

Colorado Transportation Commission

Schedule & Agenda
November 17-18, 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, Chair

Grand Junction, District 7

Yessica Houlquin

Denver, District 1

Don Stanton, Vice-Chair

Arvada, District 2

Eula Adams

Arapahoe County, District 3

Karen Stuart

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, November 17, 2021

12:00 p.m. Working Commission Lunch in Auditorium

12:00 p.m. FY23 Final Proposed Annual Budget (Jeff Sudmeier and Bethany Nicholas)

12:15 p.m. Request for Additional Staff Positions (Kristi Graham-Gitkind and Jeff Sudmeier)

1:30 p.m. GHG Pollution Reduction Planning Update and Next Steps (Lisa Hickey, Rebecca White And Theresa Takushi)

2:15 p.m. Funding Estimates and Update for 10-Year Plan (Rebecca White and Amber Blake)

3:15 p.m. Local MMOF Distribution Formula and Match Reduction Policy (Rebecca White and Michael Snow)

4:00 p.m. Bridge and Tunnel Enterprise Program Overview and Quarterly Updates (Jerad Esquibel and Patrick Holinda)

4:30 p.m. The Freight, Regional, and Interstate Mobility Committee of the Transportation Commission: Freight Strategic Vision Draft (Rebecca White)

5:00 p.m. Adjournment

TRANSPORTATION COMMISSION MEETING

Thursday, November 18, 2021

8:00 a.m. Commissioner Breakfast

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

9:05 a.m. 2. Public Comments (provided to commissioners in writing before meeting)

9:45 a.m. 3. Comments of the Chair and Individual Commissioners

9:50 a.m. 4. Executive Director's Management Report (Shoshana Lew)

9:55 a.m. 5. Chief Engineer's Report (Steve Harelson)

10:00 a.m. 6. HPTE Director's Report (Nick Farber)

10:05 a.m. 7. FHWA Division Administrator Report (John Cater)

10:10 a.m. 8. STAC Report (Vincent Rogalski)

10:15 a.m. 9. Act on Consent Agenda

a) Proposed Resolution #1: Approve the Regular Meeting Minutes of October 21, 2021 (Herman Stockinger)

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

c) Proposed Resolution #3: Disposal: SH 121 & W. 13th Ave. (Parcel 10-PE-EX) (Paul Jesaitis)

d) Proposed Resolution #4: Disposal: Federal Blvd. & 56th Ave. (Parcel 224-R-EX & 224-REV-EX) (Paul Jesaitis)

10:20 a.m. 10. Discuss and Act on Proposed Resolution #5: 5th Budget Supplement of FY 2022 (Jeff Sudmeier)

10:25 a.m. 11. Discuss and Act on Proposed Resolution #6: FY23 Final Proposed Budget (Jeff Sudmeier)

10:30 a.m. 12. Discuss and Act on Proposed Resolution #7: State Infrastructure Bank Rate Update (Jeff Sudmeier)

10:35 a.m. 13. Recognition: CDOT Hero Awards (Paul Jesaitis)
2021 NASCIO State IT Recognition Awards: GeoHub
(Rebecca White and John Lorme)

10:50 a.m. 14. Other Matters

10:55 a.m. 15. Adjournment

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Est. Start Time: 10:40 a.m.

BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS MEETING

Thursday, October 21, 2021

10:55 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 #BTE1: to Approve the Regular Meeting Minutes of October 21, 2021 (Herman Stockinger)

4. Discuss and Act on Proposed Resolution #BTE2: Bridge & Tunnel Enterprise 4th Budget Supplement of FY'22 (Jeff Sudmeier)

5. Discuss and Act on Proposed Resolution #BTE3: FY23 Final Proposed Budget (Jeff Sudmeier)

6. Other Matters

7. Adjournment

ADDITIONAL MEETINGS/ACTIVITIES

11:00 a.m. Chief Data Office Overview and Update (Barb Cohn and Stephen Harelson)

11:30 p.m. Innovative Mobility Committee Meeting (Kay Kelly)

12:15 p.m. Adjournment

INFO ONLY

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Central 70 Quarterly Update (Bob Hayes)
- Division of Transit and Rail Informational 1st Qtr Reports (Amber Blake)
- Floyd Hill Project Update (Steve Harelson)

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: NOVEMBER 17, 2021
SUBJECT: FY 2022-23 PROPOSED ANNUAL BUDGET

Purpose

To review and approve the FY 2022-23 Proposed Annual Budget Allocation Plan.

Action

The Division of Accounting and Finance (DAF) is requesting Transportation Commission (TC) review and approval of the FY 2023-23 Proposed Annual Budget Allocation Plan. The TC will be asked to adopt the final budget at the meeting in March 2022 after the plan is updated based on the December 2021 revenue forecast.

FY 2022-23 Proposed Annual Budget Allocation Plan

The FY 2023-23 Proposed Annual Budget Allocation Plan is available on the Department's website: <https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy2022-2023-proposed-allocation-plan>. In addition to the Budget Narrative, the following Appendices to the FY 2022-23 Budget are now available:

- Appendix A: FY 2022-23 Revenue Allocation Plan
- Appendix B: FY 2022-23 Spending Plan
- Appendix C: List of Open Projects and Unexpended Project Balances
- Appendix D: List of Planned Projects
- Appendix E: Estimated Construction Budget
- Appendix F: CE and Indirect Allocations
- Appendix G: CDOT Personnel Report

The FY 2022-23 Proposed Revenue Allocation Plan (see Attachment A) totals \$1,483.8 billion (including the enterprises) and allocates:

- \$517.9 M to capital construction programs
- \$367.7 M to maintenance and operations programs
- \$255.3 M to suballocated programs
- \$22.1 M to multimodal services
- \$145.2 M to Colorado Bridge and Tunnel Enterprise
- \$22.4 M to High Performance Transportation Enterprise
- \$8.3 M to Clean Transit Enterprise
- \$7.1 M to Nonattainment Area Air Pollution Mitigation Enterprise

The FY 2022-23 Spending Plan, which estimates operating and capital program expenditures during the fiscal year using new revenue and cash balances rolled forward from previous fiscal years, reflects \$2,126.0 million in total spending for CDOT and the enterprises. For CDOT specifically, this includes \$1,045.6 million for capital construction and \$340.7 million for maintenance and operations.

Changes to the Proposed Budget Since October 2021

Since the Commission reviewed the FY 2022-23 Proposed Annual Budget in October, staff made several minor changes and updates to allocations. The most significant of these changes impacted the Administration line (line 64), which increased by \$2.9 million to a current allocation of \$43.1 million as a result of increases to statewide common policies that were included in the Governor's November 1 Budget Request.

The draft FY 2022-23 Proposed Annual Budget reflected a surplus of \$3.4 million that was temporarily placed in the TC Program Reserve line (Line 70), pending future allocation decisions. After incorporating final statewide common policies and other minor adjustments, the current surplus is now \$1.9 million. This amount is available for further increases to statewide common policies, decision items, or other balancing adjustments that need to be made during the budget development process.

Governor's November 1 Budget Submission

As mentioned above, the Governor's Budget Request was submitted to the legislature on November 1, 2021. The final request for the Administration line is \$43.1 million, which is \$5.6 million, or 14.9%, more than the initial FY 2021-22 budget that was approved by the TC in March 2021. This increase is primarily attributable to statewide common policies, including a requested 3% increase to salaries for all state employees, and other statewide requests.

The legislative budget request also includes the following initiatives specifically for CDOT:

- **Temporary Fuel Products Fee Reduction** - Eliminates CDOT's portion of the Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) fee on fuel products, resulting in a total reduction of about \$3.7 million in revenue over two years. Senate Bill 20-218 created this new fee on fuel products to fund the PFAS cash fund, which is used to support CDOT in enhancing the safety of transporting hazardous materials, and to support the Colorado State Patrol in regulating freight and hazardous materials on highways in the state. As this is a new source of fee revenue, the Department is currently undergoing a stakeholder process to determine how these funds will be programmed to address freight-related needs. Since there have not been any specific commitments made for this funding, the Department believes its portion of this fee revenue can be paused for two fiscal years without impacting operations. This will allow time for CDOT to continue the stakeholder process and integrate this work into the Freight Mobility and Safety Branch created in S.B. 21-260.
- **Multimodal Transportation and Mitigation Options Fund (MMOF) Rollforward Authority** - The Department requested three years of rollforward authority for every future MMOF appropriation. This is intended to align the MMOF with other state capital construction appropriations by providing three fiscal years to spend each appropriation.
- **First Time Drunk Driver (FTDD) Spending Authority** - HB 21-1317 transferred \$2.0 million from the Marijuana Tax Cash Fund to the FTDD Account. With the increased fund balance, the Department was able to request a full \$1.5 million appropriation from this account for FY 2022-23.

The Governor's Budget also includes two legislative placeholders: 1) \$40.0 million for the Revitalizing Main Streets Program, and 2) \$10.0 million for Burnham Yard NEPA and Front Range Rail. These items are anticipated to be addressed during the 2022 legislative session and the Department will provide updates as needed.

Potential Additional Changes to the FY 2022-23 Budget Allocation Plan

The following outstanding items could result in further changes to the FY 2022-23 Annual Budget Allocation Plan:



- **Decision Items:** The TC will have an opportunity to review any potential Decision Item requests during the February 2022 Budget Workshop, prior to the March adoption of the Final FY 2022-23 Annual Budget Allocation Plan.
- **SB 21-260 Implementation:** The Revenue Allocation Plan includes revenue estimates for the Clean Transit Enterprise and the Non-attainment Area Air Pollution Mitigation Enterprise, but allocations will not be established until the Boards are elected and have an opportunity to vote on budget allocations for FY 2022-23. There may be additional changes to the Revenue Allocation Plan during the budget development process as staff continues to implement and operationalize the new funding and programs resulting from SB 21-260.
- **Administration (Line 64):** Legislative and OSPB actions during the budget development cycle may force changes in Administration spending for CDOT. The Administration number will be updated throughout the fall and winter.
- **Maintenance Reserve (Line 35) and Contingency Reserve Funds (Lines 68 and 69):** At this time, the Department is not immediately allocating additional revenue to the Maintenance Reserve and Contingency Funds for FY 2022-23. The Department plans to preserve existing balances in the TC Program Reserve Fund to address any emergencies or other contingencies that occur during the course of the fiscal year; however, staff may recommend allocations for these lines in the Final FY 2022-23 Annual Budget Allocation Plan if the December 2021 revenue forecast shows improving economic conditions.

Options and Recommendation

1. Approve the FY 2022-23 Proposed Annual Budget Allocation Plan (staff recommendation).
2. Direct staff to make changes to the FY 2022-23 Proposed Annual Budget Allocation Plan and approve in advance of the December 15, 2021 submission deadline to the OSPB.

Next Steps

- TC adoption of the FY 2022-23 Proposed Annual Budget Allocation Plan for submission to the OSPB on or before December 15, 2021.
- In February 2022, the TC will be asked to review any Decision Items that are \$1 million or more, additional changes related to common policy updates, changes resulting from updated revenue forecasts, or any other changes.
- In March 2022, the TC will be asked to review and adopt the FY 2022-23 Final Annual Budget Allocation Plan.

Appendices and Attachments

Attachment A - FY 2022-23 Revenue Allocation Plan
Attachment B - FY 2022-23 Spending Plan
Attachment C - Presentation



FY 2022-23 Revenue Allocation Plan

Line	Budget Category / Program	Estimated Rollforward from FY 2021-22*	FY 2021-22 Final Allocation Plan	FY 2022-23 Proposed Allocation Plan	FY 2022-23 Total Proposed Available Budget	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION						
2	Capital Construction	\$0.0 M	\$972.3 M	\$517.9 M	\$517.9 M		
3	Asset Management	\$0.0 M	\$336.1 M	\$330.1 M	\$330.1 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$225.6 M	\$225.6 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$61.9 M	\$61.2 M	\$61.2 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$0.0 M	\$34.3 M	\$26.9 M	\$26.9 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$10.0 M	\$10.0 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	Safety	\$0.0 M	\$115.3 M	\$115.3 M	\$115.3 M		
11	Highway Safety Improvement Program	\$0.0 M	\$33.1 M	\$32.9 M	\$32.9 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	\$0.0 M	\$3.6 M	\$3.8 M	\$3.8 M	FR	FHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.2 M	TC	FHWA / SH
14	FASTER Safety	\$0.0 M	\$69.2 M	\$69.2 M	\$69.2 M	TC	SB 09-108
15	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
16	Mobility	\$0.0 M	\$520.9 M	\$72.5 M	\$72.5 M		
17	Regional Priority Program	\$0.0 M	\$48.4 M	\$50.0 M	\$50.0 M	TC	FHWA / SH
18	Strategic Projects	\$0.0 M	\$450.0 M	\$0.0 M	\$0.0 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$0.0 M	\$22.5 M	\$22.5 M	\$22.5 M	FR	FHWA / SH
20	Maintenance and Operations	\$12.0 M	\$347.7 M	\$367.7 M	\$379.7 M		
21	Asset Management	\$12.0 M	\$312.3 M	\$335.6 M	\$347.6 M		
22	Maintenance Program Areas	\$0.0 M	\$263.5 M	\$271.3 M	\$271.3 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$40.6 M	\$40.6 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$21.9 M	\$21.9 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$10.1 M	\$10.1 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$5.6 M	\$5.6 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$4.9 M	\$4.9 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$83.5 M	\$83.5 M	TC	SH
29	Traffic Services	\$0.0 M	\$69.0 M	\$70.1 M	\$70.1 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$17.8 M	\$17.8 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$16.8 M	\$16.9 M	\$16.9 M	TC	SH
32	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$5.0 M	\$13.0 M	\$13.0 M	TC	SH
33	Property	\$0.0 M	\$19.9 M	\$27.9 M	\$27.9 M	TC	SH
34	Capital Equipment	\$0.0 M	\$23.9 M	\$23.4 M	\$23.4 M	TC	SH
*35	Maintenance Reserve Fund	\$12.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
36	Safety	\$0.0 M	\$11.4 M	\$11.4 M	\$11.4 M		
37	Strategic Safety Program	\$0.0 M	\$11.4 M	\$11.4 M	\$11.4 M	TC	FHWA / SH
38	Mobility	\$0.0 M	\$24.0 M	\$20.7 M	\$20.7 M		
39	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$10.7 M	\$10.7 M	TC	SH
40	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
41	Multimodal Services	\$0.0 M	\$69.8 M	\$22.1 M	\$22.1 M		
42	Mobility	\$0.0 M	\$69.8 M	\$22.1 M	\$22.1 M		
43	Innovative Mobility Programs	\$0.0 M	\$11.1 M	\$11.6 M	\$11.6 M	TC	FHWA / SH
44	Strategic Transit and Multimodal Projects	\$0.0 M	\$50.0 M	\$2.6 M	\$2.6 M	SL	SB 17-267, SB 21-260
45	Rail Commission	\$0.0 M	\$0.4 M	\$0.0 M	\$0.0 M	SL	SL
46	Bustang	\$0.0 M	\$8.3 M	\$7.9 M	\$7.9 M	TC	SB 09-108 / Fare Rev.
47	Suballocated Programs	\$0.0 M	\$224.1 M	\$255.3 M	\$254.6 M		
48	Aeronautics	\$0.0 M	\$19.3 M	\$34.3 M	\$34.3 M		
49	Aviation System Program	\$0.0 M	\$19.3 M	\$34.3 M	\$34.3 M	AB	SA
50	Highway	\$0.0 M	\$126.5 M	\$126.1 M	\$126.1 M		
51	STBG-Urban (STP-Metro)	\$0.0 M	\$56.0 M	\$55.9 M	\$55.9 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	\$0.0 M	\$50.7 M	\$50.7 M	\$50.7 M	FR	FHWA / LOC
53	Metropolitan Planning	\$0.0 M	\$9.2 M	\$9.2 M	\$9.2 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program	\$0.0 M	\$10.6 M	\$10.4 M	\$10.4 M	TC / FR	FHWA / SH / LOC
55	Transit and Multimodal	\$0.0 M	\$78.4 M	\$94.9 M	\$94.2 M		
56	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	FHWA
57	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FHWA
58	Transportation Alternatives Program	\$0.0 M	\$12.0 M	\$12.5 M	\$12.5 M	FR	FHWA / LOC
59	Transit Grant Programs	\$0.0 M	\$61.7 M	\$62.0 M	\$62.0 M	FR / SL / TC	FTA / LOC / SB 09-108
60	Multimodal Options Program	\$0.0 M	\$0.0 M	\$15.0 M	\$15.0 M	SL	SB 21-260
61	Revitalizing Main Streets Program	\$0.0 M	\$0.0 M	\$0.7 M	\$0.7 M	SL / TC	SB 21-260
62	Administration & Agency Operations	\$0.0 M	\$102.7 M	\$108.3 M	\$108.3 M		
63	Agency Operations	\$0.0 M	\$62.6 M	\$62.6 M	\$62.6 M	TC / AB	FHWA / SH / SA / SB 09-108
64	Administration	\$0.0 M	\$37.5 M	\$43.1 M	\$43.1 M	SL	SH
65	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	SH
66	Debt Service	\$223.5 M	\$9.6 M	\$0.0 M	\$223.5 M		
67	Debt Service	\$223.5 M	\$9.6 M	\$0.0 M	\$223.5 M	DS	SH
68	Contingency Reserve	\$50.0 M	\$0.0 M	\$1.9 M	\$51.9 M		
69	Contingency Fund	\$25.0 M	\$0.0 M	\$0.0 M	\$25.0 M	TC	FHWA / SH
70	Reserve Fund	\$25.0 M	\$0.0 M	\$1.9 M	\$26.9 M	TC	FHWA / SH
71	Other Programs	\$0.0 M	\$24.8 M	\$27.5 M	\$27.5 M		
72	Safety Education	\$0.0 M	\$9.9 M	\$13.3 M	\$13.3 M	TC/FR	NHTSA / SSE
73	Planning and Research	\$0.0 M	\$14.7 M	\$14.0 M	\$14.0 M	FR	FHWA / SH
74	State Infrastructure Bank	\$0.0 M	\$0.2 M	\$0.3 M	\$0.3 M	TC	SIB
75	TOTAL - CDOT	\$285.5 M	\$1,751.1 M	\$1,300.8 M	\$1,585.6 M		

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 & TUNNEL ENTERPRISE							
77	Capital Construction	\$0.0 M	\$105.8 M	\$125.6 M	\$125.6 M		
78	Asset Management	\$0.0 M	\$105.8 M	\$125.6 M	\$125.6 M		
79	Bridge Enterprise Projects	\$0.0 M	\$105.8 M	\$125.6 M	\$125.6 M	BEB	SB 09-108, SB 21-260
80	Maintenance and Operations	\$0.0 M	\$0.5 M	\$0.5 M	\$0.5 M		
81	Asset Management	\$0.0 M	\$0.5 M	\$0.5 M	\$0.5 M		
82	Maintenance and Preservation	\$0.0 M	\$0.5 M	\$0.5 M	\$0.5 M	BEB	SB 09-108
83	Administration & Agency Operations	\$0.0 M	\$1.9 M	\$1.9 M	\$1.9 M		
84	Agency Operations-CBE	\$0.0 M	\$1.9 M	\$1.9 M	\$1.9 M	BEB	SB 09-108
85	Debt Service	\$0.0 M	\$17.2 M	\$17.2 M	\$17.2 M		
86	Debt Service-CBE	\$0.0 M	\$17.2 M	\$17.2 M	\$17.2 M	BEB	FHWA / SH
87	TOTAL - BRIDGE & TUNNEL ENTERPRISE	\$0.0 M	\$125.3 M	\$145.2 M	\$145.2 M		

88 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE							
89	Maintenance and Operations	\$0.0 M	\$9.9 M	\$18.3 M	\$18.3 M		
90	Express Lanes Operations	\$0.0 M	\$9.9 M	\$18.3 M	\$18.3 M	HPTEB	Tolls / Managed Lanes Revenue
91	Administration & Agency Operations	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M		
92	Agency Operations - HPTE	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M	HPTEB	Fee for Service
93	Debt Service	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M		
94	Debt Service- HPTE	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	HPTEB	Fee for Service
95	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	\$0.0 M	\$22.7 M	\$22.4 M	\$22.4 M		

96 CLEAN TRANSIT ENTERPRISE							
97	Maintenance and Operations	\$0.0 M	\$0.0 M	\$8.3 M	\$8.3 M		
98	tbd	\$0.0 M	\$0.0 M	\$8.3 M	\$8.3 M	HPTEB	SB 21-260
99	Administration & Agency Operations	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
100	Agency Operations - Clean Transit	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	SB 21-260
101	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
102	Debt Service - Clean Transit	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	SB 21-260
103	TOTAL - CLEAN TRANSIT ENTERPRISE	\$0.0 M	\$0.0 M	\$8.3 M	\$8.3 M		

104 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE							
105	Maintenance and Operations	\$0.0 M	\$0.0 M	\$7.1 M	\$7.1 M		
106	tbd	\$0.0 M	\$0.0 M	\$7.1 M	\$7.1 M	HPTEB	SB 21-260
107	Administration & Agency Operations	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
108	Agency Operations - Nonattainment	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	SB 21-260
109	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
110	Debt Service - Nonattainment	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	SB 21-260
111	TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE	\$0.0 M	\$0.0 M	\$7.1 M	\$7.1 M		
112	TOTAL - CDOT AND ENTERPRISES	\$285.5 M	\$1,899.2 M	\$1,483.8 M	\$1,768.6 M		

*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 2023 budget, and updated after the close of FY 2022.

** \$10M of the FY22 Maintenance Reserve roll forward budget is specifically allocated for Snow and Ice Control

Department of Transportation - FY 2022-23 Spending Plan
Last updated November 2021

Projected Cash Balance		\$ 1,820M	
Projected FY23 Revenue		\$ 1,301M	
Projected FY23 Receivables		\$150M	
TOTAL Projected - CDOT		\$ 3,121M	
Line	Budget Category / Program	FY 2022-23 Projected Expenditures	% Spent
1	COLORADO DEPARTMENT OF TRANSPORTATION		
2	Capital Construction		
3	Pre-Construction Activities		
4	Right of Way		
5	Acquisitions	\$ 25.2M	0.00%
6	Personal Services	\$.9M	0.00%
7	Professional Services	\$ 2.7M	0.00%
8	Other	\$ 11.3M	0.00%
9	Design and Other Pre-Construction Activities		
10	Professional Services	\$ 114.8M	0.00%
11	Personal Services	\$ 18.8M	0.00%
12	Other	\$ 13.3M	0.00%
13	Construction Activities		
14	Contractor Payments	\$ 669.1M	0.00%
15	Professional Services	\$ 18.6M	0.00%
16	Personal Services	\$ 2.6M	0.00%
17	Other	\$ 6.1M	0.00%
18	Other Capital Project Activities		
19	Indirect Allocations	\$ 106.7M	0.00%
20	Construction Engineering Allocations	\$ 55.8M	0.00%
21	Maintenance and Operations		
22	Personal Services	\$ 167.8M	0.00%
23	Operating	\$ 126.7M	0.00%
24	Capital	\$.M	0.00%
25	Property	\$ 24.7M	0.00%
26	Road Equipment	\$ 21.5M	0.00%
27	Multimodal Services, Non Construction		
28	Personal Services	\$ 5.1M	0.00%
29	Operating	\$ 53.4M	0.00%
30	Capital	\$ 1.3M	0.00%
31	Suballocated Programs		
32	Aeronautics	\$ 34.3M	0.00%
33	Payments to Local Governments	\$ 185.2M	0.00%
34	Administration & Agency Operations		
35	Personal Services	\$ 40.3M	0.00%
36	Operating	\$ 49.4M	0.00%
37	Capital	\$ 6.1M	0.00%
38	Debt Service		
39	Debt Service	\$ 123.3M	0.00%
40	Other Programs, Non Construction		
41	Personal Services	\$ 7.2M	0.00%
42	Operating	\$ 11.5M	0.00%
43	Capital	\$.M	0.00%
44	Studies (Non-construction Activities) (DTD)	\$ 8.1M	0.00%
45	TOTAL - CDOT	\$ 1,911M	0.00%

46 COLORADO BRIDGE & TUNNEL ENTERPRISE		
Projected Cash Balance		\$ 135.3M
Projected FY23 Revenue		\$ 145.2M
TOTAL Projected - BRIDGE & TUNNEL ENTERPRISE		\$ 280.5M
47 Capital Construction		
48 Asset Management		
49 Bridge Enterprise Projects-CBE	\$ 164.9M	0.00%
50 Maintenance and Operations		
51 Asset Management		
52 Maintenance and Preservation-CBE	\$.7M	0.00%
53 Administration & Agency Operations		
54 Agency Operations-CBE	\$ 1.4M	0.00%
55 Debt Service		
56 Debt Service-CBE	\$ 17.2M	0.00%
57 TOTAL - BRIDGE & TUNNEL ENTERPRISE	\$ 184.2M	0.00%
58 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE		
Projected Cash Balance		\$ 51.0M
Projected FY23 Revenue		\$ 22.4M
TOTAL Projected - HPTE		\$ 73.3M
59 Maintenance and Operations		
60 Express Lanes Operations-HPTE	\$ 11.4M	0.00%
61 Administration & Agency Operations		
62 Agency Operations-HPTE	\$ 7.1M	0.00%
63 Debt Service		
64 Debt Service-HPTE	\$ 12.8M	0.00%
65 TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	\$ 31.3M	0.00%
67 CLEAN TRANSIT ENTERPRISE		
Projected Cash Balance		\$ M
Projected FY23 Revenue		\$ 8.3M
TOTAL Projected - CLEAN TRANSIT ENTERPRISE		\$ 8.3M
68 Maintenance and Operations		
69 tbd	TBD	
70 Administration & Agency Operations		
71 Agency Operations - Clean Transit	TBD	
72 Debt Service		
73 Debt Service - Clean Transit	TBD	
TOTAL - CLEAN TRANSIT ENTERPRISE	\$0.0 M	
74 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE		
Projected Cash Balance		\$ M
Projected FY23 Revenue		\$ 7.1M
TOTAL Projected - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE		\$ 7.1M
75 Maintenance and Operations		
76 tbd	TBD	
77 Administration & Agency Operations		
78 Agency Operations - Nonattainment	TBD	
79 Debt Service		
80 Debt Service - Nonattainment	TBD	
TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE	\$0.0 M	
TOTAL - CDOT AND ENTERPRISES	\$ 2,126M	



COLORADO

Department of Transportation

FY 2022-23 Budget Workshop: Proposed Annual Budget Allocation Plan

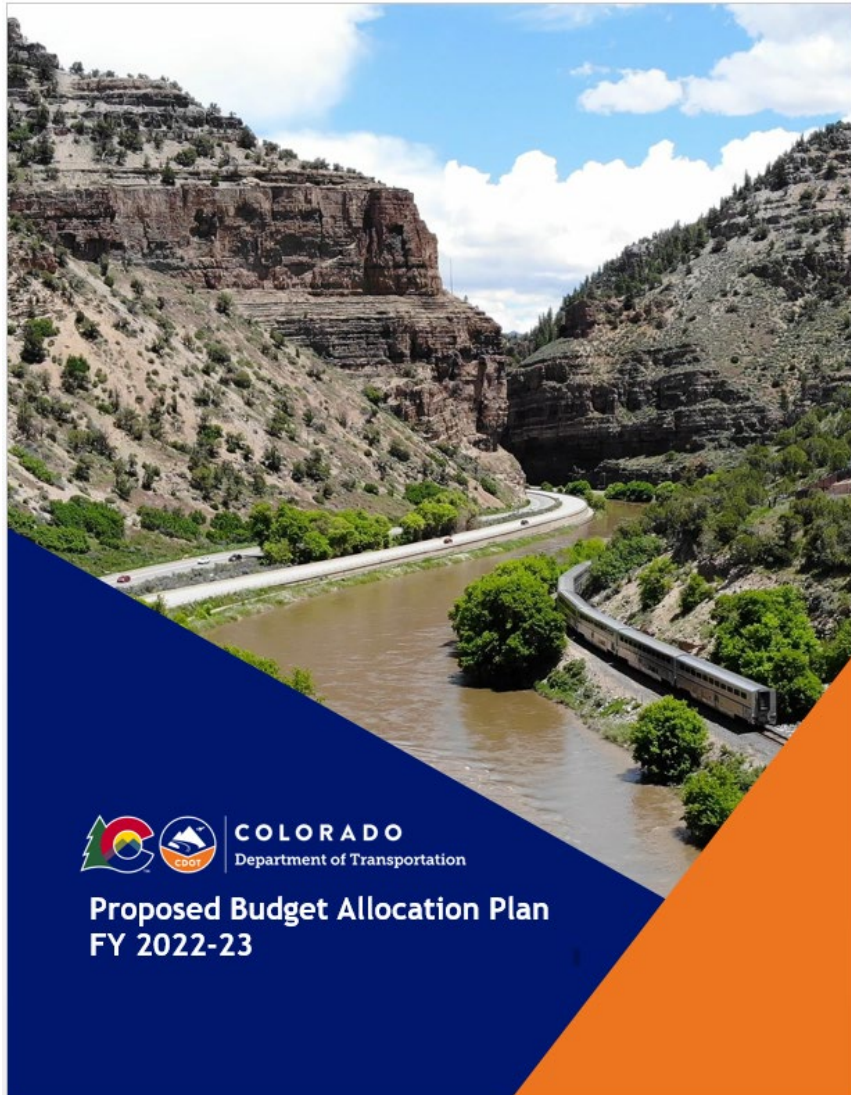


- FY23 Proposed Budget Allocation Plan
 - Narrative and Appendices
 - Final FY23 Sources and Uses of Revenue
- FASTER Backfill
- Adjustments to the Proposed Budget
 - Changes Since October
 - Additional Adjustments Coming
- Legislative Budget
- Timeline and Next Steps





Narrative and Other Budget Appendices



Review the Narrative and Appendices on CDOT's Website:

<https://www.codot.gov/business/budget/cdot-budget>

- Appendix A - Revenue Allocation Plan
- Appendix B - Spending Plan
- Appendix C - Open Projects and Unexpended Project Balances
- Appendix D - Planned Projects
- Appendix E - Total Construction Budget
- Appendix F - Project Indirect Costs and Construction Engineering
- Appendix G - CDOT Personnel Report



FY 2022-23 Revenue Allocation Plan

(Allocation Plan Appendix A)

FY 2021-22 Revenue Allocation Plan

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Proposed Allocation Plan	Total FY22 Program Budget Available Including Changes (Proposed)	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION					
2	Capital Construction		\$966.8 M	\$966.8 M		
3	Asset Management		\$386.6 M	\$386.6 M		
4	Surface Treatments		\$223.3 M	\$223.3 M	TC	FIWA / SH / SB 08-108
5	Structures		\$61.9 M	\$61.9 M	TC	FIWA / SH / SB 08-108
6	System Operations		\$28.8 M	\$28.8 M	TC	FIWA / SH
7	Geohazards Mitigation		\$10.1 M	\$10.1 M	TC	SB 08-108
8	Permanent Water Quality Mitigation		\$6.5 M	\$6.5 M	TC	FIWA / SH
9	Emergency Relief		\$0.0 M	\$0.0 M	FR	FIWA
10	Safety		\$115.3 M	\$115.3 M		
11	Highway Safety Improvement Program		\$55.1 M	\$55.1 M	FR	FIWA / SH
12	Railway/Highway Crossings Program		\$3.6 M	\$3.6 M	FR	FIWA / SH
13	Hot Spots		\$2.2 M	\$2.2 M	TC	FIWA / SH
14	FASTEN Safety		\$69.2 M	\$69.2 M	TC	SB 08-108
15	ADA Compliance		\$7.2 M	\$7.2 M	TC	FIWA / SH
16	Mobility		\$339.9 M	\$339.9 M		
17	Regional Priority Program		\$48.4 M	\$48.4 M	TC	FIWA / SH
18	Strategic Projects		\$450.0 M	\$450.0 M	SL	SB 17-267 / SB 18-262
19	National Highway Freight Program		\$22.5 M	\$22.5 M	FR	FIWA / SH
20	Maintenance and Operations		\$945.6 M	\$945.6 M		
21	Asset Management		\$288.2 M	\$288.2 M		
22	Maintenance Program Areas		\$263.5 M	\$263.5 M		
23	Roadway Surface		\$40.4 M	\$40.4 M	TC	SH
24	Roadside Facilities		\$21.4 M	\$21.4 M	TC	SH
25	Roadside Appearance		\$9.8 M	\$9.8 M	TC	SH
26	Structure Maintenance		\$5.4 M	\$5.4 M	TC	SH
27	Tunnel Activities		\$4.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control		\$78.1 M	\$78.1 M	TC	SH
29	Traffic Services		\$69.0 M	\$69.0 M	TC	SH
30	Materials, Equipment, and Buildings		\$17.5 M	\$17.5 M	TC	SH
31	Planning and Scheduling		\$16.8 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes		\$2.9 M	\$2.9 M	TC	SH
33	Property		\$19.9 M	\$19.9 M	TC	SH
34	Capital Equipment		\$23.9 M	\$23.9 M	TC	SH
35	Maintenance Reserve Fund		\$0.0 M	\$0.0 M	TC	SH
36	Safety		\$11.4 M	\$11.4 M		
37	Strategic Safety Program		\$11.4 M	\$11.4 M	TC	FIWA / SH
38	Mobility		\$24.0 M	\$24.0 M		
39	Peak-Time Traffic Operations		\$14.0 M	\$14.0 M	TC	SH
40	ITS Investments		\$10.0 M	\$10.0 M	TC	FIWA / SH
41	Multimodal Services		\$69.3 M	\$69.3 M		
42	Mobility		\$69.3 M	\$69.3 M		
43	Innovative Mobility Programs		\$11.1 M	\$11.1 M	TC	FIWA / SH
44	Strategic Transit and Multimodal Projects		\$50.0 M	\$50.0 M	SL	SB 17-267
45	Rail Commutation		\$0.1 M	\$0.1 M	SL	SL
46	Bussing		\$8.3 M	\$8.3 M	TC	SB 08-108 / Para Rev.
47	Suballocated Programs		\$229.6 M	\$229.6 M		
48	Reconstruction		\$24.8 M	\$24.8 M		
49	Aviation System Program		\$24.8 M	\$24.8 M	AB	SA
50	Highways		\$186.5 M	\$186.5 M		
51	OTM/Altern		\$56.0 M	\$56.0 M	FR	FIWA / LOC
52	Congestion Mitigation and Air Quality		\$50.7 M	\$50.7 M	FR	FIWA / LOC
53	Metropolitan Planning		\$9.2 M	\$9.2 M	FR	FIWA / PTA / LOC
54	Off-System Bridge Program		\$10.6 M	\$10.6 M	TC / FR	FIWA / SH / LOC
55	Transit and Multimodal		\$78.4 M	\$78.4 M		
56	Recreational Trails		\$1.6 M	\$1.6 M	FR	FIWA
57	Safe Routes to School		\$3.1 M	\$3.1 M	TC	FIWA
58	Transportation Alternative Program		\$12.0 M	\$12.0 M	FR	FIWA / LOC
59	Transit Grant Programs		\$61.7 M	\$61.7 M	FR / SL / TC	PTA / LOC / SB 08-108
60	Multimodal Options Program		\$0.0 M	\$0.0 M	TC/SL	SB 18-125
61	Administration & Agency Operations		\$99.8 M	\$99.8 M		
62	Agency Operations		\$59.9 M	\$59.9 M	TC / AB	FIWA / SH / SA / SB 08-108
63	Administration		\$38.3 M	\$38.3 M	SL	SH
64	Project Initiatives		\$2.4 M	\$2.4 M	TC	SH
65	Debt Service		\$12.4 M	\$12.4 M		
**66	Debt Service		\$12.4 M	\$12.4 M	CS	FIWA / SH
67	Contingency Reserves		\$0.0 M	\$0.0 M		
**68	Contingency Fund		\$0.0 M	\$0.0 M	TC	FIWA / SH
69	Reserve Fund		\$0.0 M	\$0.0 M	TC	FIWA / SH
70	Other Programs		\$27.9 M	\$27.9 M		
71	Safety Education		\$12.6 M	\$12.6 M	TC/FR	NI/SA / SSE
72	Planning and Research		\$14.7 M	\$14.7 M	FR	FIWA / SH
73	State Infrastructure Bank		\$0.2 M	\$0.2 M		SB
74	TOTAL - CDOT		\$4,793.3 M	\$4,793.3 M		

- Balanced using September 2021 revenue forecast
- The FY23 Revenue Allocation Plan now reflects a surplus of \$1.9 million that is currently placed in the Program Reserve line as a placeholder, pending further allocation decisions.



FY 2022-23 Spending Plan (Spending Plan Appendix B)

Department of Transportation - FY 2022-23 Spending Plan
Last updated November 2021

Line	Budget Category / Program	FY 2022-23 Projected Expenditures	% Spent
Department of Transportation - FY 2022-23 Spending Plan			
Projected Cash Balance		\$ 1,820M	
Projected FY23 Revenue		\$ 1,301M	
Projected FY23 Receivables		\$150M	
TOTAL Projected - CDOT		\$ 3,121M	
1	COLORADO DEPARTMENT OF TRANSPORTATION		
2	Capital Construction		
3	Pre-Construction Activities		
4	Right of Way		
5	Acquisitions	\$ 25.2M	0.00%
6	Personal Services	\$.9M	0.00%
7	Professional Services	\$ 2.7M	0.00%
8	Other	\$ 11.3M	0.00%
9	Design and Other Pre-Construction Activities		
10	Professional Services	\$ 114.8M	0.00%
11	Personal Services	\$ 18.8M	0.00%
12	Other	\$ 13.1M	0.00%
13	Construction Activities		
14	Contractor Payments	\$ 669.1M	0.00%
15	Professional Services	\$ 18.6M	0.00%
16	Personal Services	\$ 2.6M	0.00%
17	Other	\$ 6.1M	0.00%
18	Other Capital Project Activities		
19	Indirect Allocations	\$ 106.7M	0.00%
20	Construction Engineering Allocations	\$ 55.8M	0.00%
21	Maintenance and Operations		
22	Personal Services	\$ 167.8M	0.00%
23	Operating	\$ 126.7M	0.00%
24	Capital	\$.M	0.00%
25	Property	\$ 24.7M	0.00%
26	Road Equipment	\$ 21.5M	0.00%
27	Multimodal Services, Non Construction		
28	Personal Services	\$ 5.1M	0.00%
29	Operating	\$ 53.4M	0.00%
30	Capital	\$ 1.3M	0.00%
31	Suballocated Programs		
32	Aeronautics	\$ 34.M	0.00%
33	Payments to Local Governments	\$ 185.2M	0.00%
34	Administration & Agency Operations		
35	Personal Services	\$ 40.3M	0.00%
36	Operating	\$ 49.4M	0.00%
37	Capital	\$ 6.1M	0.00%
38	Debt Service		
39	Debt Service	\$ 123.M	0.00%
40	Other Programs, Non Construction		
41	Personal Services	\$ 7.2M	0.00%
42	Operating	\$ 11.5M	0.00%
43	Capital	\$.M	0.00%
44	Studies (Non-construction Activities) (DTD)	\$ 8.1M	0.00%
45	TOTAL - CDOT	\$ 1,911M	0.00%

46 COLORADO BRIDGE & TUNNEL ENTERPRISE			
Projected Cash Balance		\$ 135.3M	
Projected FY23 Revenue		\$ 145.2M	
TOTAL Projected - BRIDGE & TUNNEL ENTERPRISE		\$ 280.5M	
47	Capital Construction		
48	Asset Management		
49	Bridge Enterprise Projects-CBE	\$ 164.9M	0.00%
50	Maintenance and Operations		
51	Asset Management		
52	Maintenance and Preservation-CBE	\$.7M	0.00%
53	Administration & Agency Operations		
54	Agency Operations-CBE	\$ 1.4M	0.00%
55	Debt Service		
56	Debt Service-CBE	\$ 17.2M	0.00%
57	TOTAL - BRIDGE & TUNNEL ENTERPRISE	\$ 184.2M	0.00%
58 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE			
Projected Cash Balance		\$ 51.0M	
Projected FY23 Revenue		\$ 22.4M	
TOTAL Projected - HPTE		\$ 73.3M	
59	Maintenance and Operations		
60	Express Lanes Operations-HPTE	\$ 11.4M	0.00%
61	Administration & Agency Operations		
62	Agency Operations-HPTE	\$ 7.1M	0.00%
63	Debt Service		
64	Debt Service-HPTE	\$ 12.8M	0.00%
65	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	\$ 31.3M	0.00%

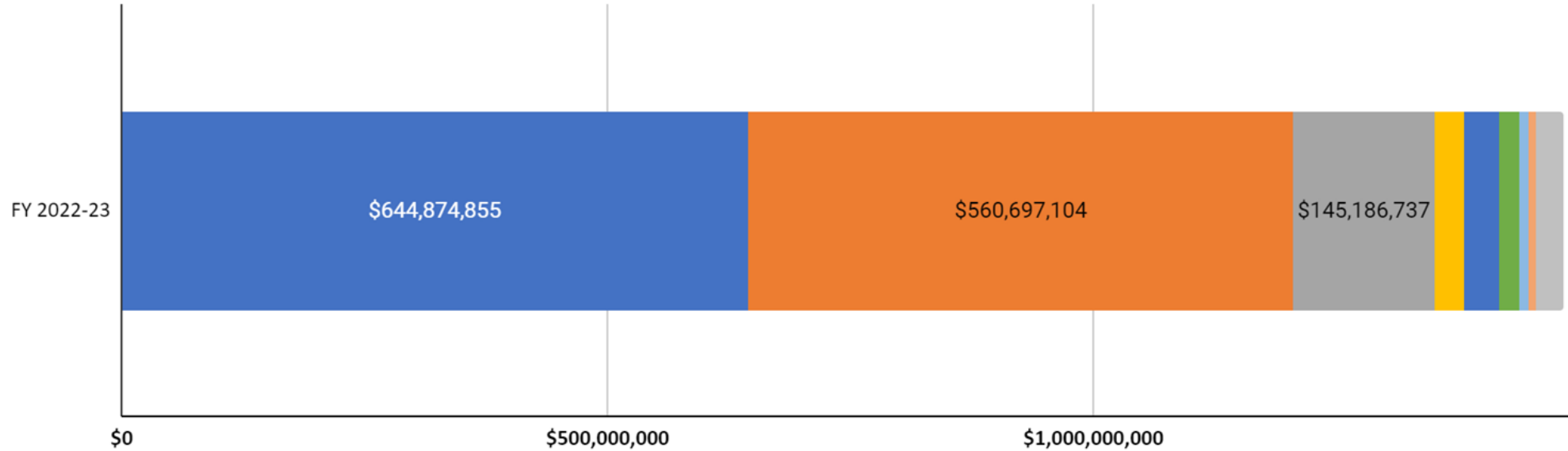
Total estimated expenditures in FY 2022-23:

- CDOT: \$1,911 million
- BE: \$184.2 million
- HPTE: \$31.3 million
- New Clean Transit and Nonattainment Enterprises: TBD



FY23 Budget Allocation Plan Sources

FY 2022-23 Sources



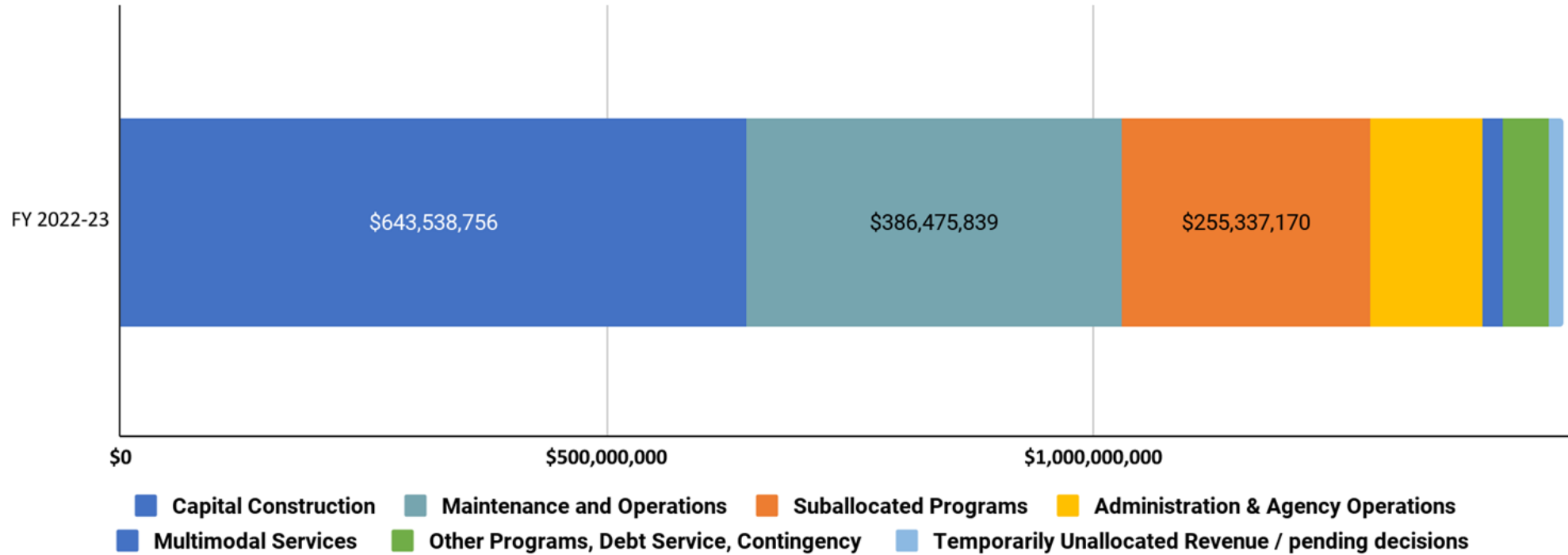
- Federal Programs
- Highway Users Tax Fund
- Bridge Enterprise
- Miscellaneous
- Aeronautics
- High Performance Transportation Enterprise
- Clean Transit Enterprise
- Non-attainment Area Air Pollution Mitigation Enterprise
- Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank

Total -
\$1,483,765,674



FY23 Budget Allocation Plan Uses

FY 2022-23 Uses



Total -
\$1,483,765,674



Changes made since October TC

- Amounts updated based on final statewide common policies
- Other minor adjustments
- Current remaining surplus is \$1.9M

Additional Adjustments Coming

- Decision Items
- SB21-260 Implementation
 - Allocations needed for Clean Transit and Non-Attainment Enterprises
- Administration Budget
 - Legislative and OSPB actions during the budget-building cycle
- Other Changes, including possible revenue update





Legislative Budget CDOT's Administration Line

Administration (Line 64) - \$43.1 million for FY23

- Reversal of one-time administration reduction
- Common Policy adjustments

	Total Common Policy Increase
DPA - Admin Law Judge, Capitol Complex, CORE, Risk Mgmt, Workers Comp	\$225,012
OIT - FY23 Estimated Use + True Up from FY21	\$4,269,755
Department of Law Legal Services	\$58,263
Statewide Indirect Costs	\$266,863
Total Compensation - salary and benefits for 3% adjustment to the Admin line	\$646,155
	\$5,466,048



CDOT's Decision Items

#1 Temporary Fuel Products Fee Reduction - Eliminates CDOT's portion of the PFAS fee on fuel products. This fee results in total reduction of about \$3.7 million over two years.

#2 MMOF Rollforward Authority - The Department requested 3 years of rollforward authority for every future MMOF appropriation. This is intended to align the MMOF with other state capital construction appropriations.

#3 FTDD Spending Authority - HB 21-1317 transferred \$2.0 million from the Marijuana Tax Cash Fund to the FTDD Account. With the increased fund balance, the Department was able to request a full \$1.5 million appropriation from this account for FY 23.

Statewide Decision Items \$160,206

Paid Family Medical Leave, CSEAP program, OIT Testing solutions support, OIT Cybersecurity Apprenticeship Program



Legislative Budget Stimulus Funding Requests

Governor's Air Quality Investment Package -

Total statewide investment of \$424.3 million General Fund

CDOT Legislative Placeholders in this package:

- \$40 million for Main Streets
- \$10 million for Burnham Yard NEPA and Front Range Rail



Timeline and Next Steps

After November, DAF will continue to address the following items for the FY 2022-23 Annual Budget:

- January 2022: The Annual Budget Allocation Plan may be updated to reflect the most current revenue forecast (December 2021).
- February 2022: The TC will be asked to review and approve any decision items of \$1 million or more, and additional changes as necessary.
- March 2022: The TC will be asked to review and adopt the FY 2022-23 Final Annual Budget Allocation Plan.





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
KRISTI GRAHAM-GITKIND, CHIEF HUMAN RESOURCES OFFICER
DATE: NOVEMBER 17, 2021
SUBJECT: ADDITIONAL FTE REQUESTS

Purpose

To review the Department's proposal 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, and new requirements created by SB 21-260.

Action

No action requested this month. The Department requests Transportation Commission feedback on the proposal for additional Full Time Equivalent (FTE) positions and will return in December to request approval for an increase the Department's FTE cap along with a budget amendment request for funds from provide short-term budget for those FTEs. The request is described in more detail below and in the attached presentation.

Background

CDOT's construction program, in nominal dollars, has grown by about 50% since 2007. This increase was driven initially by the RAMP Program, where CDOT transitioned its approach to budgeting and managing cash resulting in a temporary increase of about \$300 M a year for five years, recovery from the 2013 floods, and then legislative funding provided by SB 228, SB 1 and SB 267. The Department has been reluctant to add FTEs with so much uncertainty regarding future funding and the prospect of a "return to base" level of funding. Now, with the passage of SB 260 and the recent federal Infrastructure Investment and Jobs Act, there is increased certainty regarding state transportation funding and an increased level of ongoing "base" funding. Over the next several years remaining SB 267 funding, stimulus finding, elevated funding levels in the new federal infrastructure bill, and new fee revenue will result in record levels of contractor payments, likely exceeding \$1 billion annually, before returning to a "new base" level of funding.

Assessment of FTE Positions

In May the Transportation Commission approved increasing the FTE cap by 25 Maintenance positions: nine for a maintenance apprentice program and sixteen to create two new JOA patrols. In June the Transportation Commission approved an additional increase of 14 positions: four labor relations positions to support implementation of HB 20-1153 *Colorado Partnership for Quality Jobs and Services Act*, and 10 positions related to SB 260 and federal stimulus/economic recovery requirements including contracting staff, data analysts, budget and accounting staff and communications staff. At that time staff indicated that a follow up workshop should be anticipated in the months ahead to consider a more expansive and comprehensive staffing request.

