

STUDY SESSION AGENDA
CITY COUNCIL
CITY OF WHEAT RIDGE, COLORADO
7500 W. 29th Ave. Wheat Ridge CO

March 20, 2023

6:30 pm

This meeting will be conducted as a virtual meeting, and in person, at 7500 West 29th Avenue, Municipal Building.

Some City Council members or City staff members will be physically present at the Municipal building for this meeting. The public may participate in these ways:

1. Attend the meeting in person at City Hall. Use the appropriate roster to sign up to speak upon arrival
2. Provide comment in advance at www.wheatridgespeaks.org (comment by noon on March 20, 2023)
3. Virtually attend and participate in the meeting through [a device or phone](#):
 - [Click here to join and provide public comment](#)
 - Or call +1-669-900-6833 with **Access Code: 849 8644 5071**
Passcode: 080025
4. View the meeting live or later at www.wheatridgespeaks.org, Channel 8, or YouTube Live at <https://www.ci.wheatridge.co.us/view>

Individuals with disabilities are encouraged to participate in all public meetings sponsored by the City of Wheat Ridge. Contact the Public Information Officer at 303-235-2877 or wrpio@ci.wheatridge.co.us with as much notice as possible if you are interested in participating in a meeting and need inclusion assistance.

Public Comment on Agenda Items

1. Google Fiber
2. CDOT Green House Gas Rule
3. Transportation Funding
4. Staff Report(s)
5. Elected Officials' Report(s)

Memorandum

TO: Mayor and City Council

FROM: Maria D'Andrea, Director of Public Works

THROUGH: Patrick Goff, City Manager

DATE: March 20, 2023

SUBJECT: Google Fiber Right-of-Way Use

ISSUE:

Google Fiber approached the city in late-2022 to discuss installation of a new 100% fiber optic network internet service in the city's rights of way. If finally agreed upon with Google Fiber and approved, the city and Google Fiber would enter into a non-exclusive public right of way license agreement. Representatives from Google Fiber will be in attendance at the Study Session to give a presentation and answer questions from the City Council.

PRIOR ACTION:

None

FINANCIAL IMPACTS:

No direct financial impacts are expected.

DISCUSSION:

Google Fiber is a gigabit internet service provider with the mission of helping communities access to internet that's fast, reliable and fairly priced. Google Fiber currently offers gigabit internet service to residents and small businesses in 19 metro areas nationwide, between Google Fiber, a fiber-to-the-home network, and Google Fiber Webpass, a wireless network in apartments and condominiums. They have deployed many millions of feet of fiber and conduit, using a variety of means and methods.

If approved, the city would enter into a non-exclusive public right of way license agreement with Google Fiber. Staff is currently working on a draft agreement and responding to questions regarding the permitting process. Lakewood and Westminster have recently approved similar agreements with Google Fiber to allow installation in their cities.

The construction project will implement micro-trenching along the public side of the street which will lower potential impact to the community during construction. Ahead of breaking ground, Google Fiber will work closely with the City to develop communications materials to inform

neighborhoods. Service would be available as segments of the network are completed.

NEXT STEPS:

Staff recommends participating in a discussion with Google Fiber at the Study Session and providing direction to staff if there is consensus to consider a use agreement. If desired and the City and Google Fiber are able to reach final agreement on terms, Staff anticipates that a draft agreement would be on the April 10, 2023 City Council agenda.

Memorandum

TO: Mayor and City Council

FROM: Maria D'Andrea, Director of Public Works

THROUGH: Patrick Goff, City Manager

DATE: March 13, 2023

SUBJECT: Green House Gas Pollution Reduction Roadmap

ISSUE:

The City Council requested an overview of the Green House Gas Pollution Reduction Roadmap established at the state level. This memo summarizes how the Roadmap was developed, the goals for Green House Gas (GHG) reduction between now and 2050, and the measures currently in place to achieve those reductions. The Transportation sector was identified as the largest source of pollution. Therefore, the memo focuses on transportation-related initiatives led by both the Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG). There are no specific requirements for local agencies in the GHG Rule adopted by CDOT nor the Plan adopted by DRCOG. Instead, possible measures that the city could implement are voluntary. Staff is seeking direction from Council on whether to pursue potential inclusion of the policy-related mitigation measures in the upcoming Comprehensive Plan effort and/or prioritize signal timing efforts to support.

