

## Colorado Transportation Commission

Schedule & Agenda

July 14-15, 2021

Due to the ongoing COVID-19 Situation, the Transportation Commission workshops and meeting will occur ONLINE with limited in-person attendance for commissioners, senior staff and presenters.

For link to youtube meeting access please see website:

<http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html>

Kathy Hall, Vice-Chair

Grand Junction, District 7

Yessica Houglin

Denver, District 1

Don Stanton, Vice-Chair

Arvada, District 2

Eula Adams

Arapahoe County, District 3

Karen Stuart, Chair

Broomfield, District 4

Kathleen Bracke

Fort Collins, District 5

Barbara Vasquez

Cowdrey, District 6

Mark Garcia

Pagosa Springs, District 8

Lisa Hickey

Colorado Springs, District 9

Terry Hart

Pueblo, District 10

Gary Beedy

Genoa, District 11

### THE CHAIRWOMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated for each topic on the Commission agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Commission will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Commission's schedules, the order of the agenda items are subject to change.

Documents posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are in draft form and for information only until the Commission takes final action.

### **TRANSPORTATION COMMISSION WORKSHOPS**

Wednesday, July 14, 2021

8:00 a.m. New Commissioner On-boarding (tentative)

12:00 p.m. Commission Lunch (Optional – Room 561: Wolf Creek Pass Conference Room)

1:00 p.m. Budget Workshop (Jeff Sudmeier and Bethany Nicholas)

1:15 p.m. SB 267/ SB260 Funding Allocation (Rebecca White, Marissa Gaughan, Kay Kelly)

2:00 p.m. CDOT Connected Vehicle Program Overview (Ashley Nysten and Kay Kelly)

2:45 p.m. GHG Pollution Reduction Planning Update and Next Steps (Rebecca White and Theresa Takushi)

3:45 p.m. Freight Committee: Truck Parking Public Private Partnerships (Rebecca White, Michelle Scheuerman, & Craig Hurst)

4:45 p.m. Adjournment

**TRANSPORTATION COMMISSION MEETING**

Thursday, July 15, 2021

8:00 a.m. Commissioner Breakfast

9:00 a.m. 1. Call to Order, Roll Call

9:05 a.m. 2. Swearing in of New Commissioners (Herman Stockinger)

9:10 a.m. 3. Public Comments (provided to commissioners in writing before meeting)

9:15 a.m. 4. Comments of the Chair and Individual Commissioners

9:25 a.m. 5. Executive Director's Management Report (Shoshana Lew)

9:30 a.m. 6. Chief Engineer's Report (Steve Harelson)

9:35 a.m. 7. HPTE Director's Report (Nick Farber)

9:40 a.m. 8. FHWA Division Administrator Report (John Cater)

9:45 a.m. 9. STAC Report (Vincent Rogalski)

9:50 a.m. 10. Act on Consent Agenda

a) Proposed Resolution #1: Approve the Regular Meeting Minutes of June 17, 2021 (Herman Stockinger)

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

c) Proposed Resolution #3: Disposal: Region 3, SH 133 & MP 31.5 (Parcel 1 REV-EX) (Mike Goolsby)

d) Proposed Resolution #4: Legislative Memorial Designations (Herman Stockinger and Andy Karsian)

9:55 a.m. 11. Discuss and Act on Proposed Resolution #5: 1st Budget Supplement of FY 2022 (Jeff Sudmeier)

10:00 a.m. 12. Discuss and Act on Proposed Resolution #6: 1<sup>st</sup> Budget Amendment of FY 2022 (Jeff Sudmeier)

10:05 a.m. 13. Discuss and Act on Proposed Resolution #7: SB 267/ SB260 Funding Allocation (Rebecca White, Marissa Gaughan and Kay Kelly)

10:10 a.m. 14. Discuss and Act on Proposed Resolution #8: Commence Permanent Rulemaking and Delegate Authority to an Administrative Hearing Officer to Conduct a Public Rulemaking Hearing for the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions ("the Planning Rules"), 2 CCR 601-22 (Herman Stockinger and Rebecca White)

10:15 a.m. 15. Recognition

10:20 a.m. 16. Other Matters

10:25 a.m. 17. Adjournment

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Est. Start Time: 10:30 a.m.

**BRIDGE ENTERPRISE BOARD OF DIRECTORS MEETING**

Thursday, July 15, 2021

10:30 a.m. 1. Call to Order and Roll Call

2. Public Comments (provided to commissioners in writing before meeting)

3. Act on Consent Agenda

- Proposed Resolution #BE1: to Approve the Regular Meeting Minutes of June 17, 2021 (Herman Stockinger)

4. Discuss and Act on Proposed Resolution #BE2: Deadline Extension for the Bridge Enterprise, as Conduit Issuer, to Issue the Senior Revenue/Project Infrastructure Bonds (Central 70 Project) (Keith Stefanik)

5. Other Matters

6. Adjournment

**INFO ONLY**

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Stimulus Fund Update (Amber Blake)
- Pegasus – Branding Update (Mike Timlin)



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION  
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
DATE: JULY 14, 2021  
SUBJECT: FY 2021-22 BUDGET AMENDMENT

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**Purpose**

To review the first amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0. A *Budget Amendment* is required for any transfer of funds across budget lines in the Revenue Allocation Plan (see Attachment A). Pursuant to PD 703.0, individual transfers of \$1.0 million or more require approval by the Transportation Commission. By contrast, a *Budget Supplement* includes requested changes to a project budget and does not involve the reallocation of funds between budget lines.

**Action**

The Division of Accounting and Finance (DAF) is requesting Transportation (TC) review and approval of the first amendment to the FY 2021-22 Annual Budget. The first amendment allocates \$639.5 million in new funding from recent legislation to the Department's Annual Budget, reallocates \$395,361 from Agency Operations to Administration to reconcile the Department's Annual Budget to the final legislative budget, reallocates \$5.5 million from the Strategic Safety Program to the Maintenance Program Areas for 6-inch striping, and reallocates \$1.0 from the Strategic Safety Program to Safety Education for impaired driving programs.

**New Funding Resulting from 2021 Legislation**

During the 2021 legislative session, three special bills were enacted that transferred funds and added new appropriations to the Department's budget. These bills and their respective impacts to the Department's budget are described below.

***SB 21-260 Sustainability of the Transportation System***

This bill implements several new transportation fees and General Fund transfers, creates or modifies five state enterprises, and adds new planning and environmental study requirements. The bill transfers a total of \$513.5 million from the federal American Rescue Plan Act of 2021 and the General Fund to the Department, as follows:

- \$182.16 million to the State Highway Fund on June 30, 2021. Of this amount, \$22.16 million is dedicated to the Revitalizing Main Streets program, \$18.0 million is intended to backfill the temporary FASTER road safety surcharge fee reduction, and \$0.5 million is dedicated to the Burnham Yard acquisition. The remaining \$141.5 million is intended to help cover the Department's SB267 debt service obligations.
- \$161.34 million to the Multimodal Transportation and Mitigation Options Fund on June 30, 2021. Of this amount, \$14.5 million is transferred to the Southwest Chief Rail Fund during FY 2021-22.
- \$170.0 million from the General Fund to the State Highway Fund on July 1, 2021. This funding is intended to be used for shovel ready construction projects.

SB-21-260 also included a temporary reduction to the FASTER Road Safety Surcharge. It is anticipated that this will result in a total loss to CDOT of \$55.5 million of FASTER revenue through FY 2023-24. Approximately \$18.0 million of the General Fund transfer is intended to partially offset those losses. Those losses will



primarily come in FY 2022-23 and FY 2023-24 and so they are not yet reflected in FY 2021-22; however, funds are being added to the FASTER Safety budget today.

***SB 21-265 Transfer from General Fund to State Highway Fund***

This bill transfers \$124.0 million from the General Fund to the State Highway Fund on July 1, 2021. During the recent economic downturn, HB 20-1376 suspended the \$50.0 million General Fund transfers to the Department for FY 2020-21 and FY 2021-22, and also required the Department to pay an additional \$12.0 million for SB267 debt service resulting in a total debt service payment of \$62.0 million in each of those fiscal years. This transfer is intended to restore the \$124.0 million that the Department covered in debt service from the State Highway Fund that would have otherwise been covered by the General Fund.

Senate Bill 21-260 modifies the statutory approach for SB267 debt service by eliminating the annual \$50.0 million General Fund transfer to CDOT that was set to resume in FY 2022-23, and replacing it with a new annual General Fund transfer of \$100 million, of which \$90 million is for debt service, beginning in FY 2024-25. Since the transfers don't begin for three fiscal years and new fee revenue to the HUTF does not begin until FY 2022-23, these two bills provided up front General Fund transfers in the amount of \$141.5 million and \$124.0 million to bridge the gap until General Fund transfers resume.

Staff is working with the Department's financial advisors to determine the optimal repayment structure, which may include an economic defeasance or "prepayment" of debt service. As we complete and finalize this we anticipate returning to the Commission with an update on the final debt service amounts in the coming years.

***HB 21-1317 Regulating Marijuana Concentrates***

This bill requires a study of high-potency marijuana concentrates, and makes other changes to state law related to medical marijuana and the sale of marijuana concentrates. The bill transfers \$2.0 million from the Marijuana Tax Cash Fund to the First Time Drunk Driving Offender Account and authorizes the Department to spend these funds for its First Time Drunk Driver program in the Office of Transportation Safety.

***Budget Amendment Allocations***

As a result of these transfers and appropriations, the first amendment to the FY 2021-22 Annual Budget allocates new revenue as follows:

- \$265.5 million to Debt Service (line 66) for SB267 debt service payments.
- \$192.66 million to Strategic Projects (line 18) which includes \$170.0 million for shovel ready construction projects, \$22.16 for the Revitalizing Main Streets program, and \$500,000 for Burnham Yard.
- \$124.8 million to the Multimodal Options Program line (Line 60) and \$22.0 million to the Strategic Transit and Multimodal Projects line (line 44) for multimodal projects.
- \$18.0 million to the FASTER Safety line (Line 14) to partially backfill the lost revenue associated with the temporary FASTER road safety surcharge fee reduction.
- \$14.5 million to the Rail Commission line (Line 45). Of this amount, \$12.0 million will be used to provide additional funding for the Southwest Chief La Junta Route restoration program and \$2.5 million will be transferred to Southwest Chief Fund for the newly created Front Range Passenger Rail District.
- \$2.0 million to Safety Education (Line 71) for high-visibility impaired driving enforcement programs in the Office of Transportation Safety.

**Reconcile the Administration Line to the Final Legislative Budget**

After the Transportation Commission adopted the Department's Final FY 2021-22 Annual Budget in March 2021, the legislature made several changes to the State's budget that increased the Department's



appropriated Administration line. In particular, several changes were made to statewide common policies that increased the Administration line by \$135,404. Additionally, SB 21-260 appropriated \$259,957 to the Administration line to cover the personal services and operating costs to hire an additional 3.0 FTE, and other miscellaneous costs to implement the bill. The final legislative appropriation for the Administration line (both Long Bill plus special bills) is \$37,898,013, which is \$395,361 more than the Administration line was allocated in the budget that was approved by the Commission in March 2021.

Reallocate \$395,361 from Agency Operations (Line 62) to Administration (Line 63) to reconcile the Department's Annual Budget with the final legislative budget.

### **Other Budget Amendments**

#### ***MLOS 6-inch Striping***

The Strategic Safety Program is focused on decreasing the frequency and severity of accidents through systematic statewide safety improvement programs, which includes 6-inch striping. The Strategic Safety Program was previously created by the Transportation Commission but a Budget Amendment is required to move the funds to the Maintenance Program Areas for expenditure. Similar Budget Amendments were approved in prior fiscal years for this purpose. Staff requests use of \$5.45 million in existing Strategic Safety Program funds to facilitate the delivery of striping improvements. The funds will be distributed throughout the Regions as follows:

- Region 1- \$2,500,000
- Region 2 -\$1,050,000
- Region 4- \$1,500,000
- Region 5- \$400,000

Reallocate \$5,450,000 from the Strategic Safety Program (Line 37) to the Traffic Services (Line 29) to provide additional funding for 6-inch striping.

#### ***Transfer Strategic Safety Funds to Safety Education***

Impaired driving arrests for the year to date are down but the number of fatalities from impaired driving are up significantly. The Office of Transportation Safety (OTS) provides funding for High Visibility Law Enforcement Campaigns focused on impaired driving. The OTS in the past has accessed state funding resources (First Time Drunk Driver, Law Enforcement Assistance Fund) for these campaigns. However, state funding for these programs is no longer available and the OTS has less than a year's worth of funding reserve remaining. The OTS is working closely with the Office of Policy and Government Relations (OPGR) to find remedies for the state funding issue. An allocation of \$1.0 million from Strategic Safety would provide the OTS with sufficient funding in FY 2021-22 to aggressively address impaired driving and allow additional time to find a permanent solution.

Reallocate \$1,000,000 million from the Strategic Safety Program (Line 37) to Safety Education (Line 71) for impaired driving programs.

### **Attachments**

Attachment A - Amended FY 2021-22 Annual Budget  
Amendment B - Presentation





**COLORADO**

Department of Transportation

# July 2021 Budget Workshop FY 2021-22 Budget Amendment



Amount	Purpose	To Budget Line
\$141.5M	SB267 COP Debt Service Payments	Debt Service (line 66)
\$192.66M	\$170M shovel ready projects \$22.16M Revitalizing Main Streets \$500,000 Burnham Yard	Strategic Projects (line 18)
\$146.84M	15% to CDOT multimodal projects - \$22.0 million	Strategic Transit and Multimodal Projects (line 44)
	85% to Local multimodal projects - \$124.8 million	Multimodal Options Program (line 60)
\$18.0M	Partial backfill from temporary FASTER road safety surcharge fee reduction	FASTER Safety (line 14)
\$14.5M	Southwest Chief Rail	Rail Commission (line 45)





# SB 21-265, HB 21-1317

Legislation	Amount	Purpose	To Budget Line
SB 21-265	\$124M	SB267 COP Debt Service Payments	Debt Service (line 66)
HB 21-1317	\$2M	High-Visibility Impaired Driving Enforcement	Safety Education (line 71)



- Administration Line
  - To reconcile the Administration line to the appropriation in the Long Bill, reallocate \$395,361 from Agency Operations (line 62) to Administration (line 63). This consists of
    - \$135,404 increase in common policies
    - \$259,957 and 3.0 FTE to implement SB 21-260
- MLOS 6" Striping Transfer
  - Transfer \$5.45 million in Strategic Safety funds to MLOS to facilitate the delivery of striping improvements
- Safety Education Transfer
  - Transfer \$1.0 million in Strategic Safety funds to Safety Education to aggressively address impaired driving.

**Attachment A: FY 2021-22 CDOT AMENDED ANNUAL BUDGET**

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY22 Program Budget Available including Changes	Directed By	Funding Source
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>								
2	Capital Construction	\$351.6 M	\$972.3 M	\$210.7 M	\$0.0 M	\$0.0 M	\$1,534.6 M		
3	Asset Management	\$54.4 M	\$336.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$390.5 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$223.3 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$61.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$61.9 M	TC	FHWA / SH / SB 09-108
6	System Operations-AM	\$3.5 M	\$34.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$37.8 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$5.6 M	\$6.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.1 M	TC	FHWA / SH
9	Emergency Relief	\$45.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$45.3 M	FR	FHWA
10	Safety	\$17.7 M	\$115.3 M	\$18.0 M	\$0.0 M	\$0.0 M	\$151.0 M		
11	Highway Safety Improvement Program	\$1.7 M	\$33.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$34.8 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	\$8.6 M	\$3.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.2 M	FR	FHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.2 M	TC	FHWA / SH
14	FASTER Safety	\$7.4 M	\$69.2 M	\$18.0 M	\$0.0 M	\$0.0 M	\$94.6 M	TC	SB 09-108
15	ADA Compliance	\$0.0 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.2 M	TC	FHWA / SH
16	Mobility	\$279.4 M	\$520.9 M	\$192.7 M	\$0.0 M	\$0.0 M	\$993.0 M		
17	Regional Priority Program	\$25.4 M	\$48.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$73.8 M	TC	FHWA / SH
**18	Strategic Projects	\$213.0 M	\$450.0 M	\$192.7 M	\$0.0 M	\$0.0 M	\$855.7 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$41.0 M	\$22.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$63.5 M	FR	FHWA / SH
20	Maintenance and Operations	\$28.5 M	\$347.7 M	-\$1.0 M	\$0.0 M	\$0.0 M	\$370.2 M		#NAME?
21	Asset Management	\$25.3 M	\$312.3 M	\$5.5 M	\$0.0 M	\$0.0 M	\$338.0 M		
22	Maintenance Program Areas	\$2.1 M	\$263.5 M	\$5.5 M	\$0.0 M	\$0.0 M	\$271.0 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$40.4 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$21.4 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.8 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.4 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$79.1 M	TC	SH
29	Traffic Services	\$0.0 M	\$69.0 M	\$5.5 M	\$0.0 M	\$0.0 M	\$74.5 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.5 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$16.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes	\$0.0 M	\$5.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.0 M	TC	SH
33	Property	\$2.8 M	\$19.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$22.7 M	TC	SH
34	Capital Equipment	\$8.4 M	\$23.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$32.3 M	TC	SH
35	Maintenance Reserve Fund	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
36	Safety	\$0.3 M	\$11.4 M	-\$6.5 M	\$0.0 M	\$0.0 M	\$5.2 M		
37	Strategic Safety Program	\$0.3 M	\$11.4 M	-\$6.5 M	\$0.0 M	\$0.0 M	\$5.2 M	TC	FHWA / SH
38	Mobility	\$2.9 M	\$24.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$26.9 M		
39	Real-Time Traffic Operations	\$2.9 M	\$14.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.9 M	TC	SH
40	ITS Investments	\$0.0 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.0 M	TC	FHWA / SH
41	Multimodal Services	\$129.0 M	\$69.8 M	\$36.5 M	\$0.0 M	\$0.0 M	\$235.3 M		
42	Mobility	\$129.0 M	\$69.8 M	\$36.5 M	\$0.0 M	\$0.0 M	\$235.3 M		
43	Innovative Mobility Programs	\$0.0 M	\$11.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.1 M	TC	FHWA / SH
***44	Strategic Transit and Multimodal Projects	\$123.1 M	\$50.0 M	\$22.0 M	\$0.0 M	\$0.0 M	\$195.1 M	SL	SB 17-267
45	Rail Commission	\$0.0 M	\$0.4 M	\$14.5 M	\$0.0 M	\$0.0 M	\$14.9 M	SL	SL
46	Bustang	\$5.9 M	\$8.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.2 M	TC	SB 09-108 / Fare Rev.
47	Suballocated Programs	\$347.7 M	\$224.1 M	\$124.8 M	\$0.0 M	\$0.0 M	\$696.7 M		
48	Aeronautics	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M		
49	Aviation System Programs	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M	AB	SA
50	Highway	\$201.4 M	\$126.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$327.9 M		
51	STP-Metro	\$139.8 M	\$56.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$195.8 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	\$44.9 M	\$50.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$95.6 M	FR	FHWA / LOC
53	Metropolitan Planning	\$0.0 M	\$9.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.2 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program	\$16.7 M	\$10.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.3 M	TC / FR	FHWA / SH / LOC
55	Transit and Multimodal	\$116.3 M	\$78.4 M	\$124.8 M	\$0.0 M	\$0.0 M	\$319.5 M		
56	Recreational Trails	\$2.5 M	\$1.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.1 M	FR	FHWA
57	Safe Routes to School	\$7.9 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.0 M	TC	FHWA
58	Transportation Alternatives Program	\$30.9 M	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$42.9 M	FR	FHWA / LOC
59	Transit Grant Programs	\$75.0 M	\$61.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$136.7 M	FR / SL / TC	FTA / LOC / SB 09-108
***60	Multimodal Options Program	\$0.0 M	\$0.0 M	\$124.8 M	\$0.0 M	\$0.0 M	\$124.8 M	TC/SL	SB 19-125
61	Administration & Agency Operations	\$17.3 M	\$102.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$120.0 M		
62	Agency Operations	\$12.4 M	\$62.6 M	-\$0.4 M	\$0.0 M	\$0.0 M	\$74.6 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration	\$4.9 M	\$37.5 M	\$0.4 M	\$0.0 M	\$0.0 M	\$42.8 M	SL	SH
64	Project Initiatives	\$0.0 M	\$2.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	TC	SH
65	Debt Service	\$67.2 M	\$9.6 M	\$265.5 M	\$0.0 M	\$0.0 M	\$342.3 M		
66	Debt Service	\$67.2 M	\$9.6 M	\$265.5 M	\$0.0 M	\$0.0 M	\$342.3 M	DS	FHWA / SH
67	Contingency Reserve	\$81.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$81.3 M		
68	Contingency Fund	\$41.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$41.7 M	TC	FHWA / SH
69	Reserve Fund	\$39.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$39.6 M	TC	FHWA / SH
70	Other Programs	\$17.3 M	\$24.8 M	\$3.0 M	\$0.0 M	\$0.0 M	\$45.1 M		
71	Safety Education	\$12.8 M	\$9.9 M	\$3.0 M	\$0.0 M	\$0.0 M	\$25.8 M	TC/FR	NHTSA / SSE
72	Planning and Research	\$4.0 M	\$14.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$18.7 M	FR	FHWA / SH
73	State Infrastructure Bank	\$0.4 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.6 M	TC	SIB
74	<b>TOTAL - CDOT</b>	<b>\$1,039.7 M</b>	<b>\$1,751.1 M</b>	<b>\$603.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$3,393.9 M</b>		

**Key to Acronyms:**  
 TC = Transportation Commission  
 FR = Federal  
 SL = State Legislature  
 AB = Aeronautics Board  
 SH = State Highway  
 SIB = State Infrastructure Bank  
 LOC = Local  
 SB = Senate Bill  
 SA = State Aviation

76 COLORADO BRIDGE ENTERPRISE									
77	Capital Construction	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
78	Asset Management	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
79	Bridge Enterprise Projects-CBE	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M	BEB	SB 09-108
80	Maintenance and Operations	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
81	Asset Management	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
82	Maintenance and Preservation-CBE	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M	BEB	SB 09-108
83	Administration & Agency Operations	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M		
84	Agency Operations-CBE	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M	BEB	SB 09-108
85	Debt Service	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.2 M		
86	Debt Service-CBE	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.2 M	BEB	FHWA / SH
87	<b>TOTAL - BRIDGE ENTERPRISE</b>	<b>\$50.4 M</b>	<b>\$125.3 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$175.7 M</b>		

88 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE									
89	Maintenance and Operations	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.9 M		
90	Express Lanes Operations-HPTE	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.9 M	HPTEB	Tolls / Managed Lanes Revenue
91	Administration & Agency Operations	\$4.1 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.1 M		
92	Agency Operations-HPTE	\$4.1 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.1 M	HPTEB	Fee for Service
93	Debt Service	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M		
94	Debt Service-HPTE	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M	HPTEB	Fee for Service
95	<b>TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b>	<b>\$75.0 M</b>	<b>\$22.7 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$97.7 M</b>		
96	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$1,165.1 M</b>	<b>\$1,899.2 M</b>	<b>\$603.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$3,667.3 M</b>		

\*Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year. Estimated Roll forward budget will be incorporated prior to finalizing the FY  
\*\*SB 17-267 directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. At least 10 percent of these proceeds must be used for transit  
\*\*\*SB 18-001 created the Multimodal Transportation Options Fund, and allocated \$71.75 million to the fund in FY 2018-19 and \$22.5 million to the fund in FY 2019-20. This funding is annually appropriated by the General Assembly.



**DATE:** July 14, 2021  
**TO:** Transportation Commission  
**FROM:** Rebecca White, Director, Division of Transportation Development  
Kay Kelly, Chief, Office of Innovative Mobility  
Marissa Gaughan, Manager, Multimodal Planning Branch  
**SUBJECT:** SB 267 / SB 260 Funding Allocation Year 3B Project Options

### Purpose

The purpose of this memorandum is to brief the Transportation Commission on available funding for the first tranche of SB 260 funds plus remaining premium from SB 267, present project proposals for this available funding and what the projects would accomplish for the state, provide an update on the regional equity, and discuss next steps.

### Action

Approve project recommendations for Year 3B funding.

### Background

Earlier this year, TC approved highway and transit projects for Year 3 SB 267 funding. The Year 3 SB 267 project list was based on an assumed ~\$500M for Highway and ~\$50M for Transit projects. 51 projects were selected for funding (18 highway, 20, transit, and 13 rural paving projects). It also included ~\$28M for project preconstruction so CDOT could deliver the SB 267 Year 4 project commitments quickly once Year 4 funding becomes available, plus stand ready to move forward with projects in Years 5-10.

The final SB 267 Year 3 amount resulted in higher than anticipated premium. Additionally, SB 260 has been signed into law creating a sustainable source of transportation funding with immediate FY22 stimulus dollars.

### Details

The Year “3B” Allocation includes:

- \$170,000,000 in SB 260 funds
- \$53,831,368 in additional highway SB 267 premiums
- \$14,535,000 in additional transit SB 267 premiums

This represents a total of ~\$238 million to allocate to projects statewide. At the July meeting, CDOT staff will present project proposals for these funds and what the projects would accomplish for the state. The proposals remain consistent with the 10-Year Plan strategic pipeline of projects and regional equity targets.

### Next Steps

The near-completion of the first 4-years of the 10-Year Plan triggers the discussion on how best to complete the next 4-years of the 10-Year Plan. There will be more to come on this topic at future meetings.

In August, staff would like to discuss the Multimodal Transportation & Mitigation Options Fund (MMOF) changes and considerations associated with SB 260.

### Timeline

#### July

- Statewide Transportation Advisory Committee Year 3B Discussion /Action
- Transit and Rail Advisory Committee Year 3B Discussion /Action
- Transportation Commission Year 3B Discussion / Action

#### August

- Briefing on MMOF
- Begin planning discussions for funding and prioritization of projects for the next 4-years of the 10-Year Plan.

### Attachments

SB 267 / SB 260 Year 3B Presentation  
Resolution



# SB 267 / SB 260 Funding Allocation July 2021



# SB260: New Transportation Funding

The passage of SB260 provides new, long-term and stable transportation funding to Colorado for the first time since the passage of FASTER in 2009.

The legislation also includes sizeable up-front funding made possible by stimulus and the fourth year of SB267 before tapering into longer-term annual funding supported by the new fees. Funding available this summer includes:

- \$170 M in stimulus funding for “shovel ready” projects

- \$147 M in MMOF (to discuss later this summer)

- \$22 M in Revitalizing Main Streets

Today’s briefing focuses on this first tranche of SB260 along with remaining premium from the year 3 of SB267.





# Available Funding

- Available Funding Includes:
    - \$170,000,000 in SB 260 funds
    - \$53,831,368 in additional highway SB 267 premiums
    - \$14,535,000 in additional transit SB 267 premiums
- =~\$238 million to allocate to projects statewide**



# Continuing to Deliver the Plan...and SB260

- The 10-Year Plan continues to be our north star for this funding.
  - Due to additional stimulus funding and SB260, we are very close to fully delivering the first four years of the plan in just three years.
  - This means that we will need to select a new set of priorities from the out years of the plan to be ready for SB267 Year 4 and SB260.
  - Staff anticipates starting that process later this summer.
- Additionally, SB260 established clear requirements on greenhouse gases (and other air pollutants) for our planning process and in the environmental study phase of projects.
- While it will take several months to fully implement these requirements, CDOT has already begun incorporating this focus into planning and studies. This holds true for the list of projects proposed in this briefing.



## Fixing our Assets

- Critical repairs to the EJMT
- Addressing poor interstate pavement along I-76 (avoiding federal penalty)
- Improving safety and road conditions along SH13 by adding shoulders, drainage and wildlife underpass.

## Providing More Multimodal Options

- Completing mobility hubs along North I-25
- Expanding Bustang service
- Preparing for BRT along SH7

## Improving Safety

- Advancing current work on urban arterials and main streets
- Slowing traffic and increasing bike/ped options along US160 in Pagosa



# Fixing our Assets: EJMT Critical Repairs

Funding will address the most critical “red list” repairs at the EJMT, including:

- Revitalizing the exterior of the tunnel including drainage, guardrail, building repairs, etc.
- Modern, energy efficient heated water circulation for fire hydrants (to prevent water from freezing)
- Tunnel liner and ventilation building water infiltration prevention/repairs
- Upgrades to the aging groundwater collection and treatment system in the tunnel
- Replacement and capacity expansion of emergency generator system





# Fixing Our Assets: Repairing Pavement Along I-76 and Avoiding Funding Restrictions

- I-76 includes several major segments of pavement that is classified as “interstate poor” condition.
- These segments are a major contributor to the state’s overall downward trend in interstate pavement condition.
- SB260 funding, combined with a parallel investment in 24 miles of concrete diamond grind repairs using surface treatment dollars, will provide immediate and long-term repair for I-76.
- These investments on I-76 will bring our total percentage of poor pavement from 3.9% to 2.3%; likely avoiding reaching the 5% poor threshold (which triggers significant federal funding restrictions).

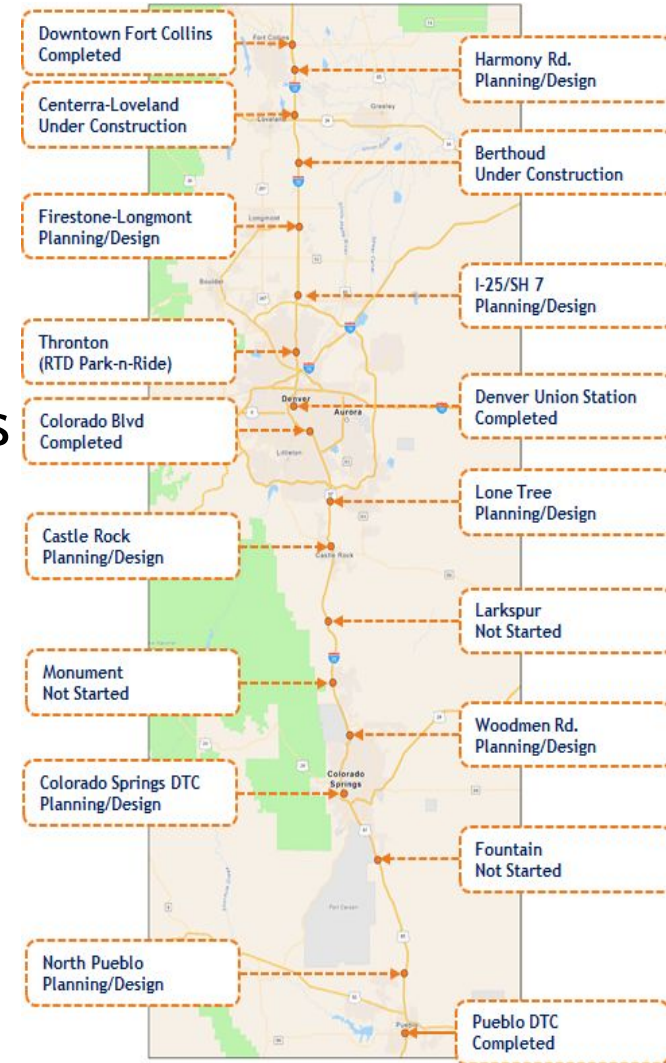


# Providing More Multimodal Options: I-25 Mobility Hubs

- 3b funding will make the I-25 North portion of CDOT's Mobility Hub vision operational, achieving a major milestone in this key statewide multimodal effort.
- In parallel, CDOT is working to significantly increase frequency of the popular North I-25 Bustang route over the coming months with the goal of reaching 18 hour/day service.

## Current Mobility Hub Status:

- 4 Fully Functional
- Future enhancements necessary to achieve vision
- 2 Under Construction
- 8 in Planning/Design

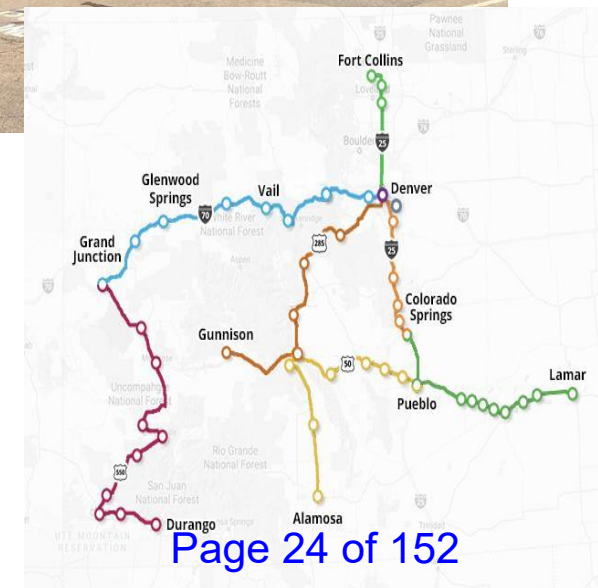






# Providing More Multimodal Options: Expansion of Bustang Service

- Bus purchases (4 coaches) enable service expansion to Pueblo and Greeley
- Frequency enhancements to the new mobility hubs (North Line and West Line)
- Service and maintenance facilities (proposed in several locations) provide secure storage and maintenance of vehicle assets along with enabling expansion into new areas of the state







# Improving Safety: Holistic Look at Urban Arterials in Denver Metro

- The Safer Main Streets (SMS) grant program provided approximately \$75M in safety improvements along urban arterials in the Denver metro area.
- The response we received to this program suggests this is just the tip of the iceberg.
- Funding would support a comprehensive study and pilot program for 10-15 urban arterials/state highways.
- While this study will close out the 1st phase of the SMS program in the Denver Metro Area, it also serves to identify a longer term pipeline of projects for the area.





