



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: FEBRUARY 18, 2021
SUBJECT: EIGHTH BUDGET SUPPLEMENT - FY 2020-2021

Region 4

\$4,900,000 - Transportation Commission Contingency Reserve - *Cameron Peak Post-Fire Emergency Funding* - During the summer and into the fall of 2020 the Cameron Peak Fire destroyed vegetation along SH 14 in the Poudre Canyon. The absence of vegetation has led to debris flows caused by significant rains and snow run off. The debris flows block and damage culverts while allowing debris to slide across SH14 forcing its closure until the debris can be removed. These risks are expected to last for the next 3 to 7 years until the vegetation has been able to grow back along SH14 in the Poudre Canyon. Until the vegetation returns, Region 4 is advocating making emergency repairs to minimize the impact these debris flows have on SH14. These repairs will consist of installing early warning systems in collaboration with Larimer County and addressing six culverts in areas deemed high risk. Region 4 is pursuing reimbursement by FEMA and FHWA, however, the likelihood and timing of receiving these funds are unknown so they would like to begin the work as soon as possible. In order to do so they are requesting the immediate use of \$4,900,000 from the Transportation Commission Contingency Reserve.

Per Policy Directive 703.0, any request for Transportation Commission Contingency Reserve funds must be reviewed and approved by the Transportation Commission.

Please see the attached Cameron Peak Post-Fire Recovery Emergency Funding memo for additional information.

SB-267 Project Funding Changes

Region 2 is requesting the reallocation of SB-267 funding to the I-25 Raton Pass Phase I project in order to address cost increases associated with additional quantities determined through final design (see attached memo). The reallocated funds come from two other Region 2 SB-267 projects- one with bid savings and the other a project that has closed with savings. The following changes will be reflected in the approved project list upon Transportation Commission approval of the eighth Budget Supplement.



Project Changes Requiring EMT Approval 2/1/2020

Region 2 Project Changes	Current Approved	Change	Revised Amount
I-25 Raton Pass Phase 1 - Exit 11 Improvements	\$ 11,000,000	\$ 2,135,860	\$ 13,135,860
US287 Bridge Preventive Maintenance Phase I & II	\$ 5,000,000	\$ (1,681,843)	\$ 3,318,157
SH116 Surface Treatment Project	\$ 12,536,685	\$ (995,143)	\$ 11,541,542
Total Savings Available for Allocation at a Later Date		\$ (541,126)	

Stimulus Project Funding Changes

Region 4 is requesting the reallocation of Federal Stimulus funding to the SH119 Adaptive Signal System (DRCOG) project (see attached memo). The reallocated funds come from the SH7 and 119th Street project in Lafayette. The following changes will be reflected in the approved project list upon Transportation Commission approval of the eighth Budget Supplement.

Project Changes Requiring TC Approval 2/8/2021

Region 4 Project Changes	Current Approved	Change	Revised Amount
SH7 & 119th St in Lafayette	\$ 2,605,000	\$ (800,000)	\$ 1,805,000
SH119 Adaptive Signal System (DRCOG)	\$ 2,400,000	\$ 800,000	\$ 3,200,000

Attachments:

- a. Region 2 Memo
- b. Region 4 Memo
- c. Region 4 Cameron Peak Fire Memo



**Transportation Commission Contingency Reserve Fund Reconciliation
Eighth Supplement FY 2021 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-20	Ending Balance 12S20		\$26,702,031	
July-20	Balance 1S21		\$43,816,921	
August-20	Balance 2S21		\$43,816,921	
September-20	Balance 3S21		\$35,688,432	
October-20	Balance 4S21		\$35,688,432	
November-20	Balance 5S21		\$36,673,936	
December-20	Balance 6S21		\$36,673,936	
January-21	Balance 7S21		\$36,671,866	
	State match for ER permanent repair projects	\$ (19,512)		1000283005
	Region 4 Cameron Peak Post Fire Emergency Funding	\$ (4,900,000)		Pending
	Project savings returned from Region 2	\$82,240		1000282670
February-21	Pending Balance 8S21		\$31,834,594	

