL 2		10 – 30 miles of range per hour of charging	Most commonly located in homes, workplaces, and other public charging locations where a vehicle would be parked for a few hours
LEVEL 3 or DIRECT CURRENT FAST CHARGER (DCFC)		150 – 350+ miles of range per hour of charging	Fastest form of charging currently available, offering the greatest traveling distance in the shortest amount of charging time, and as a result, is a popular choice to place public locations

*****The purpose of this funding is to support the construction and operation of *Level 3 or direct current fast charging (DCFC) stations* along nominated highway corridors**





DC Fast Charging Corridor Grants

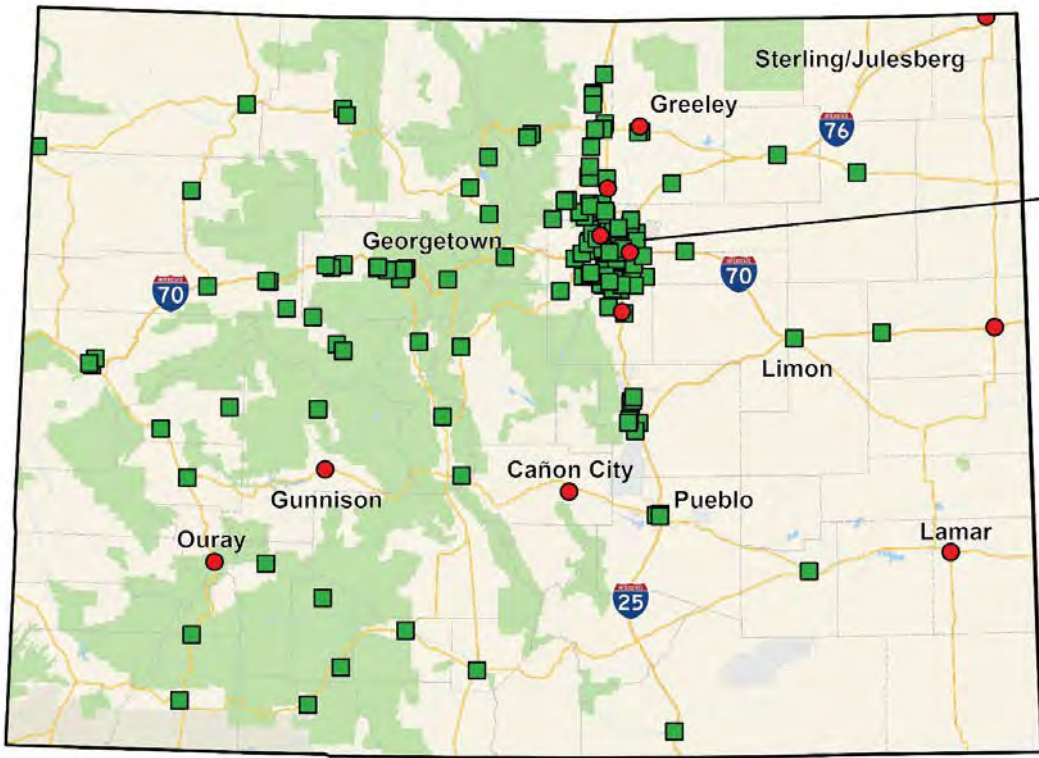
- \$10.33 million award made to ChargePoint to build 34 DCFC across six corridors.
- 2-4 chargers at each site, capable of providing at least 50 kW and up to 150 kW charging.
- Statewide network ensures a consistent driver experience at every station.
- Committed site hosts: retail, grocery, c-store, and local governments.
- State-of-the-art modular technology allows for expansion.
- 23 of 34 sites have opened to the public; anticipated opening of 11 remaining sites in 2022