Through the summer CDOT Regions and Divisions were asked to consider their resource needs and identify requests for new FTE positions. Staff considered not only new positions required by SB 21-260, but also positions associated with the current and anticipated size of construction and grant programs. Staff also considered closely the optimal mix of internal and external resources- looking at where there was a long-



term need to develop and cultivate internal capacity, and where external resources continued to provide the best way to augment existing CDOT staff.

Collectively the CDOT Executive Management Team (EMT) including the Region Transportation Directors identified potential additional FTE positions. CDOT Regions and Divisions were asked to provide a justification/reason/need for the request and supporting information including:

- Brief job description
- Estimated job classification
- Any cost savings anticipated with filling the position
- Anticipated work unit and position supervisor

Further analysis was completed to identify estimated annual salary and benefits (assumed midpoint of salary range plus 30% benefits), additional budget need required of each position (if any), type of budget (i.e. Administrative, Indirect, etc.), and applicable cost center. Regions and Divisions were then asked to prioritize their requests (i.e. rank order). The Executive Management Team met with each Region and Division to review position requests, with a focus on the justification/need for each position, estimated budget impact, and priority. The original list of positions was reduced by more than 50%, resulting in the following proposal totaling 101 permanent positions and 8 term limited positions. If approved this would bring CDOT FTEs from the current cap of 3,344 to 3,453, an increase of 3.2% percent.

Additional FTE Proposal

The positions proposed are detailed in Attachment A. Table 1 below summarizes these positions by Region/HQ and position type.

Table 1

	Engineering/ Construction	Maintenance and Operations	Program Administration	Planning and Environmental	Accounting/ Budget/ Business Office	Other	Total	Perm	Term
Region 1	16	0	1	2	1	0	20	15	5
Region 2	8	0	3	2	1	0	14	14	0
Region 3	13	0	0	0.5	1	0	14.5	14.5	0
Region 4	12	2	1	2	0	0	17	17	0
Region 5	6	0	1	1.5	1	1	10.5	10.5	0
HQ	4	0	13	5	7	4	33	30	3
Total	59	2	19	13	11	5	109	101	8

Of the 109 positions proposed, 71 permanent and 5 term positions (70%) are in the CDOT Regions, with 30 permanent and 3 term positions (30%) in Headquarters support and programs functions. Positions in this proposal by type include:

- 59 Engineering/Construction (54%)
- 2 Maintenance and Operations (2%)
- 19 Program Administration (17%)
- 13 Planning and Environmental (12%)
- 11 Accounting, Budget and Business Office (10%)
- 5 Other (5%)

Table 2 below summarizes the proposed positions by Budget Line(s) and identifies the total estimated salary and benefits, estimated budget impact, and any “offsets.” Offsets describe where there is a partially or fully offsetting cost reduction anticipated with filling positions. A majority of the positions



proposed would be largely covered within existing budget by offsetting costs. Most typically these offsetting costs come in the form of a corresponding reduction in temporary or contracted staff or consultant support. In some cases (for example, SPR and Innovative Mobility) there are not offsetting costs, but rather costs can largely or fully be absorbed within an existing funding program without requiring the Transportation Commission to approve additional budget.

Annual salaries and benefits associated with the proposed 109 permanent and term positions are estimated to total approximately \$11.1 M. Of this amount:

- -\$9.4 M is anticipated to be covered over time within existing budgets through offsetting cost reductions
- -\$0.5 M will be funded through existing program budgets, without the approval of additional budget by the Transportation Commission. This includes positions funded through the State Planning and Research program and Innovative Mobility program.
- -\$1.3 M is the estimated additional budget need (i.e. budget impact) that will need to be covered by committing additional federal or state revenues to the identified budget lines. Over time it is anticipated that offsetting cost reductions/cost savings associated with filling positions in other areas will more than offset the costs of positions without cost savings.

Initial costs in FY 22/FY 23 are estimated to be higher than the ongoing annual costs, recognizing that cost savings are anticipated to materialize over time and contracted staff and consultant support will in many cases overlap as new positions are filled and new employees trained. The estimated initial annual budget impact is \$2.75 M annually.

Table 2

Budget Line(s)	Positions	Estimated Salary and Benefits	Estimated Initial Annual Budget Impact	Estimated Ongoing Budget Impact	Offsets
Administration	9	\$ 950,000	\$ 900,000	\$ 900,000	Reduction in contracted resources
Agency Operations	6	\$ 600,000	\$ 300,000	\$ 300,000	Reduction in contracted resources
Capital Construction (Direct/CE/Indirect)	60	\$ 6,200,000	\$ 800,000	\$ -	Reduction in contracted resources
Capital Construction (Indirect)	18	\$ 1,500,000	\$ 650,000	\$ -	Reduction in contracted resources
Enterprises	3	\$ 350,000	\$ -	\$ -	Reduction in contracted resources
Innovative Mobility	1	\$ 100,000	\$ -	\$ -	Absorbed with Innovative Mobility budget
MLOS	2	\$ 200,000	\$ 100,000	\$ 100,000	Reduction in contracted resources
State Planning and Research	4	\$ 350,000	\$ -	\$ -	Absorbed within SPR budget
Transit and Rail	6	\$ 850,000	\$ -	\$ -	Reduction in contracted resources; Absorbed within DTR budget
TOTAL	109	\$ 11,100,000	\$ 2,750,000	\$ 1,300,000	

In addition to the above, the 14 positions previously approved in June are estimated to result in salaries and benefits totaling \$1.4 M with a budget impact to the Administration line of approximately \$950,000. The 25 maintenance positions approved in May are estimated to result in salaries of \$1.6 M with a budget impact to the MLOS lines of approximately \$1.6 M.

FTE Cap and Budget Actions

Based on Transportation Commission feedback, staff will return in December with a resolution approving the increase in FTE cap. The FTE cap resolution will be accompanied by a corresponding budget amendment. Over the next month, staff will refine the estimate of budget impact and prepare a budget amendment to reallocate funds in FY 2021-22 to the identified budget line(s) to provide additional budget required in the current Fiscal Year. Since we are already in the second quarter of FY 22, this will total less than the initial annual budget impacts identified. These costs will then be incorporated into the FY 2022-23 CDOT Budget prior to approval of the Final FY 2022-23 Budget by the Transportation Commission in March 2022. Both the FY 2021-22 Budget Amendment and the annualization of costs included in the final



FY 2022-23 CDOT Budget will include budget impacts of both the currently proposed positions as well as those positions previously approved in May and June.

Next Steps

- December: Approval of resolution authorizing the increase in FTE positions (“FTE Cap”) and approval of corresponding FY 2021-22 Budget Amendment
- March: Approval of FY 2022-23 CDOT Budget, annualizing the costs of new FTE positions going forward.

Attachments

Attachment A - Detailed FTE Proposal

Attachment B - Presentation



Region or Division	Working Title	Estimated Job Class	Position Type	Brief Job Description	Anticipated Cost Savings	Estimated Annual Salary and Benefits	Budget Line
Chief Engineer	Solutions Architect, Business Operations	ANALYST VI	Other	The existing ERP (SAP) is reaching its end of life, and this position will lead the effort to evaluate the options with moving forward with new solutions.	Yes	\$ 144,612	Indirect
Chief Engineer	Bridge Enterprise Program Manager	PROFESSIONAL ENGINEER I	Engineering / Construction	Directs the overall strategy of the Bridge Enterprise (BE) program.	Yes	\$ 148,964	Enterprise
Chief Engineer	Bridge Enterprise Asset Manager	PROFESSIONAL ENGINEER I	Engineering / Construction	Identifies replacement and maintenance operations necessary for BE structures, as well as identifying non-BE projects that could be moved into the program.	Yes	\$ 126,547	Enterprise
Chief Engineer	Contract Administrator - III	CONTRACT ADMINISTRATOR III	Accounting/ Budget/ Business Operations	Manages professional services contracts, inc. the competitive and award process. Much of the work is presently being performed by temps.	No	\$ 83,975	Indirect
Chief Engineer	Engineer-In-Training II	ENGINEER-IN-TRAINING II	Engineering / Construction	Support the CDOT safety program to integrate the Safety Circuit Rider Program (SCRIP) into STSP and reduce fatal and severe crashes. Assists local agencies in conducting road safety diagnostics and tech assistance in applying for HSIP safety funds.	Yes	\$ 107,468	Direct to Project/Indirect/CE
Chief Engineer	Traffic Engineer (Operations, Signals, Assets)	PROFESSIONAL ENGINEER I	Engineering / Construction	Serve as a liaison between FHWA, CDOT regions, and other agencies for new traffic signal and ramp meter related technologies and initiatives.	Yes	\$ 126,547	Direct to Project/Indirect/CE
Chief Engineer	Bridge Enterprise/HPTE Financial Analyst	RATE/FINANCIAL ANALYST I	Program Administration	BE/HPTE Financial Analyst works with both BE and HPTE, as well as DAF on debt issuance and service for both enterprises.	Yes	\$ 83,975	Enterprise
Chief Engineer/ DAF	2 CFR 200 Compliance Program	COMPLIANCE SPECIALIST IV	Program Administration	Oversees compliance in procurement practices inc. pre- and post-award, contracts, IGAs, grant awards, suspension and debarment as well as risk assessments of subrecipients on pass-thru funds, programmatic reporting and transparency.		\$ 104,317	Agency Ops
Communications	Communications Manager, Major Projects and Major Incidents	MKTG & COMM SPEC VI	Other	Provides special communications focus on the most impactful work and improve incident communications to meet public expectations.	Yes	\$ 104,317	Admin
DAF	Payroll Supervisor	ACCOUNTANT III	Accounting/ Budget/ Business Operations	Supervises Payroll Accountants and oversees full payroll process. Develops and implements new processes in response to State-level changes.	No	\$ 122,834	Admin
DAF	Budget Operations Analyst	BUDGET ANALYST I (Term)	Accounting/ Budget/ Business Operations	Develop estimates for annual cost center budgets, monitors annual budget and expenditures. Two new enterprises and Office of Freight Mobility could add 3 new sections to the Department's Long Bill (50% increase).	No	\$ 90,262	Admin
DAF	Administrator III	ADMINISTRATOR III (Term)	Accounting/ Budget/ Business Operations	Financial activity related to stimulus funding, new Fee Bill requirements and new enterprises. .	No	\$ 83,975	Admin

DAF	Vendor Outreach Administrator	ADMINISTRATOR V	Accounting/ Budget/ Business Operations	Vendor outreach efforts to address new EDI requirements including SDVOSB reporting, and implementation of the results of the state disparity study recommendations.	No	\$ 133,286	Admin
DAF	Enterprise Accountant	ACCOUNTANT III	Accounting/ Budget/ Business Operations	Supervise Enterprise Accountants inc transaction document review and approval, contract oversight and agreement reviews, fiscal year end and calendar year end close support.	No	\$ 122,834	Admin
DAF	Project and Grants Accountant	ACCOUNTANT II (Term)	Accounting/ Budget/ Business Operations	Projects bid/award and closure processing, grant accountant support duties, reports development and implementation, tracking and monitoring projects, etc.	No	\$ 83,975	Admin
DMO	Utility Account Program Manager	PROGRAM MANAGEMENT I	Program Administration	Ensures CDOT utility accounts are appropriately set up, tracked and paid, documents and continuously improves processes. Coordinates with vendors to align processes in utility account set up, budgeting and management.	Yes	\$ 133,286	Agency Ops
DMO	Broadband Program Manager	PROGRAM MANAGEMENT II	Program Administration	Coordinates with multiple broadband entities,integrates with CDOT project documentation and delivery. Ensures operations and safety of the highway system; leads P3 negotiations.	Yes	\$ 144,612	Agency Ops
DMO	HQ Utility Account Coordinator	ADMINISTRATOR II	Program Administration	Ensures a centralized database of utility accounts for all assets, audits all utility account information for accuracy and asset tracking.	Yes	\$ 72,665	Indirect
DMO	Broadband Planning Coordinator	PROGRAM COORDINATOR	Program Administration	Supports the FHWA requirement for coordinating with broadband entities to negotiate agreements and project delivery details inc. excavation. Liaison between DTD and the Broadband Coordination Team.	Yes	\$ 83,975	Agency Ops
DMO	Utility Account Data Specialist	SCINT PRGMR/ANLST II	Program Administration	Ensure that the centralized inventory of utility accounts is maintained accurately and effectively. D. Aligns the data set with other CDOT data (including asset inventories) and develops useful GIS tools for projects and programs to understand utility	Yes	\$ 72,665	Agency Ops
DMO	Broadband Data Specialist	ANALYST II	Program Administration	Ensures that the centralized inventory of all broadband fiber, including third party is maintained accurately and effectively. Aligns the data set with other programs to aide in identifying impacts or needs for new services.	Yes	\$ 72,665	Agency Ops
DTD	GHG Policy Analyst	ENVIRON PROTECT SPEC II	Planning/ Environmental	Assists in formulating and evaluating plans to reduce GHG emissions, educating the public on this issue, and preparing reports and regulatory documents on program activities and objectives, as well as the collection of info and data analysis.	Yes	\$ 107,468	SPR
DTD	GHG and Air Quality Modeling Specialist (2)	SCINT PRGMR/ANLST III	Planning/ Environmental	Responsible for running two models specific to the air quality/GHG area: MOVES and AERMOD. Position will also support the travel demand modeling team given the new requirements set forth by the GHG rule.	Yes	\$ 83,975	SPR
DTD	Freight Branch Manager	MANAGEMENT	Planning/ Environmental	This position would be similar to DTD's other branches, including managing staff, budget oversight, etc.	No	\$ 159,338	SPR
DTR	Branch Manager Transit & Rail Planning and Development	PROGRAM MANAGEMENT II	Planning/ Environmental	Responsible for and the integration of all transit and rail planning and development statewide. Set the annual work plan for all activities needed to integrate transit and rail into the statewide plan at HQ and Regions	Yes	\$ 144,612	DTR
DTR	Branch Manager of Transit Program Administration	PROGRAM MANAGEMENT II	Program Administration	Responsible for all requirements and regulations to administer and manage FTA funded transit programs. This position will set the annual work plan for all activities needed to implement an FTA and State funded transit award programs.	Yes	\$ 144,612	DTR

DTR	Transit Financial Management Lead	ANALYST IV	Program Administration	Responsible for applying for and closing FTA Awards, tracking State funds, managing DTR's STIP actions. Leads tracking and reporting for State and Federal funds, prepare reports for distribution both internally and externally.	Yes	\$ 104,317	DTR
DTR	Transit Contracts Administrator	CONTRACT ADMINISTRATOR III	Program Administration	Tracks and reports on DTR's 110 Transit Administration projects that are in stage between award and executed agreements as well as Bus Operations, stimulus and other transit projects.	Yes	\$ 83,975	DTR
DTR	Branch Manager of Passenger Rail	PROGRAM MANAGEMENT III	Program Administration	Directs staff and sets a strategic vision on priorities, delivers on the program's short term and long term work plan.	Yes	\$ 159,338	DTR
HR	HR Specialist	HUMAN RESOURCES SPEC V	Human Resources	Supervisor-level HR Specialist to handle increased work load associated with adding new FTE to CDOT. Provides service to hiring managers as w supervising the HR Specialists and Talent Acquisition Coordinators.	No	\$ 133,286	Admin
HR	Performance Management and EDI Coordinator	Program Coordinator	Human Resources	Supports EDI Ambassadors group and employee resource groups, assist w/workshop facilitation. Coordinates annual emp. performance mgmt program and software to review the quality of goals and ensure program compliance.	no	\$ 83,975	Admin
OIM	Electrification Specialist	PROJECT MANAGER I	Program Administration	Responsible for overseeing technical aspects of transit electrification as part of the newly created Transit Electrification Enterprise within SB260.	No	\$ 104,317	Innovative Mobility
R1	CDOT Design Lead	PROFESSIONAL ENGINEER I	Engineering / Construction	Design lead in project level comms with the consultant designer and CM/GC, participates in design and development of construction packages for Early Action Projects, Westbound Improvements, poss. Eastbound Improvements.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R1	Major Projects Director	PROFESSIONAL ENGINEER II	Engineering / Construction	Oversees process and staff/consultant delivery of the \$600M 270 Project project and after completion, the \$350M Direct Connect Interchange Complex and \$150M improvements on the I-25 and SH 7 corridor over the next 10 years.	Yes	\$ 148,964	Direct to Project/Indirect/CE
R1	Utility Account Coordinator	ADMINISTRATOR I	Program Administration	Ensures the centralized database of utility accounts are accurate, inc. set up, tracking, invoicing and closure. Ensures utility invoices are processed appropriately and performs annual audits.	Yes	\$ 67,610	Direct to Project/Indirect/CE
R1	CDOT Assistant Designer #1	ENGINEER-IN-TRAINING II	Engineering / Construction	Floyd Hill pre-con and construction activities. Assistant designer in project level communications with the consultant designer and CM/GC. Works on design & development of construction packages for Early Action Projects, Westbound.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R1	Local Agency Construction Coordinator	ENGR/PHYS SCI TECH II	Engineering / Construction	Project Manager for Local Agency projects. Provides CDOT oversight of the construction of less complex, more typical, routine capital improvement construction plans by Local Agencies.	Yes	\$ 85,207	Indirect
R1	Materials Final Coordinator	ENGR/PHYS SCI TECH I	Engineering / Construction	Ensure compliance and consistency to improve materials documentation and reporting. Works closely with the local agencies and with the LA unit.	Yes	\$ 79,279	Direct to Project/Indirect/CE
R1	Administrator II	ADMINISTRATOR II (Term)	Accounting/ Budget/ Business Operations	Region 1 Business Office has hundreds of active projects and is responsible for all financial transactions. The additional position will assist with final review of local invoices and assist with local agency budget actions. The additional SMS and SB projects will	Yes	\$ 72,665	Indirect
R1	Traffic Engineering Project Coordinator	ENGR/PHYS SCI TECH III	Engineering / Construction	Project and program administrative functions and assists w/ invoice processing following scope review by engineer. Allows PEs to narrow their scope to engineering projects.	Yes	\$ 91,588	Direct to Project/Indirect/CE

R1	Licensed Design Engineer	PROFESSIONAL ENGINEER I	Engineering / Construction	Licensed engineer to design/oversee designs of projects for the C470 Express Lanes residency, as well as 2 Mobility Hubs.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R1	Environmental Project Manager and Social Resources Specialist	ENVIRON PROTECT SPEC III	Planning/ Environmental	Focus on higher-level NEPA projects as well as be the social resources specialist. This position would handle environmental justice, economic resources, and social resources.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R1	Local Agency Design Coordinator	CIVIL ENG PROJ MANAGER I (Term)	Engineering / Construction	Manages and provides oversight multiple local agency projects through the pre-construction phases of the project delivery cycle; reviews and analyzes plans, specs and bid packages for State and Federal rules and regulations.	Yes	\$ 107,468	Indirect
R1	CDOT Design Lead	PE I/ EIT III (Term)	Engineering / Construction	Design lead in project level communications with the design and construction delivery team for 270 pre-con and construction activities.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R1	Traffic Design Engineer	ENGINEER-IN-TRAINING II	Engineering / Construction	Preps traffic design plans for Traffic projects and Engineering residency projects. Duties are currently performed either by existing staff or by consultants.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R1	Traffic Design Engineer	ENGINEER-IN-TRAINING II	Engineering / Construction	Prepare traffic design plans for Traffic projects and Engineering residency projects. Duties are currently performed either by existing staff or by consultants.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R1	Construction Materials Tester	ENGR/PHYS SCI TECH I	Engineering / Construction	Perform materials testing and documentation on construction projects. This work is currently being performed by consultants.	Yes	\$ 79,279	Direct to Project/Indirect/CE
R1	Construction Project Engineer	PROF ENGINEER I/ EIT III	Engineering / Construction	Work is currently handled by a consultant and has been over the last few years leaving little to no opportunity for succession planning for our staff.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R1	CDOT Assistant Designer #2	ENGINEER-IN-TRAINING II (Term)	Engineering / Construction	Assistant designer #2 to CDOT's design lead in project level communications with the consultant designer and construction manager (CM/GC) and will report to the Floyd Hill, inc. pre-con and construction activities.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R1	Engineer Rotation Training Program	ENGINEER-IN-TRAINING I	Engineering / Construction	The program participants rotate through all of the specialities. Fills a critical need and also talent pipeline and succession planning strategies.	Yes	\$ 116,626	Direct to Project/Indirect/CE
R1	Assistant Region Historian	ENVIRON PROTECT SPEC I	Planning/ Environmental	Is trained as an env. project mgr and performs history clearances inc. consultant oversight (primarily on LA projects), site forms, historic evaluations and coordination with partners.	Yes	\$ 92,976	Direct to Project/Indirect/CE
R1	CDOT Structures Lead	PROF ENGINEER I/EIT III (Term)	Engineering / Construction	Structures lead in project level communications with the consultant designer and construction manager (CM/GC), involved in all of the Floyd Hill pre-con construction activities.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R2	Materials testing Program Mgr/Tester	PROFESSIONAL ENGINEER I or EPST III	Engineering / Construction	Full time material tester for Lamar residency.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R2	Construction Project Manager	CIVIL ENG PROJ MANAGER I	Engineering / Construction	CEPM for this engineering residency currently managing six construction projects. Supports minor construction projects such as overlays or intersection improvement.	Yes	\$ 107,468	Direct to Project/Indirect/CE

R2	Utility Project Coordinator	ENGR/PHYS SCI TECH II	Program Administration	Maintains a centralized database of utility accounts, validates billing from service providers. Also performs outdoor advertisement investigations and legal writing per the Highway Beautification Act initiated in 1965.	Yes	\$ 85,207	Direct to Project/Indirect/CE
R2	Transportation Planning Specialist	PLANNING SPECIALIST III	Planning/ Environmental	Performs duties assoc. with planning requirements of SB 260 inc. GHG modeling and EJ impacts from projects. Provide assistance to the MPOs and TPRs to ensure these new requirements are in their plans.	No	\$ 83,975	Indirect
R2	External Civil Rights Specialist	ADMINISTRATOR II	Program Administration	Comp. w/ state and federal requirements by external contractors with Title VI, Title VII Civil Rights Act, ADA, Davis Bacon and related acts, State Rules and CDOT policy and safety compliance, required provisions for AA.	No	\$ 72,665	Indirect
R2	Hydraulics Engineer	PROFESSIONAL ENGINEER I	Engineering / Construction	South program hydrology engineer reviews drainage report/hydrology analysis for Traffic Program's Permit Unit, reviews all drainage reports for the Local Agency unit, and supports designers, calculates culvert size, bridge span, etc.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R2	EIT I	ENGINEER-IN-TRAINING I	Engineering / Construction	Construction field EIT for residency w/ 6 active construction projects with 1 of the projects consisting of an additional 4 components (MAMSIP), w/similar needs over multiple years.	Yes	\$ 99,934	Direct to Project/Indirect/CE
R2	Local Agency Administrator	ADMINISTRATOR II	Accounting/ Budget/ Business Operations	Processes Local Agency IGA's and LA invoices.	No	\$ 72,665	Indirect
R2	Project Manager	CIVIL ENG PROJ MANAGER I	Engineering / Construction	Construction project management. Duties are currently being performed by consultants.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R2	Construction Tester / Inspector	ENGR/PHYS SCI TECH I	Engineering / Construction	Perform inspection duties and learn materials testing, progressing in skills to meet the needs of this residency, currently with no PE I or CEPM II.	Yes	\$ 79,279	Direct to Project/Indirect/CE
R2	Traffic Safety and Operations Design Engineer	PROFESSIONAL ENGINEER I	Engineering / Construction	Development, traffic modeling, and analytics of data for safety and operational assessments reports as part of Operations Evaluation process for Local Agency and South Program Residency Projects.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R2	Junior PM/Designer	ENGR/PHYS SCI TECH III	Engineering / Construction	Plan and design development, assisting the PE and EIT track in-house design, put together basic design models and plans. Allows trained engineering staff to devote more time to in-house designs.	Yes	\$ 91,588	Direct to Project/Indirect/CE
R2	Region Safety Officer	SAFETY SPECIALIST IV	Program Administration	Additional safety position for the Region (currently only 1), necessary due to the size of Region 2 in regards to the number of programs, projects and employees. Current safety specialist handles both engineering and maintenance safety.	No	\$ 104,317	Indirect
R2	Environmental Program Manager	ENVIRON PROTECT SPEC II	Planning/ Environmental	Reviews plans and specifications, ensuring SB 260 mitigation commitments are included and carried out in construction, provide resource clearance reviews, coordinate resource reviews with EPB, and prep docs for environmental clearance.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R3	LA Inspector	ENGR/PHYS SCI TECH I	Engineering / Construction	Regional LA support in design and construction (Eagle)	Yes	\$ 79,279	Direct to Project/Indirect/CE
R3	Tech IV	ENGR/PHYS SCI TECH IV	Accounting/ Budget/ Business Operations	Utility/On-Base/Consultant billings	No	\$ 91,588	Indirect

R3	Design Engineer	ENGINEER-IN-TRAINING III	Engineering / Construction	Design and Support Residency. Position will design and construct Traffic projects, as well as support Residency projects	No	\$ 116,626	Direct to Project/Indirect/CE
R3	Design Tech or EIT	ENGR/PHYS SCI TECH I	Engineering / Construction	Design Tech or EIT in Craig	Yes	\$ 79,279	Direct to Project/Indirect/CE
R3	Construction Inspector	ENGR/PHYS SCI TECH I	Engineering / Construction	Construction Inspector (Montrose Residency)	Yes	\$ 79,279	Direct to Project/Indirect/CE
R3	Designer	PROFESSIONAL ENGINEER I	Engineering / Construction	Program wide design PM and designer (Summit)	Yes	\$ 126,547	Direct to Project/Indirect/CE
R3	Construction Manager	ENGR/PHYS SCI TECH I	Engineering / Construction	Design and Support Residency. Position will be for construction management of Traffic projects	No	\$ 79,279	Direct to Project/Indirect/CE
R3	Geotechnical Tech or EIT	ENGR/PHYS SCI TECH I	Engineering / Construction	Geotechnical/geohazards tech or EIT shared regionwide working at a PEC office	Yes	\$ 79,279	Direct to Project/Indirect/CE
R3	Construction Tester	ENGR/PHYS SCI TECH I	Engineering / Construction	Construction Tester (Grand Junction Residency)	Yes	\$ 79,279	Direct to Project/Indirect/CE
R3	Designer	ENGINEER-IN-TRAINING I	Engineering / Construction	Region wide design support to BE/special projects group (Eagle)	Yes	\$ 99,934	Direct to Project/Indirect/CE
R3	Construction Manager	ENGR/PHYS SCI TECH I	Engineering / Construction	Operations Residency. Position would provide construction management for Traffic projects	Yes	\$ 79,279	Indirect
R3	Asst. Finals Auditor	ENGR/PHYS SCI TECH II	Engineering / Construction	Assistant Finals Auditor in GJ, needed for additional project workload and for succession planning	Yes	\$ 85,207	Direct to Project/Indirect/CE
R3	UAS Manager	PROF LAND SURVEYOR I	Engineering / Construction	ROW Unit - UAS (Drone) Supervisor	Yes	\$ 99,934	Direct to Project/Indirect/CE
R3	Construction Tester	ENGR/PHYS SCI TECH I	Engineering / Construction	Construction tester (Summit)	Yes	\$ 79,279	Direct to Project/Indirect/CE
R3	Regional Transit and Multimodal Planning and Development Coordinator (0.5)	PROJECT PLANNER II	Planning/ Environmental	Ensures that transit, rail and multimodal elements are incorporated in regional projects beginning with the planning phase through project delivery and asset management.	Yes	\$ 110,042	DTR
R4	Access Permits	ADMINISTRATOR I	Engineering / Construction	Assist with review and coordination of Level 3 access and development reviews, strategizes requirements for access permit application submittals and performs field-level access inspections.	Yes	\$ 67,610	Indirect

R4	Utility Permits	ADMINISTRATOR I	Engineering / Construction	Reviews 3rd party construction permit applications, writes permits and performs inspection of the work. Ensures compliance with utility code.	Yes	\$ 67,610	Indirect
R4	Electrical system maintenance & inspection (Limon)	ENGINEER-IN-TRAINING II	Maintenance and Operations	Performs electrical systems maintenance and inspection including installations, repair and inspection of electrical infrastructure, electrical distribution, traffic controls, roadway and facility lighting, heat, equipment and power distribution.	Yes	\$ 107,468	MLOS
R4	Supervisor/engineer for Hydraulics	PROFESSIONAL ENGINEER II	Engineering / Construction	Supervisor/engineer for the hydraulics unit and hydraulic project work to reduce the backlog currently being assigned to NPS Contracts.	Yes	\$ 148,964	Direct to Project/Indirect/CE
R4	Construction Stormwater Permit (CDPS)	ENVIRON PROTECT SPEC II	Planning/ Environmental	Dedicated Water Quality Program staff to focus on additional SWMP, construction, and post-construction water quality requirements help to maintain environmental and regulatory compliance.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R4	Materials Lab	ENGR/PHYS SCI TECH II	Engineering / Construction	Need an additional FTE to focus on processing soil samples to expedite developing pavement recommendations.	Yes	\$ 85,207	Direct to Project/Indirect/CE
R4	External Civil Rights	ADMINISTRATOR II	Program Administration	Compliance inc. certified payrolls/Davis Bacon, EEO, AA.	Yes	\$ 72,665	Direct to Project/Indirect/CE
R4	Local Agency - manage design and construction oversight for LA projects	ENGINEER-IN-TRAINING I	Engineering / Construction	Manages design and construction oversight for Local Agency projects, currently at 145 active projects.	Yes	\$ 99,934	Indirect
R4	Finals	ENGR/PHYS SCI TECH II	Engineering / Construction	Processes additional finals within the time constraints outlined in the Chief Engineer's Objectives.	Yes	\$ 85,207	Direct to Project/Indirect/CE
R4	Pavement Design	ENGINEER-IN-TRAINING III	Engineering / Construction	Pavement designer, will reduce consultants currently used to keep up with work load.	Yes	\$ 116,626	Direct to Project/Indirect/CE
R4	Construction Project Engineer	ENGINEER-IN-TRAINING I	Engineering / Construction	Address current work load and succession planning for upcoming retirement.	Yes	\$ 99,934	Direct to Project/Indirect/CE
R4	Design and Project Manager	ENGINEER-IN-TRAINING I	Engineering / Construction	Project engineer for South Program Residency adds capacity to deliver more design and construction projects.	Yes	\$ 99,934	Direct to Project/Indirect/CE
R4	Project Engineer/Project Manager	ENGINEER-IN-TRAINING I	Engineering / Construction	Project engineer for North Program Residency adds capacity to deliver more design and construction projects.	Yes	\$ 99,934	Direct to Project/Indirect/CE
R4	ES I/II or Fiber Engineer	ELECTRONICS SPEC II	Maintenance and Operations	Focus on interconnected devices with the long term vision of a TOC in the region. Requires expertise in the knowledge of fiber communications, networking, construction management, and quality assurance of projects incorporating these devices.	Yes	\$ 92,976	MLOS
R4	NEPA - Air Quality & Cultural/Heritage Resource	ENVIRON PROTECT SPEC III	Planning/ Environmental	Ensures GHG as well as Ozone and Particulate Matter reduction is planned for and implemented during project design, construction and for reporting requirements, NEPA and State requirements are maintained.	Yes	\$ 126,547	Direct to Project/Indirect/CE

R4	Design and Project Manager	ENGINEER-IN-TRAINING II	Engineering / Construction	Project engineer or project manager to South Program Residency to deliver more design and construction projects. With our current programmed projects, we have already fully utilized our project engineers.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R4	Inspector, Tester	ENGR/PHYS SCI TECH I	Engineering / Construction	EPST/Tester to North Program Residency to deliver additional construction projects. Anticipating needing approximately 5 testers every construction season to deliver our current program, not including I-25 segments 7 & 8.	Yes	\$ 79,279	Direct to Project/Indirect/CE
R5	Traffic and Safety Engineer in Training (local agency)	ENGINEER-IN-TRAINING I	Engineering / Construction	Oversees local agencies projects such as MMOF, Safer Main Streets, TAP, Bridge, and other partnership projects. This position assists with planning, design, review, permitting, and IGA's.	Yes	\$ 99,934	Direct to Project/Indirect/CE
R5	Environmental Project Manager	ENVIRON PROTECT SPEC III	Planning/ Environmental	Environmental project management needs for Local Agency projects, MMOF projects, Revitalizing Main Streets, Safer Main Streets, and Freight programs, supports compliance with new requirements for GHG and Environmental Justice.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R5	Business Office Program Administrator	ADMINISTRATOR II	Accounting/ Budget/ Business Operations	Utility processing and tracking, PCard administration, report generation and variance analysis, process documentation preparation and trainer for routine business processes. Assist local agency program with reimbursements.	No	\$ 72,665	Indirect
R5	Traffic and Safety Engineer in Training	ENGINEER-IN-TRAINING I	Engineering / Construction	Delivers capital traffic and safety engineering projects, maintenance projects, traffic engineering review and support to local agency and permits unit, provide traffic engineering review and support for capital engineering projects.	Yes	\$ 99,934	Direct to Project/Indirect/CE
R5	CEPM 1 - Construction Project Engineer	CIVIL ENG PROJ MANAGER I	Engineering / Construction	Manages construction projects. Ensures work is in compliance with Contract and CDOT Standards. Currently understaffed.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R5	Communications Specialist	MKTG & COMM SPEC II	Other	Handles public information for 25 to 30 projects for engineering, plus maintenance needs of 44 patrols, responses to emergency incidents - snow storms, rock slides, debris flows, avalanches, and significant traffic crashes.	Yes	\$ 72,665	Indirect
R5	External Civil Rights Specialist	ADMINISTRATOR I	Program Administration	Compliance monitoring of civil rights requirements inc. Davis Bacon, work site labor and wage compliance as well as non-discrimination requirements.	No	\$ 67,610	Indirect
R5	CEPM I	CIVIL ENG PROJ MANAGER I	Engineering / Construction	Oversees the utilities coordination on all engineering, traffic and safety projects; coordinates permitting on utility projects, project close out.	Yes	\$ 107,468	Direct to Project/Indirect/CE
R5	EPST II - Construction Inspector	ENGR/PHYS SCI TECH II	Engineering / Construction	Provides QA on Construction projects. Ensures work is in compliance with Contract and CDOT Standards. Runs tests on materials. Assists the Materials Engineer on all materials work.	Yes	\$ 85,207	Direct to Project/Indirect/CE
R5	PE I - Structures	PROFESSIONAL ENGINEER I	Engineering / Construction	Performs Structure design work for region projects, coordinates with Staff Bridge on design reviews. Works with Maintenance staff on ERLs and repairs solutions. This work is currently handled by Staff Bridge or Consultants.	Yes	\$ 126,547	Direct to Project/Indirect/CE
R5	Regional Transit and Multimodal Planning and Development Coordinator (0.5)	PROJECT PLANNER II	Planning/ Environmental	Ensures that transit, rail and multimodal elements are incorporated in regional projects beginning with the planning phase through project delivery and asset management.	Yes	\$ 110,042	DTR



COLORADO

Department of Transportation

Request for Additional Staff Positions November 17, 2021



Agenda

- Background
- Assessment
- Proposal
- Estimated Budget Impact
- Next Steps

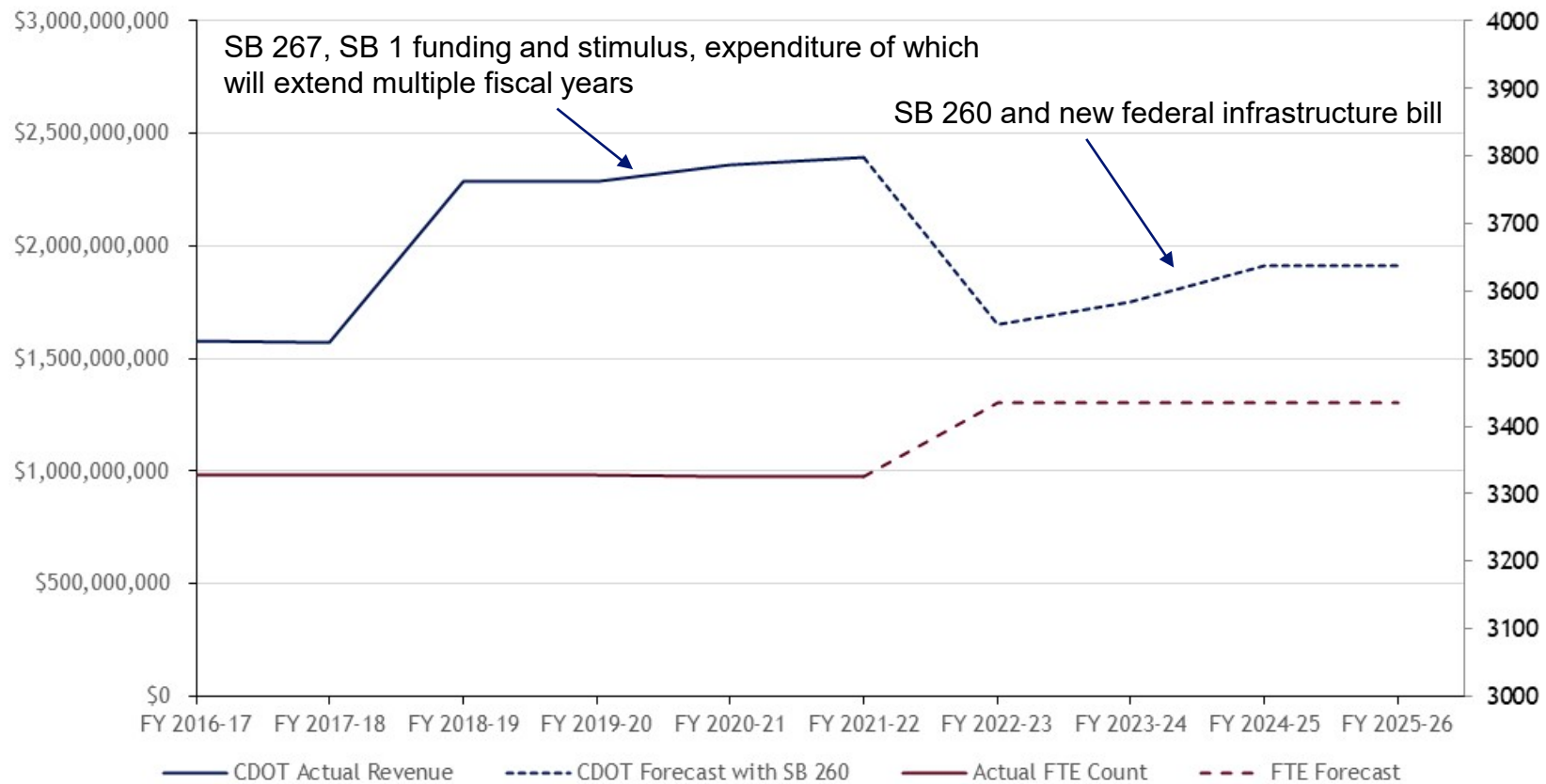




- CDOT’s construction program, in nominal dollars, has grown by about 50% since 2007.
 - RAMP
 - Flood Recovery
 - Legislative funding, including SB 09-228, SB 18-001, SB17-267
- Department has relied heavily on contracted staff due to uncertainty in funding levels.
- SB 21-260 provides increased certainty around the level of ongoing “base” funding.



CDOT Revenue Forecast and FTE
FY 2016-17 to FY 2025-26





- Summer: Regions and Divisions identified resource needs
 - Increased workload due to SB21-260
 - Resource needs associated with current and anticipated size of construction and grant programs
 - Optimal mix of internal and external resources; evaluating long-term capacity
- Sept-Oct: Further Analysis
 - Regions and Divisions prioritized requests
 - Executive Management reviewed each position request based on justification, budget impact, and priority
 - Final proposal includes 101 permanent positions and 8 term limited positions; an increase in CDOT FTEs from the current cap of 3344 to 3453, or 3.2%



Summary by Region/HQ and Position Type

Budget Line(s)	Positions	Estimated Salary and Benefits	Estimated Initial Annual Budget Impact	Estimated Ongoing Budget Impact	Offsets
Administration	9	\$ 950,000	\$ 900,000	\$ 900,000	Reduction in contracted resources
Agency Operations	6	\$ 600,000	\$ 300,000	\$ 300,000	Reduction in contracted resources
Capital Construction (Direct/CE/Indirect)	60	\$ 6,200,000	\$ 800,000	\$ -	Reduction in contracted resources
Capital Construction (Indirect)	18	\$ 1,500,000	\$ 650,000	\$ -	Reduction in contracted resources
Enterprises	3	\$ 350,000	\$ -	\$ -	Reduction in contracted resources
Innovative Mobility	1	\$ 100,000	\$ -	\$ -	Absorbed with Innovative Mobility budget
MLOS	2	\$ 200,000	\$ 100,000	\$ 100,000	Reduction in contracted resources
State Planning and Research	4	\$ 350,000	\$ -	\$ -	Absorbed within SPR budget
Transit and Rail	6	\$ 850,000	\$ -	\$ -	Reduction in contracted resources; Absorbed within DTR budget
TOTAL	109	\$ 11,100,000	\$ 2,750,000	\$ 1,300,000	



Cost Savings

Most positions are anticipated to result in cost savings by reducing the need for external resources (consultants, temp or contract employees, etc.)

Savings will be realized over time as new resources are brought on board and trained, and as certain functions are internalized. These savings are anticipated to more than offset the costs of other new positions that are not anticipated to result in cost savings.

Over time these savings may allow for reductions in CE, Indirect or other costs, making more dollars available for construction, maintenance and other core functions.



Costs and Budget Impact

Budget Line(s)	Positions	Estimated Salary and Benefits	Estimated Initial Annual Budget Impact	Estimated Ongoing Budget Impact	Offsets
Administration	9	\$ 950,000	\$ 900,000	\$ 900,000	Reduction in contracted resources
Agency Operations	6	\$ 600,000	\$ 300,000	\$ 300,000	Reduction in contracted resources
Capital Construction (Direct/CE/Indirect)	60	\$ 6,200,000	\$ 800,000	\$ -	Reduction in contracted resources
Capital Construction (Indirect)	18	\$ 1,500,000	\$ 650,000	\$ -	Reduction in contracted resources
Enterprises	3	\$ 350,000	\$ -	\$ -	Reduction in contracted resources
Innovative Mobility	1	\$ 100,000	\$ -	\$ -	Absorbed with Innovative Mobility budget
MLOS	2	\$ 200,000	\$ 100,000	\$ 100,000	Reduction in contracted resources
State Planning and Research	4	\$ 350,000	\$ -	\$ -	Absorbed within SPR budget
Transit and Rail	6	\$ 850,000	\$ -	\$ -	Reduction in contracted resources; Absorbed within DTR budget
TOTAL	109	\$ 11,100,000	\$ 2,750,000	\$ 1,300,000	



Timeline and Next Steps

- December: Approval of resolution authorizing increase in FTE positions (“FTE Cap”) and approval of corresponding FY 2021-22 Budget Amendment
- March: Approval of FY 2022-23 CDOT Budget, annualizing the costs of new FTE positions going forward





COLORADO
Department of
Transportation

DATE: November 18, 2021

TO: Transportation Commission

FROM: Herman Stockinger, Deputy Director
Rebecca White, Director, Division of Transportation Development
Theresa Takushi, Greenhouse Gas Climate Action Specialist

SUBJECT: GHG Pollution Reduction Standard for Transportation Planning Rulemaking

Purpose

This memo provides an update on the status of the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning rulemaking and stakeholder engagement process.

Action

N/A

Background

The first version of the draft rule was noticed by the Secretary of State on August 13, 2021, followed by a 60-day written comment period and nine public hearings held across the state.

On October 14, CDOT, on behalf of the Transportation Commission, extended the public comment period by another 30+ days to November 18, 2021 at 12:00pm (noon). The Department then issued an updated rule and new supplementary materials relevant to the rule including a Mitigation Policy Framework Document and Technical Modeling Support Memo.

An additional hearing is scheduled for November 10th at 3pm. Registration for this virtual meeting is [here](#).

Details

At the time of the drafting of this memo, few comments have been received on the updated rule. However, staff intend to provide a more current update on the comments received at the meeting.

Next Steps

CDOT staff will provide monthly updates throughout the rulemaking process.



COLORADO

Department of Transportation

PROPOSED Greenhouse Gas Pollution Standard For Transportation Planning

TC
November, 2021
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Background

Summary of public input period

Extension of public comment period & 10th hearing

Next Steps



Comments Received On Initial Draft Rule

- 103 oral comments from public testimony at all of the 9 hearings
- 121 written comments have been received
 - Posted on our website
 - 74% of comments supportive of the Rule
- These 200 sets* of comments, which together include thousands of comments and suggested edits, ranged from broader statements on the rule itself to very specific line edits to requests for substantive changes.
- The revised rule reflects this input and includes many minor wording changes that provide clarity and more significant changes to improve implementation and intent.

*NRDC submitted comments with 1211 individual letters



Categories of Comments Received

Affordability

Bike/Ped safety

Concerned about climate change

COVID-19's impact

Definitions

Electric Vehicles/EV Charging

Emission testing

Enforcement/Compliance

Environmental Justice

Equity

Funding

GHG Emission Reduction Targets

Highway expansion

Housing

Land Use

Local Governments

Mitigation Suggestions

Modeling

Multimodal Expansion

Non-attainment areas

Past Behavior

Planning Process

Public Health

Role of Enterprise's

Rulemaking Process

Rural Needs

Scope of Authority

Specific Text Edits

Support the rule

Timeline

Tourist Economy

VMT Reductions

Waiver Process



Hearing 10 held on November 10, 2021

- 3-7pm
- 38 comments provided
- Spanish translation provided
 - Commenter in Spanish - translated to us in English

Many commenters discussed the following topics:

- Equity/Disproportionately Impacted Communities, VMT, mitigations development, climate crisis, modeling, leadership of Colorado



- Comment Period extended to November 18, 2021
- Will work with the Ad Hoc Committee
 - All oral and written comments
 - Develop response to comments
 - Clarify the rule based on stakeholder feedback to date
 - Look at specific regulatory suggestions



Updated 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.

9 Rulemaking Hearings

Opportunity for Public Testimony

Rule Effective

Rule becomes effective.



**Hearings may be held on or after September 14, 2021. Hearings to be a mix of virtual/in-person and held in multiple locations around the state.*





DRAFT Compliance Timeline

DAY 135

MPO/CDOT provides tech data to APCD at least 45 days prior to plan adoption

DAY 90

Submission of GHG Report to TC at least 30 days prior to plan adoption

DAY 59-30

TC acts on reconsideration request (if requested) within 30 days of request, or next TC meeting (whichever is later)

DAY 105

APCD responds in 30 days if doc is acceptable

DAY 60

TC Resolution on GHG Report, and may act on waiver request, if applicable

DAY 1

Adopt Plan- (If no request for reconsideration is necessary, plan may be adopted immediately after TC Resolution (Day 60))



DATE: November 17, 2021
TO: Transportation Commission
FROM: Rebecca White, Director, Division of Transportation Development
Amber Blake, Director, Division of Transit and Rail
SUBJECT: 10-Year Plan Update

Purpose

In October, staff presented information on a process to update the 10-Year Plan with updated planning estimates for reasonably anticipated revenue. At the November meeting, staff will build onto the information presented in October to provide an update about the expected expenditure forecast for the 2022 construction season, show the remaining unfunded Year 4 project commitments from the 10-Year Plan, and discuss guidelines for the 10-Year Plan update.

The November TC workshop also features a follow-up discussion on the TC Guiding Principles, and includes proposed updated principles for TC discussion.

Action

No action is required. This agenda topic is for informational and discussion purposes only.

Background

Projects in the 10-Year Plan were based on statewide outreach, funneled through rural Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) prioritization within the framework of TC guiding principles. The 10-Year plan represents a multimodal approach to planning with transit and highway projects combined together to address our transportation challenges and needs.

With the near completion of the first four years of the 10-Year Plan Strategic Pipeline of Projects, it is now time to prioritize and advance projects from the out years of the plan considering the sustainable funding provided by SB 260 as well as Colorado's share of the federal infrastructure funding. Lastly, SB260 requires CDOT to update its plan to be in compliance with the new standard for greenhouse gas emissions.

Details

The presentation this month will start with an update on the expected expenditure forecast for the 2022 construction season and use this as a segue to present the remaining Year 4 project commitments and proposals by CDOT region. Next, staff is seeking STAC and TC feedback on guidelines and considerations for the 10-Year Plan update. This will help inform planning discussions as staff continue to meet with MPOs/TPRs to confirm, scope, and prioritize projects currently in the outyears of the plan.

Next Steps:

- Timeline: Given the already robust expenditure forecast planned for the 2022 construction season, staff will reevaluate the 10-Year Plan timeline to better align with TPR/ MPO planning cycles.
- Regional Equity: Next month, we will look at regional equity across the updated plan horizon that reflect updated anticipated revenue streams

Attachments

10-Year Plan Presentation



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Department of Transportation

10 Year Plan Update

Statewide Transportation Advisory Committee
Colorado Transportation Commission

November 2021

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Presentation Overview

- TC Guiding Principles - Background and Proposed Updated Principles
- Expected Expenditure Forecast
- Remaining Unfunded Year 4 Commitments
- 10-Year Plan Update Guidelines
- Next Steps



“Original” TC Guiding Principles Development






Commission provided the following guiding principles from which staff developed the project selection criteria.