# Improving Safety: Preparing for Long-Term Statewide Revitalizing Main Streets Funding

- Looking statewide, we have an opportunity to reflect on the rapid investments we made to help communities adapt their infrastructure to respond to COVID-19.
- This second study will take a critical look at some of the complexities of changing street spaces (e.g., parking revenue loss) and help determine which of these changes we should hold on to --and continue to support--in the post-COVID period.
- This second study would be funded with the initial allocation of MMOF (~\$500k).





# Improving Safety: Pagosa US160 Reconstruct

- This project will reconstruct US 160 and provide multimodal improvements in Pagosa Springs. This “Main Street” is active with cars, trucks, pedestrians and cyclists interacting along the highway, which can create stressful and unsafe conditions for travelers.
- Project will add a center median, bike lanes and wider sidewalks; effectively narrowing the road and slowing traffic through downtown while improving the streetscape to make it safer and more attractive for residents and visitors to navigate on foot or bike.





## Year “3B”

- 25 projects proposed
- \$238,365,680 amount proposed project allocations
  - Over 20% of this funding is proposed for transit and multi-modal projects. This mix of projects will help move vehicles & improve safety while improving access to options beyond the single-occupant trip.
  - The funded rural paving projects in Years 1-3, plus 3B requests, represent a ~\$400 million investment, with over 600 miles of rural Colorado roads on the state highway system improved.

## Year 3 (background)

- Earlier this year, TC approved highway and transit projects for Year 3 SB 267 funding.
  - Based on an assumed ~\$500M for Highway and ~\$50M for Transit projects.
  - 51 projects were selected for funding (18 highway, 20 transit, and 13 rural paving projects).
  - It also included ~\$28M for project preconstruction



# SB Year 3B Project Options

## Region 1

Project		Year 3B Request	Project Type	Planning Project ID from 10-Yr Plan
<b>Highway and Transit - Region 1</b>				
I-70	I-70 Bustang Pegasus/Floyd Hill Mitigation	\$2,000,000	Transit	0004*
	Eisenhower-Johnson Memorial Tunnels Repairs and Maintenance	\$50,000,000	Capital	2583
	I-70 Noise Wall Maintenance Phase 3 - 6	\$20,000,000	Capital	2594
I-25	I-25 and SH 7 Interchange Mobility Hub	\$12,500,000	Transit	2694
	Valley Highway Phases 3 & 4 (Burnham Yard)	\$1,630,000	Multimodal	2576
Non-Corridor Specific	Safer Main Streets: Urban Arterials Study and Implementation of Pilot Projects	\$2,500,000	Multimodal	0006,2739
	Bustang Fleet Purchases	\$625,000	Transit	2718

\*This project connects with the Floyd Hill project (0004) in the 10-Year plan. The Year 3b money would fund Park-n-Ride Improvements along I-70 to support the launch of Pegasus and I-70 Floyd Hill traffic mitigation efforts.



# SB Year 3B Project Options

## Region 2

Project		Year 3B Request	Project Type	Planning Project ID from 10-Yr Plan
<b>Highway and Transit - Region 2</b>				
I-25	I-25 Paving and Mobility - Fillmore to Garden of the Gods, Colorado Springs	\$40,000,000	Capital	0016
	South Central Storage and Maintenance Facility	\$700,000	Transit	1270
SH 21	SH 21 and Airport Road DDI Interchange Construction (design)	\$4,000,000	Capital	2547
Non-Corridor Specific	Colorado Springs Downtown Transit Center	\$1,000,000	Transit	2719
	Pueblo Transit Downtown Transit Center Phase II Improvements	\$1,000,000	Transit	2723
	Bustang Fleet Purchases	\$1,250,000	Transit	New*

\*Bustang Fleet Purchases are included in the 10-Year Plan. This project would specifically identify the Bustang fleet purchases with Region 2.



# SB Year 3B Project Options

## Region 3

Project		Year 3B Request	Project Type	Planning Project ID from 10-Yr Plan
Highway and Transit - Region 3				
SH 13	SH 13 GarCo RioBlanco Hill	\$29,000,000	Capital	0037
I-70B	I-70B Multimodal Improvements	\$8,641,260	Multimodal	0041; 2747



# SB Year 3B Project Options

## Region 4

Project		Year 3B Request	Project Type	Planning Project ID from 10-Yr Plan
Highway and Transit - Region 4				
I-76	Sterling East Part 2 Slabs and Diamond Grind Both Directions	\$8,250,000	Capital	2683
	I-76 East of Sterling Rural Paving	\$8,046,507	Rural Paving	0072
I-25	Firestone-Longmont - Phase 2	\$13,000,000	Transit	2732
SH 7	SH7 Corridor Improvements - 95th/SH7 & Multimodal Preconstruction	\$13,438,913	Multimodal	2596
Non-Corridor Specific	Bustang Fleet Purchases	\$625,000	Transit	2736
	Northern Colorado Bustang Maintenance Facility	\$300,000	Transit	2737





# SB Year 3B Project Options

## Region 5

Project		Year 3B Request	Project Type	Planning Project ID from 10-Yr Plan
Highway and Transit - Region 5				
US 160	US 160 MP 0-8 Aztec Creek Resurfacing	\$2,000,000	Rural Paving	0078
	US 160 Pagosa Reconstruction and Multimodal Improvements	\$13,500,000	Capital	1339
	US 160 Trinchera Ranch Safety and Wildlife Mitigation	\$3,419,000	Capital	1315
US 24	Buena Vista Park-n-Ride and Intermodal Facility	\$440,000	Transit	1297



# Equity Considerations

- At the beginning of the SB267 funding, the Commission approved an equity formula with the intention that we would seek to meet these equity percentages by the end of the four year revenue stream.
- While equity has fluctuated up or down in certain years, with the allocation of year 3, we came very close to hitting those equity targets.
- However, the passage of SB260 introduces another, longer-term funding source and the project proposals in this briefing include both SB267 and SB260 dollars.
- Additionally, as we have moved more deliberately into the space of creating multimodal projects (not solely highway or transit) it has gotten more difficult to distinguish between these categories.
- Thus, staff proposes showing equity for this \$238M inclusive of all dollars (SB267, SB260, transit and highway).



# Equity Summary

Equity Targets	
Region	Region %
1	34.23%
2	18.97%
3	15.07%
4	23.87%
5	7.86%
<b>TOTAL</b>	<b>100%</b>

Year 3B Requests	
Region	Region \$
1	\$88,255,000
2	\$48,950,000
3	\$38,141,260
4	\$43,660,420
5	\$19,359,000
<b>TOTAL</b>	<b>\$238,365,680</b>

Equity Thru Year "3B"	
Region	Region %
1	34.21%
2	18.89%
3	15.01%
4	24.10%
5	7.80%
<b>TOTAL</b>	<b>100%</b>

- These tables show the original equity formula, the Year 3B funding requests, and where that leaves us in terms of regional equity, accounting for the Years 1 - 3 funding allocated to date from SB 1 and SB 267, and the new Year 3B funding requests.





# Next Steps & Timeline

The near-completion of the first 4-years of the 10-Year Plan triggers the discussion on how best to complete the next 4-years of the 10-Year Plan - more to come on this topic at future meetings.

In August, staff would like to discuss the Multimodal Transportation & Mitigation Options Fund (MMOF) changes and considerations associated with SB 260.

## Timeline:

### July

- Statewide Transportation Advisory Committee Year 3B Discussion / Action
- Transit and Rail Advisory Committee Year 3B Discussion / Action
- Transportation Commission Year 3B Discussion / Action

### August

- Briefing on MMOF
- Begin planning discussions for funding and prioritization of projects for the next 4-years of the 10-Year Plan.



**MEMORANDUM**

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**DATE:** July 14, 2021  
**TO:** Transportation Commission  
**FROM:** Kay Kelly, Chief, Office of Innovative Mobility  
Ashley Nysten, Assistant Director for Mobility Technology  
**SUBJECT:** Connected Vehicle (CV) Program Update

**Purpose**

Informational briefing to the Transportation Commission on the Connected Vehicles (CV) Program. Staff will provide an overview and update on the CV Program, present on the current Phase 2 progress, and provide the roadmap for Phase 3 and future work.

**Action**

Information only.

**Background**

Since 2019, the CV program has been led by and housed within the Office of Innovative Mobility (OIM). The CV Program is executed in close coordination with the Division of Maintenance and Operations, Intelligent Transportation Systems, and the Chief Data Office.

At the November 2019 Transportation Commission workshop, the OIM team presented the revised CV program vision and roadmap. Since the last update to the Commission, OIM has developed an internally built ecosystem leveraging USDOT open-source software to ingest and analyze Colorado's CV data that offers direct connection to several assets within CDOT. In its current state, the CV ecosystem enables ingestion of the CV data to better inform operators of roadway conditions. As the ecosystem continues to build out, it will offer Colorado drivers information on changing roadway conditions, work zones and other traffic alerts to improve safety and mobility.

**Next Steps**

Completion of the Phase 2 CV program and commencement of the Phase 3 CV Roadmap

**Attachments**

- Presentation on Connected Vehicle Program





**COLORADO**  
Department of Transportation

# Connected Vehicle Program Overview & Update to the Colorado Transportation Commission

Page 39 of 142, July 14, 2021



# Presentation Agenda

- **Connected Vehicle Technologies 101**
- **Program Background at CDOT**
- **Phase 2 Status**
- **Phase 3 and Future Work**
- **Discussion/Questions**





# Connected Vehicle Tech Refresher: What are Connected Vehicle technologies?

Simple answer:  
A vehicle that can communicate with other systems!

There are different communication methods and protocols for vehicles to communicate with surrounding systems that transportation organizations can deploy and use.

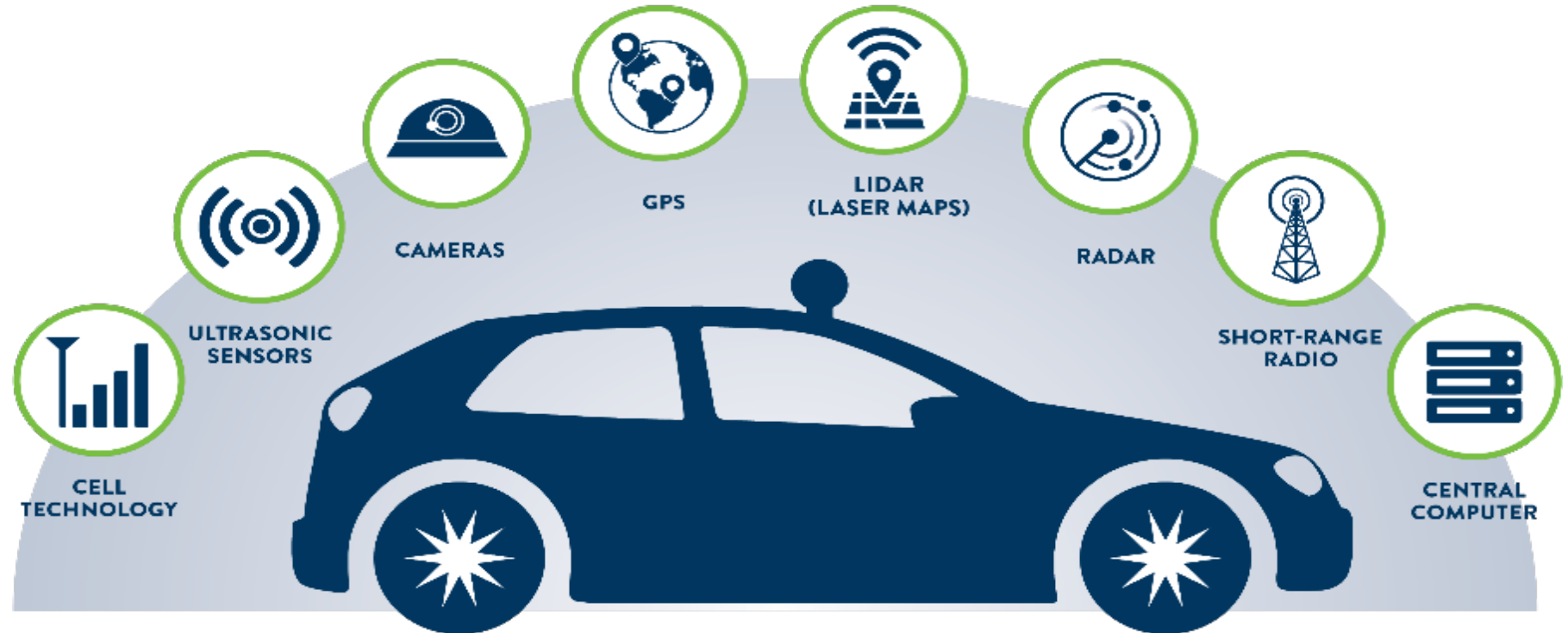


Image Source: Minnesota DOT CAVx Office



# Connected Vehicle Tech Refresher: Preview of Connected Vehicle Data

A connected vehicle is a vehicle equipped with technology, that allows the vehicle to send information to roadway operators (and other users) for decision-making.



Vehicles have a tremendous amount of data that can be used for meaningful insight.

speed	heading	angle	accelLat	accelLong	accelVert	accelYaw	brakes_ap	brakes_ap	brakes_ap	brakes_ap	brakes_ap	traction	abs	scs	brake_bot	aux_brake
26.84328	28388	127	0	0	0	0	TRUE	FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
38.02798	27736	127	0	0	0	0	TRUE	FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
69.34514	2885	127	0	17	0	0	TRUE	FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
71.58208	2496	127	0	-13	0	-50	TRUE	FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
71.58208	2480	127	0	61	0	-71	TRUE	FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
73.81902	2451	127	0	151	0	-60	TRUE	FALSE	FALSE	FALSE	FALSE	0	0	0	0	0

hazard_lig	stop_line	abs_activ	traction_c	stability_c	hazardous	reserved1	hard_brak	lights_ch	wipers_ch	flat_tire	disabled	airbag_de



# Connected Vehicle Tech Refresher: A connected vehicle system requires...

## Hardware (Physical environment)



Roadside units (RSUs)



Onboard units  
(installed in vehicles)

Fiber



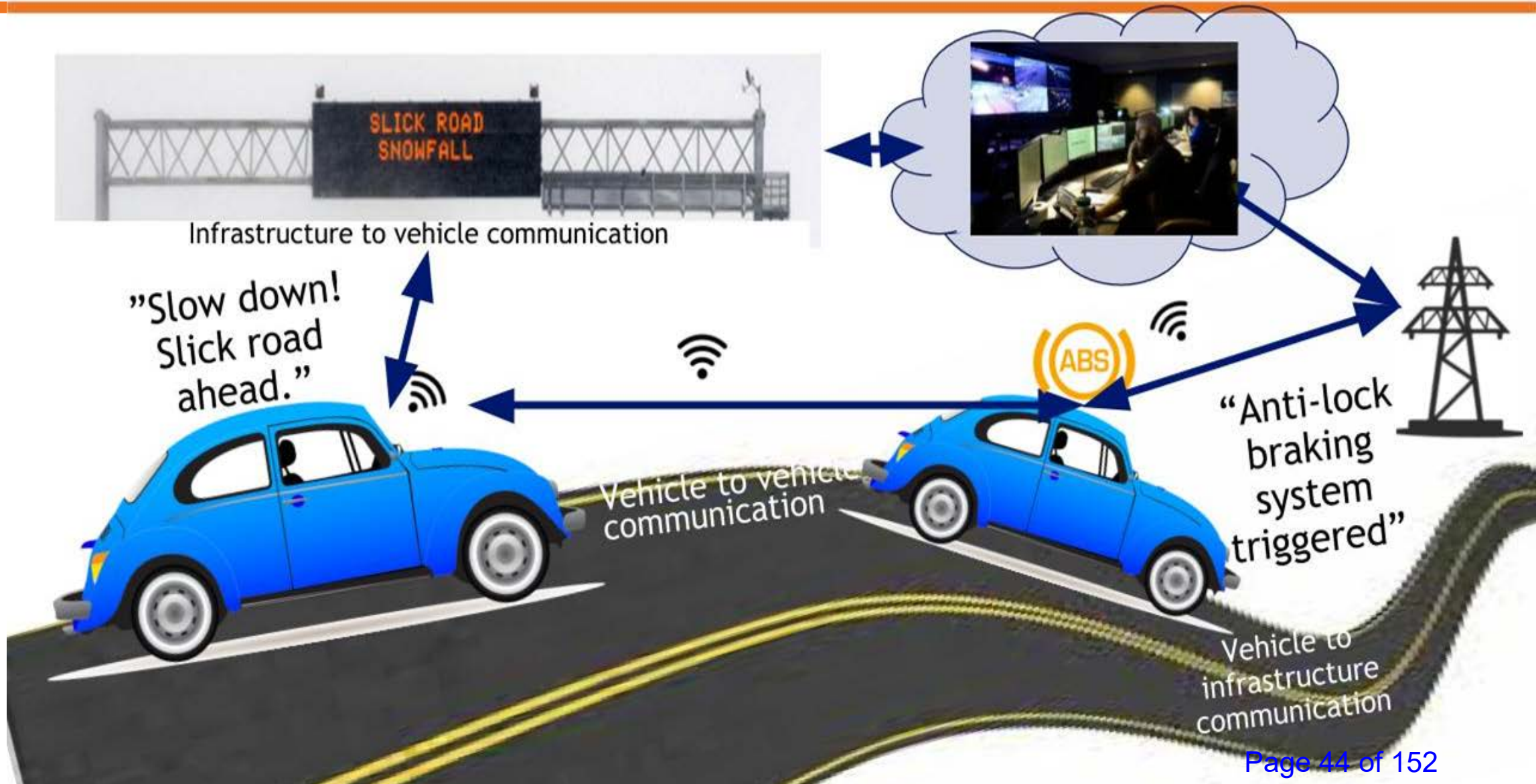
## Software (Digital infrastructure)



Data collection, storage,  
and processing



# What the Connected Vehicle system looks like in practice!



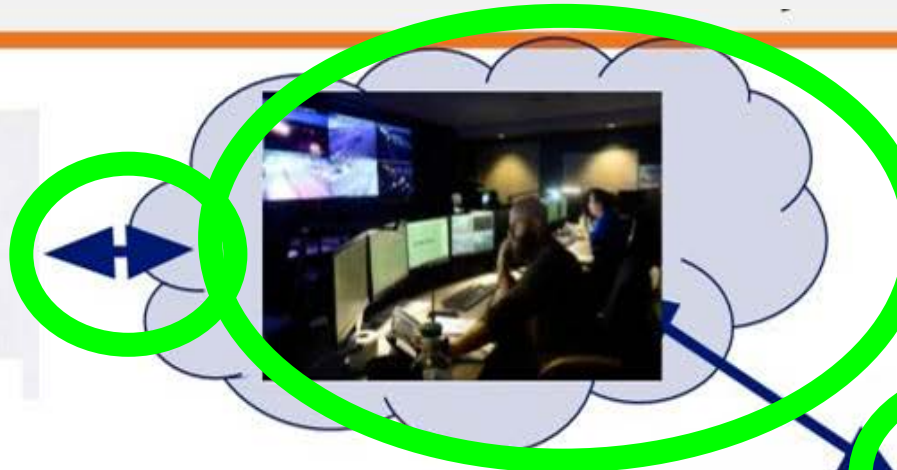


# What the Connected Vehicle system looks like in practice!

Work of our fiber backbone and our data lake and real-time hub!



Infrastructure to vehicle communication

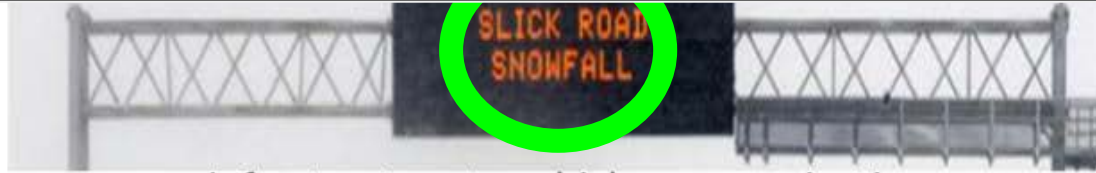




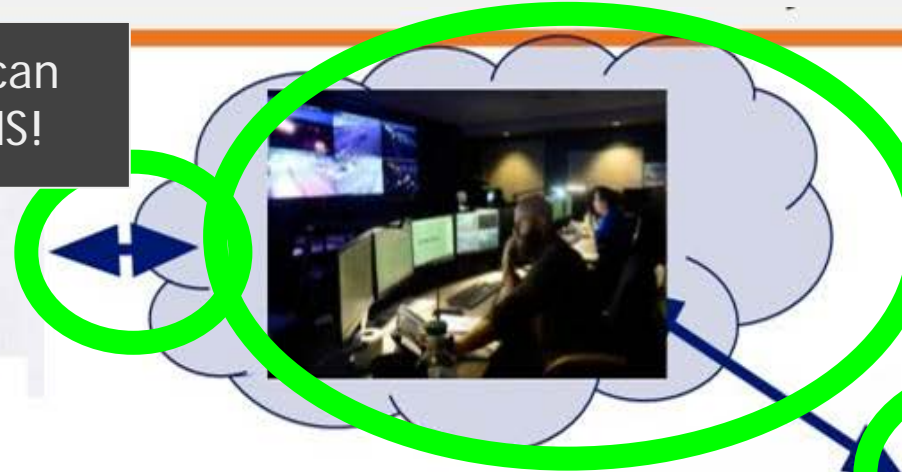
# What the Connected Vehicle system looks like in practice!

Work of our fiber backbone and our data lake and real-time hub!

Messages to infrastructure and other community (CoTrip, etc) can be additionally broadcasted and set by operators using the ATMS!



Infrastructure to vehicle communication





# CDOT Connected Vehicle Program (revised in 2019)

**Program Vision: Leverage connected vehicle technology and data to increase and support transportation, safety, mobility and efficiency within the State of Colorado.**

**Data**

**Practical  
innovation**

**Collaboration**

CDOT's CV program is led by the Office of Innovative Mobility and features close coordination with the Division of Maintenance and Operations, ITS, and the Chief Data Office



# CDOT Phase 2 Refresher - build the foundation platform

## Task 1: Discovery with DMO/ITS on the CV Platform

- Evaluate the open-source platform available with the USDOT and the requirements for integration w/ current CDOT ITS architecture
- Plan for integration with Wyoming

## Task 2: Build the CV platform

- Software development to build the CV platform (digital asset)
- Operations usage of the data

## Task 3: Infrastructure expansion

- Expand CV infrastructure if necessary
- In-vehicle interface
- Possible expansion among the CDOT fleet

## Task 4: Functionality testing

- End to end validation testing

## Task 5: Data sharing and collaboration

- University CV Challenge
- Establish CV data templates (congestion, winter conditions, work zone) to promote interoperability
- Interoperability with other jurisdictions
- Connection with third party data feeds

The CV team learned several important lessons during discovery and environment build out.

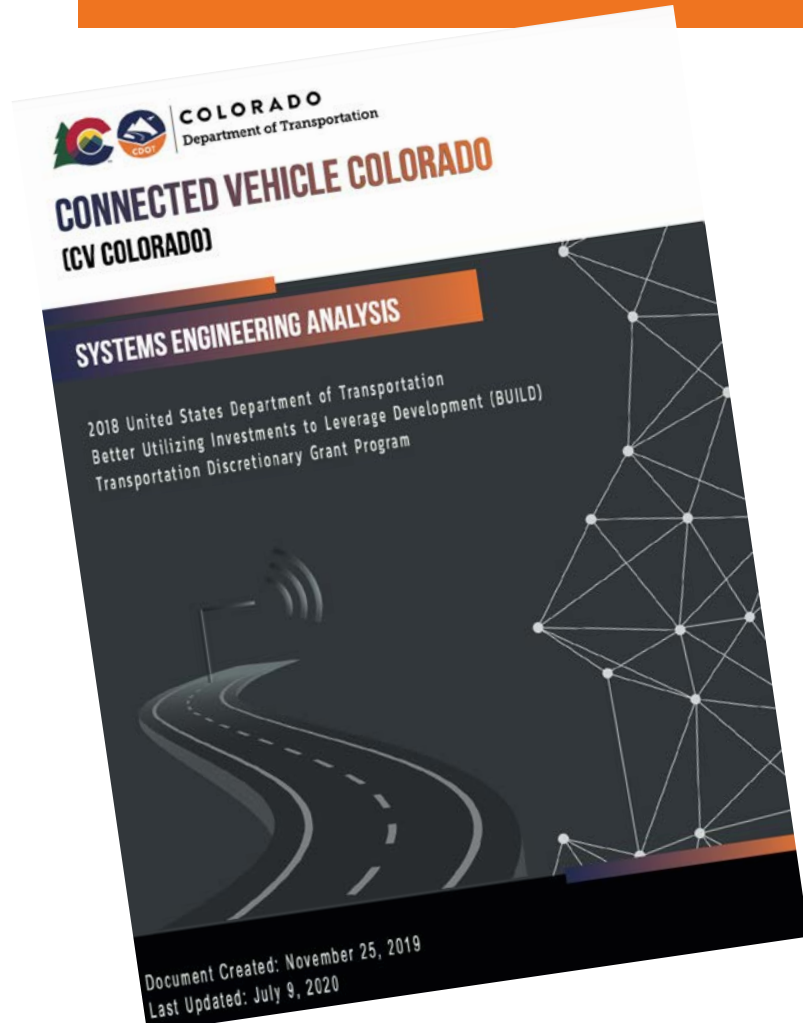
To best align with other CDOT initiatives, Phase 2 work goes through October 2021.





# CDOT Phase 2 Highlights

Importance of laying SOLID groundwork - establishing a statewide vision, program approach and core principles



I. Statewide Approach of CV Assets (Physical and Digital Infrastructure)

II. Cohesive RSU infrastructure buildout

III. Connected to Fiber

IV. Technology neutral solutions

V. Open source digital assets

VI. Enabling interoperability



# CDOT Phase 2 Highlights - the environment

## CDOT Connected Vehicle Operational Data Environment

Data exporting

Data processing

Data ingestion

System wide needs

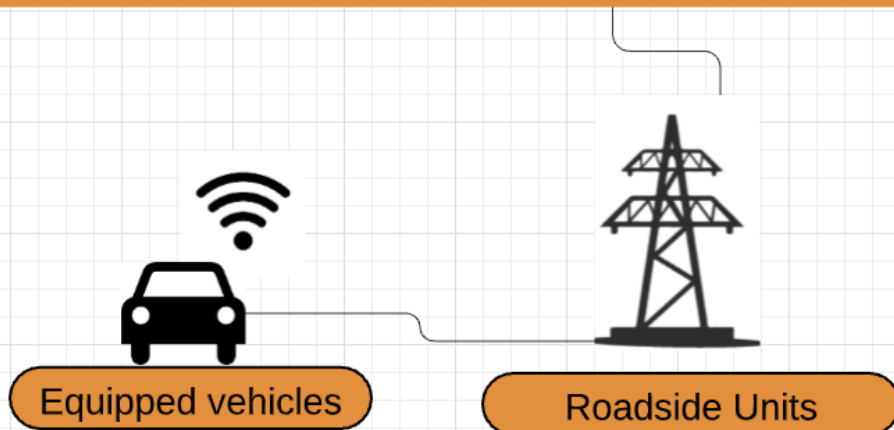


Data organization for sharing



Security elements

CDOT Built and Developed  
Open source  
Scalable  
Collaborative development



github.com/CDOT-CV/RSU\_Management

CDOT's implementation divided main.py into three Cloud Functions, and the GCP\_cloud\_functions directory contains the files necessary for each GCP Cloud Function set-up. For instance, the GCP\_cloud\_functions/rsu-to-raw-ingest folder contains every file needed to set up and deploy the rsu-to-raw-ingest Cloud Function (which will pull new data from the RSU and send it to the data bucket containing the raw ingest). Additionally, the config.py file contains the storage/container identifiers used in each Cloud Function, and must be included in each individual Cloud Function deployment.

CDOT's Cloud Function set-up refactors main.py into three Cloud Functions:

- **rsu-to-raw-ingest** function: retrieves the raw data ingest from the RSU(s) and sends it to the designated data bucket in the GCS which stores the raw ingest. This function is triggered by a Pub/Sub topic receiving timely messages from the Cloud Scheduler. For instance, the Cloud Scheduler may publish a message to this Pub/Sub topic every five minutes, triggering the Cloud Function to pull from the RSU and send to the designated data bucket every five minutes.
- **raw-to-data-lake** function: retrieves new uploads from the data ingest bucket and "checks" its cleanliness before sending approved, "clean" data to the designated "data lake" storage bucket in the GCS. This function is triggered by any new data upload to the data ingest storage bucket.
- **lake-to-data-warehouse** function: retrieves new uploads from the data lake bucket and publishes this data to a short-term "data warehouse" Pub/Sub thread as a byte string. This function is triggered by any new data upload to the data lake storage bucket.

Diagram of Preliminary Function Set-Up in the GCS

The following diagram details the current GCS set-up of the Cloud Functions (including triggers), the required storage buckets and Pub/Sub topics, and the scheduler.