PRIOR ACTION:

None

FINANCIAL IMPACTS:

No direct financial impacts are expected. Implementation of some of the policy-related mitigation measures may result in financial impacts to developers.

DISCUSSION:

In a state where the effects of climate change are acutely felt — with massive fires, mudslides, high winds and drought — Colorado has developed one of the most forward-thinking greenhouse gas standards in the nation. In the 2019 legislative session Colorado passed House Bill 19-1261, the Climate Action Plan to Reduce Pollution (Climate Action Plan), which includes science-based targets of reducing statewide greenhouse gas pollution 26% by 2025, 50% by 2030, and 90% by 2050 from 2005 levels, a standard designed to help reduce emissions while providing more transportation and mobility options. To ensure that Colorado continues to make progress toward these targets, Governor Polis directed state agencies to develop a comprehensive Greenhouse Gas

Pollution Reduction Roadmap (Roadmap), ([Colorado GHG Pollution Reduction Roadmap](#)). The primary sources of pollution were identified as:

- Agriculture
- Electrical Generation
- Transportation
- Oil & Gas Fugitive Emissions
- Industrial Energy
- Buildings
- Other Non-Energy

The Roadmap, finalized in January 2021, delivers a list of near-term actions the state will pursue over the next one to two years to make significant progress toward the 2025 and 2030 Climate Action Plan goals. The Roadmap also analyzed further actions that can help put the state on a solid path to meeting the 2050 goal.

Using a sophisticated modeling tool, the state determined GHG projections for 2020. This analysis showed that the largest source of pollution comes from transportation. Electricity generation, oil and gas production, and fossil methane use in the residential, commercial and industrial sectors are the other three largest emitters. In the transportation sector, passenger vehicles are the largest contributor to emissions in the state.

The effects of this governing legislation and the proposed outcomes that most directly impact the City of Wheat Ridge are primarily within the transportation area and will come in the form of policies and actions proposed by the Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG). Therefore, this memo will focus on the efforts of these two entities and the potential impacts to the city.

CDOT Efforts

In response to the 2019 legislation, CDOT approved a Greenhouse Gas (GHG) Pollution Reduction Planning Standard in December 2021, ([Code of Colorado Regulations](#)). The GHG Pollution Reduction Planning Standard – also referred to as the GHG Rule - will reduce GHG emissions from the transportation sector, improve air quality and reduce smog, and provide more travel options. The GHG Rule is one of several transportation strategies identified in the Roadmap and is a key requirement established in the 2021 state transportation funding bill, SB 21-260, Sustainability of the Transportation System. This bill directed CDOT to develop rules for the state and Colorado’s five metropolitan planning organizations (MPOs) to reduce surface transportation greenhouse gas emissions through transportation planning processes.

CDOT and each MPO are required to achieve individually set GHG reduction levels at four different time periods: 2025, 2030, 2040, and 2050. To determine compliance with the reduction levels, agencies must model their existing transportation networks and all future regionally significant capacity projects in their transportation planning documents using travel demand models, with a subsequent analysis through EPA’s Motor Vehicle Emission Simulator (MOVES).

For CDOT, the applicable planning document within metro areas is their 10-Year Plan, ([10-Year Vision Plan & Story Map](#)); for the MPOs it is their fiscally constrained Regional Transportation

Plan (RTP). CDOT meets the required 2025 GHG reduction level through the updated 10-Year Plan. To meet the required GHG reductions levels in 2030, 2040, and 2050, CDOT will rely on a combination of GHG Mitigation Measures from a wide variety of categories including:

- Bustang expansion throughout the state;
- Transportation demand management (TDM);
- Operational improvements; and
- Heavy-duty fleet electrification.