Commissioner Provided Guiding Principles	10-Year Plan Criteria
<ul style="list-style-type: none"> • Safety 	Safety
<ul style="list-style-type: none"> • Mobility • Programs and projects that leverage technology development • Integrated system impacts and benefits 	Mobility
<ul style="list-style-type: none"> • Economic impacts • Statewide equity 	Economic Vitality
<ul style="list-style-type: none"> • Asset Management / Preservation Benefits • Impact of Asset Management decision on asset life and function 	Asset Management
<ul style="list-style-type: none"> • Financial Leverage, Financial Innovation, and Partnerships • Short term projects vs. Accommodating Long-Term Projects trends • How does the system look in 30 years and how does this project fit in? 	Strategic Nature
<ul style="list-style-type: none"> • Is this project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating for there? 	Regional Priority



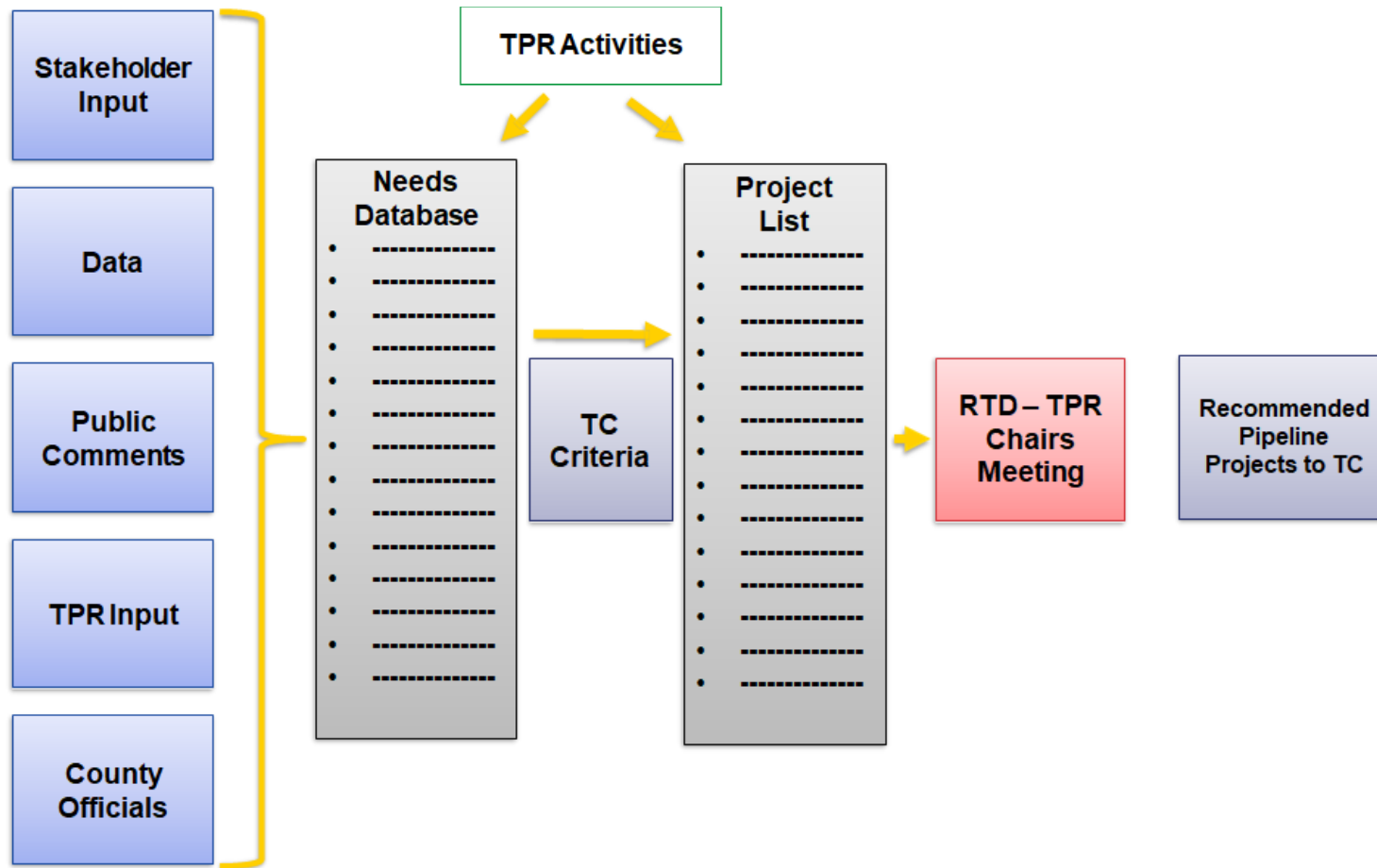
TC Guiding Principles & Criteria

Previous Version

 Safety	 Mobility	Economic Vitality 	Asset Management 	 Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
<p>Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues</p>	<p>Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities</p>	<p>Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers</p>	<p>Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures</p>	<p>Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.</p>	<p>Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans</p>
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
<p>Safety</p>	<p>Mobility</p> <p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p>	<p>Economic Impacts</p> <p>Statewide Equity</p>	<p>Asset Management / Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?</p> <p>Regional flexibility / related smaller scale projects</p>



TC Guiding Principles Background and Proposed Updated Principles










How the criteria was used

Planning partners were asked the following questions to customize and help apply the criteria:

- What does TC Criteria mean to your TPR?
 - What types of projects would contribute most to TC Criteria in the TPR?
 - Each TPR identified top projects for each criterion
 - Criteria was then applied at the CDOT Region level and used to determine projects for the 10-Year Plan
- Which projects would contribute most toward improving **safety** in the region?
 - Which projects would contribute most toward improving **mobility** in the region?
 - Which projects would contribute most toward **economic vitality** in the region?
 - Which capital projects would also address an **asset management** need?
 - Which projects are most **strategic**?



Potential Additions: Greenhouse Gas Reductions and Diversity, Equity & Inclusion

 Safety	 Mobility	Economic Vitality 	Asset Management 	 Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
<p>Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues</p>	<p>Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.</p>	<p>Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, which can include supporting freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.</p>	<p>Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures</p>	<p>Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.</p>	<p>Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans</p>
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
<p>Safety</p>	<p>Mobility</p> <p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p> <p>Reduction of Greenhouse Gas Emissions</p>	<p>Economic Impacts</p> <p>Statewide Equity</p> <p>Social Equity</p>	<p>Asset Management / Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Is the project informed by the extensive collaborative process that was done during the development of the 2045 Statewide Plan and what are the reasons for deviating from priorities identified through that process?</p> <p>Regional flexibility / related smaller scale projects</p>



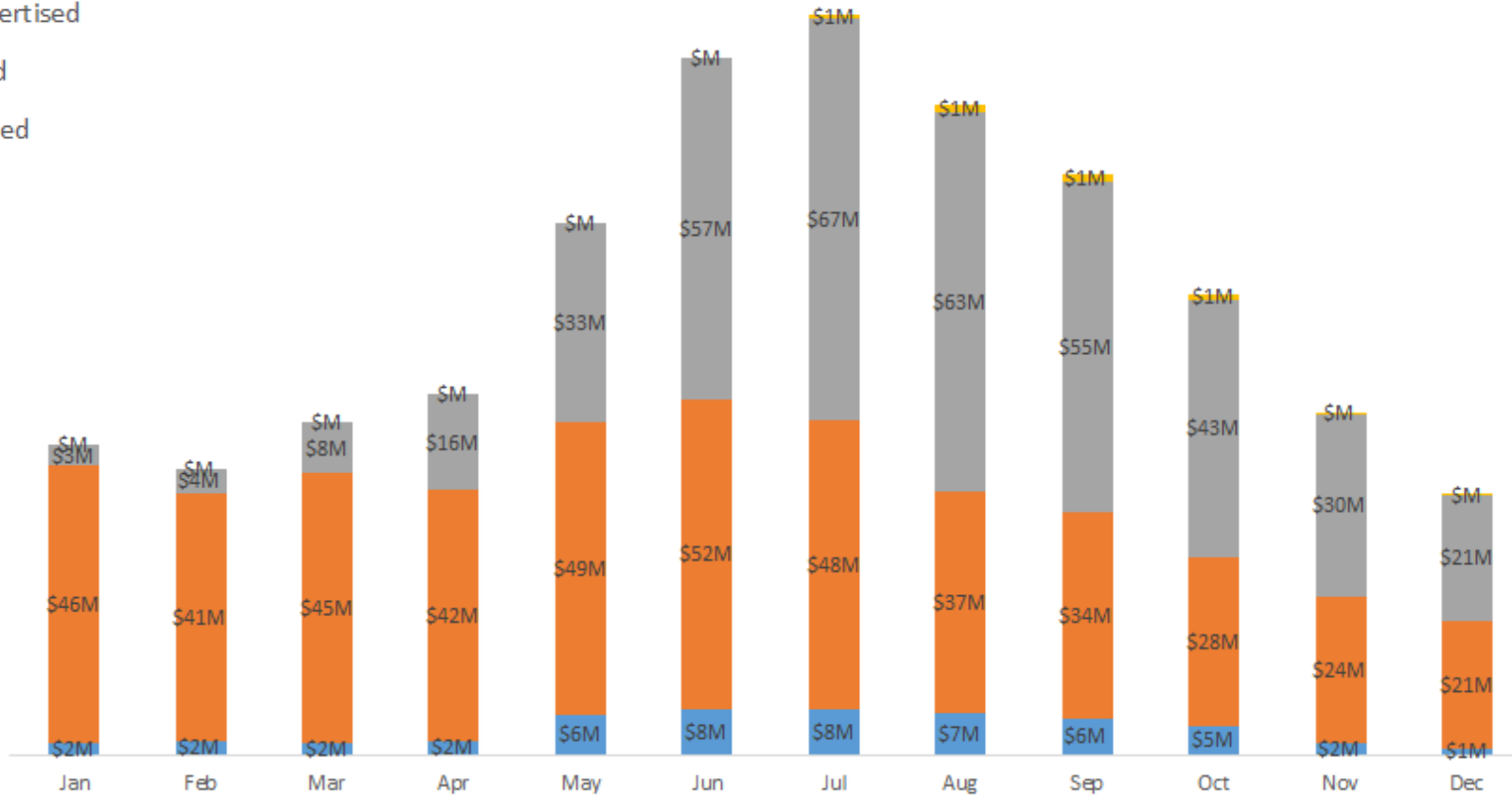
Current Construction Pipeline (Next Season)





CY 2022 Expenditure Forecast

- #N/A
- Not Advertised
- Awarded
- Advertised

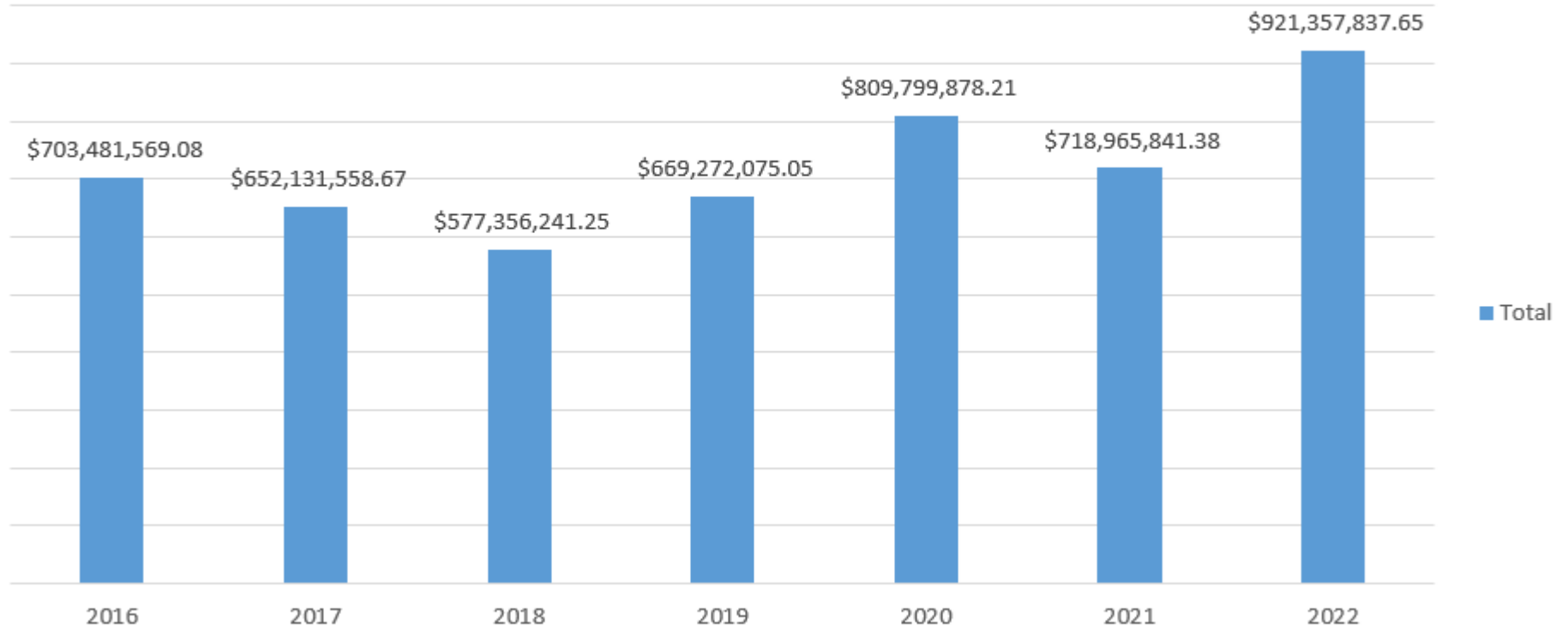


Month	Total
Jan	\$51M
Feb	\$47M
Mar	\$55M
Apr	\$60M
May	\$88M
Jun	\$116M
Jul	\$123M
Aug	\$108M
Sep	\$96M
Oct	\$76M
Nov	\$57M
Dec	\$43M
Grand Total	\$921M



Historic Expenditure Forecast

Expenditure Forecast





Remaining Unfunded Year 4 Commitments





Approach to Plan Update

As we look to updating the 10 Year Plan, there are four components to consider:

1. Fully delivering on the original 4-yr priority list (FY 19-22)
2. Building the next 4-yr priority list (FY 23-26)
3. Re-setting current out years of the plan (FY 27-30)
4. Adding additional years to include a full ten years (FY 31-32)

~\$3.0 billion including Enterprises (\$750 M/year)

Years 1 – 4 (FY 19 – FY 22)

~\$2.0 billion including Enterprises (\$500 M/year)

Years 5 – 8 (FY 23 – FY 26)

~\$0.8 billion including Enterprises (\$200 M/year)

Years 9 – 12 (FY 27 – FY 30)



Year 4 Project Commitment - Region 1

PROJECT ID	PROJECT TYPE	PROJECT	YEAR 4 PROPOSED \$
2	Capital	I-270: Widening from I-76 to I-70	\$170,000,000
2714	Transit	Castle Rock Mobility Hub	\$13,470,000
2715	Transit	Denver Heavy Maintenance Facility	\$4,500,000
2718	Transit	Bustang Fleet Purchases	\$1,200,000
4	Transit	Floyd Hill (I-70 Bustang Pegasus Park-n-Rides)	\$18,000,000



Year 4 Project Commitment - Region 2

PROJECT ID	PROJECT TYPE	PROJECT	YEAR 4 PROPOSED \$
14	Capital	I-25 Through Pueblo New Freeway	\$45,500,000
1084	Transit	Fairplay Mobility Hub	\$3,500,000
2719	Transit	Colorado Springs Transit Center	\$2,000,000
2720	Transit	Woodmen Road Mobility Hub	\$5,400,000
2721	Transit	Monument Park-n-Ride (design)	\$400,000



Year 4 Project Commitment - Region 3

PROJECT ID	PROJECT TYPE	PROJECT	YEAR 4 PROPOSED \$
34	Capital	US 50 Passing Lanes Blue Mesa	\$6,000,000
40	Capital	Intersection Improvements at SH 50/550	\$3,250,000
44	RP	SH 92 Hotchkiss to Crawford	\$3,500,000
48	RP	SH 318 Browns Park East	\$9,500,000
52	RP	SH 14 Grizzly Ranch North	\$7,000,000
55	RP	SH 125 Walden North	\$1,000,000
31	Capital	US 6 Fruita to Palisade Safety Improvements	\$6,000,000
2747	Transit	Grand Junction Mobility Hub*	\$3,500,000

*Not specifically identified in the December 2019 resolution, but included as a ...



Year 4 Project Commitment - Region 4

PROJECT ID	PROJECT TYPE	PROJECT	YEAR 4 PROPOSED \$
57	Capital	SH 119 Safety / Mobility Improvements & SH 119 BRT Elements	\$32,800,000
67	RP	SH 52 Resurfacing Prospect Valley (Phase 2)	\$5,100,000
62	RP	US 385 North of Cheyenne Wells	\$14,800,000
2736	Transit	Bustang and Outrider Fleet Purchases	\$625,000
2737	Transit	Northern Colorado Maintenance Facility	\$2,700,000



Year 4 Project Commitment - Region 5

PROJECT ID	PROJECT TYPE	PROJECT	YEAR 4 PROPOSED \$
73	Capital	US 50/285 Intersection Reconstruction (Round-a-bout)	\$3,900,000
77	RP	US 50 North of 285 Resurfacing	\$3,500,000
79	RP	SH 370 Resurfacing	\$1,500,000
84	RP	SH 114 Resurfacing and Shoulders	\$12,000,000
85	Capital	US 550 Pacochupuk South Roadway Mobility and Safety Improvements	\$1,850,000



10-Year Plan Update Guidelines





Before Prioritization: Planning Partners will be Asked ‘What Has Changed?’

Before the discussion on prioritization based on project readiness, let’s review the current status of projects. What adjustments are needed in terms of:

- Project Removal
- Project Additions
- Project Clarifications and Modifications



Project Prioritization

Actions that require a vote of the MPO/TPR

PROJECT CHANGE OPTIONS	DESCRIPTION
Project Removal	<p>This category includes projects that would be removed and replaced in their entirety from the TPR/MPO 10-Year Project List. This action requires a majority vote by the TPR’s RPC/MPO Board and will be decided in a collaborative manner with CDOT.</p>
Project Addition	<p>This would be a brand-new project to be added to the 10-Year Plan. Any new project is a project that has not been identified in years 5-10.</p> <ul style="list-style-type: none"> • If the project becomes a new priority within years 1-4 (FY23-FY26) i.e. a new critical asset management project, then that project would need to be approved by majority vote by the TPR and include a project justification with CDOT support. ▪ If the project is added to the out years that project would need to fit within fiscal constraint and align with the Transportation Commission guiding principles.



Project Prioritization *Administrative Updates*

PROJECT CHANGE OPTIONS	DESCRIPTION
Project Clarification	A minor change in project description, termini or scope that is for clarification, and does not change the intent of the original project and has a minor cost difference.
Project Modification	An existing project identified on the existing 10-Year Plan where the project remains on the same roadway and modifications of one or more of the following project elements is requested: <ul style="list-style-type: none">• Major change in project funding• Major change to project termini• Addition to a new transportation mode or project element• Combining projects where the combined termini doesn't change.



Things to Consider in 10-Year Plan Prioritization

- TC Guiding Principles
- Greenhouse Gas Rule
- Project Readiness
- MPO Planning Cycles
- MPO/TPR Prioritized List of Projects
- Funding Type
- Rural Paving / Multimodal / Transit Goals
- Availability of Funding Partnerships
- Modifications (removal/additions/clarifications/modifications)



- Given the already robust expenditure forecast planned for CY 2022, staff will reevaluate the 10-Year Plan timeline to better align with TPR/ MPO planning cycles.
- Next month, we will look at regional equity (across updated plan horizon reflecting revenue streams)
- CDOT will continue to meet with MPOs/TPRs to confirm, scope, and prioritize projects currently in the outyears of the plan.



MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
MICHAEL SNOW, TRANSPORTATION PLANNING SPECIALIST

DATE: NOVEMBER 17, 2021

SUBJECT: MULTIMODAL TRANSPORTATION & MITIGATION OPTIONS FUND, DISTRIBUTION & MATCH FORMULAS

Purpose

To review and consider recommended changes to the formula for distribution of Local Multimodal Transportation & Mitigation Options Fund (MMOF) funding to the Planning Regions, and changes to the MMOF Match Reduction Formula.

Action

The TC is requested to consider the Distribution Formula recommendations from STAC, TRAC and the MMOF Advisory Committee. The TC is also requested to review STAC's and the Advisory Committee's proposed changes to the MMOF Match Reduction Formula.

Background - Distribution Formula

With the passage of Senate Bill 2021-260, the MMOF program saw fundamental changes to expand its overall purpose and provide long-term funding for related projects. In addition to expanded eligibility for projects that mitigate transportation-related emissions of Greenhouse Gases (GHG), it also added a specific program goal to expand the choices and accessibility to alternative modes of transportation for Colorado's Disproportionately Impacted Communities.

Considering these programmatic changes to MMOF, CDOT & STAC initiated modifications to the adopted Local MMOF Funding Distribution Formula to align it more closely with the expanded goals defined in the program. Statutes require that the distribution formula for Local MMOF funding be adopted by the Transportation Commission (TC) in consultation with STAC, TRAC, transit advocacy organizations and bicycle and pedestrian advocacy organizations.

To support this process, an MMOF Advisory Committee, originally formed in 2019 and comprised of representatives of these organizations, reconvened on October 5 and again on October 13, 2021, to consider updates to the Local MMOF Distribution Formula. A full summary of the Committee's recommendations is provided in **Attachment A**. Subsequently, on November 5, the TRAC had the opportunity to make additional formula recommendations to consider, which are included in **Attachment B**. STAC reviewed the Committee's and TRAC's recommendations on November 12, and has provided its formula recommendations. The combined Committee, TRAC and STAC recommendations will be reviewed with TC and are outlined in the accompanying presentation included in the meeting materials.

Background - Match Reduction Formula

CDOT Staff have also taken this opportunity to consider some lessons-learned by both the sponsors of local MMOF projects and by CDOT in administering the MMOF program to address shortfalls in the existing MMOF Match Reduction Policy, to find ways to streamline the use of its funds and simplify administrative challenges.

CDOT staff presented the MMOF Advisory Committee with several options for an updated Match Reduction Formula using alternate criteria recommended by the State Demographer in place of those in the current formula. The updated match formula options simplify administrative issues by granting automatic reduction to towns and counties, using fewer match rates, and ensures match reductions to the most fiscally disadvantaged local governments. The Committee's and Staff's



recommendations are also included in the **Attachment A**, along with the detailed listing of the resulting match rates that would be required of each County and Municipality under the recommended formula.

Recommendations

CDOT recommends the TC review the combined recommendations of STAC, TRAC, the MMOF Advisory Committee and CDOT Staff and recommend final MMOF Distribution and Match Reduction Formula updates.

Next Steps

The TC's recommendations resulting from today's discussion will be combined by Staff into final draft Distribution and the Match Reduction Formula formulas. STAC will have another opportunity to comment in December, prior to the TC's consideration for final adoption of both on December 15, 2021.







Multimodal Transportation & Mitigation Options Fund (MMOF) Advisory Committee Summary Recommendations October 2021

The MMOF Advisory Committee met on October 5 and again on October 13, 2021, to discuss and formulate recommendations for Transportation Commission (TC) adoption of changes to the Local MMOF Distribution Formula and the MMOF Match Reduction Policy. A summary of the committee's recommendations follows.

MMOF Advisory Committee Members:

Jill Locantore - Executive Director, Denver Streets Partnership (formerly Walk Denver)
Sarah Hill – Chair and STAC Representative, Southwest Transportation Planning Region
Ashley Stolzmann – Chair and STAC Representative, Denver Regional Council of Governments
Piep van Heuven – Bicycle Colorado
Ron DeVries – Colorado Commission on Aging
Ann Rajewski – Chair, Transit & Rail Advisory Committee (TRAC), and Director, CASTA
Heather Sloop – Chair and STAC Representative, Northwest Transportation Planning Region
Denise Micciche – State Unit on Aging, Colorado Department of Human Services (CDHS)

Distribution Formula Recommendations:

The Advisory Committee's final recommended Distribution Formula is shown in **Figure A** and is summarized below.

The Committee's recommended formula substitutes the use of *Population in Disproportionately Impacted (DI) Communities* in place of the *Disadvantaged Population* and *Housing Affordability* criteria used in the current formula. It also adds *Disabled Population* and *Population Aged 65+* as additional criteria. The criteria data are also updated generally from the current 2016 measures to 2019 measures.

The recommended formula continues the current Urban/Rural formula split with Urban regions receiving 81% and the Rural regions receiving 19%, then utilizes different criteria and weighting to distribute those portions among the Urban and among the Rural regions separately. This initial urban/rural split effectively nullifies any formula effect the criteria weighting has between Urban and Rural regions.



The recommended formula consists of a total of eleven criteria. These are grouped into four categories, as follows:

Population	<i>Total Population</i> <i>Population of School-aged Children</i>
Disadvantaged Groups	<i>DI Community Population</i> <i>Disabled Population</i> <i>Population Aged 65+</i>
Transit Ridership	<i>Revenue Miles</i> <i>Unlinked Passenger Trips</i>
Other	<i>Job Counts</i> <i>Bike Crashes</i> <i>Pedestrian Crashes</i> <i>Zero Vehicle Households</i>

The recommended Urban formula weighting is essentially unchanged from the existing formula, other than the current *Disadvantaged Population* being replaced by *DI Community Population*. This places 30% of formula weighting on the Populations category, 10% on Disadvantaged Groups, 20% on Transit Ridership, and the remaining 40% distributed equally among the Other criteria. Of note, the Urban formula does not use the Disabled or Aged 65+ populations criteria.

The recommended Rural formula shifts weighting away slightly from Transit Ridership and Other categories in the current formula in favor of more weighting to the Disadvantaged Groups criteria. This recommended formula includes 25% weighting to the Population category, 45% to Disadvantaged Groups, 10% Transit Ridership and 20% to the Other criteria. Of note, the Rural formula does not use the Unlinked Passenger Trips or the Job Counts criteria.

The Committee also recommended considering distribution of MMOF funds differently for the subsequent fiscal years in which there are varying sources of program funds. Particularly, it was noted that the Retail Delivery Fees, which may be collected more heavily in urban regions, should be distributed proportionally to those regions where Retail Deliveries are impacting air quality and mobility.

Match Reduction Formula & Policy Recommendations

The Committee reviewed and considered four formula options suggested by CDOT Staff, each a combination of different calculation methods or the threshold levels for reduced match rates. For all the options, Counties and Municipalities are rank ordered based on an aggregate of the following four criteria:

- Median Household Income
- Median Home Value
- Percent of Population aged 65 or over
- Percent of Population in Poverty



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Division of Transportation Development

Among those considered, the Committee recommended **Option #4** as shown in **Figures B & C**, a Match Reduction Formula that grants automatic reduction of the minimum required match rate to local agencies that represent the bottom 20% of the 2019 population as ranked according to the aggregate criteria.

Specifically in Option #4, match requirements are eliminated for those Counties and Municipalities representing the bottom 10% of the population, and a Match Rate of 25% is required of those representing the bottom 10-20% range of the population. Of note: When the population of a County or Municipality represents only a portion that falls under a qualifying threshold, the agency is granted that reduced rate only if that qualifying portion is greater than half of the entity's total population. For example, the City of Colorado Springs sits in the ranked list at or across the threshold for match reduction. Approximately 204k of the bottom 20% population resides in the City of Colorado Springs. Because this is less than half of the City's 478k total population, the City is not automatically granted the reduced match rate.

The Committee further recommended *other Match Policy considerations*. Several members indicated that most local governments are still struggling due to COVID impacts on revenues and that CDOT will need to consider this in reduction of match requirements. Even entities with a history of fiscal strength that are frequently able to seek and match funding in competitive award programs, committee members indicated they continue to struggle right now and for the foreseeable future. It was acknowledged that federal ARPA and previous COVID relief and stimulus funding was also distributed to every local government and they, therefore, might be expected to use those funds to match MMOF funding. Countering this argument however, the Committee concluded that local stimulus funds have inadequately backfilled lost revenues needed to restore basic services and operations. In addition to this argument, the Committee emphasized that these are stimulus funds intended to be used as quickly as possible and that current MMOF program match requirements should be adjusted accordingly to ensure they can be. The Committee recommends, therefore, that CDOT staff and the TC consider the more generous formula reduction of match requirements it recommends for the current ARPA funds and to also encourage and support agencies to seek individual match reductions when necessary, as is allowed in the SB260 language.

**Local MMOF Funding Distribution Formula
MMOF Advisory Committee Recommendation
October 13, 2021**

FIGURE A

	TPR Name	Pop 2019	School Aged Pop (5-17)	DI Pop (2019)	Disabled Pop (2019)	Pop 65+ (2019)	Revenue Miles (2019)	Unlinked Trips (2019)	Jobs (2016)	Bike Crashes (2015-19)	Ped Crashes (2015-19)	Zero vehicle HH	Alloc%	Allocation\$
Urban (81%)	Pikes Peak Area	12.3%	13.1%	11.7%	13.8%	11.2%	5.5%	2.6%	10.0%	7.6%	10.6%	9.7%	8.90%	\$11,107,521
	Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	69.4%	78.9%	64.3%	65.9%	70.1%	63.0%	60.04%	\$74,937,493
	North Front Range	8.9%	8.9%	7.2%	8.2%	8.7%	3.9%	4.1%	8.0%	13.6%	7.0%	7.5%	7.28%	\$9,085,174
	Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	1.3%	0.6%	2.3%	2.2%	3.3%	4.4%	2.60%	\$3,248,160
	Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.6%	2.18%	\$2,720,993
Rural (19%)	Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	0.1%	0.0%	1.0%	0.2%	0.3%	1.3%	1.50%	\$1,874,875
	Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	0.3%	0.1%	0.6%	0.1%	0.2%	1.4%	1.26%	\$1,572,108
	San Luis Valley	1.2%	1.1%	1.8%	2.0%	1.7%	0.1%	0.0%	0.9%	0.5%	0.3%	1.7%	1.65%	\$2,054,501
	Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	5.9%	3.5%	1.4%	1.1%	0.8%	1.7%	2.88%	\$3,595,215
	Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.9%	0.3%	1.6%	0.8%	0.9%	0.8%	1.86%	\$2,322,449
	Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	9.4%	7.9%	3.5%	2.1%	2.0%	1.6%	3.95%	\$4,931,343
	Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	1.1%	1.2%	1.1%	0.6%	0.4%	0.8%	1.14%	\$1,418,704
	Upper Front Range	2.0%	2.0%	1.7%	2.4%	2.4%	0.7%	0.1%	1.4%	0.6%	0.8%	1.3%	2.11%	\$2,629,413
	Central Front Range	1.8%	1.4%	1.4%	2.6%	2.7%	0.3%	0.1%	1.0%	0.5%	0.6%	1.3%	1.99%	\$2,489,986
	South Central	0.4%	0.3%	0.7%	0.8%	0.7%	0.2%	0.0%	0.3%	0.1%	0.2%	1.0%	0.66%	\$826,067
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$124,814,000
	<i>Urban Formula wt</i>	20.0%	10.0%	10.0%			10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	100.0%	
	<i>Rural Formula wt</i>	15.0%	10.0%	15.0%	15.0%	15.0%	10.0%			5.0%	5.0%	10.0%	100.0%	

	POPULATIONS	Disadv. Pop.	TRANSIT	OTHER
Urban	30.0%	10%	20.0%	40.0%
Rural	25.0%	45%	10.0%	20.0%

<i>Current Urban Formula wt</i>	20%	10%	10%			10%	10%	10%	10%	10%	10%
<i>Current Rural Formula wt</i>	20%	10%	25%			15%	10%		5%	5%	10%

FIGURE B - Counties

County match - alternatives

ALTERNATIVE Match Formulas

County	MEASURES					ALTERNATIVE Match Formulas					
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Reduced Match for 1/2 of agencies (32 counties)		Reduced Match for a proportion of the population			
						Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced Rate for 15% of Pop. (45 counties)	Option #4: Reduced Rate for 20% of Pop. (46 counties)	2019 Population	
4th Quartile	96.9%	89.9%	\$ 119,730	\$ 615,900	50-100%	50%	50%	50%	50%	100%	5,763,976
3rd Quartile	91.5%	86.3%	\$ 71,199	\$ 361,400					25%	20%	1,152,795
2nd Quartile	88.4%	82.1%	\$ 54,167	\$ 236,800	25-50%	10%-40%	25%	25%	15%	864,596	
1st Quartile	84.7%	76.9%	\$ 46,580	\$ 156,300	0-25%	0%	0%	0%	0%	10%	576,398
MIN	70.5%	64.0%	\$ 30,900	\$ 79,400					-		
Douglas County	96.9%	88.6%	\$ 119,730	\$ 468,700	100.0%	50%	50%	50%	50%	351,528	
Eagle County	92.0%	89.3%	\$ 84,790	\$ 562,300	98.4%	50%	50%	50%	50%	55,070	
Broomfield County	94.4%	86.7%	\$ 96,416	\$ 413,500	96.8%	50%	50%	50%	50%	70,762	
Summit County	92.0%	87.2%	\$ 79,277	\$ 579,600	95.2%	50%	50%	50%	50%	30,983	
Elbert County	95.2%	84.5%	\$ 99,199	\$ 463,600	93.6%	50%	50%	50%	50%	26,686	
Pitkin County	93.3%	82.2%	\$ 78,935	\$ 615,900	92.0%	50%	50%	50%	50%	17,756	
Jefferson County	92.9%	84.0%	\$ 82,986	\$ 397,700	90.4%	50%	50%	50%	50%	583,081	
Arapahoe County	91.9%	87.3%	\$ 77,469	\$ 358,200	88.8%	50%	50%	50%	50%	656,822	
Garfield County	91.4%	87.3%	\$ 75,937	\$ 360,600	87.3%	50%	50%	50%	50%	60,168	
Boulder County	88.3%	86.3%	\$ 83,019	\$ 497,300	85.7%	50%	50%	50%	50%	327,164	
Routt County	89.1%	85.4%	\$ 77,443	\$ 535,300	84.1%	50%	50%	50%	50%	25,652	
Gilpin County	95.1%	82.1%	\$ 76,429	\$ 353,400	82.5%	50%	50%	50%	50%	6,215	
Weld County	90.0%	88.1%	\$ 74,150	\$ 299,000	80.9%	50%	50%	50%	50%	323,763	
Adams County	89.2%	89.9%	\$ 71,202	\$ 307,600	79.3%	50%	50%	50%	50%	517,885	
San Miguel County	88.7%	86.5%	\$ 67,038	\$ 479,300	77.7%	50%	50%	50%	50%	8,174	
La Plata County	90.9%	83.5%	\$ 68,685	\$ 395,600	76.1%	50%	50%	50%	50%	56,272	
Denver County	87.1%	88.5%	\$ 68,592	\$ 390,600	74.6%	50%	50%	50%	50%	729,239	
El Paso County	89.9%	87.5%	\$ 68,779	\$ 275,000	73.0%	50%	50%	50%	50%	722,493	
Larimer County	88.4%	84.9%	\$ 71,881	\$ 363,800	71.4%	50%	50%	50%	25%	356,938	
Clear Creek County	92.2%	80.6%	\$ 67,060	\$ 378,300	69.8%	50%	50%	25%	25%	9,740	
Park County	92.7%	80.0%	\$ 73,622	\$ 327,200	68.2%	50%	50%	25%	25%	18,844	
Grand County	90.5%	83.3%	\$ 71,198	\$ 308,200	66.6%	50%	50%	25%	25%	15,718	
Gunnison County	86.6%	87.0%	\$ 56,577	\$ 367,300	65.0%	50%	50%	25%	25%	17,495	
Ouray County	92.8%	72.3%	\$ 66,417	\$ 449,000	63.4%	50%	50%	25%	25%	4,934	
San Juan County	94.7%	75.2%	\$ 54,625	\$ 322,400	61.9%	50%	50%	25%	25%	726	
Teller County	91.8%	78.9%	\$ 66,592	\$ 292,700	60.3%	50%	50%	25%	25%	25,355	
Rio Blanco County	89.4%	84.8%	\$ 54,357	\$ 197,100	58.7%	50%	50%	25%	25%	6,307	
Phillips County	93.9%	82.7%	\$ 51,155	\$ 158,500	57.1%	50%	50%	25%	25%	4,278	
Lake County	85.4%	89.4%	\$ 50,565	\$ 232,100	55.5%	50%	50%	25%	25%	8,081	
Morgan County	89.0%	84.6%	\$ 53,682	\$ 201,200	53.9%	50%	50%	25%	25%	28,984	
Hinsdale County	90.2%	75.5%	\$ 56,339	\$ 350,000	52.3%	50%	50%	25%	25%	819	
Chaffee County	90.2%	75.0%	\$ 55,771	\$ 357,800	50.7%	50%	50%	25%	25%	20,361	

FIGURE B - Counties

County	MEASURES					Reduced Match for 1/2 of agencies (32 counties)		Reduced Match for a proportion of the population		
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced Rate for 15% of Pop. (46 counties)	Option #4: Reduced Rate for 20% of Pop. (46 counties)	2019 Population
Archuleta County	91.2%	74.5%	\$ 52,221	\$ 314,400	49.2%	40%	25%	25%	25%	14,002
Moffat County	83.0%	86.2%	\$ 57,229	\$ 182,300	47.6%	40%	25%	25%	25%	13,252
Cheyenne County	89.8%	83.5%	\$ 53,977	\$ 108,000	46.0%	40%	25%	25%	25%	1,825
Kit Carson County	93.9%	81.7%	\$ 49,349	\$ 122,400	44.4%	40%	25%	25%	25%	7,128
Mesa County	85.8%	81.4%	\$ 55,379	\$ 227,000	42.8%	30%	25%	25%	0%	154,933
Logan County	87.4%	82.9%	\$ 53,318	\$ 157,900	41.2%	30%	25%	0%	0%	21,914
Mineral County	86.3%	73.2%	\$ 62,188	\$ 308,600	39.6%	30%	25%	0%	0%	764
Yuma County	86.0%	81.8%	\$ 52,022	\$ 191,800	38.0%	30%	25%	0%	0%	10,063
Jackson County	90.4%	71.7%	\$ 53,300	\$ 196,700	36.5%	20%	25%	0%	0%	1,383
Custer County	87.3%	64.0%	\$ 53,119	\$ 281,900	34.9%	20%	25%	0%	0%	5,059
Washington County	88.2%	79.9%	\$ 50,094	\$ 151,300	33.3%	20%	25%	0%	0%	4,742
Montrose County	84.9%	76.9%	\$ 50,489	\$ 224,400	31.7%	20%	25%	0%	0%	42,765
Lincoln County	85.2%	82.6%	\$ 47,258	\$ 147,100	28.5%	10%	25%	0%	0%	5,692
Montezuma County	84.9%	78.5%	\$ 49,470	\$ 222,800	28.5%	10%	25%	0%	0%	26,160
Fremont County	85.5%	78.8%	\$ 49,409	\$ 174,000	26.9%	10%	25%	0%	0%	47,645
Alamosa County	76.5%	86.8%	\$ 37,515	\$ 157,500	25.3%	10%	25%	0%	0%	16,181
Pueblo County	81.1%	81.8%	\$ 46,783	\$ 164,600	23.8%	0%	0%	0%	0%	168,110
Rio Grande County	83.0%	80.6%	\$ 39,123	\$ 172,000	22.2%	0%	0%	0%	0%	11,238
Delta County	81.7%	74.7%	\$ 45,269	\$ 241,500	19.0%	0%	0%	0%	0%	31,173
Prowers County	84.0%	82.6%	\$ 41,929	\$ 106,100	19.0%	0%	0%	0%	0%	12,122
Crowley County	72.1%	86.6%	\$ 42,135	\$ 79,400	17.4%	0%	0%	0%	0%	6,032
Kiowa County	87.9%	75.3%	\$ 41,731	\$ 86,500	15.8%	0%	0%	0%	0%	1,395
Dolores County	86.8%	72.4%	\$ 45,972	\$ 116,600	14.2%	0%	0%	0%	0%	2,037
Saguache County	82.4%	77.6%	\$ 38,571	\$ 152,700	12.6%	0%	0%	0%	0%	6,824
Las Animas County	81.5%	76.3%	\$ 41,817	\$ 151,100	11.1%	0%	0%	0%	0%	14,493
Conejos County	78.3%	81.4%	\$ 36,084	\$ 120,500	9.5%	0%	0%	0%	0%	8,161
Huerfano County	84.2%	68.8%	\$ 38,137	\$ 161,600	7.9%	0%	0%	0%	0%	6,854
Sedgwick County	81.0%	76.9%	\$ 43,150	\$ 97,100	6.3%	0%	0%	0%	0%	2,229
Otero County	76.3%	79.9%	\$ 38,169	\$ 94,900	4.7%	0%	0%	0%	0%	18,281
Bent County	70.5%	82.1%	\$ 30,900	\$ 81,000	3.1%	0%	0%	0%	0%	5,798
Baca County	81.0%	74.0%	\$ 35,878	\$ 83,500	1.5%	0%	0%	0%	0%	3,556
Costilla County	72.7%	72.7%	\$ 30,965	\$ 113,000	0.0%	0%	0%	0%	0%	3,872

FIGURE C - Municipalities

Municipal match - alternatives

ALTERNATIVE Match Formulas

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population			
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced for 15% of Pop. (167 munis)	Option #4: Reduced for 20% of Pop. (168 munis)	2019 Muni Population	
										100%	4,284,908
MAX	100.0%	100.0%	\$ 250,000	\$ 1,727,100	50-100%	50%	50%	50%	50%	100%	4,284,908
3rd Quartile	92.7%	89.0%	\$ 68,294	\$ 346,475		50%	50%	50%	50%	20%	856,982
2nd Quartile	88.5%	83.9%	\$ 51,667	\$ 212,100	25-50%	10%-40%	25%	25%	25%	15%	642,736
1st Quartile	81.2%	79.2%	\$ 40,353	\$ 111,625			0%	0%	0%	10%	428,491
MIN	0.0%	41.7%	\$ -	\$ -	0-25%	0%		0%	0%		
Ophir town	97.4%	99.0%	\$ 95,000	\$ 625,000	100.0%	50%	50%	50%	50%		179
Superior town	95.8%	92.7%	\$ 127,292	\$ 576,800	99.6%	50%	50%	50%	50%		13,078
Timnath town	96.1%	92.0%	\$ 138,576	\$ 502,400	99.2%	50%	50%	50%	50%		4,915
Parker town	96.7%	92.4%	\$ 110,934	\$ 420,000	98.8%	50%	50%	50%	50%		57,701
Minturn town	98.9%	89.2%	\$ 90,521	\$ 646,300	98.5%	50%	50%	50%	50%		1,081
Castle Pines city	98.3%	87.3%	\$ 163,819	\$ 615,400	98.1%	50%	50%	50%	50%		10,778
Frederick town	98.2%	90.4%	\$ 105,827	\$ 363,200	97.7%	50%	50%	50%	50%		13,943
Castle Rock town	96.1%	90.0%	\$ 109,700	\$ 422,100	97.4%	50%	50%	50%	50%		68,309
Blue River town	99.5%	86.3%	\$ 112,083	\$ 656,000	97.0%	50%	50%	50%	50%		923
Lone Tree city	97.8%	86.8%	\$ 120,392	\$ 634,000	96.6%	50%	50%	50%	50%		14,756
Erie town	94.7%	90.1%	\$ 119,555	\$ 468,600	96.3%	50%	50%	50%	50%		27,133
Lyons town	95.9%	88.9%	\$ 103,533	\$ 577,200	95.9%	50%	50%	50%	50%		2,047
Firestone town	96.6%	91.0%	\$ 100,288	\$ 354,000	95.5%	50%	50%	50%	50%		15,639
Breckenridge town	93.1%	93.1%	\$ 87,321	\$ 474,400	95.2%	50%	50%	50%	50%		4,947
New Castle town	94.7%	91.9%	\$ 91,659	\$ 367,300	94.8%	50%	50%	50%	50%		5,198
Eagle town	91.5%	95.9%	\$ 97,806	\$ 532,800	94.4%	50%	50%	50%	50%		6,962
Montezuma town	90.0%	96.7%	\$ -	\$ 597,200	94.0%	50%	50%	50%	50%		68
Severance town	96.2%	89.6%	\$ 106,141	\$ 362,500	93.7%	50%	50%	50%	50%		6,235
Monument town	91.7%	92.6%	\$ 107,168	\$ 381,600	93.3%	50%	50%	50%	50%		7,582
Mount Crested Butt	93.3%	90.1%	\$ 80,156	\$ 438,000	92.9%	50%	50%	50%	50%		884
Cherry Hills Village	96.5%	81.6%	\$ 250,000	\$ 1,727,100	92.6%	50%	50%	50%	50%		6,650
Gypsum town	95.1%	90.3%	\$ 78,872	\$ 364,400	92.2%	50%	50%	50%	50%		7,582
Frisco town	94.4%	89.4%	\$ 75,256	\$ 545,700	91.8%	50%	50%	50%	50%		3,159
Bow Mar town	97.6%	81.3%	\$ 188,750	\$ 1,191,800	91.5%	50%	50%	50%	50%		969
Johnstown town	97.3%	88.2%	\$ 100,025	\$ 336,100	91.1%	50%	50%	50%	50%		15,106
Centennial city	96.8%	84.7%	\$ 109,324	\$ 433,800	90.4%	50%	50%	50%	50%		111,096
Mead town	95.7%	88.0%	\$ 103,393	\$ 366,200	90.4%	50%	50%	50%	50%		4,677
Greenwood Village	94.4%	83.4%	\$ 129,035	\$ 927,900	90.0%	50%	50%	50%	50%		16,116
Wellington town	93.9%	90.6%	\$ 91,566	\$ 323,500	89.6%	50%	50%	50%	50%		10,177
Louisville city	94.1%	86.1%	\$ 103,017	\$ 587,000	89.2%	50%	50%	50%	50%		20,806
Broomfield city	94.4%	86.7%	\$ 96,416	\$ 413,500	88.9%	50%	50%	50%	50%		70,762
Crested Butte town	92.3%	89.9%	\$ 70,644	\$ 568,500	88.5%	50%	50%	50%	50%		1,763

FIGURE C - Municipalities

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population		
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced for 15% of Pop. (167 munis)	Option #4: Reduced for 20% of Pop. (168 munis)	2019 Muni Population
Windsor town	96.7%	84.7%	\$ 99,732	\$ 406,100	88.1%	50%	50%	50%	50%	31,815
Lafayette city	93.7%	86.6%	\$ 83,342	\$ 422,000	87.8%	50%	50%	50%	50%	30,653
Red Cliff town	95.9%	91.3%	\$ 59,750	\$ 345,300	87.4%	50%	50%	50%	50%	285
Snowmass Village t	94.6%	85.1%	\$ 70,634	\$ 884,400	87.0%	50%	50%	50%	50%	2,764
Avon town	87.2%	98.0%	\$ 76,303	\$ 477,900	86.7%	50%	50%	50%	50%	6,515
Berthoud town	95.7%	87.3%	\$ 78,393	\$ 342,800	86.3%	50%	50%	50%	50%	8,939
Kersey town	93.7%	93.5%	\$ 76,250	\$ 224,200	85.9%	50%	50%	50%	50%	1,637
Carbondale town	91.4%	88.0%	\$ 81,012	\$ 496,300	85.6%	50%	50%	50%	50%	6,892
Milliken town	95.8%	88.4%	\$ 77,589	\$ 275,000	85.2%	50%	50%	50%	50%	8,113
Thornton city	91.2%	90.7%	\$ 79,411	\$ 322,200	84.8%	50%	50%	50%	50%	142,672
Dacono city	93.5%	92.2%	\$ 67,292	\$ 266,100	84.5%	50%	50%	50%	50%	5,928
Columbine Valley to	98.1%	72.8%	\$ 179,375	\$ 914,500	84.1%	50%	50%	50%	50%	1,478
Arvada city	94.2%	83.2%	\$ 84,717	\$ 384,500	83.7%	50%	50%	50%	50%	120,898
Brighton city	91.5%	90.1%	\$ 75,355	\$ 308,900	83.3%	50%	50%	50%	50%	41,664
Lochbuie town	90.7%	94.1%	\$ 71,304	\$ 252,100	83.0%	50%	50%	50%	50%	7,220
Commerce City city	88.4%	92.6%	\$ 77,065	\$ 320,100	82.6%	50%	50%	50%	50%	60,392
Platteville town	92.7%	90.4%	\$ 69,583	\$ 243,200	82.2%	50%	50%	50%	50%	3,010
Fraser town	92.7%	94.7%	\$ 56,083	\$ 287,000	81.9%	50%	50%	50%	50%	1,335
Westminster city	92.8%	86.7%	\$ 76,142	\$ 340,900	81.5%	50%	50%	50%	50%	113,191
Bayfield town	92.7%	90.4%	\$ 62,285	\$ 318,100	81.1%	50%	50%	50%	50%	2,708
Edgewater city	90.4%	93.1%	\$ 56,028	\$ 408,500	80.8%	50%	50%	50%	50%	5,352
Aspen city	93.0%	81.0%	\$ 78,292	\$ 636,400	80.4%	50%	50%	50%	50%	7,366
Telluride town	85.0%	93.6%	\$ 67,356	\$ 410,800	80.0%	50%	50%	50%	50%	2,582
Durango city	91.0%	87.8%	\$ 66,160	\$ 463,700	79.7%	50%	50%	50%	50%	19,117
Mountain View town	91.2%	90.4%	\$ 63,250	\$ 350,700	79.3%	50%	50%	50%	50%	536
Fountain city	92.2%	93.9%	\$ 64,582	\$ 229,200	78.9%	50%	50%	50%	50%	30,928
Steamboat Springs	87.8%	87.2%	\$ 77,419	\$ 584,200	78.5%	50%	50%	50%	50%	13,195
Foxfield town	95.2%	69.2%	\$ 128,500	\$ 663,900	78.2%	50%	50%	50%	50%	776
Palmer Lake town	92.0%	87.3%	\$ 77,216	\$ 289,800	77.8%	50%	50%	50%	50%	2,893
Winter Park town	92.7%	82.4%	\$ 75,375	\$ 435,700	77.4%	50%	50%	50%	50%	1,077
Littleton city	92.5%	82.8%	\$ 76,015	\$ 410,900	77.1%	50%	50%	50%	50%	48,140
Sawpit town	93.5%	76.1%	\$ -	\$ 583,300	76.7%	50%	50%	50%	50%	45
Basalt town	92.3%	79.5%	\$ 81,038	\$ 648,200	76.3%	50%	50%	50%	50%	4,116
Morrison town	96.8%	51.6%	\$ 105,536	\$ 541,700	76.0%	50%	50%	50%	50%	436
Gilcrest town	95.1%	90.1%	\$ 62,917	\$ 189,300	75.6%	50%	50%	50%	50%	1,101
Vail town	91.0%	80.1%	\$ 80,987	\$ 773,700	75.2%	50%	50%	50%	50%	5,419
Eaton town	93.1%	83.4%	\$ 80,997	\$ 286,200	74.9%	50%	50%	50%	50%	5,707
Nederland town	86.0%	90.9%	\$ 61,161	\$ 431,500	74.5%	50%	50%	50%	50%	1,540