# CDOT's CV Digital Ecosystem Resides within CDOT systems

**Advanced Traffic Management System**

Purpose: CV data used here for roadway decision making and alerting

**CDOT CV Ecosystem**

Purpose: Data ingestion, transformation, analysis, security, broker, device management

**Real-time Data Hub**

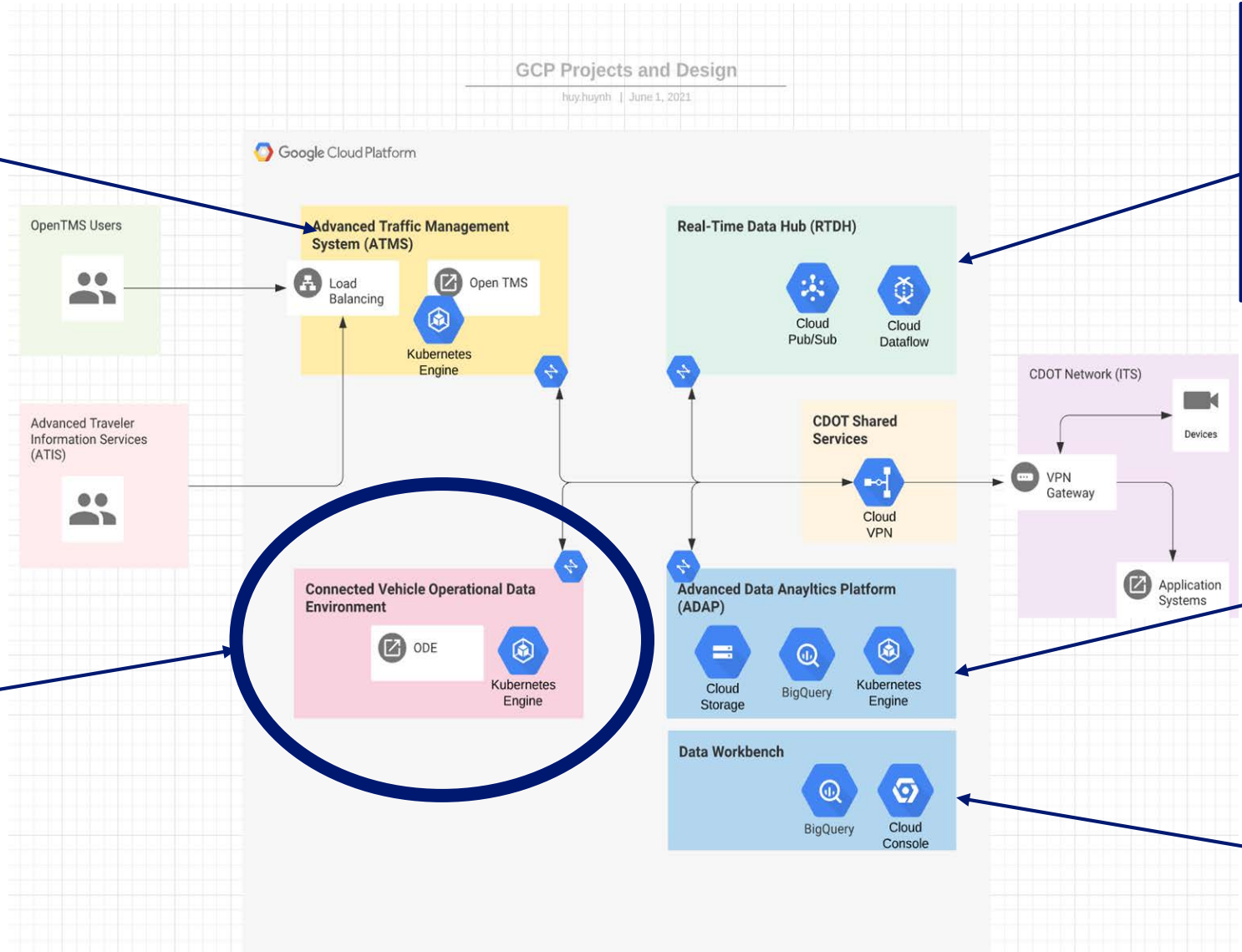
Purpose: CDOT CV data access via API and pub/sub capability (limited recent data)

**Data Lake**

Purpose: Long term storage of CDOT's CV Data

**Data workbench**

Purpose: CDOT CV data access and analytic capability



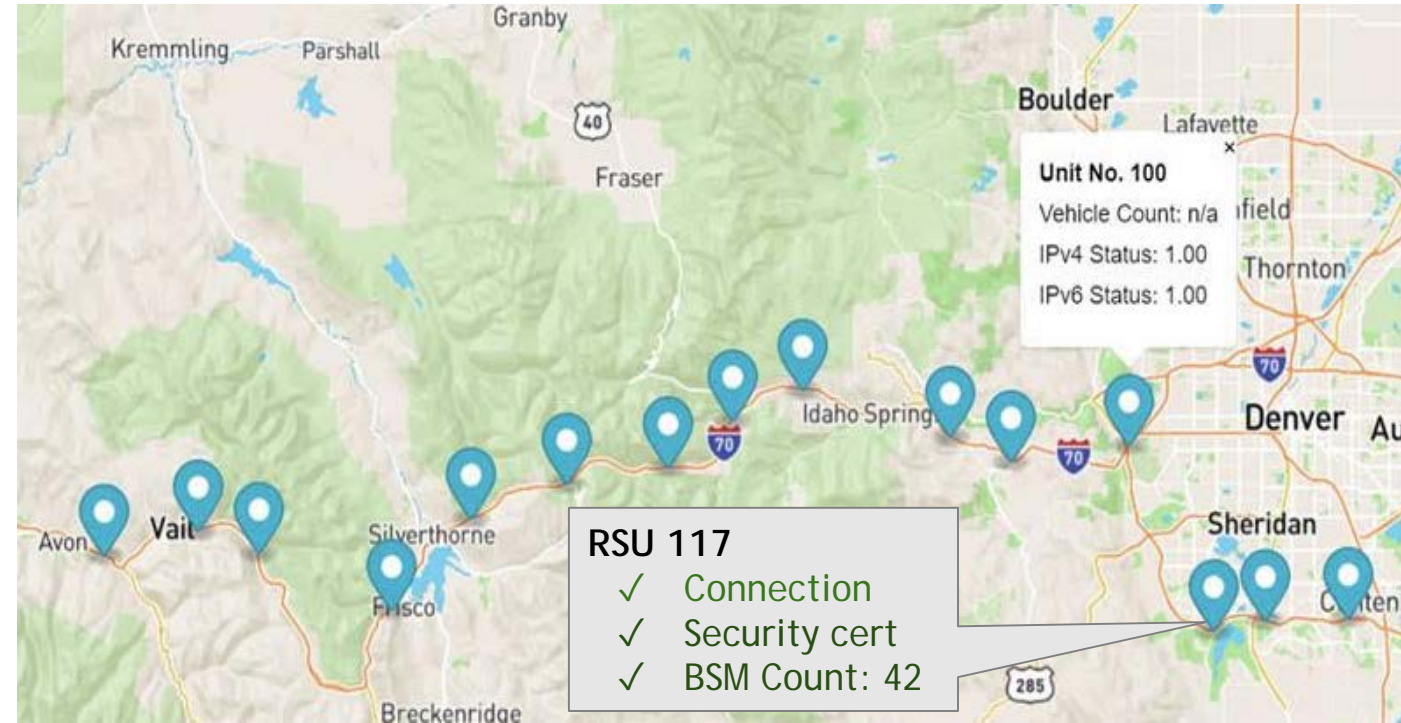


# CDOT Phase 2 Highlights: Now through October 2021

Complete buildout of the base system  
(Sept 2021)

Functionality Testing  
(Oct 2021)

Documentation and Technology Transfer  
(Oct 2021)



*Above: Example diagram of the CDOT built Prototype Roadside Unit Manager that allows for device management and health monitoring.*

*Will allow for easy and intuitive future configuration and device management needs for the DMO ITS team.*

## Highlights

- Operable base system to support the CV buildout
- Basic device management
- Integration with other CDOT systems
- I-70 and C-470 Integration
- Complete security system integrated



# The Future Roadmap - Phase 3 and Beyond

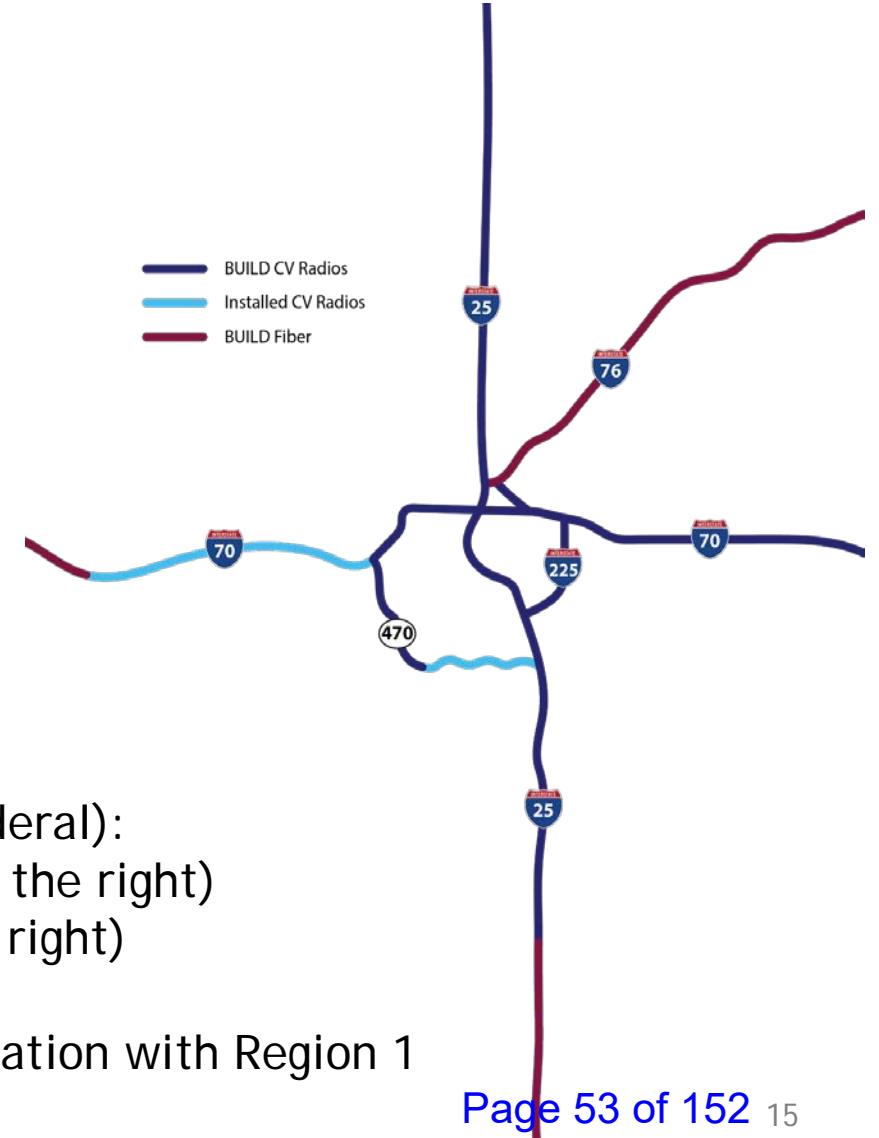
## Phase 3 (Nov 2021 - Oct 2022)

Ecosystem Enhancements

CDOT Digital Infrastructure Integration

Physical Infrastructure Expansion

Documentation, Testing, Validation, QA/QC



Focus on the USDOT 2018 BUILD grant (\$20M federal):

- 455 miles of CV units (dark blue sections to the right)
- 319 miles of fiber (magenta sections to the right)

Connected snow plow signal priority pilot integration with Region 1 (USDOT AID grant)

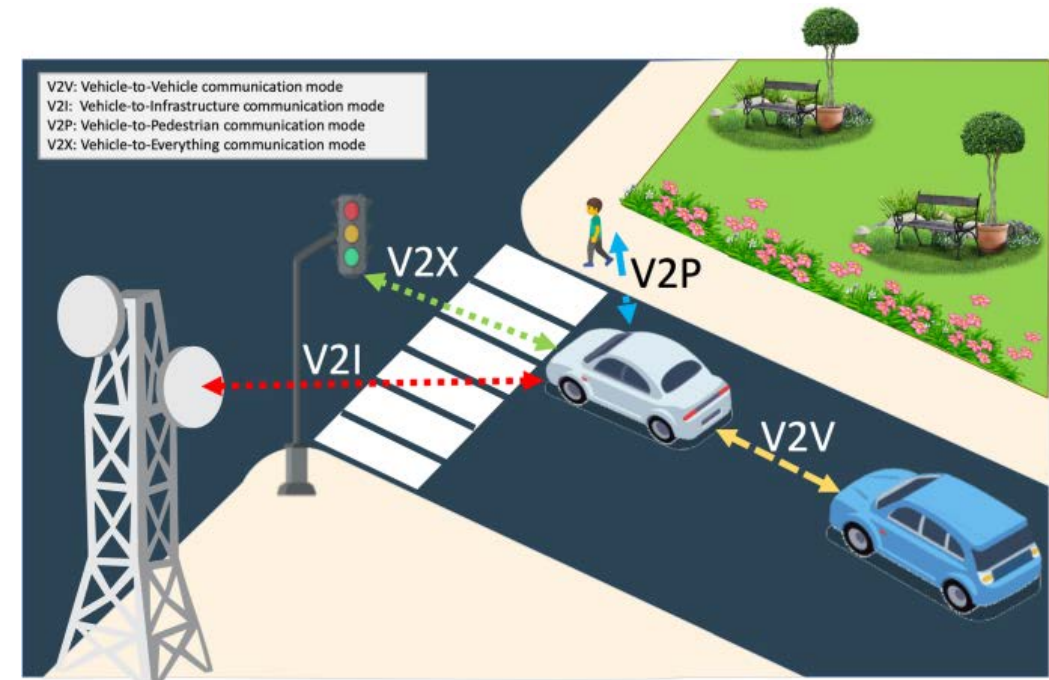


## Phase 2 Benefits

- **OPERATIONALIZE OUR OWN DATA FOR ROADWAY OPERATION AND MANAGEMENT!**
- Operable Connected Vehicle Ecosystem in CDOT's digital assets!
  - Ability to manage our own data and infrastructure
  - Increase understanding of these devices
  - Scalability potential
- Cost effective solution (leveraging open-source tools and cost-sharing with other enterprise-wide digital infrastructure)

## Phase 3 Benefits

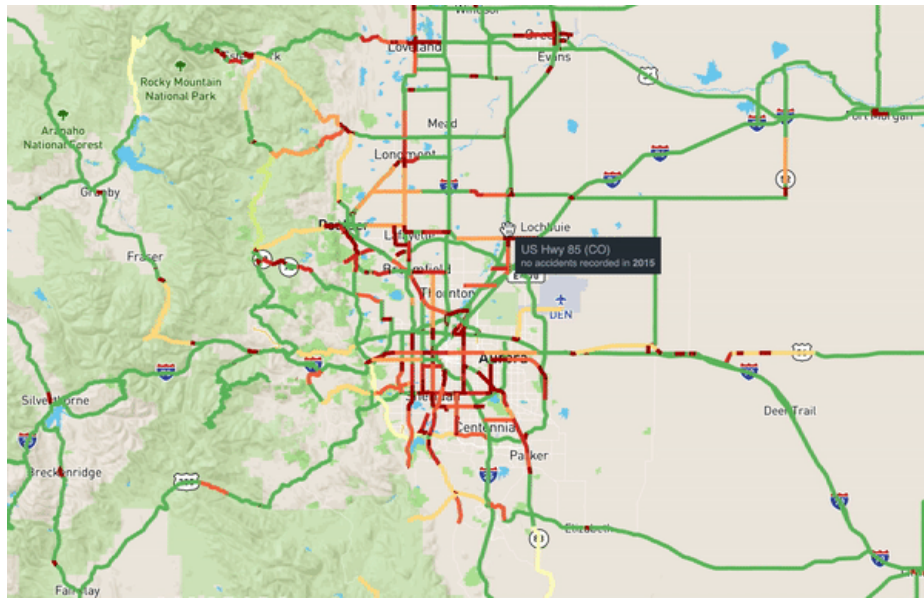
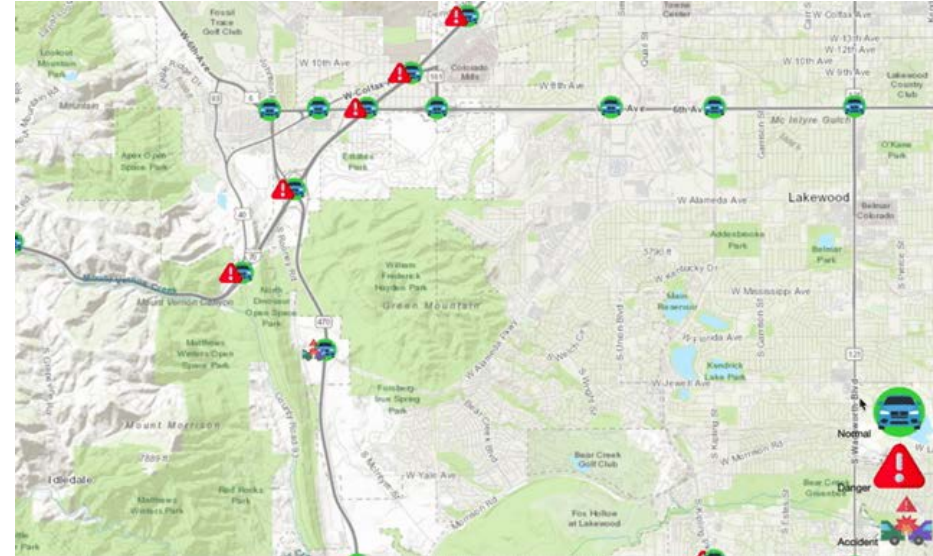
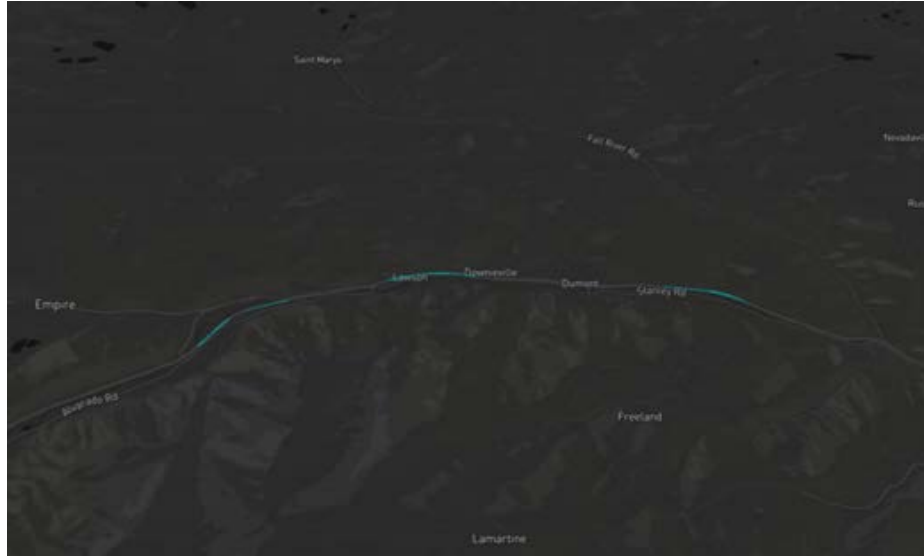
- CV Data present in the Advanced Traveler Management System at Golden
- Operations data (speed, incidents, etc) available publicly (in CoTrip and datafeeds for local jurisdictions and private parties)
- Generation of traffic incidents to the public! (On CDOT message boards, for operator use, between connected vehicles)



Source: Zeadally et al. A Tutorial survey on vehicle-to-vehicle communications. *Telecommunication Systems*. 73, 469-489. Accessed: July 7, 2021.



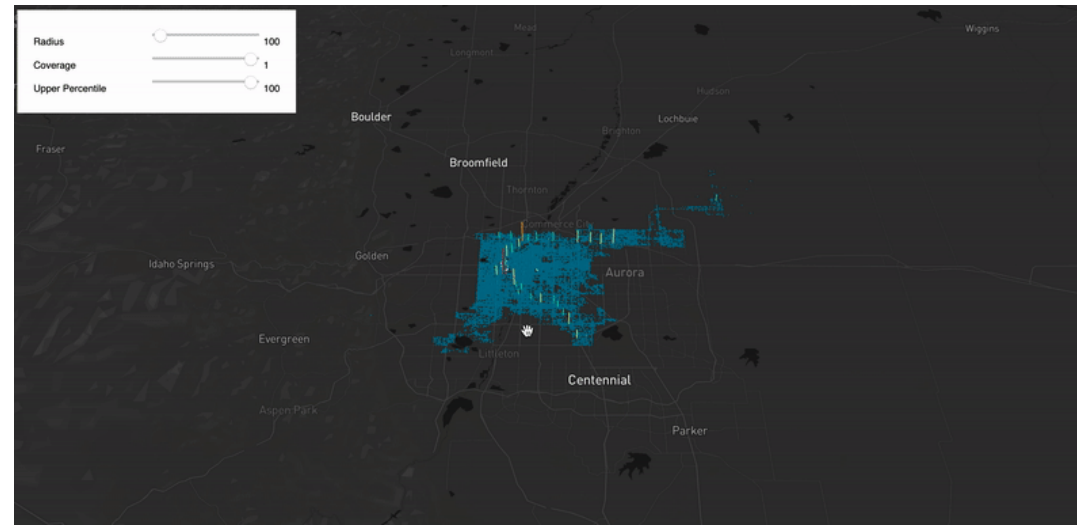
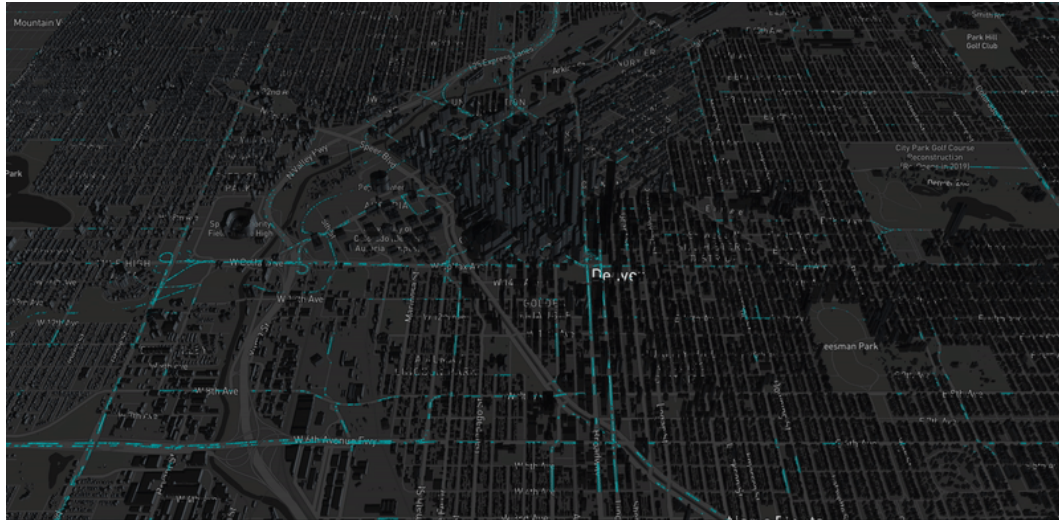
# Interface Prototype Builds (1)



- a. Trajectory reconstruction (Actual Data)
- b. Vehicle condition
- c. Road condition



# Interface Prototype Examples (2)



- a. Trajectory animation
- b. Data aggregation
- c. Traffic analysis





# Other Accomplishments

## Successfully graduated 3 developer interns



Tony Wang, PhD, MS,  
Geography and  
Predictive Analytics  
(CDOT Intern 2019 - 2020)



Hosna Zulali, MS, Computer  
Science, University of  
Colorado - Denver  
(CDOT Intern 2019 - 2020)

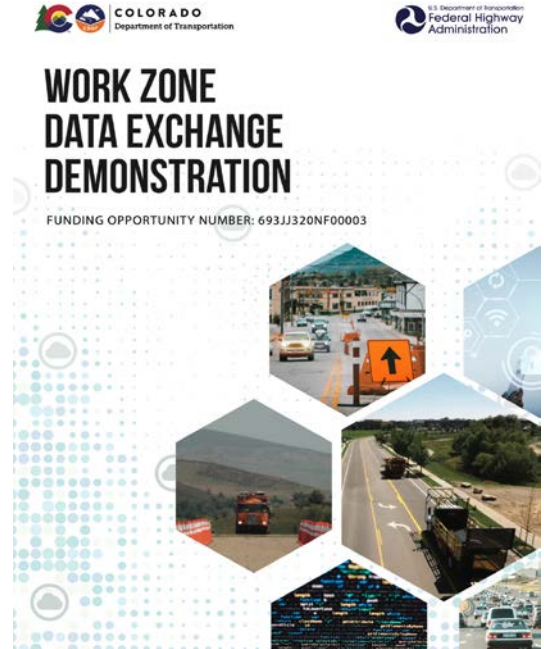


Dhivahari Vivek, BS,  
Computer Science,  
University of Colorado -  
Denver  
(CDOT Intern 2020 - 2021)

## NCHRP NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

### Staff serving on two NCHRP panels

- 08-145: Utilizing Cooperative Automated Transportation Data to Enhance the Use of Freeway Operational Strategies
- 20-102: Infrastructure Modifications to Improve the Operational Design Domain of Automated Vehicles



Award of a USDOT Work Zone Data Exchange grant - featuring CDOT's autonomous truck mounted attenuator - development of the data feed for Colorado work zone data



## Data

- Focused on the data!
- Connecting FIRST to the problem we're solving

## Practical innovation

- Internally driven
- Mindful that technological innovation will occur
- Leveraging cost effective tools (open-source)

## Collaboration

- Collaboration among several divisions, departments, and nationally
- Connection with the academic community
- Workforce development



**COLORADO**

Department of Transportation

Thank you!

## Questions and Discussion

Kay Kelly, Chief of Innovative Mobility

[kay.kelly@state.co.us](mailto:kay.kelly@state.co.us)

Ashley Nysten, PMP

Assistant Director for Mobility Technology

[ashley.nysten@state.co.us](mailto:ashley.nysten@state.co.us)



**MEMORANDUM**

**DATE:** July 02, 2020  
**TO:** Transportation Commission  
**FROM:** Rebecca White, DTD Director  
Theresa Takushi, Greenhouse Gas Climate Action Specialist  
**SUBJECT:** GHG Pollution Reduction Planning Update and Next Steps

---

**Purpose**

This memo explains the status of the GHG Transportation Pollution Reduction Planning Rule.

**Action**

To approve the final changes to the GHG Policy Memo.

**Background**

One of the key recommendations stemming from the Governor’s Greenhouse Gas Pollution Reduction Roadmap is the adoption of a new pollution reduction planning framework for the transportation sector. CDOT staff have been updating the Commission on a monthly basis as this concept has evolved.

Last month, staff provided TC with a number of key updates, including new language provided in SB260. The TC also received a draft policy memo that discussed key policy issues inherent in the rule and provided larger context for this work. This month, staff will present a final copy of the memo, which has been refined based on input from the TC and stakeholders. Additionally, staff will seek approval from the TC to officially commence a rulemaking to incorporate the new GHG standards into the statewide planning rules.

**Next Steps**

CDOT staff will provide monthly updates throughout the rulemaking process and will continue to work closely with Commissioners selected to serve on the GHG working committee.





**COLORADO**

Department of Transportation

# GHG Policy Memo & Pollution Reduction Planning for Transportation

Transportation Commission Briefing - July 14, 2021



## Progress Since June

Updating stakeholders on SB260 language and new approach to rulemaking.

Continued engagement on policy paper and key policy issues inherent in rule.

Upcoming rulemaking opportunity noticed on CDOT rule and GHG website with sign up link.

Coordination with TC inter-agency ad hoc committee members.



# Rulemaking Notice

Rule Number	Rule Contact	Rule Title	Proposed Revisions	Deadline	Public Comments	Sign Up for Rulemaking Updates
<a href="#"><u>2 CCR 604-1</u></a>	<a href="#"><u>Natalie Lutz</u></a>	Emerging Small Business (ESB) Program	Proposed Redline <a href="#"><u>(PDF)</u></a>	December 4, 2020	<a href="#"><u>Written Comments</u></a>	
<a href="#"><u>2 CCR 601-22</u></a>	<a href="#"><u>Natalie Lutz</u></a> <a href="#"><u>Theresa Takushi</u></a>	Statewide Transportation Planning Process and Transportation Planning Regions				<a href="#"><u>Greenhouse Gas Pollution Reduction Planning Rulemaking Sign Up</u></a>

<https://www.codot.gov/business/rules/stakeholder-engagement-protocol-workshops>



# DRAFT Rulemaking Timeline

subject to change and refinement due to TC action and rulemaking development

## Authorize Rulemaking

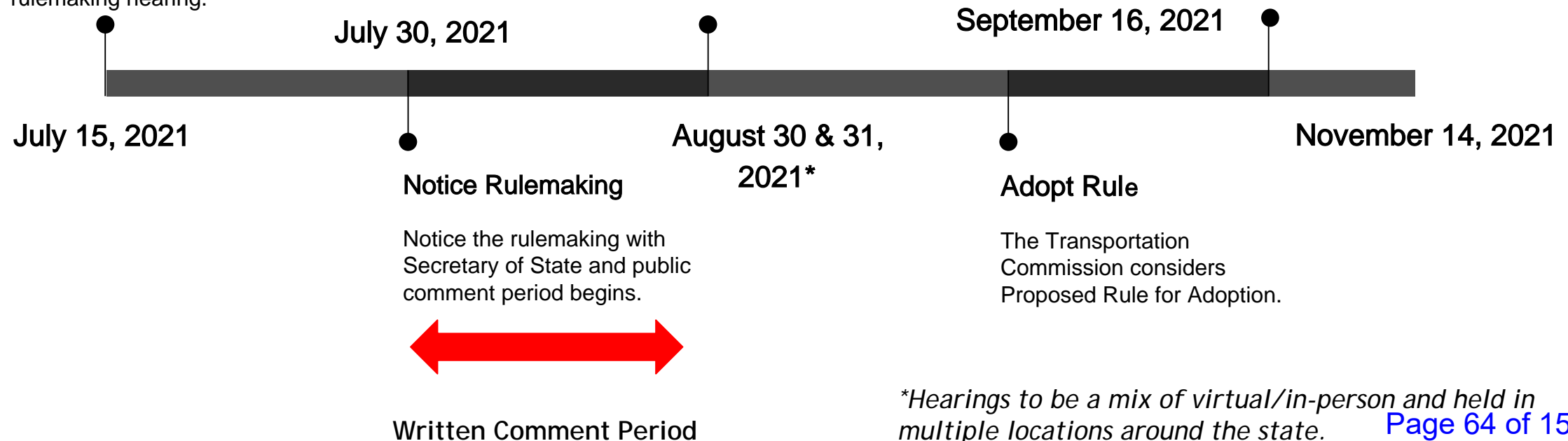
Transportation Commission authorize staff to commence rulemaking and delegates a Hearing Officer to conduct rulemaking hearing.

## Rulemaking Hearing

Opportunity for Public Testimony and Submission of Written Comments

## Rule Effective

Rule becomes effective.



*\*Hearings to be a mix of virtual/in-person and held in multiple locations around the state.*





# Public Engagement in Rulemaking Process

## User-friendly and Inclusive Rulemaking Process

- Party Status is not necessary- all interested parties are encouraged to fully participate in the rulemaking process
  - <https://www.codot.gov/business/rules/stakeholder-engagement-protocol-workshops>
- Multiple Opportunities for Public Comment
  - Department rulemaking often includes one or more stakeholder sessions/opportunities to review potential rules and issue so that we may consider stakeholder comments even before filing the rules
  - Submission of written comments prior to the Rulemaking Hearing
  - Oral testimony and submission of written comments at Rulemaking Hearing



# CDOT GHG Policy Paper

- Explains intent of rule and key policy issues
- Builds understanding around concept and its intricacies
- Provides initial drafting for rulemaking and format to advance regulatory concepts in a more plain-english format



# Key Comment Areas Based on TC and Stakeholder Feedback

- **Timeline of rule & how stakeholders can engage**
  - How equity will be addressed
- **Clarity on Language - regionally significant projects, mitigation/offset**
- **How the scenarios relate to the rule itself and the range**
  - Help establish the GHG target levels
  - For use in the cost benefit analysis
- **More clarification around vehicle miles traveled (VMT)**
- **MPO Role/relationship to CDOT/authority**



# Additional Commission feedback on policy paper



# Next Steps on GHG Rulemaking

Proposed resolution to commence rulemaking process.

- This step would officially begin both the timeline and process steps under the APA.

Statewide public meeting on July 22 (tentative).

Continued engagement with key stakeholder groups.



# COLORADO

## Department of Transportation

Division of Transportation Development

Multimodal Planning Branch  
2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204-2305

To: The Freight, Regional, and Interstate Mobility Committee of the Transportation Commission

FROM: Rebecca White - Director, Division of Transportation Development (DTD)  
Craig Hurst – Freight Office Manager  
Michelle Scheurman – DTD, Freight Planning Lead

DATE: May 26, 2021

**Purpose:** The purpose of this memorandum is to provide a brief overview of the Truck Parking Public Private Partnership Project that CDOT's Freight Office/DTD has just initiated.

**Action:** Information only. No action required.

### **Background:**

The Colorado Department of Transportation's (CDOT's) federal FAST Act compliant Freight Plan approved by FHWA in 2019 includes three Key Emphasis Areas, which are connected by design to investment decision making, and project selection related to the National Highway Freight Program (NHFP). The three Key Emphasis Areas are: Truck Safety, Truck Parking, and Freight Mobility. The adoption of new federal mandates for electronic logging devices that monitors hours of service for commercial truck drivers limits the amount of time drivers may be on the road. This means that more drivers will be stopping and require safety truck parking in more places in Colorado. However, due to the geography and infrastructure limitations, Colorado does not currently have adequate safe and accessible truck parking facilities. Without investments and leveraging partnership in truck parking facilities and technologies, Colorado risks greater safety issues for truck driver.

In 2016, CDOT conducted a Truck Parking Phase 1 Project to inventory available truck parking, conduct a needs based analysis for the following key freight corridors: I-25, I-70, I-76, US Highway 40, US Highway 50, US Highway 160, US Highway 287, and Highway 71, assess corridor closure impacts, evaluate detention and staging parking, and identify high-level parking solutions.

In 2018 CDOT in collaboration and coordination with the Federal Highway Administration (FHWA) Resource Center conducted a Western and Eastern workshop (Rural and Urban) with CDOT Regions, planning partners and key freight industry stakeholders to identify specific strategies to address truck parking challenges that were analyzed as part the Truck Parking Phase 1 Project. Based on workshop discussions and the Number One strategy that rose to the top and a key part of the discussions was the need for CDOT to consider the potential solution of pursuing public private partnerships (P3) as CDOT alone can't solve the truck parking challenges in Colorado.

### **Description:**

With an eye towards implementation and using all the good work to date, CDOT has decided to pursue the possibility of employing a P3 as a strategy to help address truck parking in the form of a pilot project called the Truck Parking Public Private Partnership. This project just launched and its purpose is to make a substantial impact on addressing the needs and challenges associated with the lack of safe and convenient truck parking in Colorado.



A high-level scope of this project includes the following:

- Identifying a list of challenges and issues CDOT may encounter in forming a public private partnership and the levels of stakeholder engagement
- Identifying any legal and/or regulatory obstacles and possible ways to overcome
- Providing a list of critical criteria and factors to be considered when identifying a viable public private partnership
- Identifying applicable best practices for similar types of ventures that have been implemented by other state DOT's
- Developing a consolidated list of potential short- and long-term public private strategies and initiatives that could be explored based on all the relevant truck parking work completed to date and results of best actices research

**Details:**

CDOT has identified a willing partner with the Town of Bennett and this opportunity will be further explored and serve as a pilot for potential other Public Private Partnership Opportunities.

CDOT had an initial meeting with the Town of Bennett on May 27 with the Town Administrator, Public Works Director, Capital Projects Manager and other leadership position to discuss the truck parking challenges and issues facing CDOT and the Town of Benefit, potential partnering benefits, and what would constitute a possible win as part of this pilot project.

**Next Steps:**

- FHWA and CDOT to conduct a Peer Exchange with in August with other DOT's to understand P3 successes, challenges and lessons learned.
- CDOT staff along with HPTE will brainstorm on what might be CDOT's offering in this P3 arrangement and identify who needs to be involved and what internal work needs to be done.
- CDOT will continue to engage with the Town of Bennett in late July to continue discussions on the realm of possibilities and partnership opportunities.
- Based on Peer Exchange begin to contemplate on viable Agreement Structures.

