

AGENDA
DRCOG Board Work Session
Wednesday, April 7, 2021
4 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. Call to Order
2. Public Comment
The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors.
3. Summary of March 3, 2021 Board Work Session
(Attachment A)
4. Continued discussion of preliminary ideas for amendments to the Metro Vision
(Attachment B) Brad Calvert, Director, Regional Planning and Development
5. Discussion of Draft Legislative proposal on State transportation funding
(Attachment C) Ron Papsdorf, Director, Transportation Planning and Operations
6. Discussion of CDOT Senate Bill 17-267 Year 3 Project Options
(Attachment D) Ron Papsdorf, Director, Transportation Planning and Operations
7. Adjourn

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6744.



ATTACH A

BOARD WORK SESSION SUMMARY

March 3, 2021

Note: Meeting held virtually via Zoom

Directors present:

Kevin Flynn, Vice Chair	City and County of Denver
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
Nicholas Williams	City and County of Denver
George Teal	Douglas County
Alison Coombs	Aurora
Bob Fifer	Arvada
Aaron Brockett	Boulder
Junie Joseph	Boulder
Margo Ramsden	Bow Mar
William Lindstedt	Broomfield
Deborah Mulvey	Castle Pines
Jason Gray	Castle Rock
Tim Dietz	Castle Rock
Tammy Maurer	Centennial
Randy Weil	Cherry Hills Village
Craig Hurst	Commerce City
Steve Conklin	Edgewater
Bill Gippe	Erie
Celeste Arner	Federal Heights
Lynette Kelsey	Georgetown
Jim Dale	Golden
Paul Haseman	Golden
Tracy Kraft-Tharp	Jefferson County
Stephanie Walton	Lafayette
Jacob LaBure	Lakewood
Wynne Shaw	Lone Tree
Joan Peck	Longmont
Ashley Stolzmann	Louisville
Collen Whitlow	Mead
John Diak	Parker
Neal Shah	Superior
Tim Howard	Superior
Jessica Sandgren	Thornton
Herb Atchison	Westminster
Bud Starker	Wheat Ridge
Rebecca White	CDOT
Bill Van Meter	RTD

Others present: Doug Rex, Executive Director; Chris Chovan, Adams County; Bryan Weimer, Arapahoe County; Abel Montoya, Gilpin County; Brad Boland, Lauren Pulver, Douglas County; Jon Whiting, Thornton; Danny Herrman, Theresa Takushi, CDOT; Andy McKean, John Swartout, Citizen; and DRCOG staff.

Board Vice Chair Kevin Flynn called the session to order at 4:01 p.m.

Public Comment

Andy McKean stated that March 16 is the birthday of James Madison and he would be 270 years old. He encouraged Board members and all Americans to celebrate and honor Madison's birthday by studying the US Constitution and Declaration of Independence as part of a national effort. He also stated that if anyone has questions on the Constitution, or if they wanted to amend the Constitution, he encouraged citizens to interact and contact elected officials.

CDOT Greenhouse Gas (GHG) Rulemaking/Policy Discussion

Rebecca White and Theresa Takushi provided an overview of the policy to the directors. HB 19-1261 concerns the reduction of greenhouse gas pollution and establishing statewide greenhouse gas pollution reduction goals. On January 14, 2021, Colorado released its Greenhouse Gas Pollution Reduction Roadmap, which establishes a pathway to meet the state's HB19-1261 climate targets. The Roadmap shows Colorado's largest sources of GHG emissions are transportation, electricity generation, oil and gas development and fuel use in homes, business, and industrial applications. Findings show that meeting the 2025 and 2030 goals is achievable with existing cost-effective technologies but progressing toward these goals will require additional policies:

- Continue swift transition away from coal to renewable electricity
- Make deep reductions in methane pollution from oil and gas development
- Accelerate the shift to electric cars, trucks and buses
- Make changes to transportation planning and investment and land use planning to encourage alternatives to driving
- Increase building efficiency and electrification
- Reduce methane waste from landfills, waste water and other sources

Adopting a new GHG Pollution Standard for the transportation sector will be developed via the Air Quality Control Commission rulemaking process with the parallel development of a CDOT Policy Directive. CDOT is also working to ensure this effort is fully informed by transportation stakeholders from around the state. The timeline for this effort is to draft a policy directive by May, with final approval occurring in August 2021. CDOT, in partnership with the CDPHE and the CEO, is holding regional listening sessions to ensure they hear from a range of voices from across the state. The first series of these meetings is taking place in February and March. The state anticipates at least two rounds of regional meetings during this process. Overall, directors agreed that this is going to have to be a collaborative effort amongst transportation providers and local jurisdictions. There was a concern with how to implement incentives to get citizens/jurisdictions on board to assist with reaching these targets. Another concern

was how transit agencies are a big factor to this issue and how will these agencies plan and implement reductions in GHG emissions that their vehicles produce.

Preliminary ideas for amendments to the Metro Vision

Brad Calvert and Andy Taylor presented these ideas to the directors for amendments to the Metro Vision. The DRCOG board of directors unanimously adopted Metro Vision in January 2017. DRCOG routinely offers opportunities for local governments, stakeholders and members of the public to propose amendments to the plan. In February, staff outlined an approach to draft an amended plan, including steps to prepare a working version of the amended plan for public review and comment. Additionally, staff expressed its intent to bring to the board staff-initiated amendments to better align with the 2050 Metro Vision Regional Transportation Plan and other state initiatives. Board members indicated support for staff's proposal and requested that staff develop a "crosswalk" that would detail any changes to plan structure and organization, specifically any changes to plan outcomes and objectives. At the March meeting, staff began the conversation about possible amendments. However, due to time constraints, Mr. Calvert and Mr. Taylor were not able to conclude their presentation. They received some feedback from the directors to help them formulate what direction they need to take regarding amendments and planned to bring more information back to the board at the April work session.

The work session ended at 5:30 p.m.

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 7, 2021	Discussion	4

SUBJECT

Staff will provide an overview of potential outcome- and objective-level amendments to Metro Vision

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

In January 2017, the DRCOG board of directors unanimously adopted Metro Vision, the region's aspirational plan for the future. DRCOG routinely offers opportunities for local governments, stakeholders and members of the public to propose amendments to the plan. DRCOG staff also brings forward staff-initiated plan amendments for board consideration. DRCOG most recently issued a call for plan amendments in October 2018, with board approval of the revised plan in May 2019.

In February staff described a process to amend Metro Vision to seek alignment with other plans, strategies or regional initiatives pursued by planning partners since the original plan was adopted, including the 2050 Metro Vision Regional Transportation Plan. In March staff began describing potential outcome- and objective-level amendments.

Today's Discussion

Today's discussion will continue the conversation initiated in March and offer the opportunity for the Board to provide feedback on staff-initiated recommendations related to changes to plan structure and organization, and suggested edits to plan outcomes and objectives.

Attachment 1 for this item is a short video (approximately 10 minutes in duration) staff prepared to orient directors to the staff-proposed adjustments the board will discuss. Attachment 2 includes the polling slides with the partial results and remaining questions.

Additionally, Attachment 3 compiles all outcome- and objective-level content from the adopted plan to show proposed changes. As noted in Attachment 3, staff has reviewed ONLY outcome- and objective-level components of the plan. Staff review and board discussion of the other "strategic altitudes" included in Metro Vision (i.e. performance measures and strategic initiatives) will occur during future meetings.

PREVIOUS DISCUSSIONS/ACTIONS

[February 3, 2021 – Proposed approach for 2021 Metro Vision amendment process](#)
[March 3, 2021 – Preliminary ideas for amendments to the Metro Vision](#)

PROPOSED MOTION

N/A

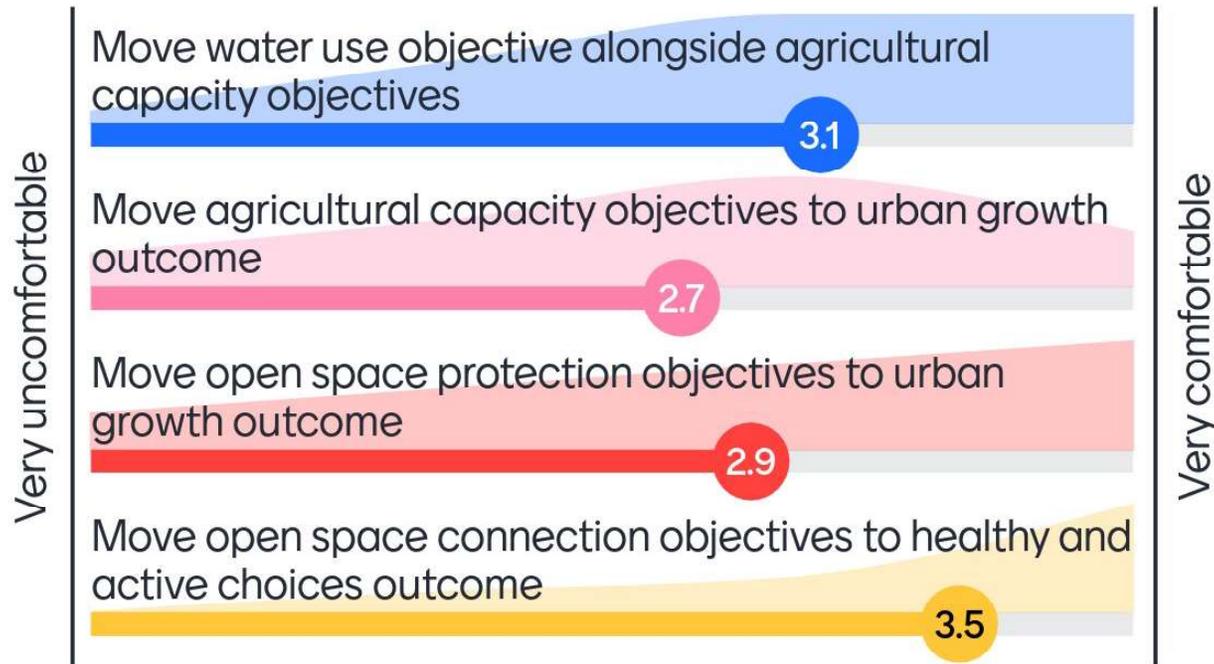
ATTACHMENTS

1. Staff presentation ([link to video](#))
2. Polling questions (partial results and remaining questions)
3. *Metro Vision REDLINE: Proposed Staff-Initiated Amendments – Outcomes and Objectives*

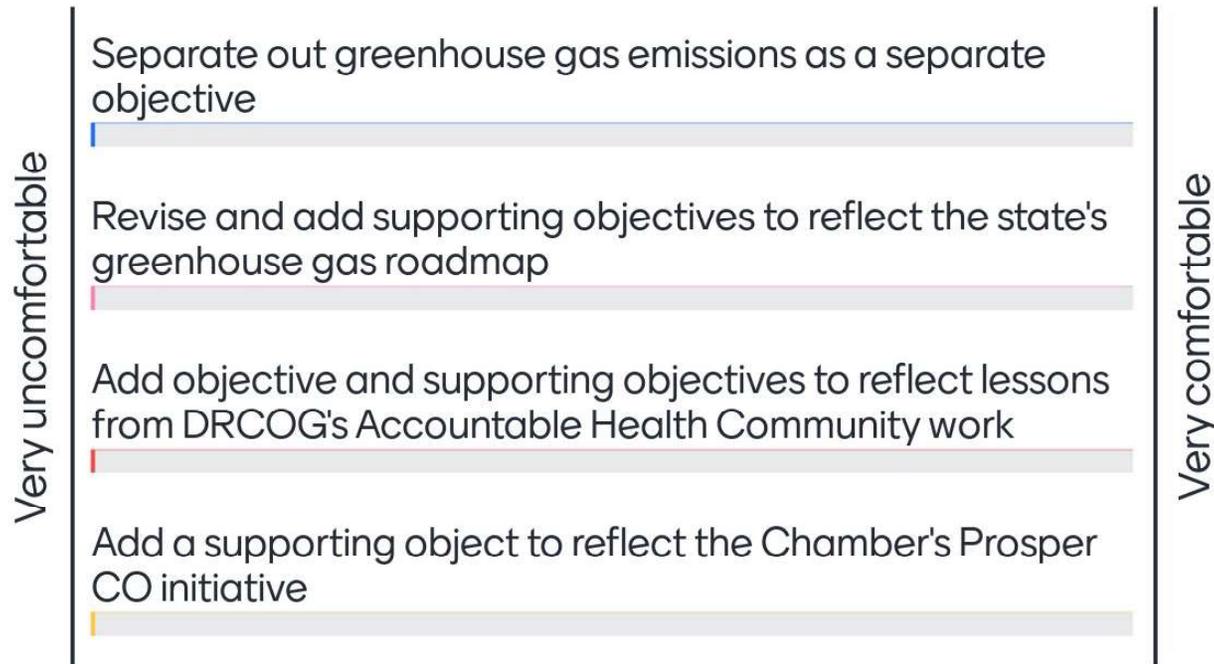
ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcog.org; or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or bpcalvert@drcog.org; or Andy Taylor, Manager, Regional Planning, at 303-480-5836 or ataylor@drcog.org.

What's your comfort level with staff's proposal to:



What's your comfort level with staff's proposal to:



Do you have any concerns to be discussed or addressed before staff advances this proposal?



Metro Vision **REDLINE**: Proposed Staff-Initiated Amendments – Outcomes and Objective level ONLY

This document provides an illustrative redline version of staff-initiated proposed amendments to Metro Vision based on staff’s identification and review of the strategic work of DRCOG, its partners and the region’s communities since the adoption of Metro Vision in early 2017.

The mission, vision and overarching themes contained within Metro Vision are not a focus of the staff-initiated amendments the board is considering prior to the opportunity for local governments and other stakeholders to propose amendments.

To date, DRCOG staff has exclusively assessed the outcome and objective levels of the plan (shown in Figure 1 below). ***This document does not include any potential staff proposals for performance measures and strategic initiative changes.*** These will be reviewed by DRCOG staff and board subsequently, once potential adjustments to plan structure are clarified and opportunities for alignment are revealed.

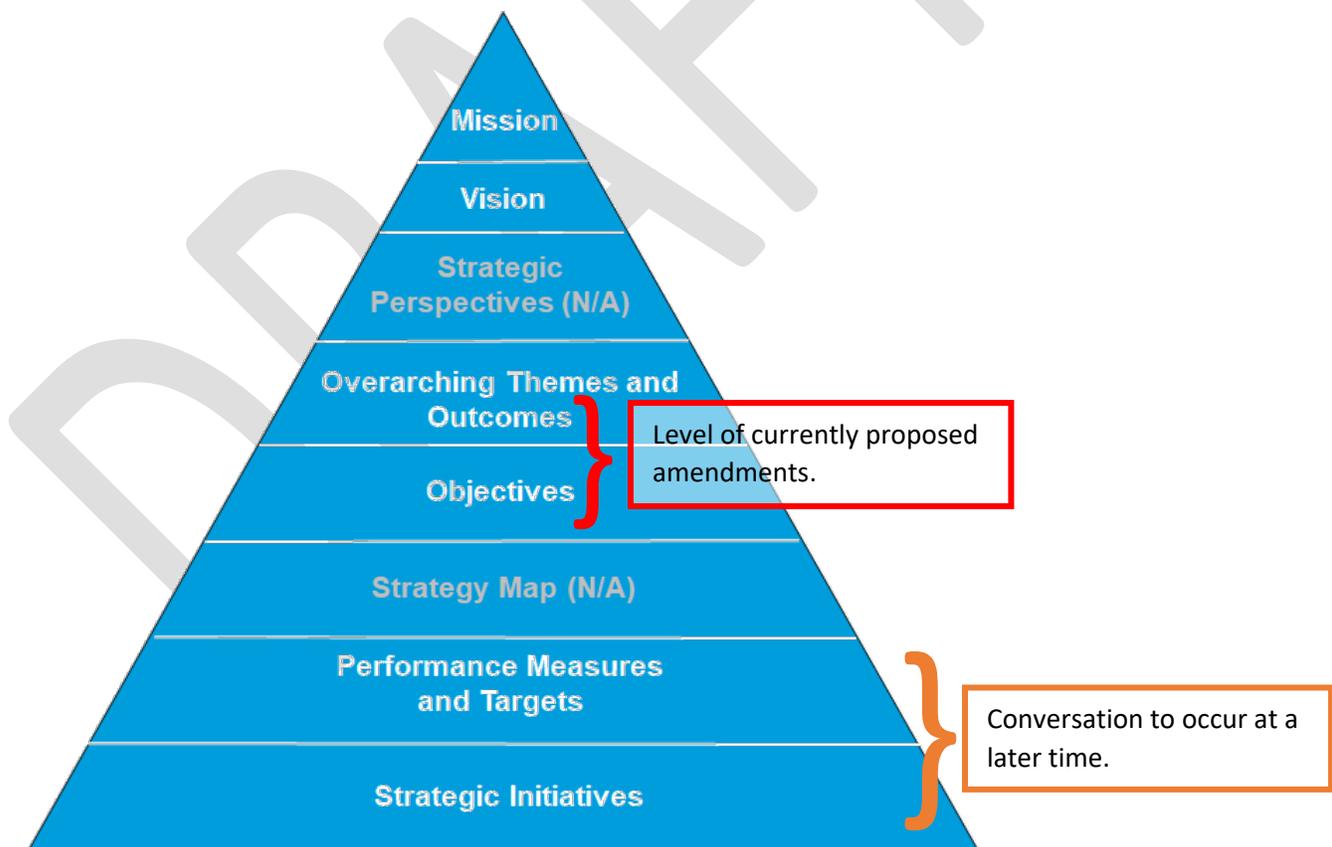


Figure 1: DRCOG Strategic Planning Model and Metro Vision

Overarching theme | An Efficient and Predictable Development Pattern

Outcome | The region is comprised of diverse, livable communities.