FIGURE C - Municipalities

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population		
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced for 15% of Pop. (167 munis)	Option #4: Reduced for 20% of Pop. (168 munis)	2019 Muni Population
Glenwood Springs city	90.8%	86.2%	\$ 66,693	\$ 409,500	74.1%	50%	50%	50%	50%	9,962
Glendale city	89.8%	96.2%	\$ 56,557	\$ 265,000	73.4%	50%	50%	50%	50%	5,013
Woodland Park city	92.9%	82.4%	\$ 77,912	\$ 323,500	73.4%	50%	50%	50%	50%	7,932
Golden city	84.2%	88.3%	\$ 72,349	\$ 522,200	73.0%	50%	50%	50%	50%	20,828
Denver city	87.1%	88.5%	\$ 68,592	\$ 390,600	72.6%	50%	50%	50%	50%	729,239
Fort Lupton city	93.6%	87.6%	\$ 63,646	\$ 240,500	72.3%	50%	50%	50%	50%	8,312
Silverthorne town	91.9%	80.3%	\$ 73,938	\$ 586,700	71.9%	50%	50%	50%	50%	4,867
Hot Sulphur Springs	96.4%	89.2%	\$ 52,639	\$ 222,500	71.5%	50%	50%	50%	50%	719
Longmont city	90.4%	85.5%	\$ 74,242	\$ 362,500	71.2%	50%	50%	50%	50%	97,273
Silt town	87.8%	94.5%	\$ 58,779	\$ 277,800	70.8%	50%	50%	50%	50%	3,193
Ramah town	95.2%	91.8%	\$ 53,750	\$ 146,400	70.4%	50%	50%	50%	50%	131
Boulder city	79.6%	88.8%	\$ 69,520	\$ 700,000	70.1%	50%	50%	50%	50%	106,473
Leadville city	93.0%	88.2%	\$ 64,205	\$ 218,300	69.7%	50%	50%	50%	50%	2,989
La Salle town	92.9%	88.8%	\$ 60,000	\$ 223,500	69.3%	50%	50%	50%	50%	2,337
Northglenn city	88.7%	88.4%	\$ 66,300	\$ 297,900	69.0%	50%	50%	50%	50%	38,608
Elizabeth town	92.0%	86.8%	\$ 65,489	\$ 258,500	68.6%	50%	50%	50%	50%	1,577
Fairplay town	89.6%	91.9%	\$ 67,000	\$ 186,600	68.2%	50%	50%	50%	50%	804
Bennett town	91.6%	87.3%	\$ 63,750	\$ 271,600	67.8%	50%	50%	50%	50%	2,857
Aurora city	89.3%	88.8%	\$ 65,100	\$ 290,000	67.5%	50%	50%	50%	50%	379,859
Lakewood city	90.9%	83.7%	\$ 66,740	\$ 364,800	67.1%	50%	50%	50%	50%	158,410
Rifle city	88.6%	89.4%	\$ 66,319	\$ 246,300	66.7%	50%	50%	50%	50%	9,483
Fort Collins city	83.7%	89.4%	\$ 65,866	\$ 367,900	66.4%	50%	50%	50%	50%	170,318
Pierce town	93.6%	85.9%	\$ 63,167	\$ 225,900	66.0%	50%	50%	50%	50%	1,153
Mountain Village town	79.0%	90.9%	\$ 53,125	\$ 739,900	65.6%	50%	50%	50%	50%	1,430
Loveland city	91.6%	81.4%	\$ 68,592	\$ 313,900	65.3%	50%	50%	50%	50%	77,553
Hudson town	83.9%	90.7%	\$ 64,803	\$ 244,400	64.9%	50%	50%	50%	50%	1,891
Evans city	84.8%	93.2%	\$ 59,527	\$ 223,500	64.5%	50%	50%	50%	50%	21,140
Dillon town	88.5%	80.1%	\$ 67,875	\$ 558,200	64.2%	50%	50%	50%	50%	985
Keenesburg town	89.1%	85.5%	\$ 75,474	\$ 234,700	63.8%	50%	50%	50%	50%	1,237
Marble town	93.9%	71.3%	\$ 73,750	\$ 350,000	63.4%	50%	50%	50%	50%	152
Manitou Springs city	93.3%	78.1%	\$ 62,270	\$ 365,300	63.0%	50%	50%	50%	50%	5,459
Granby town	96.3%	79.2%	\$ 64,792	\$ 238,000	62.7%	50%	50%	50%	50%	2,167
Colorado Springs city	88.3%	86.6%	\$ 64,712	\$ 269,800	62.3%	50%	50%	50%	50%	477,975
Ouray city	92.0%	75.2%	\$ 68,194	\$ 374,200	61.9%	50%	50%	50%	25%	1,047
Englewood city	86.3%	86.3%	\$ 59,774	\$ 344,400	61.6%	50%	50%	25%	25%	35,268
Central City city	95.7%	80.1%	\$ 52,580	\$ 291,700	61.2%	50%	50%	25%	25%	774
Jamestown town	88.1%	81.2%	\$ 68,068	\$ 358,300	60.8%	50%	50%	25%	25%	293
Georgetown town	94.8%	79.6%	\$ 54,083	\$ 294,900	60.5%	50%	50%	25%	25%	1,110

FIGURE C - Municipalities

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population		
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced for 15% of Pop. (167 munis)	Option #4: Reduced for 20% of Pop. (168 munis)	2019 Muni Population
De Beque town	89.6%	88.4%	\$ 65,750	\$ 145,600	59.7%	50%	50%	25%	25%	508
Holyoke city	96.3%	86.0%	\$ 51,406	\$ 143,000	59.7%	50%	50%	25%	25%	2,244
Oak Creek town	90.7%	91.2%	\$ 47,813	\$ 166,500	59.4%	50%	50%	25%	25%	944
Nunn town	89.3%	87.1%	\$ 62,583	\$ 204,300	59.0%	50%	50%	25%	25%	468
Rangely town	87.7%	89.7%	\$ 62,500	\$ 163,900	58.6%	50%	50%	25%	25%	2,256
Wiggins town	89.8%	87.1%	\$ 57,500	\$ 198,400	58.3%	50%	50%	25%	25%	1,170
Silverton town	94.2%	77.0%	\$ 53,750	\$ 296,200	57.9%	50%	50%	25%	25%	660
Greeley city	83.8%	88.1%	\$ 57,586	\$ 247,700	57.5%	50%	50%	25%	25%	108,633
Ignacio town	87.0%	91.0%	\$ 51,336	\$ 180,300	57.1%	50%	50%	25%	25%	718
Ault town	89.3%	86.1%	\$ 58,560	\$ 207,600	56.4%	50%	50%	25%	25%	1,843
Buena Vista town	98.2%	80.3%	\$ 44,104	\$ 238,700	56.4%	50%	50%	25%	25%	2,906
Wheat Ridge city	87.1%	80.9%	\$ 57,659	\$ 383,900	56.0%	50%	50%	25%	25%	31,273
Hayden town	89.8%	84.9%	\$ 57,054	\$ 209,100	55.7%	50%	50%	25%	25%	1,962
Brookside town	92.4%	79.2%	\$ 68,750	\$ 172,900	55.3%	50%	50%	25%	25%	236
Fort Morgan city	90.4%	87.5%	\$ 50,823	\$ 169,900	54.9%	50%	50%	25%	25%	11,304
Parachute town	82.9%	91.4%	\$ 52,500	\$ 171,100	54.2%	50%	50%	25%	25%	1,218
Wiley town	98.8%	85.8%	\$ 45,729	\$ 100,000	54.2%	50%	50%	25%	25%	394
Yampa town	92.0%	81.4%	\$ 53,125	\$ 224,000	53.8%	50%	50%	25%	25%	462
Pitkin town	85.7%	82.4%	\$ 60,500	\$ 290,600	53.5%	50%	50%	25%	25%	74
Silver Plume town	92.3%	71.6%	\$ 65,625	\$ 257,800	53.1%	50%	50%	25%	25%	178
Estes Park town	91.7%	63.1%	\$ 55,000	\$ 413,100	52.7%	50%	50%	25%	25%	6,284
Lake City town	90.1%	78.4%	\$ 55,714	\$ 333,300	52.3%	50%	50%	25%	25%	392
Burlington city	96.3%	83.2%	\$ 49,316	\$ 117,000	52.0%	50%	50%	25%	25%	3,172
Grand Lake town	90.8%	51.1%	\$ 69,167	\$ 293,600	51.6%	50%	50%	25%	25%	514
Bethune town	99.5%	81.2%	\$ 55,156	\$ 77,500	51.2%	50%	50%	25%	25%	234
Ridgway town	84.3%	80.4%	\$ 53,235	\$ 401,500	50.9%	50%	50%	25%	25%	1,083
Calhan town	92.5%	80.8%	\$ 53,500	\$ 167,400	50.5%	50%	50%	25%	25%	832
Craig city	85.3%	86.0%	\$ 56,481	\$ 173,600	50.1%	50%	50%	0%	0%	9,007
Carbonate town	100.0%	100.0%	\$ -	\$ -	49.8%	40%	25%	0%	0%	
Fruita city	87.5%	81.8%	\$ 58,531	\$ 223,500	49.4%	40%	25%	0%	0%	13,567
Rico town	90.3%	78.5%	\$ 50,208	\$ 304,800	49.0%	40%	25%	0%	0%	231
Hillrose town	88.3%	85.6%	\$ 63,750	\$ 107,600	48.7%	40%	25%	0%	0%	264
Kremmling town	79.2%	88.9%	\$ 52,621	\$ 212,500	48.3%	40%	25%	0%	0%	1,444
Norwood town	82.1%	87.3%	\$ 52,763	\$ 195,800	47.9%	40%	25%	0%	0%	575
Green Mountain Fal	91.8%	73.9%	\$ 51,406	\$ 277,300	47.6%	40%	25%	0%	0%	908
City of Creede town	73.4%	84.9%	\$ 56,250	\$ 300,000	47.2%	40%	25%	0%	0%	311
Kit Carson town	90.7%	89.7%	\$ 49,091	\$ 59,400	46.8%	40%	25%	0%	0%	227
Meeker town	91.5%	80.0%	\$ 51,743	\$ 175,400	46.4%	40%	25%	0%	0%	2,258

FIGURE C - Municipalities

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population		
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Kiowa town	82.8%	86.8%	\$ 49,943	\$ 212,500	46.1%	40%	25%	0%	0%	764
Gunnison city	77.1%	90.3%	\$ 40,893	\$ 244,500	45.7%	40%	25%	0%	0%	6,825
Grand Junction city	84.4%	81.8%	\$ 52,504	\$ 237,100	45.3%	40%	25%	0%	0%	64,941
Vilas town	88.8%	93.9%	\$ 41,250	\$ 64,600	45.0%	40%	25%	0%	0%	107
Peeetz town	91.4%	86.3%	\$ 46,406	\$ 92,500	44.6%	40%	25%	0%	0%	232
Black Hawk city	74.5%	84.5%	\$ -	\$ 242,300	44.2%	40%	25%	0%	0%	115
Sheridan Lake town	83.8%	97.0%	\$ 50,313	\$ 32,500	43.9%	40%	25%	0%	0%	88
Merino town	87.1%	89.3%	\$ 47,917	\$ 94,500	43.5%	30%	25%	0%	0%	277
Sanford town	90.4%	86.6%	\$ 44,083	\$ 116,400	43.1%	30%	25%	0%	0%	869
Simla town	90.4%	83.2%	\$ 45,227	\$ 145,800	42.8%	30%	25%	0%	0%	643
Log Lane Village to	88.1%	88.2%	\$ 45,929	\$ 96,200	42.4%	30%	25%	0%	0%	869
Alma town	53.8%	94.2%	\$ 31,964	\$ 295,800	42.0%	30%	25%	0%	0%	326
Stratton town	90.2%	86.7%	\$ 43,750	\$ 112,900	41.6%	30%	25%	0%	0%	641
Dolores town	85.0%	87.9%	\$ 41,500	\$ 160,200	41.3%	30%	25%	0%	0%	966
Blanca town	88.2%	87.8%	\$ 47,417	\$ 79,300	40.9%	30%	25%	0%	0%	411
Rye town	95.9%	74.6%	\$ 46,875	\$ 123,500	40.5%	30%	25%	0%	0%	160
Flagler town	93.1%	78.7%	\$ 48,750	\$ 116,900	40.2%	30%	25%	0%	0%	553
Salida city	87.0%	75.5%	\$ 46,875	\$ 328,200	39.8%	30%	25%	0%	0%	6,096
Yuma city	87.8%	80.2%	\$ 49,113	\$ 191,800	39.4%	30%	25%	0%	0%	3,524
Deer Trail town	79.3%	87.3%	\$ 50,469	\$ 152,100	39.1%	30%	25%	0%	0%	805
Haswell town	98.0%	78.4%	\$ 45,000	\$ 78,800	38.7%	30%	25%	0%	0%	68
Cheyenne Wells tow	88.5%	83.5%	\$ 45,917	\$ 125,500	38.3%	30%	25%	0%	0%	818
Eckley town	91.9%	84.1%	\$ 44,028	\$ 61,900	38.0%	30%	25%	0%	0%	254
Wray city	80.7%	84.2%	\$ 51,375	\$ 147,400	37.6%	30%	25%	0%	0%	2,289
Sterling city	85.2%	83.4%	\$ 45,647	\$ 136,800	37.2%	20%	25%	0%	0%	13,976
Sheridan city	80.8%	82.1%	\$ 44,335	\$ 227,500	36.9%	20%	25%	0%	0%	6,255
South Fork town	83.3%	52.2%	\$ 52,031	\$ 292,900	36.5%	20%	25%	0%	0%	356
Lakeside town	71.4%	42.9%	\$ -	\$ -	36.1%	20%	25%	0%	0%	8
Mancos town	74.9%	84.6%	\$ 43,182	\$ 216,900	35.7%	20%	25%	0%	0%	1,419
Victor city	92.3%	76.9%	\$ 43,125	\$ 114,000	35.4%	20%	25%	0%	0%	409
Idaho Springs city	80.5%	80.1%	\$ 43,886	\$ 250,500	35.0%	20%	25%	0%	0%	1,828
Collbran town	52.2%	93.6%	\$ 35,625	\$ 132,800	34.6%	20%	25%	0%	0%	711
Garden City town	72.9%	91.1%	\$ 35,625	\$ 117,200	34.3%	20%	25%	0%	0%	248
Raymer (New Raym	90.0%	81.4%	\$ -	\$ 112,500	33.9%	20%	25%	0%	0%	107
Akron town	85.3%	81.4%	\$ 46,176	\$ 118,300	33.5%	20%	25%	0%	0%	1,642
Federal Heights city	79.3%	89.7%	\$ 45,395	\$ 64,300	33.2%	20%	25%	0%	0%	13,898
Crawford town	70.3%	89.6%	\$ 35,000	\$ 163,800	32.8%	20%	25%	0%	0%	419
Saguache town	89.8%	81.8%	\$ 33,125	\$ 133,700	32.4%	20%	25%	0%	0%	490

FIGURE C - Municipalities

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population		
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Alamosa city	68.6%	89.5%	\$ 35,085	\$ 164,600	31.7%	20%	25%	0%	0%	9,419
Orchard City town	84.2%	69.0%	\$ 50,781	\$ 226,900	31.7%	20%	25%	0%	0%	3,190
Empire town	82.2%	77.9%	\$ 46,250	\$ 223,400	31.3%	20%	25%	0%	0%	306
Rockvale town	84.6%	77.6%	\$ 51,000	\$ 135,900	30.9%	10%	25%	0%	0%	517
Brush city	81.1%	82.5%	\$ 43,824	\$ 157,100	30.6%	10%	25%	0%	0%	5,437
Crook town	82.2%	85.8%	\$ 42,222	\$ 106,300	30.2%	10%	25%	0%	0%	109
Dove Creek town	90.4%	70.4%	\$ 51,591	\$ 91,700	29.8%	10%	25%	0%	0%	632
Florence city	84.7%	77.1%	\$ 50,042	\$ 136,400	29.5%	10%	25%	0%	0%	3,912
Haxtun town	88.8%	79.6%	\$ 37,054	\$ 143,800	29.1%	10%	25%	0%	0%	916
Iliff town	63.8%	91.2%	\$ 40,909	\$ 84,600	28.7%	10%	25%	0%	0%	265
Paonia town	89.2%	66.6%	\$ 41,683	\$ 191,000	28.4%	10%	25%	0%	0%	1,483
Cortez city	79.5%	81.5%	\$ 42,271	\$ 170,300	28.0%	10%	25%	0%	0%	8,723
Hartman town	81.3%	91.3%	\$ 27,500	\$ -	27.6%	10%	25%	0%	0%	78
Montrose city	81.0%	75.9%	\$ 46,250	\$ 211,700	27.3%	10%	25%	0%	0%	19,698
Pagosa Springs tow	74.7%	84.2%	\$ 25,375	\$ 227,500	26.9%	10%	25%	0%	0%	2,072
Walden town	84.1%	73.2%	\$ 48,250	\$ 152,700	26.5%	10%	25%	0%	0%	587
Swink town	72.3%	79.9%	\$ 56,250	\$ 122,600	26.1%	10%	25%	0%	0%	594
Canon City city	82.9%	75.4%	\$ 46,494	\$ 160,800	25.8%	10%	25%	0%	0%	16,581
Lamar city	81.6%	83.5%	\$ 40,826	\$ 99,400	25.4%	10%	25%	0%	0%	7,509
Starkville town	87.1%	80.2%	\$ -	\$ 103,800	25.0%	0%	0%	0%	0%	53
Fleming town	87.9%	79.2%	\$ 42,895	\$ 89,400	24.7%	0%	0%	0%	0%	403
Center town	73.9%	89.7%	\$ 32,250	\$ 79,100	24.3%	0%	0%	0%	0%	2,230
Palisade town	80.1%	81.4%	\$ 34,779	\$ 177,100	23.9%	0%	0%	0%	0%	2,787
Pueblo city	76.5%	82.5%	\$ 40,450	\$ 141,000	23.6%	0%	0%	0%	0%	112,251
Delta city	83.5%	75.9%	\$ 41,415	\$ 170,500	23.2%	0%	0%	0%	0%	9,034
Monte Vista city	78.2%	85.1%	\$ 35,588	\$ 115,100	22.8%	0%	0%	0%	0%	4,111
Sugar City town	72.4%	89.8%	\$ 35,938	\$ 58,300	22.5%	0%	0%	0%	0%	261
Olathe town	73.6%	82.3%	\$ 42,946	\$ 133,400	22.1%	0%	0%	0%	0%	1,782
Eads town	89.2%	79.9%	\$ 39,457	\$ 76,200	21.7%	0%	0%	0%	0%	596
Hugo town	84.1%	75.5%	\$ 50,625	\$ 94,600	21.4%	0%	0%	0%	0%	767
La Jara town	77.2%	84.3%	\$ 36,563	\$ 113,500	21.0%	0%	0%	0%	0%	793
Otis town	79.9%	80.6%	\$ 47,361	\$ 93,100	20.6%	0%	0%	0%	0%	460
Kim town	93.5%	72.7%	\$ 31,719	\$ -	20.2%	0%	0%	0%	0%	66
Olney Springs town	72.0%	86.7%	\$ 42,500	\$ 63,300	19.9%	0%	0%	0%	0%	346
Cheraw town	70.9%	83.8%	\$ 46,875	\$ 70,000	19.5%	0%	0%	0%	0%	243
Grover town	83.4%	75.7%	\$ 45,625	\$ 109,000	18.8%	0%	0%	0%	0%	149
Naturita town	82.3%	80.0%	\$ 35,714	\$ 124,400	18.8%	0%	0%	0%	0%	512
Williamsburg town	82.1%	70.9%	\$ 47,692	\$ 129,400	18.4%	0%	0%	0%	0%	707

FIGURE C - Municipalities

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population		
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced for 15% of Pop. (167 munis)	Option #4: Reduced for 20% of Pop. (168 munis)	2019 Muni Population
La Veta town	86.9%	67.6%	\$ 32,596	\$ 197,600	18.0%	0%	0%	0%	0%	801
Manassa town	76.6%	83.2%	\$ 37,589	\$ 97,500	17.7%	0%	0%	0%	0%	987
Larkspur town	84.8%	77.3%	\$ 38,393	\$ -	17.3%	0%	0%	0%	0%	207
Poncha Springs town	73.5%	69.7%	\$ 38,021	\$ 267,000	16.9%	0%	0%	0%	0%	1,092
Cripple Creek city	84.4%	71.7%	\$ 35,132	\$ 146,800	16.6%	0%	0%	0%	0%	1,217
Arriba town	84.8%	83.2%	\$ 30,278	\$ 59,300	16.2%	0%	0%	0%	0%	204
Bonanza town	0.0%	100.0%	\$ -	\$ -	15.8%	0%	0%	0%	0%	4
Del Norte town	84.4%	80.5%	\$ 33,300	\$ 85,600	15.4%	0%	0%	0%	0%	1,547
Dinosaur town	75.7%	83.2%	\$ 30,114	\$ 115,900	15.1%	0%	0%	0%	0%	325
Crowley town	75.6%	83.3%	\$ 43,750	\$ 50,300	14.7%	0%	0%	0%	0%	176
Ordway town	80.1%	82.5%	\$ 36,304	\$ 72,600	14.3%	0%	0%	0%	0%	1,084
Genoa town	87.7%	78.5%	\$ 38,750	\$ 53,300	14.0%	0%	0%	0%	0%	199
Hotchkiss town	68.9%	81.5%	\$ 34,375	\$ 157,300	13.6%	0%	0%	0%	0%	943
Walsh town	92.7%	58.2%	\$ 33,984	\$ 54,400	13.2%	0%	0%	0%	0%	512
Trinidad city	79.8%	77.5%	\$ 37,196	\$ 134,900	12.9%	0%	0%	0%	0%	8,200
Two Buttes town	87.5%	41.7%	\$ 20,000	\$ -	12.5%	0%	0%	0%	0%	40
La Junta city	77.9%	80.8%	\$ 39,567	\$ 91,400	12.1%	0%	0%	0%	0%	6,881
Limon town	82.5%	72.0%	\$ 40,694	\$ 121,100	11.8%	0%	0%	0%	0%	1,973
Ward town	78.0%	74.0%	\$ 26,667	\$ 230,000	11.4%	0%	0%	0%	0%	162
Coal Creek town	80.3%	72.7%	\$ 45,469	\$ 101,800	11.0%	0%	0%	0%	0%	344
Pritchett town	84.2%	81.6%	\$ 32,386	\$ 30,500	10.7%	0%	0%	0%	0%	131
Julesburg town	82.0%	77.2%	\$ 41,442	\$ 85,300	10.3%	0%	0%	0%	0%	1,143
Cokedale town	81.7%	75.3%	\$ 41,250	\$ 96,000	9.9%	0%	0%	0%	0%	120
Crestone town	58.0%	61.6%	\$ -	\$ 162,500	9.5%	0%	0%	0%	0%	189
Aguilar town	82.2%	79.9%	\$ 34,875	\$ 77,000	8.8%	0%	0%	0%	0%	481
Holly town	81.2%	79.9%	\$ 40,063	\$ 62,900	8.8%	0%	0%	0%	0%	781
Westcliffe town	73.9%	71.5%	\$ 33,750	\$ 208,300	8.4%	0%	0%	0%	0%	500
Romeo town	71.5%	84.6%	\$ 29,063	\$ 72,900	8.1%	0%	0%	0%	0%	406
Nucla town	79.7%	76.7%	\$ 34,375	\$ 118,200	7.7%	0%	0%	0%	0%	694
Cedaredge town	70.8%	70.6%	\$ 36,078	\$ 182,400	7.3%	0%	0%	0%	0%	2,293
Vona town	62.7%	74.5%	\$ 51,563	\$ 67,500	7.0%	0%	0%	0%	0%	103
Manzanola town	87.9%	70.4%	\$ 33,750	\$ 55,200	6.6%	0%	0%	0%	0%	416
Moffat town	50.5%	86.7%	\$ 25,179	\$ -	6.2%	0%	0%	0%	0%	117
Boone town	67.8%	82.0%	\$ 35,179	\$ 64,200	5.9%	0%	0%	0%	0%	359
Rocky Ford city	64.4%	82.9%	\$ 29,551	\$ 73,600	5.5%	0%	0%	0%	0%	3,813
Silver Cliff town	68.9%	77.2%	\$ 26,818	\$ 144,700	5.1%	0%	0%	0%	0%	691
Walsenburg city	82.3%	72.5%	\$ 29,514	\$ 90,400	4.7%	0%	0%	0%	0%	3,033
Fowler town	75.1%	76.0%	\$ 34,609	\$ 87,900	4.4%	0%	0%	0%	0%	1,140

FIGURE C - Municipalities

Municipalities	MEASURES					Reduced for 1/2 of agencies (136 of 272 munis)		Reduced for a proportion of the population		
	Percent ABOVE Poverty	Percent UNDER 65 years	Median Household Income	Median Home Value	Overall Percentile Rank	Option #1: 5 Tiers	Option #2: 3 Tiers	Option #3: Reduced for 15% of Pop. (167 munis)	Option #4: Reduced for 20% of Pop. (168 munis)	2019 Muni Population
Granada town	70.9%	80.0%	\$ 29,663	\$ 77,800	4.0%	0%	0%	0%	0%	498
Sedgwick town	70.5%	80.0%	\$ 31,250	\$ 70,000	3.6%	0%	0%	0%	0%	135
Hooper town	82.7%	76.5%	\$ 23,500	\$ -	3.3%	0%	0%	0%	0%	99
Antonito town	57.2%	80.8%	\$ 20,268	\$ 84,700	2.9%	0%	0%	0%	0%	746
Springfield town	71.1%	76.9%	\$ 28,750	\$ 79,200	2.5%	0%	0%	0%	0%	1,369
Paoli town	69.9%	49.4%	\$ -	\$ 95,000	2.2%	0%	0%	0%	0%	35
Ovid town	73.6%	75.0%	\$ 24,375	\$ 67,100	1.8%	0%	0%	0%	0%	298
Campo town	80.2%	69.3%	\$ 25,909	\$ 29,400	1.4%	0%	0%	0%	0%	102
Branson town	69.4%	75.0%	\$ 31,875	\$ 31,600	0.7%	0%	0%	0%	0%	66
San Luis town	56.8%	68.0%	\$ 23,750	\$ 103,300	0.7%	0%	0%	0%	0%	672
Las Animas city	59.0%	77.3%	\$ 23,456	\$ 52,600	0.3%	0%	0%	0%	0%	2,153
Seibert town	71.1%	54.9%	\$ 28,750	\$ 70,700	0.0%	0%	0%	0%	0%	213



MEMORANDUM

TO: STATE TRANSPORTATION ADVISORY COMMITTEE (STAC), TRANSPORTATION COMMISSION (TC)
 FROM: TRANSIT & RAIL ADVISORY COMMITTEE (TRAC)
 CC: AMBER BLAKE, DIRECTOR, DIVISION OF TRANSIT AND RAIL
 REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
 MICHAEL SNOW, TRANSPORTATION PLANNING SPECIALIST
 DATE: November 5, 2021
 SUBJECT: TRAC RECOMMENDATION TO STAC AND TC ON MULTIMODAL TRANSPORTATION & MITIGATION OPTIONS FUND, REGIONAL FORMULA CONSIDERATIONS

Background

The Transit and Rail Advisory Committee met on November 5, to discuss the STAC sub-committee MMOF formula recommendation and generate recommendation to STAC and the Transportation Commission for the Transportation Commission (TC) adoption of changes to the Local MMOF Distribution Formula.

Transit and Rail Advisory Committee Members:

Ann Rajewski	Chair, Transit & Rail Advisory Committee (TRAC), and Director, CASTA
David Averill	San Miguel Authority Regional Transportation
Craig Blewitt	Mountain Metro Transit
Sarah Curtis	All Points Transit
Jonathan Flint	Steamboat Springs Transit
Matthew Helfant	DRCOG
Lauren Isaac	Easy Mile, Inc.
Dave Johnson	Roaring Fork Transportation Authority
Will Jones	City of Greeley
Danny Katz	CoPIRG
Alana Miller	City of Denver
Ann Rajewski, Chair	CASTA
Vince Rogalski	Statewide Transportation Advisory Committee / Gunnison Valley TPR
Jim Souby	Colo Rail
Bill Van Meter	RTD
Eva Wilson	Avon Transit

Recommendation

TRAC’s recommendation to STAC and TC is in full support of the sub-committee formula recommendation with no changes. (Attached).

TRAC supports the Urban and Rural split to remain at 81% Urban, 19% Rural.

TRAC strongly recommends this formula be considered a living document and be updated when 2020 Census data is available, and be revisited as needed as other data (e.g. National Transit Database) becomes available.

TRAC encourages the MPO’s and TPR’s to acknowledge and make multi-year commitments with a portion of these MMOF funds for transit operating projects. In addition, TRAC asks that CDOT provide sample documentation and projects to TRP leaders and CDOT regional TPR staffers since these would be the first operating projects funding in this manner.



Local MMOF Distribution Formula
MMOF Advisory Committee Recommendation
November 5, 2021

	TPR Name	Pop 2019	School Aged Pop (5-17)	DI Pop	Disabled Pop	Pop 65+	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Zero vehicle HH	Alloc%	Allocation\$
Urban (81%)	Pikes Peak Area	12.3%	13.1%	11.7%	13.8%	11.2%	5.5%	2.6%	10.0%	7.6%	10.6%	9.7%	8.90%	\$11,107,521
	Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	69.4%	78.9%	64.3%	65.9%	70.1%	63.0%	60.04%	\$74,937,493
	North Front Range	8.9%	8.9%	7.2%	8.2%	8.7%	3.9%	4.1%	8.0%	13.6%	7.0%	7.5%	7.28%	\$9,085,174
	Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	1.3%	0.6%	2.3%	2.2%	3.3%	4.4%	2.60%	\$3,248,160
	Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.6%	2.18%	\$2,720,993
Rural (19%)	Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	0.1%	0.0%	1.0%	0.2%	0.3%	1.3%	1.50%	\$1,874,875
	Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	0.3%	0.1%	0.6%	0.1%	0.2%	1.4%	1.26%	\$1,572,108
	San Luis Valley	1.2%	1.1%	1.8%	2.0%	1.7%	0.1%	0.0%	0.9%	0.5%	0.3%	1.7%	1.65%	\$2,054,501
	Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	5.9%	3.5%	1.4%	1.1%	0.8%	1.7%	2.88%	\$3,595,215
	Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.9%	0.3%	1.6%	0.8%	0.9%	0.8%	1.86%	\$2,322,449
	Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	9.4%	7.9%	3.5%	2.1%	2.0%	1.6%	3.95%	\$4,931,343
	Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	1.1%	1.2%	1.1%	0.6%	0.4%	0.8%	1.14%	\$1,418,704
	Upper Front Range	2.0%	2.0%	1.7%	2.4%	2.4%	0.7%	0.1%	1.4%	0.6%	0.8%	1.3%	2.11%	\$2,629,413
	Central Front Range	1.8%	1.4%	1.4%	2.6%	2.7%	0.3%	0.1%	1.0%	0.5%	0.6%	1.3%	1.99%	\$2,489,986
South Central	0.4%	0.3%	0.7%	0.8%	0.7%	0.2%	0.0%	0.3%	0.1%	0.2%	1.0%	0.66%	\$826,067	
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$124,814,000
	<i>URBAN Formula wt</i>	<i>20.0%</i>	<i>10.0%</i>	<i>10.0%</i>			<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>100%</i>	
	<i>RURAL Formula wt</i>	<i>15.0%</i>	<i>10.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>10.0%</i>			<i>5.0%</i>	<i>5.0%</i>	<i>10.0%</i>	<i>100%</i>	
		POPULATIONS		DISADVANTAGED Pop.			TRANSIT			OTHER				
	URBAN	30.0%		10%			20.0%			40.0%				
	RURAL	25.0%		45%			10.0%			20.0%				



COLORADO

Department of Transportation

Multimodal Transportation & Mitigation Options Fund (MMOF): Funds Distribution and Match Reduction



BACKGROUND

- SB260 expanded program goals and provided \$448M over 10 years
- In September, STAC & Staff recommended updating formulas:
 - Align Distribution Formula criteria with SB260's program goals
 - Criteria to include DI Communities, Disabled Pop. & Aged 65+ Pop.
 - Update and improve Match Reduction criteria and policies
- MMOF Advisory Committee reconvened on Oct. 5th and Oct. 13th
 - Updated Local MMOF Distribution Formula
 - Updated Match Reduction Formula and additional recommendations
- TRAC review on Nov. 5th / STAC review on Nov. 12th
 - Additional Distribution Formula recommendations



Formula CRITERIA

	NEW CRITERIA	Current CRITERIA
Population	<i>Total Population</i> <i>Population of School-aged Children</i>	<i>Same</i> <i>Same</i>
Disadvantaged Groups	<i>DI Community Population</i> <i>Disabled Population</i> <i>Population Aged 65+</i>	<i>Disadvantaged Population</i> <i>(<u>included</u> Low Income, Elderly & disabled)</i> <i>Housing Cost-Burden</i>
Transit Ridership	<i>Revenue Miles</i> <i>Unlinked Passenger Trips</i>	<i>Same</i> <i>Same</i>
Other	<i>Job Counts</i> <i>Bike Crashes</i> <i>Pedestrian Crashes</i> <i>Zero Vehicle Households</i>	<i>Same</i> <i>Same</i> <i>Same</i> <i>Same</i>

- DI Community, Disabled and Aged 65+ Population criteria added
- “DI Community” includes Low Income, Minority & Housing Cost-burdened
- Replaces Disadvantaged Population & Housing Cost-burden



Updated DISTRIBUTION FORMULA

Advisory Committee Recommendations:

- Continues existing 81% Urban / 19% Rural Split
- RURAL criteria weighting:
 - Eliminates Unlinked Passenger Trips
 - Shifts weighting to disadvantaged populations criteria
- URBAN criteria weighting:
 - Retains Unlinked Passenger Trips weighting
 - Omits consideration of Disabled and Aged 65+ populations
 - Recommended weighting is otherwise unchanged from Previous (SB-1) Formula



Updated DISTRIBUTION FORMULA

TRAC Recommendations:

- No recommendations for changes to Committee's recommendations
- Strongly recommends this formula be revisited annually as new Census 2020 data is available and as Transit and other data is updated.
- Encourages MPOs/TPRs to make multi-year commitments of MMOF funding to enable new Transit services.
- Requested CDOT provide each MPO/TPR an annual projection of MMOF funding available, and to support their ability to make longer-term, transit operating commitments.

Committee Recommended Formula

	TPR Name	Pop 2019	School Aged Pop (5-17)	DI Pop	Disabled Pop	Pop 65+	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Zero vehicle HH	Alloc%	Allocation\$
Urban (81%)	Pikes Peak Area	12.3%	13.1%	11.7%	13.8%	11.2%	5.5%	2.6%	10.0%	7.6%	10.6%	9.7%	8.90%	\$11,107,521
	Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	69.4%	78.9%	64.3%	65.9%	70.1%	63.0%	60.04%	\$74,937,493
	North Front Range	8.9%	8.9%	7.2%	8.2%	8.7%	3.9%	4.1%	8.0%	13.6%	7.0%	7.5%	7.28%	\$9,085,174
	Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	1.3%	0.6%	2.3%	2.2%	3.3%	4.4%	2.60%	\$3,248,160
	Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.6%	2.18%	\$2,720,993
Rural (19%)	Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	0.1%	0.0%	1.0%	0.2%	0.3%	1.3%	1.50%	\$1,874,875
	Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	0.3%	0.1%	0.6%	0.1%	0.2%	1.4%	1.26%	\$1,572,108
	San Luis Valley	1.2%	1.1%	1.8%	2.0%	1.7%	0.1%	0.0%	0.9%	0.5%	0.3%	1.7%	1.65%	\$2,054,501
	Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	5.9%	3.5%	1.4%	1.1%	0.8%	1.7%	2.88%	\$3,595,215
	Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.9%	0.3%	1.6%	0.8%	0.9%	0.8%	1.86%	\$2,322,449
	Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	9.4%	7.9%	3.5%	2.1%	2.0%	1.6%	3.95%	\$4,931,343
	Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	1.1%	1.2%	1.1%	0.6%	0.4%	0.8%	1.14%	\$1,418,704
	Upper Front Range	2.0%	2.0%	1.7%	2.4%	2.4%	0.7%	0.1%	1.4%	0.6%	0.8%	1.3%	2.11%	\$2,629,413
	Central Front Range	1.8%	1.4%	1.4%	2.6%	2.7%	0.3%	0.1%	1.0%	0.5%	0.6%	1.3%	1.99%	\$2,489,986
South Central	0.4%	0.3%	0.7%	0.8%	0.7%	0.2%	0.0%	0.3%	0.1%	0.2%	1.0%	0.66%	\$826,067	
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$124,814,000
<i>URBAN Formula wt</i>		<i>20.0%</i>	<i>10.0%</i>	<i>10.0%</i>			<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>100%</i>	
<i>RURAL Formula wt</i>		<i>15.0%</i>	<i>10.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>10.0%</i>			<i>5.0%</i>	<i>5.0%</i>	<i>10.0%</i>	<i>100%</i>	
	POPULATIONS	DISADVANTAGED Pop.			TRANSIT			OTHER						
URBAN	30.0%	10%			20.0%			40.0%						
RURAL	25.0%	45%			10.0%			20.0%						

NOTES	<ul style="list-style-type: none"> Revenue Miles – represents total number of vehicle miles carrying passengers Unlinked Passenger Trips – represents the number of transit vehicle boardings, NOT the number of passengers using transit
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Current SB18-01 Formula (for reference)

	TPR Name	Pop 2016	Jobs	Disadv Pop	Zero vehicles	Revenue Miles	Unlinked Trips	Bike Crash	Pedestrian Crash	School Aged Children	Household Affordability Burden	Alloc%	Allocation\$	
Urban (81%)	Pikes Peak Area	12.3%	10.0%	11.8%	9.9%	4.4%	2.6%	7.4%	7.5%	13.5%	12.2%	8.58%	\$6,530,588	Urban (81%)
	Denver Area	57.7%	64.3%	52.9%	62.5%	69.6%	80.5%	65.6%	75.1%	56.8%	54.4%	60.19%	\$45,806,472	
	North Front Range	8.9%	8.0%	9.2%	7.3%	4.7%	3.9%	12.9%	5.0%	9.4%	8.8%	7.32%	\$5,574,487	
	Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.2%	0.7%	2.6%	3.1%	3.0%	3.6%	2.63%	\$2,003,696	
	Grand Valley	2.7%	2.6%	3.6%	2.8%	1.1%	0.6%	3.3%	2.0%	2.8%	3.1%	2.27%	\$1,731,326	
Rural (19%)	Eastern	1.5%	1.0%	1.7%	1.5%	0.1%	0.0%	0.2%	0.4%	1.4%	1.9%	1.36%	\$1,031,742	Rural (19%)
	Southeast	0.8%	0.6%	1.3%	1.0%	0.1%	0.0%	0.1%	0.2%	0.8%	1.1%	0.87%	\$663,955	
	San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.1%	0.0%	0.5%	0.4%	1.2%	1.6%	1.26%	\$961,899	
	Gunnison Valley	1.8%	1.4%	2.6%	1.9%	5.0%	2.7%	1.0%	0.7%	1.7%	2.3%	3.10%	\$2,355,648	
	Southwest	1.8%	1.6%	2.1%	0.9%	1.2%	0.4%	0.2%	0.4%	0.9%	2.1%	1.64%	\$1,247,251	
	Intermountain	3.1%	3.5%	2.5%	1.7%	7.9%	6.4%	2.7%	2.6%	3.5%	3.3%	4.93%	\$3,751,215	
	Northwest	1.1%	1.1%	1.0%	0.8%	1.2%	1.3%	0.7%	0.5%	1.1%	1.2%	1.30%	\$992,910	
	Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.0%	0.1%	1.9%	1.0%	2.1%	2.0%	1.96%	\$1,492,764	
	Central Front Range	1.8%	1.0%	2.3%	1.3%	2.3%	0.8%	0.7%	0.8%	1.5%	2.1%	2.12%	\$1,617,175	
	South Central	0.4%	0.3%	0.6%	0.7%	0.2%	0.0%	0.1%	0.2%	0.3%	0.5%	0.45%	\$345,748	
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$76,106,875	
	<i>Urban Formula wt</i>	<i>20.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>		<i>100.0%</i>		
	<i>Rural Formula wt</i>	<i>20.0%</i>		<i>15.0%</i>	<i>10.0%</i>	<i>15.0%</i>	<i>10.0%</i>	<i>5.0%</i>	<i>5.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>100.0%</i>		
		POPULATIONS		Disadvantaged Pop		TRANSIT		OTHER						
	Urban	30%		20.0%		20%		30%						
	Rural	30%		35.0%		25%		10%						



Match Reduction Formula - Background

- As allowed in SB-1, the TC adopted a Match Reduction Formula in 2019
- Current formula based on Population and Poverty Rate left many struggling local agencies ineligible for reduction and unable to seek funding
- Current policy caused confusing and unexpected administrative burden for local agencies and CDOT
- MMOF Advisory Committee revisited the formula on October 13th
- Committee's recommendations consider the continued effects of COVID on local agency revenues
- Proposes more reliable criteria and administrative efficiencies



Current SB18-01 Match Reduction Formula Results

ELIGIBILITY: Counties < 50,000 Municipalities <20,000
 QUALIFICATION: Poverty Rate > state mean 12%

	<u>Current Formula</u>	
	ELIGIBLE	ELIGIBLE & QUALIFIES
COUNTIES (64)	(49) 10.9% of Pop.	(26) 6% of Pop.
TOWNS (272)	(242) 16.8% of Pop.	(138) 8.0% of Pop.

- 109 existing projects: \$76M MMOF Funding, \$255M Match Funding



Advisory Committee Match Recommendations

- Towns/Counties were rank-ordered based on 4 criteria:
 - Median Household Income, Median Home Value, Poverty, Aged 65+
- Uses Tiered match rates - full 50%, or reduced to 0% or 25%
- Reduces or eliminates match rate for the bottom 20% of the Population
- Match reductions/eliminations should be automatically granted
- Local governments are still struggling to recover from COVID impacts; TC/staff should prepare for and support *further* individual reductions as needed



RECOMMENDED Match Reduction Formula Results

	<u>Current Formula</u>		<u>New Formula</u>
	ELIGIBLE	ELIGIBLE & QUALIFIES	
COUNTIES (64)	(49) 10.9% of Pop.	(26) 6% of Pop.	(46) 20.7% of Pop.
TOWNS (272)	(242) 16.8% of Pop.	(138) 8.0% of Pop.	(168) 15.2% of Pop.



MMOF Funding Updates

- FY2021 State Revenues were considerably stronger than anticipated, and as a result...
- The \$108.1M Excess State Revenues originally projected to transfer to MMOF over 3-5 years will ALL be transferred June 30, 2022
- MPOs/TPRs may select projects for these funds alongside the federal funding project selections.

Currently Available	State MMOF	Local MMOF	Local Admin (2%)
Federal (FY22)	\$ 22,026,000	\$ 124,814,000	\$ -
State (FY23)	\$ 16,215,000	\$ 87,551,020	\$ 4,333,980
TOTAL	\$ 38,241,000	\$ 212,365,020	\$ 4,333,980

- Staff recommend the Admin Set-aside rate be reduced from 5% to 2% and will be withheld from the FY23 state funds



Next Steps

- Final STAC review/input on December 10th
- Final TC Adoption of Match and Distribution Formulas on December 16th

Questions & Discussion

- For questions or comments, please contact:
Michael Snow
Transportation Planning Specialist
michael.snow@state.co.us | 303.512.4123



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JERAD ESQUIBEL, DIRECTOR OF PROJECT SUPPORT
DATE: NOVEMBER 18th, 2021
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE Q1 FY2022 QUARTERLY REPORT

Purpose

The Bridge & Tunnel Enterprise (BTE) staff has prepared this quarterly program report to provide the BTE Board of Directors an update of recent program activities. Summarized below are the elements contained in the report. The report is available in its entirety at: <https://www.codot.gov/programs/BridgeEnterprise/QuarterlyReports/fy2022-quarterly-reports/q1fy22-quarterly-report.pdf/view>

Action

This report is for informational purposes only; no action is requested from the Board.

Background

SB21-260 and the Creation of the Statewide Bridge and Tunnel Enterprise

Staff has continued to develop the internal process and controls required to successfully leverage the new sustainable revenue sources provided by SB21-260 to improve the condition of bridge and tunnel assets statewide. The Bridge and Tunnel Impact Fee and the Bridge and Tunnel Retail Delivery Fee are expected to start producing revenue for the program in early FY23. It is estimated that the new fees will bring approximately \$522M of additional revenue into the program over the 10-year phase in period. The additional revenue will be used to support the delivery of the CDOT 10-year Strategic Project Pipeline by advancing funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado’s transportation network.

Program Progress

In Q1 FY2022, BTE Staff continued to make progress addressing the state’s “Poor” bridge population. During this period, design funding was increased for two structures and construction funding was established for three structures. The two structures funded for design are the BTE eligible portion of the I-70 Vail Pass Safety and Operations Project and the three structures funded for construction are collectively Package #1 of the Eastern Plains Timber Bridge Replacement Program.

A funding increase was approved for the design phase of the structures below.

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
F-12-AS	3	Eagle	I-70 ML EBND over Polk Creek	Design	\$1,300,000
F-12-AT	3	Eagle	I-70 ML WBND over Polk Creek	Design	

Funding was approved to initiate the construction phase for three structures as itemized below.

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
F-19-E	1	Arapahoe	US 36 ML over Draw	Construction	\$11,187,400
F-20-J	1	Arapahoe	US 40 ML over Draw	Construction	
F-20-L	1	Arapahoe	I-70 Service Rd over Draw	Construction	

I-70 Vail Pass Safety and Operations Improvement Project

During this period, the BTE Board of Directors (Board) approved a resolution to increase the total BTE funding commitment to the I-70 Vail Pass Safety and Operations Improvement project (I-70 Vail Pass) from \$40M to \$61.5M and a design phase budget increase for the project. The additional funds will allow for the replacement of a second BTE eligible structure, I-70 westbound over Polk Creek (F-12-AT). The project now includes the full replacement of both the I-70 westbound structure as well as the eastbound structure (F-12-AS). During the value engineering process, it was determined that replacing the westbound structure prior to the eastbound structure allows for a more efficient alignment

of both structures. Additionally, this strategy is estimated to result in approximately \$20M in cost savings when compared to the replacement of both bridges in separate project phases.

Eastern Plains Rural Timber Bridge Replacement Program

During this period, the BTE Board approved the establishment of construction phase funding for Package #1 of the Eastern Plains Bridge Replacement Program, which will allow this Construction Manager/General Contractor (CM/GC) project to proceed to Construction Agreed Price (CAP) negotiations. Additional construction funding requests will be brought to the Board as subsequent packages advance to construction. In total, this project is anticipated to address 10 high-priority, aging structures on the Eastern Plains. Detailed background information on the project and other project milestones can be found in the Program and Project Updates section of the Quarterly report.

Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 31 bridge projects that will rehabilitate or replace 67 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide.

Central 70 Project Milestone

This quarter, the Central 70 Project reported a major milestone with the completion of demolition activities related to the Viaduct (E-17-FX). The demolition of the 57-year-old Viaduct officially removed nearly 570,000 square feet of poor-rated deck area from the statewide inventory and will allow for build out of the final configuration of eastbound I-70 through the lowered section. Throughout the demolition, air quality was closely monitored and controlled, and care was taken to maintain particulate matter in the air below regulation limits. The demolition of the Viaduct removes the last of the original “30 worst” bridges in the state that were identified as program priorities during the creation of the legacy Bridge Enterprise in 2009.

There were several significant accomplishments for the project during this quarter, including the completion of Milestones 2B, 4A, and 4B, the closure of the project debt restructuring, and completion of the Fourth Amendment to the Project Agreement and 2021 Memorandum of Settlement.

Program Schedule Update

The overall monthly program Schedule Performance Index (SPI) for Q1 FY2022 remained constant at 1.00, primarily due to the performance of completed projects. The program overall and active monthly SPI for Q1 FY2022 is listed below.

Month	Overall SPI	Active SPI
July	1.00	0.98
August	1.00	0.99
September	1.00	0.98

Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since June 30, 2021, the budget and encumbrance balances have decreased by \$27,254.

Program Financial Information

Actual FASTER revenues as of the close of Q1 FY2022 were \$29.6M, which is \$0.1M below the FY2022 historical rate of revenue collection at Q1 based on a revenue budget of \$110.0M. The revenue budget was based on the February 2021 revenue forecast.