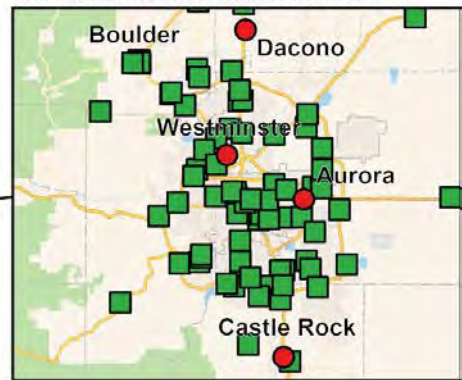
DC fast-chargers in Fairplay, CO





Colorado EV Fast-Charging Network



Pull Out: Denver-Boulder Metro Stations



Legend

-  Existing DC Fast Charging Stations (205)
-  Planned and Funded DC Fast Charging Stations (11)

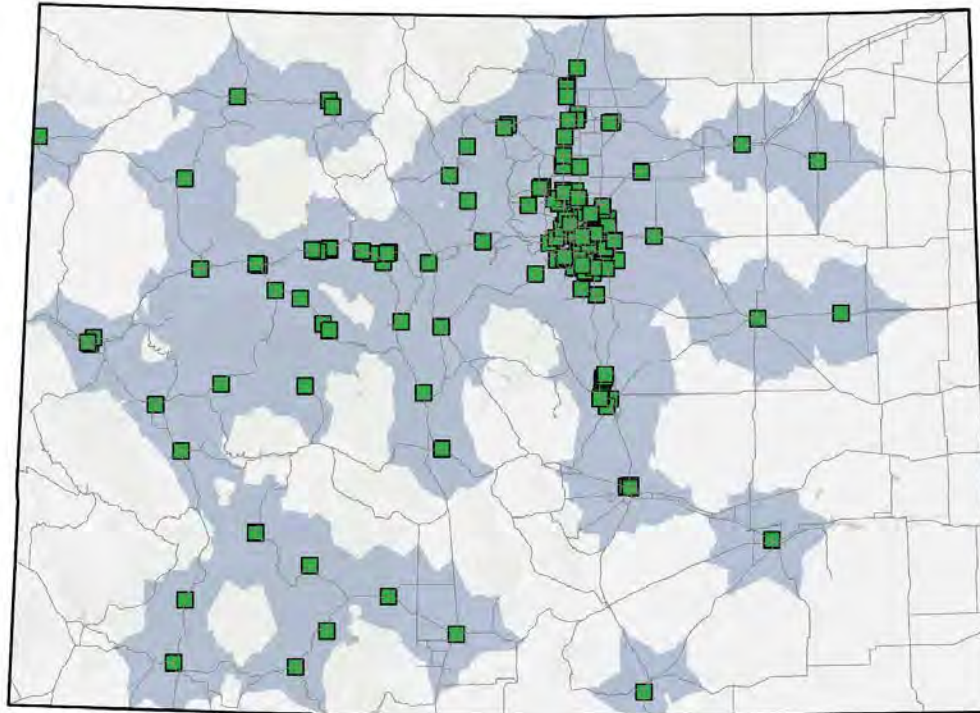




Colorado EV Charging Gaps

Publicly Accessible Electric Vehicle Fast-Charging Network

205 stations as of June 2022 (63% coverage)



State Highway Network

Total Road Miles

9,067


Road Miles Within a 30 Mile
Drive of a Fast Charger

5,750


% Coverage

63%

Legend

 DC Fast Charging Stations

 30 Mile Driving Buffer

 State Highway Network





Infrastructure Investment & Jobs Act (IIJA)

IIJA provides \$7.5 billion for new electric vehicle charging programs

- \$5 billion in the [National Electric Vehicle Infrastructure \(NEVI\) formula program](#)
 - Colorado expected to receive \$57 million over 5 years (*EV charging only*)
 - FY23 apportionment will be **\$8,368,277**
- \$2.5 billion in the Discretionary Grant Program (competitive)
 - \$1.25 billion in Corridor Grant Program (*all fuels, tied to corridor designations*)
 - \$1.25 billion in Community Grant Program (*all fuels, geographically open*)
- States must develop and submit EV Infrastructure Deployment Plans to the [Joint Office of Energy & Transportation](#) by **August 1, 2022**.
 - The Joint Office will approve or provide feedback by **September 30, 2022**.