**Attachments:** Attachment A: Truck Parking Phase 2 Public Private Partnership Presentation





**COLORADO**

Department of Transportation

# The Freight Regional and Interstate Mobility Committee

*Update on Truck Parking Efforts*

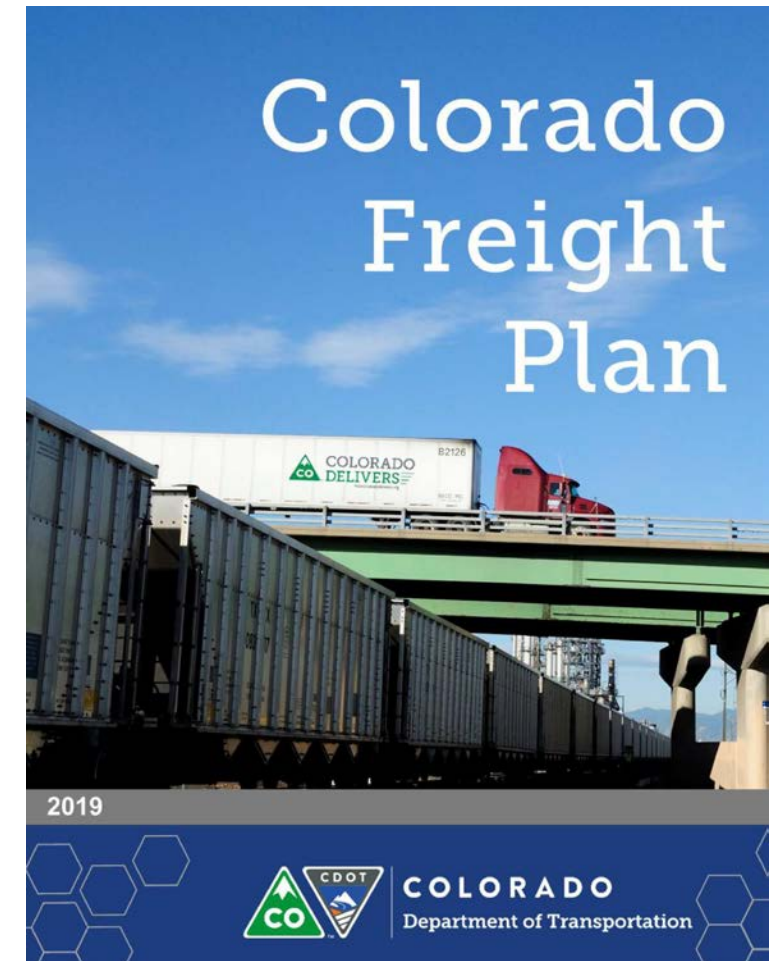
Page 72 of 162, July, 2021





## COLORADO FREIGHT PLAN

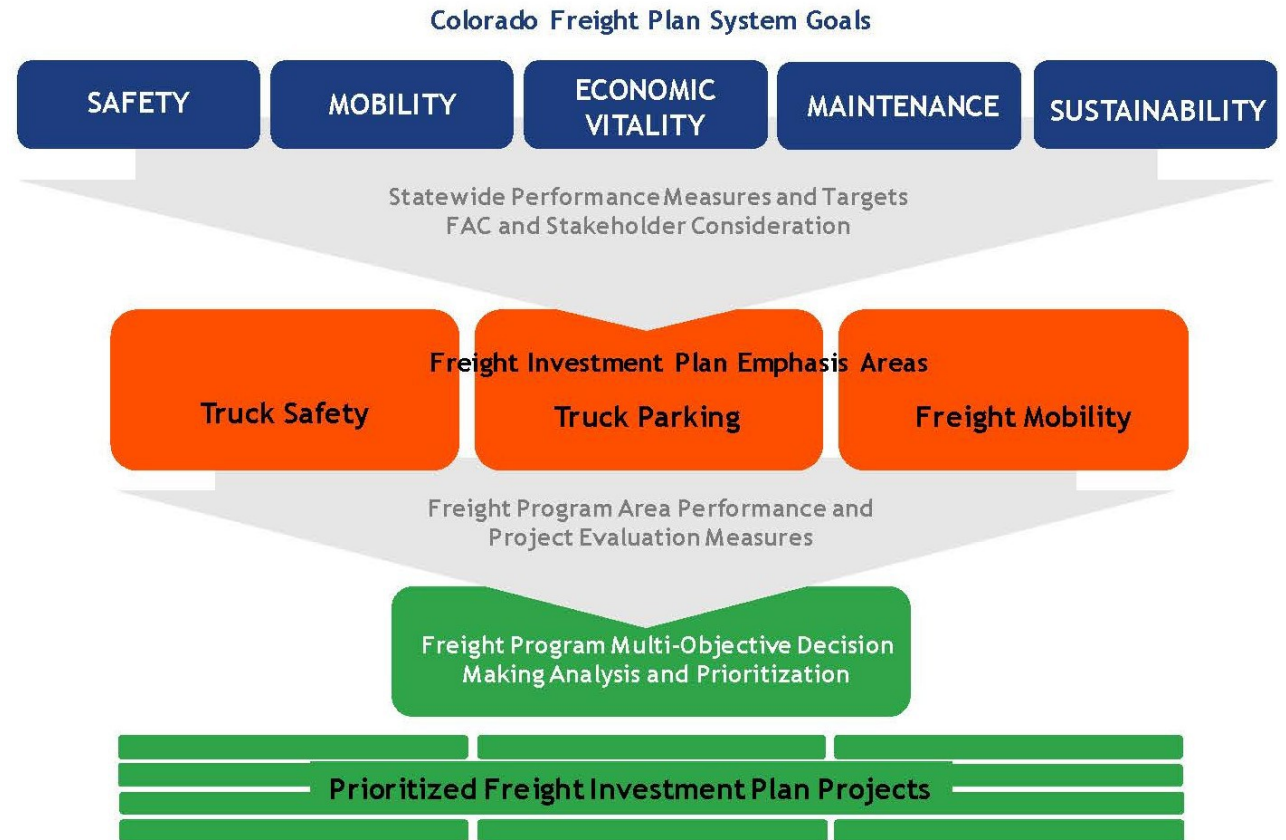
- FHWA approved federal FAST Act Compliant Plan - March 2019
- The Plan:
  - Provides short & long term guidance for CDOT
  - Identifies measurable strategies
  - Positions CDOT for NHFP & other grant funding opportunities
  - Paves the way for future partnering opportunities





## COLORADO FREIGHT PLAN EMPHASIS ON TRUCK PARKING

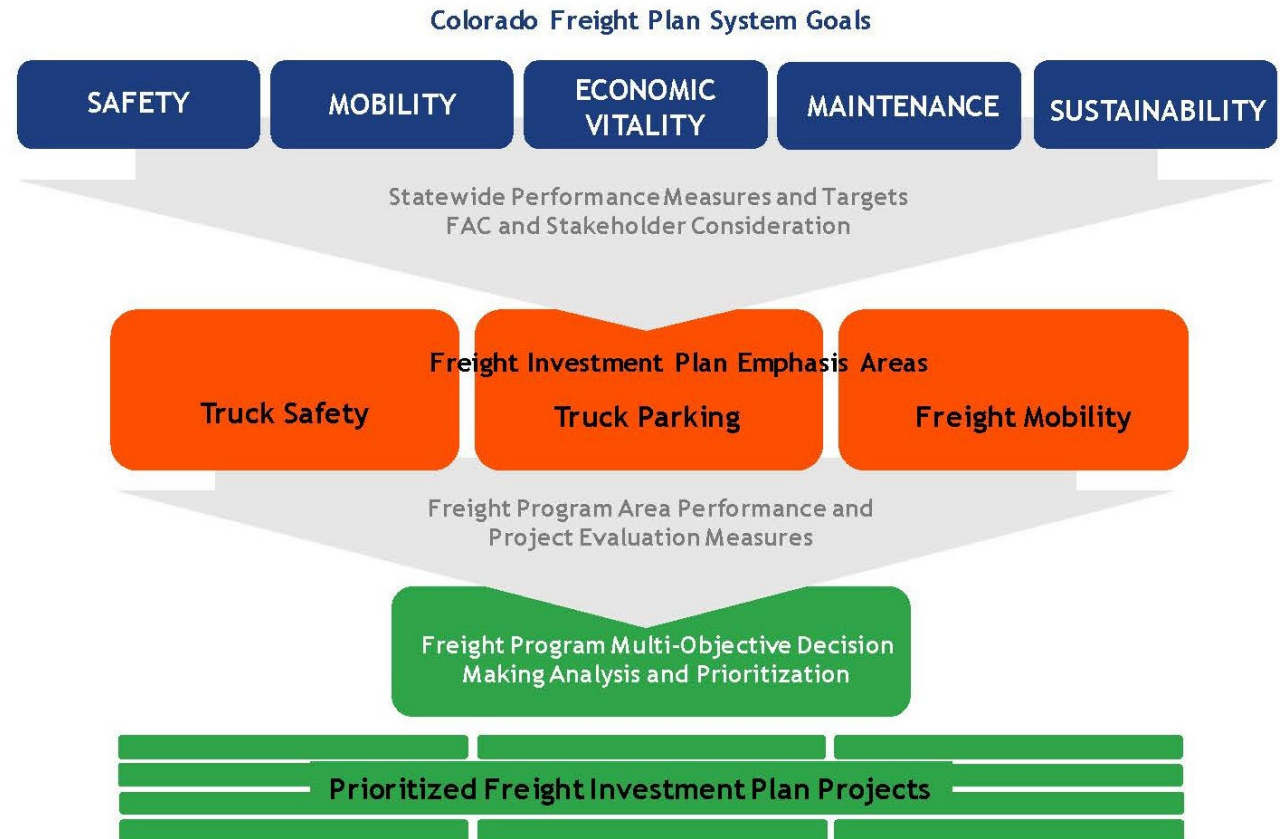
- Identifies truck parking as one of the top highway system issues
- Recognizes the need for additional capacity and upgrades to existing truck parking facilities
- Truck Parking one of three Freight Investment Plan Emphasis Areas





## TRUCK PARKING INVESTMENT PLAN EMPHASIS AREA

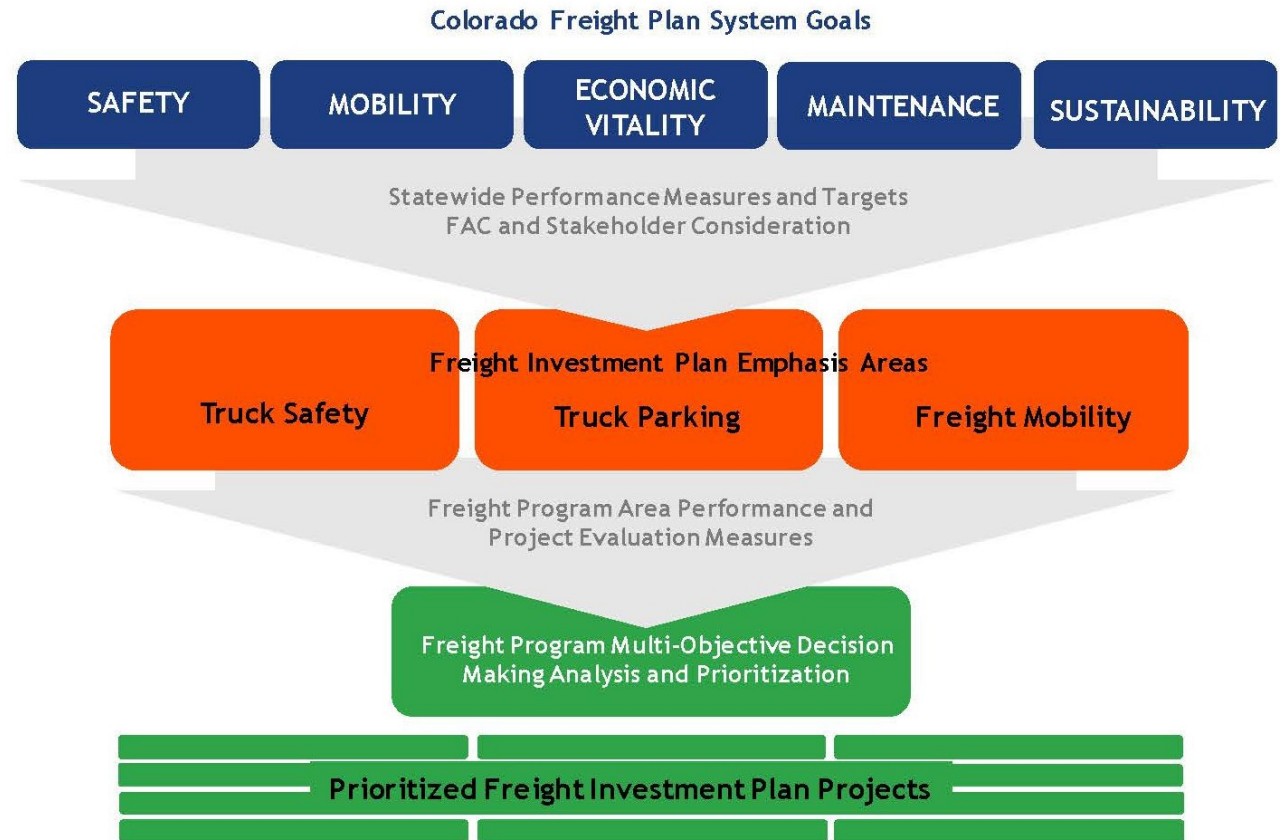
- Electronic Logging Device (ELD) requirements increase demand for safe truck parking facilities
- More truck parking is needed to avoid:
  - Safety issues for truck drivers and traveling public
  - Increasing costs for carriers, businesses, and consumers in the future





## TRUCK SAFETY INVESTMENT PLAN EMPHASIS AREA

- Colorado's number one priority is safety
- Colorado's population growth paired with extreme weather and terrain are challenging for truck drivers traveling through the state
- Crash data will inform project selection of NHFP projects based on safety-related performance measures





## CDOT TRUCK PARKING PHASE I: TRUCK PARKING ASSESSMENT (TPA) OVERVIEW

- Increased levels of freight traffic,
- Closure of rest areas,
- More stringent control of Hours of Service (HOS) and
- Using Electronic Logging Devices (ELD)

Are a few of numerous factors increasing pressures on truck parking





## PROJECT OVERVIEW

- Started fall 2017
- 9 Tasks In Scope of Work
- Needs Based Analysis - W/
  - Assessment of Corridor Closure Impacts,
  - Evaluation of Staging Issues,
  - Policy Items, and
  - Data Sharing
- Finalized January 2019

### 9 TASKS:

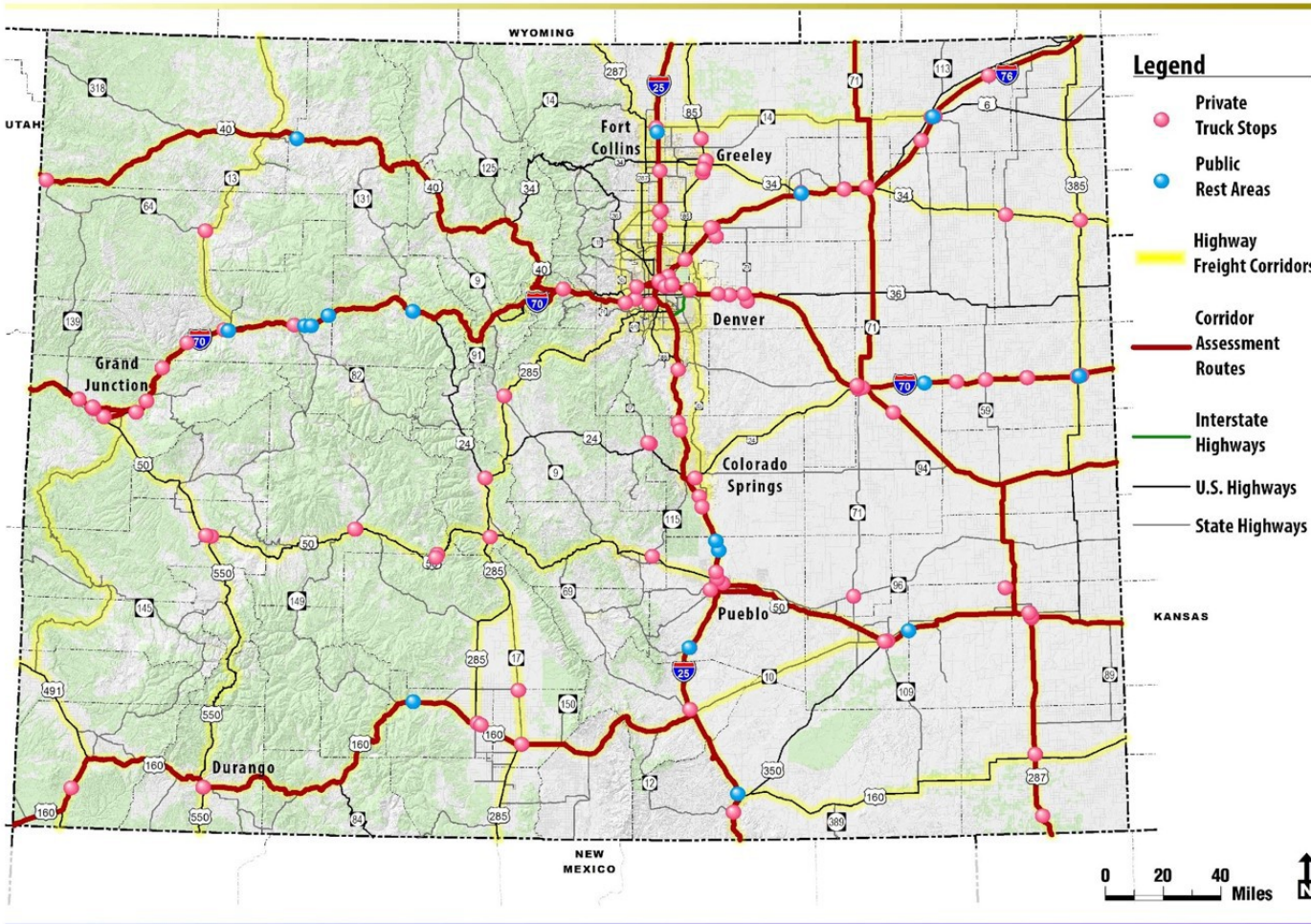
1. 1. Stakeholder Involvement
1. 2. Corridor Truck Parking Inventory
1. 3. Corridor Truck Parking Demand
1. 4. Corridor Closure Truck Parking Demand
1. 5. Detention and Staging Parking
1. 6. Truck Parking Solutions
1. 7. Policy Framework and Implementation Plan
1. 8. Data Management and Dissemination
1. 9. Truck Parking Assessment Document



# Truck Parking Phase I

Craig Hurst, CDOT

## Truck Parking Assessment Routes



Roadway	TPA Limits
Interstate 25	New Mexico Border to the Wyoming Border
Interstate 70	Utah Border to Kansas Border
Interstate 76	I-70 to Nebraska Border
US Highway 40	Utah Border to I-70 Junction
US Highway 50	I-25 Junction to Kansas Border
US Highway 160	New Mexico Border to I-25 Junction
US Highway 287	Oklahoma Border to I-70 Junction
State Highway 71	I-70 Junction to Nebraska Border



**GOAL:** Develop picture of how existing parking gets used in context of truck travel patterns; identify needs

- Use GPS data to extract truck dwell times and quantities
- Gather information from multiple time periods (4)
- Identify locations where needs are not met now or in future - overcapacity lots, etc.

## 9 TASKS:

1. Stakeholder Involvement
1. 2. Corridor Truck Parking Inventory
1. **3. Corridor Truck Parking Demand**
1. 4. Corridor Closure Truck Parking Demand
1. 5. Detention and Staging Parking
1. 6. Truck Parking Solutions
1. 7. Policy Framework and Implementation Plan
1. 8. Data Management and Dissemination
1. 9. Truck Parking Assessment Document

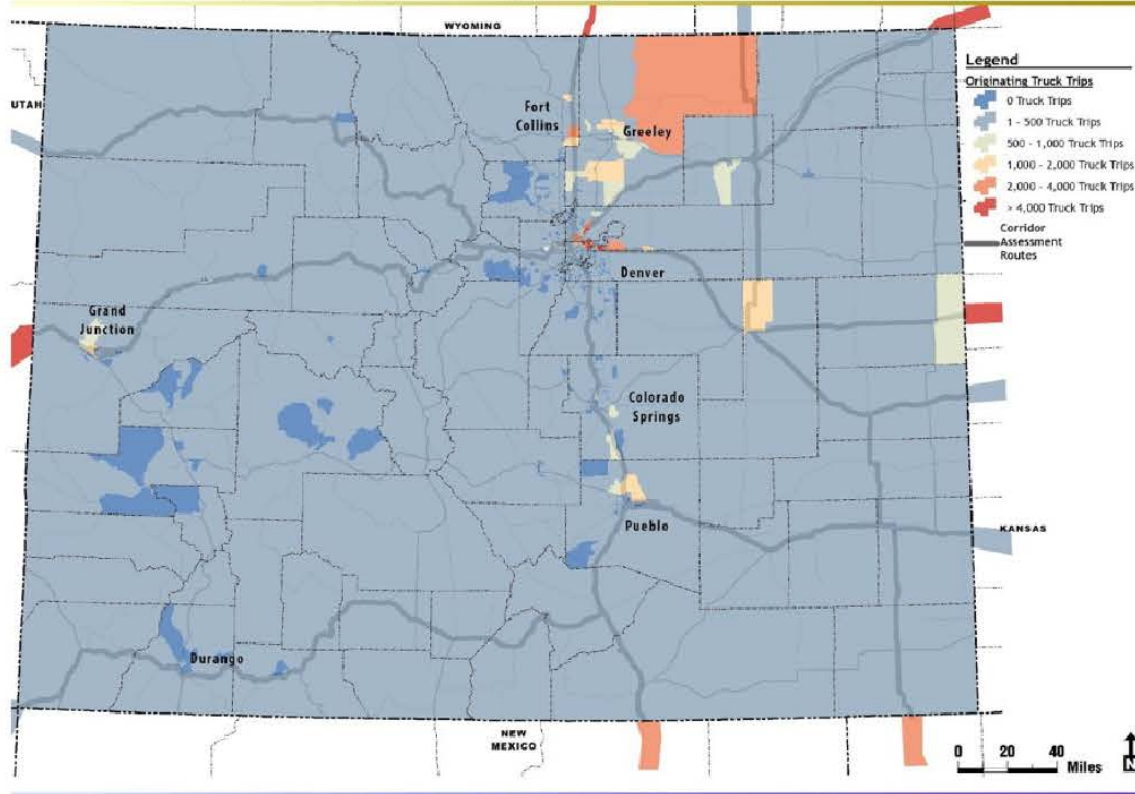




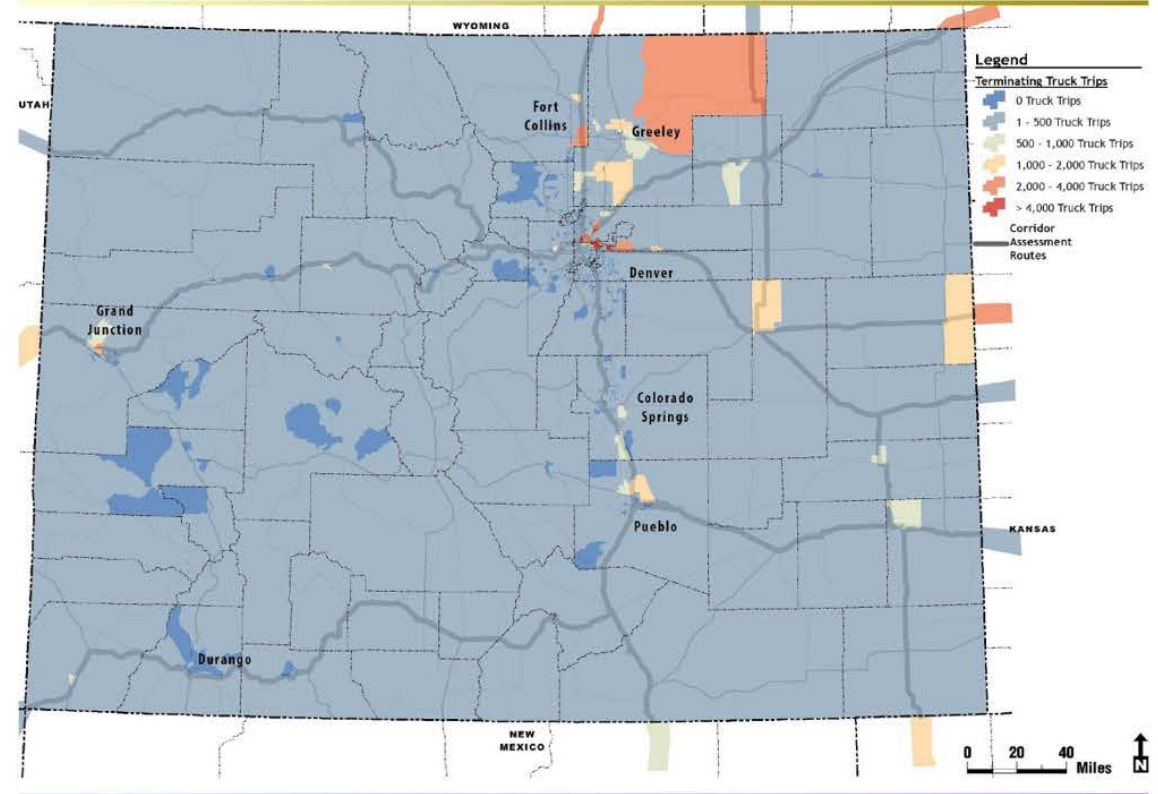
# Truck Parking Studies

Craig Hurst, CDOT

### July 10 - 23, 2017 Originating Truck Trips



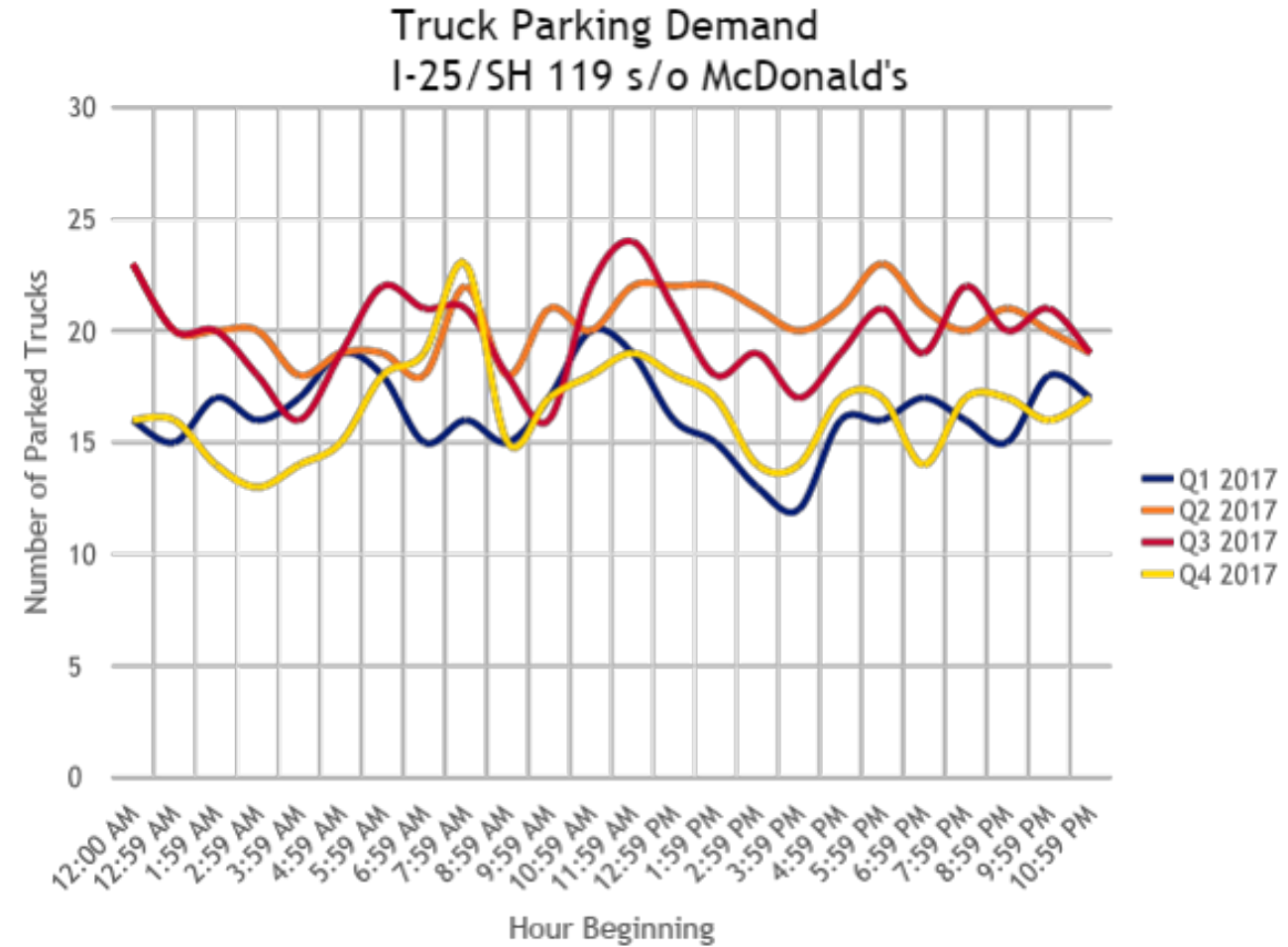
### July 10 - 23, 2017 Terminating Truck Trips





# Truck Parking Studies

Craig Hurst, CDOT





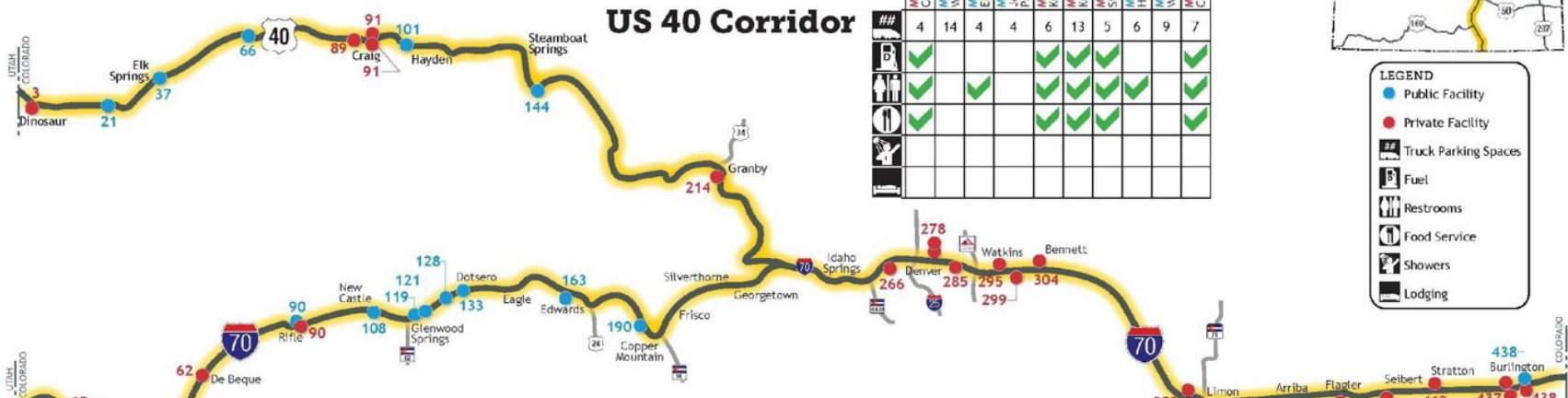
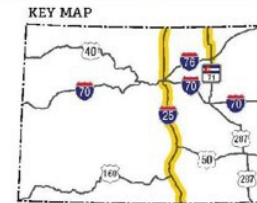
# Truck Parking Phase I

Craig Hurst, CDOT

## Truck Parking Facilities Map



**Resources**  
Content to be determined



MP	Facility Name	Truck Parking Spaces	Fuel	Restrooms	Food Service	Showers	Lodging
MP 3	Conoco Gas Station	4	✓	✓			
MP 21	Wise Shoulder	14	✓	✓			
MP 37	Elk Springs Rest Area	4	✓	✓			
MP 66	Johnson Homestead Rest Area	4	✓	✓			
MP 88	Kum & Co	6	✓	✓	✓		
MP 91	Kum & Co #1903	13	✓	✓	✓		
MP 91	Sinclair	5	✓	✓	✓		
MP 101	Hayden Rest Area	6	✓	✓	✓		
MP 144	Wise Shoulder	9	✓	✓	✓		
MP 214	City Market	7	✓	✓	✓		

**LEGEND**

- Public Facility (Blue dot)
- Private Facility (Red dot)
- Truck Parking Spaces (##)
- Fuel (B icon)
- Restrooms (Restroom icon)
- Food Service (Fork and knife icon)
- Showers (Shower icon)
- Lodging (Bed icon)

MP	Facility Name	Truck Parking Spaces	Fuel	Restrooms	Food Service	Showers	Lodging
MP 19	Loco Travel Plaza	55	✓	✓	✓	✓	✓
MP 19	Fruita Welcome Center	7	✓	✓	✓	✓	
MP 26	Pink Travel Center	59	✓	✓	✓	✓	
MP 26	Love's Travel Stop	76	✓	✓	✓	✓	
MP 26	Acorn Travel Plaza	73	✓	✓	✓	✓	
MP 42	Golden Gate Petroleum	8	✓	✓	✓	✓	
MP 47	Palisade Exxon	98	✓	✓	✓	✓	
MP 62	Kum and Go	11	✓	✓	✓	✓	
MP 90	Rifle Rest Area	7	✓	✓	✓	✓	
MP 90	Kum and Go	4	✓	✓	✓	✓	
MP 108	New Castle Parking Area	6	✓	✓	✓	✓	
MP 119	CDOT No Name Rest Area	3	✓	✓	✓	✓	
MP 121	Crazy Creek Rest Area	7	✓	✓	✓	✓	
MP 133	Desoto Rest Area	6	✓	✓	✓	✓	
MP 133	Truck Parking	48	✓	✓	✓	✓	
MP 145	Edwards Rest Area	11	✓	✓	✓	✓	
MP 190	Vail Pass Rest Area	6	✓	✓	✓	✓	
MP 266	TA Travel Center	132	✓	✓	✓	✓	
MP 278	Sapp Brothers Travel Center	148	✓	✓	✓	✓	
MP 278	TA Travel Center	237	✓	✓	✓	✓	
MP 285	Flying J Travel Center	160	✓	✓	✓	✓	
MP 285	Shed 275 Truck Stop	90	✓	✓	✓	✓	
MP 285	Corner Store (Olmstead Shamrock)	20	✓	✓	✓	✓	
MP 304	Love's Travel Stop	87	✓	✓	✓	✓	
MP 359	Flying J	136	✓	✓	✓	✓	
MP 359	TA Limon	100	✓	✓	✓	✓	
MP 359	Limon McDonalds	11	✓	✓	✓	✓	
MP 361	Sinclair Fast Limon	19	✓	✓	✓	✓	
MP 383	Arriba Rest Area	9	✓	✓	✓	✓	
MP 396	Fruita Conv/County Store/Conex	11	✓	✓	✓	✓	
MP 405	Selbert Travel Plaza	32	✓	✓	✓	✓	
MP 419	Conex	26	✓	✓	✓	✓	
MP 437	Conoco Travel Shoppe	28	✓	✓	✓	✓	
MP 437	Love's Travel Stop	73	✓	✓	✓	✓	
MP 438	Burlington Colorado Welcome Center	12	✓	✓	✓	✓	
MP 438	Sinclair Dino Mart	16	✓	✓	✓	✓	

© 2010 CDOT Truck Parking (1.0) 04/09/10



# Truck Parking Stakeholder Engagement

Michelle Scheuerman, CDOT

## EMPHASIS ON TRUCK PARKING AT CDOT

- Truck Parking is a top priority of the FAC
- Eastern and Western Truck Parking Workshops
  - Workshops done in collaboration and coordination with FHWA Resource Center
  - Stakeholders we engaged included CDOT Regions, TPRs, freight industry reps, etc.
  - Numerous strategies were identified but Public Private Partnerships (P3s) was NUMBER ONE

### SAVE THE DATE DEVELOPING TRUCK PARKING SOLUTIONS

A session for identifying and addressing Western Colorado truck parking needs

May 30, 2019  
9:00 am – 4:30 pm  
Colorado Department of Transportation  
Grand Junction, Colorado



CDOT recently completed a Truck Parking Assessment to identify network gaps and potential improvements. In addition, several truck parking related improvement products are funded under the National Highway Freight Program (NHFP). However significant parking needs remain and may require private-sector solutions or improvements that CDOT would not traditionally fund or lead. This workshop, conducted via a CDOT and FHWA partnership, provides an opportunity for CDOT to engage with partners on potential shared solutions. The proposed agenda items are presented below.