Attachments

Attachment A: BTE Program Overview and Q1 FY2022 Quarterly Update Workshop



Statewide Bridge and Tunnel Enterprise Program Overview and Q1 FY2022 Quarterly Update



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Statewide Bridge and Tunnel Enterprise



Legacy BE Program Background and Accomplishments



Legacy BE Program Background

- Formed in 2009 as part of the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation
- Operates as a government-owned business within the Colorado Department of Transportation
- Business purpose of legacy BE is to finance, repair, reconstruct, and replace “designated bridges”, as defined by SB-09-108



Accelerated Bridge Construction using SPMT (Pecos over I-70 - E-16-YQ)



Legacy BE Program Background



Completed Complex Truss Bridge Rehabilitation (US50 BUS over the Arkansas River - K-18-L)

In order to accomplish this goal,

- A bridge safety surcharge ranging from \$13 to \$32 has been imposed on vehicle registration based upon vehicle weight, which generates approx. \$110M in yearly revenues;
- The Enterprise may issue revenue bonds; and
- Contract with the state to receive loans (under certain terms)

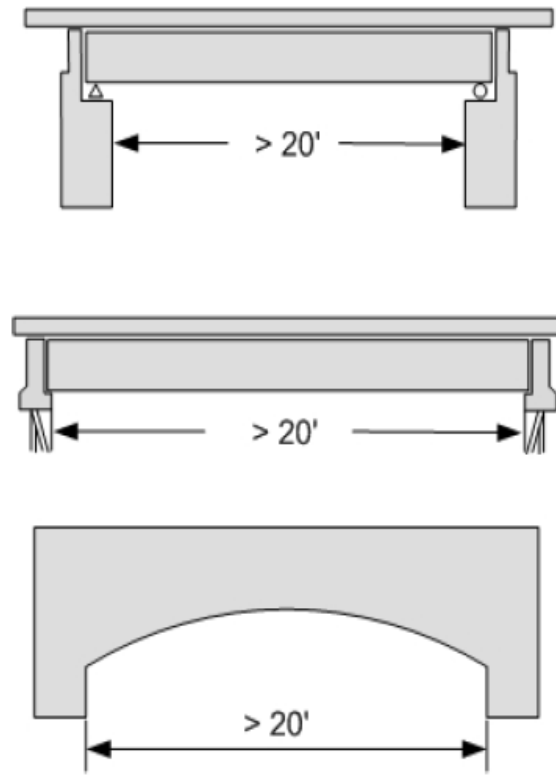


BE Program Bridge Eligibility

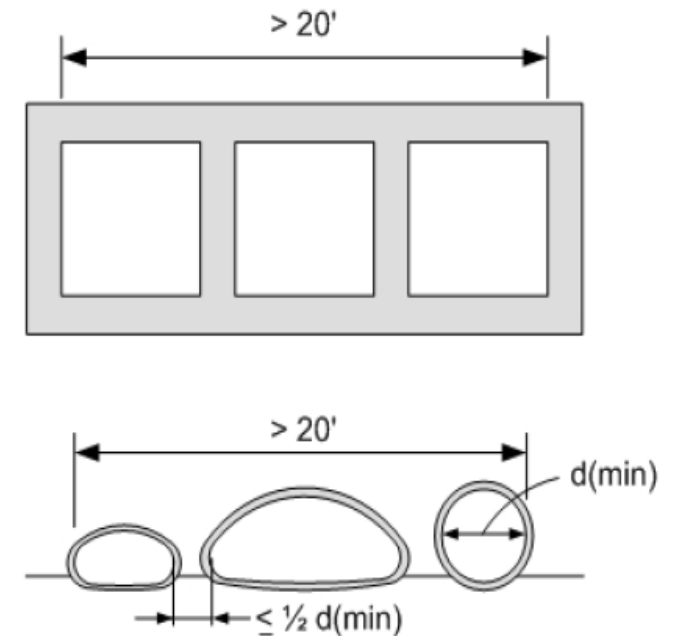
Minimum Criteria for Eligibility per Statute:

- Classified as a major structure (span > 20'-0")
- Located on-system (CDOT-owned)
- Rated in poor condition

Bridges



Culverts





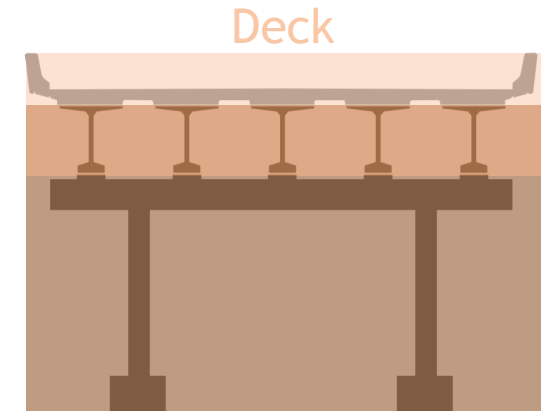
BE Program Bridge Eligibility



Deck
 Superstructure
 Substructure

Superstructure
 Substructure

Anatomy of a Bridge



Culvert

National Bridge Inventory (NBI) Rating Scale



Note: The lowest applicable rating of the elements shown above determines the rating of the structure



BE Program Bridge Eligibility

Case Study: I-76 over York St (E-17-GV/GW)





Legacy BE Program Accomplishments

With the demo of the I-70 Viaduct, the last of the “original 30 worst bridges in the state” was addressed

STRUCTURE NUMBER	CDOT REGION	COUNTY	FACILITY CARRIED OVER FEATURED INTERSECTION	STATUS
E-17-HG	4	ADAMS	104TH AVE over I-25 ML	Construction Complete
E-16-FL	4	BROOMFIELD	CNTY RD / OLD WADS over US-36 ML (DENVER/BOULDER TNPK); SE of JCT SH-121	Construction Complete
L-18-M	2	PUEBLO	I-25 ML NBND over INDIANA AVE	Construction Complete
N-17-N	2	HUERFANO	I-25 ML NBND over MISSOURI CREEK	Construction Complete
P-18-B	2	LAS ANIMAS	I-25 ML NBND over PURGATOIRE RIVER	Construction Complete
F-16-DT	4	DENVER	I-25 ML NBND over US-85 ML (SANTA FE)	Construction Complete
F-16-DP	4	DENVER	I-25 ML over RDWY, RR, SOUTH PLATTE RVR; BRONCO BRIDGE	Construction Complete
P-18-S	2	LAS ANIMAS	I-25 ML SBND over PURGATOIRE RIVER	Construction Complete
F-16-DW	4	DENVER	I-25 ML SBND over US-85 ML (SANTA FE)	Construction Complete
E-17-FX	4	DENVER	I-70 ML over US-6, RR, CITY ST	In Construction
E-17-GM	4	ADAMS	I-76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I-270	Construction Complete
E-17-DN	4	ADAMS	I-76 ML EBND over UP RR	Construction Complete
E-17-DM	4	ADAMS	I-76 ML WBND over UP RR	Construction Complete
M-20-A	2	PUEBLO	SH-10 ML over SAUNDERS ARROYO	Construction Complete
J-09-G	3	GUNNISON	SH-114 ML over TOMICHI CREEK	Construction Complete

STRUCTURE NUMBER	CDOT REGION	COUNTY	FACILITY CARRIED OVER FEATURED INTERSECTION	STATUS
K-16-Q	2	FREMONT	SH-120 ML over HARDCRABBLE CREEK	Construction Complete
K-16-K	2	FREMONT	SH-120 ML over RR, ARKANSAS RIVER; E of PORTLAND	Construction Complete
E-16-HI	4	JEFFERSON	SH-58 ML over CO. RD, RR SPUR	Construction Complete
N-16-L	2	HUERFANO	SH-69 ML over TURKEY CREEK	Construction Complete
F-16-BM	4	DENVER	SH-88 ML over RR, LAKEWOOD GULCH	Construction Complete
L-28-F	2	PROWERS	SH-89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete
J-15-B	2	FREMONT	SH-9 ML over CURRANT CREEK; NW of JCT US-50	Construction Complete
L-21-U	2	CROWLEY	SH-96 ML over NUMA DRAIN CANAL	Construction Complete
K-18-Z	2	PUEBLO	SH-96 ML over RDWY, RR, ARKANSAS RIVER	Construction Complete
I-18-G	2	EL PASO	US-24 ML over DRAW; E of FALCON	Construction Complete
G-11-F	3	LAKE	US-24 ML over UP RR	Construction Complete
C-15-J	4	LARIMER	US-34 ML over BIG THOMPSON RIVER	Construction Complete
M-06-K	5	SAN JUAN	US-550 ML over MINERAL CREEK	Construction Complete
G-16-C	4	DOUGLAS	US-85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete
E-16-FX	4	JEFFERSON	WASHINGTON STREET over SH-58 ML	Construction Complete



Legacy BE Program Accomplishments

Central 70

- Eligible structures on the project represented nearly 1/3 or 600,000+ sq. ft. of the state's poor rated bridge deck area
- Resolution #BE 15-8-2 set an \$850M (net present value) max. BE contribution to the project
- Financial close occurred 12/21/2017
- Viaduct demolition completed 9/29/2021





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Statewide Bridge and Tunnel Enterprise

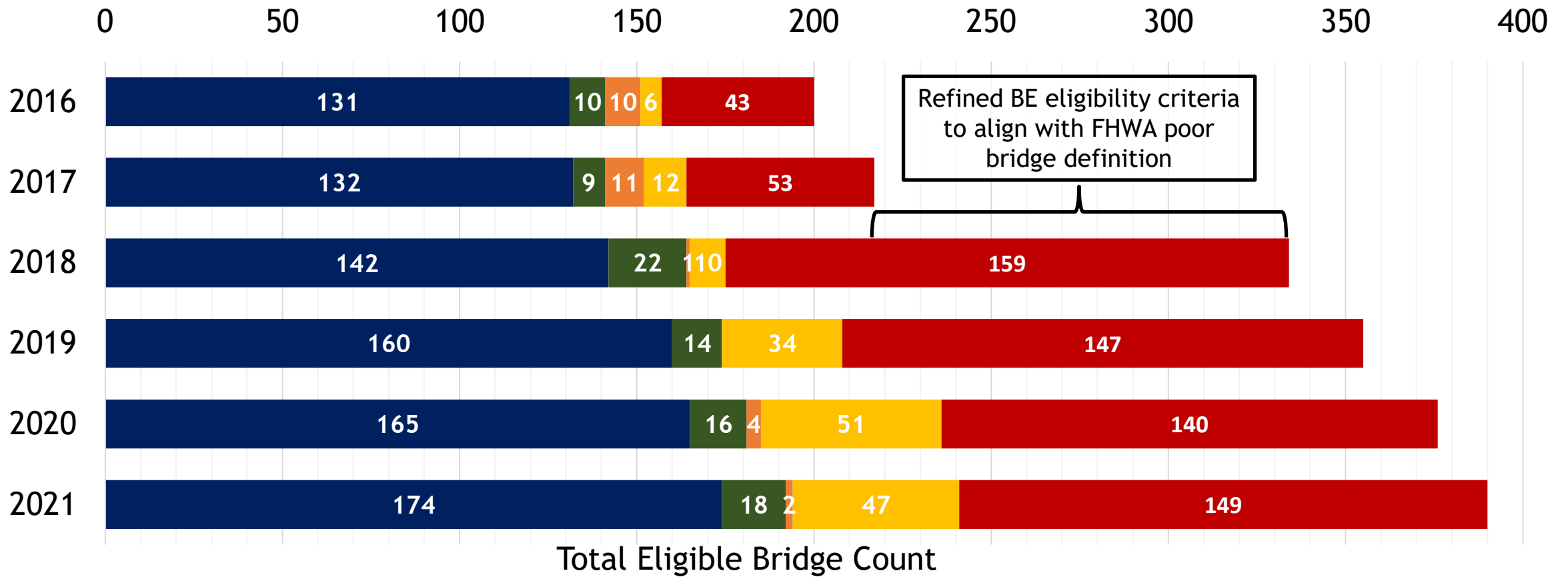


Q1 FY2022 Quarterly Program Progress Update



BTE Program Status Update

Historic Status of BTE Eligible Structures by Year

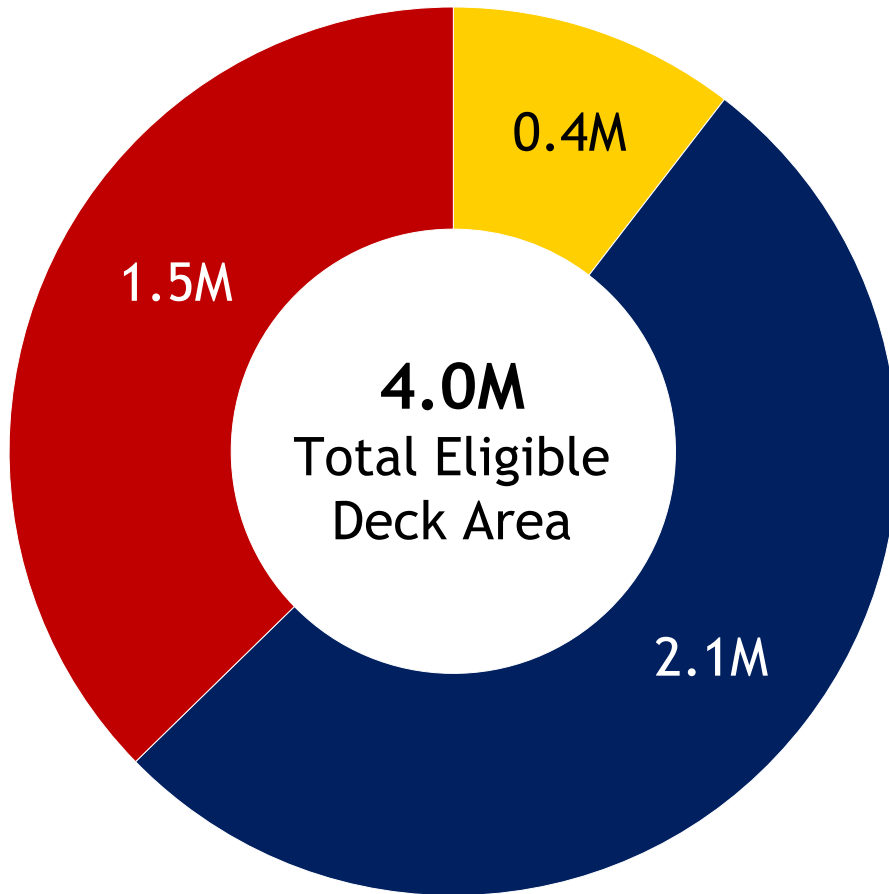


■ Construction Complete
 ■ In Construction
 ■ Design Complete
 ■ In Design
 ■ Remaining



BTE Program Status Update

Current Statewide Eligible Deck Area Status (in SQ. FT.)



The I-70 “Viaduct” accounts for nearly 570,000 sq. ft. of completed deck area.

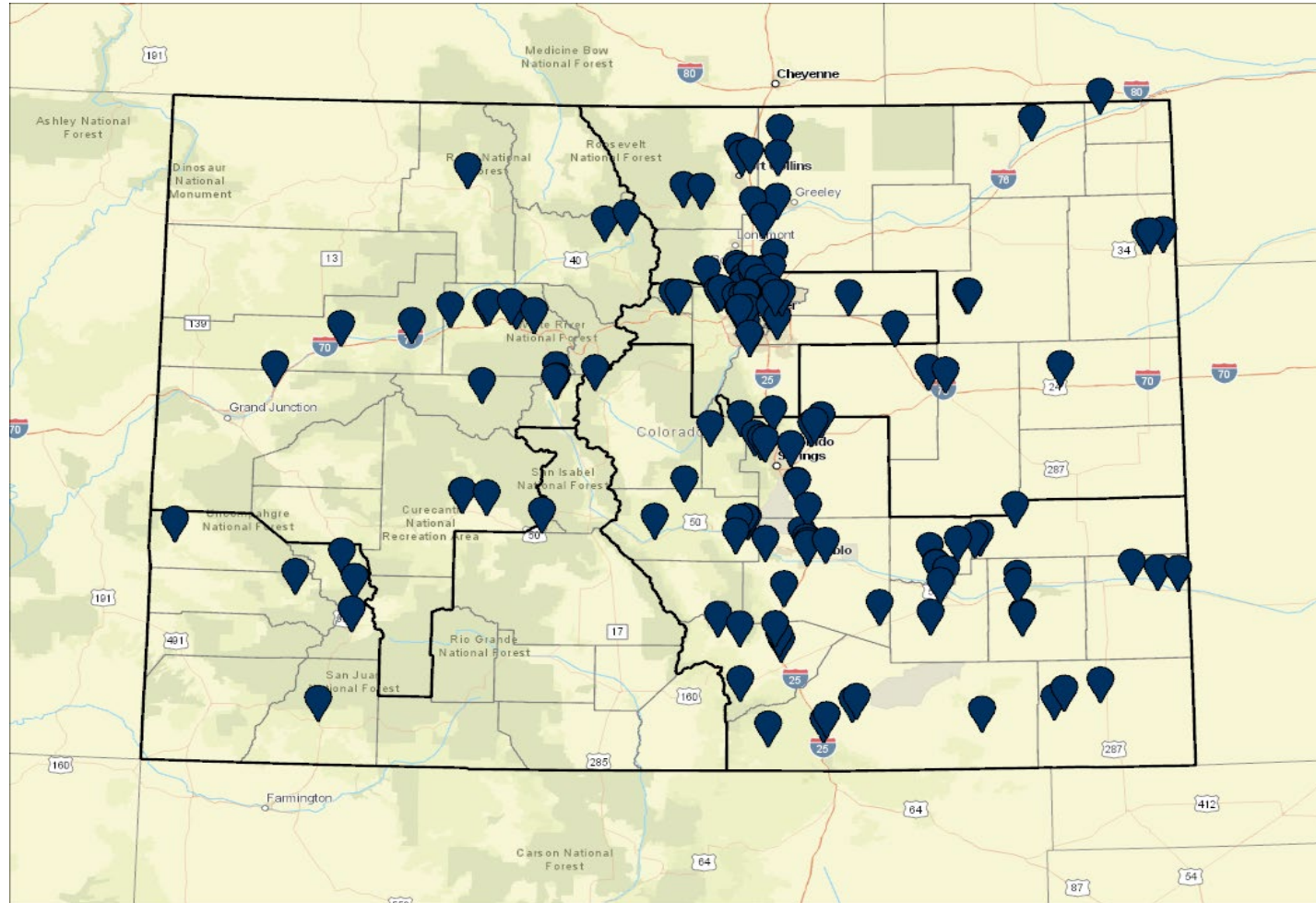


■ Currently Programmed ■ Completed ■ Remaining



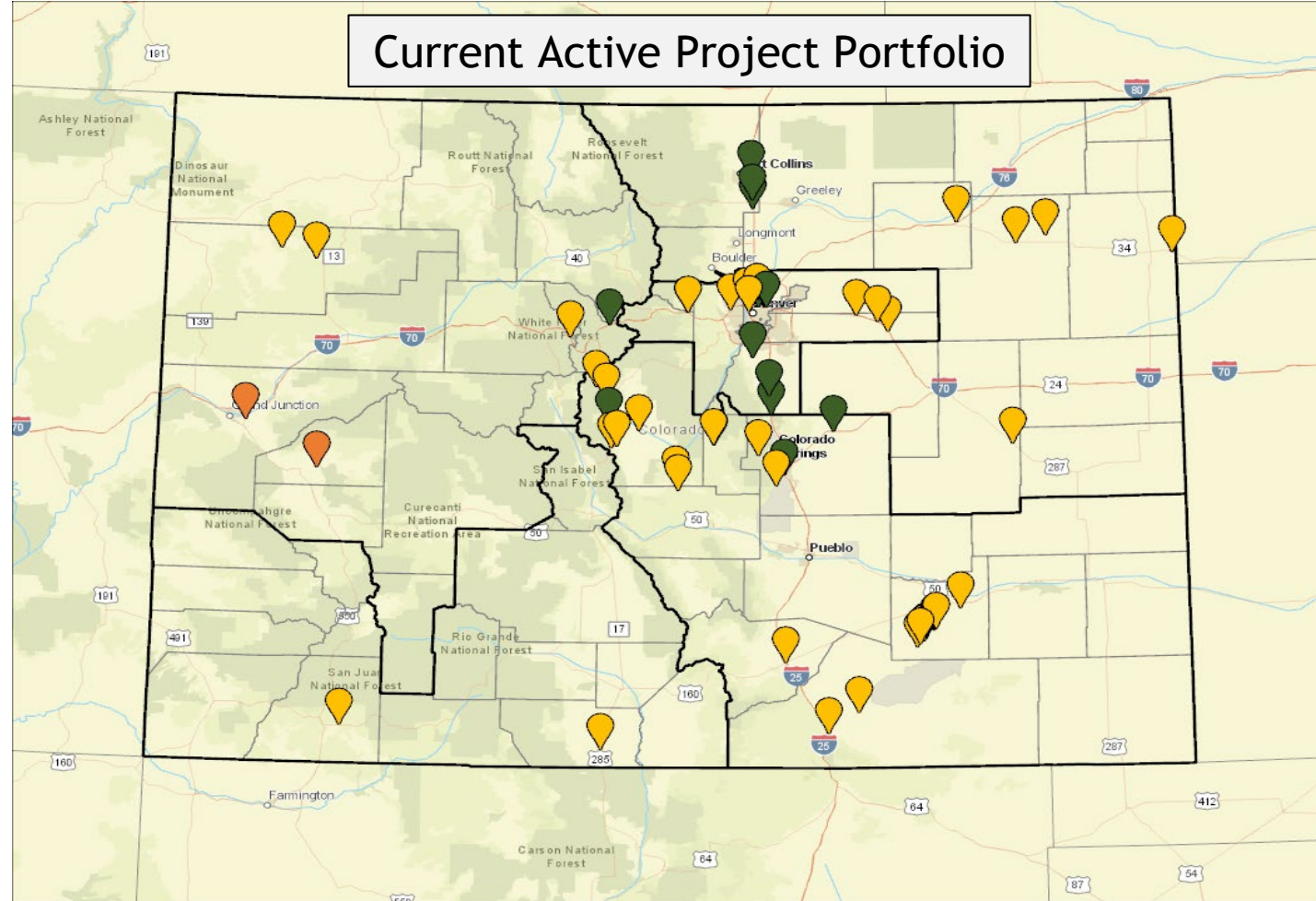
BTE Program Status Update

Completed Statewide Bridge Project Overview



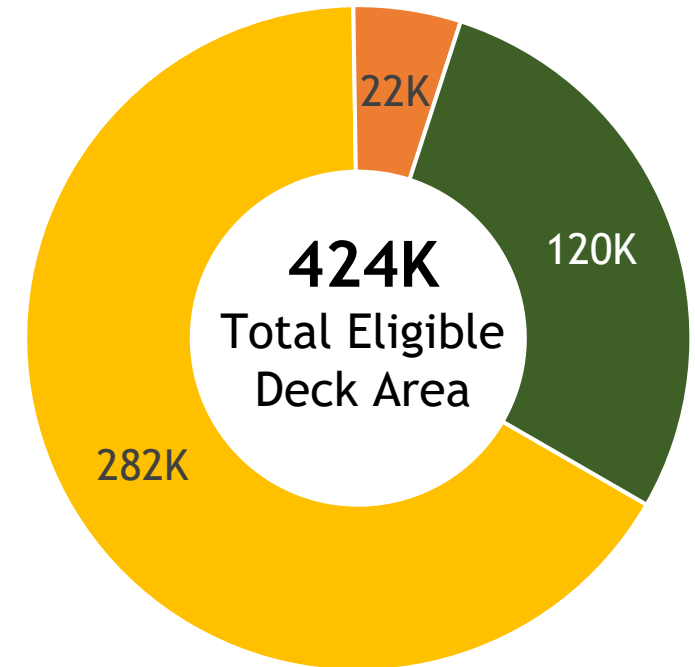


BTE Program Status Update



■ In Design
 ■ Design Complete
 ■ In Construction

Active Project Deck Area Status (in SQ. FT.)





Eastern Plains Timber Bridge Replacement Program



US 6 over UPRR; Platte River;
Beaver Canal in Morgan County
(C-22-K)



US 34 over Draw in Washington
County (D-24-O)



SH 61 over Surveyor Creek in
Washington County (D-25-E)



US 34 over Republican River in
Yuma County (D-28-D)



US 36 over Draw in Arapahoe
County (F-19-E)



US 40 over Draw in Arapahoe
County (F-20-J)



I-70 Service Rd over Draw in
Arapahoe County (F-20-L)



Statewide Bridge and Tunnel Enterprise Overview



Creation of the Statewide BTE

- In June 2021, Governor Polis signed SB21-260 - “Sustainability of the Transportation System” into law
- “Sections 45, 46, and 48 change the name of the statewide bridge enterprise to the Statewide Bridge and Tunnel Enterprise, authorize the enterprise to complete tunnel projects, and authorize the enterprise to impose a bridge and tunnel impact fee on diesel fuel and a bridge and tunnel retail delivery fee to fund its business purpose”.

(SB21-260 Bill Summary - <https://leg.colorado.gov/sb21-260-bill-summary>)





BTE's Business Purpose

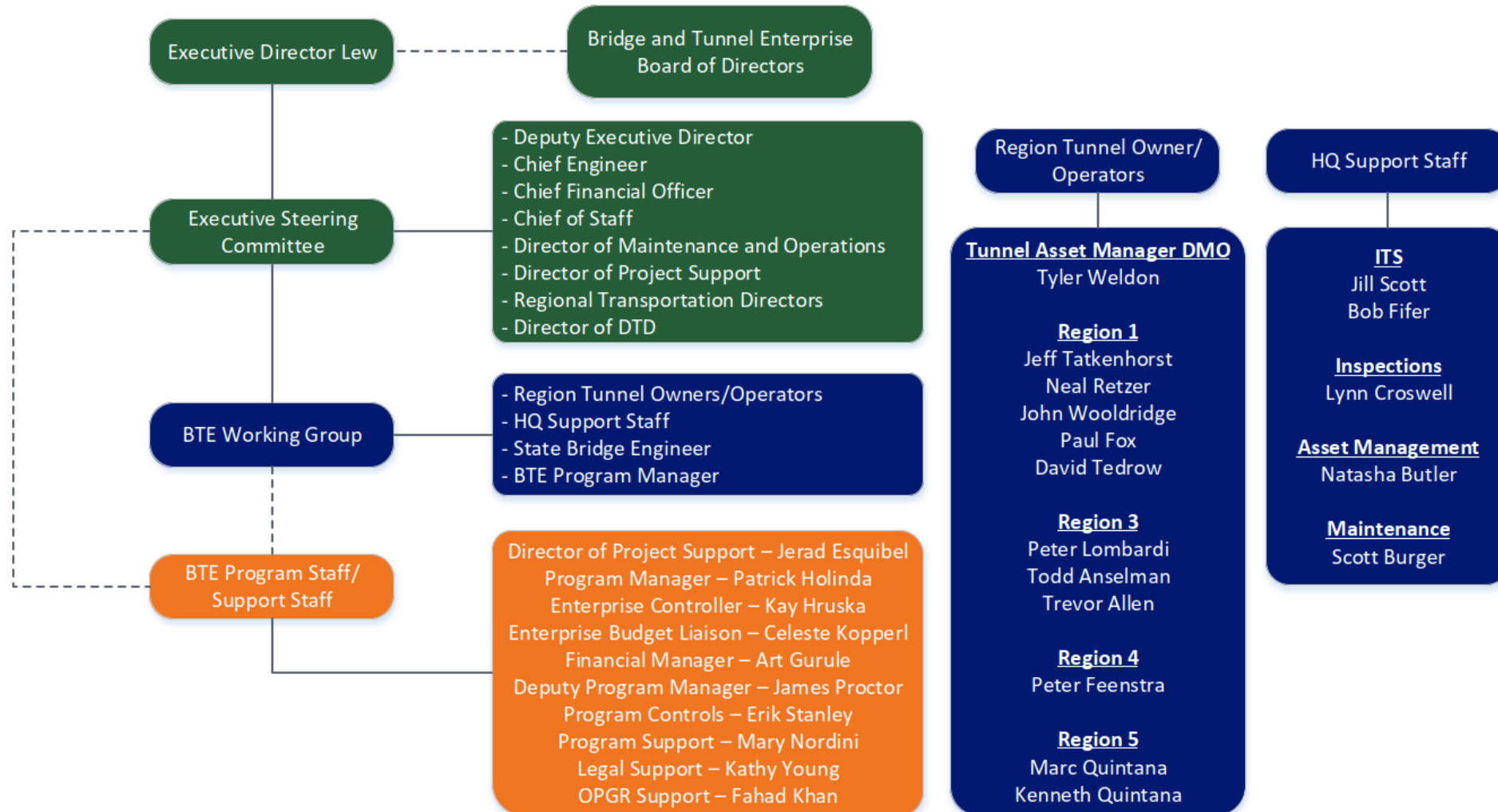


Per the statute,

- The business purpose of the Enterprise is “to finance, repair, reconstruct , and replace any designated bridge in the state and complete tunnel projects”.
- A “tunnel project” is defined as “a project to repair, maintain, or enhance the operation of any tunnel that is part of the state highway system”.



BTE's Statewide Representation

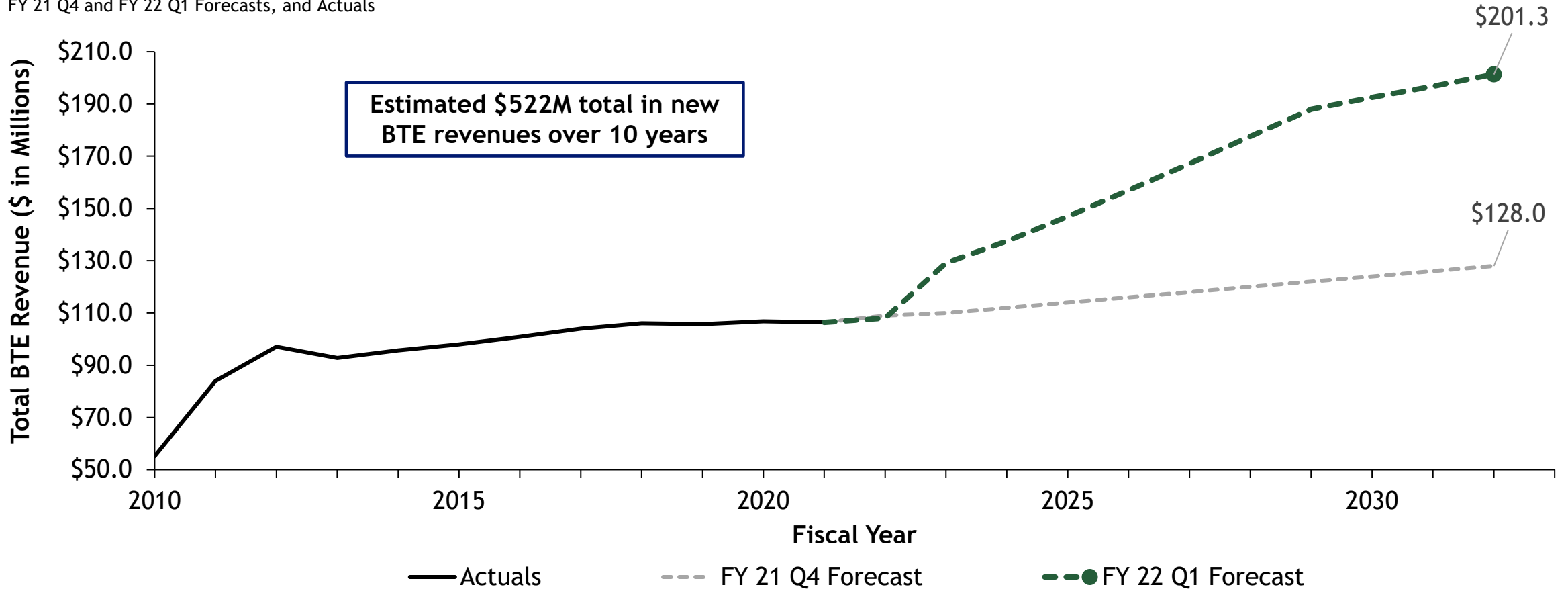




BTE Revenue Forecast

Bridge & Tunnel Enterprise Total Revenue

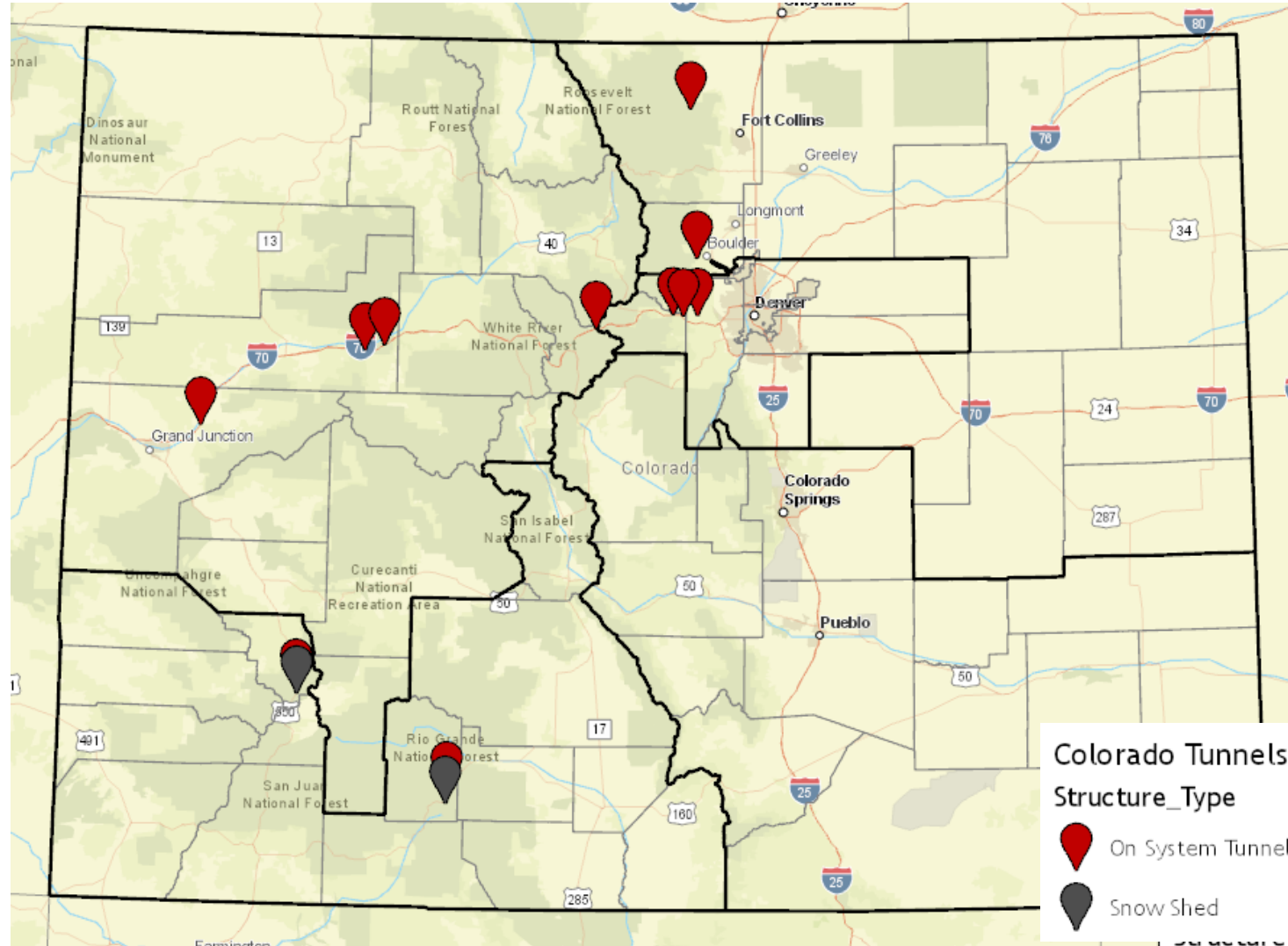
FY 21 Q4 and FY 22 Q1 Forecasts, and Actuals



Source: OFMB



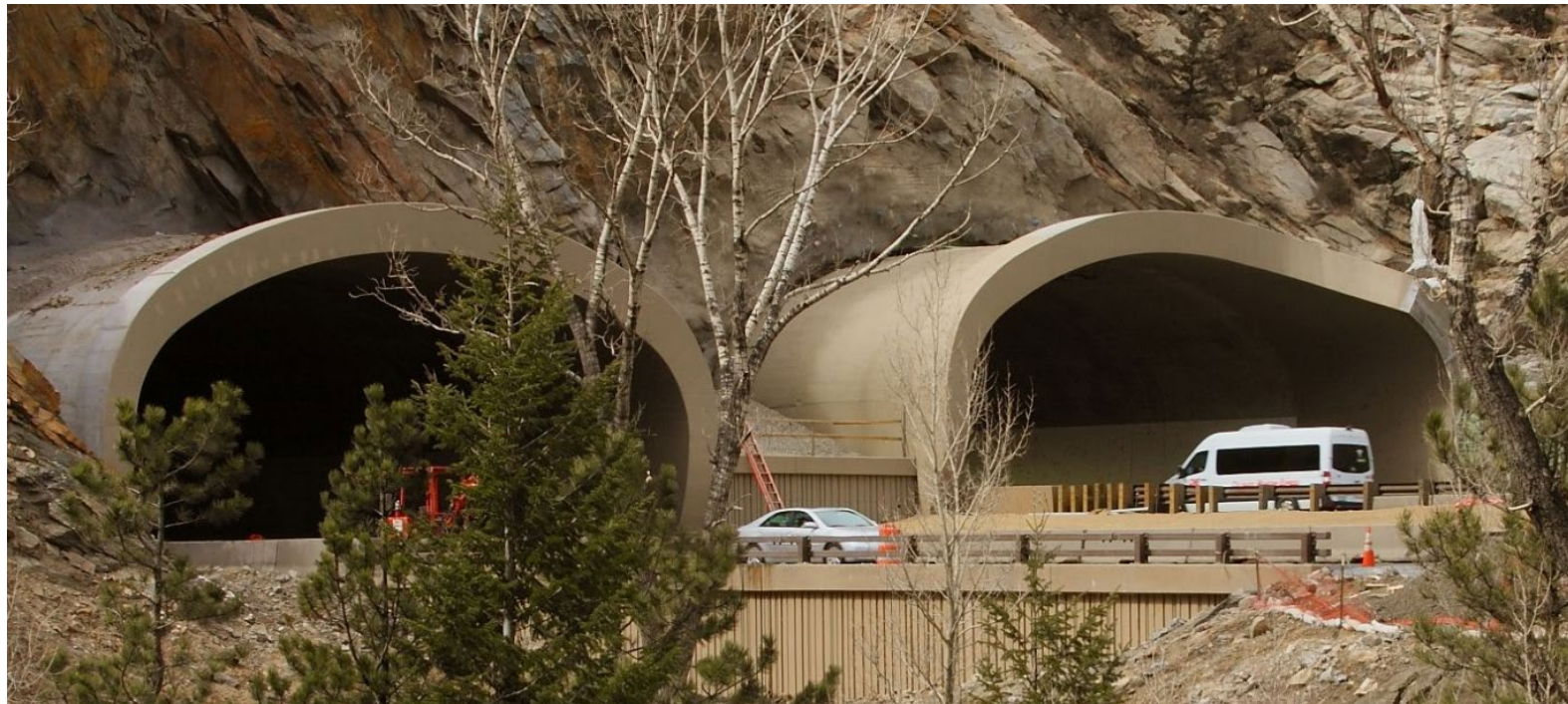
Statewide Tunnel Population Overview





Proposed BTE Vision Statement

Utilize fee revenues to improve the safety and efficiency of the state transportation system by accelerating the repair, reconstruction, and replacement of poor-rated bridges and repairing, maintaining, and enhancing tunnels in a strategic, timely, and efficient manner.





Proposed BTE Program Goals



Minimize planned and unplanned repairs that result in tunnel closures or service disruptions, reducing impacts to the traveling public and commerce, and improving safety and operations



Address the deferred tunnel maintenance backlog for BTE eligible tunnels



Maintain a state of good repair for BTE eligible tunnels



Develop a long-range strategic plan to address aging, obsolete tunnel equipment and systems, which is aligned to the CDOT 10-year plan



Improve the resilience of critical BTE eligible tunnels



Upcoming workshops

- BTE Board Bylaws and Articles of Organization workshop
- BTE deep dive and tunnel needs workshop
- Additional workshops (as needed or requested)

Upcoming approval actions

- BTE Board Bylaws and Articles of Organization
- BTE vision statement and goals
- BTE tunnel eligibility criteria
- BTE tunnel candidate project list
- Authorization of the Bridge and Tunnel Impact Fee and Retail Delivery Fee
- Amendments to existing agreements



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**Thank you for your time!
Questions or comments?**





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Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
2829 W. Howard Place, 4th 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)
John Lorme, Director, Division of Maintenance and Operations (DMO)

DATE: November 17, 2021

SUBJECT: DRAFT Freight Branch Strategic Plan

Purpose:

The purpose of this memorandum is to provide the Committee with a high-level overview on the development of a DRAFT Freight Branch Strategic Plan.

Action: Information only. No action required.

Background:

SB 260, Section 29, required that CDOT create a Freight Branch to be placed under the Division of Transportation Development (DTD). Additionally, it required that staff develop a Draft Freight Branch Strategic Plan to be presented to the Transportation Commission (TC) in January 2022.

Description:

CDOT staff have developed a DRAFT Freight Branch Strategic Plan based on the outline of information and content as described in SB 260, Section 29. Staff thought it would be prudent and helpful to provide the Freight, Regional, and Interstate Mobility Committee with a DRAFT Plan to gain feedback and input prior to submitting the final copy.

Details:

The DRAFT Freight Branch Strategic Plan (**Attachment A**) has been developed based on SB 260 requirements. Staff chose to include a Background and Conclusion section to seamlessly pull the document together. Key components of the document include:

- Branch Division Vision, Mission and Goals
- Branch Activities, Initiatives, and Strategies
- Priorities for Freight Related Program (Activities, Initiatives, and Strategies)
- Project Focus
- Guidelines for Coordination between the Branch and the Freight Advisory Committee



A few things to note as Committee Members read the DRAFT document. The Colorado Freight Plan (CFP) adopted by the TC in March 2019, provides much of the construct for the DRAFT document; as the CFP Goals, Strategies, and Emphasis Areas serve as a pillar for freight activities and key initiatives. The document provides connectivity to many of the strategic activities that were started under the Freight Office but are important to continue to ensure the Branch's success and engagement of valued industry stakeholders while highlighting future activities as well.

Next Steps:

- Incorporate feedback and input from Committee members
- Finalize DRAFT Plan for submission to TC in January

Attachments:

Attachment A: DRAFT Freight Branch Strategic Plan

Attachment B: TC Presentation





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Freight Mobility and Safety Branch Draft Strategic Plan Overview

Transportation Commission

November 17, 2021

Page 140 of 315



Creation of a CDOT Freight Branch

SB 21-260 CREATION OF FREIGHT MOBILITY AND SAFETY BRANCH

- SB 21-260 on June 17, 2021 was signed into law
 - *SB 21-260 Section 27 in Colorado Revised Statutes (CRS), 43-1-117, add (4) creates a Division of Transportation Development Freight Mobility and Safety Branch. The Branch function is to plan, design, and implement programs and projects that enhance freight mobility and safety within the State.*
 - *No later than January 1, 2022, the Branch shall provide to the Transportation Commission (TC) a Long-Term Strategic Plan that sets forth the vision and goals for the Branch, key priorities for all freight-related programs, activities and projects, and guidelines for coordination between the Branch and the Freight Advisory Council (FAC).*





Strategic Plan Contents

FREIGHT BRANCH LONG-TERM STRATEGIC PLAN CONTENTS

- Branch Purpose Vision and Goals
- Priorities for freight-related Programs
- Colorado Freight Plan Update
- Branch Activities and Key Initiatives
- Freight Projects
 - National Highway Freight Program
- Guidelines for Coordination between the Branch and Freight Advisory Council
- Conclusion

Freight Mobility & Safety Branch
DRAFT: Strategic Plan
October 2021





Branch Purpose and Vision

FREIGHT BRANCH PURPOSE & VISION

Purpose: The creation of a dedicated Freight Branch to elevate the importance of freight at the Department.

Vision: To create an environment that proactively fosters Department-wide freight coordination and collaboration in order to promote the efficient movement of goods and services.





Freight Branch Goals

BRANCH GOALS

- Establish a framework for Freight Policy at CDOT
- Provide strategic direction on freight planning efforts and operational activities
- Raise awareness of the importance of freight movement in Colorado
- Foster and strengthen relationships with private industry and planning partners
- Work closely with other state and federal agencies with like missions to enhance educational opportunities around safety awareness to leverage efforts and maximize benefits
- Consider opportunities and strategies that promote freight mobility and reduce Greenhouse Gas (GHG) Emissions.
- Position CDOT for future funding and grant opportunities while leveraging freight investments via the National Highway Freight Program (NHFP) dollars.
- Avoid duplication or conflicting freight-related efforts at CDOT and identify efficiencies wherever and whenever possible



Freight Branch Program Priorities

The Colorado Freight Plan (CFP) adopted by the TC in March 2019 provides much of the construct for the Freight Strategic Plan. The CFP Goals, Strategies, and Emphasis Areas serve as a pillar for freight activities and key initiatives.



Enhance safety
and security for
commercial
carriers



Improve
mobility and
efficiency of
goods
movement



Improve
economic
vitality and
industry
competitiveness



Improve
sustainability
and reduce
environmental
impacts



Maintain
the system



COLORADO FREIGHT PLAN (CFP) UPDATE

- FHWA approved Fast Act Compliant Plan - March 2019
- CFP Update Scheduled for FY 2022
- Will include Statewide and Regional Levels of Analysis of Goods Movement





Branch Activities and Key Initiatives

Safety & Mobility

The Strategic Freight Plan provides connectivity to many of the strategic activities that were started under the Freight Office and are important to continue to ensure the now Freight Branch's success, while highlighting future opportunities as well.

Sample Safety & Mobility Activities include:

- Mountain Rules (Truck Safety) Campaign
 - Award winning truck safety video developed
 - Winter and summer safety video series planned for FY 22
- Freight Website (One Stop Shop)
 - Self-serve Trip Planning (Mobility activity)





Branch Activities and Key Initiatives

Maintenance & Economic Vitality

Sample Maintenance & Economic Vitality Activities Include:

- Weigh-in-Motion (Maintenance activity)
- Freight Industry Sector Partnership (Economic Vitality activity)
 - Registered Freight CDL Apprenticeship Program





Branch Activities and Key Initiatives

Sustainability

Sample **Sustainability** Activities Include:

- Greenhouse Gas Emissions Reduction Strategies:
 - Electrification Activities
 - Clean Truck Strategies
 - Routing Efficiencies
 - Timber Structure Bridge enhancements
 - Smart Way Affiliation
 - CDOT First DOT to Participate

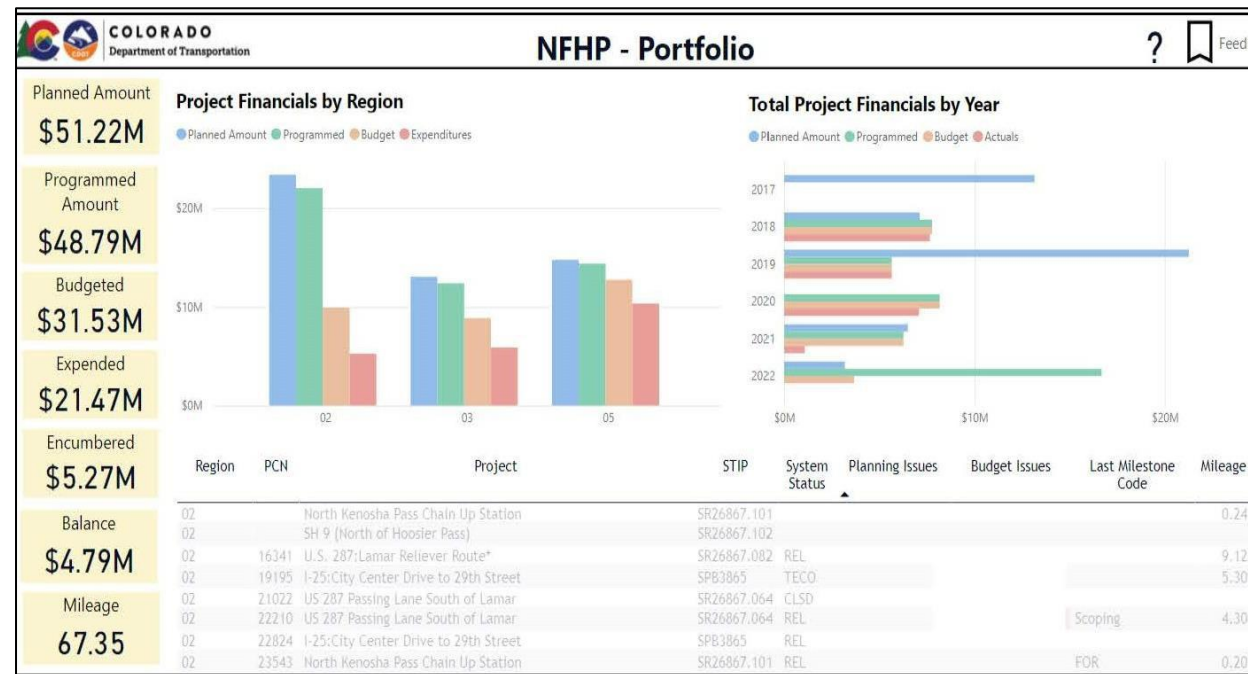




National Highway Freight Program (NHFP)

NHFP/FIP PROGRAM ADMINISTRATION & PROJECT SELECTION GUIDANCE DOCUMENT

- New Project Selection Process being beta tested for future
- New Monitoring and Evaluation Process for tracking projects in progress





Guidelines for Branch Coordination with FAC

All FAC work is guided by their Annual Work Plan

Forming Subcommittees Currently Surrounding:

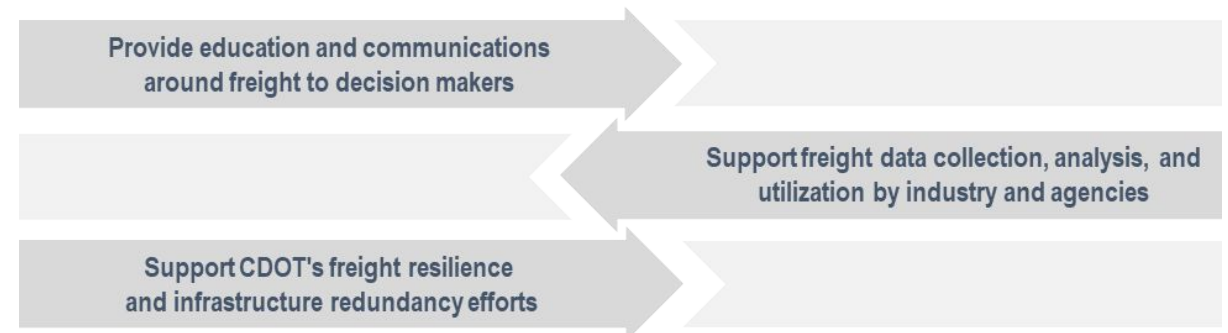
1. Providing education and communication around importance of freight in decision making
2. Supporting freight data collection, compilation, analysis, and utilization by industry and agencies
3. Supporting CDOT freight resilience and redundancy planning

Colorado's Freight Vision
Colorado's multimodal freight system will support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight

Colorado's Freight Goals



FAC Work Plan Priority Actions, 2021-2022





FREIGHT BRANCH STRATEGIC PLAN CONCLUSION

An Eye Towards the Future

- This Strategic Plan serves as a foundation to the vision and goals that will continue to guide the establishment of a Freight Branch
- Promotes a seamless transition from Office to Branch.
- The Plan allows flexibility to shift goals, strategies, and activities addressing:
 - Evolving executive leadership priorities
 - Current and relevant freight needs
 - New technology
 - Federal and State legislation
- CDOT sees continued collaboration and coordination both internally and externally with valued freight industry stakeholders, while staying focused on the overall mission of CDOT and the Branch.



Thank You!

Questions?

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Freight Mobility & Safety Branch

DRAFT: Strategic Plan

October 2021



COLORADO

Department of Transportation

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BACKGROUND

In January 2020, the Colorado Department of Transportation (CDOT) under Executive Director Shoshana Lew's leadership, demonstrated the value it places on the freight industry and its key stakeholders by establishing the Freight Office. The Freight Office prioritizes safe and reliable mobility to support the efficiency of supply chains essential to Colorado's economic well-being.