Projects within the 10-Year Plan that impact Wheat Ridge include:

- I-70/Harlan Bridge Replacement
- I-70 Corridor West Metro Bridges (Ward Road & 32nd Ave)
- I-70 and Kipling Street Interchange
- Safer Main Streets Program (Wadsworth Sidewalk)
- Noise Wall Maintenance
- Regionwide Signal and Ramp Meter Upgrades

DRCOG

The Denver Regional Council of Governments (DRCOG) is the MPO for the Denver region. They work with local governments to establish guidelines, set policy, and allocate funding in the areas of:

- Transportation and Personal Mobility
- Growth and Development
- Aging and Disability Resources

The applicable planning document for DRCOG is the 2050 Metro Vision Regional Transportation Plan (2050 RTP), which was adopted in April 2021. For the Denver region, baseline greenhouse gas values are established based on the defined transportation investments and planning assumptions identified in the 2050 RTP. The target greenhouse gas emissions are determined by subtracting the rule's greenhouse gas emission reduction levels from the total baseline emissions for each analysis year. DRCOG meets the state greenhouse gas rule emission reduction levels through a combination of several strategies and concepts, specifically:

- 1) Project and program investment changes
 - Reinvest funds from select roadway capacity projects to focus on multimodal elements and reduce the amount of increased roadway capacity;
 - Accelerate multiple bus rapid transit projects; and
 - Reallocate \$900 million within the 2050 RTP's financial plan towards additional and accelerated regional complete streets and other multimodal investments
- 2) Additional Programmatic Transportation Investments
 - Traffic Signal Timing
 - CDOT Bustang expansion within the DRCOG area
 - Bicycle/pedestrian facilities (primarily urban and suburban)
 - Sidewalk/pedestrian facilities (urban and suburban)
 - Shared-use paths (urban, suburban and rural)

- Complete Streets retrofits
- 3) Mitigation Action Plan (MAP)
- As part of its review of the 2050 RTP, DRCOG adopted a Transportation GHG Report ([2050 Metro Vision Regional Transportation Plan](#)) that included a Mitigation Action Plan (MAP). The MAP details the region’s approach to using mitigation measures to help achieve the GHG reduction levels required for the DRCOG MPO area. DRCOG’s mitigation measures are policy- (not project-) based, and include local government actions related to:
- increasing residential and employment densities
 - re-zoning in specific geographies, (e.g. around rapid transit stations, vacant and under-utilized land)
 - reducing or eliminating minimum parking requirements
 - adopting local complete streets criteria/standards

Specific emission reductions for each measure are shown in the table in Attachment 1.

The following table summarizes the DRCOG-established GHG Emission Reductions in million metric tons per year:

Action	2025	2030	2040	2050
2050 RTP Modifications	0.68	0.68	0.57	0.35
Additional Programmatic Transportation Investments	n/a	0.07	0.04	0.03
MAP	n/a	0.10	0.12	0.08
Total GHG Reductions	0.68	0.85	0.74	0.46
Reduction Level Requirements	0.27	0.82	0.63	0.37
Reduction Level Achieved	Yes	Yes	Yes	Yes

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

For counties and municipalities, mitigation measures are voluntary, and the MAP does not require any local jurisdiction to implement a mitigation measure in any specific location or within any specific timeframe. However, the mitigation measures were specifically chosen to build on the region’s foundation of integrated transportation-land use planning, particularly around the region’s existing and planned rapid transit system and urban centers.

The intent of DRCOG’s efforts to comply with the GHG Rule is not just compliance but to encourage continued multimodal transportation planning within the region. The mitigation measures are intended to encourage and support multimodal travel options and the benefits that come with thoughtfully integrated land use and transportation planning that provide more people with more travel choices. As the Denver region continues to grow (with another million residents forecast to live in the region by 2050), the proposed mitigation measures are intended to help accommodate some of that growth in strategic areas to reduce the frequency and length of auto trips. The proposed measures also will help maximize the region’s current and planned investment

in rail, bus rapid transit and other multimodal travel options.

City Impacts

There are no specific requirements for local agencies in the GHG Rule adopted by CDOT. The impacts to the city may involve prioritization of funding away from roadway capacity projects and reallocation of those funds to projects and programs that support travel choices that reduce GHG emissions such as transit and bicycle/pedestrian projects.

Through the 2024-2027 Transportation Improvement Program, DRCOG will implement the Community Mobility Planning and Innovation Set-Aside, which will dedicate \$12 million for transportation corridor planning, community mobility planning and innovative mobility. There is the potential for local governments to apply for funding to support the planning and policy development activities associated with several of the mitigation measures.

Similarly, DRCOG has offered its local governments the availability of its staff and resources to help explore the feasibility and implementation of specific mitigation measures. Examples of DRCOG staff and resource support could include developing and making available model code language, best practices, training, research, data and analysis.