The Denver metro region will continue to embrace its diverse urban, suburban and rural communities. Varied housing and transportation options, access to employment and a range of services and recreational opportunities will promote livable communities that meet the needs of people of all ages, incomes and abilities.

Objective | Improve the diversity and livability of communities.

Urban, suburban and rural communities support a stronger, more livable region through their individual strengths and assets. These diverse communities will contribute to the achievement of regional outcomes in a variety of ways based on local needs and preferences. Communities through the region will pursue greater livability through built environments and development patterns that accommodate the widest spectrum of people – regardless of age, income or ability.

Supporting Objectives:

- Encourage development patterns and community design features that meet the needs of people of all ages, incomes and abilities.
- Preserve and leverage the unique characteristics of the region's communities.
- Promote investment/reinvestment in existing communities.

Outcome | Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated growth areas.

A process to identify local and regional urban growth priorities helps the region manage the growth of the region's urban footprint. While locally adopted policies and market demand determine the location of urban development, local commitments to coordinate and collaborate on the expansion of urban growth lead to better use of regional resources for infrastructure, reduced regional vehicle travel and conservation of open land.

Objective | Contain urban development in locations designated for urban growth and services.

Metro Vision will help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place. DRCOG will work with member communities to identify local urban growth priorities and aspirations that shape regional planning assumptions and influence the region's ability to achieve a compact regional footprint and other shared outcomes.

Supporting Objectives

- Monitor and increase awareness of the region's existing and planned urban footprint.
- Coordinate local and regional urban growth priorities in order to improve forecasting, planning and investment decisions within regionally designated growth areas.

Objective | Protect a variety of open spaces.

Open space and the natural environment are important assets in the region. A variety of open spaces of different sizes, settings and purposes will help define the urban area and distinguish individual communities. Additionally, these open spaces provide important wildlife habitat, support various

outdoor recreational pursuits and protect the health of water and ecological systems. The region will conserve and protect natural resources including prominent geologic features, surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands and other environmentally sensitive lands for future generations.

Supporting Objective:

- Protect and restore natural resources of local and regional significance.

Objective | Support continued agricultural capacity in the region.

Agricultural land and the ability to bring additional land or operations into production, where viable, benefits local producers, saves energy resources and offers a level of food security for the region. Local and regional initiatives will expand opportunities for local food cultivation, processing and sales—improving the distribution of and access to food throughout the region.

Supporting Objectives:

- Maximize the efficient use of municipal and industrial water.
- Conserve significant agricultural lands.

Outcome | Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

The location and context of each center define its unique character. They are transit-, pedestrian and bicycle-friendly places that contain a diverse mix of land uses and are denser than their surrounding areas; and are designed to allow people of all ages, incomes and abilities to access a range of housing, employment and services without sole reliance on having to drive. Urban centers provide public spaces where people can gather; help reduce per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods. The region includes a wide array of urban centers including, but not limited to traditional downtowns, transit station areas, employment centers and smaller scale compact mixed-use development in suburban settings.

Objective | Increase housing and employment in urban centers.

Collectively, urban centers will increase their share of the region's total housing and employment. The ability for individual urban centers to absorb future growth will vary based on the characteristics of each center. Specific projects and initiatives will establish a network of clear and direct multimodal connections within and between urban centers, as well as key destinations. Public and private partners will direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers and multimodal connections.

Supporting Objectives:

- Increase public/private investment and partnerships in urban centers.
- Increase transit service and ridership within and to urban centers.
- Invest in multimodal enhancements along corridors.

Summary of Proposed Amendments to Theme: An Efficient and Predictable Development Pattern

Move objective and associated objective narrative: Protect a variety of open spaces from Theme: *A Safe and Resilient Natural and Built Environment*

- Move associated supporting objective: *Protect and restore natural resources of local and regional significance.*

Move objective and associated objective narrative: Support continued agricultural capacity in the region from Theme: *A Safe and Resilient Natural and Built Environment*

- Move supporting objective: *Maximize the efficient use of municipal and industrial water from outcome: The region has clean water and air and lower greenhouse gas emissions (within Theme: A Safe and Resilient Natural and Built Environment)*

- Move supporting objective: *Conserve significant agricultural lands from outcome: The region's working agricultural lands and activities contribute to a strong regional food system (within Theme: A Safe and Resilient Natural and Built Environment)*

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Overarching theme | A Connected Multimodal Region

Outcome | The regional transportation system is well-connected and serves all modes of travel.

The transportation system integrates regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The transportation system connects the region to the rest of the state and beyond, and will evolve to include future technology and mobility innovations as appropriate.

Objective | Improve and expand the region's multimodal transportation system, services and connections.

The region will continue to invest in a well-connected, multimodal transportation system to improve mobility and accommodate anticipated increases of more than 1.16 million people and 600,000 jobs by 2040. Transportation system investment initiatives may include expanding transit service and coverage, improving on-street and off-street bicycle and pedestrian facilities, widening and adding new roadways, and promoting travel options. The resulting transportation system will increase mobility choices within and beyond the region for people, goods and services.

Supporting Objectives:

- Improve the capacity of the multimodal regional roadway system.
- Improve the region's comprehensive transit system, including the timely completion of the FasTracks program.
- Improve bicycle and pedestrian accessibility.
- Improve interconnections of the multimodal transportation system within and beyond the region for people and freight.
- Expand travel demand management services and strategies.

Outcome | The transportation system is safe, reliable and well-maintained.

Educational, enforcement and engineering approaches enhance safety to reduce crashes, serious injuries and fatalities. Coordinated operations and management of the system maximizes capacity and reliability for all users. Transportation system physical components are well-maintained to extend their useful life and provide a quality travel experience.

Objective | Operate, manage and maintain a safe and reliable transportation system.

The region will optimize the multimodal transportation system to improve the safe and reliable flow of people and goods. System optimization will include projects and initiatives that make the multimodal transportation system's capacity as productive as possible. The multimodal system will require maintenance to continue safe and sound conditions. Safety projects and other related initiatives will reduce fatalities and serious injuries for all travel modes. The region will also increase the deployment of technology and mobility innovations to improve reliability and optimize capacity.

Supporting Objectives:

- Maintain existing and future transportation facilities in good condition.
- Improve transportation system performance and reliability.
- Improve transportation safety and security.

Proposed Amendments to Theme: A Connected and Multimodal Region

Staff-initiated proposed changes for this theme will be presented for discussion after the Board has had a chance to take action on the *2050 Metro Vision Regional Transportation Plan*. Proposals discussed to date include the elevation of transportation from a supporting objective to an objective that can then include one or more supporting objectives from *Taking Action on Regional Vision Zero*.

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Overarching theme | A Safe and Resilient Natural and Built Environment

Outcome | The region has clean water and air, and lower greenhouse gas emissions.

The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.

Objective | Improve air quality ~~and reduce greenhouse gas emissions.~~

Local and regional initiatives will reduce ground-level ozone, ~~greenhouse gas emissions,~~ and other air pollutants. Collaboration with regional partners, such as the Regional Air Quality Council, the Colorado Department of Transportation and the Regional Transportation District will be integral to improving air quality through reductions in ground-level ozone concentrations, carbon monoxide, and particulate matter. Additional initiatives will raise public awareness of the direct role of individual actions in pollutant ~~and greenhouse gas~~ emissions.

Supporting Objectives:

- Increase collaboration with local and regional partners on air quality initiatives.
- Increase public awareness of air quality issues.
- Improve the fuel economy of the region's vehicle fleet.

Objective | Reduce greenhouse gas emissions.

****STAFF HAS NOT DRAFTED OBJECTIVE NARRATIVE FOR NEW OBJECTIVES****

Supporting objectives:

- Improve the fuel economy ~~and increase the electrification~~ of the region's vehicle fleet.
- ~~Improve the energy efficiency of new and existing buildings.~~
- ~~Increase collaboration with local and regional partners for waste reduction and diversion in the region's watershed.~~
- ~~Increase collaboration with local, regional and state partners on incentivizing local land use decisions that reduce growth in driving.~~
- ~~Increase the efficiency of food distribution.~~

Objective | Improve the ~~efficient use and~~ quality of the region's waters.

In a semi-arid climate, water resources remain critically important to the region's quality of life and continued prosperity. The region will ensure clean water for consumption, recreation and a balanced, healthy ecological community through initiatives to restore and maintain the chemical and physical integrity of the region's waters. DRCOG will focus on collaborative initiatives among local governments, water providers, agricultural producers, the design and development community, and other regional stakeholders to promote ~~water conservation and~~ responsible water-management and land use practices.

Supporting Objectives:

- Increase collaboration with local and regional partners on water quality initiatives.
- Increase public awareness of water quality issues.
- ~~Maximize the efficient use of municipal and industrial water.~~

~~Outcome | The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.~~

~~The region's protection and restoration of its diverse natural resource areas—its mountain backdrop, unique prairie landscapes, extensive riparian corridors and other open space areas, parks and trails—is essential as the region continues to grow. Access to these areas provides the opportunity to participate in a variety of recreational pursuits that support physical and mental health and wellness.~~

~~Objective | Protect a variety of open spaces.~~

~~Open space and the natural environment are important assets in the region. A variety of open spaces of different sizes, settings and purposes will help define the urban area and distinguish individual communities. Additionally, these open spaces provide important wildlife habitat, support various outdoor recreational pursuits and protect the health of water and ecological systems. The region will conserve and protect natural resources including prominent geologic features, surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands and other environmentally sensitive lands for future generations.~~

~~Supporting Objective:~~

- ~~• Protect and restore natural resources of local and regional significance.~~

~~Objective | Connect people to natural resource and recreational areas.~~

~~In addition to local and regional initiatives to preserve, protect and expand open space assets, the region will ensure that residents and visitors may access these amenities. Active and passive open spaces will serve as a key component of the region's overall growth framework, connecting people to open space amenities. Local and regional initiatives will prioritize the completion of missing links in the regional trail and greenways network and improve other multimodal connections to increase park accessibility.~~

~~Supporting Objectives:~~

- ~~• Improve opportunities for recreation and access to nature.~~
- ~~• Improve multimodal linkages to and between the region's parks, open spaces and developed areas.~~

~~Outcome | The region's working agricultural lands and activities contribute to a strong regional food system.~~

~~Working agricultural lands are essential to the region's heritage, health and economic and cultural diversity. Livestock feeding and production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops, agricultural lands and operations of all sizes create jobs in the region, support economic vitality and promote healthier communities by bringing people closer to their food source.~~

~~Objective | Support continued agricultural capacity in the region.~~

~~Agricultural land and the ability to bring additional land or operations into production, where viable, benefits local producers, saves energy resources and offers a level of food security for the region. Local and regional initiatives will expand opportunities for local food cultivation, processing and sales—improving the distribution of and access to food throughout the region.~~

Supporting Objectives:

- ~~• Conserve significant agricultural lands.~~
- ~~• Increase access to healthy and local foods.~~
- ~~• Increase the efficiency of food distribution.~~

Outcome | The risks and effects of natural and human-created hazards are reduced.

Hazard mitigation planning reduces injuries and loss of life, trauma, and damage to property, equipment and infrastructure. Communities are more resilient when planning also accounts for disaster response and recovery.

Objective | Reduce the risk of hazards and their impact.

The region will consider land use, open space protection and critical infrastructure in areas susceptible to potential natural and human-created hazards. Local and regional initiatives will limit new development, or the expansion of existing development, in areas recognized as having a high probability of being affected by natural and human-created hazards. More communities will have a hazard mitigation plan in place. Collectively, these initiatives will minimize the effect of community disruptions, as well as economic, environmental and other losses.

Supporting Objectives:

- Increase open space in high risk areas.
- Limit new development in areas susceptible to hazards.
- Increase the use of best practices in land use planning and management to decrease risk.
- Promote integrated planning and decision-making in hazard mitigation.

Objective | Improve disaster response and recovery.

Preparing for, responding to, and recovering from disasters and traumatic events is essential to the physical, economic and emotional health of the region's communities and residents. The region will continue to proactively prepare for disasters, including by understanding and assessing risks and vulnerabilities that may challenge recovery. When disasters occur, affected communities will overcome the physical, environmental and emotional effects in the shortest time possible relative to the severity of the disaster. Affected communities will reestablish key elements of their economic, social and cultural fabric to pre-disaster conditions and, when needed, make improvements to become more resilient.

Supporting Objectives:

- Enhance community resiliency.
- Increase interagency coordination.

Summary of proposed amendments for Theme: A Safe and Resilient Natural and Built Environment

Split objective: *Improve air quality and reduce greenhouse gas emissions -> Improve air quality | Reduce greenhouse gas emissions.*

Under newly created objective Reduce greenhouse gas emissions

- Add language to supporting objective: *Improve the fuel economy and increase the electrification of the region's vehicle fleet.*

- Add supporting objective: *Improve the energy efficiency of new and existing buildings.*

- Add supporting objective: *Increase collaboration with local and regional partners for waste reduction and diversion in the region's watershed.*
- Add supporting objective: *Increase collaboration with local, regional and state partners on incentivizing local land use decisions that reduce growth in driving.*
- Add supporting objective: *Increase the efficiency of food distribution* from outcome: *The region's working agricultural lands and activities contribute to a strong regional food system (within Theme: A Safe and Resilient Natural and Built Environment).*

Change objective: *Improve the efficient use and quality of the region's waters to Improve the quality of the region's waters.*

- Remove supporting objective: *Maximize the efficient use of municipal and industrial water* (rehome to objective: *Support continued agricultural capacity in the region* within Theme: *An Efficient and Predictable Development Pattern*).

Remove outcome: *The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails* and associated outcome narrative.

- Remove and rehome objective: *Protect a variety of open spaces* to Theme: *An Efficient and Predictable Development Pattern*.
- Remove and rehome supporting objective: *Protect and restore natural resources of local and regional significance* with objective above.

Remove and rehome objective and associated objective narrative: *Connect people to natural resource and recreational areas* to Theme: *Healthy, Inclusive and Livable Communities*.

- Remove and rehome supporting objective: *Improve opportunities for recreation and access to nature* with objective above.
- Remove and rehome supporting objective: *Improve multimodal linkages to and between the region's parks, open spaces and developed areas* with objective above.

Remove outcome: *The region's working agricultural lands and activities contribute to a strong regional food system.*

- remove and rehome objective: *support continued agricultural capacity in the region* to Theme: *An Efficient and Predictable Development Pattern*.
- remove and rehome supporting objective: *Conserve significant agricultural lands* with objective above.
- remove and rehome supporting objective: *Increase access to healthy and local foods* with objective above.
- remove and rehome supporting objective: *Increase the efficiency of food distribution* with objective above.

Overarching theme | Healthy, Inclusive and Livable Communities

Outcome | The built and natural environment supports healthy and active choices.

A deliberate focus on the built environment's influence on physical activity, mobility choices, access to healthy food and the natural environment supports the opportunity to lead healthy and active lifestyles throughout the region.

Objective | Increase access to amenities that support healthy, active choices.

The region will expand opportunities for residents to lead healthy and active lifestyles. The region's streets and roads will be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. A mix of well-connected land uses and recreational amenities in communities throughout the region will create places that make active transportation and recreational physical activity safe and part of an everyday routine. Additionally, local and regional initiatives will increase access to healthy food options in low-income neighborhoods and areas with high levels of food insecurity.

Supporting Objectives:

- Increase safe and convenient active transportation options for all ages and abilities.
- Expand the regional trail network.

Objective | Connect people to natural resource and recreational areas.

In addition to local and regional initiatives to preserve, protect and expand open space assets, the region will ensure that residents and visitors may access these amenities. Active and passive open spaces will serve as a key component of the region's overall growth framework, connecting people to open space amenities. Local and regional initiatives will prioritize the completion of missing links in the regional trail and greenways network and improve other multimodal connections to increase park accessibility.

Supporting Objectives:

- Improve opportunities for recreation and access to nature.
- Improve multimodal linkages to and between the region's parks, open spaces and developed areas.

Outcome | The region's residents have expanded connections to health services.

Expanded connections to health services improve the health and wellness of residents in the Denver region. Connections to health services are expanded through improved multimodal transportation access, the location of new health facilities and other innovative approaches resulting in more convenient access to health services.

Objective | Improve transportation connections to health care facilities and service providers.