On June 17, 2021, SB 21-260 codified in State law the creation of a Division of Transportation Development Freight Mobility and Safety Branch (Freight Branch) further elevating the importance of freight within the Department.

With this new legislation and the creation of the Branch came the requirement to develop a Freight Mobility and Safety Strategic Plan for the Branch that highlights the following:

- Vision and Goals
- Key Priorities for all freight-related programs, activities, and projects
- Guidelines for Coordination between the Branch and the Colorado Freight Advisory Council (FAC)

I. BRANCH VISION AND GOALS

While the establishment of the Freight Branch is new, the key philosophic approach that has driven freight policy and planning over the past year and a half will remain a constant to ensure continued success. The key to this success is collaboration and coordination between Planning and Operations. Merging freight operations and freight planning supports freight safety and mobility efforts. The synergies created by this approach avoid duplication of efforts, maximize the usage planning and operations tools, identify new data sources for better planning, and foster a divergent stakeholder input process.

The Branch's Vision *is to create an environment that proactively fosters Department-wide and external partner freight coordination and collaboration to promote the efficient movement of goods and services.*

The successful implementation of any Vision is to rely heavily on clearly articulated goals. The goals of the Branch are the following:

- Establish a framework for Freight Policy at CDOT
- Provide strategic direction on freight planning efforts and operational activities
- Raise awareness of the importance of freight movement in Colorado
- Foster and strengthen relationships with private industry and planning partners
- Work closely with other state and federal agencies with like missions to enhance educational opportunities around safety awareness to leverage efforts and maximize benefits
- Consider opportunities and strategies that promote freight mobility and reduce Greenhouse Gas (GHG) Emissions.
- Position CDOT for future funding and grant opportunities while leveraging freight investments via the National Highway Freight Program (NHFP) dollars.
- Avoid duplication or conflicting freight-related efforts at CDOT and identify efficiencies wherever and whenever possible

PRIORITIES FOR FREIGHT-RELATED PROGRAMS

The following sections highlight a few key freight-related programs, activities, and projects that are by no means comprehensive but provide a sense of where the Freight Branch (formerly Office) has and will continue to focus its efforts. To set forth a framework for prioritizing Freight Branch programs and investments, the Freight Branch looks to the Colorado Freight Plan (CFP) for guidance. The CFP also identifies measurable strategies, positions CDOT for National Highway Freight Program (NHFP) and other grant funding opportunities, and paves the way for future partnership opportunities. The Colorado Freight Plan set forth the following goal areas that guide Freight Branch priorities:



- Enhance safety and security for commercial carriers
- Improve mobility and efficiency of goods movement
- Improve economic vitality and industry competitiveness
- Improve sustainability and reduce environmental impacts
- Maintain the system

Additionally, the Freight Branch works extensively to ensure seamless operations and permitting processes for freight highway users to further support freight safety and mobility. Improvements include a [one-stop-shop freight website](#), data sharing resources, and freight project engineering services such as cost estimation and value engineering.

COLORADO FREIGHT PLAN AND UPCOMING UPDATE

The Fixing America's Surface Transportation (FAST) Act of 2015 requires State DOTs to develop a State Freight Plan to be eligible for National Highway Freight Program (NHFP) funding and to leverage other funding opportunities. The FAST Act also stipulates that States must update their freight plans every five years.

As part of CDOT's development of its first FAST Act-compliant plan, CDOT collaborated with transportation planning partners, regional economic development organizations, industry associations, private businesses, and an array of other stakeholders to understand freight needs, movements, issues, and challenges. The CFP provides short-term actions and long-term guidance for CDOT. The strength of the CFP does not arise from the words captured in the document but from the direct and ongoing engagement of stakeholders who care deeply about Colorado and recognize how critical freight is to the state. Together, agency and industry partners helped to craft the strategies, critical issues, and key implementation opportunities.

To ensure that the goals and priorities of the Branch remain relevant and continue to meet the needs and priorities of the state and federal requirements, the Freight Branch will begin the update cycle of the CFP in mid-2022.

With newly available information, data, and proven pilot projects, the next CFP will be better primed to take a more detailed look at freight safety and mobility from a regional level and will focus on in-depth issues that are more challenging and complex, such as short-term and long-term technology inroads and their potential impacts to freight safety and mobility. For example, the advent of electric and automated vehicle technology will have enormous implications on freight movements and infrastructure needs such as parking, chain-up stations, and refueling. The next plan cycle offers the Freight Branch the opportunity to evaluate how these shifts might impact freight investment emphasis areas and overall priorities.

II. FREIGHT BRANCH ACTIVITIES AND KEY INITIATIVES

To implement the Freight Branch Vision -- elevating the importance of freight at the Department, promoting the nexus between freight planning and operations, and incorporating freight in all things CDOT-- the Freight Branch will continue to collaborate both internally and externally with key stakeholders in identifying activities, initiatives, and strategies that support the Vision. The following section is organized by CFP Goal Areas and provides a few example strategies for each.

GOAL AREA 1: ENHANCE SAFETY AND SECURITY FOR COMMERCIAL CARRIERS

SAFETY STRATEGIES:

Commercial Vehicle Safety

ACTIVITIES:

Truck Parking Public Private Partnerships (P3) Peer Exchange

In collaboration with the FHWA Local Division, FHWA's Office of Freight Management and Operations, and FHWA's consultant team at the Volpe Center, the Freight Branch conducted a Peer Exchange with other state DOTs to learn their strategies and innovative ideas in addressing truck parking challenges. Six state DOTs participated including Illinois, Minnesota, South Dakota, Utah, Idaho, California, and Ohio.

Key Takeaways:

- CDOT is certainly not alone - there is no one solution to this problem
- Many states rely on rest area expansions to meet truck parking demands
- Funding remains the key challenge

Mountain Rules Campaign

As part of CDOT's Whole System -- Whole Safety initiative, *The Mountain Rules* Campaign is a strategic safety partnership between CDOT and the Colorado Motor Carriers Association, the Colorado State Patrol, and in-cab driver alert providers PrePass Safety Alliance and Drivewyze. This campaign, the first of its kind for Colorado, is a comprehensive safety-focused effort designed to inform and educate in-state and intra-state trucking companies and drivers of the challenges of driving in Colorado's mountains. *The Mountain Rules* is an industry-informed effort. Using a focus group with the help of the Colorado Motor Carriers Association, CDOT was able to identify the best approach for providing alerts,

including the timing of advance notifications, locations and frequencies for reminders, and the type of alerts (audio and/or visual). Driver alerts are subscription-based and include in-cab driver alerts that notify drivers of steep grades, locations of runaway truck ramps, and areas for brake check and cooling.

Truck Safety Video Series

In December of 2020, the Freight Branch released the first [Mountain Rules Truck Safety Video](#) to educate truckers on the challenges and best practices for safely traveling the Interstate 70 Mountain Corridor. The video includes information on potential hazards truckers may face driving the corridor year-round, including sudden weather changes such as heavy snowstorms, high winds, poor visibility, and avalanches - along with rockfall, wildlife, and wildfires. CDOT was awarded the 2021 National Communications Award for the video.

Building on the success of this first video, the Freight Branch is working on three new videos that delve deeper into topics surrounding winter driving (chaining up), summer driving (avoiding hot brakes and truck fires), and construction site safety.

GOAL AREA 2: IMPROVE MOBILITY AND EFFICIENCY OF GOODS MOVEMENT

MOBILITY STRATEGIES AND ACTIVITIES:

Freight Permitting and Operations

A key role of the Freight Branch is issuing permits and ensuring smooth and seamless freight operations. To this end, the Freight Branch issues more than 60,000 oversize and overweight permits annually, generating approximately \$40 million in CDOT revenue over the past five years. In addition, the Freight Branch administers the hazardous materials routing designation process and issues hazmat and nuclear transport permits.

The Freight Branch also coordinates with CSP on freight safety- and mobility-related regulations and enforcement, collects and shares data on the operations of freight movement in Colorado, plans and maintains freight infrastructure such as weigh-in motion, chain stations, and truck parking facilities to ensure that operations for freight highway users run as smoothly and efficiently as possible.

Freight Website

In early 2020, the Freight Office built a [new website](#) to improve communications to the industry, permit holders, and internal stakeholders. This website will continue to receive improvements and will be managed by the Freight Branch Staff. The GIS mapping work that was completed for this website will be a key way to communicate safety-sensitive information such as road construction restrictions, weather closures, roadside freight assets, and much more. The new [CoTrip website](#) also has a Freight landing page that appropriately guides users to the Freight website. The Freight Branch will continue to work with the Communications and Traffic Operations teams to keep the information up-to-date and pertinent.

Freight Mobility Analysis

As part of the next CFP update, the Freight Branch will conduct an analysis of freight mobility trends at the statewide and regional levels impacting the state using recently purchased 2019 TranSearch data. The analysis will consider shifts in commodity flows, freight flows, land use trends, shifts in technology, key origins and destinations, and national and state freight trends. The data-driven trend

analysis, coupled with extensive stakeholder outreach, will be used to identify economic development and transportation linkages that will inform the CFP.

Freight Performance, Reliability, and Bottlenecks

The Freight Branch tracks truck travel time reliability (TTRI) on Interstates through continuous performance management processes required by USDOT and CDOT. Targets have been established to maintain reliable travel times for commercial vehicles. To better identify truck bottlenecks impacting TTRI, the Freight Branch performed a unique analysis of potential truck bottlenecks in the Colorado Freight Plan by using INRIX data to identify top bottlenecks on state highways and correlate them with corridors with significant truck traffic. This analysis will be updated as part of the next CFP update. The Freight Branch has also coordinated with the Texas Transportation Institute to analyze INRIX data and identify the top congested corridors in Colorado with significant truck delay and travel time reliability challenges. Together, these data analyses will be used to inform freight projects and improve TTRI going forward.

Truck Parking Information Management Systems (TPIMS)

Truck parking accessibility has long been a key need for the Colorado freight industry and is a top safety, mobility, and resiliency priority for CDOT and our stakeholders. To improve truck parking accessibility, the Freight Branch utilizes intelligent transportation systems (ITS) and communications technologies to communicate truck parking availability in real-time. Truck Parking Information Management Systems (TPIMS) are currently being utilized in four locations in eastern Colorado. These systems track the number of available parking spaces at each location and then communicate that availability to truckers through roadside signage or onboard software applications. These systems are increasingly crucial for drivers to efficiently find a safe place to park for their mandatory rest time. The Freight Branch will continue to look for funding and opportunities to expand and maintain the statewide TPIMS system and connect with our neighboring states to connect to networks that continue to grow around the country. Collaboration with our neighboring states and integrating with new technology will put us in the best situation to apply for grants and drive down development and maintenance costs. As we find innovative solutions to increase capacity and accessibility to truck parking, we will also promote opportunities to team up with the Innovative Mobility branch and look for electrification and multi-modal opportunities.

Hazardous Materials Routing Policy & Procedures

In 2021, the Freight Branch began the process of updating Policy Directive 1903.0 and Procedural Directive 1903.1 on Hazardous Materials Routing, which detail the policy and process CDOT must follow when considering changes to Hazmat Routes on CDOT-owned facilities and when responding to requests for comments or analysis by the Colorado State Patrol for Hazmat Route change requests on non-CDOT owned facilities. These directives, once updated, will enhance mobility and the efficient movement of goods throughout the state by clarifying the roles and responsibilities of the newly created Freight Mobility and Safety Branch and other Department personnel involved in the Hazmat Routing process, and establishing a new organized and structured process by which the Department can respond to requests for comments by the Colorado State Patrol.

GOAL AREA 3: IMPROVE ECONOMIC VITALITY AND INDUSTRY COMPETITIVENESS

ECONOMIC VITALITY STRATEGIES AND ACTIVITIES:

Colorado Inland Port Study

This study seeks to understand CDOT's role and responsibilities if an inland port is planned and

implemented in Colorado. The intent is to understand the impacts and challenges associated with the operation and maintenance of an inland port on the transportation system. Study components include researching examples and best practices, stakeholder engagement approaches, and conducting a form of engagement planning with industry, public and private entities, governmental agencies, and elected officials.

Freight Industry Sector Partnership

Truck driver recruitment has long been a key challenge facing many freight businesses in Colorado. Competing demand from other industries, high employee turnover rates, fewer young workers entering freight and logistics occupations, and the pending retirement of a significant portion of the workforce are just a few issues driving the long-term shortage of skilled commercial vehicle drivers. For this reason, Colorado's Freight Advisory Council (FAC), in collaboration with CDOT, and the Colorado Workforce Development Council (CWDC) have been working collectively to address this issue through a Freight Industry Sector Partnership. This is the first transportation-focused Sector Partnership to be established in Colorado. The Freight Industry Sector Partnership launched in June 2020 and has been very successful to date even amid the pandemic.

During the past year and a half, three working groups comprised of freight industry stakeholders, supporting partners, and businesses have collaboratively worked together with strategic direction from CDOT's Freight Branch and the CWDC to develop collateral materials and programs to help address issues associated with Talent and Recruitment, Marketing, and Career Pathways. A full Sector Partnership meeting will be held in December to discuss implementation with business and supporting partners on the best way to leverage these tools, identify the respective recipients of this information, and mechanisms for distribution. Examples of the collateral include: the rejuvenation of the Colorado Delivers Brand with Marketing Collateral, the Freight Career Pathway Development and Infographic, and the CDL Apprenticeship Program.

Collaboration with the Office of Economic Development and International Trade (OEDIT)

Recognizing the important connection between freight and the economic vitality of the state, CDOT engaged OEDIT during the development of the CFP and this important relationship continues today. CDOT works with OEDIT to better understand the transportation needs of new businesses coming into Colorado or others relocating to various parts of the state.

GOAL AREA 4: IMPROVE SUSTAINABILITY AND REDUCE ENVIRONMENTAL IMPACTS

SUSTAINABILITY STRATEGIES:

Greenhouse gas (GHG) reduction and autonomous truck technologies will continue to be a focus for the branch. We will be forward-thinking, innovative, and supportive of the successful transition as it occurs within the market. CDOT in collaboration with industry and other agencies is discussing Clean Truck strategies with would include a phased transition.

ACTIVITIES:

Electrification Opportunities

As Greenhouse Gas reduction efforts grow, the Freight Branch will continue to work with the Office of Innovative Mobility to promote electrification opportunities, engage in collaborative research efforts, and serve as a resource in developing effective policies and regulations. In addition, as part of the Truck Parking P3 project, CDOT and its partners will explore opportunities for truck electrification with the private sector.

Routing Efficiencies

Besides the change to electrification or other zero or reduced emissions trucks, the Freight Branch will continue to focus on routing efficiencies to reduce overall commercial motor vehicle (CMV) vehicle miles traveled (VMT) and the emissions impacts that come with those operations. With a focus on infrastructure enhancements such as the timber structure reinforcement and the repair or replacement of weight-restricted structures, we will be able to eliminate long detours created by these barriers on freight routes.

SmartWay Affiliation

To further support the sustainability of freight movements in Colorado, the Freight Branch is committed to pursuing strategies that support crosscutting sustainable practices among freight carriers, shippers, and industry partners. To further these efforts, CDOT became the first DOT to participate in the EPA SmartWay Affiliate program. As a SmartWay Affiliate, CDOT is responsible for educating its partners and supporting private sector efforts to improve freight sustainability at a statewide level.

GOAL AREA 5: MAINTAIN THE SYSTEM

MAINTENANCE STRATEGIES AND ACTIVITIES:

Weigh-in-motion Systems

To promote safety and protect the state's infrastructure, the Freight Branch will work to enhance and maintain the weigh-in-motion systems throughout the state and look to enhance their data collection capabilities which will open many doors for CDOT to enhance our truck safety systems. These enhancements will allow for more effective communication around hazards, restrictions, and warnings to help drivers make better decisions in real time. The Freight Branch is currently utilizing NHFP funds to repair, replace, and enhance our weigh-in-motion and data collection capabilities. These enhancements will be a strong foundation for future opportunities to improve our freight safety program statewide.

Asset Management

The Hybrid Approach recently used for the FY21 Call for NHFP Projects, identified asset categories that have a direct freight nexus and are either currently underfunded or do not have a direct funding source (e.g., timber structure bridges, weigh-in motion stations, port of entry (POE) and metro chain up stations) that could benefit from NHFP funding. Based on the success of this approach, the NHFP Program Administrator, with approval from CDOT Executive Leadership, will continue this approach for future rounds of funding. These underfunded asset categories will be allocated a set-aside funding amount to continue improvements that will make a meaningful impact. The remaining funds will be allocated via the general HQ and Region call for projects.

The continued benefits of this approach will include but not be limited to the following:

- Selects spot improvement projects based on criteria and data.
- Provides funding of assets (repair, etc.) that typically do not have a dedicated funding source.
- Provides for assets of like nature to be prioritized and funded.
- Accelerates the funding of these assets resulting in a more immediate realization of freight safety and mobility benefits and results.
- Accelerates project development and delivery; etc.

- The development of a dashboard displaying the benefits realized from this approach can serve as a great tool in demonstrating to stakeholders the wise choices that are being made under the NHFP administered by CDOT.

III. FREIGHT PROJECTS

BACKGROUND OF THE NATIONAL HIGHWAY FREIGHT PROGRAM

The National Highway Freight Program (NHFP) was created within the Fixing America's Surface Transportation (FAST) Act following substantial increases in freight movement resulting from economic growth and expanded global trade over the past few decades. The growth in freight transportation demand, along with growing passenger demand, has caused congestion in many parts of the transportation system, making freight movements slower and less reliable. With its enactment in 2015, the FAST Act directed Federal surface transportation funds specifically toward highway segments and other projects deemed most critical to freight movements for the first time.

The FAST Act authorization included authorization of five years of Federal funding for the NHFP. The NHFP is a formula-based funding program, from which Colorado received approximately \$105 million in combined funding between FY2016 and FY2021. Those funds have been programmed in previous award cycles to projects targeted to improve the performance and condition of Colorado's surface transportation system for freight movement. NHFP funding authorized in the 2015 FAST Act is scheduled to expire on September 30, 2020, and further funding is anticipated in the Act's reauthorization in 2020.

NHFP GUIDANCE DOCUMENT

The 2019 Colorado Freight Plan serves as the basis for applying, selecting, and awarding projects funded by National Highway Freight Program (NHFP) dollars. At CDOT, NHPF is the only dedicated source of funding for freight projects. This competitive award program provides the opportunity for CDOT Headquarters and Region staff, in collaboration and coordination with key freight stakeholders, to submit projects for ranking and potential selection and for CDOT to invest its program funds in projects which promote freight safety and mobility.

CDOT has developed an NHFP Guidance Document to provide a user-friendly and consistent guide to Colorado's NHFP program for the administrator of the program and competitive award applicants. This guide provides clarity and transparency into the criteria and priorities that guide NHFP project scoring and selection and provide tools and training to aid the applicant in developing and proposing the most competitive and valuable candidate freight projects.

For the program administrator, the guide aids in facilitating an awards process for the NHFP program that supports the alignment of clearly defined project selection criteria to program goals and performance measures. It outlines an ongoing freight planning process and timeline that allows more time for key stakeholder engagement, continuous communication, and enables the program to adapt to shifting internal priorities.

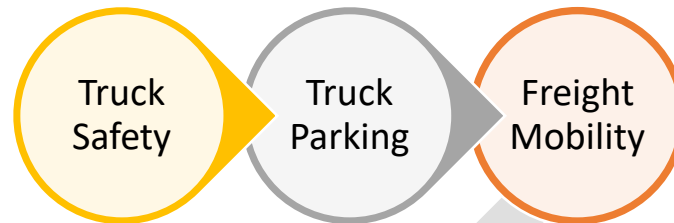
ELIGIBLE NHFP PROJECTS

To be eligible through the NHFP, projects must meet the FAST Act program criteria listed in the federal regulations, as follows. Funding eligibility covers all investments that carry out one or more of the following [23 U.S. Code § 167]:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other pre-construction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 of MAP-21 [23 U.S.C. 137 note].
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project to improve the flow of freight on the National Highway Freight Network (NHFN)
- Carrying out diesel retrofit or alternative fuel projects under section 149 for class 8 vehicles

In addition, each fiscal year, up to 10 percent of NHFP funds may be used for intermodal or freight rail projects, including improvements located within public or private facilities, that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.

The Freight Branch will continue to lead a collaborative process involving both private and public stakeholders of our freight transportation system to explore the goals of the CFP and determine the focus of the NHFP’s investment efforts. The following are the current **key emphasis areas** that emerged as the critical investment needs for the NHFP program:



MAXIMIZING NHFP DOLLARS AND LEVERAGING ASSETS – THINKING OUTSIDE THE BOX

For the most recent call for NHFP Project Selection for FY21, the Program Administrator employed a Hybrid Approach. This included developing statewide pools for freight assets categories that are underfunded or do not have a direct funding source. This helps to ensure that these assets do not go into disrepair and are upgraded to promote freight safety and mobility. These assets included:

- Timber Bridge Structures
- Weigh-in Motion Stations at the Port of Entry
- Chain up and Chain down in the Metro area

The remaining funds were allocated via a General Call for Projects with CDOT HQ and CDOT Regions.

The continued benefits of this Hybrid Approach will include but not be limited to the following:

- Selects spot improvement projects based on criteria and data.
- Provides funding of assets (repair, etc.) that typically do not have a dedicated funding source.
- Provides for assets of like nature to be prioritized and funded.
- Accelerates the funding of these assets resulting in a more immediate realization of freight safety and mobility benefits and results.
- Accelerates project development and delivery; etc.
- The development of a dashboard displaying the benefits realized from this approach can serve as a great tool in demonstrating to stakeholders the wise choices that are being made under the NHFP administered by CDOT.

COLORADO FREIGHT INVESTMENT PLAN (FIP)

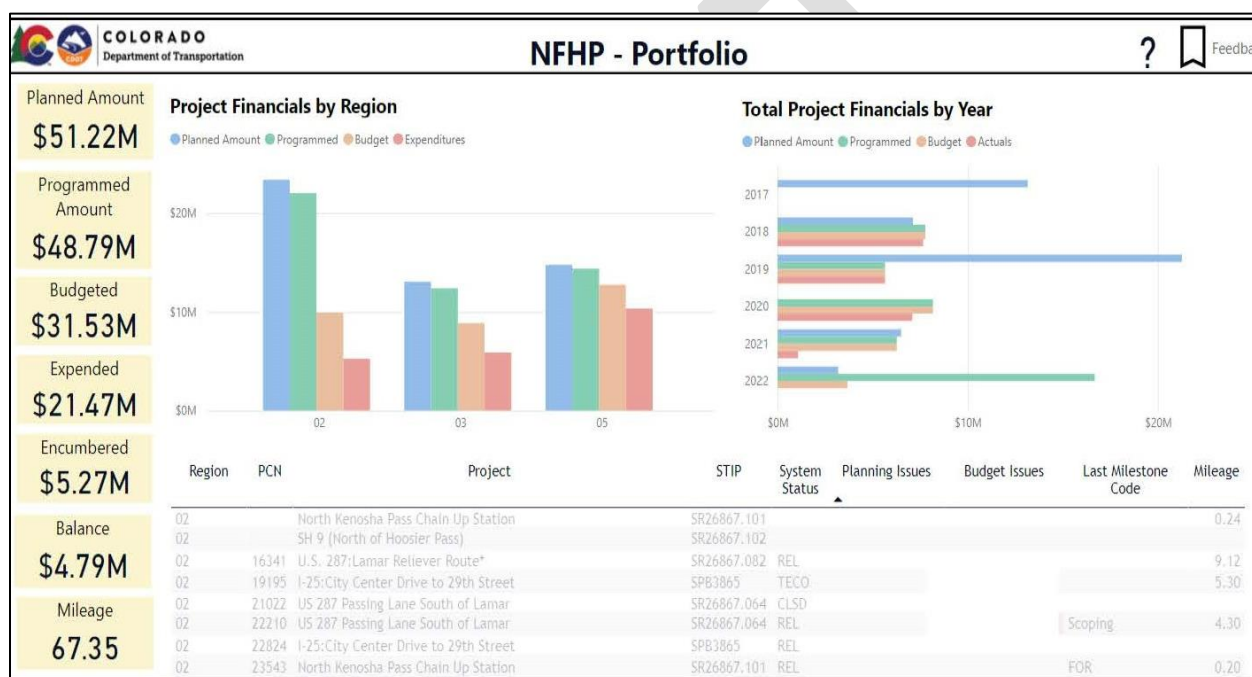
Once projects have been selected, the program administrator is responsible for the required administrative tasks of updating the fiscally constrained FIP document to include the recently selected projects and coordinating with FHWA’s Local Division to obtain FHWA DC approval.

PROGRAM MONITORING FOR SUCCESS

To comply with 23 U.S. Code § 167 and ensure the NHFP project selection process continues to advance the goals of the Department, project managers are required to provide periodic project reports and adhere to performance criteria.

The program administrator periodically monitors the status of each project from inception to closeout. In recognition of the differing requirements and timelines connected with study and planning projects versus design or construction projects, a unique set of reporting requirements and distinct reporting forms for these project types were established.

Recently staff coordinated with the Project Reporting and Transparency Office (PRTO) during the initiation and beta testing of a monitoring and evaluation process for the NHFP. Using the Power BI platform, the PRTO Program created a reporting tool in response to requests from Region PRTO Representatives, Region Planners, and Project Managers and Engineers to develop a real time centralized source of project data. Data from the tool can be used to create Dashboards for internal and external consumption to report on the health of the NHFP Program. The graphic below depicts a sampling of the information that can be extracted using the reporting tool. As the tool continues to be refined, additional ways to report on the health of the NHFP Program will be added.



FREIGHT PROJECTS IN THE 10-YEAR VISION PLAN AND STRATEGIC PROJECT PIPELINE UPDATE

Since a majority of projects for years 1-4 of the 10-Year Vision Plan and Strategic Project Pipeline (part of the 2045 Statewide Transportation Plan) have been completed, CDOT planning staff is working with CDOT Regions, planning partners, and others to confirm and prioritize the 5-10 year list of projects which would be the next focus of CDOT improvements given sufficient funding. Recognizing the importance and opportunity for freight elements to be a highlighted focus of some projects, freight staff have developed an approach to highlighting freight elements for these years 5-10 projects that will demonstrate and convey to freight stakeholders CDOT’s commitment to enhancing freight mobility and safety.

IV. GUIDELINES FOR COORDINATION BETWEEN THE BRANCH AND FREIGHT ADVISORY COUNCIL (FAC)

FAC COMPOSITION

The Colorado Freight Advisory Council (FAC) is an autonomous group of freight stakeholders that advise CDOT and other organizations on the needs of the transportation system in Colorado pertaining to freight and commercial transportation. Please go to [FAC Membership](#) for a current list of the FAC members. The FAC provides guidance on policy and planning level activities and identifies strategies and tactics to address the operational needs of the system. FAC members represent a cross-section of freight industry stakeholders.

FAC CREATION REQUIREMENTS

Federal Freight Planning Regulations

In December 2015, the Federal Highway Administration passed the Fixing America's Surface Transportation (FAST) Act. This legislation encouraged each state to establish a freight advisory committee consisting of a representative cross-section of public and private freight stakeholders. The legislation also laid out the following role of a state freight advisory committee to –

- “serve as a forum for discussion for State transportation decisions affecting freight mobility;
- communicate and coordinate regional priorities with other organizations;
- promote the sharing of information between the private and public sectors on freight issues; and
- participate in the development of the freight plan of the State.”

Before the passage of the FAST Act, CDOT - in recognition of the importance of engaging with the freight industry - had already started the work needed to form a FAC during early 2015. The FAST Act only confirmed CDOT's work in creating a FAC was appropriate and timely.

FAC'S PURPOSE

FAC Mission and Goals

FAC Mission

The FAC will serve as a forum for the private sector, that meets quarterly or as needed, to advocate for commercial transportation needs, influence transportation policy, and collaborate with partners to develop a transportation system that supports the economic vitality of Colorado by providing for the safe, efficient, coordinated, and reliable movement of freight.

FAC Goals

- Advise CDOT on freight-related issues, priorities, projects, and funding needs.
- Educate the public and other stakeholders on the importance of freight, its connection to the economy, and its reliance on the transportation system.
- Promote initiatives and strategies to improve freight safety.
- Serve as a forum to discuss opportunities and strategies to influence freight-related decisions.
- Seek opportunities for leveraging partnerships to improve freight movement.
- Collaborate with other agencies and organizations on data and information sharing to promote informed decision-making.

- Identify short and long-term initiatives that will benefit the freight industry and promote a healthy transportation system.
- Advise CDOT and other public organizations during transportation planning efforts.
- Advise CDOT Staff on National Highway Freight Program (NHFP) Project selection.
- Advise CDOT staff on rail-freight issues and opportunities, including freight-related grants and loans.

FAC STANDARD OPERATING PROCEDURES

FAC Governance and Charter

When the FAC initially formed they recognized the need to identify rules of engagement to ensure members understand the commitment required for participation. The FAC Charter serves as the rules of engagement for the FAC. For a copy of the recent FAC Charter go to [2020 FAC Charter](#).

Key Terms of FAC Engagement outlined in the Charter stipulate:

- Elections are held every two years to elect a FAC Chair and Vice Chair
- New members require approval of the FAC Steering Committee
- The FAC meets Quarterly
- The FAC Steering Committee meets Monthly
- There are non-freight industry members who are ex-officio, with no voting privileges, and freight industry representatives who are voting members.
- Two Statewide Transportation Advisory Committee (STAC) members are also members of the FAC

Other components of the Charter outline how voting occurs, how decisions are made, membership attendance and other rules of engagement requirements, etc.

A FAC Steering Committee, a subgroup of FAC members (described in more detail below), meets monthly to approve FAC Actions in between the FAC quarterly meetings as needed.

A FAC election is anticipated to occur sometime in mid-2022 at which time the FAC Charter will be evaluated for potential revisions.

FAC'S KEY WORK ITEMS

FAC's FY 21-22 Work Plan

The FAC work plan serves and is structured as an implementation tool for the 2019 Colorado Freight Plan (CFP) and the 2018 State Freight and Passenger Rail Plan (SFPRP). Key goals and strategies within those statewide plans are reflected in the FAC Work Plan with priority implementation actions identified within each goal area based on consensus agreement among FAC members. Continued support from the FAC is critical to achieving Colorado's vision for effectively moving people and goods.

The FAC will continue to develop work plans on a regular and recurring basis to guide the organization, activities, and engagement of industry members. The Work Plan is a living document that will be continually updated and refreshed with input from the FAC Steering Committee and full FAC members. It is intended to provide clear direction, communication, and accountability for the FAC, and Colorado's vision for effectively moving people and goods.

The FAC Work Plan includes brief overviews of the FAC mission and goals and lists the current FAC members. In addition, a FAC meeting calendar with anticipated meeting dates, locations, and times is provided that includes other information such as:

- Meeting Themes
- Potential Topics and Agenda Items
- Guests and Speakers
- Site Visits
- Priority Initiatives and Activities to Report

Colorado's Freight Vision
 Colorado's multimodal freight system will support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight

Colorado's Freight Goals



FAC Work Plan Priority Actions, 2021-2022



Priority Actions Identified in the FAC FY 2021-2022 Work Plan

FAC Priority Actions are in alignment with CFP goal areas and information outlined for each priority action includes:

- Implementation Steps
- Anticipated Outcomes
- Examples of Key Deliverables

The priority actions from the most recently adopted FAC Work Plan include:

1. **Provide education and communication around the importance of freight in decision making**
2. **Support freight data collection, compilation, analysis, and utilization by industry and agencies**
3. **Support CDOT freight resilience and redundancy planning**

The approach to implementing these three priority actions for FY 2021-2022 is to form three Implementation Working Groups - one for each priority action. More specifically, the plan is to have FAC members champion and participate in a series of ongoing working groups to lead conceptual development, coordination, and material and messaging development to support priority actions. Working groups will be supported by CDOT. Working groups will be organized in 2021 on a rolling basis and with a consistent set of targeted meetings and agenda items.

[CDOT Support of the FAC and FAC Work Plan Implementation](#)

It is important to note that CDOT Freight Branch staff provide the strategic direction required to accomplish the development of the Work Plan and implement the tasks outlined in the Freight Work Plan. This also includes the help of consultant support for the FAC Work Plan development, FAC and FAC Steering Committee meeting preparation that includes agenda setting, meeting facilitation, and compiling associated meeting materials (presentations). The last adopted FAC Work Plan may be found at [FAC FY 2021-2022 Work Plan](#).

FAC'S ALL HANDS ON DECK APPROACH

[FAC Steering Committee](#)

A subgroup of the FAC is the FAC Steering Committee that meets monthly to do what they like to refer to as “the heavy lifting.” This dedicated group of Steering Committee members typically commit to monthly meetings/working sessions to do a deeper dive into time freight issues and topics, brainstorm on strategic direction and approach, and decide on certain time-sensitive matters. The Full FAC receives reports from the FAC Steering Committee to keep up to date on the Steering Committee activities and approves FAC decisions as stipulated in the FAC Charter.

The Freight Branch will provide support to the FAC Steering Committee in the form of agenda preparation, meeting coordination, and gathering any pertinent information.

[CDOT FAC Support](#)

The Freight Advisory Council (FAC) and FAC Steering Committee are very important collaborators for the Freight Office related to freight planning, operations, and maintenance, as they provide meaningful input to the Department for freight-related investment decisions. This partnership intends to continue seamlessly during the transition from the CDOT Freight Office to a Freight Branch and for the FAC to carry on and flourish.

OTHER FREIGHT STAKEHOLDER ENGAGEMENT ACTIVITIES

CDOT's Freight Branch will continue to be focused on furthering market opportunities for freight-reliant businesses in Colorado by improving mobility and efficiency, addressing critical near-term needs and issues, enhancing economic competitiveness, and aligning resources and planning processes.

The Freight Branch and key freight stakeholders, both internal and external, will benefit greatly from the direct and ongoing engagement. These stakeholders deeply care about Colorado and recognize how critical freight is to the state and its economy. One common goal of the Freight Branch and stakeholders is the commitment to making it easy to do business and move goods throughout Colorado.

Through ongoing freight planning efforts and initiatives, the Branch sees exciting opportunities that will raise awareness of the importance of freight movements to local and regional economies and will address critical issues such as truck parking, goods delivery in urban areas, rural freight connectivity, safety improvements, and create efficiencies across the entire multimodal transportation system. Future actions will not be possible without the continued energy, support, and commitment of businesses and agencies working together to ensure that CDOT makes wise decisions related to investments that enhance freight movement in Colorado. Continued education and collaboration with regions, stakeholders, and partner agencies will be essential to the future success of the branch. The Freight Branch will continue to work closely with the State Patrol, regional traffic engineers, communications, the industry, ITS, and others to research, design, and deliver safety technology enhancements on our roadways.

CMCA/CDOT COORDINATION

The Colorado Motor Carriers Association and CDOT have been fortunate to form a strong partnership. CDOT Executive Director Lew's work with CMCA President, Greg Fulton has been instrumental in encouraging this strong partnership. Both parties recognize the importance of freight to Colorado's economy and their reliance on each other. Once a month CMCA members and CDOT staff come together for casual pizza dinners to discuss and delve more deeply, into current freight challenges and issues, that CDOT may have the capability and resources to assist or work on collaboratively. In addition, CDOT Leadership and Freight Office staff also attend CMCA Board meetings regularly.

COLORADO TRANSPORTATION COMMISSION FREIGHT, REGIONAL, AND INTERSTATE MOBILITY COMMITTEE

This Committee of the TC was created with formal members in August 2020, with their first meeting convening in October 2020 to focus on freight-related issues and challenges. The interest in this Committee was so strong that eventually, all TC members requested to become members. This Committee meets quarterly and is chaired by Commissioner, Gary Beedy. CDOT reports to the Committee on high-profile projects, key activities, and initiatives taken on by the Freight Branch and often seeks the Committee's input and guidance.

ENGAGEMENT WITH CDOT REGION STAFF

In addition to coordinating statewide efforts, the Colorado Freight Branch also works with the CDOT Engineering Regions to provide freight expertise and to ensure that freight considerations are integrated into project-level decisions and priorities. Coordination with CDOT Region staff also ensures that regional issues and expertise are better integrated into the application process related to NHFP project applications.

A key role as a headquarters support branch will be to gather, study, and share trucking data from multiple sources. This will allow the branch to provide perspective and input to the project planning stages and work closely with the regions on projects from concept to project completion. We have many examples of successful collaboration with the regions and the branch will continue to build on this momentum. The goal will be to integrate freight into project scoping, design, development, and delivery.

FREIGHT BRANCH STRATEGIC PLAN CONCLUSION

AN EYE TOWARDS THE FUTURE

This Strategic Plan serves as a foundation to the vision and goals that will continue to guide the establishment of a Freight Branch at CDOT and promotes a seamless transition from Office to Branch. The Plan was purposely written to allow flexibility if the need arises to shift goals, strategies, and activities, to address evolving executive leadership priorities, adapt to current and relevant freight needs, new technology, and federal and state legislation.

This Plan promotes continued collaboration and coordination both internally and externally with valued freight industry stakeholders while staying focused on the overall mission of CDOT and the Branch which is to provide a transportation system that facilitates the safe and efficient movement of goods.

The Transportation Commission Workshops and annual road trip took place on Wednesday, October 20, 2021, and the Regular Meeting was held on Thursday, October 21, 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.

The Transportation Commission Ad Hoc Agency Coordination Committee met on October 12 and October 19 to discuss the anticipated amendment to the Transportation Commission's planning rules to address pollution reduction.

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, October 20, 2021, 9:00 am – 11:30 am

Call to Order, Roll Call:

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

Autonomous Vehicle Demonstration (Kay Kelly and Ashley Nylan)

Purpose: The Division of Maintenance and Operations (DMO) and the Office of Innovative Mobility (OIM) conducted a demonstration available of one of the Autonomous Truck Mounted Attenuators in the CDOT HQ parking lot on Wednesday, October 20th from 11:30 am to 12:30 pm.

Action: None.

Discussion: None.

Rest Area Sponsorship Program (Hope Wright and David Fox)

Purpose: Rest area sponsorship represents the opportunity to generate non-tax revenues to supplement construction, maintenance, and operation costs to enhance the rest area experience. This workshop was to communicate the recommended approach for pursuing sponsorship opportunities for CDOT's Rest Areas.

Action: Provide feedback on proposed sponsorship program structure and policy development.

Discussion:

- Commissioner Hall noted that in the past the TC members have wondered why the Tourism Office is not doing more to help out with Rest Areas, and asked about revenue generated from the Tourist Activities roadside sign program. Hope Wright, CDOT Rest Area Asset Manager, noted they generate roughly a million dollars annually.
- Commissioner Hall – is this going to actually help with the little revenue generated? Herman Stockinger, CDOT Deputy Executive Director, noted it is not the answer to everything, but it would help. Per Hope Vail Pass Rest Area may be the best opportunity to pilot this concept.
- Commissioner Beedy supported the idea of looking at Vail Pass. He also mentioned GOCO and bike trail access improvements, etc., and asked if any grants through them could fund Rest Areas. Hope Wright responded she can look into that. Another piece at Vail Rest Area could be History Colorado could provide an educational piece – for example the history regarding water issues in Colorado and the general history in that area.
- Hope responded that Make West has been brought in and they make creative installations providing this historical information about the Rest Area.
- Commissioner Beedy also mentioned to consider bringing in wind energy sponsors like Excel, NextEra, and Enbridge as examples. There are examples in Wyoming at Rest Areas where they provide historic

types of information and how things developed in that region over time.

- Hope noted that Arriba is the second busiest Rest Area, that is located in Eastern Colorado, Commissioner Beedy's area.
- Commissioner Stanton observed that public sentiments that increasingly support enhanced safety and green projects, that wind turbines fields are great places to demo solar energy. He supported this sponsorship idea.
- Commissioner Vasquez noted that information on the wildlife crossing structure at Vail for lynx and ungulates would be good to provide at the Rest Area – use information from SH 9 wildlife crossing improvements – to demonstrate what is possible. Also building out space enough for 18 wheelers to stop is also important to incorporate into Rest Areas.
- Hope noted they refer to Truck AADT to identify truck parking needs in the area, and that she is working with the Freight Office on this issue also.
- Commissioner Bracke suggested about co-locating information with Scenic Byway promotion.
- Mike Goolsby, Region 3 Transportation Director, commented that he spoke to GOCO regarding improvements along Glenwood Canyon, and that there is potential to dovetail off of that for Vail.
- Commissioner Stuart expressed support for this program, and liked the restrictive language to avoid billboards. Staff can put together a great policy for this. Would like to see the funds garnered from sponsorship program going back into Rest Areas. Upgrades are nice, but so are opportunities for economic stimulation for surrounding communities.
- Commissioner Hart commented that he is also in support of this program. Rest Stops are a place to showcase pride in the state. There are interconnections with history and local economic development. There is potential to capture tourist dollars. This program would be a cost mitigation vs. a total offset. Information in real time is great to have at Rest Areas also, and are very helpful to the traveling public.
- Commissioner Garcia wondered if another approach would be to determine if the state statute and federal code are too restrictive. Maybe it is time to look at governing statutes and codes as another option and lobby for change. Hope noted some more flexibility in the federal code is now effective, but the state code is too restrictive. Commissioner Garcia suggested that our lobbyist could pursue this on our behalf.

Front Range Rail Request David Singer

Purpose: Increase budget and funding for Front Range Passenger Rail Service Development Planning.

Action: Transfer \$810,000 from TC Program Reserve to Front Range Passenger Rail: Project #24420. Funds will be converted for direct project charges by CDOT staff and consultant services. Another portion of \$810,000 to total \$1.62 million is proposed to take from the Multimodal Transportation and Mitigation Options Fund (MMOF) program funds.

Discussion:

- Commissioner Hall noted the TC packet information on Front Range Passenger Rail was very helpful and informative. Feels much more comfortable with this project after reviewing the packet information.
- Commissioner Stanton asked about local matches that included Trinidad, Pueblo, Fort Collins, Boulder, but Denver, and Colorado Springs, why not? David explained these were the communities that raised their hands initially. These northern communities had parallel projects that were moving forward. Commissioner Stanton noted that the larger communities should be contributing matches as we move forward and include the more southern corridor sections in the discussion. Commissioner Hart noted he pointed this out at a Rail Commission meeting also and wanted to make sure larger entities were contributing their fair share. He reminded the TC members that this project and the Rail Commission were initially spurred by work on the Southwest Chief project – and southern communities were digging into their pockets back then.
- Commissioner Hickey commented that Pueblo did step up and that the Colorado Springs and the El Paso County areas need to step up. Pueblo is smarter, is what I said, because they realize the benefits to their economy regarding this kind of infrastructure, and will come around, but it will take work to be done.

- Commissioners noted that last month they didn't see memorandum of understanding (MOU). But it is understood it better now. What comes out of MMOF if it comes out there? Commissioners were caught off guard last month. When will the ballot measure schedule to be voted on?
- David Singer responded this is the second iteration of the MOU. It gets us through the 2020 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant. No movement forward is yet planned to go into the ballot, or NEPA or eminent domain because it was considered premature, once the District forms, we will amend the agreement with this new entity.
- Jeff Sudmeier, CDOT Chief Financial Officer, responded that splitting the cost between MMOF and the TC was a good option as it would commit \$810,000 of the TC hasn't allocated yet, so it is not taking funds away from other projects or programs.
- Commissioner Stuart commented the MOU references "remaining budget" – how much is this? David Singer responded that we allocated a couple years ago to SB 228 funds, and it was \$750,000 and it's allowed for my time spent and for two or three others dedicated to modelers and planners, we have approximately \$ 147,000 remaining right now.
- Commissioner Stuart commented that in today's presentation partnerships with RTD and BNSF are highlighted, but it needs to be made clear that rail service will not be provided right away that the money (\$8 million) is for a study to see if it is possible to advance Northwest Rail. The TC wrote a letter of support for the CRISI grant, but didn't fund anything related to this. Also, the money being requested today won't be needed until February 2022, so it appears that there is no rush to appropriate our funds. Will MMOF be a state or Region allocation?
- Jeff Sudmeier noted the funds that we will be using from MMOF is the portion of funds we just received under SB 260 and 15% is the statewide portion that CDOT directs.
- Commissioner Bracke recommended adding an estimated timeline for corridor development slide to the presentation to understand funded and unfunded elements of the project. David Singer explained that the gap for 2022-2023 portion of project is \$1.62 million and that is the ask from TC for this project. Funding would stay at CDOT to fund in-house work. Housed in CDOT's project management approach.
- Commissioner Stanton asked that if we fast forward a year, will you be coming to us for another iteration of this? David Singer responded a lot of technical work will have been completed, roughly 50%, to more clearly define possibilities and that the District will be fully formed by then. CDOT is a leader in pre-NEPA Planning and Environmental Linkage (PEL) process to help move the NEPA along more quickly once it starts.
- Amber Blake, CDOT Division of Transit and Rail Director, noted that regarding the question on FTEs required to support this project, that it will be covered in more detail next month.
- Commissioner Hickey asked regarding Pueblo and Colorado Springs area plans, how will these fit into this project. Pueblo is ahead and looking at options for their portion of the rail system. Need to work with both communities, Pueblo and Colorado Springs jointly on this as part of a larger plan. Are North Front Range and AMTRAK alternatives - are they competing? David noted they are two separate routes under consideration. The AMTRAK three train proposal cost estimate is roughly \$1-3 billion. David noted refining this estimate is part of the next steps of this project over the next two years.
- Commissioner Garcia asked if they are considering options for east and west rail expansion in the long-term vision. David responded yes, the idea is this is the first phase, and also the other transit options available. Commissioner Garcia also asked if there is any funding for this in the federal infrastructure bill? David noted this is all speculative at this point, but there are continued line items in the bill for passenger rail in versions released, and it provides promise.
- Commissioner Bracke noted that it would be helpful to see the map with underlying Bustang and Outrider routes. David noted that link local exercises are doing just that. Funding requested today will also resolve the answer to which of the two lines up north to use for the alignment. Commissioner Bracke asked about two resolutions for \$810,000 tomorrow – Jeff Sudmeier explained that one resolution is for a budget amendment and the other is for a budget supplement, staff can add clarifying text in the resolutions to show that both are for this project and will add up to the \$1.62 million.
- Commissioner Vasquez asked if money is not needed until February 2022. David noted that the Federal Rail Administration (FRA) will award CRISI grant funds if we demonstrate we have the appropriate budget. We need funds now to procure a consultant. We won't spend until February 2022. Regarding

beneficiaries that contribute would it be possible to get more financial participation to cover these types of expenses?

- Concerns were expressed by Commissioners Hall and Vasquez regarding communities that benefit are not agreeing to commit funds to this project. RTD, Denver, etc. Much wealthier communities not contributing. Both just are expressing their concerns over this and not necessarily denying their support.
- Jeff Sudmeier explained that MMOF is bringing in \$22 million and the 810,000 is coming from this source that has not been allocated yet to answer a question of Commissioner Stuart. \$50 million of MMOF is anticipated over next four years. Commissioner Stuart asked why not all funds taken from MMOF? Jeff responded that since MMOF are unallocated dollars, it would be appropriate to share the burden in this case. Commissioner Stuart noted that she would like to see MMOF funds vs. using the TC contingency. An announcement came over her phone that AMTRAK expansion by 2035 if the infrastructure bill passes, and our rail line is on the AMTRAK list.

Budget Workshop (Jeff Sudmeier and Bethany Nichols)

FY 2020-21 REVENUE RECONCILIATION AND FY 2021-22 BUDGET AMENDMENT

Purpose: This workshop provided information on the FY 2020-21 revenue reconciliation and proposes for review the fourth amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0.

Action: The Division of Accounting and Finance (DAF) is requesting TC review and approval of the fourth amendment to the FY 2021-22 Annual Budget. The fourth amendment consists of seven items that require TC approval, resulting in an \$2.8 million increase to the indirect budget to modernize multiple software systems that support the construction program, and the reallocation of \$8.9 million from the TC Program Reserve to the Strategic Safety Program, Capital Equipment, Agency Operations, Maintenance Program Areas, and the Rail Commission budget lines for various initiatives.

Discussion:

Revenue Reconciliation

- Commissioner Garcia asked a clarifying question on roll forwards for revenue reconciliation.
- Commissioner Holguin, also regarding revenue reconciliation, asked about the FHWA revenue was less or at 89.1% and wanted to know why. Jeff Sudmeier responded with an explanation of Obligation Limit (Oblim) and how discretionary grant programs that are competitive instead to the states. Jeff also explained the TC emergency contingency and the TC contingency fund distinctions. Sources that fund these two are federal redistribution and reconciliation funds when they are available.

Guardrails

- Commissioner Hall was supportive of the Budget amendment for purchasing guardrails in bulk.
- Commissioner Garcia noted he observed that there are lots of damage on guardrails. \$6 million guard rail damage, and asked if when a third-party is responsible if we can partially recover costs from the damage. John Lorme, CDOT Division of Operations and Maintenance Director, noted not likely to recover costs via insurance due to complications and time requirements related to pursuit, and Steve Harelson, CDOT Chief Engineer, agreed with this assessment.

Automated Truck-Mounted Attenuators

- Commissioner Stanton asked about how many crashes occur related to the attenuators that end up protecting staff. John noted it is quite frequently occurring and staff deals with it on a routine basis. Commissioner Stanton asked about using TC reserve funds to replace all attenuators to promote safety/save lives. John responded that replacing all at once now, would lead to a high cost in the future to replace them all at once again. The preference is a phased approach to replacements. Commissioner Stanton explained that his suggestion was looking at what we can do today to be safe.
- Commissioner Beedy noted a conversation a worker during the demo, explained that due to the size of trucks workers prefer tandems to do jobs, and more common trucks. John Lorme noted we are learning how to use these new attenuators and are constantly getting more comfortable with using them.
- Commissioner Holguin asked about how to close gap of a need for 77 attenuators - how many years would it take to fill the gap? John responded that fleet costs is approximately \$23 – 25 million for heavy

trucks at CDOT. Some are replaced every year and we are rotating them out. No clear answer is available regarding filling the gap.

- Commissioner Vasquez asked about the kind of impact the scorpion attenuator can withstand and still protect people who are in the vehicle? John responded that ours are rated for 65 mph to 75 mph impact is the rating. If hit by someone driving 100 mph, the driver is fine with a few scrapes and bruises, with our staff in the truck experiencing whiplash when caught off guard. The Scorpion protects like a tank. Operators exit the vehicle while they are working to be safe.
- Commissioner Hickey thanked staff for the good information that is very helpful.