NEXT STEPS:

There are several areas where Wheat Ridge can support these efforts and contribute to GHG emission reductions:

- 1) Improved traffic signal timing and coordination. Currently, no system is in place to evaluate signal timing on a regular basis. The Public Works Department is in the process of acquiring a cloud-based traffic management software platform for traffic signals along major corridors. This system would provide communications initially. Other modules could be purchased that allow for data analytics of signal performance measures (SPM), signal timing optimization and real-time signal control.
- 2) Adopt DRCOG-related mitigation measures related to land use densities, re-zoning around mixed use transit-oriented developments, and reduced parking requirements. These could be evaluated and incorporated into the Comprehensive Plan update, as determined by the community and City Council.
- 3) Adopt local Complete Streets standards. DRCOG offers a Complete Streets Toolkit ([DRCOG Regional Complete Streets Toolkit](#)) for local agencies which provides design criteria and guidelines as well as a sample policy. Again, this could be considered through the Comprehensive Plan update process.

Staff requests feedback from the City Council on their interest in pursuing all or some of these measures.

ATTACHMENT:

1. DRCOG GHG Emission Reductions from MAP Strategies

Table 9. Greenhouse gas emissions reductions from Mitigation Action Plan strategies

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

Memorandum

TO: Mayor and City Council

FROM: Maria D'Andrea, Director of Public Works

THROUGH: Patrick Goff, City Manager

DATE: March 13, 2023

SUBJECT: Transportation Funding

ISSUE:

The City Council requested an overview of current transportation funding initiatives at both the state and federal levels. CDOT is currently investing a significant amount of funds in the Wheat Ridge area as identified in their 10-Year Plan. The city has aggressively and successfully pursued various grant opportunities which has brought in revenue for various transportation projects. However, this has stretched staff to capacity. Staff is seeking direction from Council on whether there is interest in pursuing possible grant opportunities to advance various projects or to engage with CDOT in some fashion to advance their planned projects such as the I-70 Kipling Interchange.

PRIOR ACTION:

None

FINANCIAL IMPACTS:

CDOT recently modified its 10-Year Plan, ([10-Year Vision Plan & Story Map](#)) to account for the Green House Gas Rule (GHG Rule). This action changed priorities within the Plan to focus on projects and programs that support travel choices which reduce GHG emissions such as transit and bike/pedestrian projects. Incremental formula funding from the Infrastructure Investment and Jobs Act (IIJA), plus state legislative funding, means that CDOT anticipates expending \$1.68 billion in strategic funding on 10-Year Plan projects over the next five years. CDOT will also be applying for federal discretionary grants in the IIJA with a goal to receive between \$500 and \$600 million in grant funding for various projects.

Projects within the 10-Year Plan that impact Wheat Ridge include:

- I-70/Harlan Bridge Replacement
- I-70 Corridor West Metro Bridges (Ward Road & 32nd Ave)
- I-70 and Kipling Street Interchange
- Safer Main Streets Program (Wadsworth Sidewalk)

- Noise Wall Maintenance
- Regionwide Signal and Ramp Meter Upgrades

Attachment 1 contains a table of the 10-Year Plan projects in the Central Area (Denver metro) with the projects that impact Wheat Ridge highlighted. These projects total approximately \$102.5 million of investment in the Wheat Ridge area.

A summary of the revenue that the City of Wheat Ridge has received through the Highway User Tax Fund (HUTF) and the FASTER bill, for the past five fiscal years, is shown below.

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
HUTF	\$1,066,692	\$1,025,742	1,109,880	\$924,745	\$958,493
FASTER	\$229,467	\$229,497	\$220,570	\$211,508	\$200,007
Total	\$1,296,159	\$1,255,239	\$1,330,450	\$1,136,253	1,158,500

Additionally, the city has been very successful in receiving a number of grants in recent years through both CDOT and DRCOG for various transportation projects – most notably the Wadsworth Improvement Project.

DISCUSSION:

Colorado's transportation system consists of a network of roads, highways, bridges, mass transit lines, airports, and rail systems. State and local governments maintain the system with funding from federal, state, and local government sources. Subject to certain constitutional limitations, the General Assembly has determined the methods of financing Colorado's transportation system at the state level and delegated transportation planning to the Colorado Department of Transportation (CDOT), local governments, and metropolitan planning organizations (MPOs).