#### Agenda

- Truck Parking in Colorado
- Current Truck Parking Assessment and Needs
- Best Practices and Possible Solutions
- Implementation Considerations for Truck Parking Solutions
- Region Breakout Sessions
- Develop Truck Parking Actions, Strategies, and Priorities

For questions concerning this event, please contact:

Michelle Scheuerman  
CDOT Freight Coordinator  
(303) 757-9770

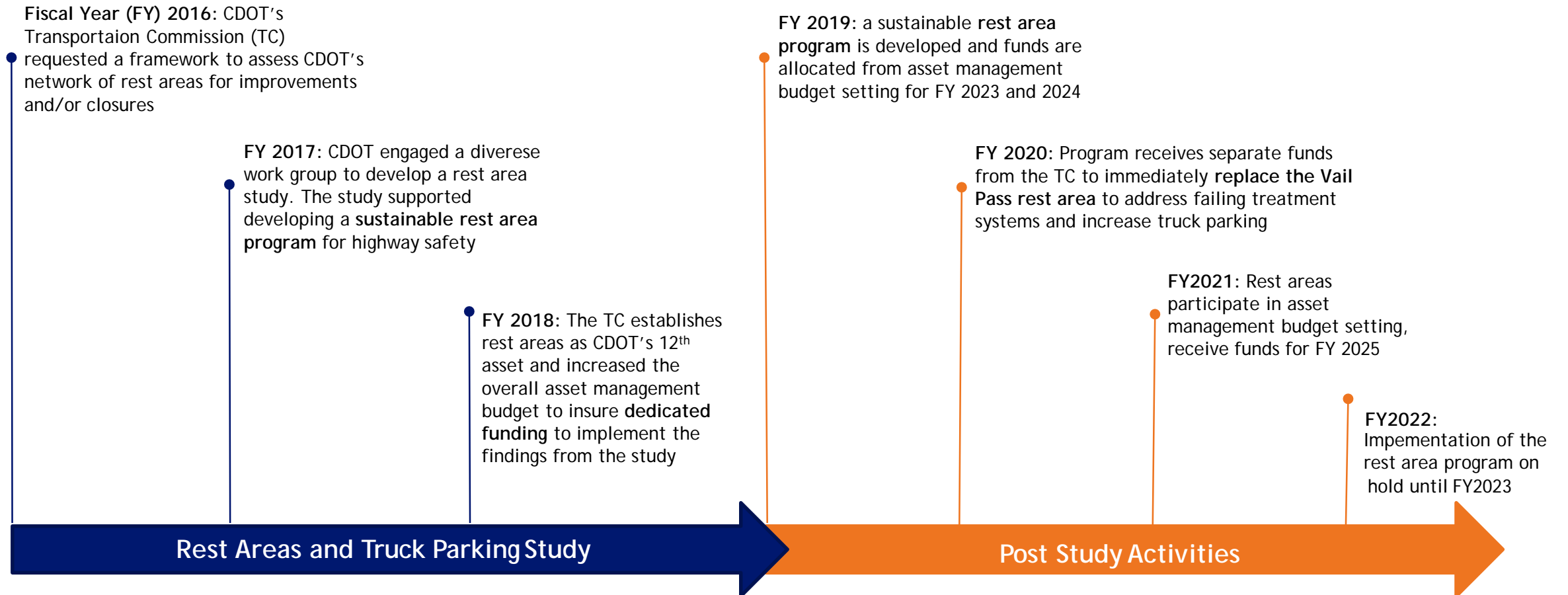
[michelle.scheuerman@state.co.us](mailto:michelle.scheuerman@state.co.us)





# Rest Area Study & Truck Parking Study

*Michelle Scheuerman, CDOT*





# Rest Areas: Funding Impacts on Truck Parking

Michelle Scheuerman, CDOT

Rest area closures have a greater impact on the trucking community

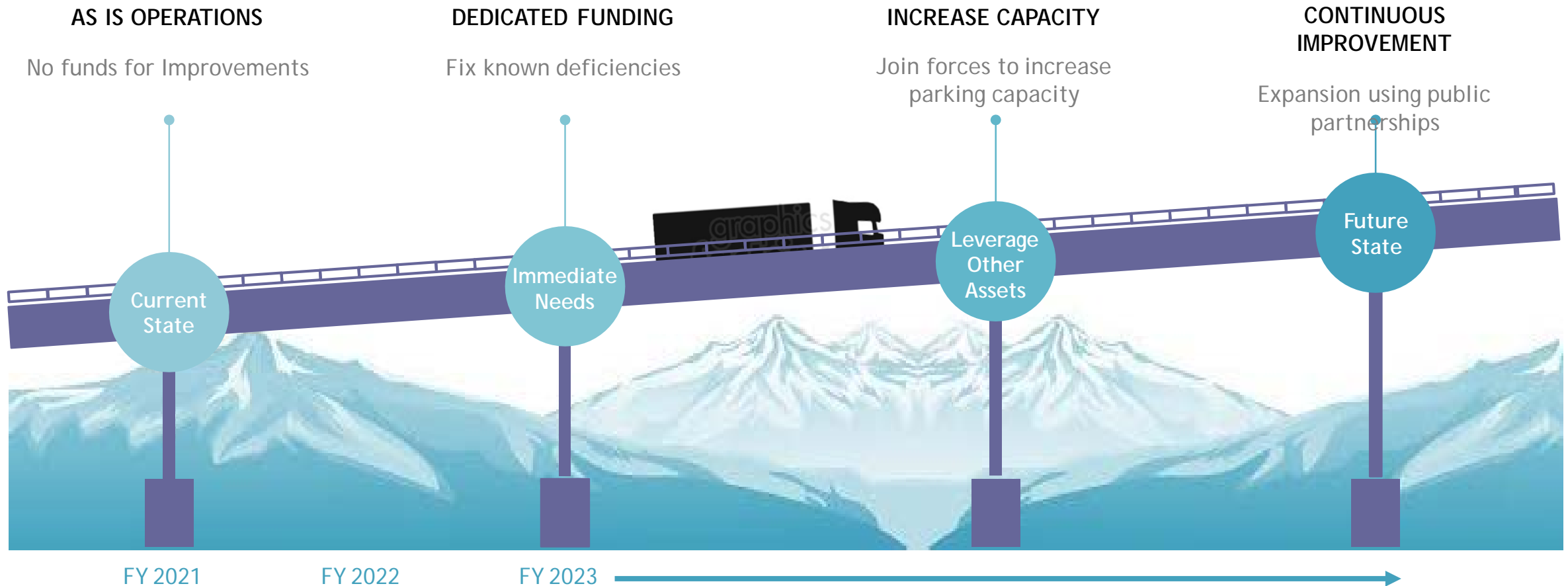




# Rest Areas Asset Current State vs. Future State

Michelle Scheuerman, CDOT

## TRUCK PARKING AT REST AREAS - THE ROAD WE MUST TAKE TO MEET DEMAND





# Rest Areas Benefits of Being an Asset

*Michelle Scheuerman, CDOT*

## STRATEGIES MADE POSSIBLE BY: DEDICATED FUNDING

### SHORT TERM STRATEGY

Fix known deficiencies at Safety Rest Areas (SRA)

- SRA's serve a purpose and provide basic amenities
  - ✓ Safe place to take a quick break
  - ✓ Fill void in rural areas
  - ✓ Easy access off highway
  - ✓ Lighting
  - ✓ Toilets
- Use dedicated asset funding to maintain basic levels of service
  - ✓ Upgrade/replace treatment systems
  - ✓ Ensure ADA Compliance
  - ✓ Upgrade Fixtures and Fittings
- Benefits all SRA users

### MIDTERM STRATEGY

Expand and upgrade truck parking at existing SRA's

- Utilize existing infrastructure to
  - ✓ Increase capacity
  - ✓ Make better use of existing space
  - ✓ Improve truck movements
- Leverage other sources + dedicated funding for expansion
  - ✓ Freight
  - ✓ Cross asset optimization
  - ✓ Grants
- Benefits trucking community

### LONG TERM STRATEGY

Truck parking beyond SRA's

- Drivers prefer truck stops over rest areas
  - ✓ Truck stops can charge for services and provide more amenities
  - ✓ Amenities allow for more lengthy stops
  - ✓ Fuel and loyalty programs
- Fund with a mix of dedicated and leveraged options
- Add truck parking within right of way adjacent to existing truck stops where
  - ✓ Utilization data supports the need
  - ✓ There is room for expansion
  - ✓ Users can safely access adjacent property for services
- Benefits
  - ✓ Truck stops by increasing capacity
  - ✓ Shifts CDOT focus from facilities to surface treatment maintenance





# Truck Parking Phase II

*Michelle Scheuerman, CDOT*

## CDOT TRUCK PARKING PHASE II PUBLIC-PRIVATE-PARTNERSHIPS (P3S) OVERVIEW

Started April 2021





## PURPOSE AND INTENT - TRUCK PARKING AND PUBLIC/PRIVATE PARTNERSHIPS

The Purpose and Intent of this effort is to build upon all the good work that has been done regarding Truck Parking Needs and Analyses in Colorado in coordination and collaboration with the freight industry and other key stakeholders.

In order to make a substantial impact on addressing the needs and challenges associated with the lack of safe and convenient truck parking in Colorado, CDOT desires a Contractor with freight and Public Private Partnership (P3) experience to assist in the following:

- Identifying a list of challenges and issues CDOT may encounter in forming a P3 and the levels of stakeholder engagement
- Identifying any legal and/or regulatory obstacles and possible ways to overcome
- Providing a list of critical criteria and factors to be considered when identifying a viable public private partnership
- Identifying applicable best practices
- Developing a consolidated list of potential short- and long-term public private strategies and initiatives that could be explored based on all the relevant truck parking work completed to date

**This Project is About Implementation**



## TOWN OF BENNETT INTERESTED IN TRUCK PARKING P3

- 15-Miles East of Denver On I-70
- 70 New Truck Parking Spots
- Considering Interstate OASIS Program



December 3, 2020

RE: Town of Bennett Interested in Truck Parking P3s

To Whom It May Concern:

The Town of Bennett is a growing community on the eastern edge of the Metro Denver Region and is poised for the future with thoughtful planning efforts as the community moves into the future. Key to those planning efforts is the transportation network that we share with the Colorado Department of Transportation (CDOT) and receive funding for via the Denver Regional Council of Governments (DRCOG).

As a Town, in proximity of a rest area that was closed, we are very cognizant of the issues that exist around truck parking. Our firsthand understanding of these issues stems from the fact that trucks often overflow on to our local roads when all the available parking spots at the Love's Travel Stop, in Town, are occupied.

While the Town does benefit from truckers using businesses within our limits, we are also burdened by the additional wear these trucks put on the infrastructure. We believe it could be beneficial to all involved to expand the available truck parking facilities in and around the Town of Bennett, but we are not in a position to do this ourselves.

Therefore, the Town of Bennett would welcome the opportunity to discuss any Public-Private-Partnerships (P3s) that could increase the number of available truck parking sites in the area. We know we're not facing this truck parking issue alone and believe that a successful P3 with the Town of Bennett could be used as an example and replicated in other areas facing the same challenges.

Sincerely,

Royce D. Pindell

Mayor

Larry Vittum

Board of Trustee



## Robust CDOT & FHWA Involvement From The Beginning

- CDOT Kick-Off Meeting - May 10, 2021
  - HQ - Policy, HPTE, Traffic, Maintenance, Planning, Communication, Freight Office
  - Region 1 - Area RE, Traffic, Env.
- FAC Overview - May 25, 2021
  - Strong Support for Objectives w/ Offer to Provide Help & Insights
  - Already Expressing Interest to Expand Efforts
- FHWA Offering to Help
  - Oasis Program
  - Peer Exchange



## Meeting with Town of Bennett

- Initial Meeting - May 27, 2021
  - Participation from the Town - Town Administrator, Public Works Director, Capital Projects Manager & Other Leadership Positions
- Areas of Conversation
  - Truck Parking Issues Facing CDOT & The Town of Bennett
  - Benefit of Working Together
  - What Does a Win / Win Look Like
- Town's P3 Wish List
  - Help with Transportation Related Project
  - Support in Planning for Future and Expanded Truck Parking



# Interstate Oasis Program Overview

Michelle Scheuerman, CDOT

- Created under SAFETEA-LU
- What is an Interstate Oasis?
  - Facility near but not within ROW
  - Provides the public with product and services
  - 24-hour access to public restrooms
  - Parking for automobiles and heavy trucks
- Allows States to Partner with Private Operators
- Oases already exist in 6 states



D5-12





# Interstate Oasis Program Example

*Michelle Scheuerman, CDOT*

## Example Project - Wamsutter, Wyoming

Using a Truck Parking Facilities (TPF) Program grant, Wyoming Department of Transportation (WYDOT) constructed 43 dedicated long-term truck parking spaces in a secure, lighted area right off Interstate 80 at Wamsutter, Wyoming. These spots were created adjacent to a truck stop with existing food and shelter. This project will alleviate negative economic impacts resulting from makeshift parking within the community of Wamsutter, as well as assist with previous issues that arose during weather-related highway closures. The project was constructed at a cost of approximately \$916,000, with FHWA contributing approximately \$829,000.



Aerial view of the Wamsutter, Wyoming truck parking lot



## Thanks to Shaun Cutting, FHWA

- At Kick-Off Meeting Offered to Help
- In Under 10-Day, Identified 11 States
  - Idaho, UT, OR, IL, SD, PA, CT, OH, WY, CA, MN
- Working on Structure Now
- Targeting Q3, 2021 For Peer Exchange



Peer Exchange

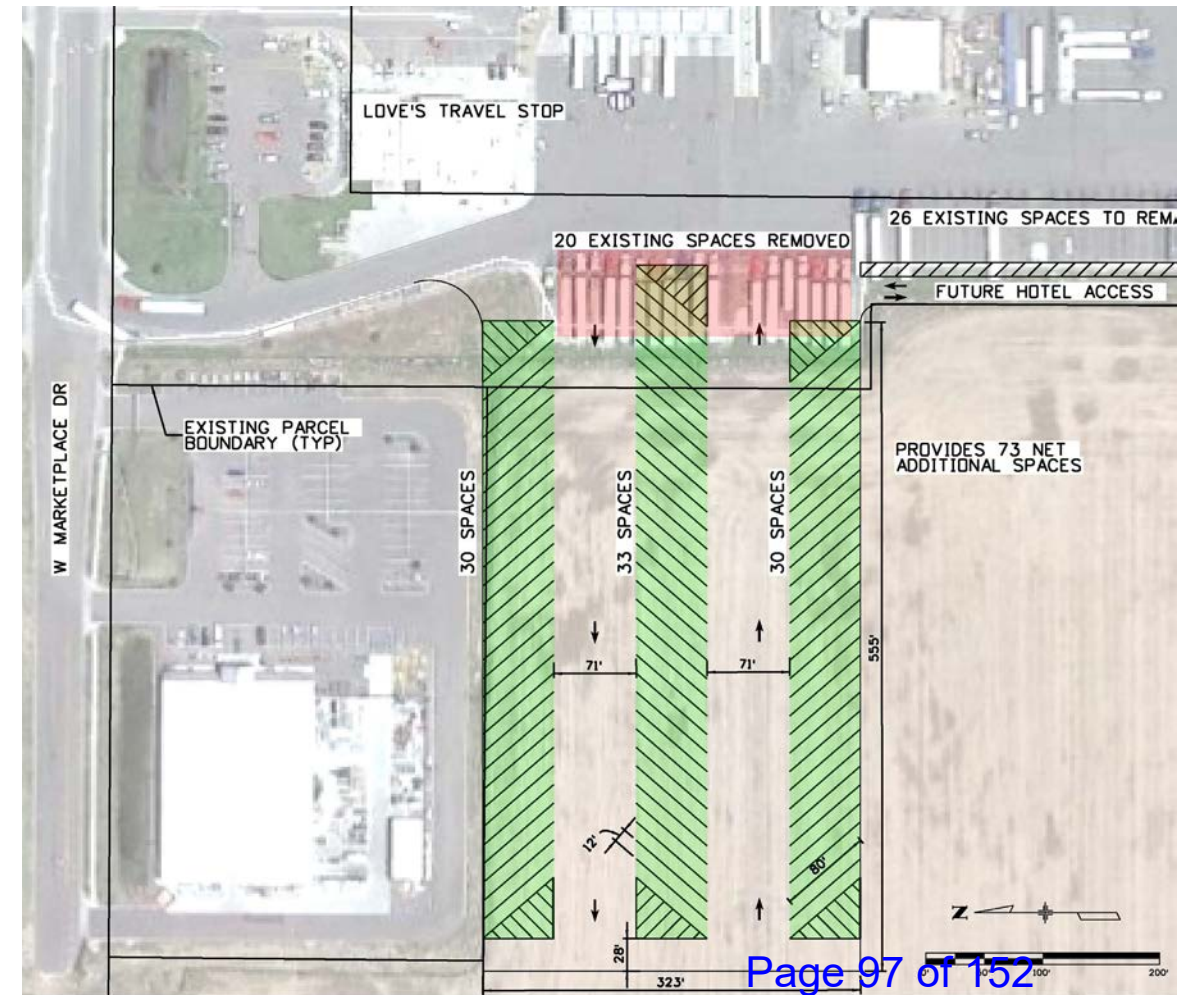


Leading the Way Again!  
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- FHWA Supported Peer Exchange
- Internal Due Diligence - What can CDOT Bring to the Table... and Who Needs to be Involved
- Follow-Up Meeting with The Town of Bennett
- Contemplate Agreement Structure





Questions  
&  
Thank You

**The Transportation Commission Workshops were held on Wednesday, June 16, 2021 and the Regular Meeting was held on Thursday, June 17, 2021. These meetings were held in a hybrid format with TC and CDOT staff meeting participants invited to participate both in-person and remotely, with members of the public invited to participate via streaming, in an abundance of caution due to the COVID-19 pandemic.**

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Documents are posted at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Transportation Commission.

## **Transportation Commission Workshops Wednesday, June 16, 2021, 12:15 pm – 5:00 pm**

### **Call to Order, Roll Call:**

All existing seated Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Kathleen Bracke, Donald Stanton, Sidny Zink, Eula Adams, Barbara Vasquez, and Lisa Tormoen Hickey.

### **Commission Working Lunch/Right of Way Condemnation (Steve Harelson)**

Region 4 Condemnation Authorization Request

- I-25 Express Lanes SH 7 to SH 1, Project Code 22831

#### **Discussion:**

- The project I-25 Express Lanes from SH7 to SH1, Segment 6 (“Project”) is necessary for widening and improving I-25 including the addition of a northbound and southbound express lane and reconstructing the SH56 and SH60 interchanges. This will improve safety and improve connectivity for the community and is therefore, desirable.
- Property is a sign/bill board. Land ownership negotiation is proceeding normally. Sign is under different ownership.
- Sign price based on competitive appraisal.
- Commissioners expressed concern over the project cost of \$344,000. Their questions were adequately answered, and no further controversy was expressed regarding approval for this proposal.

### **Staffing needs related SB 260 stimulus/recovery/fee bill (Jeff Sudmeier, Steve Harelson, and Kristi Graham-Gitkind)**

**Purpose:** To review the Department’s initial request to address staff resource needs associated with the growth of the construction program since 2007, the delivery and oversight of new State and Federal Stimulus funding, sustained additional fee revenue provided by SB 21-260, reporting and coordination requirements associated with the State's economic recovery efforts, and HB 20-1153 Colorado Partnership for Quality Jobs and Services Act.

**Action:** The Department requests Transportation Commission approval of a request to increase the Department’s Full Time Equivalent position (FTE) cap by 14 FTE.

#### **Discussion:**

- A discussion ensued regarding increases in funding compared to costs for the 14 FTEs.
- Part of the additional 14 FTEs requested will build upon existing internal subject matter expertise not covered presently that will be needed; and also provide additional staff to cover types of work previously conducted by consultants.

- Jeff Sudmeier, CDOT Chief Financial Officer, noted a future workshop to discuss options on how to be more efficient with overhead costs is one approach to ensure the best expenditures.
- Executive Director Shoshana Lew noted the additional staff will help with implementing studies that would otherwise sit on the shelf.
- Commissioner Hall would like a workshop on analysis of maintenance of infrastructure. Need that transparency and balance that with the additional FTE so the TC can explain decisions to their constituents.

### **Budget Workshop (Jeff Sudmeier and Bethany Nichols)**

#### ***FY 2021 Budget Amendment***

**Purpose:** To review the eleventh amendment to the FY 2020-21 Annual Budget in accordance with Policy Directive (PD) 703.0.

**Action:** The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) review and approve the eleventh amendment to the FY 2020-21 Annual Budget. The eleventh amendment consists of three items that require TC approval and one item that is informational only, described below, which includes increasing the Department's FTE cap by 14.0 FTE for CDOT and by 4.0 FTE for the High Performance Transportation Enterprise (HPTE), reallocating \$359,252 from TC Program Reserve to HPTE for Burnham Yard, and allocating \$120.6 million for the premium associated with the 3rd tranche of SB267.

#### **Discussion:**

- Commissioner Thiebaut stressed the importance of the TC tracking and monitoring the reserve fund status and confirmed with Jeff that SB 267 year three funds will go to the strategic project fund, and that these funds will be discussed in more detail next month.
- Commission Stuart asked for the specific dollar amount spent by CDOT related to the US 36 Settlement project funds. Steve Harelson, CDOT Chief Engineer, noted that the total CDOT expenditure for this project was roughly \$18 million.
- Commissioner Hall asked about if the loss toll revenue was included. Steve Harelson confirmed the \$18 million included Plenary being paid for lost toll revenues on US 36.

### **Greenhouse Gas Rulemaking Update (Rebecca White and Executive Director Shoshana Lew)**

- CDOT Executive Director Shoshana Lew, kicked-off the discussion and overview of a GHG Transportation Rulemaking paper explaining the GHG Rulemaking process and providing an update on the process. This document was only very recently released to the TC for review (as it was still being finalized this morning), and was not part of the initial TC packet.
- Various stakeholders have been involved in the Transportation GHG Rulemaking process. In addition, SB 260 has been revised to capture stakeholder input received from this process.
- Any policy CDOT develops shouldn't exist in a vacuum and this document is not the last word on our thoughts. CDOT is considering a suite of tools to help with GHG emissions reduction, the document outlines and explains the rulemaking process and more specifically explains what this process is and what it isn't. CDOT is now conducting a deep dive with TC for this process.
- Through this document, CDOT is looking to explain in clearer language how and what was considered during discussions that took place.
- There are no standards or threshold numbers provided in this memo. It provides information on the theory of the case, and how this policy would work for all involved – CDOT, locals, etc. This document is a draft and is a living/evolving document. We used the drafting of this paper to hash out questions.

CDOT worked with peer agencies to develop this document as late as this morning. We believe the paper is useful. A lot of verbiage in this document may end up in the regulation.

- Rebecca White, CDOT Director, Division of Transportation Development, recognized Commissioner Hickey for her support and involvement in drafting the paper, encouraged the TC to review the paper and reach out to staff with questions. She noted she will be well positioned to speak more on this with the TC next month, and then provided an overview of the document.
- It was explained that an executive summary and a table of contents due to the length of the document, and due to the fact that it is for public consumption. The executive summary and the overview are important sections to review in order to understand the framework and considerations in developing the document.
- There is reference to only one of the nine strategies in the Greenhouse Gas (GHG) Roadmap document; therefore, this is not the only piece of work to be done.
- An overview of CDOT work completed on this GHG emission reduction is included. The mid-section of the of paper covers staff changes along with the various areas of expertise that will be enhanced, and includes a discussion regarding the modeling of GHG emissions and its reliance on the Colorado travel demand model developed in an effort led by Erik Sabina, CDOT Manager of the Information Management Branch.
- The section on page 8 explains the work completed during development of the 2045 Statewide Transportation Plan, and page 9 includes thoughts on the policy that proposes revisions to the current planning rules to incorporate GHG emission reduction elements, and some items CDOT is still taking under consideration such as coordination with Metropolitan Planning Organizations (MPOs) and role of personal choice. As energy sources get cleaner, vehicle miles traveled (VMT) would become less of a factor related to GHG emissions reduction. Staff is planning to bring to the TC information on emission reduction levels outlined to discuss next month. Enforcement is also a topic covered before the document's conclusion.

**Discussion:**

- Commissioner Hickey noted that we all will need time to contemplate all of this and it is complicated. It has taken a lot of work and appreciate all the work gone into this. Original thoughts are put into this memo. Rules based on modeling and personal behavior is a new thing, and no template exists – CDOT is in the lead here.
- Commissioner Adams commented that the role CDOT will play here is important to understand. And asked about what other partners (locals) have been engaged, how far along with their thinking and in sync is their thinking with our thinking? How do we intend to market, share and socialize this initiative?
- Executive Director Lew responded that there is a lot in this question. The role of TC vs. CDOT is explained in the paper. Essentially there is a reinforcement role between TC and CDOT. The document does not address the Air quality Control Commission (AQCC) role. Funding will flow through CDOT. SB 260 precedent multimodal options funds dollars after year one are tied to these requirements. More conversations are to come, and the memo intends to get conversation started with all stakeholder entities. No one size fits all answer to the problem. Right now not all stakeholders on the same page. Anticipate a full range of responses and points of view in response to this document.
- Commissioner Adams thanked Commissioner Hickey for her role in this too. We haven't answers to all questions yet, and we know that what is right for urban areas may not be right for the rural areas. We will determine answers down the road.
- Commissioner Stanton commented on Page 3 Colorado Way and suggested to embellish this section more. His interpretation is it covers the respect for the individual and the link to driver behavior. A leading pickup truck entity is going bankrupt. We need to consider how we change mindsets. Will we

have TC representation where it counts with CDPHE – interface with them? We need interface with the AQCC.

- Commissioner Thiebaut noted that the Ad Hoc Committee has met and expressed concern that AQCC would be approving rules that impact transportation – TC needs a place at the table when decisions are made. As progress with SB 260 and page 11 of outline – our role as Commissioners – has greatly increased. The TC needs to establish their rules first. There exists a good chance that the AQCC may defer rule making for transportation to the TC. Commissioner Thiebaut is comfortable that TC will take the lead on transportation regarding Air Quality issues. The next agenda item will cover this in more detail.
- Commissioner Vasquez provided kudos to CDOT for a thoughtful approach. The GHG Roadmap shows transportation impacts are the most difficult to address and is complicated. She stressed the point that all the other segments in the GHG Roadmap are stationary sources that are easier to address and reduce their emissions. Related to the inference that transportation is the biggest contributor is only true looking at methane levels 100 years out, which is inaccurate. We should only be looking out 20 years. If one does, the oil and gas industry is the biggest contributor. We need to keep that in mind. There are fraught relationships with the Public Utilities Commission (PUC) and the oil and gas Industry - who does what and when is important to reducing GHG emissions. Thank you to Executive Director Lew and for the work identified to navigate through all of this.
- Commissioner Beedy noted that on page 5 under Tourism and Byways that we need more discussion on rural interstate connections and to understand and accommodate the type of demand as we transition. Can't imagine there are enough charging stations, and we also need to know where the electric power (strength of power grid) will come from. Has the Colorado Energy Office (CEO) done any analysis on this? Especially regarding rural highways to meet the current demand? We need to be thinking about for the future for EVs. There are large gaps for gas let alone electric fueling stations. We need to have answers now to plan for it. Folks may need at least 400 miles of power when filled up to feel comfortable with EVs. In language highlight the daily use (commuting) where EVs are great for that, and not just the recreational uses. In terms of transit vehicles – putting handicap ramps on vans, we need to look for efficiencies that leverage and balance resources. Need to consider how to provide service to the most people too.
- Kay Kelly responded that analysis has started on electric vehicle (EV) infrastructure etc. Commissioner Beedy has lots of good points. We are trying to keep up with the latest information.
- Commissioner Bracke thanked CDOT staff for the work that went into this. The section on bringing more folks to the table, would like to see a reframing of the wording with more common language. It is important to acknowledge interconnectivity among strategies related to safety goals. Many strategies in the Statewide Transportation Plan are in alignment with these policy goals. It is also about providing the choices for people to have in terms of affordability, access, etc. Providing a visual depiction to show that we are here now and what comes next in a timeline would be helpful. Also include how the TC fits in to the conversations.
- Rebecca White mentioned that she would be happy to talk one on one with TC members, if desired, and that she will talk more on this next month.

### **Transportation Commission Party Status for Air Quality Control Commission Greenhouse Gas Rulemaking (Kathy Young and Bill Thiebaut)**

#### **Discussion:**

- Commissioner Thiebaut noted that this topic was mostly covered in previous discussion this agenda item. No contemplation for resolution is needed right now. No clear path forward. Will discuss more when more is known. Please read memo more thoroughly between now and next month.

- Commissioner Vasquez noted that this includes consideration of three concepts: CDOT Rulemaking, TC Rulemaking and AQCC rulemaking. Herman Stockinger, CDOT Deputy Executive Director and TC Secretary, clarified that there is only TC Rulemaking no CDOT Rulemaking.
- Commissioner Stuart noted that the Ad Hoc Rulemaking Committee still has work to do and will keep the TC informed.
- Commissioner Vasquez is the leader of this committee.
- Commissioner Thiebaut recognized Kathy Young assigned to keep him informed.
- Commissioner Hickey explained that consultation with legal council is occurring on these issues, with one TC representative and another representative from CDOT – all are working closely so far.
- Commissioner Beedy confirmed that the recommendation is not to pursue party status at this point with the AQCC, but we will keep monitoring the situation for opportunities for TC to engage.

### **Adoption of Transportation Asset Management (TAM) Planning Budgets and Funding Cap (William Johnson and Toby Manthey)**

**Purpose:** This workshop summarizes draft planning budgets for Transportation Asset Management (TAM) for fiscal year 2024-25. Also described is the proposed TAM Cap for FY2024-25, which represents the total dollars dedicated to the TAM program. CDOT staff is requesting consideration of these items, which are adopted by resolution by the TC under Policy Directive 1906.0.

**Action:** 1. CDOT staff seeks commission approval of TAM planning budgets for fiscal year 2024-25 for the 12 asset classes in the program. 2. Staff also seeks commission approval of the TAM Cap, which is the sum of the planning budgets for the individual assets and the total dollars initially dedicated to the TAM program for FY25.

**Discussion:**

- Commissioner Adams pointed out the fine line between what is defined as maintenance vs. a construction project.
- William Johnson noted that PD 1906.0 outlines definitions for this and FHWA also has their definitions.
- Steve Harelson, noted that larger roadway rehab paving projects considered improvements, where the \$250,000 threshold for CDOT maintenance staff is a distinction.
- Commissioner Vasquez noted that many of the performance ratings for asset condition shown in red (poor), could be yellow (fair) as they are right on the threshold.
- Commissioner Adams asked if CDOT were to receive \$400 million annually to put towards Asset Management (the noted annual deficit for Asset Management) if would this convert all performance ratings to green (good). Toby Manthey responded that by 2030 they would be green as this is a 10-year Asset management Plan.
- Commissioner Beedy strongly recommended that the TC add \$125 million for pavement (fill one-third of needed funds) – chip seals within a 5-year window, especially on rural roads. Need to increase this line item as it has been sitting at same level for many years now. Make maintenance budget a floor and not a cap. Encouraged TC to get our preventative maintenance program improved to slow the spread of pavement deterioration. Requested Jeff and team to figure out a way to get these funds increased, or we are perpetuating this problem. Rebecca noted the investment in the rural pavement program, and explained that for I-70 we are trying where we can to invest in pavement improvements.
- Commissioner Vasquez observed that PD 1609 may have unintended consequences of policy to address and we need to follow up with a discussion when appropriate. What is the forecast with SB 260 with changes in funding? Would it make it more difficult to place funding for paving?
- Jeff Sudmeier noted that surface treatment is different than pavement. Additional funding we can put towards pavement like the rural pavement program. The fee bill focuses on the 10-year plan, and a large portion of revenues go to the 10-year plan, but there are a lot projects in the 10-year plan. One of the

ways make significant process – choosing projects from 10-year plan that address condition. Orange truck projects are not in the 10-year plan, we are in the process of re-evaluating the process for budgeting maintenance work. SB 260 is in front of us now. Federal funding from the infrastructure bill may influence how budget works out for maintenance projects. We can look at ways to bring up pavement program funding.