FY 2022-23 PROPOSED ANNUAL BUDGET

Purpose: To review the FY 2022-23 Proposed Annual Budget, set for approval in November.

Action: The Division of Accounting and Finance (DAF) is requesting TC review of the FY 2022-23 Proposed Annual Budget Allocation Plan, and feedback to the Department in preparation for the approval of the FY 2022-23 Proposed Annual Budget Allocation Plan in November 2021. Staff will return in February 2022 to present the draft Final Budget Allocation Plan and the TC will be asked to adopt the final budget after the revenue forecast is updated in March 2022.

Discussion:

- TC members asked a few clarifying questions pertaining to the budget and the FASTER Safety fee reduction impacts for FY 2022 and 2023.
- Commissioner Garcia asked about the CDOT debt service schedule. Jeff Sudmeier offered to share a two-year old presentation the covers CDOT's debt service. Debt service at CDOT includes approximately \$9 million per year for building COPs, SB267 after all four tranches will be \$141 million per year, and other debt services within HPTE and BE.

Funding Estimates and Update for 10-Year Plan (Rebecca White and Jeff Sudmeier)

Purpose: This workshop discussed the timing and process to update the 10-Year Plan and included a discussion on anticipated available funding for 10-Year Plan projects.

Action: No action required. This agenda topic was for informational and discussion purposes only.

Discussion:

- Commissioner Hickey asked if there will be varying scenarios related to inflation. Jeff responded we didn't look at different scenarios here due to the unknown federal bill. As dollars become more real, we may have scenarios, including one to grow our maintenance budget.
- Commissioner Hall for maintenance the idea is to move from our rank of 47th in nation for pavement condition.
- Commissioner Garcia asked about the thoughts from the Statewide Transportation Advisory Committee (STAC) on this. Vince Rogalski, STAC Chair, responded that we need to move the last five years into the first four. The first meetings discuss priorities are scheduled in November. We are waiting for Regional Transportation Directors (RTDs) to get materials together for these conversations.
- Commissioner Bracke mentioned that she received input from Upper Front Range Transportation Planning Region (UFR TPR) with concerns with the proposed schedule as the TPR only meets quarterly, making it difficult to the meet schedule, requiring extra meetings to make this work. Are other TPR expressing the same concerns? Vince noted that it is not certain second meeting will be necessary, and then there are joint TPR meetings for Regions scheduled after that. The greenhouse gas (GHG) rulemaking comment period has been extended to November 18th. CDOT willing to work with metropolitan planning organizations (MPOs) on scheduling issues. Rebecca White, CDOT Director of the Division of Transportation Development, noted we are asking for extra meetings that could happen virtually. We are hoping that is an option, and understand the need for potential extra meetings.

- Commissioner Garcia asked about what is driving the March 2022 completion date. Rebecca responded the sooner this body acts, the sooner we can make the next construction season and March is the latest we can go to do that. The last tranche of SB 267 funds are due in May, and we can then deliver projects next summer.
- Commissioner Bracke thanked staff for the slides on TC Guidance on project selection and appreciated GHG emission reduction and social equity, EDI components being proposed to include.
- Commissioner Stuart asked about prioritizing criteria. Pondering this. Any value set to them?
- Commissioner Stanton explained that not prioritizing or setting values is a safer approach for proceeding as I don't think it would be possible to put numbers out there. Just because safety is listed first, doesn't mean it is the most important, but it could be left the way it is or emphasize GHG the mobility could move left.
- Commissioner Stuart asked if the requirement is for projects to meet all or just one or more of the criteria. What if none – all thrown out?
- Commissioner Stanton commented that these are guiding principles, they are lights along the way, and we maybe get three out of six. There is a need to give CDOT maximum flexibility. Commissioner Garcia also noted that this needs to go to the STAC for input also. Projects that come forth may be measured differently.
- Vince Rogalski added that in the rural communities mostly safety and mobility are covered, and in urban areas capacity is the big concern. Each area will have varying priorities and transit plays a role and how to also how to reduce GHG emissions.
- Commissioner Vasquez suggested creating some kind of attribute number for guiding principles is one approach. Consider conducting a workshop on this with GHG reduction overlay, this is not iron clad but consider weighting criteria also. We need structure around this.
- Commissioner Hall noted agreement with the varying priorities across the state.
- Commissioner Bracke noted, that when we developed these, we were creating a guiding light not a scoring or weighting criteria. This is more about how the TC considers things holistically and how the TC does their work. Commissioner Bracke does not support ranking or scoring for this. Scoring would work for other processes. Two years ago, when we identified these, we missed environmental sustainability and social equity – need to know how to encapsulate these extra elements.
- Commissioner Vasquez not sure how principles are actionable without weighting and ranking.
- Commissioner Holguin we need a guidance or decision matrix for projects and account for management. Invite these into projects as much as possible.
- Herman Stockinger, CDOT Deputy Executive Director, noted his thoughts align with Commissioners Stanton and Bracke's approaches. They are the intended spirit in using these guiding principles. Consider how these were used during the project selection process last time and we should look into how this occurred. Need the update of the TC guidance with the new elements pretty soon to inform this 10-year Plan update process.
- Commissioner Beedy agreed with Herman on this approach. Expressed frustration with update to 10-year plan occurring when some projects waiting for over 20-years in eastern Colorado. Nothing has changed in terms of their priorities.

GHG Rulemaking (Rebecca White and Theresa Takushi)

Purpose: This workshop provided an update on the status of the GHG Pollution Reduction Standard for Transportation Planning rulemaking and stakeholder engagement process.

Action: N/A

CDOT Staff Presentation:

- Commissioner Hickey kicked-off the discussion regarding the extended due date for comments – November 18 at noon, and revisions to the draft rules released on October 19, with an additional public hearing scheduled for November 10, 2021.

- Rebecca White and Herman Stockinger went over the revised draft of the GHG rules and the changes since August 2021.
- Herman Stockinger announced a Mitigation Policy Framework has been developed and is a 13-page draft document to be complete by April 2022.
 - Establishing a Mitigation Advisory Group
 - Establishing Statewide Model Coordination Group
 - Modeling Technical Support Memo has been drafted
- Final rule is scheduled for presentation for TC adoption in December
- If adopted, GHG Rule will go into effect on February 14, 2022

Discussion:

- Commissioner Beedy suggested in preamble to add safety and efficiency of travel, and efficiency in movement of goods, regardless of mode of travel to meet the needs of the people.
- Commissioner Bracke expressed thanks to CDOT staff and Ad Hoc Committee and all participants at Hearings, etc.
 - Top of page 6 related to co-benefits stress more reduce fatal crashes or reduce fatalities for all modes of travel.
 - Impressed with response to comment and how they are being incorporated.
 - North Front Range MPO (NFRMPO) comparing comments submitted to proposed changes in the GHG Rules and they will have comments.
 - Requested to show visually timeline for GHG emission reduction with MPO schedules for implementation and link to TIP cycles that are starting now. Concerns with how will this Rule effects the Transportation Improvement Plan (TIP) processes, as the effectiveness of the Rule is based largely on TIP development of MPOs.
- Rebecca and Herman contacted NFRMPO and DRCOG about this. The GHG Rule will apply to their TIP after October 2022 is when it becomes effective. If a new TIP is adopted prior to that, that TIP not impacted by the Rule. DRCOG is doing a TIP amendment, that is not part of the Rule, so there will be no impact.
 - Suzette Mallette, Executive Director of the NFRMPO commented that they are going have to re-adopt our Regional Transportation Plan (RTP) in October so we will need to reassess our program of projects out to 2025. In terms of the definition of Regionally Significant, we get \$5 million from Congestion Mitigation Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant (STBG) Program about \$3 million per year. We are working on this. For us it is 2024 and 2025 years to consider.
 - Ron Papsdorf, Denver Regional Council of Governments (DRCOG) Director of Transportation, noted that they have an existing TIP 2022-205 and only the first couple of years are programmed. Preparing for next 4-year STIP that will be 2024-2027, with an adoption well after October 2022. Their RTP will inform next 4-year TIP. DRCOG needs to begin their TIP process and policy framework at end of this year, and will start TIP development process next year. DRCOG is balancing conflicting schedule issues, especially with MMOF. Working hard to start to meet spending deadlines and combining CMAQ and MMOF funding sources to fund projects.
 - Commissioner Bracke wants all this information documented through the October 2022 deadline to address concerns.
- Herman explained that TIP amendments would not necessarily work as an approach to avoid GHG Rule compliance, due to planning focused rules that would make modeling contents of Plans more difficult as projects are incorporated into the plan.
- Commissioner Vasquez requested the zoom link for the November 10th Public Hearing to avoid the need to register.
 - Suggested a new term for baseline maybe “reference level” due to different baseline definitions by Colorado Energy Office (CEO) and GHG Roadmap documents and for vehicle miles traveled (VMT), hope VMT report to TC, will be broken down by class and fuel efficiency.
 - Rebecca noted VMT is tracked by 13 classes of vehicles.

- Commissioner Stuart noted she has witnessed encouraging support for the GHG Rule from many local elected officials that are working on sustainable programs, and this was pleasantly surprising and encouraging.
- Commissioner Hickey supported Commissioner Beedy's comment and also recommended to add efficiency to project selection guidance/framework.
- Commissioner Stanton was impressed by the improvements to the revised Rules, they are very good. Commissioner Beedy was thinking as we move toward EVs and less polluting, we need to consider as one option Natural Gas as a transition fuel. We need to consider this somewhere as the sources of electricity need to be cleaner. Theresa Takushi responded that an inventory on electricity sources is being conducted, in terms of charging EVs, and noted looking to find specialists looking into this, and that energy sources have improved to a degree that EVs do provide benefits. Can't be specific about this, but the power mix is improving.
- Commissioner Hickey noted that the Public Service Company plans to reduce emissions substantially, which will help EV cleanliness.
- Commissioner Garcia asked about if there are different types of modeling out there and how could that play into baseline whether it is through air quality Control Commission's or CDOT's or DRCOG's, and if that is under consideration? Rebecca responded there are different capabilities of models to consider in the process.
- Erik Sabina, CDOT Information Management Branch Manager, noted the GHG Roadmap used a pathways model that covered all sectors of the economy that is a high-quality sketch model. MPOs all have had models at different levels of sophistication. Some models less complex and are less sensitive. This will all be discussed with the interagency model group created to support the GHG Rule.

**Transportation Commission Regular Meeting Thursday,
October 21, 2021, 9:00 am to 10:30 am**

Call to Order, Roll Call:

All 11 Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Terry Hart, Yessica Holguin, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Barbara Vasquez, and Eula Adams.

Public Comments

Provided to Commissioner in writing before meeting

- No written comments

Comments Captured In-Person at the TC Regular Meeting

Jenny Gaeng, Transportation Analyst for Conservation Colorado, pointed out that the overwhelming support for the inclusion of VMT reduction targets and a larger equity focus that the public expressed during the nine public hearings attest to the importance of including stronger GHG targets that focus benefits in disproportionately impacted (DI) communities. She said she is looking forward to commenting on the revised rule at the hearing on November 10, 2021. While CDOT has clearly listened to the comments and made improvements accordingly, the provisions do not go far enough to ensure that the benefits of mitigation measures are directed to DI communities, and to include specific and measurable goals. It is their position that 50% of funds should go directly to DI communities since 50% of state residents are in DI community. She was happy to see that the yearly VMT reports have been added to the rule, but it does not quantify repercussions if compliance does not occur, and the rule lacks a deadline for compliance.

Comments of the Chair and Individual Commissioners

- Commissioner Stuart thanked previous TC member, Bill Thiebaut for his foresight to ensure that CDOT had control of the rulemaking process, and thanked him for the early work that he did that really set the

stage for this inclusive GHG process. She commented on how much coordination and planning with multiple state agencies was required to pull off the nine public hearings. It is encouraging it was to hear from local governments on all of the work they are also doing to fight climate change.

- Commissioner Adams thanked CDOT staff for their hard work and believes CDOT is one of the best organizations that he has ever worked with. Had an opportunity to get an update on the projects and all the projects going on in the district including the I-25 gap project. He attended the Littleton GHG hearing, and noted how important it is to offer ample opportunities for the public to comment. He thanked Vince Rogalski for leading STAC, and expressed appreciation for Steve Harelson's willingness to work with stakeholders. Commissioner Adams sits on the audit committee and looks forward to serving on the High Performance Transportation Enterprise (HPTE) Board.
- Commissioner Hart expressed excitement for the GHG Rule and is pleased to see all of the issues and regulations that are being worked out through the public comment process. Excitement was expressed about the Front Range Passenger Rail project. He commented on how much he is learning as a Transportation Commissioner, and echoed comments about how spectacular CDOT staff is in getting him up to speed and getting the public involved in the GHG rulemaking process, and is very pleased to see such high levels of participation.
- Commissioner Holguin thanked Commissioner Hickey and the advisory group for their work on the GHG committee, and thanked all the community for participating in the Rule. Thanked CDOT staff for making it so inclusive by offering Spanish interpretation. Also heard from those that were appreciative of the virtual option.
- Commissioner Vasquez commented that as an engineer by training, she is finding that she is learning a lot about the legal aspects of policy through the GHG rule. The entire state is struggling to respond to climate change. Even conservative projections around climate change are looking pretty alarming, so it's really great that Colorado can play a part in addressing climate change. The public facing focus of the process has been the best example of the rulemaking process that ever seen, from personal experience, in terms of public comments and producing a revised draft GHG Rule.
- Commissioner Garcia echoed all the comments from his fellow Commissioners on the GHG rule efforts, and expressed appreciation for staff, public, and all who are participating in the process. He is enjoying how much he is learning as a new Commissioner as he prepares to serve on two boards. It is inspiring and encouraging it was to see CDOT's monumental efforts in Glenwood Canyon given the severe damage that had to be addressed.
- Commissioner Hickey echoed all of the comments from fellow commissioners and is honored to work with them, and expressed appreciation for the GHG rulemaking efforts, and it was a pleasure to attend hearings and receive all of the input. The construction on the South Gap project is proceeding so well, but the protective barriers fell down, and thought about the great risk that the construction crews are taking to keep us safe.
- Commissioner Bracke started by thanking CDOT Region 4 for hosting the I-25 tour for NFRMPO members to see all the great work being done. She thanked the public for all of the great comments on the Rule. NFRMPO was thanked and in particular, Medora Bornhoft, for such in depth comments that have been so important for making the Rule better.
- Commissioner Beedy expressed concern over all of the supply chain disruptions that have impacted his district. He also commented on how shifts in trade with China may impact which ports have increasing importance going forward. He reiterated the need to ensure that efficiency of the system remains the top priority as it also improves equity and resiliency in the system, and expressed concern that the focus on efficiency may get lost in trying to comply with the GHG rule, and requested a renewed focus on ensuring efficiency of freight movements. Also, there are a number of opportunities to improve freight efficiency through automation that CDOT needs to continue to track on and also pointed to new trade opportunities in Central America given shifts in global supply chains.
- Commissioner Stanton (Vice Chair) thanked all of those involved in the GHG advisory committee, and commented on how the new Rule reflects all of that great work. He thanked CDOT staff for working on the Central 70 bridges. Last, he commented on the alarming rise in fatalities and impaired driving.

- Commissioner Hall (Chair) was excited to see the autonomous vehicle demonstration of and was particularly impressed to see the snowplow in action. She sat in on a Summit County meeting, and a I-70 Coalition meeting.

Executive Director's Management Report (Shoshana Lew)

- Executive Director Lew indicated that CDOT is currently working to shift from construction season to winter operations, already having a storm to contend with. She remarked on what a great construction season they have had making great progress in delivering both big and small projects. Smaller projects are wrapping up, and one of many larger projects is coming to a close.
- Region 3 got an important approval for a template on a project that required extensive discussions between the City of Grand Junction and CDOT. In the end City staff was very appreciative of all of the Region 3 efforts.
- Shifting to a more somber tone, she shared the very sad news of DMO Deputy Director, Chad Ray's sudden passing. DMO Director, John Lorme commented on what a huge loss it is and memorialized his accomplishments at CDOT. John commented that he will share information on memorial services once they are made available.

Chief Engineer's Report (Steve Harelson)

- He released a request for proposal (RFP) for Construction management procurement for the Floyd Hill project. CDOT has been working on preparing this corridor for well over a decade, and a lot of progress was made. Region 1 staff was congratulated for their great work.
- Last month went to Glenwood Springs to see the canyon work, which includes extensive watershed work above the canyon to slow water down in preparation for next summer.
- Kicking off a context sensitive solutions approach to look at an alternate route to Glenwood Canyon, and we will be pursuing a collaborative process as it has proven to work with Floyd Hill which was a positive process.
- Commissioner Vasquez asked if an alternate route would involve Cottonwood Pass. He responded that all options are on the table, and that nothing has been decided yet.
- *Daylight through the Divide* by Dan Abbott is the Chief Engineer's book of the month

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

- Joel Knoeble is the new HPTE board member for DRCOG, Travis Easton was appointed for PPACG area
- The HPTE Board introduced westbound mountain express lane toll rates, which will be considered and voted on at the next meeting. AVI (transponder) rates will vary between \$7-\$30, and license plate (LPT) rates will be between \$13.08 and \$49.50. They plan to start out where the eastbound rates are now at \$7 on Saturday and \$8 on Sunday for a short time, but will go fully dynamic by next summer. Commissioner Garcia asked about the intent of changing the toll prices. Nick Farber, Colorado HPTE Director, explained that it is to incentivize use of the lane in a way that is commensurate with traffic to effectively reduce congestion.
- The board voted to change the name from HPTE to Colorado Transportation Investment Office to better reflect what the enterprise does.
- There is a Record of Decision (ROD) from the Central 70 NEPA study that requires CDOT to create an equity tolling program for the Elyria Swansea neighborhood. The tolling equity program has been rolled out, and will need to be in place by the time Central 70 is ready to start tolling. The board is considering 3 options that will soon be coming to the board and TC for consideration and to decide on the best one. Commissioner Vasquez commented that it should be up to the community to decide which option is best. Nick Farber advised that they have been working extensively with the City Council representative Candi CdeBaca and have been seeking neighborhood feedback throughout the process. Commissioner Stuart commented as a committee member on the equity tolling program at how impressed she has been in the collaborative effort, community engagement, and level of expertise involved in the effort.
- The I-25 North TIFIA loan credit worthiness effort is underway, and they are hoping to push it through the process quickly to close in early spring of next year.

- Commissioner Bracke asked about the status of the public private partnership (P3) unsolicited proposal on I-25 North. He advised that they have done an initial review of the proposal and are requesting more details about funding requests and how they would get to the financial close. They also requested a better explanation of why going with a P3 would be advantageous compared to what CDOT could do in house.
- Executive Director Lew commented that CDOT has concerns about going with a P3 in this context. She added that the initial review did not reveal what the public benefit of the P3 delivery would be, and that it was not clear why an exceptional delivery mechanism would be needed, and so they are trying to see a clearer explanation of why this is beneficial to taxpayers.
- Commissioner Hickey requested more information about the public process around the Southgate project. Nick Farber advised that the board's policy is that when they are 3 to 4 months out, is when they introduce toll rates to the board, and then receive public comment, and when they will start doing telephone town halls, and come back next month. The board can then decide on whether to adopt the toll rates or not.

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

- This year has had a concerning rise in fatalities.
- The big issue is that FHWA is waiting for the new infrastructure legislation. The FAST Act expired in September and there was a 1 day lapse due to inaction in Washington. A continuing resolution was passed, but that will expire rapidly. Hopefully this bill gets passed, which will have a lot of new programs that we need to prepare for. Hopeful, but have to wait and see.
- A couple weeks ago we did a certification review for PPACG, and we do those on a four-year cycle. It's a chance to come in and focus on transportation in the community and make sure it's working well. It is intended as a certification of the planning process not of the MPO itself. Compliments to folks in Colorado Springs as it was a great process.

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

- STAC meeting was held last Friday. Staff advised that masks need to be worn at all meetings.
- STAC expressed some concerns regarding the 10- year Plan Strategic Pipeline of Projects update process. One thing STAC wanted assurance on was that CDOT will commit to the already identified 1-4 projects before moving forward with 5-10 projects.
- STAC is concerned with the vagueness around the term "regionally significant projects" in the GHG Rule. Questions arose as to whether the GHG rule will apply to I-25 North where there is already a NEPA ROD. Staff advised that the project would need to comply with the GHG Rule.
- Legislative Report: STAC had some feedback on the Idaho Stop legislation. Some STAC members expressed concern on such changes, and CDOT is preparing to submit concerns on the bill.
- STAC got an update on the GHG Rule and was happy to hear about all the participation in the GHG Rule. Some are concerned about the potential for the GHG Rule to prevent needed capacity projects and that the VMT modeling assumptions may be too far removed from reality,
- Transportation Demand Management (TDM) discussion, and because people can't live and work in the same place it leads to congested roads. TDM can avoid duplication.
- MMOF fund: Will make recommendation at the next STAC meeting.

Act on Consent Agenda – Passed unanimously on October 21, 2021. Motion by Commissioner Adams, and Second by Commissioner Beedy.

- Proposed Resolution #1: Approve the Regular Meeting Minutes of September 16, 2021 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal: US 285 & US 50 (Parcel 3-EX) (Julie Constan)

Discuss and Act on Proposed Resolution #4: 4th Budget Supplement of FY 2022 (Jeff Sudmeier) – Motion by Commissioner Vasquez, and Second by Commissioner Bracke – Passed unanimously on October 21, 2021.

- Modifying the supplement which previously included an approval of \$810,000 from MMOF for a commitment to Front Range Passenger Rail. We have removed the MMOF approval from the supplement to increase the amount to \$1.62 million and to characterize it as a loan to lock it in and to allow MMOF to move forward for the 10-year Plan Strategic Pipeline of Projects update process.
- That leaves only one item in the supplement for Office of Innovative Mobility (OIM), which seeks approval for Road X programs balance of \$4.3 million to be reprogrammed in OIM for the connected vehicle program.

Discuss and Act on Proposed Resolution #5: 4th Budget Amendment of FY 2022 (Jeff Sudmeier) – Motion by Commissioner Hickey, and Second by Commissioner Beedy Passed Unanimously on October 21, 2021.

- Includes a number of items: Increases the capital budget by \$2.8 million to fund new software, includes allocation of \$1.5 million to strategic safety program, allocates \$4.315 million of TC reserves to the capital equipment program, allocates \$1.5 million to agency operations for I-70 JOA, \$810,000 to maintenance program in Region 1, and a \$1.6 million commitment that was changed from \$810,000 as a loan to be repaid at later date.
- Commissioner Beedy asked that the language be amended to eliminate the last whereas. Jeff Sudmeier agreed to remove that whereas.
- Commissioner Hart asked about the nature of the loan to the Rail Commission. Is it an actual loan to another entity or an internal loan? Jeff clarified that the language currently says it is a Rail Commission loan but could modify the language to clarify that it is an internal loan.
- Commissioner Hart clarified that it does constitute the commitment required to move forward with the CRISI loan, and all the planning that is being proposed between TC and the rail commission to ensure that the federal government is satisfied.
- Commissioner Hickey asked if the language could also be amended to say Rail Commission budget program and internal loan. Jeff Sudmeier agreed to both changes.

Recognitions:

- No recognitions

Other Matters:

- In response to a question from Gary Beedy about whether CDOT is experiencing staffing issues, John Lorme responded that at one point they had a large number of vacancies, but that number has come down, and the bonuses and raises have been helping with staffing concerns.
- Commissioner Adams asked if the contractors are being impacted by supply chain issues. Steve Harelson responded that they have seen a rolling series of shortages that have impacted some projects in various ways.
- Commissioner Stanton asked how the 5% inflation rate will impact budgets and how it's being accounted for. Steve Harelson indicated that the team of estimators does account for market trends to ensure that rising inflation is accounted for.

TC Ad Hoc Agency Coordination Committee

Tuesday, October 12, 2021, 1:00 p.m. – 2:00 p.m., and Tuesday, October 19, 2021, 10:00 a.m. – 11:00 a.m.

On May 20, 2021, the TC Chair established a TC Ad Hoc Committee to study and discuss how to amend the TC planning rules to incorporate pollution reduction standards as required by recently passed legislation. On October 12, 2021, Committee members Commissioner Hickey, Commissioner Stuart, and Commissioner Vasquez met with counsel from the Attorney General's Office and CDOT staff to discuss the nine public hearings that were held on the amendment to the Transportation Commission's planning rules to address pollution reduction and written comments that have been received to date. On October 19, 2021, Ad Hoc Committee members met during a publicly noticed meeting to approve an extension for written comments and to discuss with CDOT staff changes to the draft Transportation Commission planning rule language based on public comments and to generally discuss next steps for this rulemaking.



COLORADO

Department of Transportation

Office of the Chief Engineer

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

Memorandum

TO: Transportation Commission

FROM: Marci Gray & Lauren Cabot

DATE: November 1, 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 Commission approval of the projects identified on the IGA Project List including all documents necessary to further these projects except where there are substantial 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 breakdown 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: November 5, 2021
TO: Transportation Commission
FROM: Stephen Harelson, P.E. Chief Engineer
SUBJECT: SH 121 and W. 13th Ave. (Parcel 10-PE-EX) - Disposal

Purpose

CDOT Region 1 is proposing to dispose of ~162.529 sq. ft. (0.004 acres) of an easement that is no longer needed for transportation or maintenance purposes. The easement will be conveyed to the adjacent property owner at fair market value.

Action

CDOT Region 1 is requesting a resolution approving the disposal of ~162.529 sq. ft. (0.004 acres) of an easement that is no longer needed for transportation or maintenance purposes.

Background

Parcel PE-10 was acquired by CDOT as part of project STU 1211-080 in 2014 for the installation, use and maintenance of sidewalk and utility facilities. Parcel PE-10 contained 1,878 sq. ft. (0.043 acres). Parcel 10-PE-EX is a portion of parcel PE-10. Parcel 10-PE-EX contains ~162.529 sq. ft. (0.004 acres) and is outside of the easement necessary for SH 121.

Details

The adjacent property owner is interested in purchasing Parcel 10-PE-EX to develop their property. The subject easement has been determined to have value only to the adjacent owner. Pursuant to C.R.S. 43-1-210(5)(a)(IV), the adjacent owner has elected to exercise its first right of refusal to purchase the subject easement at fair market value. CDOT Region 1 has determined that this easement is not needed for maintenance or transportation purposes. The disposal of the subject easement will have no effect upon the operation, use, maintenance or safety of the highway facility. The disposal of Parcel 10-PE-EX will be at fair market value.

Key Benefits

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel 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 10-PE-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 Jefferson County Clerk and Recorder.

Attachments

Exhibits Depicting the Disposal Parcel

EXHIBIT "A"

PROJECT NUMBER: STU 1211-080

PROJECT CODE: 18558

PARCEL NUMBER: 10-PE-EX

DATE: SEPTEMBER 8, 2021

DESCRIPTION

A tract or parcel of land No. 10-PE-EX of the Department of Transportation, State of Colorado, Project Number STU 1211-080, containing 162.529 square feet (0.004 acres), more or less, in Section 2, Township 4 South, Range 69 West, of the 6th Principal Meridian, in Jefferson County, Colorado, being a portion of Parcel PE-10 described at reception number 2014026516 at the Jefferson County Clerk and Records Office and dated 04/09/2014, said tract or parcel being more particularly described as follows:

COMMENCING at the Northwest Comer of Block 62, Lakewood Subdivision recorded in Plat Book 2 at Page 14 of the Clerk and Recorder's Office of Jefferson County;

Thence S. 89°34'50" E, a distance of 10.00 feet to a point on the easterly right of way line for Wadsworth Blvd. (SH 121) as described in Book 1111 at Page 474 of said records of Jefferson County,;

Thence S. 00° 14'00" W., a distance of 120.01 feet, on a line coincident with said easterly right of way line for Wadsworth Blvd. (SH 121), to a point being the southwest comer of a parcel of land described in reception number F0416284 of said records of Jefferson County,

Thence N. 00°14'00" E., a distance of 102.82 feet to a point on the southeasterly line of the parcel described in Reception Number 2009106998 of said records of Jefferson County;

Thence N. 44°34'50" E., a distance of 22.17 feet, coincident with said southerly parcel line;

Thence S. 00° 14'00" W., a distance of 44.66 feet to the POINT OF BEGINNING;

Thence the following six (6) courses and distances

1. Thence N. 88°14'12" E., a distance of 22.44 feet;
2. Thence S. 00°14'00" W., a distance of 4.63 feet;
3. Thence S. 88°51'45" W., a distance of 5.00 feet;
4. Thence S. 00°14'00" W., a distance of 3.43 feet;
5. Thence S. 88°14'12" W., a distance of 17.44 feet;
6. Thence N. 00°14'00" E., a distance of 8.00 feet, more or less, to the POINT OF BEGINNING.

The above-described Permanent Easement contains 162.529 sq. ft. (0.004 acres), more or less, and is for the installation, use and maintenance of sidewalk and utility facilities.

Basis of Bearings: All bearings are based on the east line of the Northwest Quarter of Section 2, Township 4 South, Range 69 West of the 6th Principal Meridian, as bearing S. 00°14'00" W, a distance of 2657.53 feet between the North Quarter corner of said Section 2, found monumented with a 3 W' Aluminum Cap, marked PLS 29420, and the Center Quarter Corner of said Section 2, found monumented with a 3" Aluminum Cap, marked PLS 14112, and established on a previously existing control network by Colorado Department of Transportation Project Number STU 0062-019, Project Code 15215 under Reception Numbers 2007087074 and 2011026028 of the Clerk and Recorder's Office of Jefferson County, Colorado.

Date Prepared: September 9, 2021
Date of Last Revision:
Prepared By: Charles N. Beckstrom, PLS No. 33202
For and on behalf of
Engineering Service Company
14190 East Evans Avenue
Aurora, Colorado 80014
Phone: 303-337-1393



ILLUSTRATION FOR EXHIBIT "A"

WEST 13TH AVENUE
(60' PUBLIC VARIES)

POINT OF COMMENCEMENT
NW CORNER OF BLOCK 62,
LAKEWOOD SUBDIVISION

EXCEPTION
(REC. NO. 2009106998)

3' CDOT ROW EASEMENT
(REC. NO. 2014026516)

10' PSCO UTILITY EASEMENT
(REC. NO. 2011066664)

10' ROW
(BK. 1111~PG. 474)

POINT OF BEGINNING

WADSWORTH BOULEVARD
(STATE HIGHWAY 121)
(PUBLIC R.O.W. VARIES)

N00°14'00"E

N88°14'12"E

8.00'

22.44'

S00°14'00"W

4.63'

S88°51'45"W

5.00'

S00°14'00"W

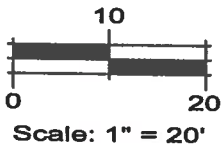
3.43'

S88°14'12"W

17.44'

A PART OF BLOCK 62
LAKEWOOD
(BK. 2~PG. 14)

15.5' CDOT SIDEWALK AND
UTILITY EASEMENT
(REC. NO. 2014026516)



ESC
ENGINEERING
SERVICE
COMPANY

14190 East Evans Avenue
Aurora, Colorado 80014
P 303.337.1393 | F 303.337.7481

PROPERTY OWNER:

COLORADO DEPARTMENT OF TRANSPORTATION
2829 WEST HOWARD PLACE
DENVER, COLORADO 80204

PARCEL CONTAINS
162,529 SQUARE FEET
0.004 ACRES

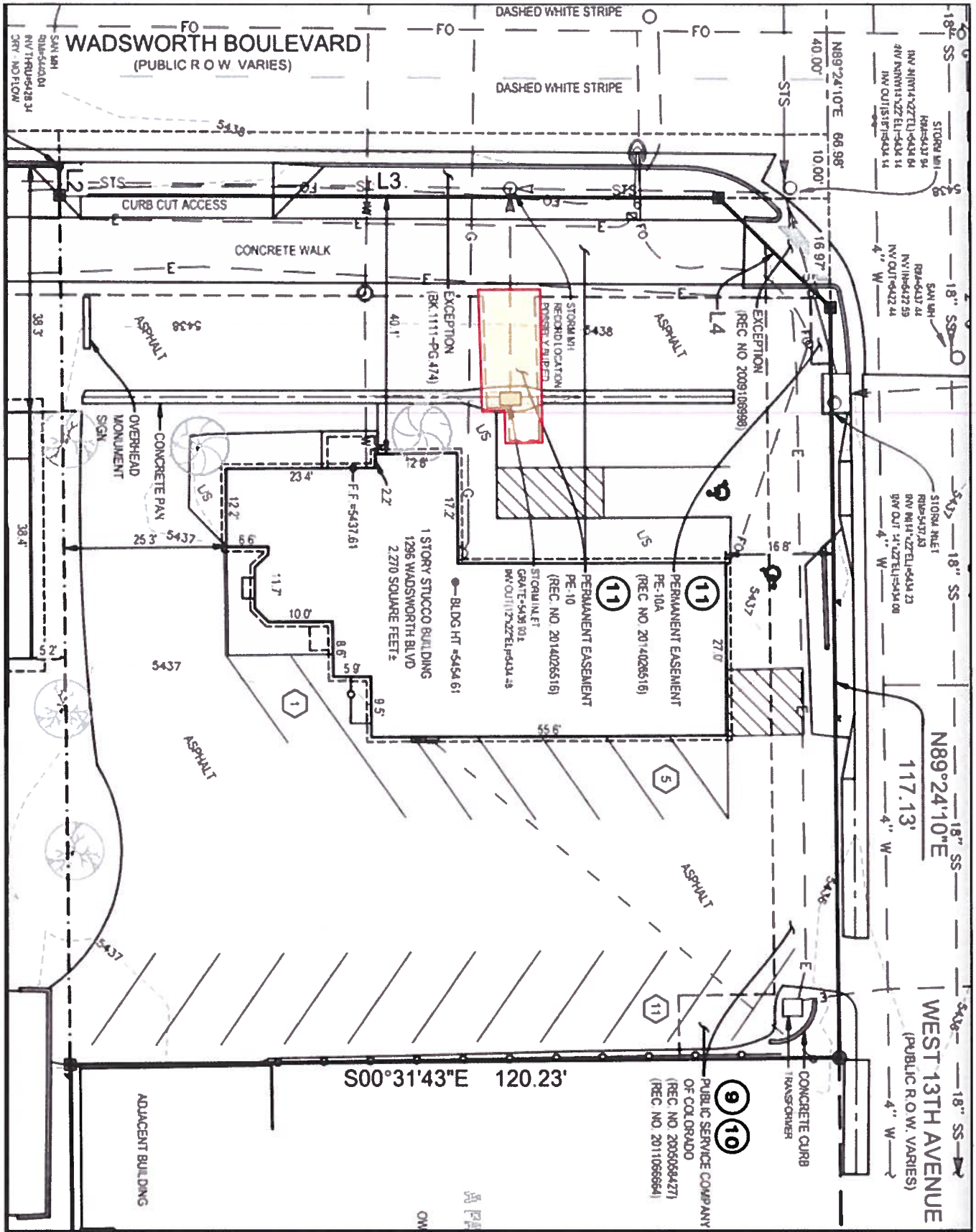
CITY OF LAKEWOOD

Drawn By <i>SLH</i>	Checked By <i>CNB</i>	Project No. <i>1430.1</i>	Date <i>09/08/2021</i>
Scale <i>1"=20'</i>	File Name <i>AP\Projects\Wadsworth MFP, LLC\LakeWood-224, 1230 & 1231 Wadsworth Blvd\CDOT Exhibit 201 1230 Ave & Wadsworth Blvd Lakewood - Easement PE-10.dwg</i>		

Note: This exhibit does not represent a monumented survey. It is intended only to depict the attached description.

ABANDONED EASEMENT 10-PE-EX

A PART OF BLOCK 62, LAKEWOOD SUBDIVISION
SITUATED IN THE NE 1/4 OF SECTION 2, T.4S., R.69W., OF THE 6TH P.M.
COUNTY OF JEFFERSON, CITY OF LAKEWOOD, STATE OF COLORADO





DATE: November 5, 2021

TO: Transportation Commission

FROM: Stephen Harelson, P.E. Chief Engineer

SUBJECT: Federal Blvd. and 56th Ave. (Parcels 224-R-EX and 224 Rev-EX) - Disposal

Purpose

CDOT Region 1 is proposing to dispose of ~7,464 sq. ft. (0.171 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 1 is requesting a resolution approving the disposal of ~7,464 sq. ft. (0.171 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Background

Parcel 224R, consisting of 9,379 sq. ft., was acquired by CDOT in February 1989 for CDOT project #I76-1(35) Sec 2 for the I-76 extension from Sheridan to Pecos. In March 2005 CDOT conveyed a portion of parcel 224R, parcel 224 RA consisting of 3,324 sq. ft., to Adams County leaving 6055 sq. ft., parcel 224-R-EX, owned by CDOT. Parcel 224 Rev, consisting of 6,800 sq. ft., was acquired by CDOT in February 1989 for CDOT project #I76-1(35) Sec 2 for the I-76 extension from Sheridan to Pecos. In March 2005 CDOT conveyed a portion of parcel 224 Rev, parcel 224 XA consisting of 2,391 sq. ft. and parcel 224 XB consisting of 3000 sq. ft., to Adams County leaving 1,409 sq. ft., parcel 224 Rev-EX, owned by CDOT. Adams County conveyed parcel 224 XB as parcel 224 B to Kohler in 2005. Parcels 224-R-EX and parcel 224 Rev-EX collectively contain ~7,464 sq. ft. (0.171 acres) and is outside of the right of way necessary for US 287 (Federal Blvd) and/or I-76.

Details

CDOT Region 1 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 Parcels 224-R-EX and 224 Rev-EX will be at fair market value.

Key Benefits

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel 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 Parcels 224-R-EX and 224 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 Adams County Clerk and Recorder.

Attachments

Exhibits Depicting the Disposal Parcel

EXHIBIT "A"

PROJECT NUMBER: I76-1(35) Sec. 2
PARCEL NUMBERS: 224-R-EX and 224 Rev-EX
PROJECT CODE: 70036
DATE: September 9, 2021
DESCRIPTION

A tract or parcel of land No. **224-R-EX** of the Department of Transportation, State of Colorado Project No. I76-1(35) Sec. 2 containing 6,055 sq. ft. (0.139 acres), more or less, in the southeast quarter of Section 8, Township 3 S, Range 68 W, of the 6th Principal Meridian, in Adams County, Colorado, said tract or parcel being more particularly described as follows:

Parcel No. 224-R of said Project No. I76-1(35) Sec. 2 as described in the RULE AND ORDER recorded in Book 3538, Page 280, of the records of Adams County, EXCEPTING from said Parcel 224-R, Parcel 224 RA as described in the deed recorded at Reception No. 2005000288570, of the records of Adams County.

TOGETHER WITH:

A tract or parcel of land No. **224 Rev-EX** of the Department of Transportation, State of Colorado Project No. I76-1(35) Sec. 2 containing 1,409 sq. ft. (0.032 acres), more or less, in the southeast quarter of Section 8, Township 3 S, Range 68 W, of the 6th Principal Meridian, in Adams County, Colorado, said tract or parcel being more particularly described as follows:

Parcel No. 224 Rev. of said Project No. I76-1(35) Sec. 2 as described in said RULE AND ORDER, EXCEPTING from said Parcel 224 Rev., Parcels 224 XA and Parcel 224 XB as described in said deed recorded at Reception No. 2005000288570 and in deed recorded at Reception No. 2005000288580, respectively, of the records of Adams County.

The above described Parcels **224-R-EX** and **224 Rev-EX** contain a combined area of 7,464 sq. ft. (0.171 acres), more or less.

Authored by: Jerald Patrick Buffington, PLS 38365
CDOT, Region 1 R.O.W., North Program
4670 Holly St.
Denver Co. 80216
303.398.6710

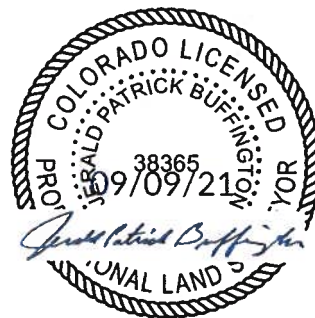


Exhibit A



SCALE: 1" = 50'



US-287 (Federal Blvd.)

SW 1/4
Sec. 8
T3S, R68W
6th P.M.

SE 1/4
Sec. 8
T3S, R68W
6th P.M.

Right-of-Way/Access Control
Book 3475, Page 300-304

Thomas H. Koehler
Book 2985, Page 443

TOTAL AREA BEING CONVEYED
7,464 sq. ft. (0.171 acres)

224 Rev-EX

1,409 sq. ft.
(0.032 acres)

Thomas H. Koehler
Rec. No. 2005000354560
Rec. No. 2005000455770

Excepted Parcel
"224 XB"
Rec. No. 2005000288580

Parcel "224 Rev."
Book 3538,
Page 280

Right-of-Way
Book 236,
Page 307)

ROW
VARIES

224-R-EX

6,055 sq. ft.
(0.139 acres)

Parcel "224-R"
Book 3538,
Page 280

Excepted Parcel
"224 RA"
Rec. No.
2005000288570

Right-of-Way

Right-of-Way

Excepted Parcel
"224 XA"
Rec. No. 2005000288570

W. 56th Ave.

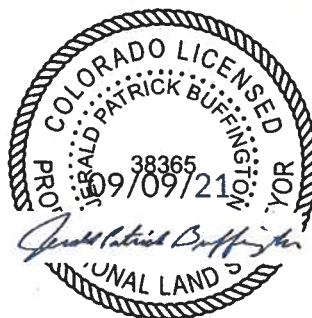
Section Line

S 1/4 Corner
Sec. 8

Right-of-Way

NW 1/4
Sec. 17
T3S, R68W
6th P.M.

NE 1/4
Sec. 17
T3S, R68W
6th P.M.



Colorado Department of Transportation



4670 Holly Street
Denver, CO 80216
Phone: 303-398-6728
FAX: 303-398-6781

Region 1

JAD

This drawing graphically depicts the attached parcel description only.
This drawing does not represent a Land Survey.

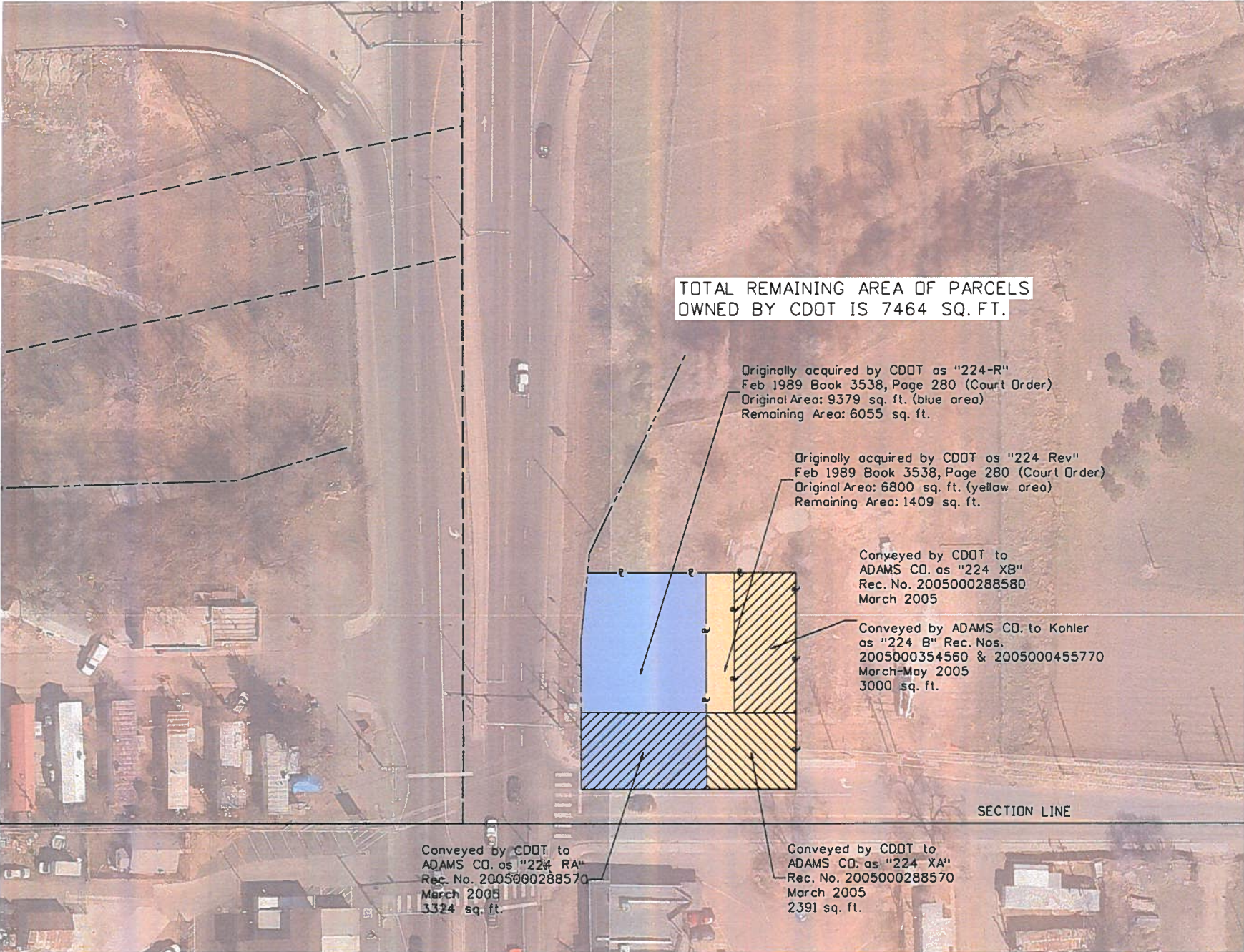
Project No.: 176-1(35) Sec. 2 (Code: 70036)

Project Location: US-287 (Federal Blvd.) & 56th Ave.

SE 1/4 Sec. 8, T3S, R68W, 6th P.M. - ADAMS COUNTY

Last Mod. Date
09-09-21

Page No.
2 of 2



TOTAL REMAINING AREA OF PARCELS OWNED BY CDOT IS 7464 SQ. FT.

Originally acquired by CDOT as "224-R"
 Feb 1989 Book 3538, Page 280 (Court Order)
 Original Area: 9379 sq. ft. (blue area)
 Remaining Area: 6055 sq. ft.

Originally acquired by CDOT as "224 Rev"
 Feb 1989 Book 3538, Page 280 (Court Order)
 Original Area: 6800 sq. ft. (yellow area)
 Remaining Area: 1409 sq. ft.

Conveyed by CDOT to
 ADAMS CO. as "224 XB"
 Rec. No. 2005000288580
 March 2005

Conveyed by ADAMS CO. to Kohler
 as "224 B" Rec. Nos.
 2005000354560 & 2005000455770
 March-May 2005
 3000 sq. ft.

SECTION LINE

Conveyed by CDOT to
 ADAMS CO. as "224 RA"
 Rec. No. 2005000288570
 March 2005
 3324 sq. ft.

Conveyed by CDOT to
 ADAMS CO. as "224 XA"
 Rec. No. 2005000288570
 March 2005
 2391 sq. ft.



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
 BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: NOVEMBER 18, 2021
SUBJECT: FIFTH BUDGET SUPPLEMENT - FY 2021-2022

Region 5

\$1,360,000 - Highway Safety and FASTER Safety - US 24 Johnson Village Deer Fencing - Request additional funding to re-advertise project 24053. Initial bids came in higher than the original budget and the project was not able to be awarded. The requested funding will compensate for the change in costs since the original estimate was established and covers the increased cost due to the challenging installation terrain. The original budget did not meet the desired limits so the additional funding will also allow for extended project limits. The budget adjustment will better align the budget with current market conditions while allowing for the expansion of project scope. Despite the increased budget, Region 5 believes this request is in line with the safety objectives of the Department and is still beneficial to the Region.

Per Policy Directive 703.0, this project is being included in the Budget Supplement as an increase of greater than 15% of the original budget and greater than \$500,000.

US 24 Johnson Village East Deer Fencing
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment Percent		
Design	<i>Regional Design Pool</i>	\$56,355	\$0	\$0	\$0		\$56,355	\$2,386
	<i>Senate Bill 1</i>	\$119,656	\$0	\$0	\$0		\$119,656	\$83,832
	Total Design	\$176,011	\$0	\$0	\$0	0%	\$176,011	\$86,218
Construction	<i>Local Funding</i>	\$267,852	\$0	\$0	\$0		\$267,852	\$0
	<i>FASTER Safety</i>	\$794,000	\$0	\$100,000	\$100,000		\$894,000	\$0
	<i>Hot Spots</i>	\$280,241	\$0	\$0	\$0		\$280,241	\$0
	<i>Highway Safety</i>	\$408,843	\$0	\$1,260,000	\$1,260,000		\$1,668,843	\$0
	Total Construction	\$1,750,936	\$0	\$1,360,000	\$1,360,000	78%	\$3,110,936	\$0
	Total Project	\$1,926,947	\$0	\$1,360,000	\$1,360,000	71%	\$3,286,947	\$86,218



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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21</i>		\$48,025,918	
July-21	<i>Balance 1S22</i>		\$48,043,920	
August-21	<i>Balance 2S22</i>		\$31,971,890	
September-21	<i>Balance 3S22</i>		\$31,971,890	
October-21	<i>Balance 4S22</i>		\$31,971,890	
	<i>Prior Year Roll Forward</i>	\$2,016		
November-21	<i>Pending Balance 5S22</i>		\$31,973,906	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21</i>		\$1,000,000	Allocated from TCC pool
July-21	<i>Balance 1S22</i>		\$1,000,000	
August-21	<i>Balance 2S22</i>		\$1,000,000	
September-21	<i>Balance 3S22</i>		\$1,000,000	
October-21	<i>Balance 4S22</i>		\$1,000,000	
	<i>No requests this month</i>			
November-21	<i>Pending Balance 5S22</i>		\$1,000,000	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21</i>		\$17,558,266	
July-21	<i>Balance 1S22</i>		\$17,199,014	
August-21	<i>Balance 2S22</i>		\$16,199,014	
September-21	<i>Balance 3S22</i>		\$16,199,014	
October-21	<i>Balance 4S22</i>		\$43,082,784	
	<i>No Requests this Month</i>			
November-21	<i>Pending Balance 5S22</i>		\$43,082,784	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21</i>		\$13,863,597	
July-21	<i>Balance 1S22</i>		\$13,863,597	
August-21	<i>Balance 2S22</i>		\$13,863,597	
September-21	<i>Balance 3S22</i>		\$13,863,597	
October-21	<i>Balance 4S22</i>		\$13,863,597	
	<i>No Requests this Month</i>			
November-21	<i>Pending Balance 5S22</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		Mileposts	Project Description	County	Total Budget	
	Highway					TCCRF	
0	0	0.000	- 0.000		Boulder	\$	-
				Total		\$	-

Spring 2015 Flood Related Monthly Activity

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

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting \$ -



FY 2021-2022 Contingency Reserve Fund Balance Projection		
October TC Contingency Balance (Emergencies)	\$32,971,890	
<i>Pending Requests:</i>		
Prior Year Roll Forward	\$2,016	
Pending November TC Contingency Reserve Balance	\$32,973,906	
<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	\$30,973,906	\$25,473,906
TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2022	\$5,973,906	\$473,906

FY 2021-2022 Program Reserve Fund Balance Projection		
October TC Program Reserve Balance	\$43,082,784	
<i>Pending Requests:</i>		
No Requests this Month		
Pending November TC Program Reserve Fund Balance	\$43,082,784	
<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
FRPR Loan Repayment	\$1,620,000	\$1,620,000
Projected FY 2021-2022 YE Program Reserve Balance	\$61,142,784	\$61,142,784

FY 2021-2022 Maintenance Reserve Fund Balance Projection		
October TC Maintenance Reserve Balance	\$13,863,597	
<i>Pending Requests:</i>		
No Requests this Month	\$0	
Pending November 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



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 18, 2021
SUBJECT: STATE INFRASTRUCTURE BANK (SIB) INTEREST RATE RECOMMENDATION FOR THE SECOND HALF OF FISCAL YEAR 2021-22

Purpose

The purpose of this memorandum is to outline the proposed State Infrastructure Bank (SIB) interest rate for loans originating in the second half of State Fiscal Year 2021-22 and the origination fee schedule for Fiscal Year 2021-22.