The region will support the integration of health care facilities and service providers of all sizes into centers throughout the region—both urban and rural—where residents can access care by walking, biking, driving or using transit. Local and regional initiatives related to transit service, including on demand and other specialized services, will increase transit access to health care facilities, social service providers and other retail outlets that offer health services.

Supporting Objectives:

- ~~Increase awareness and knowledge of community health and wellness issues and support networks.~~
- Increase collaboration among stakeholders at the local, regional and state levels.
- Locate health services in accessible areas.

Objective | Improve connections to and increase the capacity of community resources that improve health outcomes.

****STAFF HAS NOT DRAFTED OBJECTIVE NARRATIVE FOR NEW OBJECTIVES****

Supporting Objectives:

- Increase awareness and knowledge of community health and wellness issues and support networks.
- Increase access to healthy and local foods.
- Locate community resources in accessible and underserved areas.

Outcome | Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Housing choices allow individuals and families to find desirable housing that is affordable and accessible to them in communities throughout the region, allowing them to stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities.

Objective | Diversify the region's housing stock.

The region will have housing that meets the needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level. Local communities and regional partners will pursue initiatives that reduce barriers and expedite the development of housing in desired locations. The supply and range of housing options, including attainable and accessible units, in or near major employment centers will increase.

Supporting Objectives:

- Increase the regional supply of housing attainable for a variety of households.
- **Improve the security and quality of housing opportunities.**
- Increase opportunities for diverse housing accessible by multimodal transportation.

Summary of proposed amendments for Theme: Healthy, Inclusive and Livable Communities

Add objective: *Connect people to natural resource and recreational areas from Theme: A Safe and Resilient Natural and Built Environment.*

- add associated objective narrative

- add associated supporting objective: *Improve opportunities for recreation and access to nature.*

- add associated supporting objective: *Improve multimodal linkages to and between the region's parks, open spaces and developed areas.*

Create objective: *Improve connections to and increase the capacity of community resources that improve health outcomes.*

- add supporting objective: *Increase awareness and knowledge of community health and wellness issues and support networks* (moved from objective: *Improve transportation connections to health care facilities and service providers* within the same theme.

- add supporting objective: *Increase access to healthy and local foods.*

- add supporting objective: *Locate community resources in accessible and underserved areas.*

Add supporting objective: *Improve the security and quality of housing opportunities* to objective: *Diversify the region's housing stock.*

DRAFT

Overarching theme | A Vibrant Regional Economy

Outcome | All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.

The region's economy prospers when all residents have access to a range of transportation, employment, housing, education, cultural and recreational opportunities. The region's transportation network is critical in enabling commerce and providing access to basic needs and quality-of-life amenities that allow the region's residents to succeed.

Objective | Improve access to opportunity.

The region will reduce critical health, education, income and opportunity disparities in neighborhoods and communities. The region will capitalize on community, local regional and state amenities by promoting reliable transportation connections to key destinations. Local and regional initiatives will continue to leverage investments in transit by concentrating new housing and employment in centers accessible by transit.

Supporting Objectives:

- Improve the flow of people, goods, services and information within and through the region.
- Improve access for traditionally underserved populations.
- Improve access to and from the region's developed and emerging housing and employment centers.
- **Increase collaboration with local and regional partners on the availability and accessibility of quality jobs and entrepreneurship opportunities.**

Outcome | Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

The region's continuous investments in infrastructure support a globally connected economy and offer opportunities for all residents to share and contribute to sustained regional prosperity. Vibrant and thriving communities, accessible and protected natural resources, and diverse cultural amenities are economic assets and make our region a highly desirable place to live, work and raise a family.

Objective | Improve the region's competitive position.

The region's economic vitality depends on providing a high quality of life in diverse communities. Investments in the region's infrastructure will help ensure the region remains globally competitive by establishing and maintaining the connected multimodal transportation system on which businesses depend for access to local, national and global customers, and an available, desirable workforce. Economic and community development initiatives and activities will ensure that the region's infrastructure will support and contribute to the growth of the region's economic health and vitality.

Supporting Objectives:

- Invest in the region's infrastructure to ensure the region remains globally competitive.
- Increase awareness of key regional growth, transportation and economic trends based on the region's shared vision for the future.

Summary of proposed amendments for Theme: A Vibrant Regional Economy

Add supporting objective: *Increase collaboration with local and regional partners on the availability and accessibility of quality jobs and entrepreneurship opportunities.*

DRAFT

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drcog.org.

Meeting Date	Agenda Category	Agenda Item #
April 7, 2021	Discussion	5

SUBJECT

Discussion of Draft Legislative proposal on State transportation funding.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

On March 18, Chair Stolzmann and Doug Rex participated in a presentation to local government stakeholders from Legislative leadership on a draft state transportation funding proposal. As presented, the proposal would raise about \$3.9 billion over 10 years for transportation spending through a combination of several new transportation fees and state general funds. Approximately 70% of the funding would be allocated through the Highway Users Tax Fund (60% state, 22% county, 18% municipal).

The remaining funding is proposed to be allocated to a new Nonattainment Fund (\$106 million) to address pollution mitigations on road related projects in federal air quality nonattainment areas; an expanded Multimodal and Mitigation Option Fund (\$366 million) split 40% CDOT and 60% TPRs/MPOs; and three new enterprises totaling \$724 million for electric vehicle charging infrastructure, vehicle fleet electrification incentives, and public transit electrification.

Legislative leadership indicated that they expect to release bill language within the next couple of weeks. Please see the attached March 18 presentation slide deck for more information.

Staff seeks Board feedback and input to guide engagement as discussions continue.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Draft Legislative proposal on State transportation funding

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org; or Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747, or rpapsdorf@drcog.org.

Discussion Draft for Stakeholder Input



Draft Legislative Proposal on State Transportation Funding

Sponsors:

Majority Leader Fenberg and Speaker Garnett & Sen. Winter and Rep. Gray in collaboration with the Polis Administration

Modernizing Transportation Bill Objectives

Bottomline: What Will This Transportation Proposal Do?

For the first time, this future-looking package advances a comprehensive transportation funding plan to modernize our state's transportation system.

- 1** Make much-needed improvements to Colorado road and highways, with a focus on rural roads.
- 2** Reduce traffic and congestion through improvements to key corridors.
- 3** Electrify our transportation system by investing in charging infrastructure and cleaner vehicles.
- 4** Expand transit options statewide.

Bottomline: What Will This Transportation Plan Accomplish?

1 Save Coloradans Money and Time Spent on the Roads

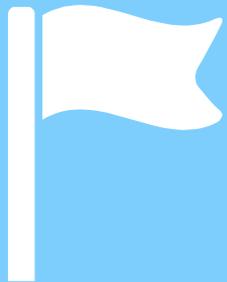
- Provides more transportation options and relief for Colorado drivers;
- Balances regional transportation needs while supporting a statewide approach; and
- Makes key investments in rural and disproportionately impacted communities.

2 Create a Transportation System That Supports a Dynamic Economy While Improving Air Quality

- Invests in infrastructure to help Colorado lead the market-driven transition that General Motors' and other companies are making toward an electric vehicle market by 2035; and
- Improves air quality by addressing air quality mitigation regulations proactively before federal and state sanctions force top-down, costly measures.

3 Establish a Sustainable Funding Source for Our Transportation System

- Provides long overdue funds after years of failed legislative attempts and ballot measures to support our statewide transportation system.
- Allows Colorado to compete with surrounding states who have already raised fees and invested in their transportation infrastructure.



The Status Quo - Not a Sustainable Option

“We can’t settle for simply keeping up, we must lead this market-driven transition or risk being left behind. The spirit of innovation and creativity already lives here in Colorado, and this proposal is a reflection of that.” -- Governor Jared Polis

Gas Tax Cannot Pay for Our Roads

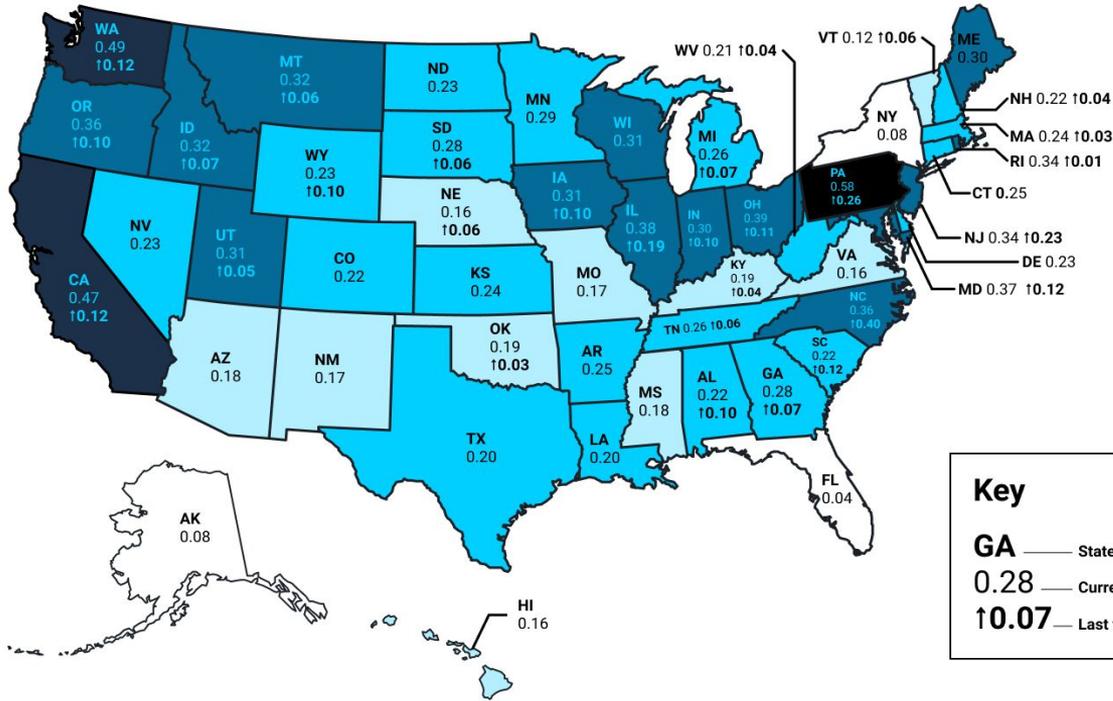
The Colorado gas tax is not a sustainable source of funding and our transportation system suffers as a result.

- Current gas tax of **22 cents** doesn't go as far as it did in 1991.
- Gas tax would be **44 cents** today if it had kept pace with inflation.
- Colorado has the **10th lowest gas rate** among all 50 states.
- We will purchase **less gas** as fuel efficiency and electric vehicle purchases increase.
- The state fuel tax hasn't changed in **30 years** but the cost of paving the roads we use has gone up 300%.
- State gas tax generated **\$624 million** in 2020.
- If it had kept pace with inflation since 1993, it would have raised double that amount — **\$1.2 billion**:
 - ◆ The loss is nearly \$8 billion over 30 years; and
 - ◆ The purchasing power today is half of what it was 30 years ago.



Other States Have Addressed the Challenge

State Gas Taxes Since 2013 in Dollars



In many states a bipartisan or republican lead effort is underway to increase the current gas tax, including:

- Alaska (D)
- Kentucky (R)
- Louisiana (R)
- Massachusetts (D)
- Missouri (R)
- Montana (R)
- New Mexico (D)
- North Dakota (R)
- Wyoming (Sponsored by Joint Revenue Interim Committee)

In 2019, bipartisan bills raised the gas tax in:

- Alabama
- Arkansas
- Illinois
- Ohio

Institution On Taxation and Economic Policy. Most States Have Raised Gas Taxes in Recent Years. ITEP, 27 June 2019, itep.org/most-states-have-raised-gas-taxes-in-recent-years-0419/.

Transportation Investment Advocacy Center. State Motor Fuel Excise Taxes. 13 Jan. 2020, transportationinvestment.org/research/funding-techniques/state-motor-fuel-excise-taxes/.

Illustrated by John Reis

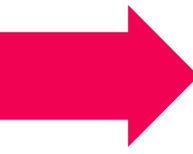
If We Do Nothing . . . Consumers Pay More

This bill aims to provide net savings to Colorado drivers and families.



\$6.3 billion/year

Coloradans already pay a high price for transportation, but those dollars are spent on repairs and lost time in traffic, not on an investment in our roads. Colorado drivers pay an \$6.3 billion annually in wear and tear, fuel, and accelerated depreciation.



\$732/year

Drivers spend approximately \$732 per year stuck in traffic and on repairs for wear/tear on their vehicles because our roads have deteriorated or are clogged and congested.

Transportation Funding Plan

Overall Bill Summary

Reduce Fees & Save Coloradans Money

FASTER Reduction:

- The plan offers relief on vehicle registration fees to account for economic hardship in the post-pandemic economy.
- ◆ **Reduction of FASTER Road Safety Surcharge for 2022 and 2023:**
 - Revenue reduction will be backfilled to maintain safety programs.
 - \$90 million in savings for Colorado consumers.
 - Rates will resume in calendar year 2024.

Other Consumer Measures:

- **Delay onset** of all NEW transportation fees until Fiscal Year 2023.
- Pilot **payment plan option for EV fees** to increase consumer convenience and decrease one-time financial impact of fee on consumers.

Anticipated Consumer Costs Offset by Savings:

- The average Colorado consumer will pay approximately \$28 annually and save far more.
- Currently average Coloradan pays \$732 annually on maintenance and repairs due to deteriorated roads and lost time.

Transportation Funding Proposal | Summary

Nearly **\$3.924 billion** from new fee revenue to modernize and future-proof our transportation system and to stabilize funding over the next 11 years.

- **\$2.728 billion** of new fee revenue supports the State and local share of HUTF:
 - ◆ 10% of State share will be allocated to support multimodal in the 10-year plan; and
 - ◆ At least 10% of local share allocated to support multimodal.
- **\$724 million** of new fee revenue supports a downpayment on Colorado's Greenhouse Gas Pollution Reduction Roadmap to help meet transportation emissions reduction goals by 2030 and reduce local air pollution:
 - ◆ 20% of these "electrification" expenditures also support multimodal transportation.
- **\$366 million** of new fee revenue allocated to the newly-expanded Multimodal and Mitigation Option Fund (MMOF) will support mitigation of Greenhouse Gases.
- **\$106 million** of new fee revenue allocated to a newly created nonattainment fund to support communities in nonattainment regions address pollution mitigations on road related projects.

General Fund & Stimulus Support

- **\$1.230 billion** in general fund/stimulus investment in this transportation funding plan – average of \$111.8 over 11 years:
 - ◆ **\$430 million** in stimulus funds; and
 - ◆ **\$800 million** in an ongoing general fund contribution.
- Helps cover the \$150 million annual debt payment on the four SB 267 COP tranches for 11 years.
- Ensures a transparent and predictable GF contribution over the next 11 years.

History of General Fund Contributions to CDOT:

On average **\$106.7 million** transferred from the General Fund to CDOT from FY10 through FY20.

These transfers swung from \$0 to \$495 million and were very inconsistent.