- Commissioner Hall agreed with Commissioner Beedy. We need to maintain what we already have.
- Commissioner Stanton thanked staff for thorough briefing, on concern is inflation is 5% will eat into future budgets, we need to do what we can now to save costs.
- Commissioner Adams - \$400 million, and comments on inflation, about 2 years ago – what was \$400 million worth? If number getting lower making progress. If higher losing ground.
- Wm Johnson:
  - Last time we looks at this it was \$300 million annually based on performance targets in PD 14.
  - We are having effect on the condition, doing the right things, but we have deficits.
  - Colorado is ranked 47<sup>th</sup> on rural paved roads.
- Commissioner Adams asked if the situation is getting worse. Commissioner Beedy noted yes, and William Johnson confirmed the pavement condition is worsening over time.
- Steve Harelson noted that the beauty of Asset Management, is the 10-year model, which can help CDOT identify the things we can do to stop deterioration of bridges. The Asset Management model helps inform our decisions. The model recommends to us how to either spend now for improvements, or to keep condition up or rebuild not worth repairing in the long run. Items that extend the life of the infrastructure is what Asset Management does.
- Commissioner Adams asked are we ok with being 47<sup>th</sup>? If we do something about that – would another \$50 million or \$100 million elevate us any from 47<sup>th</sup>?
- Commissioner Stuart noted that policy decisions are difficult without enough funds. Nobody wants to be 47<sup>th</sup>.
- Commissioner Bracke appreciated the information shared and dialogue, and asked if there was a way to have a more fine grained discussion on asset condition to stretch the asset or do replacement. Otherwise we will always be \$400 million annually in the hole. Some trends are rising green, we need to know how to move money so greens are maintained and reds move out of red.
- Commissioner Adams commented that there is never is enough money, and we need a plan on how to achieve our objectives. How much to spend with the greatest results. Via technology, innovations find a way to get things done. Need to find a way to get from 47<sup>th</sup> to something else. Referred to Commissioner Bracke’s suggestion.
- Commissioner Stuart agreed with other TC members that we don’t want to remain ranked 47<sup>th</sup> in the nation for rural pavement condition, and recommended the TC have a discussion about how to change this at a TC retreat.

### **Overview of Floyd Hill Project Delivery Method CMGC (Mike Keleman)**

**Purpose:** The purpose of this workshop is to outline the staff recommendation to deliver the I-70 Floyd Hill to Veterans Memorial Tunnels Project (Project) utilizing Construction Manager/General Contractor (CM/GC) as the main Alternative Delivery Method. Two alternative alignments – Viaduct and Tunnel, with the Viaduct being the preferred alternative in the Environmental Assessment document.

**Action:** TC is asked to adopt a resolution that supports the staff recommendation

#### **Discussion:**

- Commissioner Stuart asked about the viaduct alternative, the preferred alternative for this project, and how will it look different from the tunnel. The answer was that the bridges will be bigger, roadway curves will be straightened. The Tunnel alternative would require blasting through the mountain. Also road grade will be raised for a smoother transition under the Viaduct alternative.



- Commissioner Beedy asked if the evaluation looked at replacement costs and providing a ground level structure. Just trying to keep future costs down. The response was that no ground level option is available/feasible. EA did take into account maintenance costs. The two alternatives both have maintenance costs, and the Viaduct is the best option. Steve Harelson added that the ground level would require lots of blasting of rock cliffs and lead to other big maintenance costs.
- Commissioner Vasquez asked if weighting of delivery methods was considered, and how delivery approaches were evaluated. The answer was that the result of the analysis strongly pointed to CM/GC. Taking into account the surprise factor and disruptions was good and she was glad risk was a big part of the analysis.
- Commissioner Thiebaut asked about the variety of participants (14 people) who decided upon the CM/CG delivery method and how bias was neutralized. Steve Harelson explained that they have a facilitator who is neutral and holds people accountable. Mostly participants are Clear Creek County residents and CDOT project and resident engineers, project manager and HPTe staff. The Mayor of Idaho Springs participated and CDOT has a robust context sensitive solution (CSS) system established, where no one person steers discussion. It works like a self-policing system. Steve noted he is sold on CSS system of discussion.
- Commissioner Stanton asked about traffic risks for the project, and the response was having a Contractor on board is a big benefit to alleviate risks for traffic, and they are working with Colorado State Patrol too.
- Commissioner Hall confirmed that the EA is anticipated to be done this summer and once the EA is done then 60 day public comment period will occur with virtual engagement so folks can take their time reviewing materials. Commissioner Hall also asked if the EA is being done in-house or by a contractor. It is a Combination with Vanessa Henderson of CDOT and consultants. Commissioner Hall also confirmed all is done in one bid process for contractor and construction manager, with a three opportunities to negotiate the contract price before a low bid process would take place.
- Resolution is prepared for approval tomorrow. The EB portion of this project highlighted in the EA is not included in this project, it will be a separate project.

### **Union Pacific Railroad Purchase and Sale Agreement on US 85 (Heather Paddock)**

**Purpose:** The purpose of this workshop is to provide the TC a status update of the CDOT/UPRR Purchase and Sale Agreement and request approval for the funding shortfall approach to complete the terms and conditions outlined in the CDOT/UPRR Purchase and Sale Agreement (PSA)

**Action:** TC review and approval of the 12th budget supplement for \$36,160,000 in TC Program Reserve for the CDOT/UPRR Purchase and Sale Agreement. \$23,160,000 will be a loan from Program Reserve and returned once SB267 Year 3 or 4 funds are identified and become available.

#### **Discussion:**

- Commissioner Vasquez asked to have a work session to look at other locations where there is railroad to prevent similar situations in the future.
- Commissioner Thiebaut commented on how this is a statewide issue developed from good intentions, but doesn't think it is the role of Region 4 to bear the burden of what went wrong. Resolution #5 is broken into 2 categories, and one of them appears to be a loan, and he objects to Region 4 having to carry the burden of a loan for this, and supports it as a gift. He noted how this could impact Region 4's ability to deliver the 4<sup>th</sup> year of SB 267 project priorities, and he can't vote for Region 4 taking on a loan for something that is not their responsibility, so I will have to vote against this. It doesn't say it is a loan, but I think it appears to be the intent, and I can't support that part of it. But it is also pretty confusing, so I also think that it should be clarified.
- Director Lew applauded Heather Paddock for cleaning up a messy situation. Acknowledge that the way it was pulled together was not ideal. There were conditions between Weld county and CDOT that weren't documented as clearly as they should have been, so the reality is that the RTD was the lead

negotiator for CDOT at the time, and we were left with a lot of jagged edges that Heather Paddock was left to clean up. She pointed out that this just attests to how important it is to get things cleaned up fiscally. And she also thinks it is important to show in a transparent way that budget issues have implications.

- Commissioner Bracke thanked Heather Paddock for figuring out such a difficult problem, and gave her support to the resolution commenting on how important it is to take care of the situation as soon as possible because of all the risks that Heather delineated. She agrees that it shouldn't rest on Region 4 alone, but in the end all regions are on one team.
- Jeff Sudmeier clarified that the resolution intent is that there is a \$13 million commitment without strings and \$23.6 million commitment with strings, so a good portion of it is not on Region 4 alone.
- Commissioner Stuart asked about the down side of Commissioner's Thiebaut's suggestion of having it all come out of the reserves.
- Jeff Sudmeier explained that that would draw us down to \$7 million in program reserve which is below the balance that we try to maintain for emergencies. In FY22 CDOT is not allocating additional funds to program reserves as is typically done because budgets are so tight right now. Additionally, while SB 260 is a huge help, CDOT is still experiencing HUTF losses that still have to balance making a robust reserve important.
- Commissioner Thiebaut asked about transferring contingency to program reserve, so that is a lot of movement. He suggested instead of categorizing it as a loan to request future reexamination by Transportation Commission
- Director Lew said the 10 year plan tries to bring it all together to get away from that type of thinking because it has led to bad decision making in the past. CDOT assumes that money comes in and it goes to priorities and so there is a bigger problem of holistic budgeting. Everything we allocate money to comes from something else so for the sake of transparency it is good that we are being clear about where the money is coming from. This has been part of the Region 4 dialogue for many years.
- Director Hall asked if this came from the general fund before.
- Jeff Sudmeier said it was originally allocated out of program reserve. The construction price is really what would be on the Region's shoulders
- Commissioner Beedy suggested a compromise to make the SH 52 project whole and to add safety benefits. He suggested taking some out of program reserves to finish a project that is really important
- Commissioner Stuart agreed with Commissioner Beedy suggesting an additional \$5.1 million from reserve to bring the loan portion down to \$18 million and bring up the non-loan portion to \$18.6 million.
- Commissioner Vasquez reiterated the importance of maintaining a robust program reserve for the unexpected problems.
- Jeff Sudmeier clarified that the intent of the proposal as it stands is to prevent the full cost from falling on Region 4. The purchase price is \$40 million and RR purchase price is \$34 million. Even within this proposal as is the TC will be covering most costs with exception of Peckham interchange. While it is part of this settlement it is also a project with a lot of benefits to the region.
- Chair Stuart summarized the 3 possible ways that the Commission might take action based on this conversation. They can vote on it as written, They can amend it so that everything comes out of contingency, or the 3<sup>rd</sup> option would be to change the contingency allocation from \$13 to 18 and the remainder coming out as loan. We all have different perspectives on this.
- Commissioner Adams commented on what a great job Heather has done, and supports staff's recommendation, and wants to minimize impact on reserves.

### **Audit Review Committee (Frank Spinelli)**

AUDIT COMMITTEE MEMBERS: Transportation Commissioners: Eula Adams; Kathleen Bracke; Shannon Gifford; Karen Stuart; Bill Thiebaut; and Sidny Zink, Chair

EXECUTIVE MANAGEMENT TEAM: Frank Spinelli, Audit Director; Shoshana Lew, Executive Director; Herman Stockinger, Deputy Director; Jeffrey Sudmeier, Chief Financial Officer; Stephen Harrelson, Chief Engineer; and Rebecca White, Transportation Development Director

## Agenda

- **Call to Order**
  - Commissioner Zink called the meeting to order
- **Motion to approve August 19, 2020 Minutes**
  - Passed unanimously.
- **SAP Security Design and Model Review**
  - Security Review identified some risks related to IT personnel with high level access who have not changed their login credentials in a long time. And we found excessive entries which suggest some inappropriate activity
  - Discussed with management, and they jumped on it immediately. All but one recommendation will be implemented within one month.
  - Staff responded that SAP was implemented in 2006 in response to Commissioner Zink's question
  - Jeff clarified that OIT manages the security, so most recommendations are maintained on the OIT side. There was an assessment done in 2016, which addressed some but not all of these recommendations. Some of these are related to changes since 2006, but others are due to things that shouldn't have been done that should have.
  - Commissioner Adams said practices around access and access controls have gotten a lot better, and we just have to put in place and tighten it up, so we can make sure they get implemented and executed now that we are fully aware.
  - Commissioner Zink asked if SAP training was done in the Office of Information Technology (OIT). Jeff clarified that OIT didn't exist in 2006 when SAP was installed.
  - Commissioner Zink asked if SAP is worth improving or if it's worth considering a new system
  - Jeff said that it will go into unsupported status, and so we have started to look at what to do at that point, but it is a very big decision to make, but in the meantime we continue to try to improve it.
  - ED Lew said that a long term conversation about SAP should be severed from this conversation about improvement here. For as long as we use it we should do what we can to improve the security
  - Lew said we have some responsibility to not ignore risk and we are just not as diligent about access controls. Those were things that were well within our control.
- **Motion to Approve the Division of Maintenance and Operations Purchasing Audit Report**
  - Motion to release report and discuss thereafter passed unanimously
  - Staff explained that they identified an isolated incident and no pattern that indicates overall controls are working correctly. Did identify 5 weaknesses that could improve security significantly if addressed.
  - Commissioner Adams brought up the importance of culture as a deterrent and in exercising good judgement, and taking the decisions seriously
- **FY 2021 Audit Division Return on Investment**
  - Labor rates that were submitted for review were higher than what we determined to be fair and reasonable. Saved \$125,000 from negotiation. Will work with contracting to see if we can find savings from up front work.
- **FY 2022 Risk Assessment Update**

- Based on analysis of expenditures and exposures. Will conduct risk interviews of internal and external stakeholders to identify risks. Data will drive how interviews are conducted
- Will hold first ever process improvement training
- **Outstanding Recommendations Update**
  - Adams commented on importance of following up on commitments that management has made to making fix, and would like to see an update on the status of past agreements and an evaluation of whether the changes were successful.

## Adjournment

## **Transportation Commission Regular Meeting Thursday, June 17, 2021, 9:00 am to 11:00 am**

### **Call to Order, Roll Call:**

10 of the Commissioners were present: Commissioners Karen Stuart (TC Chair), Kathy Hall (TC Vice Chair), Bill Thiebaut, Shannon Gifford, Gary Beedy, Sidny Zink, Eula Adams, Lisa Tormoen Hickey, Donald Stanton and Barbara Vasquez. Commissioner Kathleen Bracke was excused.

- Commissioners Zink, Gifford and Hall were recognized for their work on the TC and these three departing Commissioners spoke and thanked the TC and CDOT for their opportunity to serve on the TC and said their goodbyes.

### **Public Comments (provided to Commissioners in writing before meeting)**

- No Public Comment

### **Comments of the Chair and Individual Commissioners**

- Commissioner Hickey thanked Commissioner Stuart for her excellent leadership over the last year. She thanked Commissioners Gifford, Zink and Thiebaut for their service, and remarked on what great examples they have been, and that she will continue to strive to emulate their leadership.
- Commissioner Vasquez expressed appreciation for all that she's learned from the parting Commissioners. There were some encouraging updates on wildlife mitigation projects similar to the gap projects that Commissioner Adams referenced. She remarked on how delightful it is to see the videos of the animals using the crossings on SH 9, and was interested to learn that the elk were trained by the deer, which they were not using initially. Regarding the heat wave, she is concerned about wild fire risk because of how dry it is. She thanked all the wildfire personnel who risk their lives to fight these fires, and all of our staff that have to respond as well.
- Commissioner Zink remarked on how bittersweet it is to be at her last Transportation Commission meeting, and she has so many people to thank. She expressed gratitude to CDOT staff. She gave a special thanks to the Region 5 staff, and commented on how great it was to work with all of the different RTDs in Region 3 and 5. She thanked Commissioner Stuart for being such an outstanding Chair. Over her 8 years of service, she has enjoyed her time serving as a Commissioner, and is grateful she has been able to work alongside such dedicated commissioners.
- Commissioner Stanton called attention to several concerning and encouraging statistics. First, he remarked on the need to keep an eye on the 5% increase in inflation, and try to plan accordingly. He said however, that he was encouraged to hear about the 6% cut in overhead costs from CDOT headquarters. He also talked at length about how concerned he is about the 7%+ increase in fatalities in Colorado over the last year. He believes that it will require strategies that target the behavioral components to safety given that CDOT has already done so much to address design components.
- Commissioner Adams commented on how great it was to be back to in person meetings, and thanked CDOT staff for their dedication and focus during such a difficult time. He hopes everyone is staying safe

during the heat wave, and thanked the team working on the I-25 gap project for how things are progressing, and for being so thoughtful and careful on the project. He was particularly moved by all the thought that went into the wildlife crossing. He appreciates all the legislative updates and briefings on SB21-260, and it's really rewarding to see that pass. He commented on how excited he is to see Career Wise Colorado work with the CDOT team to build apprentice programs in maintenance, and he is so encouraged to see all of CDOT's work on this.

- Commissioner Gifford thanked everyone on Commission and commented on how wonderful it has been to work with CDOT staff and her fellow Commissioners.
- Commissioner Bracke thanked all the departing Commissioners, and thanked Chair Stuart for her resilient leadership over the last year. She recounted her recent work with NFR MPO and was interested to hear more about the unsolicited bid for the I-25 project. She is also excited about SB21-260, and excited for the discussion ahead to ensure that the large ideas that are encompassed in it get implemented appropriately.
- Commissioner Beedy thanked the parting Commissioners for their service, and thanked Commissioner Gifford for hosting all of them for a farewell. He requested that staff give further consideration to the type of vegetation on roads to reduce the maintenance burden and to decrease wildlife risk. Would like to consider having an informal session with RTDs to have more open and less formal conversation to just share ideas and information
- Commissioner Thiebaut remarked on how bittersweet he feels about parting after his 8 years of service as a Transportation Commissioner, and thanked fellow commissioners for their dedicated service. He commented on serving under several different RTD's including Rick Zamora, and thanked them for their service. He also recognized Herman Stockinger and Jennifer Uebelher for their assistance in preparing for each meeting. He thanked the Executive Management team including all the RTDs, and all of the staff who risk their lives on a daily basis to keep people safe on our highways.
- Commissioner Hall – She thanked Commissioner Stuart for how well she handled the meetings during the pandemic through zoom, and will miss all the departing Commissioners terribly.
- Commissioner Stuart remarked on how strange it was to sit in the Chair's seat for the first time for her last meeting as Chair. She thanked Jennifer Uebelher for her work towards a seamless transition during the COVID-19 pandemic. She thanked CDOT staff for continuing to do their jobs so well during the dramatic changes over the last year and a half.

#### **Executive Director's Management Report (Shoshana Lew)**

- NA

#### **Chief Engineer's Report (Steve Harelson)**

- He announced Hilary Hawthorne, as the new manager for the Program Reporting and Transparency Office (PRTO) (formerly PMO). She has worked as an engineer for several years, and also worked in the business office so she will be a great manager of PRTO given her experience in project delivery. Brian Metzger will be elevated to data management. The On Track system is coming on line soon to further support greater transparency.
- Geology and Geo hazards: Commented on an impressive report regarding the science around rock fall attenuator systems. The research team took rocks and then dropped them down a mountain to study the system. The study was authored by CDOT's, Ty Ortiz. He commented on how proud he is of his legacy, and his contribution to the field of science and engineering.

#### **High Performance Transportation Enterprise (HPTE) Director's Report (Nick Farber)**

- The HPTE Board adjusted tolls on I-25 North by \$.15-\$.20 from US 36 to E470. This was done due to address a 30% increase in processing costs.
- The Board reduced the wind down period from 24 months to 20 months on E-470, which extends the date to September of this year.
- They discussed dynamic pricing at a retreat. Plan to move away from the time of day pricing that is used currently and expect dynamic pricing to start August of next year on the westbound express lane of I-70

- Closed on Burnham Yard with Union Pacific Railroad. Talked to RTD's Director of Operations about their role in the project, and they acknowledged their obligation to contribute to the property, but advised that they are not in a position to do that in the near term.
- We talked to the North Front Range MPO about I-25 North Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. Currently, in the credit worthiness phase, and once they have advisors on board they will negotiate. Hoping to close next fall.
- In response to a question from Commissioner Vasquez regarding dynamic pricing, Nick Farber explained that it relies on sensors in both the general purpose and express lanes for inputs into an algorithm that adjusts prices. It will be a huge change for the travelling public, and for the public outreach campaign. We are one of the last states to use this.

#### **State Legislative Update (Andy Karsian)**

- This was a historic legislative session with passage of SB21-260. He thanked CDOT staff for their support.
- Some of the smaller bills that passed deal with state audit and fiscal reporting, and there was also one that allows OIT to delegate to CDOT management of IT systems.
- One bill passed with extensive amendments from CDOT to protect crash record information
- The project limit bill passed thanks to a lot of work from Michael Goolsby.
- Amended a bill to protect Transportation Commission process for disposing of state lands and ROW, and making sure it's part of the conversation for affordable housing and renewable energy.
- An advertising bill passed to protect our ability to regulate in case of lawsuits.
- One measure will require us to start quantifying where greenhouse gases come from in projects
- One bill creates the largest special district in the state. Another measure allows small carpool companies to be excluded from the Transportation Network Company (TNC) category for purposes of reporting.
- CDOT got \$2 million for DUI enforcement, and got a CDC grant for money to help with collaboration between water districts. DOLA is getting a weather tower for better reporting and monitoring of weather in the four corners area.

#### **Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater)**

- He thanked Commissioner Stanton for highlighting the concerning rise in traffic fatalities in Colorado. .
- Recognized the parting Commissioners for their service and for doing such exemplary work. He recognized Commissioner Thiebaut for his leadership in Region 2. He thanked Zink for championing the US 550/US 160 project. He thanked Commissioner Gifford and for all of her hospitality.

#### **Statewide Transportation Advisory Committee (STAC) Report (STAC Chair, Vince Rogalski)**

- STAC received an update from Sally Chaffee.
- Talked about CDOT's safety outreach efforts, highlighting the finding that 30% of traffic fatalities in Colorado are caused by distracted drivers.
- Announced Amber Blake as the new DTR Director and she'll take over June 28, 2021.
- SB21-260 was discussed, and there were questions around the impact to the 10 year plan. STAC will continue to discuss a process for how to update the 10 year plan. STAC was advised that local government funding from SB 21- 260 won't be available until FY 2023.
- STAC had a discussion on induced travel demand, with a briefing on how the statewide travel model can help to prevent and manage induced demand.
- William Johnson gave a report on asset performance reporting.
- Last STAC discussed what format to conduct meetings in going forward as only 3 people attended in person for the hybrid meeting. Despite poor in person attendance there was consensus around the value of in person discussion, so there was an agreement that next month would be an in person meeting. They will continue to discuss whether in person should be arranged quarterly or bimonthly.
- Vince Rogalski pointed out how valuable the STAC TPR reports are, and encouraged Commissioners to continue to attend the meetings as a way to learn about what is happening across the state.
- Commissioner Vasquez commented on the broader access and participation that the virtual format generates, and expressed hope that a virtual option can still be provided.

**Act on Consent Agenda – Passed unanimously on June 17, 2021. Motion by Commissioner Beedy, Second by Commissioner Hall**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of May 20, 2021 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Craig/US 40 Frontage Rd Devolution (Mike Goolsby)

**Discuss and Act on Proposed Resolution #4: Condemnation 1 (Steve Harelson) – Passed unanimously on June 17, 2021. Motion by Commissioner Gifford, Second by Commissioner Vasquez**

- This action authorizes condemnation of a billboard structure on I-25 segment 6.

**Discuss and Act on Proposed Resolution #5 Budget Supplement of FY 2021 (Jeff Sudmeier) –**

- Resolution #5 amended as described below. Motion made by Commissioner Beedy, Second by Commissioner Thiebaut. Passed on June 17, 2021 with an 8-2 vote, one absent
  - Commissioner Beedy proposed an amendment to increase the transfer from program reserve from \$13 million to \$18.1 million to give certainty to the SH 52 project. For the record we are increasing the \$13 million by \$5.1 million and decreasing the 23 million by the same amount.
- Motion to sever the resolution into two pieces to vote independently on the \$18.06 million loan from the amended resolution. Motion by Commissioner Thiebaut, Second by Commissioner Beedy. Passed on June 17, 2021, with a 9-1 vote, one absent.
- The remainder of the resolution. Motion by Commissioner Beedy, Second by Commissioner Thiebaut. Passed on June 17, 2021, with a 9 to 1 vote, one absent.

**Discuss and Act on Proposed Resolution #6: 11<sup>th</sup> Budget Amendment of FY 2021 (Jeff Sudmeier) – Passed unanimously on June 17, 2021. Motion by Commissioner Vasquez, Second by Commissioner Adams.**

- First request is to increase the FTE cap by 14 positions, 10 of which would support implementation of the stimulus funds and for support in meeting the new requirements related to the passage of SB21-260, and also to support new requirements in labor relations related to new labor relations legislation. There is also a request to increase Departments FTE cap by 4 positions to support needs related to the Express Lane Network expansion
- The Second request is to increase the budget by \$359,252 from the TC program reserve to cover costs related to the Burnham Yard acquisition that was approved last month. Per the Interagency Agreement (IAA) the cost of issuance rests with the CDOT. This allocation will reimburse HPTE for the cost of issuance.
- The third request is to adjust the amount for the 3<sup>rd</sup> tranche of 267 Certificates of Participation (COP) from \$500 million to \$620 million based on the final closing amount.
- In response to a question from Commissioner Zink regarding the temporary nature of the FTE positions, Jeff Sudmeier indicated that some of the new FTEs will be temporary at first, but they are requesting the cap be raised in case they become permanent in the future.
- Commissioner Hall expressed anguish over approving so many new FTEs without a cost associated with the approval
- Jeff Sudmeier responded that there would be clarification next month, and that one or two will be temporary, but most will be permanent, and next month they will make that distinction.
- Chair Stuart pointed out that typically they have a better picture of the budgetary implications when they are asked to approve new FTEs.

- In many cases these won't require budget action, so we will come back with any that require a budget increase.
- Commissioner Vasquez asked if these are expected to be filled before the next meeting.
- Herman Stockinger responded that they will be advertised by that point, so they will be able to clarify cost at that point.

**Discuss and Act on Proposed Resolution #7: Transportation Asset Management (TAM) Planning Budgets and Funding Cap (William Johnson & Toby Manthey) – Passed unanimously on June 17, 2021. Motion by Commissioner Beedy, Second by Commissioner Hickey**

- Support Resolution #7 which includes planning budgets which won't become final until the actual year budget.
- Commissioner Beedy commented that this should be considered a floor with all of the new funding sources coming in instead of a cap. Understanding that the proposal is dealing with planning numbers, he expressed hope that once staff moves to budgeting that they give further consideration to maintenance.

**Discuss and Act on Proposed Resolution #8: State Infrastructure Bank Rate Approval (Jeff Sudmeier) – Passed unanimously on June 17, 2021. Motion by Commissioner Hickey, Second by Commissioner Adams**

- Staff recommends maintaining the current interest rate of 2% and the origination rate
- In response to questions from Commissioner Adams about the origination fee Jeff Sudmeier indicated that it is a graduated fee that is typically waived
- Commissioner Adams commented on the fact that it is important to be aware of the Fed signaling that rates will be rising, but that he's comfortable given that it is only for 6 months.

**Discuss and Act on Proposed Resolution #9: Floyd Hill Project Delivery Method (Mike Keleman) – Passed unanimously on June 17, 2021. Motion by Commissioner Hickey, Second by Commissioner Adams**

- Selection of an alternative delivery method aka Construction Manager/General Contractor (CM/GC) for I-70 Floyd Hill to Veterans Memorial Tunnel project

**Discuss and Action on Proposed Resolution #10: 2021 RAISE Applications (Herman Stockinger, Julie George, Jamie Grim) – Passed unanimously on June 17, 2021. Motion by Commissioner Hall, Second by Commissioner Stanton**

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant applications are coming together. They are due by July 12, 2021. One application is for a mobility hub in Grand Junction, called Multimodal Options for a Vibrant Equitable West Slope. This application also brings in some projects in Glenwood Springs and Rifle. This is a \$30 million project using existing dollars as match, so there is no request from TC on this project.
- The second application is from Trinidad for the AMTRAK Southeast Chief rehabilitation program, replacing 34 miles of track. This is a \$23 million project. The match source still needs to be sorted out. Requesting that Transportation Commission approve \$1 million for match, which will only be committed if the grant comes through.
- In response to a question from Commissioner Vasquez regarding any money that is being committed for the Grand Junction mobility hub, staff responded that the match money has been identified, but that it is coming from alternate sources such as SB 267 or other project dollars.
- Commissioner Hall reminded her fellow Commissioners that they approved \$500,000 for a planning grant that has already been committed from the local areas. She added that she is really enthused about it because they will finally have a multimodal with a smaller version of Union Station.
- Commissioner Stuart added that it is a great application for a RAISE grant, and that she thinks they have a good chance of meeting the criteria.



**Discuss and Action on Proposed Resolution #11: Transportation Commission Party Status for Air Quality Control Commission GHG Rulemaking (Kathy Young and Bill Thiebaut) – Withdrawn**

**Discuss and Action on Proposed Resolution #12: Acknowledgement of New Chair, Vice Chair and Secretary (Barbara Vasquez) No Printed resolution – Passed unanimously on June 17, 2021. Motion by Commissioner Adams, Second by Commissioner Thiebaut**

- The TC Nominating committee was formed and used an open and transparent process that led to consensus to nominate Kathy Hall as Chair of the TC, Don Stanton as Vice Chair of the Transportation Commission and Herman Stockinger as Secretary.
- Commissioner Thiebaut congratulated the new Chair and Vice Chair
- Commissioner Beedy mentioned that they also chose based on the need to have both urban and rural representation in the leadership.

**Recognitions:**

- Recognition of Departing Commissioners Gifford, Thiebaut and Zink.
- Commissioner Hall recognized Karen Stuart for her work and presented her with a gavel. commemorating her service as Chair in such an unusual year.
- Herman Stockinger presented signed hard hats and pictures of projects of significance for each parting Commissioner as a small thank you to each for their service.
- Each parting Commissioner explained the significance of the picture presented to them, and how grateful they were for the opportunity to serve their district and the state as a Transportation Commissioner.

**Other Matters:**

- NA

**Adjournment**

- Meeting Adjourned at 10:52 am.

**Additional Workshop – After Bridge Enterprise (BE) Board of Directors Meeting:**

**SB 260 Fee Bill Overview (Jeff Sudmeier and Rebecca White)**

**Purpose:** To provide an overview of the recently passed transportation fee bill, SB 21-260 Sustainability of the Transportation System.

**Action:** No action is requested at this time.

**Discussion:**

- In response to questions raised regarding the drop in funds between FY 22 and FY 23, staff indicated the legislation front loads the fee revenue so you see a drop.
- In response to question from Commissioner Adams, staff said that the forecasts do not depend on a specific growth rate. And that they use a very conservative rate for forecasting.
- Regarding a question from Commissioner Hickey about the requirements to consider land use, Rebecca White responded that because the language is so general there is still a lot that is up to interpretation, but staff's thinking so far is that as the 10 year plan gets updated they will need to consider land use in deciding what projects to invest in.

- Commissioner Stuart commented that it sounds like that would entail making good land use a requirement for investment. She pointed out that such a requirement might be difficult for MPOs such as DRCOG that just adopted their 2050 Long Range Plan.
- Rebecca White advised that CDOT hire a land use specialist in the last couple months, who has already been out to visit and talk with communities about their Main Streets.
- Commissioner Vasquez asked about how to contend with the fact that so much of land use is outside of CDOT's authority decided at the local level where CDOT has no choice but to respond.
- Rebecca White said the PEL studies can be helpful to sit down with communities and talk about long term what will be happening at a corridor, and the RTDs have talked about how it is helpful.
- Coupled with these actions is there an ancillary push to have ozone considerations in rural areas. Because in rural areas we don't really know where we sit.
- Commissioner Stanton commented on the need to think outside the box when it comes to monitoring as often adding more monitoring can open CDOT open to legal challenges if they can't show that the air quality improves.
- Responding to Commissioner Adams question, Rebecca White said that monitoring is already done, and modeling is really important here at projecting emissions based on vehicle miles traveled (VMT). This legislation doesn't set a new standard, but requires that we do extra modeling and disclose that to the public.
- Commissioner Vasquez asked if there was a mapping tool that helps us with the Disproportionately Impacted (DI) communities, and Rebecca responded that all of the information needed to meet the definition can be obtained from the census, and easily mapped
- Responding to a question from Commissioner Vasquez concerning how regionally significant will be defined, Rebecca White said they will be working with TC on this, and that they do have some precedent that they can look to as a guide.
- Responding to the question about the costs associated with the new legislation, Rebecca White indicated that the new Nonattainment Enterprise will help a lot so that the project doesn't have to absorb all the new costs on its own.
- Commissioner Adams said that we have to be really sensitive to the added administrative burden that it will take to deliver on these new requirements.
- Rebecca White commented on the benefits of breaking down the distinction between highway projects and transit projects in the new plan. In July she said staff will talk more about advancing projects for FY 22, but in terms of bringing the current plan into compliance by October of 2022 there will be a lot more to do.
- Commissioner Adams applauded the legislation for positioning the state to really deal with the climate change and to prepare for the future.
- Commissioner Beedy commented on how it is important to show which ones are highway and transit with different funding, because he can see where someone might see it and think that none of it is not going to the road without that distinction.
- Commissioner Adams said that he agrees, and that he is concerned that people understand why they might not be getting what they think they should be getting with this funding.
- In response to a question from Commissioner Beedy about how to parse out the transportation cause from other causes of the air pollution such as wildfires that make attainment impossible Rebecca White commented that the monitors across the state all pick up the other sources such as wildfires, so it is relatively straight forward when there is a consistent external cause that is happening statewide, but it gets a bit harder when you are talking about localized external sources such as Sun Corps. So there are ways to distinguish causes, but she acknowledged that it still will be really challenging, especially on corridors that go through industrial areas such as I-270.
- Commissioner Vasquez commented on how happy she was to see the focus on underserved communities and air quality.
- In response to a question from Commissioner Vasquez about how the board for the new enterprises will be decided, Jeff Sudmeier responded that they would be appointed by the Governor, but the bill articulates the size and makeup for the Clean Transit Enterprise and the Nonattainment Enterprise which are the two new enterprises that will be under the CDOT umbrella.

- In regard to questions about how the new enterprises will be staffed, Jeff Sudmeier indicated that there likely will be dedicated programmatic staff for each, but that they won't require duplicate accounting and administrative operational staff. CDOT has one year to figure out the details before they start receiving funds.