The Colorado transportation system receives revenue from several sources including motor fuel taxes, registration fees, federal funds, and the state General Fund. These funds are distributed according to statutory formulas.

Highway Users Tax Fund

The Highway Users Tax Fund (HUTF) is the primary source of highway funds in Colorado. Preliminary estimates of revenue to the fund totaled \$1.2 billion in FY 2019-20. Revenue from the HUTF comes from the following sources:

- Motor fuel taxes. State motor fuel excise taxes make up the largest share of HUTF revenue. Excise taxes are levied on a per-gallon basis at 22 cents per gallon for gasoline and 20.5 cents per gallon for diesel fuel. The Colorado Constitution requires that any motor fuel taxes be used for the construction, maintenance, and supervision of the state's highways.
- Vehicle Registration fees. The Colorado Constitution requires that all vehicle registrations, fees, and fines charged with respect to the operation of a motor vehicle on Colorado's public highways be used for the construction, maintenance, and supervision of the state's highways. Motor vehicle registration fees make up the second largest share of HUTF revenue. Registration fees are based on the age and weight of the vehicle registered.
- Other HUTF receipts. Other HUTF revenue comes from driver's license fees, court fines, and interest earnings.

HUTF funds are allocated to CDOT, counties, and municipalities, based on statutory formulas. Off-the-top appropriations are made to the Department of Revenue, for highway-related functions, and to the Department of Public Safety, for the State Patrol. The remaining revenue (first stream) is distributed to CDOT (65 percent), counties (26 percent), and municipalities (9 percent).

State Highway Fund

The State Highway Fund is administered by CDOT and receives the state's share of HUTF distributions and federal funds. The fund also generates its own revenue, primarily from interest earnings on the fund balance and local government matching funds to federal transportation funding programs. The State Highway Fund is the primary account used for maintenance of the state's highway system.

FASTER (SB 09-108) Funding

Advancements for Surface Transportation and Economic Recovery was signed into law on March 2, 2009. The legislation generates increased revenues for statewide transportation improvements. Revenues generated from the Road Safety Surcharge, Oversize Overweight Surcharge, Rental Car Surcharges, and late vehicle registration fees are credited to the HUTF and distributed per statute to CDOT, counties, and municipalities.

Federal funds

Congress authorizes the expenditure of federal funds by state and local governments through multi-year transportation funding acts. Federal funds are distributed to states from the federal Highway Trust Fund, which collects motor fuel taxes and truck-related taxes (truck and trailer sales, truck tires, and heavy vehicle use). Highway Trust Fund disbursements are paid to states based on formulas in federal law. The primary (roughly 62%) source of federal funds comes from the 18.4 cents per gallon Gasoline Tax.

The IIJA was signed into law on November 15, 2021, to improve the nation's hard infrastructure and create millions of jobs to underserved communities. The IIJA provides approximately \$1.2 trillion dollars over the course of five years from the fiscal year 2022 through the fiscal year 2026 budget. More than \$35 billion of those dollars will go towards needs within all modes of transportation. Funding is also identified for broadband access, clean water, and electric energy and power renewal.

\$284 billion of funding is set to go to the United States Department of Transportation. Transportation funding will be distributed through either sub-allocations or competitive grants to the following efforts:

- \$11 billion toward safety
- \$7.5 billion for electric buses
- \$110 billion towards bridges and roads
- \$17 billion towards electric vehicle chargers
- \$1 billion towards reconnecting communities
- \$25 billion for airports
- \$66 billion for rail work
- \$17 billion for waterways and ports

- \$66 billion for transit

Further breakdown of the IIA Structure:

- \$73 billion for energy and power through the U.S. Department of Energy
- \$55 billion for water through the U.S. Environmental Protection Agency
- \$46 billion for resiliency through the U.S. Department of Homeland Security
- \$8.3 billion for the western water infrastructure through the U.S. Department of Interior and U.S. Agriculture/United States Forest Service
- \$65 billion for broadband through the U.S. Department of Commerce

Local governments have the opportunity to access the law's funds through various competitive grants. Typically, staff will be notified of these funding opportunities (NOFO) through CDOT or the Denver Regional Council of Governments (DRCOG). The White House also publishes a list of current open funding opportunities and a list of when future funding opportunities are expected to be available in 2023:

[Open-and-Upcoming-Infrastructure-Funding-Opportunities-Feb-6-2023-VF.pdf \(whitehouse.gov\)](#)

A few examples of competitive funding include:

Rebuilding American Infrastructure Sustainably and Equitably (RAISE)

This competitive grant program provides \$7.5 billion in funding for transit, road, and other transportation needs. Applications submitted to this program will be evaluated on environmental sustainability, state of good repair, safety, and quality of life. Applications will also be assessed for community connectivity and mobility. DRCOG announced this grant opportunity in January with applications being directed through them. Lakewood and CDOT are applying jointly for a RAISE grant in the amount \$45 million (of an expected project cost of \$127 million) for the US 6/Wadsworth Interchange Project. Annual NOFOs are expected for this program.

National Infrastructure Project Assistance

This competitive grant program supports multi-jurisdictional projects of national or regional significance. Eligible applicants include a state or a group of states or a unit of local governments. Selection criteria include projects that generate economic benefits, reduce congestion, improve safety, and eliminate freight bottlenecks. The availability period for this grant is four years.

Safe Streets and Roads for All (Safe Streets and Roads for All (SS4A) Grant Program | US Department of Transportation)

This new competitive grant program will provide funding exclusively for and directly to local governments to support their efforts in completing street improvements that will reduce fatalities and auto accidents, especially for pedestrians and cyclists. This program is also known as Towards Zero Deaths or Vision Zero. Evaluation criteria include:

- Ensures investment in the safety needs of underserved communities
- Likely to eliminate or reduce transportation-related serious injuries or death
- Demonstrates engagement with a variety of stakeholders, both public and private

\$5 billion will be distributed over the next 5 years through annual NOFOs.

Charging and Fueling Infrastructure

This \$2.5 billion grant program is expected to fund the development of electric vehicle infrastructure and other natural gas fueling infrastructures.

NEXT STEPS:

There is likely some opportunity to pursue funding through the SS4A program for new sidewalk connections, pedestrian bridges, etc. as well as some of the other IJJA programs. However, the current project load has stretched staff to capacity. Staff is seeking direction from Council on whether there is interest in pursuing possible grant opportunities to advance various projects or to engage with CDOT in some fashion to advance their planned projects such as the I-70 Kipling Interchange.

ATTACHMENT:

1. CDOT 10-Year Plan for Central Projects (Denver Metro Area)

PROJECT PIPELINE

ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022



CDOT's 10-Year Plan represents projects proposed for strategic state and federal legislative funding. The table indicates:

Project Type: Highway (H), Transit (T), Rural Paving (RP)

Total Est. Project Cost: This is a planning-level estimate of how much a project will cost in total.

Total Strategic Funding: This indicates how much has been approved for funding or is proposed or planned for funding from state strategic funding sources (SB-1, SB-267, and SB-260) and federal strategic funding sources (federal stimulus and IIJA). *Note: Sometimes the total project cost is more than what is being proposed for strategic funding, especially for the larger projects. This indicates that CDOT may need to request additional strategic funding, or will need to leverage the strategic funds with other funding sources to deliver the project.*

Other Funding: A check mark in this box indicates other funding sources (state, federal, local, grants, enterprise funding, etc.) will be utilized to deliver the project.

Funded FY 19-22: This shows projects funded by SB-1, SB-267, SB-260, and federal stimulus (2021) during the first four years of the 10-Year Plan, fiscal years 2019-2022.

Proposed FY 23-26: This shows the projects being proposed for funding for the next four years of the 10-Year Plan, in fiscal years 2023-2026.

Planned FY 27+: This shows the projects being planned for funding in the outyears of the plan, fiscal years 2027 and beyond.

Project Status: This shows the current status of projects, whether completed, under construction/in progress, and projects that are set to go to construction within the next year.

Planning Project ID: This unique planning ID can be used to find more information about each project, including more detailed [project fact sheets](#).