Summary of Revenue from New Fees

	10 Yr Total Revenue	Fee Amount
Road Usage Fee: New fee on fuel applied to the sale of fuel to offset consumer impact on roadway and transportation system.	\$1.471 billion	\$.02 cent/gallon increase , and increases \$.02 every two years to \$.08
Truck Fee: Additional diesel fee applied to the sale of fuel to offset additional impact of trucks on the roadway.	\$499 million	\$.06 cent/gallon increase , and increases \$.01 every two years to \$.08
Electric Vehicle Fee: Index existing \$50/year EV registration fee and assess additional fee to establish parity with the amount of gas tax paid by a driver.	\$ 367 million	\$9 annual BEV fee , and increases to \$90 by year 10; \$3.00 annual PHEV fee , increases to \$27 by year 10
TNC Fee: Fee on business to offset congestion and emission impacts on the transportation system for new transportation services and increased trips.	\$203 million	\$0.30 per trip; \$0.15 for carpool or ZEV
Online Retail Order Fee: Fee on online deliveries to offset impact on transportation system, air quality, and congestion.	\$1.122 billion	\$.25 per delivery
Personal Car Share Fee: Lift exemption on \$2/day rental fee (index to CPI).	\$17 million	Lift \$2/day exemption
Rental Fee: Index existing fee to ensure users of the road pay their share.	\$70 million	Index existing \$2/day rental fee to CPI
Taxi Fee: Fee on taxis to offset consumer impact on transportation system.	TBD	TBD, per ride flat fee
AV Safety Fee: Assess a safety fee on autonomous vehicles based on VMT.		TBD

Distribution of Revenue in Plan

	Total Revenue
HUTF (State Share): These revenues are allocated on a 60-22-18 (state, county, municipal) percentage share basis and are to be spent for improvements to highways, including new construction, safety improvements, maintenance, and capacity improvements.	\$1.637 billion
HUTF (Local Share): Local share of the Highway Users Tax Fund 40% (22% county, 18% municipal).	\$1.091 billion
Non-Attainment Fund: New fund for community impact and air pollution/GHG mitigation in nonattainment regions.	\$106 million
Multimodal & Mitigation Options Fund (MMOF): The MMOF seeks to fund multimodal transportation projects and operations to support an integrated multimodal transportation system and to mitigate environmental impacts. Will also help advance Front Range Rail.	\$366 million
Charging Infrastructure & Electric Vehicle Equity: Community Charging Stations & Community Alternative Transportation, including eBikes.	\$323 million
CDPHE Fleet Electrification Incentives: Support fleet replacement.	\$320 million
CDOT Public Transit Electrification: Support electrification of public transit and transit charging infrastructure.	\$81 million
FASTER Fee Reduction:	-\$90 million
CDOT COP Payments:	-\$679 million

Striking the Right Balance:

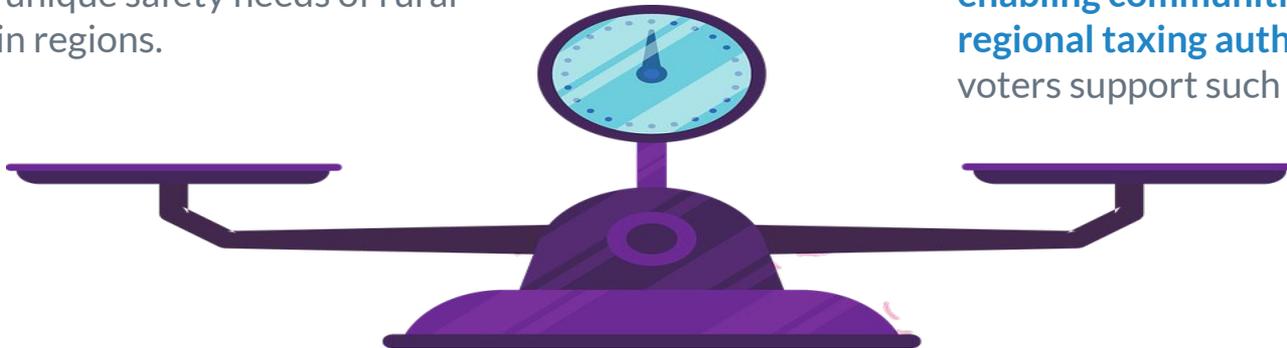
As we look to build back stronger, we want to do so in a way that bolsters all Colorado communities, rural and urban alike, by recognizing their unique needs.

Rural Needs and Challenges

- Respect the vital role rural communities play in bringing agricultural products to market and supporting Colorado's tourism economy.
- Ensure rural Colorado is an essential part of connecting Colorado's charging infrastructure.
- Address the unique safety needs of rural and mountain regions.

Urban Needs and Challenges

- Recognize the infrastructure, safety, equity, and climate mitigation needs of urban communities.
- Front Range communities disproportionately fund statewide infrastructure.
- Create greater regional flexibility by **enabling communities to create regional taxing authorities** if local voters support such measures.



Accountability & Transparency

Attuning to Colorado Needs



Each Enterprise will develop a ten year plan that will be used to assess the funding levels needed to achieve the desired outcomes. Project management public dashboards will show key performance indicators for projects within Enterprises and CDOT. CDOT will update their existing 10 year plan.

Climate Goals



CEO and CDPHE, in consultation with CDOT, will report annually on progress towards 2030 EV plan and GHG Roadmap goals resulting from enterprise and transportation investments in this plan.

Accountability



CDOT and enterprises will maintain clear accountability mechanisms, engage a wide variety of stakeholders to ensure funding achieves intended outcomes, and regularly report to the transportation commission, legislature, and construction partners.

Transparency



Enterprises will maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites. CDOT will continue with their new commitment to enhanced accountability and transparency measures.

Transportation Plan Goals - Recap

Economic

- Provide consumer relief while stabilizing funding stream.
- Help stimulate the economy with thousands of good jobs on shovel ready transportation projects.
- Maintain existing infrastructure and invest in transportation innovations that prepare our economy for tomorrow.
- Provide economic opportunity that benefits all Coloradans.
- Access to new technologies and resources for all.

Transportation

- Invest in the 10-year plan.
- Deliver results with strong accountability & transparency.
- Maintain existing infrastructure.
- Fix decaying rural roads.
- Increase travel options with improved transit, bicycle, and pedestrian infrastructure.
- Relieve congestion in highest use corridors.
- Ensure the vitality of main streets.
- Address declining revenue from increased fuel efficiency and electrification.

Air Quality

- Reduce local air pollution, especially in heavily impacted communities.
- Help achieve transportation GHG emission targets.
- Help meet State EV adoption goals: 940,000 EVs by 2030.
- Incentivize use of EVs – buses, on-demand ride services, & delivery trucks.
- Build EV charging infrastructure statewide.
- Decrease air quality impacts of large construction projects.

The legislative sponsors welcome your feedback and suggestions.

Please send comments to the following email address. Although we will not be able to respond to every email, we will review each email as we proceed with the bill drafting process.

Coloradotransportationfeedback@gmail.com

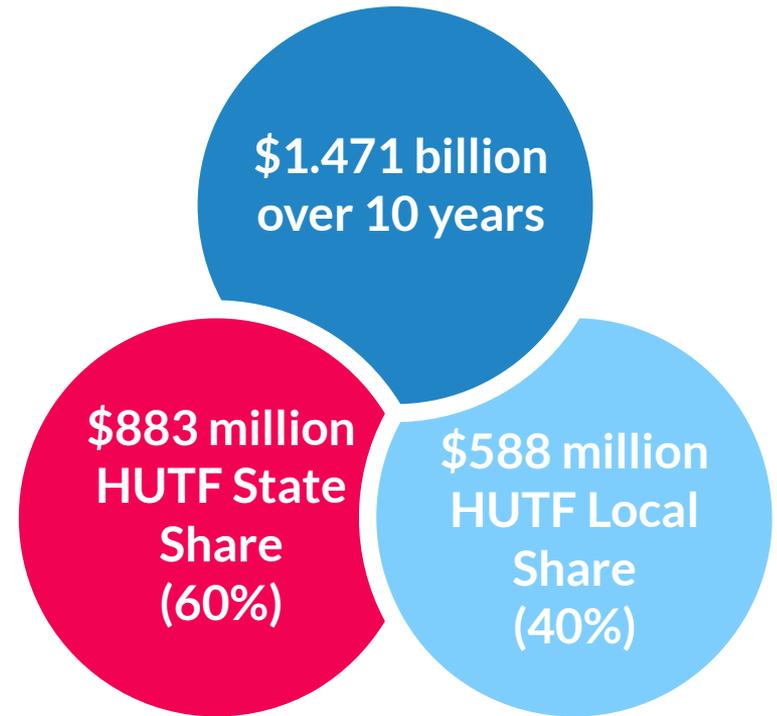
Thank you for your interest and participation in this process.
Your feedback is appreciated and valued.

The remaining slides provide additional background on specific “sources” and “uses” and outline accountability measures and outcomes of this transportation plan.

Details of New Revenue Sources/Fees

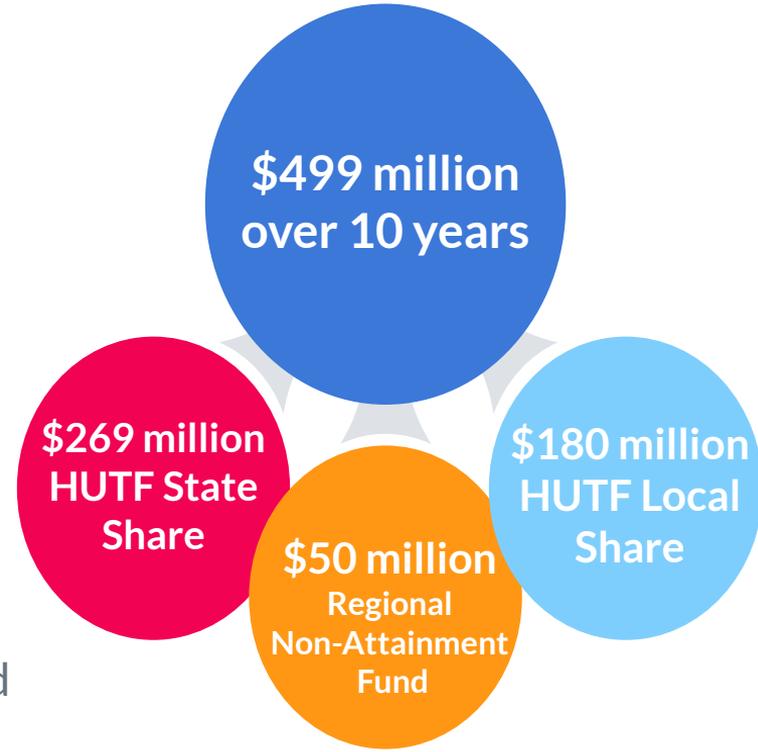
Transportation Funding Proposal | Road Use Fee

- New fee on fuel/diesel applied to the sale of fuel to offset consumer impact on roadway and transportation system.
- Fuel purchase is a proxy for how much someone drives (use of the roads).
- Begins with \$.02 per gallon in FY 2023
 - ◆ Increases \$.02 every two years up to \$.08 by FY 2029; and
 - ◆ In FY 2033, indexes to NHCCI moving forward.
- Fee collected at the wholesale level.
- Protects the purchasing power of the HUTF.
- Estimated to cost the average driver about \$10/year.
- Funds HUTF with existing formula.



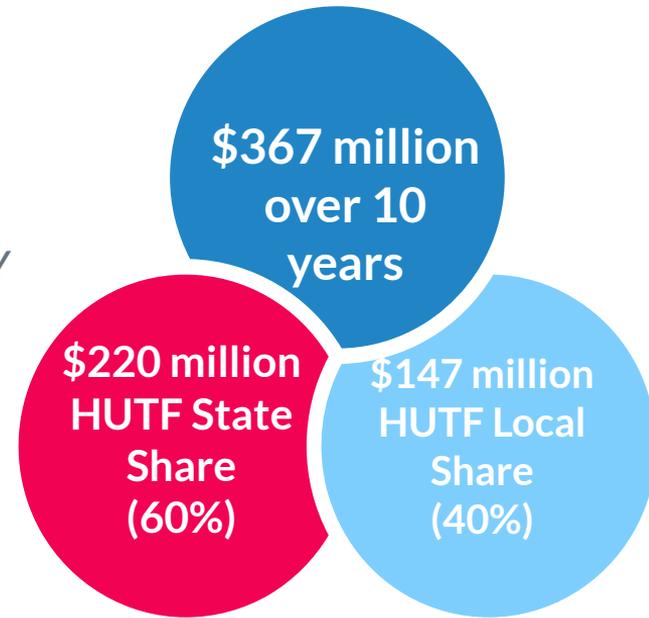
Transportation Funding Proposal | Truck Fee

- New diesel fee applied to the sale of fuel to offset additional impact of trucks on the roadway.
- Fuel serves as a proxy for how much the truck is driven (use of the roads).
- Begins with \$.06 per gallon in FY 2023
 - ◆ Increases \$.01 every two years up to \$.08 by FY 2027; and
 - ◆ In FY 2033, road use fee would be indexed to NHCCI.
- Fee collected at the wholesale level.
- Protects the purchasing power of the HUTF.
- Funds HUTF with existing formula.
- Current exemptions on diesel vehicles are extended to this fee and honored in same manner.



Transportation Funding Proposal | Electric Vehicle Fee

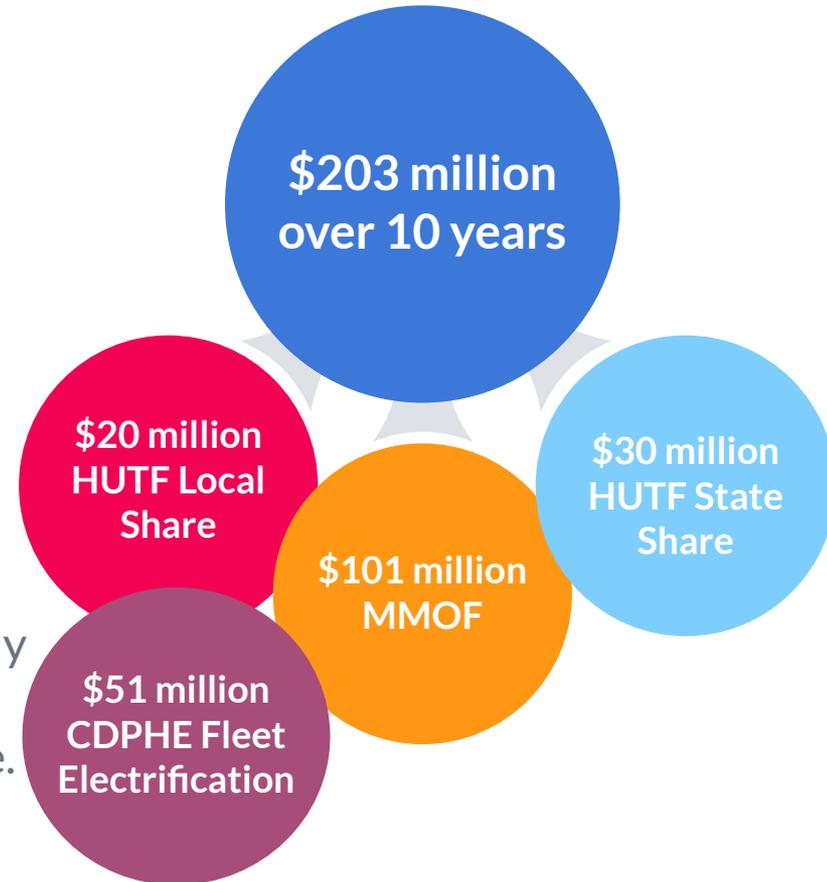
- As electric vehicles (EV) expand market share, ultimately this fee becomes the primary revenue stream funding HUTF:
 - ◆ Index existing \$50/year EV registration fee.
 - ◆ New BEV* fee schedule begins FY 2023 with a \$9 increase in year one and slowly increases to \$90 by FY 2032 and added onto the \$50 base fee (indexed).
 - ◆ New PHEV* fee schedule begins in FY 2023 with a \$3 increase in year one, increases to \$27 by FY 2032.
- In FY 2033, fee would be indexed to NHCCI.
- Funds HUTF.
- Pilot payment options for this fee to mitigate consumer impact and allow for payment over time.
- Pilot program, administered by the Colorado Energy Office, to test collecting revenue from EVs based on electricity consumption rather than a flat registration fee.



*BEV = battery electric vehicle.
PHEV = plug-in hybrid electric vehicle.

Transportation Funding Proposal | TNC Fee

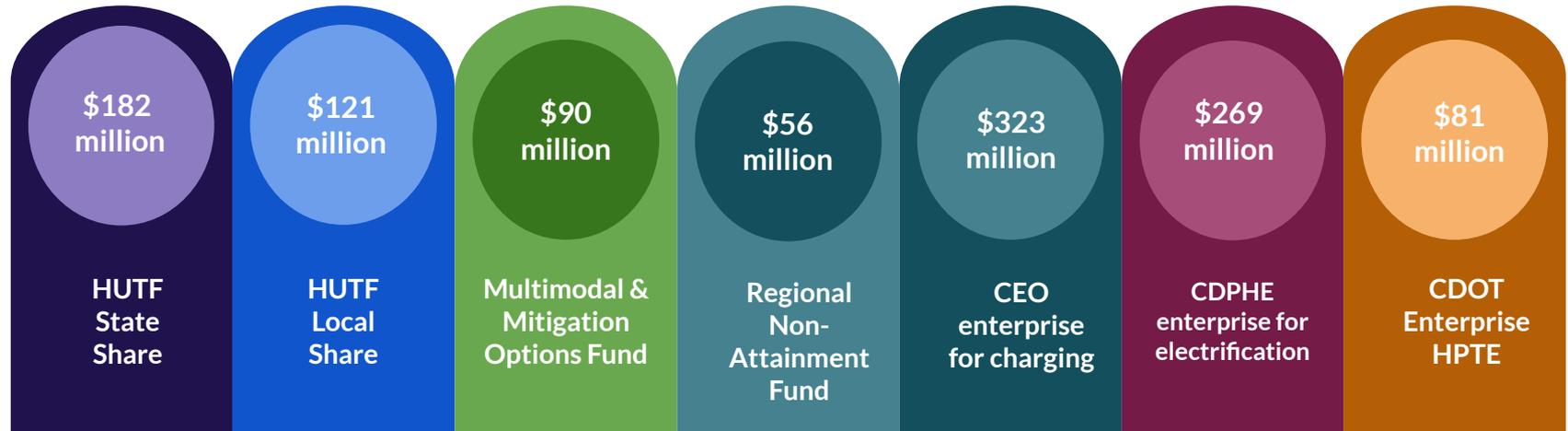
- Business fee to offset congestion and emission impacts on the transportation system for new transportation services and increased trips.
 - Flat per ride fee not based on miles traveled.
 - \$0.30 per trip; \$0.15 for carpool or ZEV.
 - Indexed to CPI.
 - Begins FY 2023.
- Innovative partnership with TNC companies creating targeted incentives for TNC vehicle electrification.
- According to the [SB239 report](#), at least 12 states and several localities nationwide already have a fee or sales tax on ride shares, ranging from \$0.20 to \$1/trip or 1% to 7% of total fare.