**Transportation Commission Contingency COVID Reserve Fund Reconciliation
Eighth Supplement FY 2021 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-20	Ending Balance 12S20		\$1,000,000	Allocated from TCC pool
July-20	Balance 1S21		\$1,000,000	
August-20	Balance 2S21		\$1,000,000	
September-20	Balance 3S21		\$1,000,000	
October-20	Balance 4S21		\$1,000,000	
November-20	Balance 5S21		\$1,000,000	
December-20	Balance 6S21		\$1,000,000	
January-21	Balance 7S21		\$1,000,000	
	No Requests this Month			
February-21	Pending Balance 8S21		\$1,000,000	

**Transportation Commission Program Reserve Fund Reconciliation
Eighth Supplement FY 2021 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-20	Ending Balance 12S20		\$9,055,791	
July-20	Balance 1S21		\$8,105,791	
August-20	Balance 2S21		\$8,379,656	
September-20	Balance 3S21		\$15,404,375	
October-20	Balance 4S21		\$80,247,006	
November-20	Balance 5S21		\$72,509,739	
December-20	Balance 6S21		\$72,509,739	
January-21	Balance 7S21		\$53,009,739	
	2020 DBE Supportive Services Allocation	\$144,657		1000282938
	FY21 Supplemental STBG and Bridge Funding	\$23,310,293		1000283063
	FY21 Supplemental STBG MPO Suballocation	\$ (3,060,012)		1000283381
	FY21 Supplemental STBG Allocation to Stimulus Project List	\$ (1,490,644)		Multiple
	NEPA Improvement Study	\$ (75,000)		1000283641
	Bridge Supplemental Allocation to Strategic Projects	\$ (14,561,058)		1000284110
February-21	Pending Balance 8S21		\$57,277,975	



**Transportation Commission Maintenance Reserve Reconciliation
Eighth Supplement FY 2021 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-20	<i>Ending Balance 12S20</i>		\$0	
July-20	<i>Balance 1S21</i>		\$12,000,000	
August-20	<i>Balance 2S21</i>		\$12,000,000	
September-20	<i>Balance 3S21</i>		\$12,000,000	
October-20	<i>Balance 4S21</i>		\$12,000,000	
November-20	<i>Balance 5S21</i>		\$12,000,000	
December-20	<i>Balance 6S21</i>		\$12,000,000	
January-21	<i>Balance 7S21</i>		\$10,435,597	
	<i>No Requests this Month</i>			
February-21	<i>Pending Balance 8S21</i>		\$10,435,597	

**Transportation Commission Contingency Reserve Fund
Emergency and Permanent Repairs-Nonparticipating costs and state match**

September 11, 2013 Flood Related Monthly Activity

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
4	007A	19.000 - 33.079	SH 7 Permanent Repair due to Flooding	Boulder	\$ (19,512)
			Total		\$ -
					\$ (19,512)

Spring 2015 Flood Related Monthly Activity

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
			Total		\$ -

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting

\$ (19,512)



FY 2020-2021 Contingency Reserve Fund Balance Projection		
January		
TC Contingency Balance (Emergencies)	\$36,671,866	
<i>Pending Requests:</i>		
State match for ER permanent repair projects	(\$19,512)	
Region 4 Cameron Peak Post Fire Emergency Funding	(\$4,900,000)	
Project savings returned from Region 2	\$82,240	
Pending February		
TC Contingency Reserve Balance	\$31,834,594	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
State Match for Emergency Relief/Permanent Recovery	(\$2,000,000)	(\$5,000,000)
State Match for Spring 2015 Floods	\$0	(\$2,500,000)
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
None	\$0	\$0
Projected FY 2020-2021 YE Contingency Balance	\$29,834,594	\$24,334,594
<i>TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2021</i>	<i>\$4,834,594</i>	<i>(\$665,406)</i>

FY 2020-2021 Program Reserve Fund Balance Projection		
January		
TC Program Reserve Balance	\$53,009,739	
<i>Pending Requests:</i>		
2020 DBE Supportive Services Allocation	\$144,657	
Remaining Unallocated FY 21 Supplemental STBG	\$4,123,579	
Pending February		
TC Program Reserve Fund Balance	\$57,277,975	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
TC Contingency Reserve and Maintenance Reserve	(\$27,000,000)	(\$27,000,000)
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
Region 2 Loan for SH 21 Research Parkway Interchange	\$19,500,000	\$19,500,000
Projected FY 2020-2021 YE Program Reserve Balance	\$49,777,975	\$49,777,975