CENTRAL PROJECTS

	Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit– Region 1									
Interstate 25	Castle Rock Mobility Hub	\$30 M	\$13.47 M	✓	\$10.5 M	\$2.97 M			2714
	Lone Tree Mobility Hub	\$20 M	\$10 M	✓	\$10 M				2744
	I-25 North between 84th Avenue and 104th Avenue	TBD	\$110 M	✓	\$4 M	\$16 M	\$90 M		2584, 2642
	I-25 South Gap	\$419 M	\$278 M	✓	\$278 M			◆	0001
	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	\$75 M	\$15 M	✓	\$3.5 M	\$11.5 M			2575
	I-25 and CO 7 Interchange Mobility Hub	\$14 M	\$14 M		\$14 M				2694
	I-25 at Belleview Avenue Interchange - Phase 1	\$110 M	\$22 M	✓			\$22 M		2588
	I-25 Central Non-Capacity Safety and Operational Improvements	TBD	\$35 M	✓			\$35 M		2576
Burnham Yard Acquisition	T	\$50 M	\$16.6 M	✓	\$16.6 M			✓	2779
Interstate 70	I-70/Harlan Bridge Replacement	\$25.6 M	\$21.9 M	✓	\$21.9 M			●	0086
	I-70 Corridor-West Metro Bridges	\$67 M	\$35.2 M	✓	\$35.2 M			●	0087
	I-70 Peak Period Shoulder Lanes	\$105 M	\$80 M	✓	\$80 M			◆	0005
	I-70 West: Floyd Hill	\$700 M	\$340 M	✓	\$191.8 M	\$148.2 M			0004
	Idaho Springs Mobility Hub	\$8.43 M	\$6.33 M	✓	\$6.33 M				2716
	I-70 and Kipling Street Interchange	\$70 M	\$30 M	✓	\$2.5 M		\$27.5 M		2580
	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	\$32 M	\$25 M	✓			\$25 M		2582
	Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance	\$150 M	\$50 M	✓	\$50 M			●	2583
	I-70 Escape Ramp Improvements	\$29 M	\$13 M	✓	\$13 M			●	2593
	I-70 Bustang Pegasus Park-n-Rides	\$12 M	\$12 M		\$4 M	\$3 M	\$5 M		2753
I-270	I-270 Improvements and Congestion Relief from I-76 to I-70	\$600 M	\$200 M	✓	\$30 M	\$144.5 M	\$25.5 M		0002
US 6	Vasquez Boulevard Improvements	\$22 M	\$10 M	✓		\$10 M			2585
	US 6 and Wadsworth Boulevard Interchange	\$135 M	\$60 M	✓	\$40 M	\$20 M			2578
US 85	US 85 Corridor Improvements between Sedalia and Meadows Parkway in Castle Rock	\$58 M	\$37 M	✓			\$37 M		2587
US 285	US 285 Corridor Improvements near Pine Junction	TBD	\$60 M				\$60 M		2581
CO 7	CO 7 Priority Intersection Improvements	\$20 M	\$20 M				\$20 M		2586, 2641
CO 30	CO 30 Improvements between Quincy Road and Airport Road	TBD	\$25 M				\$25 M		2589
C 470	C-470: US 285 to Morrison Road Interchange Reconstruction	\$56 M	\$56 M				\$56 M		2579
Non Corridor Specific	Advancing Transportation Safety	\$8.56 M	\$8.56 M			\$8.56 M			2784
	Vision Zero Priority Improvements	\$15 M	\$15 M			\$15 M			2691
	Safer Main Streets Program	\$75 M	\$68.9 M	✓	\$68.9 M			◆	Weblink
	Bustang Heavy Maintenance Facility	\$9.5 M	\$9.5 M		\$0.95 M	\$3.55 M	\$5 M		2715
	Noise Wall Maintenance	\$36 M	\$29.7 M	✓	\$29.7 M			◆	2594
	Bustang Fleet Purchases	\$5.625 M	\$4.425 M		\$4.425 M			◆	2718
	Regionwide Bottleneck Reduction	TBD	\$25 M	✓			\$25 M		2590
	Regionwide Signal and Ramp Meter Upgrades	TBD	\$17 M	✓			\$17 M		2592
	Regionwide Trail Grade Separations and Crossings Improvements	TBD	\$10 M				\$10 M		2595
	Regionwide Bridge Rehabilitation and Maintenance	> \$500 M	\$20 M	✓			\$20 M		2697
Regionwide Arterial BRT and Transit Improvements	TBD	\$170 M		\$3 M	\$72 M	\$95 M		2638	

ATTACHMENT 1

✓ Completed. ◆ Currently under construction/in progress. ● Planned for construction in 2022. H: Highway | T: Transit | RP: Rural Paving