Transportation Funding Proposal | Delivery Fee

- \$0.25 impact fee on delivery services to offset impact on the transportation system, air quality, and congestion from increased delivery frequency.
- Fee will be applied at point of sale to the consumer beginning in FY 2023.
- Will only be assessed on deliveries made in an automobile.
 - ◆ Bicycle/courier deliveries exempted.
- Half the states impose some type of a fee or tax on delivery charges, anywhere between 4.0% and 8.25%.

Generates \$1.230 in new Revenue



Transportation Funding Proposal | Other Fees

	Total Revenue	HUTF State	HUTF Local
Personal Car Share Fee: Lift exemption on \$2/day rental fee (index to CPI).	\$17 million	\$10 million	\$7 million
Rental Fee: Index the existing \$2/day rental fee to CPI.	\$70 million	\$42 million	\$28 million
Taxi Fee: Apply a per ride flat fee. Amounts still under consideration. Considering a study to determine best implementation.	TBD	-	-
AV Safety Fee: Assess a safety fee on autonomous vehicles based on VMT; no anticipated revenue in the first 10 years.	0	-	-

Details of New Revenue Distributions

Transportation Funding Proposal | Distribution Summary

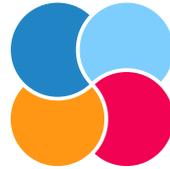
Revenue generated from fees will fund one of the following uses:



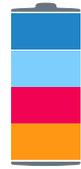
HUTF: 60%-40%
split between State
and local
\$2.728 billion



CDOT's New
Multimodal and
Mitigation
Options Fund,
with expanded
eligibility
\$366 million



New fund for
community impact
and e-waste
pollution mitigation
in nonattainment
regions
\$106 million



3 New Enterprises:

- Infrastructure + EV Equity
- Fleet Incentives
- Public Transit Electrification

\$724 million

HUTF Investments| Building a Statewide System

- Funds the CDOT 10 Year Plan:
 - ◆ Helps pay for the six unfunded years of the plan;
 - ◆ Create thousands of jobs across the State; and
 - ◆ Help stimulate the economy.
- Repairs over 2,600 lane miles of rural roads — the largest investment in rural roads ever.
- Delivers major improvements to relieve congestion on key interstates and highways.
 - ◆ I-70 (Floyd Hill), I-270, I-76, I-25, and US 285.
- Includes multimodal options into projects:
 - ◆ Builds a series of multimodal hubs on the I-25 corridor to give people workable transit options that are convenient and reduce VMT;
 - ◆ Builds out micro-transit options that work with the mountain express lanes along I-70; and
 - ◆ Advances Front Range Rail as a future transit option.

Transportation Funding Proposal | Distribution



CDOT's Multimodal and Mitigation Options Fund

- **\$366 million over 10 years** dedicated to the Multimodal Options Fund (MMOF) to help state and local communities link local transit to the statewide transportation network.
 - ◆ Renaming the fund to **Multimodal and Mitigation Options Fund**.
- Eligibility will be expanded to include GHG mitigation expenses:
 - ◆ Allows local governments and planning regions to use funding to assist with compliance with new GHG regulations.
 - ◆ Eligible MMOF projects include funding for construction or operation of all types of transit projects and studies, including bicycle and pedestrian projects.
- Funds will be split 40% to State, **60% to local governments**, using a formula based on population and transit ridership.
- Projects are selected to receive local MMOF by MPOs/TPRs.
- TPRs must provide CDOT with an annual report on the status of projects selected for funding through the MMOF Local Fund, and CDOT will use information to update legislature and Transportation Commission with no less than an annual accounting of expenditures.

Transportation Funding Proposal | Distribution



\$724 million of new fee revenue supports 3 new electrification and charging infrastructure Enterprises:

Charging Infrastructure & Electric Vehicle Equity

- ◆ New 'Community Access' Enterprise in Colorado Energy Office (CEO).
- ◆ Build charging infrastructure in communities across the State, link communities throughout the State with alternative transportation options (e-bikes), and support electric vehicle adoption in low and moderate income communities.
- ◆ **\$323 million** investment

Fleet Electrification Incentives

- ◆ New 'Clean Fleet' Enterprise in CO Department of Public Health and Environment (CDPHE)
- ◆ Support fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles) with incentives to meet climate and air quality goals
- ◆ Support CDPHE's Mobile Source Program to complement vehicle investment.
- ◆ **\$320 million** investment

Public Transit Electrification

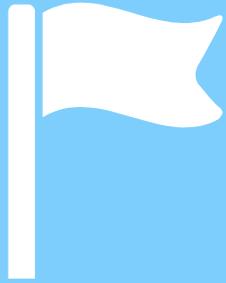
- ◆ New enterprise in Colorado Department of Transportation (CDOT).
- ◆ Support electrification of public transit through electrification planning efforts, fleet replacement and associated charging infrastructure.
- ◆ **\$81 million** investment

Transportation Funding Proposal | Distribution



New fund for community impact and air pollution mitigation in non-attainment regions

- **\$106 million over 10 years** to CDOT to fund a state analog to the Federal Congestion Mitigation and Air Quality (CMAQ) program:
 - ◆ Eligibility will be limited to communities currently within nonattainment regions; and
 - ◆ These currently include the DRCOG region and Weld/Larimer Counties.
- CDOT will work with local communities to identify and prioritize high-impact projects eligible for funding.
- Project categories eligible for investment:
 - ◆ Compliance with ozone requirements
 - ◆ Mitigation of project greenhouse gas emissions
 - ◆ Addressing impacts to environmental justice communities identified by NEPA



Investments, Results & Accountability

CDOT Investments | CDOT & 10 Year Plan

- CDOT will receive **\$2.1 billion** in funding:
 - ◆ **\$1.637 billion** over 11 years in HUTF funding.
 - ◆ **\$54 million** over 11 years of MMOF funds.
 - ◆ **\$81 million** contribution to support the electrification of public transit.
 - ◆ **\$1.194 billion** benefit in general fund and stimulus contributions to help cover the cost of COP payments.
- CDOT will cover consumer reductions and portion of COP investments:
 - ◆ **-\$36 million** cost over two years.
 - ◆ **-\$679 million** in debt service on COP payments over 10 years from CDOT budget.
- Funding plan will make a major investment in the CDOT 10 Year Plan
 - ◆ First two years of 10YP (FY19-22) are paid for from existing funding sources (\$1billion).
 - ◆ Remainder of **10YP will be paid off over the course of the decade** with the support of these new fees, state general fund/stimulus, and additional federal funding/grants anticipated in new federal infrastructure bill.

CDOT Accountability & Transparency | Results & Savings

- Strategic efforts to reduce costs and spend more efficiently on transportation projects. Achieved 6-8% cost savings in the first year.
- Project management public dashboards that show key performance indicators for every project.
 - ◆ Includes schedule tracking to project budget.
 - ◆ Information is now available in a clear, convenient online database.
- Additional transparency on how larger projects are chosen, delivered, and managed.
 - ◆ Regular reporting to the legislature and construction partners.

The screenshot displays the CDOT website's '10-YEAR STRATEGIC PROJECT PIPELINE' section. At the top, there are navigation tabs for 'December 2020', 'STATEWIDE PLAN INFORMATION', and 'YTP.codot.gov'. Below these are three main content areas: 'THE LATEST ON TRANSPORTATION PLANNING', 'YOUR TRANSPORTATION PRIORITIES POWERED BY YOU', and the 'COLORADO Department of Transportation' logo. The central focus is a large orange arrow graphic containing the text 'VISION FOR COLORADO'S TRANSPORTATION SYSTEM'. Below this is the heading '10-YEAR STRATEGIC PROJECT PIPELINE'. The main content area features an aerial photograph of a bridge ribbon-cutting ceremony in Glenwood Springs, Colorado, with a large crowd and an American flag. To the right of the photo is a quote from Shoshana Lenz, CDOT Executive Director, dated May 2015, describing the effort to refresh the transportation plan based on resident input. At the bottom of the page, there is a 'LEARN MORE' link and social media icons for YTP.codot.gov and YTP@statecolorado.com.

December 2020 STATEWIDE PLAN INFORMATION YTP.codot.gov

THE LATEST ON TRANSPORTATION PLANNING YOUR TRANSPORTATION PRIORITIES POWERED BY YOU COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE

“ In May 2015, 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 Lenz
—Shoshana Lenz, CDOT Executive Director

Glenwood Avenue Bridge ribbon cutting ceremony in Glenwood Springs

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Green Investments | Targeted Electrification Efforts

- Estimated to generate nearly **\$724 million** for electrification for public transit, fleet electrification and charging infrastructure and equity to meet Colorado's climate and emission goals by 2030:
- ◆ These investments, coupled with key regulatory efforts, position Colorado reducing transportation sector pollution 12 million metric tons(MMT) by 2030.
 - ◆ Enables Colorado to build out the infrastructure needed to achieve Electric Vehicle Plan goals of nearly 1 million electric vehicles on the road by 2030:
 - EV Plan also targets electric medium and heavy duty (MHD) vehicles accounting for 40% of new sales by 2030.
 - State funding will leverage private dollars, utility transportation electrification plan investments, and potential federal dollars.
 - State infrastructure investment will complement private sector development, ensuring reliable and consistent build-out throughout the State, including rural areas and tourist destinations.
 - ◆ By comparison, the NE Transportation and Climate Initiative (TCI), will invest \$3 billion over 10 years for participating jurisdictions to invest in less polluting transportation options spread across 4 jurisdictions (MA, RI, CT, and DC).



Green Investments | Fleet Modernization (CDPHE)

- Anticipate 30% of Enterprise activities support low to moderate income or disproportionately impacted communities.
 - ◆ Reduce emissions and health disparities.
- Support electrification of buses, school buses, delivery trucks, transportation network companies, and public fleets:
 - - ◆ Research innovative and emerging vehicle emission strategies.
 - ◆ Finance vehicle purchases to incentivize purchase.
 - ◆ Support a clean fleet to support fleet modernization.
 - ◆ Enhance penetration of renewable and clean vehicle technologies in the fleet through outreach, education, and other services.



Green Investments | Charging Infrastructure and Equity (CEO)

- Investment will build infrastructure\ture needed to achieve light and MHD EV goals, and support low income and disproportionately impacted communities:
 - ◆ Anticipate that 30-40% of enterprise activities support low to moderate income or disproportionately impacted communities.
 - ◆ Ensure lower-income Coloradans with old and inefficient cars, and small businesses with older trucks can upgrade to electric vehicles.
 - ◆ Charging infrastructure to support EV goals



Green Investments | Summary

Reduces congestion and adds significant resources to multimodal and existing funding in the 10 Year Plan.

→ Charging Infrastructure

- ◆ Public/workplace and multi-family chargers
- ◆ Charging for low- and moderate-income communities
- ◆ Medium and Heavy Duty (MHD) charging infrastructure
- ◆ Direct Current Fast Charging (DCFC) networks and plazas
- ◆ School bus/transit/shuttle charging
- ◆ Mobility hub charging
- ◆ Hydrogen fueling infrastructure

→ Vehicle Incentives

- ◆ Public Fleets
- ◆ Medium and Heavy Duty Truck incentives (2-8)
- ◆ Low- and moderate- income incentives to support transition to EVs
- ◆ School buses/transit and shuttle incentives
- ◆ Low and moderate income Ebike programs
- ◆ TNC/high-mileage vehicle fleet incentives
- ◆ Trailer Refrigerated Units (TRU) electrification

→ Multimodal Investments

- ◆ Low and moderate income Ebike programs
- ◆ Continue advancing Front Range Rail
- ◆ Expansion of Bustang and Outrider Services statewide
- ◆ Build multiple mobility hubs along the I-25 corridor
- ◆ Pedestrian and Bike path expansions
- ◆ Specific focus on urban arterials and pedestrian and bike safety

Transportation Equity and Access | Priorities

- Support **accessible and affordable transportation** for all Coloradans.
- Promote fair distribution of transportation resources, benefits, costs, programs, and services.
- **Support multimodal options** that enhance access, increase accessibility, offer more choice, and allow Coloradans to be less dependent on vehicle ownership in both rural and urban areas.
- **Pilot a payment plan** option for EV fee schedule to decrease one-time payment impact on consumers.
- Position Colorado to **achieve necessary pollution reduction targets by 2030**. Transportation is a top contributor to local air pollution that disproportionately impacts low-income communities and communities of color, and can lead to premature death, increased healthcare costs, lowered productivity, and decreased quality of life.
- **Target low to moderate income (LMI) and/or disproportionately impacted (DI) communities with new investments:**
 - ◆ More than 40% of the Infrastructure and Equity Enterprise is dedicated to expanding access to community charging, supporting Ebike adoption, and ensuring Coloradans with old and inefficient cars can upgrade to electric vehicles.
 - ◆ Approximately 30% of Fleet Modernization enterprise is dedicated to ensuring small businesses with older trucks can upgrade to electric vehicles, and replacing polluting trucks and buses with electric vehicles in communities disproportionately impacted by pollution.

Green Investments | Accountability + Transparency

- **Accountability**
 - ◆ Enterprises will create clear accountability mechanisms, engaging a wide variety of stakeholders, to ensure funding achieves intended outcomes.
- **Transparency**
 - ◆ Enterprises will maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites.
- **Climate Goals**
 - ◆ CEO and CDPHE, in consultation with CDOT, will report annually on progress towards 2030 EV plan and GHG Roadmap goals resulting from enterprise investment.
- **Attuning to Colorado Needs**
 - ◆ Each electrification enterprise will develop a 10 year plan that will be used to assess the investment plans needed to achieve the desired outcomes.



ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drcoq.org.

Meeting Date	Agenda Category	Agenda Item #
April 7, 2021	Discussion	6

SUBJECT

Discussion of CDOT Senate Bill 17-267 Year 3 Project Options

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

SB17-267 authorizes lease-purchase agreements on state facilities totaling \$2 billion, in equal amounts over four years, beginning FY '18-'19. CDOT receives \$1.8 billion of those proceeds, with the remainder dedicated to controlled maintenance and capital projects on state buildings. At least 10% of CDOT's proceeds will be dedicated to transit projects.

In November 2019, the Colorado Transportation Commission approved a \$1.6 billion list of highway projects for funding in FY2020 and FY2022. This funding supplemented previous projects approved by the TC in November 2017 and July 2018 for FYs 18-19 Senate Bill funding and reflected the expected issuance of SB267 funding through FY22.

In December 2019, the TC approved a strategic transit capital projects list totaling \$192 million. This transit list was expanded in March, April, and August 2020 when thirteen additional transit projects were identified and authorized by the TC.

Due to COVID-19's impact on the state's economy, CDOT had to scale back or defer some projects. These discussions were held with the TC beginning in the spring/summer of 2020 and concluded with add back funding scenarios. Financial circumstances changed again in late 2020 as Congress allocated stimulus funding to transportation and in January of 2021 the TC met to allocate approximately \$134M in new funding.

CDOT presented project proposals for SB 267 Year 3 funds to the Statewide Transportation Advisory Committee on March 12. The proposals remain consistent with the CDOT 10-Year Plan strategic pipeline of projects and "add back" projects previously approved by the Transportation Commission that were postponed. Since the exact Year 3 dollar amount is uncertain, CDOT has assumed a ~\$500 million year 3 funding scenario for highway projects. Transit projects will generally be prioritized considering current project status (i.e., in planning, design, or construction phase), availability of matching funds/awarded grants, project readiness, and regional equity. Additional considerations include 1) restoring funding to approved projects which were reduced when the four-year program was scaled back to Years 1 & 2 funding only, 2) installation of electric vehicle charging stations and micro mobility options at mobility hubs and transit facilities, 3) adding Bustang and Outrider bus stops, shelters and signs to

locations which were not yet identified in December 2019 and, 4) addressing scope, schedule and/or budget revisions to approved projects.