FY 2020-2021 Maintenance Reserve Fund Balance Projection		
January		
TC Maintenance Reserve Balance	\$10,435,597	
<i>Pending Requests:</i>		
No Requests this Month	\$0	
Pending February		
TC Maintenance Reserve Fund Balance	\$10,435,597	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
Projected FY 2020-2021 YE Program Reserve Balance	\$10,435,597	\$10,435,597





COLORADO
Department of Transportation

Region 2
 5615 Wills Blvd, Pueblo
 Pueblo, CO 81008

DATE: February 1, 2021
 TO: Transportation Commission
 FROM: Richard Zamora
 Region 2 Transportation Director
 SUBJECT: Budget Adjustment Requests for Previously Approved SB 267 project -
 -I-25 Raton Pass Phase 1- Exit 11 Improvement

Purpose

The purpose of this memorandum is to request approval from the Transportation Commission for budget adjustment to one of the previously approved Senate Bill 267 projects: I-25 Raton Pass Phase I - Exit 11 Improvement.

Action

Region 2 requests the Transportation Commission approve budget adjustment to one of the previously approved SB 267 projects: The I-25 Raton Pass Phase 1 - Exit 11 Improvement project (+ \$2, 135, 860).

Background

The state legislature provided new transportation funding through Senate Bill 17-267 (SB 267). In November 2019, the Transportation Commission (TC) approved a list of highway projects. The \$11 million I-25 Raton Pass Phase I - Exit 11 Improvement project in SCTPR area in on the list.

The project improvements include the ramp termini of the existing grade separated interchange at Exit 11. The existing bridge that is in poor condition will be removed and replaced which will shift the intersection locations slightly south of the interchange, but does not require a change in the existing gore locations. The current ramp termini configurations will be converted into roundabouts. A requesting for concurrence on the Minor Interstate Modification Request (MIMR) for I-25 at Exit 11 was submitted to FHWA in 2018 and was approved in January 2019. The cost estimate at that time was \$11 million.

Details

Since the SB267 was authorized in 2019, the Region has worked on the final design. The scheduled AD date is April 2021. Due to the quantity changes of the following items, the project's cost is increased by \$3,608,072. There are \$1,414,410 RPP fund which has been programmed for the project and can be used to supplement the cost. The deficit of the funding is \$2,135,860.

Item	MIMR Level Estimate	Current Estimate	Change	Notes
Retaining Wall	\$ 804,000	\$ 2,175,800	\$ 1,371,800	The wall was increased from 4650 SF to 18920 SF. MIMR underestimated due to no vertical design available
Bridge	\$ 1,700,000	\$ 2,225,000	\$ 550,000	Increase in # of girder lines and deck area
Drainage	\$ 190,950	\$ 610,595	\$ 419,645	MIMR underestimated pipe/inlet needs
Lighting	\$ 139,032	\$ 433,300	\$ 294,268	MIMR underestimated pipe/inlet needs
CE/Indirect	\$ 1,842,903	\$ 2,815,262	\$ 972,359	CE/Indirect rate is changed from 20.45% to 26.0%
Total Estimated Cost Increased			\$ 3,608,072	
Region 2 RPP fund to Be Used			\$ (1,414,140)	
Request Additional SB267 Fund			\$ 2,135,860	Funds come from #21345 (US287 BPM) bid saving (\$1,615,660) and #23396 (SH116 Surface Treatment) (\$520,200) project closure.

Options

Staff requests that the Transportation Commission take one of the following options:

1. Approve the budget adjustment for the project. Use the budget savings from other closed SB267 projects within the Region to provide \$2,135,860 additional funding for the I-25 Raton Pass - Exit 11 Improvement project.
2. Postpone the advertisement of the project and wait until 2026 RPP fund or other funding sources are available in the SCTPR area.