Key Requirements for NEVI Formula Program



Purpose: To create a national network of charging infrastructure across the United States

- Projects within 1-mile of federally-designated EV corridors
- Prioritization of rural areas and disproportionately impacted communities; additional focus on support for freight and goods movement
- Charging locations no more than 50 miles apart along a corridor
- Focus on DC fast-charging locations with a minimum 150 kW charging for 4 vehicles simultaneously (beyond most current locations in Colorado)
- Eligibility for battery storage, renewable generation, and other elements to manage demand charges and increase resiliency
- Ability to reimburse operational and maintenance expenses for up to 5 years

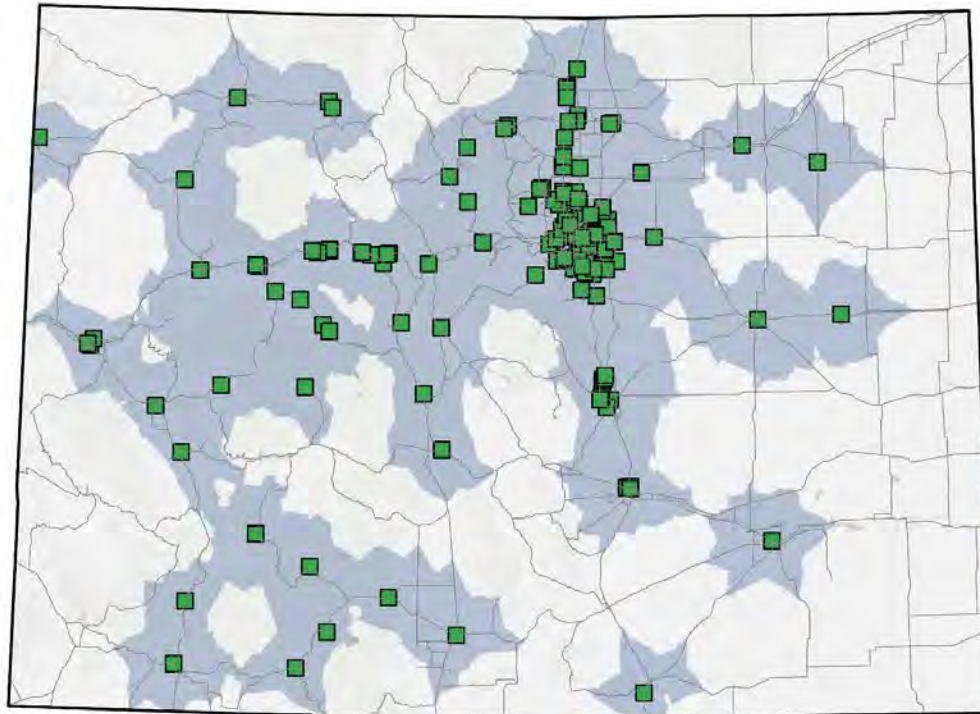




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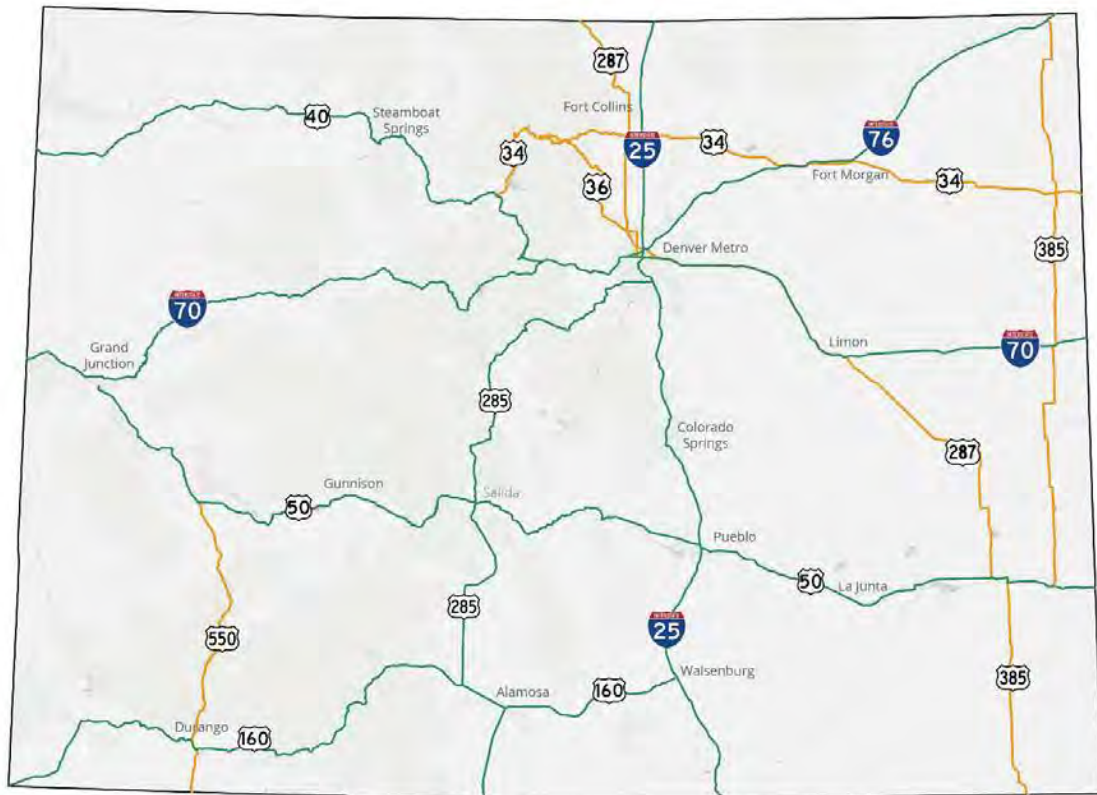
 State Highway Network







Federally Designated Electric Vehicle Corridors in Colorado

Existing Designated Corridors and Round 6 Nominations



Legend

-  Designated Corridors
-  Round 6 Nominations



NEVI Plan Timeline

- CDOT and partner agencies are:
 - conducting data analysis on current and potential designated corridors
 - outlining established plan elements
 - reviewing federal guidance issued in February and June
- Stakeholder engagement is occurring now and will continue through the summer
- To participate in the NEVI Plan development, visit:
<https://www.codot.gov/programs/innovativemobility/electrification/nevi-plan>
- Please complete and share our online survey here:
<https://forms.gle/NhvLECRzBsEJi27ZA>
- Submit a written comment, question, or presentation request to:
dot_innovativemobility@state.co.us
- Register for one of two public meetings on Tuesday, July 19th:
[Meeting #1 \(2:00 - 3:00 PM\)](#) or [Meeting #2 \(6:00 - 7:00 PM\)](#)





Key Questions (1)

Particular feedback is sought on the following questions:

- Should Colorado prioritize funding of new station locations, upgrade of existing station locations, or a mix?
- Should project solicitation, award, and implementation occur on a site-by-site basis, in regional corridor groupings, or via some other approach?
- How should Colorado prioritize the equitable deployment of chargers funded via the NEVI Program?
- How should Colorado incorporate system resiliency into the NEVI planning process?
- Should Colorado attempt to meet or exceed the minimum NEVI program standards requiring at least 4 x 150 kW chargers per funded location?





Key Questions (2)

Particular feedback is sought on the following questions:

- Should Colorado provide operational funding support to stations through the NEVI program, and if so, which ones?
- What labor and workforce considerations need to be integrated into NEVI funding programs?
- How should NEVI funding be aligned with other state funding programs, including Charge Ahead Colorado, DC Fast-Charging Plazas, and the new Community Access Enterprise (CAE) programs?
- What metrics should Colorado use to measure the success of the NEVI program?
- What other strategic and logistical questions need to be addressed as part of Colorado's NEVI Plan?





Discussion