Staff seeks input from the Board on the CDOT proposals.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

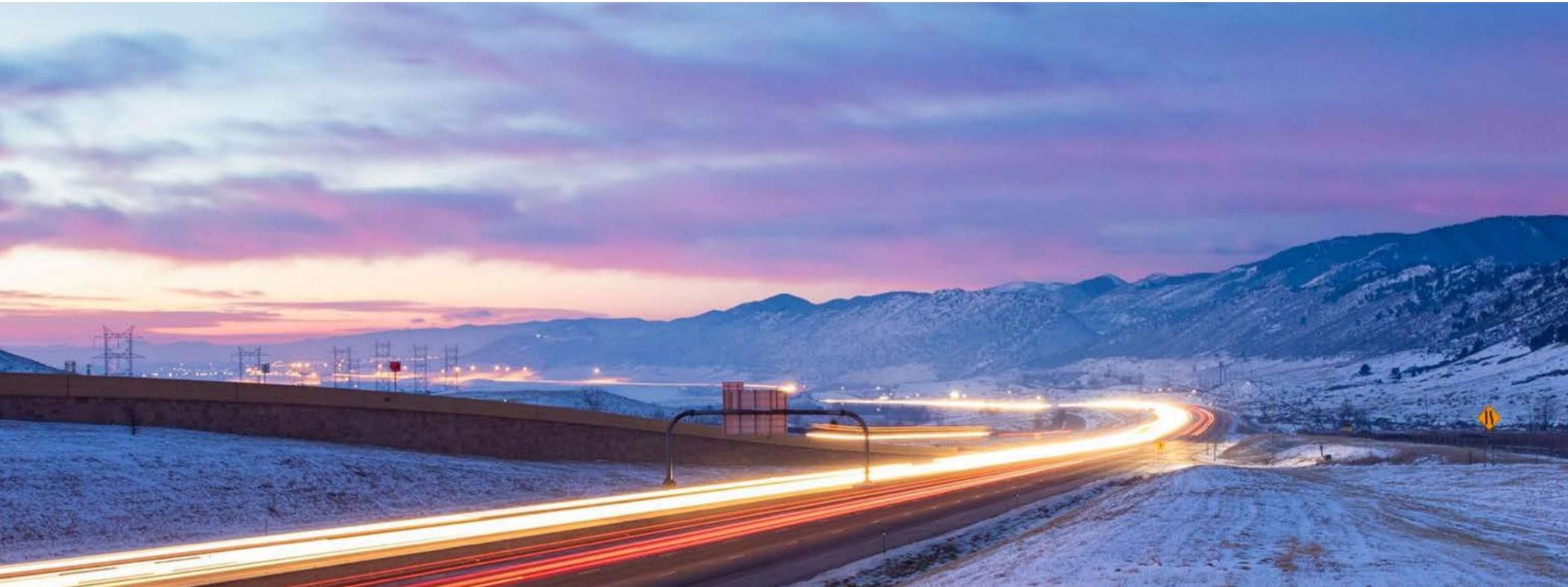
N/A

ATTACHMENTS

1. CDOT SB17-267 Year 3 Funding Proposal presentation, March 12, 2021
2. CDOT 10-Year Strategic Project Pipeline, December 2020

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org; or Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747, or rpapsdorf@drcog.org.



SB 267 Year 3 Project Options March 2021



In February, staff provided a recap of the Senate Bill 267 funding decisions and fluctuations, and projects funded to date in Years 1-2 + stimulus.

Today's meeting will pick up where we left off to discuss:

- SB 267 Year 3 Project Options (Highway + Transit)
- Regional Equity
- Next Steps

As the total amount of funding available from the third issuance of COPs is still to be determined, this presentation contemplates one scenario of approximately \$500M. Staff will return to TC with additional project options once the full amount of funding is known.



Equity Considerations - Highway

- Ensuring regional equity over the 4-year SB267 funding horizon has been a guiding principle as dollars have come in and expected allocations have changed.
 - New stimulus funding has, to date, been held separate from these calculations.

4-Year Equity Target		Equity Thru Year 2		Year 3 Requests		Equity Thru Year 3	
Region	Region %	Region	Region %	Region	Region \$	Region	Region %
1	34.23%	1	31.04% ↓	1	\$217,400,000	1	33.47%
2	18.97%	2	12.83% ↓	2	\$146,365,321	2	18.68%
3	15.07%	3	13.41% ↓	3	\$96,455,938	3	14.84%
4	23.87%	4	34.60% ↑	4	\$9,284,441	4	25.27%
5	7.86%	5	8.12%	5	\$35,494,300	5	7.74%
TOTAL	100%	TOTAL	100%	TOTAL	\$505,000,000	TOTAL	100%

- Year 3 Requests assumes a ~\$500 M Year 3 funding scenario for highway projects.



Equity Considerations - Transit

4-Year Equity Target		Equity Thru Year 2		Year 3 Requests		Equity Thru Year 3	
Region	Region %	Region	Region %	Region	Region \$	Region	Region %
1	44.33%	1	44.65%	1	\$17,605,000	1	42.73%
2	17.04%	2	9.35% ↓	2	\$11,510,000	2	14.38%
3	12.84%	3	14.05% ↑	3	\$9,865,000	3	16.45%
4	21.20%	4	25.41% ↑	4	\$750,000	4	21.27%
5	4.59%	5	6.55% ↑	5	\$1,000,000	5	5.17%
TOTAL	100%	TOTAL	100%	TOTAL	\$45,605,000	TOTAL	100%

- Transit receives 10% of all SB 267 funds for Strategic Transit Projects.
- The approved 4-Year Equity Target is based on the Transit Distribution Formula to ensure statewide equity, across all four years, in the distribution of SB funding. Transit distribution follows Region/TPR Equity as established with the Transit formula.



SB Year 3 Project Options Region 1

Project		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
Highway and Transit - Region 1					
I-70	I-70 West: Floyd Hill (pkg 0 and pkg1)	\$135,000,000	Capital	1-4	0004
	I-70 Corridor - West Metro Bridges (Ward Rd)	\$33,400,000	Capital	1-4	0087
	Idaho Springs Mobility Hub	\$4,130,000	Transit Capital	1-4	2716
I-25	Lone Tree Mobility Hub	\$8,000,000	Transit Capital	1-4	2744
	I-25 and SH 7 Interchange Mobility Hub	\$1,500,000	Transit Preconstruction	5-10	2694
	Castle Rock Mobility Hub	\$300,000	Transit Preconstruction	1-4	2714
I-270	I-270: Improvements and Congestion Relief from I-76 to I-70	\$30,000,000	Capital	1-4	0002



SB Year 3 Project Options Region 1

Project		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
Highway and Transit - Region 1					
Non Corridor Specific	Bustang Fleet Purchases	\$3,175,000	Transit Capital	1-4	2718
	Bustang Heavy Maintenance Facility	\$500,000	Transit Preconstruction	1-4	2715
	Years 5-10 Preconstruction (Projects receiving precon funding include next West Metro Bridge(s), Kings Valley, Bottleneck, Kinney Run Wildlife, US 85 Dan to Mead, I-70 escape ramps, I-25@SH7 (Interim Transit), I-70 Vasquez @ 60th, Multiple Grade Sep Trails, I-70 Climbing Lane, EJMT Maintenance as funding allows.)	\$19,000,000	Preconstruction	5-10	Multiple



SB Year 3 Project Options Region 2

Project		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
Highway and Transit - Region 2					
I-25	I-25 Through Pueblo New Freeway	\$12,000,000	Capital	1-4	0014
	I-25 Raton Pass Phase 2- Other Safety Improvements & New State Park Access	\$1,000,000	Capital	1-4	0013
	Dillon Drive Interchange - Frontage Road Round-a-bout	\$1,500,000	Capital	5-10	2565
	North Pueblo Mobility Hub	\$3,900,000	Transit Capital	1-4	2723
	South Central Storage and Maintenance Facility	\$1,730,000	Transit Capital	1-4	1270
	Southwest Chief Track Improvements - CRISI Grant Match	\$1,000,000	Transit Capital	1-4	2734
	Woodmen Road Mobility Hub	\$600,000	Transit Preconstruction	1-4	2720
	Monument Park-n-Ride	\$100,000	Transit Preconstruction	1-4	2721



SB Year 3 Project Options Region 2

Project		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
Highway and Transit - Region 2					
SH 21	SH 21 and Research Parkway Interchange	\$19,500,000	Capital	1-4	0011
SH 115	SH 115 - Safety and Paving improvements from MM 20-39	\$42,000,000	Capital	1-4	0018
US 287	US 287 (Park Street South) - Lamar Downtown PCCP (Phase 2)	\$13,000,000	Capital	1-4	0010
SH 12	SH 12 PEL Implementation- Shoulder Widening (Southern Mountain Loop Trail)	\$4,000,000	Capital	5-10	1039
US 285	Fairplay Mobility Hub	\$500,000	Transit Preconstruction	1-4	1084
Non Corridor Specific	Pueblo Administrative and Maintenance Facility - 5339(b) Grant Match and additional funds (Relocation and construction of facility for Pueblo Transit. Also for use by Bustang/Outrider and SRDA.)	\$2,180,000	Transit Capital	N/A	N/A
	Colorado Springs Downtown Transit Center	\$1,500,000	Transit Capital	1-4	2719
	TBD: Region 2 will continue to consider final project needs pending final premium amounts.	\$10,000,000		1-4; 5-10	



SB Year 3 Project Options Region 2

Project	Year 3 Request	Project Type	Pipeline Year
Rural Paving - Region 2			
SH 96 near Eads to Sheridan Lake	\$21,412,500	Rural Paving	1-4
SH 194A Surface Treatment and Drainage Improvements	\$5,982,225	Rural Paving	1-4
SH 67 from SH 96 to Florence	\$5,775,000	Rural Paving	1-4
SH 160 from SH 12 to La Veta Pass	\$9,902,126	Rural Paving	1-4



SB Year 3 Project Options Region 3

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
Highway and Transit - Region 3					
I-70	I-70B East of 1st to 15th Street	\$7,885,938	Capital	1-4	0041
	I-70 Auxiliary Lane East Frisco to Silverthorne	\$25,000,000	Capital	1-4	0043
I-70 B	Grand Junction Mobility Hub (Grant application and preconstruction for a mobility hub in downtown Grand Junction)	\$500,000	Transit Preconstruction	N/A	N/A
SH 92	SH 92 Rogers Mesa to Hotchkiss	\$7,000,000	Capital	1-4	0039
US 550	US 550 Montrose to Ouray County Line Safety Improvements	\$5,250,000	Capital	1-4	0032
US 50	Intersection Improvements at US 50/550	\$250,000	Capital	1-4	0040
US 6	US 6 Fruita to Palisade Safety Improvements - 20 Road Intersection Road	\$6,400,000	Capital	1-4	0031
	US 6 Fruita to Palisade Safety Improvements - Clifton Roundabout	\$16,450,000	Capital	1-4	0031
	US 6 Clifton to Palisade Safety Study	\$1,500,000	Capital	1-4	0031



SB Year 3 Project Options Region 3

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
Highway and Transit - Region 3					
SH 135	Gunnison Valley RTA Storage Facility (Previously known as Crested Butte Storage Facility)	\$900,000	Transit Capital	1-4	1110
Non Corridor Specific	Snowmass Transit Center	\$4,500,000	Transit Capital	5-10	1231
	Montrose Multimodal Transit Facility (All Points Transit) (Multimodal center in Montrose serving All Points Transit, San Miguel Authority for Regional Transportation, and Outrider. Funds were repurposed from Western Slope Storage and Maintenance Facility project.)	\$2,985,000	Transit Capital	1-4	N/A
	Region 3 Outrider Storage in Montrose (Storage for 2 to 4 Outrider buses in a Region 3 Maintenance Yard. Funds were repurposed from Western Slope Storage and Maintenance Facility project.)	\$500,000	Transit Capital	1-4	N/A
	Outrider Improvements at Steamboat Springs, Milner, Hayden and Craig	\$320,000	Transit Capital	5-10	1032
	Outrider Improvements at Winter Park and Tabernash	\$160,000	Transit Capital	5-10	1032



SB Year 3 Project Options Region 3

Project	Year 3 Request	Project Type	Pipeline Year
Rural Paving - Region 3			
SH 114 Parlin West & CO 114 Resurfacing and Shoulders	\$4,200,000	Rural Paving	1-4
SH 139 Dinosaur Diamond	\$2,115,000	Rural Paving	1-4
SH 139 Douglas Pass North	\$8,305,000	Rural Paving	1-4
CO 149 Resurfacing and Shoulders North of Creede & SH 149 Lake City North	\$12,100,000	Rural Paving	1-4



SB Year 3 Project Options Region 4

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
Highway and Transit - Region 4					
I-25	Firestone-Longmont Mobility Hub Access Improvements (Safety improvement. Full movement signalized intersection to allow for left turns out of the park-n-ride.)	\$2,000,000	Transit Capital	N/A	N/A
	Firestone-Longmont Mobility Hub - Phase 2 (ROW)	\$1,000,000	Transit Preconstruction	1-4	2732
	Berthoud Mobility Hub	\$1,000,000	Transit Capital	1-4	2729
	Centerra-Loveland Mobility Hub	\$500,000	Transit Capital	1-4	2742
	Harmony Park-n-Ride Expansion	\$500,000	Transit Preconstruction	1-4	2733
Non Corridor Specific	Preconstruction (Preconstruction will go to SH 71 Corridor Improvements & SH 385 Corridor Improvements & SH 119 Safety and Mobility Improvements)	\$1,500,000	Preconstruction	1-4 & 5-10	Multiple
	Bustang Fleet Purchases	\$625,000	Transit Capital	1-4	2736



SB Year 3 Project Options Region 4

Project	Year 3 Request	Project Type	Pipeline Year
Rural Paving - Region 4			
SH 71 Corridor Improvements (Climbing Lanes)	\$6,000,000	Rural Paving	5-10
SH 138 Sterling North from MP 3.0 to MP 13.5	\$1,750,000	Rural Paving	1-4



SB Year 3 Project Options Region 5

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
Highway and Transit - Region 5					
US 50	Salida Transit Capital Improvements (Two bus stops on US 50 with safe pedestrian crossings and ADA walkway improvements)	\$920,000	Transit Capital	N/A	N/A
US 285	Poncha Springs Outrider Improvements (Improvements to an Outrider stop in Poncha Springs. Funds were repurposed from withdrawn Poncha Springs Welcome Center Improvements project.)	\$80,000	Transit Capital	1-4	1319
Non Corridor Specific	Preconstruction funding (Projects receiving precon funding include US 285 Safety and Mobility Improvements between Center and Saguache, US 160 Elmore’s Corner East, Pagosa Springs Main Street Reconstruction and Multimodal Improvements, US 24 between Buena Vista and Granite Rural Paving, SH 17 West of Antonito Rural Paving, SH 151 between Ignacio and Arboles Rural Paving, and SH 172 between New Mexico to Ignacio as funding allows.)	\$1,778,300	Capital / Rural Paving	5-10	Multiple



SB Year 3 Project Options Region 5

Project	Year 3 Request	Project Type	Pipeline Year
Rural Paving - Region 5			
US 160 MP 0-8 Aztec Creek Resurfacing	\$14,000,000	Rural Paving	1-4
US 550 Billy Creek Resurfacing, Wildlife Underpass	\$3,700,000	Rural Paving	1-4
CO 149 Resurfacing and Shoulders North of Creede & SH 149 Lake City North	\$16,016,000	Rural Paving	1-4



Next Steps

April/ May:

- Statewide Transportation Advisory Committee Year 3 Recommendation
- Transit and Rail Advisory Committee Year 3 Recommendation
- Transportation Commission Approval of Year 3 List in anticipation of the issuance of Year 3 COPs (tentative)

THE LATEST ON
TRANSPORTATION
PLANNING

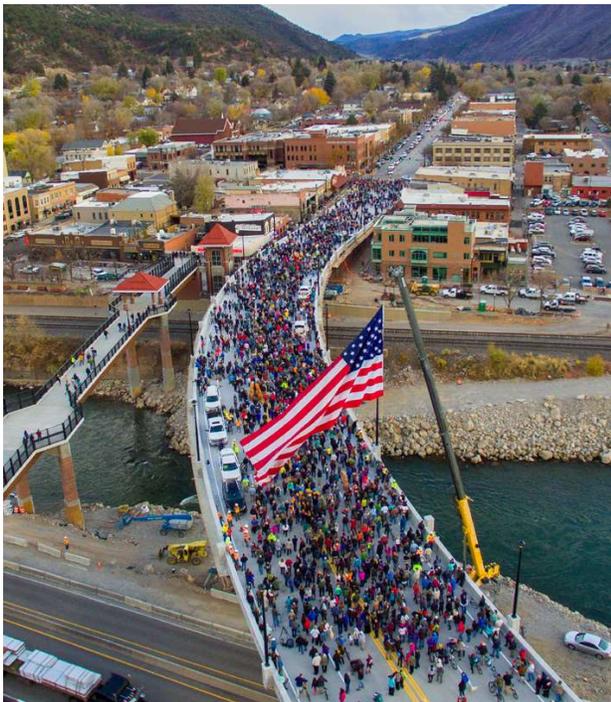
YOUR
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VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE



Grand Avenue Bridge ribbon-cutting ceremony in Glenwood Springs

“ 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, CDOT Executive Director

PROJECTS IN YEARS 1-4

Thanks to the funding provided by the Legislature, CDOT is able to implement a portion of the 10-Year Strategic Project Pipeline. The following tables list each of the Senate Bill 267 funded projects, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project.