Next Steps

1. Transportation Commission pass resolution on Consent Agenda

Attachments

Resolution

Item	MIMR Level Estimate	Current Estimate	Change	Notes
Retaining Wall	\$ 804,000	\$ 2,175,800	\$ 1,371,800	The wall was increased from 4650 SF to 18920 SF. MIMR underestimated due to no vertical design available
Bridge	\$ 1,700,000	\$ 2,225,000	\$ 550,000	Increase in # of girder lines and deck area
Drainage	\$ 190,950	\$ 610,595	\$ 419,645	MIMR underestimated pipe/inlet needs
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Total Estimated Cost Increased			\$ 3,608,072	
Region 2 RPP fund to Be Used			\$ (1,414,140)	
Request Additional SB267 Fund			\$ 2,135,860	Funds come from #21345 (US287 BPM) bid saving (\$1,615,660) and #23396 (SH116 Surface Treatment) (\$520,200) project closure.



COLORADO

Department of Transportation

Region 4

10601 10th Street
Greeley, CO 80634-9000

DATE: February 9, 2021
TO: Transportation Commission
FROM: Heather Paddock, Region 4 Transportation Director
SUBJECT: Coronavirus Relief Stimulus Funds Budget Supplement

Purpose

CDOT Region 4 is requesting to reallocate \$800,000 of Coronavirus Relief Stimulus Funds from the SH 7 & 119th Street project to the SH 119 Safety/Mobility Improvements (Phase I: Adaptive Signals) project.

Action

CDOT Region 4 is requesting a budget supplement resolution approving the reallocation of \$800,000 of Coronavirus Relief Stimulus Funds from the SH 7 & 119th Street project to the SH 119 Safety/Mobility Improvements (Phase I: Adaptive Signals) project.

Background

A \$900 billion COVID-19 relief package and a \$1.4 trillion FY 2021 omnibus appropriations package was passed by Congress and signed by the President of the United States on December 27, 2020. Together, these funding sources provided approximately \$150 million for transportation in Colorado, with approximately \$32.1 million allocated for Region 4. The Region 4 projects/amounts listed below were approved by the Transportation Commission in January 2021.

Region 4 Target \$32.1 million

- North Front Range MPO Sub-Allocation = ~\$4 million
 - o North LCR 17 Expansion: \$760,000
 - o Intersection Improvements SH 257 & Eastman Park Drive: \$1 million
 - o Timberline Road Corridor Improvements: \$2.69 million
- Region 4 Flexible Funds = ~\$28 million
 - o Berthoud Mobility Hub at SH 56 / I-25: \$6.5 million
 - o I-76 West of SH 144 Westbound Rural Paving: \$8.05 million
 - o SH 385 Phillips/Yuma County Line South Rural Paving: \$7.1 million
 - o **SH 119 Safety and Mobility Improvements (Phase I - Adaptive Signals): \$2.4 million**
 - o Two Bridge Maintenance Projects: \$550,000
 - o Replacement of X-Lite Guardrail End Treatments: \$1.6 million
 - o **DRCOG Local Agency Project - SH 7 & 119th Street in Lafayette: \$2.6 million**

Details

CDOT Region 4 is proposing an increase of \$800,000 to the SH 119 Safety/Mobility Improvements (Phase 1: Adaptive Signals) project by reallocating \$800,000 from the DRCOG Local Agency Project - SH 7 & 119th Street in



Lafayette. Both of these projects fall within the DRCOG MPO boundary. All affected planning partners have been notified of this funding reallocation request and are in concurrence.

This SH 119 Safety/Mobility Improvements (Phase I: Adaptive Signals) project is part of a greater SB 267 project and is the first standalone package of the SH 119 corridor improvements. These adaptive signals will not only improve operations in the general purpose lanes, but will also provide transit priority at intersections which is in line with the vision for the SH 119 corridor project.

Proposed Coronavirus Relief Stimulus Fund Reallocations:

- SH 119 Safety and Mobility Improvements (Phase I - Adaptive Signals): \$3.2 million
- DRCOG Local Agency Project - SH 7 & 119th Street in Lafayette: \$1.8 million

Next Steps

Upon Transportation Commission approval of the proposed budget supplement, CDOT Region 4 will proceed with the reallocation of Coronavirus Relief Stimulus Funds as outlined above.