**Meeting Adjourned at 12:30 pm.**



**COLORADO**  
**Department of Transportation**  
Office of the Chief Engineer

Engineering Contracts  
2829 W. Howard Place, Ste. 339  
Denver, CO 80204-2305

## Memorandum

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**TO: Transportation Commission**

**FROM: Marci Gray & Lauren Cabot**

**DATE: June 23, 2021**

**SUBJECT: Intergovernmental Agreements over \$750,000.00**

Purpose Compliance with CRS §43-1-110(4) which requires intergovernmental agreements involving more than \$750,000 must have approval of the Commission to become effective. In order stay in compliance with Colorado laws, approval is being sought for all intergovernmental agencies agreements over \$750,000 going forward.

Action CDOT seeks Commission approval for all IGAs contracts identified in the attached IGA Approved Projects List each of which are greater than \$750,000. CDOT seeks to have this approval extend to all contributing agencies, all contracts, amendments and option letters that stem from the original project except where there are substantial changes to the project and/or funding of the project.

Background CRS §43-1-110(4) was enacted in 1991 giving the Chief Engineer the authority to negotiate with local governmental entities for intergovernmental agreements conditional on agreements over \$750,000 are only effective with the approval of the commission.

Most contracts entered into with intergovernmental agencies involve pass through funds from the federal government often with matching local funds and infrequently state money. Currently, CDOT seeks to comply with the Colorado Revised Statutes and develop a process to streamline the process.



Next Steps Commision approval of the projects identified on the IGA Project List including all documents necessary to further these projects except where there are substancial changes to the project and/or funding which will need reapproval. Additionally, CDOT will present to the Commission on the Consent Agenda every month listing all of the known projects identifying the region, owner of the project, project number, total cost of the project, including a breakdwn of the funding source and a brief description of the project for their approval. CDOT will also present any IGA Contracts which have already been executed if there has been any substantial changes to the project and/or funding.

Attachments IGA Approved Project List





**DATE:** June 16, 2021  
**TO:** Transportation Commission  
**FROM:** Stephen Harelson, P.E. Chief Engineer  
**SUBJECT:** SH 133 & MP 31.5 (Parcel 1 REV\_EX) - Disposal

### Purpose

CDOT Region 3 is proposing to dispose of ~72,161 sq. ft. (1.657 acres) of right of way that is no longer needed for transportation or maintenance purposes. The property will be conveyed at fair market value.

### Action

CDOT Region 3 is requesting a resolution approving the disposal of ~72,161 sq. ft. (1.657 acres) of right of way that is no longer needed for transportation or maintenance purposes.

### Background

The parcel was acquired in 1976 to effectuate a channel change to Muddy Creek. The channel change was never implemented. Parcel 1 REV-EX contains ~72,161 sq. ft. (1.657 acres) and is outside of the right of way necessary for SH 133.

### Details

The adjacent property owner is interested in purchasing Parcel 1 REV-EX. There is a pond, which pre-dates CDOT's ownership of the ROW, located within the proposed disposal area. The source of water for the pond is a private well located on the adjacent owner's property. CDOT Region 3 has determined that this property is not needed for maintenance or transportation purposes. The disposal of the subject property will have no effect upon the operation, use, maintenance or safety of the highway facility. The disposal of Parcel 1 REV-EX will be at fair market value.

### Key Benefits

CDOT will be relieved of maintenance responsibilities and liability associated with these parcels. CDOT will also obtain revenue from the sale of the parcels that will be applied to future transportation projects in accordance with 23 CFR 710.403(d).

### Next Steps

Upon approval of the Transportation Commission, CDOT will convey Parcel 1 REV-EX in accordance with C.R.S. 43-1-210(5). CDOT will execute a quitclaim deed to convey the subject property. The deed will be recorded in the office of Gunnison Clerk and Recorder.

### Attachments

Exhibits Depicting the Disposal Parcel

COLORADO DEPARTMENT OF TRANSPORTATION  
REAL PROPERTY

TO BE CONVEYED

Parcel Number: 1 REV-EX

TO

Keith M. Geffre  
18201 Highway 133  
Somerset, CO 81434

FOR

Disposal of existing Right-of-Way area no longer needed by CDOT  
Project Number: C 40-0133-14  
Location: SH 133 ending at STA 590+64.5

EXHIBIT "A"  
PROJECT NUMBER: C 40-0133-14 (1978)  
PARCEL NUMBER: 1 REV-EX  
DATE: APRIL 07, 2021

This calculated description is compiled from SH 133 Colorado Department of Highways Right-of-Way (ROW) Plans, Project No. C 40-0133-14 (1978). This parcel of land will become part of the adjoining property and will not become a separate parcel of land.

DESCRIPTION OF PARCEL NO. 1 REV-EX

A Parcel of land No. 1 REV-EX, being part of existing Parcel 1 REV located within the State Highway No. 133 (SH No. 133) Right-of-Way (ROW) as shown on the Colorado Department of Highways ROW Plans, Project No. C 40-0133-14 (1978), said Parcel 1 REV being described in that Deed recorded in Book 493, Page 755, Records of Gunnison County, lying within the Southwest One-Quarter of Section 8, Township 12 South, Range 89 West of the 6th Principal Meridian, Gunnison County, State of Colorado, and being more particularly described as follows:

Beginning at a point on the existing Westerly ROW line of said SH No. 133 from which the South One-Quarter corner of said Section 8 bears South 30° 32' 13" East a distance of 3071.22 feet;

Thence extending into the existing ROW of said SH No. 133 the following two courses: (1) South 33°06'00" East, a distance of 130.68 feet and (2) South 15°00'00" East, a distance of 480.00 feet to a point on the existing Westerly ROW of said SH No. 133;

Thence along said existing Westerly ROW line the following five courses: (1) North 78°31'30" West, a distance of 138.10 feet; (2) North 49°03'30" West, a distance of 107.00 feet; (3) North 20°07'00" West, a distance of 113.70 feet; (4) North 13°11'30" East, a distance of 308.00 feet; (5) North 08°45'30" West, a distance of 69.70 feet to the Point of Beginning.

The above described Parcel No. 1 REV-EX contains 1.657 acres (72,161 sq. ft.), more or less.

This description is prepared for the transfer of Real Property (Parcel No. 1 REV-EX) from the Colorado Department of Transportation (CDOT) to the record owner of the adjoining property for the disposal of the existing ROW area no longer needed by CDOT.

For and on behalf of the  
Colorado Department of Transportation  
David C. Holmes, PLS 32828  
(970) 230-1002  
222 South 6<sup>th</sup> St., Room 317,  
Grand Junction, CO 81501





# ILLUSTRATION FOR EXHIBIT "A"

A PARCEL OF LAND LOCATED IN THE SW 1/4 OF SECTION 8, T. 12 S., R. 89 W., 6TH P.M.,  
COUNTY OF GUNNISON, STATE OF COLORADO

POINT OF BEGINNING — N39° 21'0"W — N89° 49'0"W — 325.10' — NORTH LINE OF THE SW 1/4 OF SECTION 8, T 12 S R 89 W

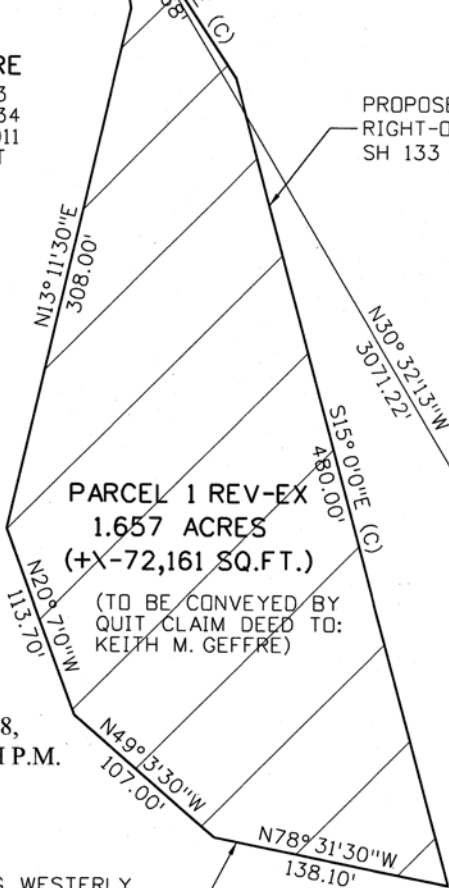
N8° 45'30"W — 69.70' — S33° 50'E (C) — 130.65'

**RECORD OWNER:**  
**KEITH M. GEFFRE**  
18201 HIGHWAY 133  
SOMERSET, CO 81434  
PN: 2989-000-00-011  
36.112 ACRE TRACT

PROPOSED WESTERLY  
RIGHT-OF-WAY LINE OF  
SH 133



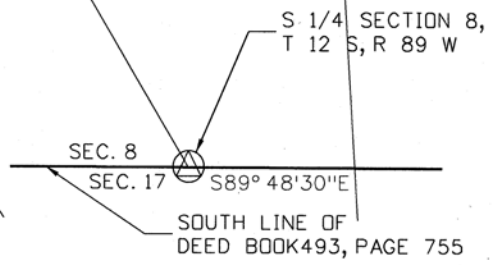
**STATE HWY. NO. 133**  
PROJECT NO. C 40-0133-14 (1978)  
DEED BOOK 493, PAGE 755



**PARCEL 1 REV-EX**  
**1.657 ACRES**  
**(+/- 72,161 SQ.FT.)**  
(TO BE CONVEYED BY  
QUIT CLAIM DEED TO:  
KEITH M. GEFFRE)

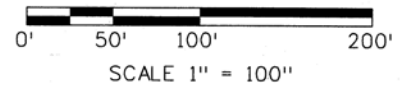
SW 1/4 SECTION 8,  
T. 12 S., R. 89 W., 6TH P.M.

EXISTING WESTERLY  
RIGHT-OF-WAY LINE OF  
SH 133 (C 40-0133-14)



\*ALL DIMENSIONS ARE DEEDED UNLESS OTHERWISE NOTED.  
(C) CALCULATED

THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED LAND SURVEY.  
IT IS INTENDED ONLY TO DEPICT THE ATTACHED DESCRIPTION.  
PARCEL 1 REV-EX CONTAINS 1.657 ACRES (+/- 72,161 SQ.FT.)



holmesdc 4:00:57 PM C:\Users\holmesdc\Documents\PROJECTS 2021\RDW REQUESTS - 2021\Patrice\Patrice-SH 133 Disposal\CDOT Desc and Exhibit\PARCEL 1 REV-EX EXHIBIT 7.dgn

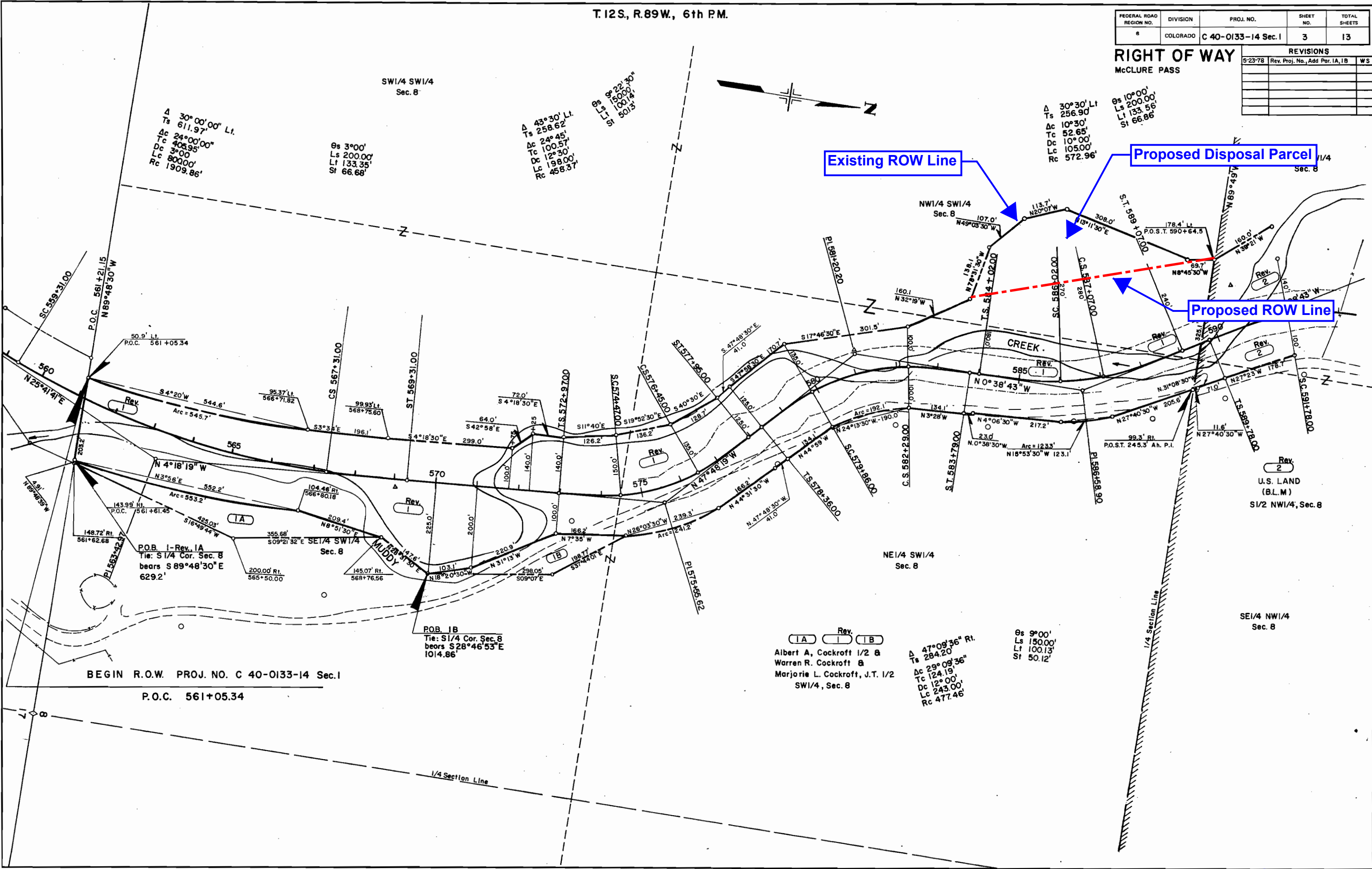
Print Date: 05\10\2021		<b>PARCEL 1 REV-EX</b>		Project No./Code	
File Name: SH 133 DISPOSAL		<b>PROJECT NO. C 40-0133-14</b>		Project NO. C 40-0133-14	
Horiz. Scale: 1" = 100'		DRAWN BY: DH		Code: R3460-010	
Vert. Scale: None		Detailer:		Sheet Number	
Unit Info.: US Survey Ft.		Sheet Subset:		1	
Unit Leader Initials: JMK				Region: R3	
				Unit Leader: JMK	
				Sheet: 1 of 2	

T.12S, R.89W, 6th P.M.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
8	COLORADO	C 40-0133-14 Sec.1	3	13

REVISIONS			
Rev. No.	Rev. Proj. No., Add Par. IA, IB	WS	
5-23-78			

**RIGHT OF WAY**  
McCLURE PASS



BEGIN R.O.W. PROJ. NO. C 40-0133-14 Sec.1  
P.O.C. 561+05.34

Rev. IA IB  
Albert A. Cockroft 1/2 &  
Warren R. Cockroft &  
Marjorie L. Cockroft, J.T. 1/2  
SW1/4, Sec. 8

DATE: June 10, 2021  
TO: Transportation Commission  
FROM: Andy Karsian -CDOT Legislative Liaison  
SUBJECT: 2021 Legislative Memorial Designations

### Purpose

During the 2021 legislative session the General Assembly passed 5 memorial designations of state highways.

### Action

Confirm the resolutions passed by the Colorado House and Senate on the consent agenda.

### Background

TC Policy Directive 1503.0 establishes a consistent statewide process regarding designation or memorializing of highways, bridges or other highway components. The TC has the authority to accept and approve such requests from the legislature.

### Details

All legislative memorial designations allow CDOT to accept gifts, grants and donations for the installation of these signs. As such, no state funds will be used to produce, erect or install these signs.

### **House Joint Resolution 21-1011**

#### **Deputy Travis Russell And Deputy Sergeant Matthew Troy Moreno Memorial Highway**

Portion of United States Highway 160 from Mile Marker 347 to Mile Marker 348 in Las Animas County

Deputy Travis Russell and Deputy Sergeant Tony Moreno of the Las Animas County Sheriff's Office were both died as a result of vehicle crashes while on duty serving the public within a couple of years with each other.

### **Senate Joint Resolution 21-016**

#### **Richard "RJ" Lawrence Bridge**

The bridge on Interstate 25 over 17th Ave in the City and County of Denver

Richard "RJ" Lawrence was president and CEO of Lawrence Construction, a family-owned company founded in 1924 and headquartered in Littleton, Colorado he was a founding member of the Rocky Mountain Minority Contractor Association to help the industry be more inclusive. RJ Lawrence successfully pioneered fast-track and design-build technologies that have been well-received in the construction industry. Lawrence Construction often worked on notable projects in Colorado, including environmental reclamation work and the Interstate 25 bridge over 17th Avenue. This bridge, sometimes called "Bronco Bridge", showcases value-engineered pre-cast concrete arches honoring the history of the original steel arches

RJ's ideas have shown what is possible in Colorado heavy civil construction and beyond

**Senate Joint Resolution 21-018**

**SPC Gabriel David Conde Memorial Highway**

Portion of United States Highway 287 from the intersection of State Highway 66 to the intersection of State Highway 402 in Boulder and Larimer Counties

SPC Conde was a member of the United States Army Special Forces and was assigned to the 3rd Battalion, 509th Infantry Regiment, 4th Infantry Brigade Combat Team, 25<sup>th</sup> Infantry Division stationed at Joint Base Elmendorf-Richardson in Anchorage, Alaska. Nearing the end of his deployment in Afghanistan, on April 30, 2018, SPC Conde was killed in action by small arms fire during a combat operation. Following his death a new VFW post in his hometown of Berthoud was chartered in his name due in no small part to his bravery and love of God, his country, and his fellow man.

**Senate Joint Resolution 21-019**

**Jack Annan "Mr. NJC" Memorial Highway**

The portion of United States Highway 138 from the intersection of North 2nd Street in Sterling, Colorado, to the intersection of Pioneer Road in Logan County

Jack L. Annan was a dedicated leader, educator, and began his career at Northeastern Junior College (NJC) in Sterling Colorado in 1968. While at Northeastern Jack served in several roles and was instrumental in organizing the Colorado Young Farmers Educations Association. His passion for education and advocacy will continue to inspire many and shall not be forgotten.

**Senate Joint Resolution 21-020**

**Deputy Sheriff Jason Schwartz Memorial Bridge**

The overpass of State Highway 115 that crosses over United States Highway 50 in Fremont County

Deputy Sheriff Schwartz was murdered while transporting two arrestees to jail. At the time of the attack on Deputy Sheriff Schwartz, his patrol car was located under the overpass at State Highway 115 and United States Highway 50. Each year, a small group of those who responded that day, including Deputy Sheriff Schwartz's wife and son, who was only two weeks old at the time of his father's murder, gather at the overpass for a moment of silence.

Attachments

Transportation Commission Resolutions



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION  
 FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
 DATE: JULY 15, 2021  
 SUBJECT: FIRST BUDGET SUPPLEMENT - FY 2021-2022

**Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Funding Changes**

The following requests reflect the reallocation of federal CRRSAA funding between projects. These changes will be reflected in the approved project list upon Transportation Commission approval of the First Budget Supplement.

<b>CRRSAA PROJECT CHANGES</b>			
<b>Region 5 Project Changes</b>	<b>Current Approved</b>	<b>Change</b>	<b>Revised Amount</b>
SH 141 N OF NATURITA SURFACE TREATMENT - Additional COVID Relief from savings (net zero project change)	\$ 3,112,000	\$ 762,987	\$ 3,874,987
US 160 McCabe Creek Major Structure Replacement - COVID Relief savings	\$ 7,500,000	\$ (762,987)	\$ 6,737,013

Region 5 is utilizing savings from funds from US160 Project. The additional funds to SH141 will allow for the decreased use of base Surface Treatment funds which will go back to the program for a subsequent project.

**SB-267 Project Funding Changes**

The Division of Transportation Development and CDOT Regions are requesting approval of changes to the previously approved Senate Bill 267 project list. In November, 2019 the Transportation Commission approved a provisional list of projects to be funded with anticipated proceeds from the three remaining tranches of SB 267 COPs (i.e. "Year 2-4"). The following request reflects the allocation of year 3 Senate Bill (SB) 17-267 funding to the Region 2 Military Access Mobility Safety Improvement Project (MAMSIP). On the approved list this project was identified as Non-Corridor Specific TBD. These changes will be reflected in the approved project list upon Transportation Commission approval of the first Budget Supplement.

<b>SB-267 HIGHWAY PROGRAM/PROJECT CHANGES</b>			
<b>Region 2 Project Changes</b>	<b>Current Approved</b>	<b>Change</b>	<b>Revised Amount</b>
Military Access Mobility Safety Improvement Project (MAMSIP)	\$ -	\$ 10,000,000	\$ 10,000,000



Region 2 is utilizing year 3 SB267 funds which is currently in their pool. See attached memo for additional information.

**Transportation Commission Contingency Reserve Fund Reconciliation  
First Supplement FY 2022 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21 State match for ER permanent repair projects</i>	\$18,002	\$48,025,918	
July-21	<i>Pending Balance 1S22</i>		\$48,043,920	

**Transportation Commission Contingency COVID Reserve Fund Reconciliation  
First Supplement FY 2022 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21 No Requests this Month</i>		\$1,000,000	Allocated from TCC pool
July-21	<i>Pending Balance 1S22</i>		\$1,000,000	

**Transportation Commission Program Reserve Fund Reconciliation  
First Supplement FY 2022 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21 No Requests this Month</i>		\$17,558,266	
July-21	<i>Pending Balance 1S22</i>		\$17,558,266	

**Transportation Commission Maintenance Reserve Reconciliation  
First Supplement FY 2022 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21 No Requests this Month</i>		\$13,863,597	
July-21	<i>Pending Balance 1S22</i>		\$13,863,597	

**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 - 33.000	SH 7 from Raymond to Lyons Permanent Repairs	Boulder	\$ 20,337
Total					\$ 20,337

**Spring 2015 Flood Related Monthly Activity**

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
2	Local		Culvert Repair North Creek Road near Beulah, CO	Pueblo	\$ (2,335)
Total					\$ (2,335)

**Grand Total TCCRF Activity for Emergency Relief Since Last Reporting**

**\$ 18,002**



FY 2021-2022 Contingency Reserve Fund Balance Projection		
June		
TC Contingency Balance (Emergencies)	\$49,025,918	
<i>Pending Requests:</i>		
State match for ER permanent repair projects	\$18,002	
Pending July		
TC Contingency Reserve Balance	\$49,043,920	
<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 2021-2022 YE Contingency Balance	\$47,043,920	\$41,543,920
<i>TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2022</i>	<i>\$22,043,920</i>	<i>\$16,543,920</i>

FY 2021-2022 Program Reserve Fund Balance Projection		
June		
TC Program Reserve Balance	\$17,558,266	
<i>Pending Requests:</i>		
No Requests this Month	\$0	
Pending July		
TC Program Reserve Fund Balance	\$17,558,266	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
Reimbursement for US85 Settlement Loan Region 4	\$18,060,000	\$18,060,000
Projected FY 2021-2022 YE Program Reserve Balance	\$35,618,266	\$35,618,266

FY 2021-2022 Maintenance Reserve Fund Balance Projection		
June		
TC Maintenance Reserve Balance	\$13,863,597	
<i>Pending Requests:</i>		
No Requests this Month	\$0	
Pending July		
TC Maintenance Reserve Fund Balance	\$13,863,597	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
Projected FY 2021-2022 YE Maintenance Reserve Balance	\$13,863,597	\$13,863,597





**COLORADO**  
**Department of Transportation**  
 Region 2

DATE: July 7, 2021

TO: Transportation Commission

FROM: Richard Zamora  
 Region 2 Transportation Director

SUBJECT: Budget Adjustment Request for Previously Approved SB 267 Project –  
 Military, Access, Mobility, Safety Improvement Project (MAMSIP)

**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: Military, Access Mobility Safety Improvement Project (MAMSIP).

**Action**

Region 2 requests the Transportation Commission approve budget adjustment to one of the previously approved SB 267 projects: Military, Access Mobility Safety Improvement Project (MAMSIP) (+ \$10,000,000).

**Background**

The MAMSIP project is comprised of five major construction components in partnership with El Paso County. The five components include: Charter Oaks Ranch Road (El Paso County), South Academy Blvd (El Paso County), Colorado Highway 94 Improvements (CDOT), I-25 Pavement and Safety Improvements (CDOT) and I-25 / South Academy Interchange (BE/CDOT). The Total estimated project cost for all five phases was \$157M at project inception.

Four of the five construction components are currently fully funded through a mixture of funds to include SB 267 funding, BUILD Grant funding, Bridge Enterprise, local funds and CDOT asset funds. However, based upon current estimates, the I-25 Pavement and Safety Improvements component is currently underfunded by approximately \$10M.

**Details**

The Region developed a preliminary cost estimate of the work for the pursuit of the BUILD grant in 2019. The cost estimate was based on less than 10% design level in developing the Grant application and preliminary costs. The design is now over 90% complete and quantities reflect the scope of work. The increase in costs is primarily based on escalation of material and labor costs between early 2019 and summer of 2021. To mitigate some of the cost increases the project team adjusted the scope without jeopardizing the BUILD Grant and sacrificing the overall safety and intent of the project. The below table summarizes the primary changes in cost:

Item	Preliminary Estimate	Current Estimate	Change	Notes
Concrete Pavement	\$ 7,222,000	\$ 10,729,212	\$ 3,507,212	Unit price increases of concrete pavement from preliminary estimate
SWMP & Drainage	\$ 3,581,000	\$ 5,714,000	\$ 2,133,000	Design updated with final quantities
CE/Indirects	\$ 2,808,780	\$ 4,275,235	\$ 1,466,455	CE/Indirect Rate 26%
Total Estimated Cost			\$ 7,106,667	
Other Material and Labor Cost Escalations & Contingency			\$ 2,893,333	
Request Additional SB 267 Funds			\$ 10,000,000	

**Staff Request**

Region 2 staff requests that the Transportation Commission take the following action:





1. Approve the budget adjustment for the project. The request is for \$10,000,000 of SB 267 Year 3 funding to be allocated to the project. The Region 2 SB 267 Pool currently contains the year 3 allocation of \$10,000,000 as Non Corridor Specific funding.

**Next Steps**

1. Transportation Commission pass resolution on Consent Agenda
2. Upon Transportation Commission approval, CDOT will finalize CAP negotiations or proceed to low bid pending on CAP negotiations.

**Attachments**

N/A





# COLORADO

## Department of Transportation

Office of Policy and Government Relations  
2829 W. Howard Place  
Denver, CO 80204-2305

### MEMORANDUM

**DATE:** July 07, 2020

**TO:** Transportation Commission

**FROM:** Rebecca White, DTD Director  
Theresa Takushi, Greenhouse Gas Climate Action Specialist  
Herman Stockinger, Deputy Executive Director and OPRG Director  
Natalie Lutz, Rules, Policies, and Procedures Administrator

**SUBJECT:** **Authorize Commencement of Permanent Rulemaking for 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions**

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#### Purpose

To authorize the Colorado Department of Transportation (“the Department”) to commence the rulemaking process by opening the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (“the Planning Rules”), 2 CCR 601-22 for the establishment of a greenhouse gas (“GHG”) pollution-reduction standard, including compliance and enforcement requirements, in accordance with House Bill 19-1261 and Senate Bill 21-260.

#### Action

To pass a resolution authorizing the Department to commence rulemaking to update the Planning Rules for the establishment of a GHG pollution-reduction standard, including compliance and enforcement requirements, and delegate authority to an Administrative Hearing Officer to conduct a public hearing.

#### Background

Senate Bill 21-260 was enacted into law and directs the Transportation Commission to adopt procedures and guidelines requiring the Department and Metropolitan Planning Organizations (“the MPOs”) to take additional steps in the planning process for regionally significant transportation projects to account for the impacts on the amount of statewide GHG pollution and statewide vehicle miles traveled that are expected to result from those projects. To accomplish this requirement, SB 21-260 specifies implementing relevant rules and regulations pursuant to § 25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2)(g) and 105(1)(e), C.R.S.); and considering the role of land use in the transportation planning process.

Pursuant to § 43-1-106(8)(k), C.R.S., the Transportation Commission has broad authority to make all necessary and reasonable orders, rules, and regulations to carry out its authority and duties. One of the Transportation Commission’s duties is to assure the preservation and enhancement of Colorado’s environment in the planning, selection, construction, and operation of all transportation projects in Colorado. Additionally, the Transportation Commission has the authority to promulgate rules regarding the formation of the state plan through a statewide planning process pursuant to § 43-1-1103(5), C.R.S. The state plan encompasses a multitude factors, such as land use planning, multi-modal transportation considerations, targeting of infrastructure investments, safety enhancements, strategic mobility and multimodal options, environmental stewardship, and reduction of greenhouse gas



emissions. In 2012, the Transportation Commission codified the Planning Rules to establish the statewide transportation planning process and the formation of the state plan.

On May 20, 2021, the Transportation Commission established the Ad Hoc Agency Coordination Committee (“AAC Committee”) and appointed Commissioner Hickey, Commissioner Thiebaut, and Commissioner Vasquez. Since Commissioner Thiebaut’s term ended at the end of June, Chair Hall appointed Commissioner Stuart to serve on the ACC Committee. The purpose of the ACC Committee is to act as liaison for the Commission throughout the rulemaking process, work with staff to amend the Planning Rules and ensure affected and interested parties are provided with notice and opportunity to comment under the requirements of the State Administrative Procedure Act.

#### Details

The Department proposes the Transportation Commission amend the Planning Rules to integrate the establishment of a GHG pollution-reduction standard in accordance with House Bill 19-1261 and Senate Bill 21-260. The proposed amendments will be contained included in a new section “Transportation GHG Planning” and consist of the following provisions that outline the Department and MPO applicability, including:

- New definitions to define items such as the Ten-Year Plan, Multimodal Mitigation Options Fund, Disproportionately Impacted Communities, GHG Reduction Measures, and more.
- Statewide and MPO level “GHG Transportation Planning Reduction Levels”, including emissions reduction tables covering the 2005 Baseline and target levels for future compliance years
- Compliance requirements, including setting out details of what must happen by October 1, 2022 (per SB 21-260 requirements) and the process for the state and MPOs to submit their plans for review.
- Enforcement requirements that detail what actions must be taken if the Department or an MPO are unable to meet requirements, including a restriction on the use of certain funds.

#### Next Steps

Staff and the ACC Committee will proceed with the next steps to comply with the rulemaking requirements set forth by the Administrative Procedure Act, including gathering public comments from stakeholders and holding a public rulemaking hearing.

#### Attachments

None.



**Colorado Bridge Enterprise Board**  
**Meeting Minutes**  
**June 17, 2021**

PRESENT: Shannon Gifford, District 1  
Don Stanton, District 2  
Eula Adams, District 3  
Karen Stuart, Chair, District 4  
Kathleen Bracke, District 5  
Barbara Vasquez, District 6  
Kathy Hall, Vice Chair, District 7  
Sidny Zink, District 8  
Lisa Hickey, District 9  
William Thiebaut, District 10  
Gary Beedy, District 11

AND: Staff members, organization representatives, and broadcast publicly

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

In June, the Bridge Enterprise Board of Directors

- Approved Resolution #BE1, the minutes from the May Board Meeting
- Approved Resolution #BE2, Bridge Enterprise 8<sup>th</sup> Budget Supplement FY '21
- Approved Resolution #BE3, BE Asset Recognition and Transfer
- Approved Resolution #BE4: Resolution to Acknowledge New Chair, Vice-Chair and Secretary



**TO:** Board of Directors of the Colorado Bridge Enterprise (“BE”)  
**FROM:** Keith Stefanik, Deputy Chief Engineer  
Andrew Gomez, Colorado Attorney General’s Office  
**DATE:** July 15, 2021  
**RE:** Extending Deadline for the Colorado Bridge Enterprise, as conduit issuer, to Issue the Previously Approved Colorado Bridge Enterprise Senior Revenue Bonds (Central 70 Project), Series 2021A, and Senior Project Infrastructure Bonds (Central 70 Project), Series 2021B

**Purpose**

The purpose of this memorandum is to summarize a proposed approval of extending the deadline for the Colorado Bridge Enterprise (“BE”), as the conduit issuer, to issue the (a) “Colorado Bridge Enterprise Senior Revenue Bonds (Central 70 Project), Series 2021A (Taxable)” (the “Series 2021A Bonds”) and (b) “Colorado Bridge Enterprise Senior Project Infrastructure Bonds (Central 70 Project), Series 2021B (Taxable)” (the “Series 2021B Bonds,” and together with the Series 2021A Bonds, the “Bonds”).

Since May 2020, the Colorado Department of Transportation (“CDOT”), High Performance Transportation Enterprise (“HPTe” and together with BE, the “Enterprises), BE and the Central 70 Developer, Kiewit Meridiam Partners LLC (“KMP”)(collectively the “Parties”), have worked toward a global settlement related to certain Union Pacific Railroad (“UPRR”) related project disputes that would not increase either CDOT’s or the Enterprises’ project funding sources, while keeping schedule impacts to a minimum. A part of that settlement includes the Enterprises cooperating with KMP with respect to incurring additional debt to pay for a portion of the costs of designing and constructing the Central 70 Project and to refinance an outstanding loan provided to KMP by the United States Department of Transportation, acting by and through the Executive Director of the Build America Bureau (“TIFIA Lender”).