CENTRAL PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 1							
I-25 South Gap Package 3*	0001	\$26 M	✓	✓			✓
I-270 Widening from I-76 to I-70	0002	\$200 M	✓	✓			✓
I-25 Valley Highway - Phases 3 and 4	0003	\$60 M	✓	✓			✓
I-70 West: Floyd Hill	0004	\$100 M	✓	✓			✓
I-70 Peak Period Shoulder Lanes - Year Two SB 267 Commitment*	0005	\$35 M	✓	✓			✓
Safer Main Streets Initiative	0006	\$24.5 M					
I-70/Harlan Bridge Replacement	0086	\$21.3 M	✓				✓
I-70 West: Metro Bridges	0087	\$35.2 M	✓				✓
Transit – Region 1							
Safer Main Streets Program	2739	\$26 M		✓			
Castle Rock Mobility Hub	2714	\$5.5 M		✓			
Denver Heavy Maintenance Facility	2715	\$7 M		✓			
Downtown Idaho Springs Park-n-Ride	2716	\$2 M		✓			
Lone Tree Mobility Hub	2744	\$5.5 M		✓			
Bustang Fleet Purchases	2718	\$5 M		✓			

*This project is currently under construction or has been completed.

NOTE: Improving safety is a component of every project.

SOUTHEAST PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 2							
US 50 and Purcell Drive Interchange*	0009	\$37 M		✓			
SH 21 and Research Parkway Interchange	0011	\$44 M		✓			✓
I-25 and SH 94 Safety and Mobility Improvements (MAMSIP)	0015	\$34 M	✓	✓			✓
US 287 (Park Street South) Lamar Downtown PCCP - Phases 1 and 2*	0010	\$18 M				✓	✓
I-25 Raton Pass Safety and Interchange Improvements (Part 1) - Exit 11	0013	\$11 M	✓		✓		✓
SH 115 Safety and Paving Improvements	0018	\$42 M			✓	✓	✓
US 285/SH 9 Intersection Improvement with Bridge Widening	0008	\$7 M			✓		✓
I-25 Colorado Springs Ramp Metering - Phase 2	0017	\$6 M	✓	✓			
I-25 Paving and Mobility - Fillmore to Garden of the Gods	0016	\$43 M	✓	✓			✓
I-25 through Pueblo New Freeway	0014	\$60 M	✓	✓			✓
US 287 Bridge Preventative Maintenance - Phases 1 and 2*	0007	\$5 M					✓
M-22-AY Bridge Repair on SH 109 over US 50B in La Junta	0012	\$3 M					✓
Bridge Preventative Maintenance - SH 12 and SH 194	0019	\$2.5 M					✓
Bridge Preventative Maintenance on I-25, SH 16, and US 24 in Colorado Springs	0020	\$5.5 M					✓
Transit – Region 2							
Bijou Street Storage and Maintenance Facility*	2722	\$3 M		✓			
Colorado Springs Transit Center	2719	\$8 M		✓			
Woodmen Road Mobility Hub	2720	\$6 M		✓			
Monument Park-n-Ride	2721	\$500 K		✓			
Outrider Improvements at Tejon Park-n-Ride	2725	\$80 K		✓			
North Pueblo Mobility Hub	2723	\$5 M		✓			
Outrider Improvements at Pueblo West	2726	\$80 K		✓			
Southwest Chief Thru-Car Study - CRISI Grant Match	2734	\$50 K		✓			
Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	2495	\$600 K			✓		
Cripple Creek Administration and Operations Facility	1075	\$120 K			✓		
Fairplay Mobility Hub	1084	\$4 M			✓		
Outrider Improvements at Cañon City and Cotopaxi	2496	\$160 K			✓		
South Central Storage and Maintenance Facility	1270	\$2.6 M			✓		
Southwest Chief Track Improvements - BUILD Grant Match	2735	\$200 K			✓		
Outrider Improvements at Colorado City, Corners, Walsenburg, and Aguilar	2497	\$200 K			✓		
Prowers County Bus Barn Office Extension	2485	\$150 K			✓		

*This project is currently under construction or has been completed.

NOTE: Improving safety is a component of every project.

PROJECTS IN YEARS 1-4



SOUTHEAST PROJECTS

Rural Paving – Region 2

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
SH 116 between US 287 and Kansas Border*	0023	\$13.8 M				✓	
SH 69 between Westcliffe and Fremont County Line*	0026	\$6.5 M				✓	
US 50 Texas Creek East*	0022	\$9 M				✓	
SH 96 East of Ordway to Arlington	0024	\$10 M				✓	
SH 109 between US 160 and Otero County Line	0029	\$15 M				✓	
SH 160 between Springfield and SH 100 and SH 100 from MP 0 to MP 0.42	0030	\$6.6 M				✓	
SH 96 near Eads to Sheridan Lake	0025	\$11.6 M				✓	
SH 67 between SH 96 and Florence	0027	\$5.8 M				✓	
SH 194 between US 50 and SH 109	0028	\$5.8 M				✓	

*This project is currently under construction or has been completed.

NOTE: Improving safety is a component of every project.



NORTHWEST PROJECTS

Highway – Region 3

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
SH 9 between Iron Springs and Main Street (Frisco)*	0036	\$15.5 M			✓		✓
US 50 Windy Point/Blue Creek Canyon	0033	\$18.5 M			✓	✓	✓
SH 13 Fortification Creek	0038	\$25 M				✓	✓
US 6 Fruita to Palisade Safety Improvements	0031	\$36 M		✓			✓
SH 13 GarCo Rio Blanco Hill	0037	\$16.5 M			✓	✓	✓
US 550 Montrose to Ouray County Line Safety Improvements	0032	\$6 M			✓		
I-70 Auxiliary Lane Frisco East to Silverthorne	0043	\$24 M	✓		✓		
US 50 Grand Junction to Delta Repairs	0035	\$15 M					✓
SH 92 Rogers Mesa and Hotchkiss	0039	\$8 M			✓		✓
I-70B East of 1st Street to 15th Street	0041	\$16 M		✓			
I-70 West: Vail Pass Safety Improvements - Phase 1	0042	\$33.5 M	✓		✓		
US 50/US 550 Intersection Improvements	0040	\$3.5 M			✓		✓
US 50 Passing Lanes Blue Mesa	0034	\$6 M			✓		

Transit – Region 3

Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor	2727	\$1.5 M		✓			
Outrider Improvements at Grand Junction	2728	\$80 K		✓			
Winter Park Transit Maintenance Facility - Phases 1 and 2	1244	\$200 K			✓		
Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	2494	\$300 K			✓		
Western Slope Storage and Maintenance Facility	2340	\$2.7 M			✓		
Crested Butte Storage Facility	1110	\$1.5 M			✓		
Outrider Improvements at Montrose, Delta, and Gunnison	2454	\$250 K			✓		
Outrider Improvements at Placerville, Ridgway, and Telluride	2455	\$250 K			✓		
RFTA Aspen Maintenance Facility Improvement - Phase 9*	1217	\$1.0 M			✓		
RFTA Glenwood Maintenance Facility - Phases 3 and 7	1210	\$2.98 M			✓		
Summit County Transit Operations Center	1165	\$425 K			✓		
Frisco Transit Center - Phase 2	1191	\$4.2 M			✓		

Rural Paving – Region 3

SH 92 Crawford East*	0045	\$7.8 M				✓	
SH 64 Meeker West*	0046	\$8.8 M				✓	
US 34 Grand Lake*	0047	\$11.5 M				✓	
SH 139 Douglas Pass North	0053	\$8.4 M				✓	
SH 149 Lake City North	0051	\$12.1 M				✓	
SH 300 Leadville West	0049	\$2.5 M				✓	
US 24 Leadville South	0050	\$5.8 M				✓	
SH 318 Browns Park East	0048	\$9.5 M				✓	
SH 114 Parlin West	0056	\$4.5 M				✓	
SH 125 Walden North	0055	\$1 M				✓	
SH 14 Grizzly Ranch North	0052	\$7 M				✓	
SH 139 Dinosaur Diamond	0054	\$2.2 M				✓	
SH 92 between Hotchkiss and Crawford	0044	\$3.5 M				✓	

*This project is currently under construction or has been completed.

NOTE: Improving safety is a component of every project.

PROJECTS IN YEARS 1-4



NORTHEAST PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 4							
I-25 North: Segments 7 and 8 Express Lanes on Permanent EIS Alignment (SH 402 to SH 14)*	0058	\$50.23 M	✓	✓			✓
I-25 North: Segment 6 Express Lanes on Permanent EIS Alignment (SH 56 to SH 402)*	0059	\$191 M	✓	✓			✓
SH 119 Safety and Mobility Improvements	0057	\$30 M		✓			
Transit – Region 4							
Longmont/Firestone/Weld County Mobility Hub (Interim Configuration Design)	2730	\$7.0 M		✓			
Longmont/Firestone/Weld County Mobility Hub (Interim Configuration Construction)	2731	\$2.75 M		✓			
Longmont/Firestone/Weld County Mobility Hub - Land Purchase	2732	\$2.5 M		✓			
SH 119 BRT	0057	\$10 M		✓			
Bustang Fleet Purchases	2736	\$2.5 M		✓			
Centerra-Loveland Mobility Hub*	2742	\$12.5 M		✓			
Berthoud Mobility Hub*	2729	\$5 M		✓			
Northern Colorado Maintenance Facility	2737	\$3 M		✓			
Harmony Road Park-n-Ride Expansion	2733	\$500 K		✓			
Outrider Improvements at Sterling	2491	\$80 K			✓		
Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	2490	\$320 K			✓		
Estes Park Transit Improvements	2530	\$1.0 M			✓		
Rural Paving – Region 4							
US 6 Merino to Atwood from MP 391 to MP 398*	0064	\$6.1 M				✓	
SH 59 South of Cope to I-70 from MP 41.071 to MP 67.14*	0060	\$17.1 M				✓	
SH 138 Sterling North from MP 3 to MP 13.5	0061	\$2 M				✓	
US 385 Phillips/Yuma County Line South from MP 263.06 to MP 269.35	0063	\$7.1 M				✓	
SH 52 Prospect Valley from MP 54.58 to MP 60.753	0067	\$5.1 M				✓	
I-76 SH 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9	0069	\$8 M	✓			✓	
I-76 US 34 East, Slabs and Diamond Grind both directions from MP 66 to MP 73.9	0070	\$11.5 M	✓			✓	
US 385 near Smoky Hill River to near County Road GG from MP 157 to MP 170	0062	\$14.8 M				✓	
I-76 Sterling East: 1-70 from MP 124.7 to MP 128.2	0072	\$8.2 M	✓			✓	

*This project is currently under construction or has been completed.

NOTE: Improving safety is a component of every project.



SOUTHWEST PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 5							
US 550 and US 160 Connection (Interchange Completion)*	0074	\$7.9 M			✓		
US 50 and US 285 Intersection Reconstruction	0073	\$3.9 M			✓		✓
US 550 Pacochapuk South Roadway Mobility and Safety Improvements	0085	\$1.85 M			✓	✓	✓
US 160 McCabe Creek Major Structure Replacement	0075	\$7.37 M			✓		✓
Transit – Region 5							
Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	2493	\$400 K			✓		
Poncha Springs Crossroads Welcome Center Improvements	1319	\$500 K			✓		
Outrider Improvements at 3 Locations between Alamosa and Buena Vista	2492	\$250 K			✓		
Rural Paving – Region 5							
SH 141 Slickrock and SH 145 Redvale*	0082	\$16 M				✓	
SH 17 North of Mosca to US 285 Junction*	0080	\$12 M				✓	
SH 149 North of Creede	0081	\$16 M				✓	
SH 114 US 50 East	0084	\$12 M				✓	
SH 141 North of Naturita	0083	\$12 M				✓	
US 50 North of US 285 Junction	0077	\$3.5 M				✓	
US 550 Billy Creek (North of Ridgway)	0076	\$6.5 M				✓	
SH 370 between SH 15 and US 285	0079	\$2 M				✓	
US 160 between New Mexico Border and Aztec Creek	0078	\$4 M				✓	

*This project is currently under construction or has been completed.

NOTE: Improving safety is a component of every project.

PROJECTS IN YEARS 5–10

The following tables list proposed projects identified through the planning process, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project. These projects are currently unfunded.

CENTRAL PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 1							
I-25 Interchange Reconstruction at Spear Boulevard and 23rd Avenue	2575	\$25 M	✓	✓			✓
I-25 Valley Highway - Phases 3 and 4	2576	\$200 M	✓	✓			
I-25 North between 84th Avenue and 104th Avenue, Early Action Items	2584	\$70 M	✓	✓			✓
I-25 and SH 7 Interchange Mobility Hub	2694	\$5 M	✓	✓			✓
I-25 at Belleview Avenue Interchange - Phase 1	2588	\$22 M	✓	✓			✓
I-70 Westbound at Floyd Hill	2577	\$100 M	✓	✓			✓
I-70 and Kipling Street Interchange Right-of-Way	2580	\$30 M	✓	✓			
I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	2582	\$25 M	✓	✓			✓
Eisenhower-Johnson Memorial Tunnels Maintenance	2583	\$50 M	✓				
I-70 Escape Ramp Improvements	2593	\$5 M	✓				
Vasquez Boulevard Improvements	2585	\$10 M		✓			✓
US 6 and Wadsworth Boulevard Interchange	2578	\$70 M		✓			✓
US 85 Corridor Improvements between Sedalia and The Meadows in Castle Rock	2587	\$37 M		✓			✓
US 285 Corridor Improvements near Pine Junction	2581	\$60 M		✓			✓
SH 7 Priority Intersection Improvements	2586	\$15 M		✓			✓
C-470: US 285 to Morrison Road Interchange Reconstruction and Widening	2579	\$56 M		✓			✓
SH 30 Improvements between Quincy Road and Airport Road	2589	\$25 M		✓			✓
Vision Zero Priority Improvements	2691	\$10 M					
Regionwide Bottleneck Reduction	2590	\$25 M		✓			✓
Regionwide Signal Cabinet Upgrades	2591	\$5 M					✓
Regionwide Signal Upgrades	2592	\$12 M					✓
Noise Wall Maintenance	2594	\$10 M	✓				✓
Regionwide Trail Grade Separations and Crossings Improvements	2595	\$10 M					✓
Regionwide Bridge Rehabilitation and Maintenance	2697	\$45 M					✓
Transit – Region 1							
I-25 North between 84th Avenue and 104th Avenue, Early Action Items	2642	\$40 M	✓	✓			✓
I-25 and SH 7 Interchange Mobility Hub	2694	\$5 M	✓	✓			✓
SH 7 Priority Intersection Improvements	2641	\$5 M		✓			✓
Regionwide Arterial Transit Improvements	2638	\$70 M		✓			
I-25 DTC Mobility Hub	2639	\$10 M	✓	✓			
I-70 Morrison Mobility Hub	2640	\$20 M		✓			✓

NOTE: Improving safety is a component of every project.

SOUTHEAST PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 2							
US 24 Shoulder Widening	1642	\$10 M					✓
US 50 Passing Lanes East of Salida	1009	\$8.5 M			✓		✓
SH 67 Passing Lanes	1010	\$10.5 M			✓		✓
SH 69 Shoulder and Safety Improvements	2567	\$10 M			✓		✓
SH 96 Shoulder Widening	1665	\$10.5 M					✓
SH 115 Shoulders and Safety Improvements	1080	\$10.5 M			✓		✓
I-25C and US 160 Intersection Improvements	1502	\$4 M	✓		✓		✓
US 160 Freight and Safety Improvements	1508	\$18 M			✓		✓
US 350 Shoulder Widening and Safety Improvements	1511	\$5.5 M					✓
Southern Mountain Loop Trail	1039	\$10 M			✓		✓
SH 12 ADA Ramps and Sidewalk Improvements in La Veta and Trinidad	1493	\$1 M			✓		✓
SH 69 Safety Improvements	1037	\$6.2 M			✓		✓
US 50 Passing Lanes between Fowler and Kansas State Line	1614	\$15 M			✓		✓
Realign US 50 as a Part of US 287 Reliever Route Project	1617	\$34.2 M			✓		✓
US 160 Curve Alignment	1628	\$1 M					✓

NOTE: Improving safety is a component of every project.