COLORADO

Department of Transportation

Region 4

Director's Office
10601 10th Street
Greeley, CO 80634

Date: February 10, 2021
To: Transportation Commission
From: Heather Paddock, Region 4 Transportation Director
Subject: **Cameron Peak Post-Fire Recovery Emergency Funding**

Purpose

In response to the Cameron Peak Fire, CDOT Region 4 is seeking funding in order to upgrade/repair high-risk drainage crossings on State Highway 14 in the Poudre Canyon. The proposed improvements reduce the risk of damage to SH 14 and/or closing due to debris flows, as well as reduce the risk of personal injuries and fatalities.

Action

We request Transportation Commission (TC) approve \$4.9 million of TC contingency funds so work can begin immediately to address the risks presented by a post-fire burn area. Concurrently, Region 4 is pursuing reimbursement by FEMA and FHWA, however, the likelihood and timing of receiving these funds are unknown and due to the nature of the risks, we would like to begin the work as soon as possible.

Background

Debris flows (consisting of rock, mud, trees), overwhelmed culverts, loss of roadway segments, and closed/reduced capacity of travel lanes were significant hazards after the 2012 High Park Fire along SH 14. These continued throughout the 2013 and 2014 summer monsoon seasons, with multiple road closures and stranded motorists. A successful post-burn recovery project at that time significantly reduced the risks to the public and reduced the amount of water and debris overtopping the highway. Eight years later, we again face the same hazards on SH 14 in the Cameron Peak Fire burn area, which is 10 miles west of High Park Fire area. These risks are expected to last for the next 3 to 7 years as the area recovers and revegetates unless action is taken to mitigate them.

Post-fire data was used to develop conceptual-level costs and designs to increase culvert sizes at the highest risk crossing locations, install best management practices (BMPs) within CDOT right-of-way, and to provide monitoring and early-warning systems for the CDOT Maintenance patrol, Colorado State Patrol, Larimer County and Fort Collins. Detailed information, including a story map, is included in the attached memo reviewing the conceptual level priorities and cost.

Details

We have prioritized Region 4's proposed treatment locations by ranking each site as Emergency, High, Medium, and Low priority. Our engineering team, taking advantage of burn severity mapping from the United States Forest Service (USFS), debris probability maps from the United States Geological Survey (USGS), site visits, and debris flow volume calculations using best available methods, arrived at these



rankings in an attempt to prioritize the sites most likely to cause travel interruptions and risks to the public and CDOT Maintenance patrol.

The requested \$4.9 million would be used to install early-warning systems in collaboration with Larimer County and other stakeholders, as well as address six culvert locations prioritized as Emergency and High Risks. Two culvert locations are proposed to be addressed by CDOT Maintenance in order to expedite installation and reduce costs. After performing surveying and final engineering analysis, a third culvert is proposed to be installed this summer at Washout Gulch. This work would be contracted out because the proposed concrete box culvert is beyond the capabilities of our maintenance staff. The remaining three culverts are proposed to be included in a pre-existing, critical culvert design project in the area with construction likely beginning in spring 2022. The Medium and Low priority locations will be observed over the next few years and further action taken on an as-needed basis. The early warning systems will enable CDOT and emergency responders to proactively monitor the high-risk drainages and decrease response times in the case of future debris flow events.

Key Benefits

We are using lessons learned and best practices from previous wildfires to prepare for the coming increased rain runoff and mudslides from the Cameron Peak Fire. Our goals are to give CDOT crews and State Patrol more time to respond to a debris flow event on the highway, stop debris flows or pass them safely under the highway before there is risk to life and property, and avoid closures of SH 14 that typically result in a detour greater than 100 miles.

Next Steps

Upon approval of the Transportation Commission, Region 4 will work towards agreements for early-warning systems, finalize our emergency response action plan, initiate survey and engineering design for upsizing the priority culverts, and provide updates to Commission as new information becomes available.

Attachments: *Memo Cameron Peak Fire Recovery - Conceptual Level Priorities and Cost (January 27, 2021)*