Pursuant to Resolution #BE-2021-04-05 adopted by the BE Board on April 14, 2021, as supplemented by Resolution #BE-2021-05-03 adopted by the BE Board on May 20, 2021 (collectively, the “Original Resolution”), the BE Board approved assisting KMP with incurring additional debt with respect to the Central 70 Project, by issuing the Bonds, in a combined aggregate principal amount not to exceed \$550,000,000, provided that the Bonds were issued no later than July 16, 2021 (the “Bond Issuance Deadline”).

In addition to the issuance of the Bonds, KMP’s plan of finance includes procuring a new loan from the TIFIA Lender (the “2021 TIFIA Loan”), the proceeds of which will be used to pay the Series 2021B Bonds at maturity or prior redemption. KMP and the TIFIA Lender have negotiated and agreed on the terms of a new loan agreement (the “2021 TIFIA Loan Agreement”). The TIFIA Lender is in the process of receiving final approvals to provide the 2021 TIFIA Loan to KMP and to enter into the 2021 TIFIA Loan Agreement with KMP, including, receiving approval from the Secretary of the United States Department of Transportation (the “TIFIA Approvals”).

The Bonds cannot be issued until the TIFIA Lender has received the TIFIA Approvals. Even though the TIFIA Lender is diligently pursuing the TIFIA Approvals, those approvals may not be received prior to the current Bond Issuance Deadline (July 16, 2021). The Bond Issuance Deadline will need to be extended in order for BE to continue to assist KMP with incurring additional debt with respect to the Central 70 Project.

**Action**

Staff requests that the BE Board of Directors (the “BE Board”) approve the following resolution:

The BE Board is asked to approve:

(1) **BE Resolution #BE2021-07-02:** extend the deadline for BE, as conduit issuer, to issue the Bonds to September 17, 2021, and ratify the terms and provisions of the Original Resolution, as otherwise supplemented by the approval requested herein.

**Next Steps:**

If the BE Board approves extending the Bond Issuance Deadline, Staff and KMP will continue to work toward financial close, which will occur within a couple of weeks of the TIFIA Lender receiving the TIFIA Approvals.

**Options/Decision Matrix**

- 1) Staff Recommendation: Approve extending the Bond Issuance Deadline to September 17, 2021; including the accompanying Resolution.
- 2) Review but do not approve the extension of the Bond Issuance Deadline. Provide instructions on changes or revisions. Project financing would be delayed, and potentially restructured.

**Recommendations**

The staff recommends that the BE Board adopt the resolution extending the deadline for BE, as conduit issuer, to issue the Bonds to September 17, 2021.

**Resolution**

- 1) Resolution (BE2021-07-02) approving an extension of the deadline for BE, as conduit issuer, to issue the Bonds until September 17, 2021, and ratifying the provisions of the Original Resolution, as supplemented.



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION  
 FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER  
 DATE: JULY 15TH, 2021  
 SUBJECT: MONTHLY CASH BALANCE UPDATE

Purpose

To provide an update on cash management, including forecasts of monthly revenues, expenditures, and cash balances in Fund 400, the State Highway Fund.

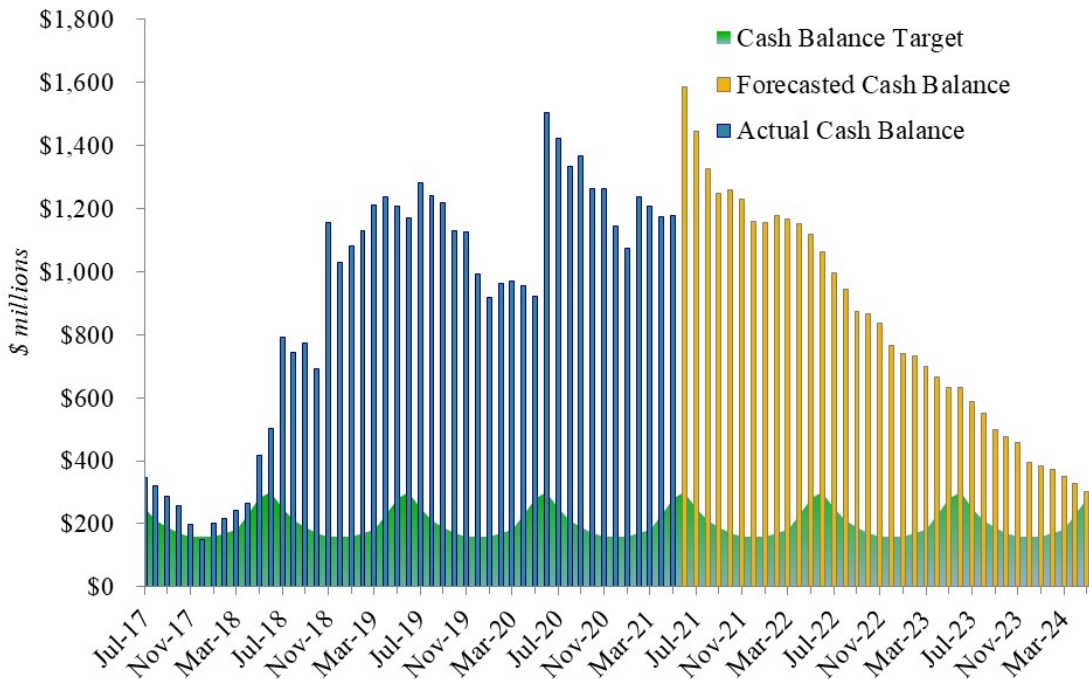
Action

No action is requested or required at this time.

Background

Figure 1 below depicts the forecast of the closing Fund 400 cash balance in each month, as compared to the targeted minimum cash balance for that month (green shaded area). The targeted minimum cash balances reflect the Transportation Commission’s directive (Policy Directive #703) to limit the risk of a cash overdraft at the end of a month to, at most, a probability of 1/1,000 (1 month of 1,000 months ending with a cash overdraft).

*Figure 1 – Fund 400 Cash Forecast*





### Summary

Due to the events in response to the global COVID-19 pandemic, including the statewide stay-at-home order in early 2020 and evolving public health order restrictions thereafter, the Department anticipated a significant immediate impact to revenue collections, followed by a longer downturn. Reduced motor fuel tax collections, due to decreased travel, along with corresponding reductions in other sources, negatively impacted the short-term revenue and associated cash forecast. The initial forecast at the start of the economic disruption estimated a loss of approximately \$50 million between March 2020 and February 2021. Between March 2020 and December 2020, motor fuel collections are about \$52 million less than the same time frame last year.

Based upon motor fuel sales collections from the first quarter of calendar year 2021, and VMT levels stabilizing slightly below 2019 levels, the current forecast now assumes a 2.5% reduction of pre-pandemic monthly gross gallons of gasoline consumed from April 2021 through June 2022. As traffic patterns continue to adjust, staff will monitor VMT and modify fuel sale assumptions as needed.

The actual closing cash balance for May 2021 was \$1.17 billion; \$894 million above that month's cash balance target of \$280 million. May's cash balance is comprised of \$656 million in the State Highway Fund, and \$518 million in a Senate Bill 267 trustee account. May's closing cash balance for the State Highway Fund is \$97 million higher than April's forecast of that balance due to higher than expected federal reimbursements and state revenues, and lower than expected construction expenditures.

The large cash balance results from the additional revenues listed below.

### Cash Revenues

The forecast of revenues and capital proceeds includes:

Senate Bill 17-267: \$425 million in November 2018, \$560 million in June 2020, \$623 million in June 2021, and \$0 thereafter.

Senate Bill 18-001: \$346.5 million in July 2018, and \$105 million in July 2019.

Senate Bill 19-262: \$60 million in July 2019.

Senate Bill 21-110: \$30 million in May 2021

The forecast does not include \$500 million of revenues in FY22 from SB 17-267 COP proceeds. The forecast also does not include any general fund transfers or revenue assumptions (both new fees and surcharge reductions) associated with the recent passage of SB 21-260. Initial General Fund transfers will be added to the forecast when received, and fee revenue will be incorporated after initial receipts of fee revenue in FY 2022-23. The cash balance forecast continues to report on only projects and revenues related to the State Highway Fund, and does not include revenue and expenditures associated with any pre-existing or new enterprises created through SB 21-260, including:

- Statewide Bridge and Tunnel Enterprise
- Clean Transit Enterprise
- Nonattainment Area Air Pollution Mitigation Enterprise







Cash balances will be drawn down closer to the target balances over the course of fiscal years 2021, 2022, and 2023 as projects funded with SB 18-001, SB 17-267, and SB 19-262 progress through construction.

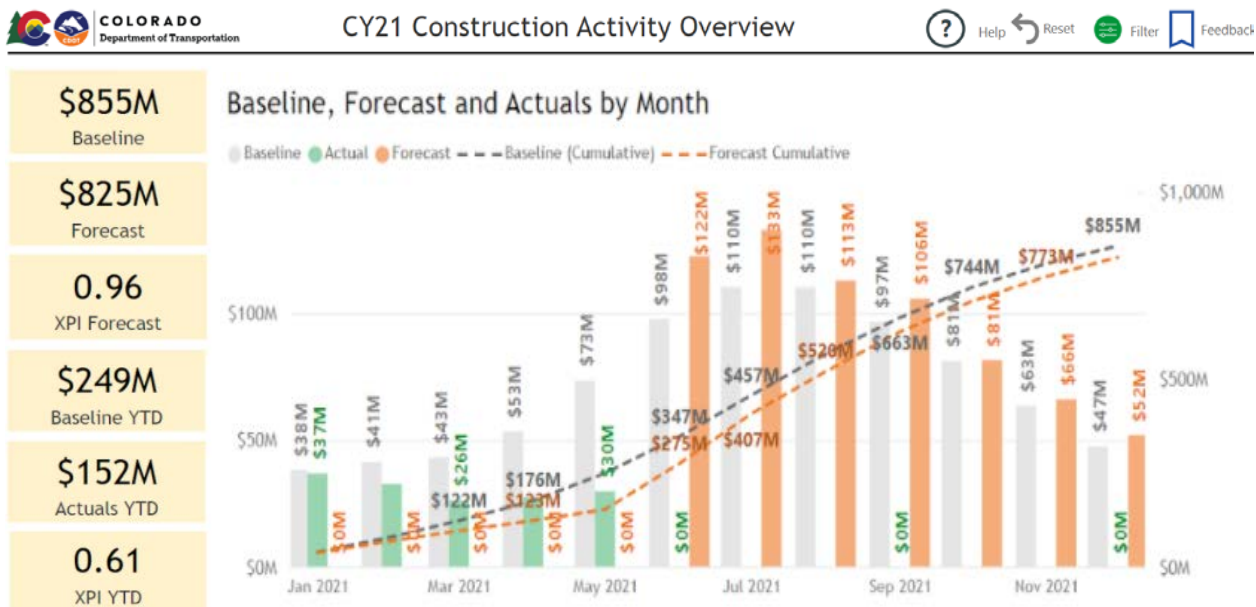
**Cash Payments to Construction Contractors**

The current forecast of payments to construction contractors under state contracts (grants paid out under inter-government agreements for construction are accounted for elsewhere in the expenditure forecast) from Fund 400 is shown in Figure 2 below.

*Figure 2 – Forecasted Payments - Existing and New Construction Contracts*

\$ millions	CY 2017 (actual)	CY 2018 (actual)	CY 2019 (actual)	CY 2020 (actual)	CY 2021 (forecast)	CY 2022 (forecast)	CY 2023 (forecast)	CY 2024 (forecast)
Expenditures	\$642	\$578	\$669	\$774	\$815	\$799	\$713	\$614

The graph below details CY21 baseline, forecast, and actual expenditures (based on May month end SAP data). Results to date correlate with an XPI of .61(actual expenditures vs. baseline). There is a projected forecast of \$825M in construction expenditures and a .96 XPI by year end.





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION  
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
DATE: JULY 15, 2021  
SUBJECT: FY 2020-21 Q4 ANNUAL REVENUE FORECAST INFORMATION UPDATE

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**Purpose**

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

**Action**

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

**Background**

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

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

The model also includes federally or state-appropriated funding from grants or other sources, such as the Federal Highway Administration and Federal Transit Administration (FHWA & FTA), and the National Highway Traffic Safety Administration (NHTSA).

Staff will develop the FY 2022-23 Annual Budget Revenue Allocation Plan using outputs from this model. During the annual budget development process, CDOT staff reconcile annual projected revenues with approved requests for expenditures. Staff provides draft and final versions of the Revenue Allocation Plan for formal review and approval by the Transportation Commission. The final plan becomes CDOT's official budget for the next fiscal year.

**Summary**

Staff has incorporated updates to the revenue model from the past quarter, including a slightly improved forecast for vehicle miles travelled (VMT) and new fees and revisions to existing fees as outlined in SB 21-260. Colorado continues to recover from the impacts of the pandemic as vaccination rates increase and restrictions loosen. Revenues, however, are still not back to pre-pandemic levels. Overall, staff does not recommend adjusting budgets at this time based on the revised forecast.



Colorado’s vehicle miles traveled (VMT), as measured by the Division of Transportation Development (DTD), trended upward over the last quarter. Compared to 2019, the year-over-year VMT for March, April, and May is -0.9%, -2.5%, and +0.2% respectively. Based on this, OFMB has revised the VMT forecasts in the model slightly upward. At this time, it is unclear how much effect the recent increase in fuel prices and inflation may dampen the actual revenues received over time.

Senate Bill 21-260: “Sustainability of The Transportation System” creates new sources of HUTF revenue for the Department, while also reducing some others over the short-term. Several new fees begin in FY 2022-23, including phased-in increases on electric vehicle registration fees, daily rental vehicle fees, and new road usage and retail delivery fees. Variable discounts to the road safety surcharge will temporarily decrease statewide FASTER revenues by approximately \$30.4 million in FY 2021-22 and \$46.3 million in FY 2022-23.

Generally, these changes revised the HUTF revenue forecast slightly upward from the March quarterly update. In comparison to OFMB’s previous quarterly forecast, the June forecast anticipates a \$1.4 million increase in FY 2020-21, a (\$5.4) million decrease in FY 2021-22, and a \$28.5 million increase in FY 2022-23. The decreased expectation in FY 2021-22 is due primarily to the loss of revenue from the temporary reduction of FASTER fees. Note, however, this will be partially offset by the transfer of \$18.0 million in funds set aside in SB 21-260 for the purpose of backfilling this lost revenue.

**Figure 1 - CDOT HUTF Distribution**

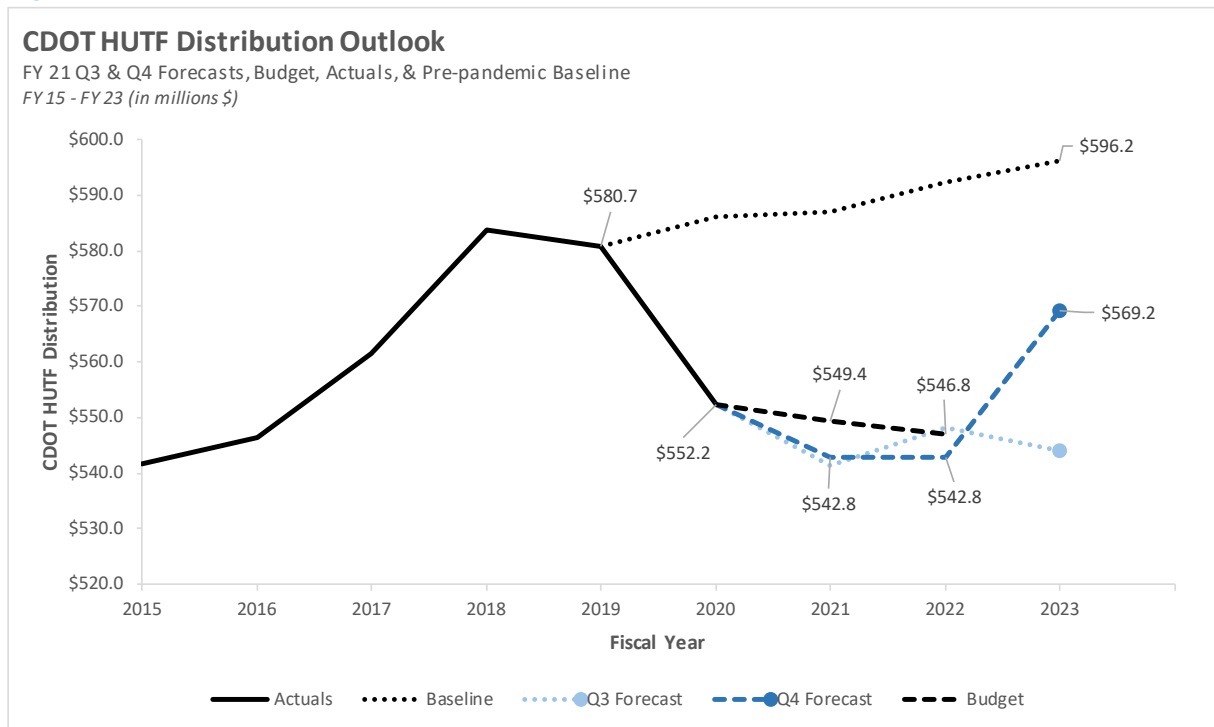


Figure 1 represents the estimated HUTF distributions to CDOT based on the latest quarterly forecast update, relative to last quarter’s projection, the budgets already set for FY 2020-21 & FY 2021-22, and the baseline of assumed revenues prior to the onset of the COVID-19 pandemic.



For FY 2020-21, staff now anticipates revenues will be only about (\$6.6) million short of the revised budget. This is an improvement from the (\$8.0) million shortfall projected last quarter. Staff plans to address this shortfall through the Department’s normal revenue reconciliation process, which occurs after the final accounting close of the fiscal year later in the Fall. Staff anticipates bringing this to the Commission at that time.

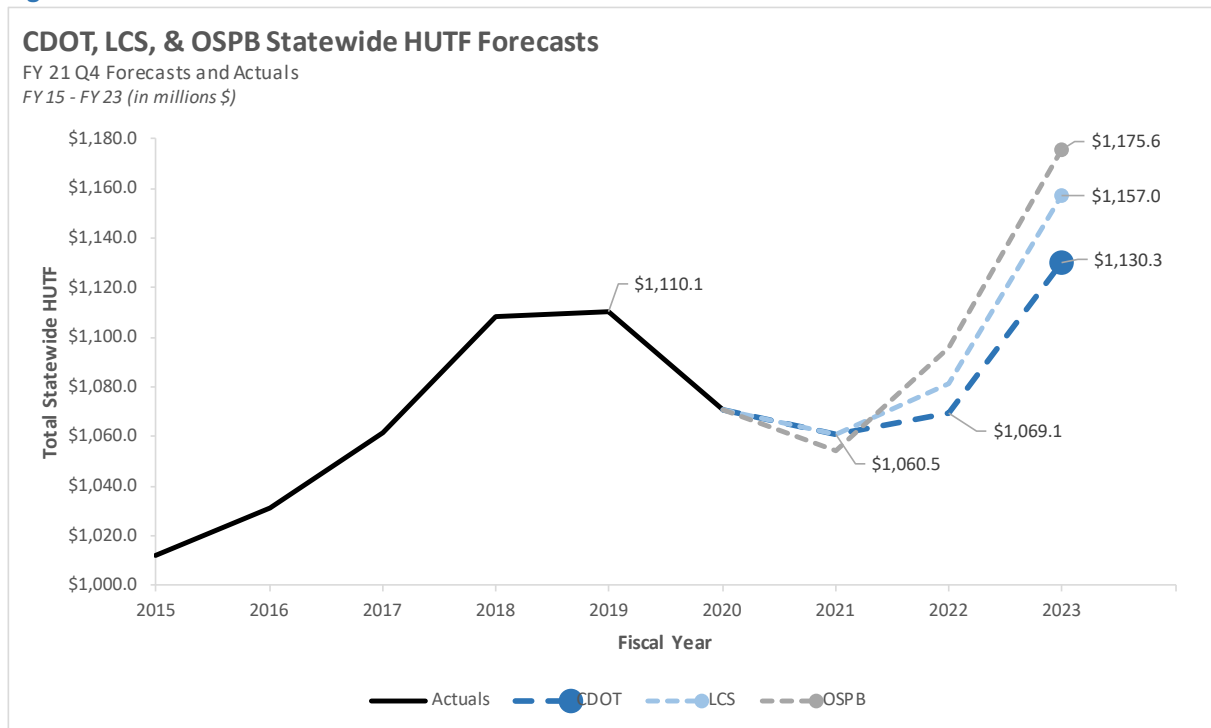
In comparison to the Department’s formally adopted FY 2021-22 budget, the June forecast anticipates only a (\$4.0) million shortfall. Based on the small dollar amount staff does not recommend making any modifications to the FY 2021-22 budget at this time.

**Office of State Planning and Budget (OSPB) and Legislative Council Staff (LCS) June Forecasts**

The latest quarterly statewide HUTF forecasts from the Office of State Planning and Budget (OSPB) and Legislative Council Staff (LCS), which have incorporated SB 21-260, are also showing slightly higher statewide HUTF estimates for FY 2021-22 and FY 2022-23.

LCS projects roughly similar motor fuel collections in FY 2021-22 as OFMB. But, beginning in FY 2022-23 OFMB’s forecast assumes improving vehicle fuel efficiency technology will result in limited growth. OSPB’s forecast for FY 2021-22 assumes fuel collections will exceed pre-pandemic levels and grow by about 9.3% compared to this fiscal year, and that the total statewide HUTF collections including the new fees from SB 21-260, will grow by about 7.3% in FY 2022-23. For context, LCS projects the new sources of revenue in FY 2022-23 will grow the statewide HUTF by 7.0%, while OFMB estimates total year-over-year growth of approximately 5.7%. Please see Figure 2 below for a comparison.

**Figure 2 - Statewide HUTF Forecasts**





**COLORADO**  
Department of Transportation  
Division of Transit & Rail  
2829 W. Howard Pl. 4<sup>th</sup> Floor  
Denver, CO 80204

**DATE:** July 14, 2021  
**TO:** Transportation Commission  
**FROM:** Kay Kelly, Chief, Office of Innovative Mobility  
Amber Blake, Director Division of Transit & Rail  
Mike Timlin, Senior Manager Mobility Operations  
**RE:** Bustang Shuttle Branding

#### Purpose

The purpose of this memo is to brief the Commission on the name and branding of the Bustang Shuttle program.

#### Action

This memo is informational only. No action needed.

#### Background

The Bustang Shuttle plan was presented to the Commission during the March 2021 Commission Workshop detailing the operations, goals, and objectives and was approved by the Commission in April 2021. A Sub-Committee of the Transit and Rail Advisory Committee consisting of communities along the corridor, the I-70 Coalition, I-70 Collaborative Effort, and CDOT staff guided this effort. The Division committed to brief the Commission when the branding was vetted and identified by staff.

#### Details

The goal was to establish a sub-brand to Bustang that is legible, approachable and easy to understand by:

- Ensuring cohesion with the existing Bustang brand family.
- Create a service that is appealing to individuals looking for adventure.
- Evoke speed and agility in the branding.

Three rounds of naming logo options were vetted within the CDOT Executive Management team and the Sub-Committee to the Transit & Rail Advisory Committee. Of the four finalists, the selected name is:

*Take a magical ride to the mountains and throughout Colorado with:*



Pegasus now joins the Bustang Brand Family:



Next Steps

- Design the Pegasus vehicle livery for the vans by Mid-July
- Continue stakeholder outreach Summer & Fall 2021
- Take delivery of vans October 2021
- Launch service mid-December 2021

# Colorado Stimulus Transit Funds July 2021



**COLORADO**  
Department of Transportation  
Division of Transit & Rail



# Colorado Stimulus Transit Funds

## Background:

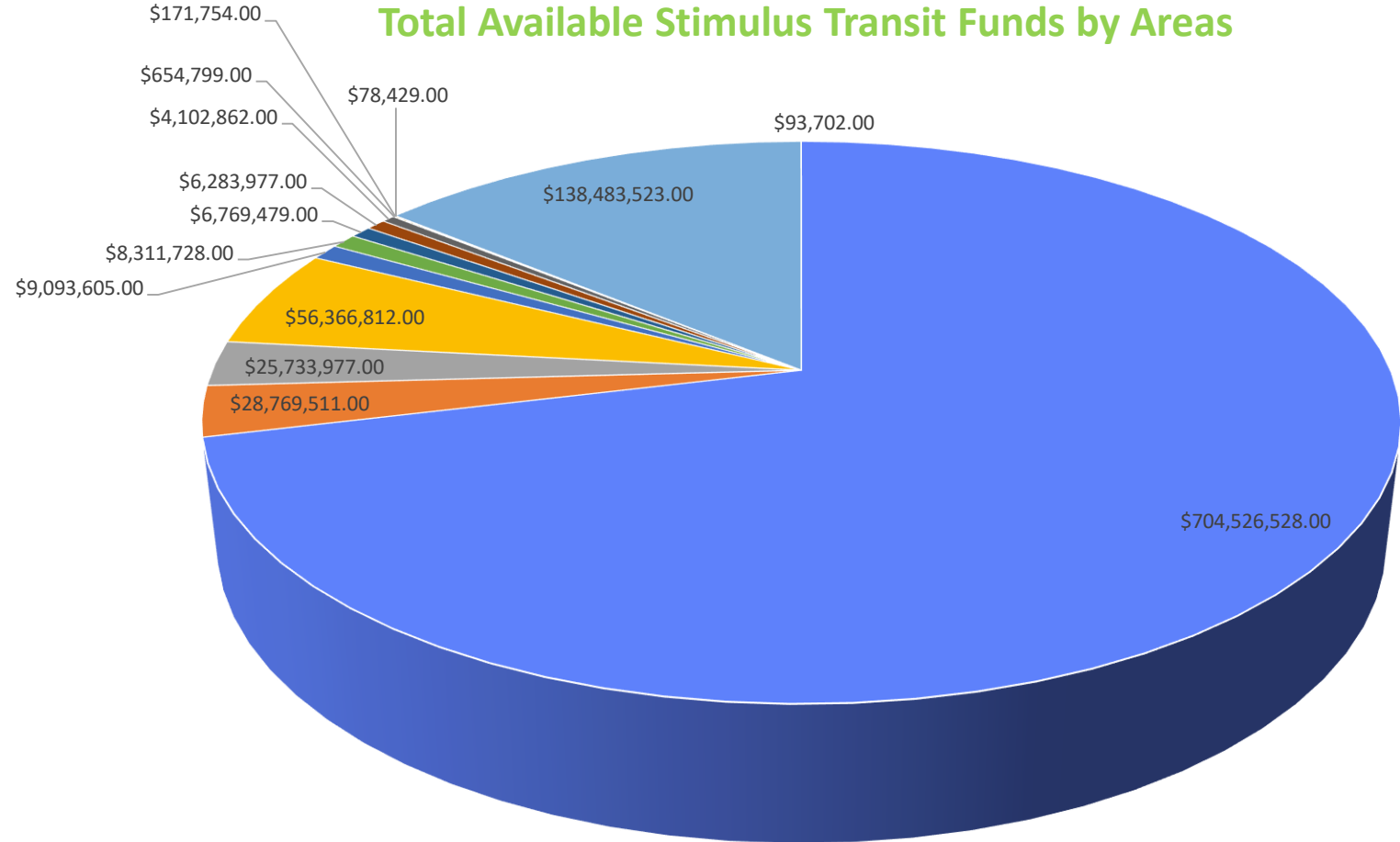
- FTA allocated nearly \$1 billion stimulus transit funds for Colorado. CDOT as the direct recipient received over \$138.4 million for FTA-5310 Rural & Small UZA programs, and 5311 program.
- \$2.2 trillion of Coronavirus Aid Relief and Economic Security (CARES) Act - *Passed in March 2020*
- \$900 billion of Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (CRRSAA) - *Signed into law in Dec 2020*
- \$1.9 trillion of American Rescue Plan (ARP) Act - *Effective in March 2021*







# Colorado Stimulus Transit Funds



- Denver-Aurora, CO
- Colorado Springs, CO
- Fort Collins, CO
- Boulder, CO
- Longmont, CO
- Greeley, CO
- Pueblo, CO
- Grand Junction, CO
- Lafayette-Louisville-Erie, CO
- Denver- Aurora
- Colorado Springs
- Fort Collins
- Colorado (CDOT)
- Southern Ute Indian Tribe



# Colorado Stimulus Transit Funds

## Eligibility and Requirements:

- The stimulus funds provide emergency funds to prevent, prepare for, and respond to COVID-19.
- The funds are available for payroll and operation ***unless the recipient certifies that the recipient has not furloughed any employees.***
- *The ARP Act funds must be obligated by September 30, 2024, and disbursed by September 30, 2029.*
- Projects are not required to be in the TIP or STIP if they do not involve substantial changes to the function, location, or capacity of the asset(s) involved.
- Relevant 5307/5311 DOL requirements apply
- 100% Federal share, no local match required



# Colorado Stimulus Transit Funds

- CARES 5311 Distribution:**

**Formula Phased Approach**

**42 Transit Agencies**

**50 Grant Agreements  
& 35 Amendments**

**\$36 Million Obligated**

**\$35 Million Expended**

**29 Grant Agreements  
Closed**



# Colorado Stimulus Transit Funds

## CRRSAA 5311 Distribution:

**Formula Approach**

**40 Transit Agencies**

**47 Grant Agreements**

**\$8 Million Obligated**

**\$0 Million Expended**

**0 Grant Agreement  
Closed**



# Colorado Stimulus Transit Funds

## ARP 5311 Distribution:

- This is dependent on CARES and CRRSAA utilization and 2022 Super Call outcome. CDOT is encouraging transit agencies to spend CARES and CRRSAA funds first.

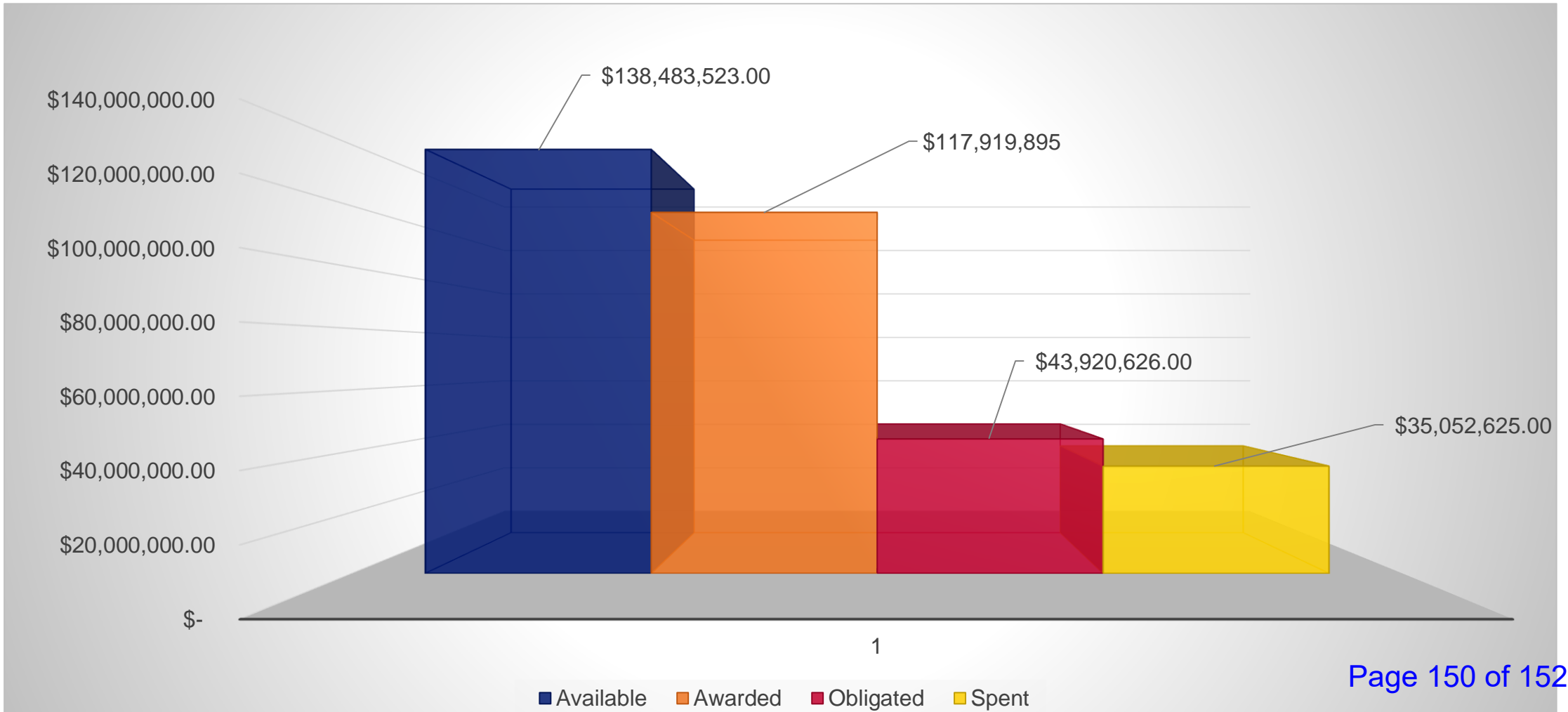
## CRRSAA and ARP 5310 Distribution:

- CRRSAA and ARP 5310 funds were released and made available through the 2022 Super Call application process.



# Colorado Stimulus Transit Funds

## CDOT Stimulus Transit Funds Progress Tracking





# Colorado Stimulus Transit Funds

## Next Steps:



- Execute grant agreements for CRRSAA 5311 funds, begin funding reimbursements to transit agencies in July 2021.
- Make 5310 CRRSAA and ARP awards by the end of 2021 based on the outcome of 2022 Super Call application evaluation.
- Monitor and analyze the utilization of CARES and CRRSAA 5311 funds, with the results of the 2022 Super Call and make award recommendations by March 2022.



# Colorado Stimulus Transit Funds

Questions or Comments ?