PROJECTS IN YEARS 5–10

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Passing Lanes on US 385	1631	\$5 M			✓		✓
SH 10 Shoulder Widening	1626	\$10 M					✓
SH 71 Passing Lanes	1633	\$4 M			✓		✓
SH 96 and SH 71 Intersection Improvements	1625	\$800 K			✓		
US 24 East Widening	2548	\$46 M		✓			✓
US 24 West over Ridge Road (Overpass)	2549	\$16 M					✓
SH 21 and Airport Road DDI Interchange Construction	2547	\$45 M		✓			✓
I-25 HOV Lanes in Colorado Springs	2702	\$55 M	✓	✓			
High-Capacity Corridor Improvements in El Paso County	2552	\$850 K		✓			
BNSF Corridor Purchase for Multimodal Facilities	2553	\$1.1 M		✓			
I-25 Improvements between 13th Street and US 50	2560	\$28 M	✓	✓			✓
I-25 Exit 108 (Purcell Boulevard) Replace Single Box Culvert Crossing Under I-25	2562	\$11 M	✓				✓
I-25 at Exit 104 - Dillon Drive Improvements	2565	\$3 M	✓	✓			
Business US 50 Drainage Improvements at 36th Lane	2563	\$5.5 M					✓
SH 45 North Extension Study	2564	\$1 M		✓			
SH 47 Four-Lane Extension to US 50	2561	\$8 M		✓			
SH 96 West of Pueblo	2559	\$11.5 M					✓
Transit – Region 2							
Transfer Facilities for Regional Transit Services (Cripple Creek, Cañon City, Woodland Park)	1004	\$390 K			✓		
New Regional Fixed-Route Transit Service in Teller County	1068	\$600 K			✓		
Expanded Golden Shuttle Fixed-Route Service in Fremont County	1070	\$1.33 M			✓		
Expanded Local Fixed-Route Service between Florence-Penrose-Cañon City	1071	\$760 K			✓		
Cripple Creek Administration and Operations Facility	1075	\$2.05 M			✓		
Westcliffe Vehicle Housing	1079	\$460 K			✓		
Mobility Management and Expansion of Upper Arkansas Area Council of Governments (UAACOG)	1635	\$100 K			✓		
New Interregional Transit Service between Cañon City-Florence-Colorado Springs	1081	\$840 K		✓	✓		
Kim Transit Garage	1044	\$500 K			✓		
Expanded Regional Transit Service for Branson, Kim, and Baca County	1045	\$600 K			✓		
Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara	1038	\$1.4 M			✓		
Expanded Regional Transit Service between Trinidad and SH 12 Communities	1267	\$2 M			✓		
La Junta Multimodal Transit Center	1285	\$4 M			✓		
La Junta to Fowler Fixed-Route Service	1287	\$600 K			✓		
City of La Junta Bus Barn Rehabilitation	1288	\$200 K			✓		
Expand Deviated Fixed-Route Services in La Junta	1289	\$400 K			✓		
Baca County Bus Facility	1048	\$400 K			✓		
Kiowa County Bus Storage Facility	1281	\$200 K			✓		
Expand Crowley County Transit Service in Crowley County and Sugar City	1294	\$400 K			✓		
Expanded Regional Transit Service in Kiowa County	1047	\$400 K			✓		
US 50+B83:B98 between Penrose and the Fremont/Pueblo County Line	1049	\$500 K			✓		
Bustang Mobility Hub in Fountain	2703	\$8.2 M		✓			
Mountain Metropolitan Transit Fixed-Route Service Expansion - Stage 1	2556	\$7.8 M		✓			
Pueblo Transit Fixed-Route Bus/Vehicle Replacements	2566	\$7.24 M		✓			
Rural Paving – Region 2							
US 50 between Penrose and the Fremont/Pueblo County Line	2607	\$9.14 M				✓	
SH 115 between Canon City and US 50	2608	\$8.01 M				✓	
US 285 South of Bailey to Park/Jefferson County Line	2609	\$6.85 M				✓	
US 24 between Trout Creek Pass and Hartsel	2610	\$7.14 M				✓	
US 24 Hartsel to East of Wilkerson Pass	2611	\$9.83 M				✓	
US 24 East of Wilkerson Pass to Lake George	2612	\$3.29 M				✓	
US 24 between Lake George and Divide	2613	\$5.13 M				✓	
SH 67 between Florence and US 50	2614	\$2 M				✓	
SH 120 East of Florence to US 50	2615	\$2.9 M				✓	
I-25 Business Route through Walsenburg	2616	\$2.83 M	✓			✓	
US 160 Walsenburg West	2617	\$1.92 M				✓	
SH 10 Walsenburg East	2618	\$7.85 M				✓	
SH 12 Junction US 160 South	2619	\$2.81 M				✓	
SH 12 East of Valdez to Trinidad	2620	\$6.26 M				✓	
US 160 between North La Veta Pass and Junction SH 12	2621	\$3.54 M				✓	
US 160 between I-25 Business Rout (Walsenburg) and I-25	2622	\$640 K				✓	
SH 389 between CO/NM State Line and Junction US 160	2623	\$5.28 M				✓	
SH 10 Otero/Pueblo County Line East	2624	\$1.56 M				✓	
SH 101 between Las Animas and Toonerville	2625	\$9.83 M				✓	
SH 160 between Pritchett and Kim	2626	\$11.72 M				✓	
SH 350 between La Junta and Delhi	2627	\$7.55 M				✓	
US 385 North of Sheridan Lake to Kiowa/Cheyenne County Line	2628	\$4.96 M				✓	
US 385 between Granada and Junction SH 96	2629	\$13.19 M				✓	

NOTE: Improving safety is a component of every project.



PROJECTS IN YEARS 5–10



NORTHWEST PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 3							
US 50 Asset Management North of Montrose	1462	\$15 M			✓	✓	✓
US 50 Safety East of Gunnison	1469	\$15 M			✓	✓	✓
SH 92 Safety Improvements West of Hotchkiss	1107	\$25 M			✓	✓	✓
Shoulder Improvements in the Gunnison Valley Transportation Planning Region	1484	\$13.6 M					✓
I-70 Glenwood Canyon Critical Asset Repair	1151	\$11 M	✓				✓
I-70 and SH 9 (Exit 203) Interchange Improvements	1157	\$30 M	✓		✓		
I-70 West Vail Pass Auxiliary Lanes	1161	\$50 M	✓		✓		✓
I-70 Interchange Improvements in Garfield County	1171	\$15 M	✓		✓		
US 24 Safety Improvements between Minturn and Leadville	1203	\$9.6 M			✓	✓	✓
US 40 Capacity Improvements	1259	\$20 M			✓		✓
US 40 Shoulder Improvements West of Kremmling	1258	\$21 M				✓	✓
US 34 and US 40	1697	\$5 M			✓		✓
US 40 Passing Lanes West of Kremmling	1710	\$8.7 M			✓	✓	✓
US 40 Passing Lanes between Craig and Steamboat Springs	1712	\$8 M			✓		✓
US 40 and Downhill Drive Intersection Improvements	1729	\$6.5 M			✓		✓
I-70 West: Dowd Canyon Safety and Capacity Improvements	1952	\$14 M	✓		✓		✓
I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street	2568	\$18 M	✓	✓			✓
I-70 Business Corridor Improvements between 32 Road and I-70 in Grand Junction	2569	\$5 M	✓	✓			✓
I-70 Business Corridor Improvements between Main Street and 32 Road	2570	\$14 M	✓	✓			✓
US 6 Corridor Improvements in Mesa County	2571	\$13 M		✓			✓
SH 141 (32 Road) Safety and Capacity Improvements	2573	\$15 M		✓			✓
SH 340 Safety Improvements	2572	\$9 M		✓			✓
Shoulder Improvements in Mesa County	2574	\$1.5 M				✓	
Transit – Region 3							
Regional Transit Service between Montrose and Telluride	1028	\$1.2 M			✓		
New Regional Transit Service between Montrose and Delta	1098	\$200 K			✓		
New Interregional Transit Service between Montrose and Grand Junction	1101	\$200 K			✓		
New Demand Response Human Services Transportation in Hinsdale County	1127	\$150 K			✓		
Vail Intermodal Site	1903	\$15 M			✓		
Snowmass Transit Center	1231	\$4 M			✓		
New Essential Bus Service between Grand Junction and Craig and between Craig and Frisco (Proposed Bustang Outrider Service)	1032 & 2125	\$400 K			✓		
Steamboat Springs Transit Fleet Expansion	1245	\$2.4 M			✓		
Redesign and Construct the Steamboat Springs Transportation Center - Phase 1	1246	\$2.3 M			✓		
Steamboat Springs Bus Rapid Transit Planning Study	1254	\$250 K			✓		
Grand Valley Transit Bus Replacement	2666	\$2 M		✓			
Grand Valley Transit System Enhancements	2667	\$1.25 M		✓			
Grand Valley Transit Maintenance Facility	2668	\$1.5 M		✓			
Grand Valley Transit Compressed Natural Gas Storage and Production Facility	2669	\$540 K		✓			
Rural Paving – Region 3							
US 50 South of Delta	2654	\$5.17 M				✓	
US 50 South of Olathe	2657	\$4.07 M				✓	
US 50 Olathe Business Loop	2663	\$1.12 M				✓	
SH 65 between SH 92 and Orchard City	2645	\$5.67 M				✓	
SH 65 Grand Mesa	2651	\$6.63 M				✓	
SH 90 West of Montrose	2661	\$3.64 M				✓	
SH 90 West of Montrose	2662	\$780 K				✓	
SH 92 between SH 65 and Austin	2658	\$2.41 M				✓	
SH 135 South of Crested Butte	2648	\$6.82 M				✓	
SH 348 between Olathe and US 50	2664	\$800 K				✓	
SH 348 West of Olathe	2665	\$1.77 M				✓	
SH 9 South of Green Mountain Reservoir	2644	\$7.65 M				✓	
SH 9 Green Mountain Reservoir - Phase 1	2647	\$7.18 M				✓	
SH 9 Green Mountain Reservoir - Phase 2	2650	\$5.75 M				✓	
US 40 East of Hayden - Phase 1	2643	\$5.72 M				✓	
US 40 East of Hayden - Phase 2	2646	\$4.86 M				✓	
US 40 West of Tabernash	2653	\$7.15 M				✓	
SH 64 East of Rangely	2659	\$4.5 M				✓	
SH 125 North of Walden	2656	\$5.55 M				✓	
SH 139 between the Garfield/Rio Blanco County Line and Douglas Creek	2652	\$6.78 M				✓	
SH 139 between Douglas Creek and Rangely	2655	\$7.10 M				✓	
SH 125 South of Cowdrey to SH 127	2660	\$6.42 M				✓	
SH 318 between the Colorado/Utah State Line and Sunbeam	2649	\$6.74 M				✓	

NOTE: Improving safety is a component of every project.

PROJECTS IN YEARS 5–10



NORTHEAST PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 4							
I-70 Arriba Rest Area	1572	\$2 M	✓				
I-70 Bridges near Limon	2670	\$4.28 M	✓				✓
Resurfacing Select Segments of I-70 between Seibert and Stratton	2684	\$28.72 M	✓			✓	✓
I-76 Corridor Improvements and Preservation	1022	\$26.48 M	✓				
I-76 East of Sterling (Part 2) - Slabs and Diamond Grind	2683	\$8.25 M	✓			✓	✓
I-76 Atwood	2671	\$270 K	✓				✓
US 40/US 287 Passing Lanes	1017	\$2 M			✓		
US 40 Wild Horse	2672	\$820 K					✓
287/40/94	2673	\$1.68 M					✓
US 385 Burlington	2678	\$170 K					✓
US 385 Idalia North	2679	\$10 K					✓
SH 59 Bridges	2675	\$1.29 M					✓
SH 59 Siebert to Cope	2677	\$1.18 M					✓
SH 71 Limon Structures	2680	\$620 K					✓
SH 86 Corridor Improvements	2413	\$2 M			✓		
CO 59 Sandy Creek Bridge	2674	\$5.42 M					✓
Six Mile Creek	2676	\$380 K					✓
I-76 Reconstruction from Fort Morgan to Brush	1430	\$45 M	✓			✓	✓
US 85 Frontage Road Improvements	1443	\$10 M			✓		
US 287 Passing Lanes and Safety Improvements	1456	\$20 M			✓		
SH 71 Stoneham	2682	\$140 K					✓
SH 71 Big Beaver Creek	2681	\$4.78 M					✓
North I-25 Express Lanes from SH 56 to SH 66	2603	\$196.4 M	✓	✓			✓
US 36/28th Street and SH 93/Broadway Intersection Improvements	2597	\$10.12 M		✓			
US 85 Corridor Improvements, Brighton to Fort Lupton	2600	\$6.1 M		✓			
US 287 Corridor Improvements: US 36 to SH 66	2602	\$25 M		✓			
SH 7 Corridor Improvements	2596	\$9 M		✓			
SH 42 Safety and Intersection Improvements	2598	\$14 M		✓			
SH 66 Corridor Improvements	2599	\$10 M		✓			
SH 119 Bus Rapid Transit (BRT) and Managed Lanes	2601	\$20 M		✓			
I-25 and SH 14 Interchange Improvements	2604	\$30.5 M	✓	✓			✓
US 85 and US 34 Interchange	2695	\$33 M		✓			✓
Transit – Region 4							
New Essential Bus Service between Limon and Denver	1016	\$1.08 M	✓		✓		
Essential Bus Service between Burlington and Denver	1094	\$2.42 M	✓		✓		
North I-25 Transit Service	1802	\$1.55 M	✓		✓		
New Local Fixed-Route Transit Service in Fort Morgan	1426	\$1.55 M			✓		
Estes Park Transit Electric Trolley Bus Barn	2525	\$320 K			✓		
Estes Park Transit Electric Trolley Charging Station	2526	\$10 K			✓		
Estes Park Transit Stop Improvements	2527	\$150 K			✓		
Public Restrooms at the Transit Hub and Events Complex Park-n-Ride in Estes Park	2529	\$400 K			✓		
SH 7 Corridor Improvements	2596	\$6.3 M		✓			
US 36/28th Street and SH 93/Broadway Intersection Improvements	2597	\$5 M		✓			
US 287 Corridor Improvements: US 36 to SH 66	2602	\$5 M		✓			
SH 119 Bus Rapid Transit (BRT) and Managed Lanes	2601	\$4.88 M		✓			
Mobility Hubs in CDOT Region 4	2606	\$6 M		✓			
Bustang Service in Region 4	2690	\$5.4 M	✓	✓			
Transit Service between Loveland and Greeley	2605	\$13.2 M		✓			
Rural Paving – Region 4							
US 385 Corridor Study Improvements	2416	\$35.28 M			✓	✓	
US 385 between Sand Creek and County Road 29	2685	\$14.69 M				✓	
US 385 South of Cheyenne Wells	2686	\$12.32 M				✓	
US 385 South of Julesburg	2687	\$11.55 M				✓	
SH 59 Safety Improvements	2498	\$29.26 M				✓	
SH 71 Corridor Improvements	1023	\$27.38 M				✓	
SH 71 South of SH 14	2688	\$24.13 M				✓	
SH 71 North of Brush	2689	\$3.48 M				✓	

NOTE: Improving safety is a component of every project.



PROJECTS IN YEARS 5-10



SOUTHWEST PROJECTS

	Planning Project ID	Proposed Funding	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 5							
US 550 Shoulder Improvements, Deer Fencing, and Animal Underpass	1133	\$30.57 M					✓
Multimodal Improvements on SH 145	1482	\$5 M			✓		✓
US 24 Intersection Improvements in Buena Vista	2039	\$8 M			✓		✓
Intersection and Pedestrian Improvements at SH 291 and US 50	2070	\$2.5 M			✓		✓
US 50 Corridor Improvements in Poncha Springs	2456	\$2 M			✓		
US 160 Multimodal Improvements in Alamosa	2038	\$8.8 M			✓		✓
Intersection Improvements at US 160 and Pike Avenue	2061	\$3 M			✓		
US 285 Safety and Mobility Improvements between Center and Saguache	1051	\$33.68 M					✓
US 285 Improvements in Saguache	2069	\$750 K			✓		✓
SH 112 Pedestrian Crossing in Center	2050	\$750 K			✓		
US 160 Intelligent Transportation Systems (ITS) Infrastructure	1303	\$3.56 M			✓		
US 160 Elmore's Corner East	1334	\$34.53 M			✓		✓
Pagosa Springs' Main Street Reconstruction and Multimodal Improvements	1339	\$13.67 M			✓		✓
Intersection Improvements at US 160 and CR 30.1 (Phil's World)	2087	\$1.5 M			✓		✓
Wildlife Mitigation on US 160 between Cortez and Durango (near CR 30.1)	2089	\$2.88 M			✓		
US 160 and CR 225 Intersection Improvements	2091	\$5 M			✓		✓
US 160 and Piedra Road Intersection Improvements	2092	\$300 K			✓		
CDOT's Region 5 Shoulder Study	1490	\$18.72 M			✓		
US 160 Trinchera Ranch Safety and Wildlife Mitigation	1315	\$6.5 M			✓		✓
Transit – Region 5							
Regional Transit Service between Montrose and Telluride	1028	\$2.12 M			✓		
Alamosa Transit Center	1309	\$2.8 M			✓		
One-Stop Shop for Transportation for the San Luis Valley	2531	\$1 M			✓		
Northeast San Luis Valley Transit Service	2532	\$560 K			✓		
Pagosa Springs Transportation Center	1326	\$1.35 M			✓		
Bustang Outrider Service between Pagosa Springs and Durango	2523	\$2.69 M			✓		
Rural Paving – Region 5							
SH 141 between Naturita and Nucla	2633	\$10.38 M				✓	
US 24 between Buena Vista and Granite	2631	\$10.38 M				✓	
SH 15 West of La Jara	2636	\$6 M				✓	
SH 17 West of Antonito	2634	\$10.38 M				✓	
SH 136 East of La Jara	2630	\$2 M				✓	
SH 371 between SH 15 and SH 368	2637	\$2.38 M				✓	
SH 151 between Ignacio and Arboles	2635	\$10.38 M				✓	
SH 172 between New Mexico to Ignacio	2632	\$10.38 M				✓	

NOTE: Improving safety is a component of every project.

Your Transportation Priorities is an evolving list of proposed projects to address the needs and concerns of Coloradans across the state. This list will be updated on an ongoing basis.

Please visit YTP.codot.gov for the most up-to-date information.