Action

The Division of Accounting and Finance (DAF) recommends that the Transportation Commission (TC) maintain the current SIB interest rate of 2.00% for loans originating in Fiscal Year 2021-22 Q3/Q4, and maintain the recommended origination fee schedule detailed in the memorandum.

Background

SIB Loan Rates: The SIB, established in 43-1-113.5(3) CRS. Rule V. Article 2 of 2CCR 605-1, requires that the TC set bi-annual interest rates for SIB Loans. Established rates over the past 18 months have been:

FY 2020-21 Q1/Q2: 2.00%	FY 2020-21 Q3/Q4: 2.00%	FY 2021-22 Q1/Q2: 2.00%
-------------------------	-------------------------	-------------------------

Origination Fee Schedule: Rule V, Article 3 of 2 CCR 605-1 outlines the following origination fee schedule to be maintained for the current fiscal year as adopted by the TC. The TC may at their discretion apply the fee, the maximum of:

- 1.00% for loan proceeds up to \$1 million
- 0.75% on the loan proceeds over \$1 million up to \$2.5 million
- 0.50% on the loan proceeds over \$2.5 million up to \$5 million
- 0.25% on the loan proceeds over \$5 million

Rate Recommendations/Interest Rate Outlook for US Treasury Market

The current U.S. Treasury market and Federal Funds Rate, as well as the Department’s Financial Advisor’s projections for the US Treasury market and Federal Funds Rate are used to determine the SIB interest rate. Current interest rates remain at historically low levels, slightly above the record lows set in August 2020. The market consensus projects that interest rates will continue to increase over the next year. However, with the forecasted increases, the 10-year US Treasury yield, which serves as the benchmark for the SIB interest rate, is projected to remain just below 2.00% over the next year.

Accordingly, DAF staff proposes that the TC maintain a minimum interest rate of 2.00% for all State Infrastructure Bank loans originating in the second half of Fiscal Year 2021-22. This minimum interest rate will apply when projected interest rates are below 2.00%. If interest rates are projected above the 2.00% minimum

at the next interest rate setting opportunity, the TC may consider increasing the interest rate.

This recommendation is based on the following:

- Interest rates have seen increased volatility over the last several months, but remain at historically low levels, slightly above the record lows set in August 2020.
- At the November FOMC Meeting on November 3rd, the Fed opted to keep rates unchanged at 0.00-0.25%. Also as expected, the Committee formally announced a beginning of its taper process.
- According to the FOMC statement, the Committee will reduce the monthly pace of its net asset purchases by \$10 billion for Treasury securities and \$5 billion for agency mortgage-backed securities beginning later this month.
- The next step – arguably the more important phase, or at least the component that investors are focused on – is rate hikes. There was no mention of a higher rate policy in the November statement, but it is the obvious next step. The question remains, however, when and how fast will the Fed begin to raise rates? Committee members remain divided over the first rate hike with half forecasting 2022 and half 2023.

Market Consensus Yield Curve Projections ¹					
	Current	Q4 2021	Q1 2022	Q2 2022	Q3 2022
Fed Funds	0.25%	0.25%	0.25%	0.25%	0.30%
2-Yr UST	0.40%	0.38%	0.46%	0.56%	0.67%
10-Yr UST	1.46%	1.69%	1.79%	1.89%	1.97%
30-Yr UST	1.89%	2.24%	2.36%	2.47%	2.54%

Options and Recommendation

1. **Staff Recommendation:** Maintain the minimum interest rate of 2.00% for all SIB loans originating in Fiscal Year 2021-22 Q3/Q4, and maintain the recommended origination fee schedule for all loans during the same period.
2. Adopt a new interest rate determined by the Transportation Commission.
3. Deny the recommended SIB loan interest rate, request additional staff analysis, and/or delay approval consideration for a future month.

Next Steps

If approved as recommended, Department Staff will apply the approved interest rate and origination fee schedule to all SIB loans originating in the second half of Fiscal Year 2021-22.

Attachments:

Attachment A: Proposed SIB Rate Resolution

¹ Source: U.S. Treasury Department, Bloomberg, Reuters as of 11/5/2021

Colorado Bridge and Tunnel Enterprise Board
Meeting Minutes
October 21, 2021

PRESENT: Yessica Holguin, 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
 Mark Garcia, District 8
 Lisa Hickey, District 9
 Terry Hart, 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 August, the Bridge and Tunnel Enterprise Board of Directors

- Approved Resolution #BTE1, the minutes from the September Board Meeting
- Approved Resolution #BTE2, 3rd Budget Supplement



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 18, 2021
SUBJECT: FOURTH SUPPLEMENT TO THE FISCAL YEAR 2021-22 BRIDGE AND TUNNEL ENTERPRISE BUDGET

Purpose

This month the Bridge Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement to establish the construction phase for the replacement of E-17-GW and E-17-GV, I-76 over York Street.

Action

Staff is requesting Board approval of Proposed Resolution #BTE-21-11-02, the fourth budget supplement to the Fiscal Year 2021-22 BTE budget.

Background

Region 1:

Establish the construction phase for the replacement of E-17-GW and E-17-GV, I-76 over York Street. The existing structures are 4-span, parabolic concrete t-beam girder bridges with asphalt wearing surfaces constructed in 1967. Both bridges are top tier structures in the July 2021 BTE Bridge Prioritization Plan. The following is a list of the primary factors for replacing the structures:

- In February of 2020, a large hole formed in the deck of the westbound structure after an existing full-depth patch repair fell onto York St. below (photos provided in Attachment A). The National Bridge Inventory (NBI) deck rating for both structures was subsequently downgraded to “poor” condition with a rating of “4”.
- The NBI deck geometry rating for both structures is a “2”. This means the deck geometry is “basically intolerable, requiring a high priority of replacement” due to inadequate curb-to-curb clearance and other geometric deficiencies.
- Inspection reports recorded that the deck has significant areas of concrete map cracking, efflorescence, exposed and rusted reinforcement, and rust stains, indicating that there is a significant risk of delaminating or spalling concrete with the potential to fall into traffic.
- Inspection reports recorded the girders as having spalls with exposed reinforcing. These findings also indicate an increased risk of spalling or delaminating concrete with the potential to fall into traffic.
- Planned and unplanned emergency repairs to the structure have created and will continue to create service disruptions on a critical corridor of the state’s transportation network.
- The structures have had numerous repairs and retrofits during the last decade. The repairs have temporarily provided enhanced safety for the traveling public but do not address the underlying structural condition issues as evidenced by the falling concrete.

I-76 Northbound & Southbound over York Street in Adams County
 (Old E-17-GW and Old E-17-GV) (New E-17-GX) (SAP Project # 23681/1000...)
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2022	FY 2023	FY 2024			
Design	<i>FASTER Bridge Funds</i>	\$ 649,700	\$ -	\$ -	\$ -	\$ -	\$ 649,700	\$ 333,442
	Total Design	\$ 649,700	\$ -	\$ -	\$ -	\$ -	\$ 649,700	\$ 333,442
Construction	<i>FASTER Bridge Funds</i>	\$ -	\$ 13,311,000	\$ -	\$ -	\$ 13,311,000	\$ 13,311,000	
	Total Construction	\$ -	\$ 13,311,000	\$ -	\$ -	\$ 13,311,000	\$ 13,311,000	\$ -
Total Project Budget & Expenditure		\$ 649,700	\$ 13,311,000	\$ -	\$ -	\$ 13,311,000	\$ 13,960,700	\$ 333,442
			Year of Expenditure			Total Request		
			FY 2022	FY 2023	FY 2024			
			\$ 2,217,000	\$ 6,656,400	\$ 4,437,600	\$ 13,311,000		

Next Steps

Approval of this budget supplement and Resolution #BTE 21-11-02 will provide the budget necessary for E-17-GW and E-17-GV to proceed to advertisement.

Attachments

- Attachment A: Photos of E-17-GV Existing Conditions
- Attachment B: Proposed Resolution #BTE-21-11-02.



BE04S22 - ATTACHMENT A: PHOTOS OF E-17-GV EXISTING CONDITIONS



E-16-GV Bridge Deck Punch Through
(Viewed from the Underside)



E-16-GV Bridge Deck Repairs
(Looking West)



COLORADO
Department of Transportation
 Statewide Bridge and Tunnel Enterprise

2829 W Howard Place
 Denver, CO 80204-2305

MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 18, 2021
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FISCAL YEAR 2022-23 FINAL PROPOSED ANNUAL BUDGET

Purpose:

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2022-23 final proposed annual budget for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and approve.

Action:

The Board is being asked to review and approve a FY 2022-23 final proposed annual budget.

Background:

In coordination with the Office of Financial Management and Budget (OFMB), Bridge and Tunnel Enterprise (BTE) is presenting a FY 2022-23 final proposed annual budget. BTE will present a final budget in February 2022 for Board comment and return in March 2022 for approval of a final FY 2022-23 budget.

Details:

Estimated Bridge and Tunnel Enterprises revenues for FY 2022-23 are \$145.2 million. This total includes \$20.1 million in forecast revenues from the Bridge and Tunnel Impact Fee and Retail Delivery Fee created with the passage of Senate Bill (SB) 21-260 Sustainability of the Transportation System. Overall projected revenues have been allocated to the following budget categories in the proposed FY 2022-23 budget for Fund 538:

- *Line 18: \$1,609,463 for Administrative & Operating Activities.* Funding in the category is used for costs related to annual staffing, program management and financing programs. Staff are currently working to identify the level of internal and consultant staffing needed to stand-up and operate the newly created tunnel portion of the Enterprise while still supporting the ongoing base bridge program. As the plan is finalized, staff will update this category to reflect any changes related to the administration of the program in final budget.
- *Line 22: \$320,000 for Support Services.* Support services funding allows BTE to provide supplemental staffing or services on an as-needed or short-term basis thereby enabling BTE eligible projects and the BTE program to meet required schedules. An example of an activity performed under this category is scoping work, which is the process of evaluating BTE eligible



structures to establish a scope of work for an upcoming project, developing an initial cost estimate, identifying potential project risks, and recommending a course of action to streamline project delivery and maximize return on investment.

- *Line 26: \$750,000 for Maintenance.* BTE is responsible for paying CDOT to perform routine maintenance of all BTE bridges on its behalf. Major activities include snow removal, sweeping and trash removal. The FY 2022-23 budget allocation has been determined using factors such as the age and level of maintenance required for the existing population of BTE bridges well as structures that are forecasted to be transferred from CDOT to BTE.
- *Line 30: \$0 for Bridge Preservation.* In FY 2012-13 a Pilot Preservation Agreement (Agreement) was executed between the legacy Bridge Enterprise (BE) program and CDOT to initiate a Pilot Bridge Preservation Program. Per the Agreement, BE would be budgeting \$100,000 for exploring preservation techniques on BE bridges. Currently, BTE has a prior year bridge preservation budget balance available to use and will not be allocating any additional funding in FY 2022-23. In past years, BTE has used these funds to participate in various efforts with CDOT including:
 - A parolee preventative maintenance program with CDOT maintenance;
 - A study of Floyd Hill, (structure F-15-BL) with CDOT Staff Bridge Branch, including purchasing sensors and monitoring equipment to obtain data regarding bridge stability in order to determine if there is any action required to keep the existing structure in service; and
 - A pilot project with Staff Bridge Branch to develop a new split timber stringer repair specification with the goals of: evaluating the potential of the repair specification to meet BTE goals for structure rehabilitations, reducing future maintenance costs by eliminating emergency repairs due to progressive failure, and increasing the load carrying capacity of the existing structures to remove load restrictions on key freight corridors throughout the state.
- *Line 35: \$48,036,249 for Debt Service and Availability Payments.* Funding in this category includes payments for the Series 2019A refunded bonds, the 2010A bond issuance and the BTE share of the Central 70 availability payment for FY 2022-23.
- *Line 39: \$94,471,025 for the Bridge and Tunnel Enterprise Construction Program.* This funding will be used to program projects based on the BTE Four-Year Plan and Statewide Transportation Improvement Plan (STIP). Requests to allocate this funding to individual BTE projects will be brought before the Board of Directors via the monthly budget supplement process.

Options and Recommendations:

1. Review and approve the BTE Fiscal Year 2022-23 Final Proposed Annual Budget. - **STAFF RECOMMENDATION**
2. Review and approve BTE Fiscal Year 2022-23 Final Proposed Annual Budget with requested changes.
3. Do not approve.

Next Steps:

In the next several months, OFMB and BTE program staff will be finalizing the budget, including reviewing and updating the FY 2022-23 revenue projections as needed. Staff will return to the Board in February with a final budget for Board comment and in March for approval and adoption of a final budget.

Attachment:

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Proposed Annual Budget



Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Proposed Annual Budget

Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Proposed Annual Budget Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538			
Line Item	Budget Item	Estimated Revenues	Draft Allocations
1	Estimated Fiscal Year 2022-23 Revenue		
2	FASTER Bridge Safety Surcharge Fee	\$ 109,000,000	
3	Bridge & Tunnel Impact Fee	\$ 12,680,000	
4	Bridge & Tunnel Retail Delivery Fee	\$ 7,452,296	
5	Interest Earnings	\$ 1,280,000	
6	US Treasury Subsidy for Build America Bonds	\$ 5,148,202	
7	Federal Funds for 2010A Bond Debt Service	\$ 9,626,239	
8	Total Estimated Revenue	\$ 145,186,737	
9			
10	Estimated Allocations		
11	Administrative & Operating Activities (Cost Centers B8800-538 and B88AD-538)		
12	Bridge and Tunnel Enterprise Program Management		\$ (1,300,000)
13	CDOT Staff Compensation		\$ (120,463)
14	Attorney General Legal Services		\$ (40,000)
15	Annual Audit		\$ (35,000)
16	Operating Expenses		\$ (4,000)
17	Trustee Fee		\$ (10,000)
18	Other consulting		\$ (100,000)
19	Total Administrative & Operating Activities		\$ (1,609,463)
20			
21	Support Services (Cost Center B88SP-538)		
22	Additional Project and Program Support Services		\$ (320,000)
23	Total Support Services		\$ (320,000)
24			
25	Maintenance (Cost Center B88MS-538)		
26	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ (750,000)
27	Total Maintenance		\$ (750,000)
28			
29	Preservation (Cost Center B88BP-538)		
30	Bridge and Tunnel Preservation		\$ -
31	Total Preservation		\$ -
32			
33	Debt Service and Availability Payments		
34	2010A and 2019A Bond Debt Service		\$ (17,181,000)
35	Central 70 Availability Payment		\$ (30,855,249)
36	Total Debt Service and Availability Payments		\$ (48,036,249)
37			
38	Construction Program		
39	Funding for Bridge and Tunnel Enterprise Projects		\$ (94,471,025)
40	Total Construction Program		\$ (94,471,025)
41			
Total Fund 538 FY 2021-22 Revenues		\$ 145,186,737	
Total Fund 538 FY 2021-22 Allocations		\$ (145,186,737)	
Remaining Unbudgeted Funds		\$ -	





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: Kay Kelly, Chief, Office of Innovative Mobility
DATE: November 18, 2021
SUBJECT: Innovative Mobility Committee Meeting

Purpose: This memorandum provides an overview of the content to be covered in the quarterly Innovative Mobility Committee meeting.

Action: Informational briefing only. No action required at this time.

Background: The goals and objectives of OIM are to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options and using traditional and emerging mobility technologies. OIM is organized into four program areas:

- **Mobility Services** - exploring ways to make transportation efficient and more accessible to underserved populations by working with technology, legislation, and conducting research and analysis.
- **Mobility Technology** - guiding Colorado's strategy and policy on connected, autonomous and emerging transportation technologies.
- **Electrification and Energy** - working with partners across the public and private sectors to facilitate the expansion of both electric vehicles and infrastructure across Colorado.
- **Division of Transit and Rail** - responsible for planning, developing, operating, and integrating transit and rail into the statewide transportation system

Details:

Topic 1 - Colorado Medium- and Heavy-Duty (M/HD) Vehicle Study

On October 6, 2021, the Colorado Energy Office (CEO), Colorado Department of Transportation (CDOT) and Colorado Department of Public Health & Environment Air Pollution Control Division (APCD) released the Colorado Medium- and Heavy-Duty Vehicle Study. State agencies partnered with M.J. Bradley and Associates on the study to better understand the existing M/HD fleet in Colorado as well as the opportunities and challenges associated with a zero emission vehicle (ZEV) fleet transition.

Key findings from the Colorado Medium- and Heavy-Duty Vehicle Study include:

- Medium- and heavy-duty ZEVs will provide net cost savings for fleets due to lower fuel and maintenance costs as well as significant emissions reductions, air quality improvements and public health benefits despite higher up front purchase costs.
- While the national market for medium- and heavy-duty ZEVs is relatively nascent at present, it is expected to grow dramatically in the coming years with declining vehicle costs, model introductions, and new state programs and policies to spur adoption.
- Freight is critical to Colorado's economy, and a zero-emission transition will need to be managed carefully to ensure continued smooth fleet operations.



- Some vehicle types and use cases, such as transit buses, school buses and medium-duty vehicles in regional haul and delivery applications, are primed for early adoption due to the readiness of the technology and vehicle usage patterns.
- Other vehicle types and use cases, such as long haul Class 7/8 tractor trailers, will be more challenging to transition to ZEVs and may require additional technology innovation and program support.
- There is a need for planning and investment to support charging and hydrogen fueling infrastructure to support a transition to ZEV—state government, electric utilities and the private sector need to work together.
- State government, local government and other public fleets, as well as fleets owned by utilities, could make a significant contribution to leading a medium- and heavy-duty ZEV transition, as they compose a sizable portion of the vehicles in the 100 largest fleets in Colorado.
- The long vehicle lifetimes of medium- and heavy-duty vehicles in Colorado emphasize the importance of early action to reach the state's GHG pollution reduction goals.
- The study evaluates the potential adoption of Advanced Clean Truck rules, which would require manufacturers to ensure that a growing share of their new vehicle sales in Colorado are ZEVs beginning in 2025.
- The study also evaluates the adoption of standards to reduce emissions of nitrogen oxides (a key ozone precursor) from new fossil-fuel powered trucks, which would result in significant additional air pollution reductions and public health benefits.

The study also identifies key challenges that would need to be addressed to ensure a smooth transition to a ZEV fleet as well as potential strategies. Well-designed, complementary programs that provide vehicle purchase incentives, encourage the retirement of older polluting vehicles, provide technical assistance to fleets and build out a robust charging and fueling infrastructure network statewide are essential to support a transition to ZEVs. Key considerations such as workforce development and supply chain concerns also need to be evaluated and addressed both at the national and state level to ensure that the medium- and heavy-duty vehicle market is prepared for a transition to ZEVs.

The state will be hosting three public listening sessions to review the findings of the study, answer questions and hear public comments. The study, combined with feedback from the public listening sessions will be assembled into a Colorado Clean Truck Strategy in the coming months.

More details can be found at sites.google.com/state.co.us/cotriporgfreight/clean-truck-strategy

Topic 2 - Colorado Low-Carbon Hydrogen Roadmap

On October 15, 2021, CEO released Opportunities for Low-Carbon Hydrogen in Colorado: A Roadmap, a new study undertaken to evaluate the potential role hydrogen could play in achieving Colorado's climate goals. The roadmap identifies opportunities, barriers and recommended actions for the deployment of low-carbon hydrogen in the state of Colorado over the next 15 years.

Key findings in the study include:

- Hydrogen produced from renewables could achieve cost parity with hydrogen from steam methane reforming with carbon capture and storage by the mid-2030s.
- Hydrogen delivery via pipeline and a large-scale central hub of storage, potentially making use of Colorado's existing gas storage facilities, are likely to be the most cost-effective opportunities for transport and storage if hydrogen were to be deployed at scale.
- The most promising short-term applications for hydrogen consumption are in the medium- and heavy-duty vehicle sector.



- The application of hydrogen in the electric sector has significant potential in the medium term, especially as GHG pollution reduction targets exceed 80% to 90% and the need for firm zero carbon generation or long duration, multi-day storage increases.
- Eventually, hydrogen could replace fossil gas use for electric peaking generation, and both hydrogen production through grid-powered electrolysis and hydrogen-fueled electric generation could provide load-following services to the electric grid.
- A potentially promising role is the use of hydrogen in high-temperature industrial processes.

The roadmap also identifies actions Colorado can take over the next 15 years to kickstart the low carbon hydrogen economy including:

- Develop a hydrogen plan
- Investigate regional hydrogen hubs
- Deploy fueling infrastructure for medium- and heavy-duty vehicles
- Develop pilot projects in the electricity generation sector
- Develop pilot projects in the gas distribution sector
- Issue a request for information to assess where regional hubs could be located
- Increase vehicle availability and consumer awareness
- Streamline permitting processes

The study, authored for CEO by Energy & Environmental Economics, is available for download at https://drive.google.com/file/d/1qP0N0AstQuhWwGQ3voxH4J_VmpKhCucp/view

Topic 3 - Colorado Transit Zero Emission Vehicle (ZEV) Roadmap

The goal of the Colorado Transit Zero-Emission Vehicle (ZEV) Roadmap is to identify the strategies, policies, and funding levels necessary to achieve the state’s goal of 1,000 transit ZEVs on the road by 2030 and a 100% ZEV transit fleet by 2050. Over the course of the year, CDOT staff engaged with transit agencies, local governments, utilities, and industry stakeholders to conduct an inventory of the current state fleet make-up, identify the challenges and opportunities presented by transit electrification, and recommend future actions necessary to achieve the numerical targets established in the 2020 Colorado EV Plan. Key findings include:

- The state’s transit electrification goals are achievable, given sufficient resources, supportive policies, and continued technology improvement
- The incremental cost difference in converting the statewide transit fleet to ZEVs is estimated at between \$230 and \$270 million, the majority of which is associated with charging infrastructure
- The project has produced a financial modeling tool that can be adjusted and re-run moving forward to incorporate different cost and timeline assumptions and can also be applied to individual transit agencies

The final Roadmap will be released in November 2021 and implementation will begin in 2022.

Topic 4 - Transit Emissions Dashboard

The Transit Emission Dashboard is intended to track greenhouse gas (GHG) emissions associated with transit use in the State of Colorado. The dashboard will quantify the year over year reductions in GHG emissions associated with transit ridership and conversion of transit vehicles to ZEVs. The Dashboard will serve as one of many performance metrics to aid CDOT in quantifying GHG emission reductions from the transportation sector and tracking progress towards state and agency goals. The Dashboard will be annually updated using data from the National Transit Database and the EPA MOVES model. The dashboard will be deployed in several phases as additional transit data is collated. The Dashboard will be posted on the OIM website.

Next Steps: Please feel free to follow up with OIM staff if you have any questions or comments.

Attachments: Attachment A - Presentation (2021-11-18 OIM Committee Meeting for TC.ppt)



Innovative Mobility Committee

CDOT Transportation Commission

November 18, 2021

Innovative Mobility Committee

- Committee Co-Chairs
 - Commissioner Vasquez
 - Commissioner Bracke
- Committee Members:
 - Commissioner Stanton
 - Commissioner Hickey
 - Commissioner Adams
 - Commissioner Beedy
 - Commissioner Garcia
 - Commissioner Hart
 - Commissioner Holguin
- All TC members and public welcome to attend (virtual meetings)

Innovative Mobility Committee

- Today's Agenda:
 - Welcome & Innovative Mobility Committee Overview
 - Co-Chairs: Commissioner Vasquez, Commissioner Bracke
 - CDOT Office of Innovative Mobility
 - Chief, Kay Kelly
 - Mike King, Electrification and Energy
 - Lisa Streisfeld, Mobility Services
 - Ashley Nysten, Mobility Technology
 - Amber Blake, Transit and Rail
 - Presentation by CDOT Office of Innovative Mobility (Chief, Kay Kelly)
 - Medium & Heavy-Duty Vehicle Study
 - Low-Carbon Hydrogen Roadmap
 - Transit ZEV Roadmap
 - Transit Emission Dashboard
 - Input for 2022 Innovative Mobility Committee Topics
 - Next Steps
 - Next committee meeting planned for Q1 2022



COLORADO

Department of Transportation

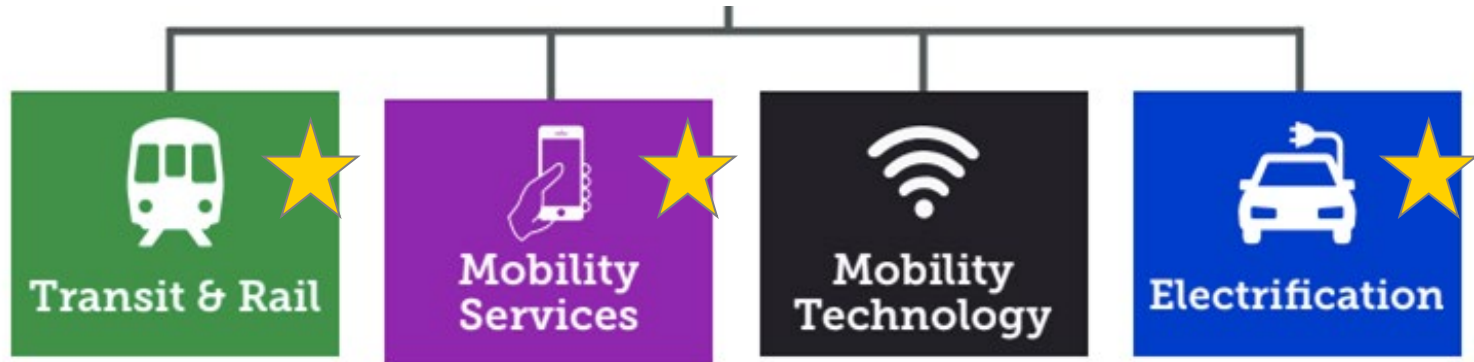
Office of Innovative Mobility

Transportation Commission OIM Committee Meeting
Page 214 of 315
November 18, 2021



Office of Innovative Mobility

Reduce pollution in our air and congestion on our roads by expanding multimodal transportation options, utilizing traditional and emerging mobility technologies.



Committee Meeting Topics:

1. Colorado Medium- and Heavy-Duty Vehicle Strategy and Next Steps
2. Colorado Low-Carbon Hydrogen Roadmap
3. Transit Zero Emission Roadmap
4. Transit Emissions Dashboard

Colorado Medium- and Heavy-Duty (M/HD) Vehicle Study



COLORADO
Department of Transportation



COLORADO
Energy Office



COLORADO
Department of Public
Health & Environment

M/HD is a Diverse and Critical Sector

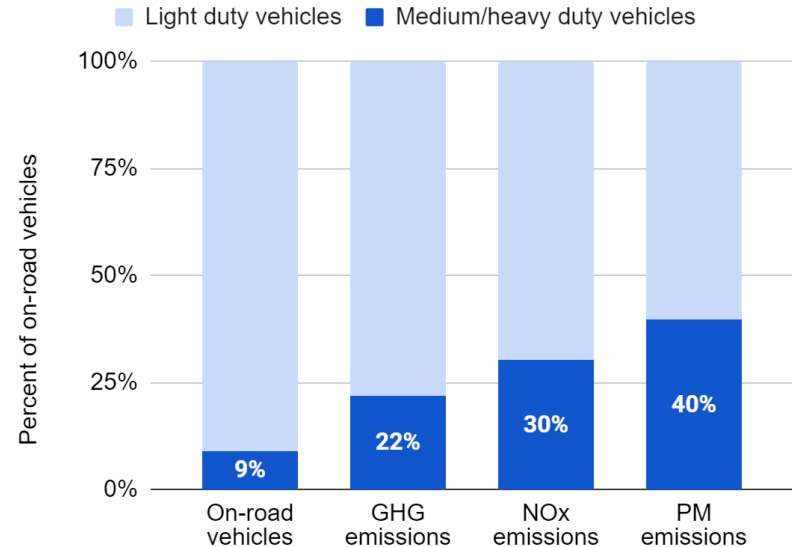
- Freight is critical to Colorado's economy
- M/HD vehicles are very diverse
- ZEV offerings are in various stages of readiness by weight class and application
- The zero-emission transition must be managed carefully to ensure continued smooth fleet operations
- Meticulous technical analysis and robust stakeholder engagement are necessary to understand how Colorado can be successful



M/HD Vehicles and Emissions

- M/HD vehicles contribute nearly a quarter of on-road GHG emissions, despite comprising less than 10% of Colorado on-road vehicles due to lower fuel economy and more vehicle miles traveled.
- M/HD vehicles are also a significant contributor to ozone precursor emissions (NO_x and PM) that have serious impacts on air quality and human health.

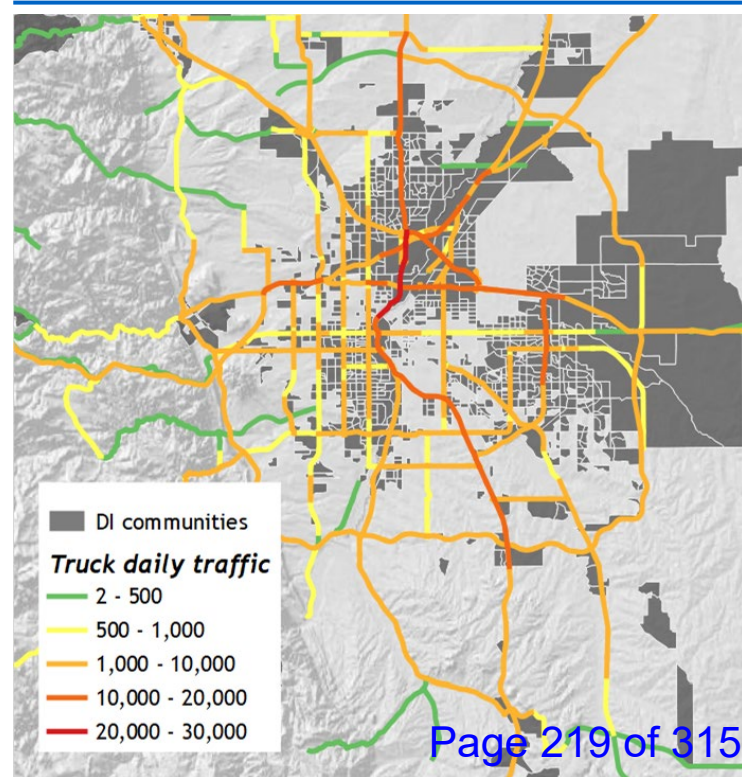
M/HD as a percent of total on-road vehicles



M/HDV and Disproportionately Impacted Communities

→ Disproportionately impacted communities are more likely to live in close proximity to major freight routes, like I-70, I-270, and I-25, where they experience greater exposure to NO_x and PM emissions that have significant impacts on human health.

Daily truck traffic and DI communities



M/HD Vehicles and Climate Change

Reduce GHG pollution ~12.7 million tons by 2030

6 MMT reduction

Low and Zero Emission Vehicle rules

2 MMT reduction

Utility and public investment in fleet turnover and infrastructure for light-duty zero emission vehicles (SB19-077, electrification investments from SB21-260)

Collectively, the other strategies will target remaining 4.7 million tons

~4.7 MMT reduction

GHG Pollution Standards for transportation plans	In progress - CDOT TC Rulemaking - hearing 11/ 2021
Incentivize land use to increase housing near jobs and reduce VMT and pollution	HB 21-1271, HB 21-1117; CDOT stakeholder process; interim affordable housing committee
Clean trucking strategy - infrastructure, fleet incentives, consider regulatory tools such as Advanced Clean Trucks and fleet rules	In progress - Study released October 2021 Stakeholder Engagement - Fall/winter 2021; fleet investments from SB21-260
Participate in developing post 2025 vehicle standards (state and federal)	Federal and CARB processes
AQCC evaluation of indirect source rules	RAQC has convened committee to start developing proposals
Expansion of public transit, including setting the stage for Front Range Rail	In progress - SB21-238, SB 21-260, Main Streets investments, on-going multimodal emphasis

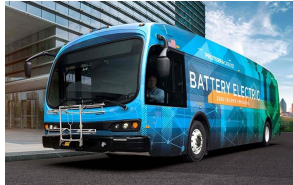
NATIONAL MEDIUM AND HEAVY DUTY VEHICLE SECTOR OVERVIEW



M/HD Zero Emission Vehicle Phase-In

Some vehicle types are more ready to transition to zero emission vehicles in the near term, while others are more challenging and will require more time and support.

Wave 1: Transit



Multiple vehicles available and actively operating in many regions

Wave 2: Delivery + School Bus



Some vehicles available, pilot deployments and limited fleet usage underway

Wave 3: Medium Freight & Service



Pilots, demonstration projects, and announcements of future models

Wave 4: Heavy Regional Freight



Demos and announcements, but require more infrastructure to scale up

Wave 5: Corridor Long-Haul



Aspirational, requiring major infrastructure investments nationwide

Bus Markets are the Furthest Along in ZEV Offerings

- 5x more electric transit buses deployed compared to electric trucks
- ~13% of the country's transit agencies currently have electric buses in their fleet or have them on order,
- 1/3 of transit agencies in the U.S. have committed to convert to zero-emission vehicles by 2045
- Every North American manufacturer of diesel buses also sells electric buses
- The electric school bus market is less developed but is progressing rapidly, with electric models available from two major manufacturers
- School buses outnumber transit buses roughly 5:1

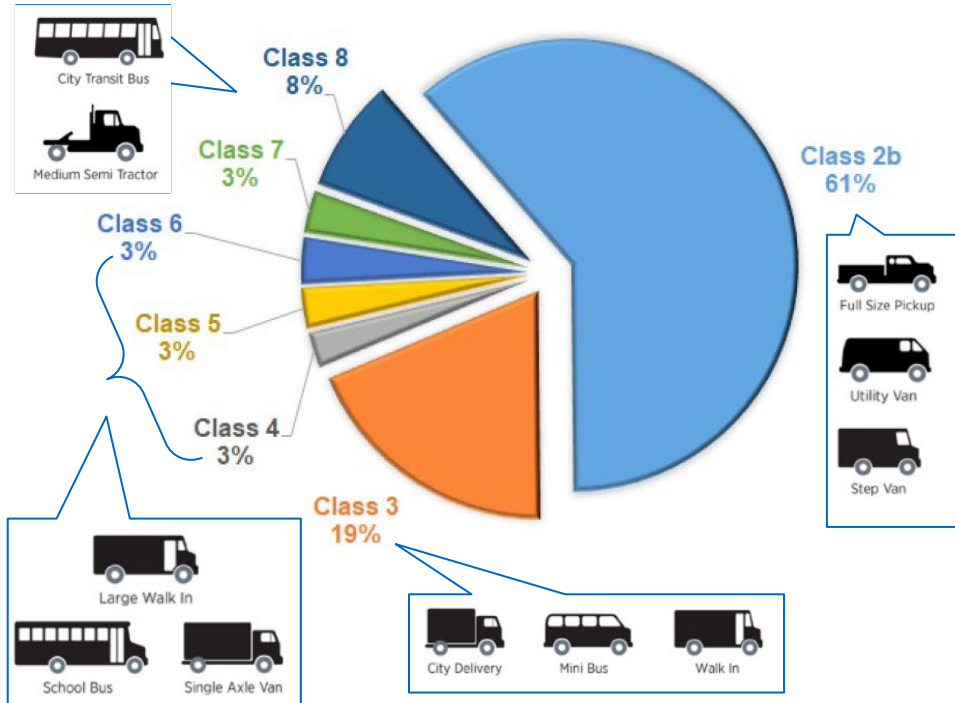


CURRENT STATUS OF MEDIUM- AND HEAVY-DUTY VEHICLES IN COLORADO

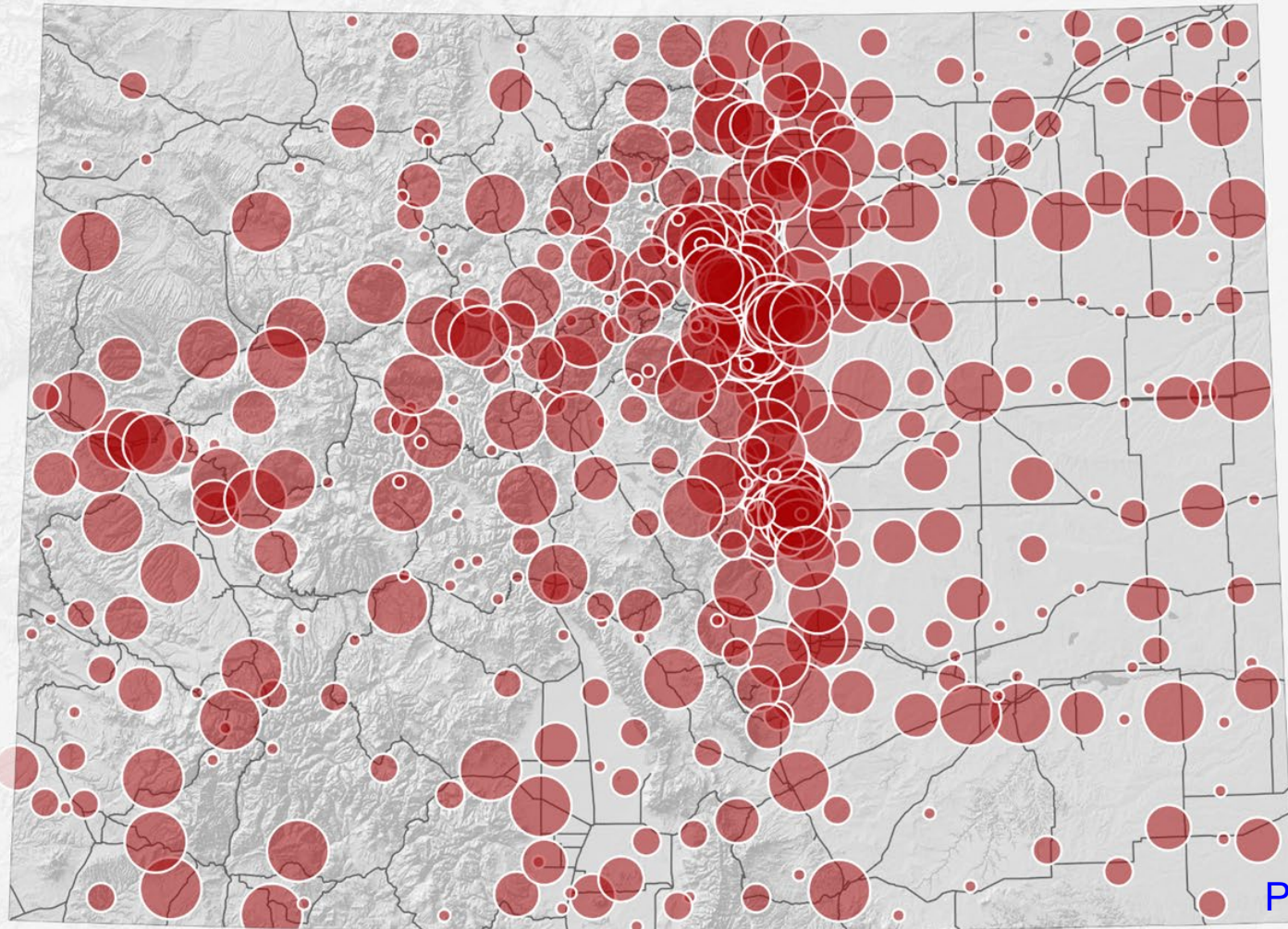


Colorado M/HD Vehicle Registrations

Colorado M/HD Vehicles by Weight Class



- CO has nearly half a million M/HD vehicles registered in the state.
- Over half of these are Class 2b light-trucks (61%) with Class 3 contributing the second largest portion (19%).
- A very large portion of the Class 2b vehicles are assumed to be either personal vehicles or are owned by very small commercial fleets.



Class 2b-3 Vehicle Registrations

- 1 - 100
- 100 - 250
- 250 - 500
- 500 - 1700

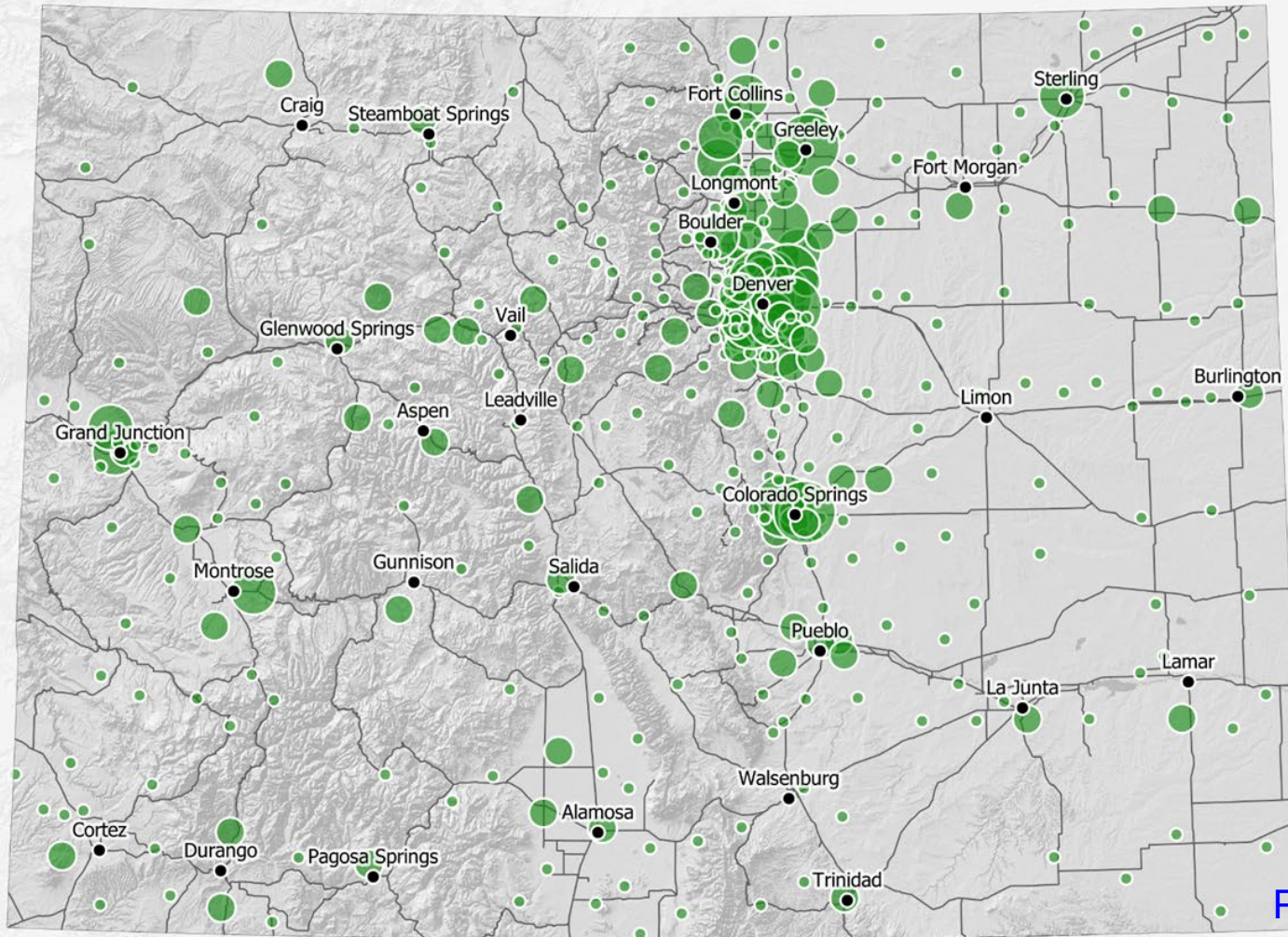
Distribution of M/HD Vehicle Registrations in Colorado - Class 2b-3

Class Two: 6,001 to 10,000 lbs.



Class Three: 10,001 to 14,000 lbs.





**Class 4-6
Vehicle Registrations**

- 1 - 100
- 100 - 250
- 250 - 500
- 500 - 1700

**Distribution of
M/HD Vehicle
Registrations
in Colorado -
Class 4-6**

Class Four: 14,001 to 16,000 lbs.

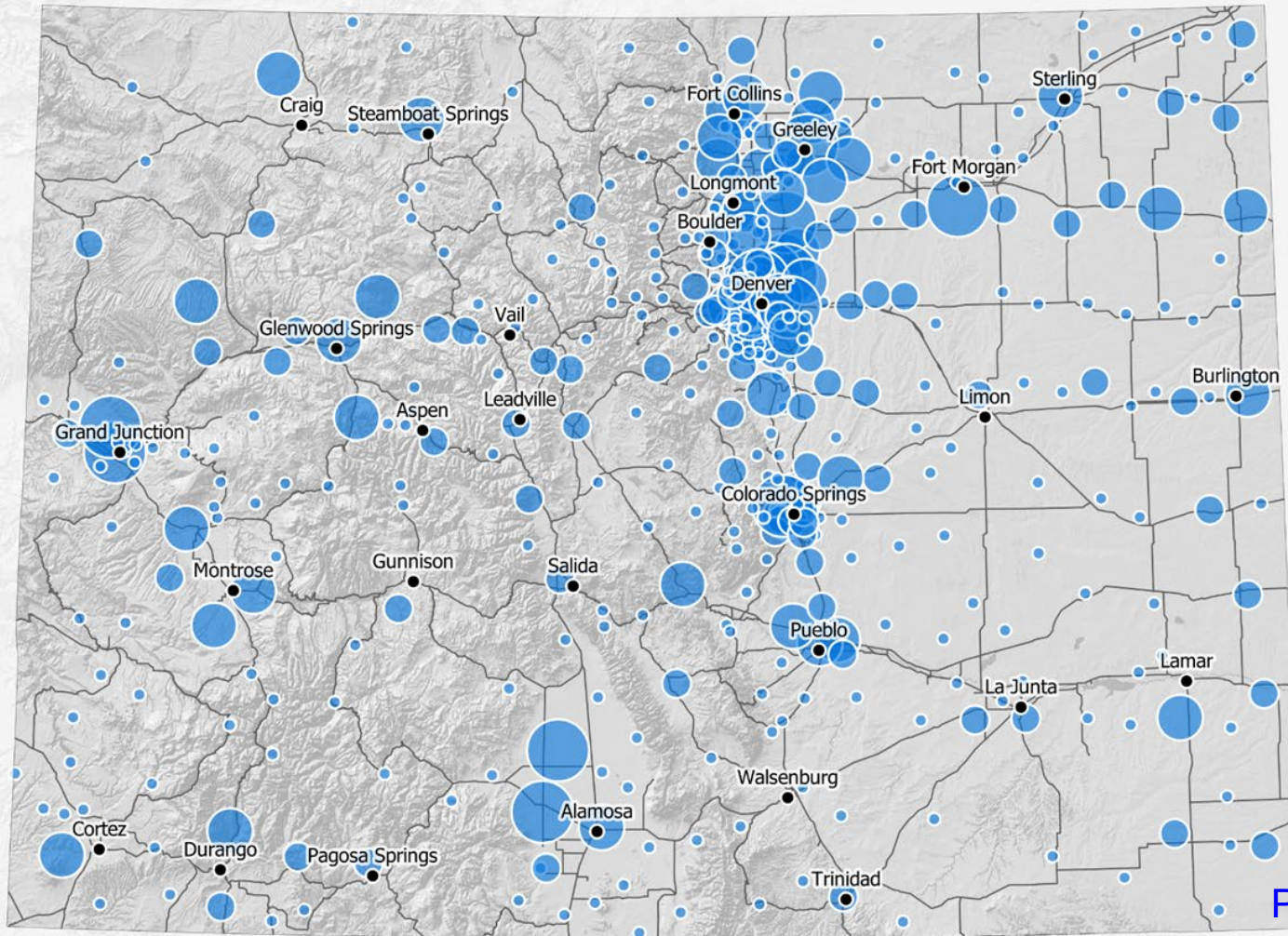
			
City Delivery	Conventional Van	Landscape Utility	Large Walk In

Class Five: 16,001 to 19,500 lbs.

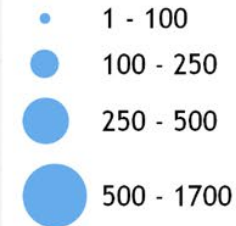
		
Bucket	City Delivery	Large Walk In

Class Six: 19,501 to 26,000 lbs.

				
Beverage	Rack	School Bus	Single Axle Van	Stake Body



Class 7-8 Vehicle Registrations



Distribution of M/HD Vehicle Registrations in Colorado - Class 7-8

Class Seven: 26,001 to 33,000 lbs.



City Transit Bus



Furniture



High Profile Semi



Home Fuel



Medium Semi Tractor



Refuse



Tow

Class Eight: 33,001 lbs. & over



Cement Mixer



Dump



Fire Truck



Fuel



Heavy Semi Tractor



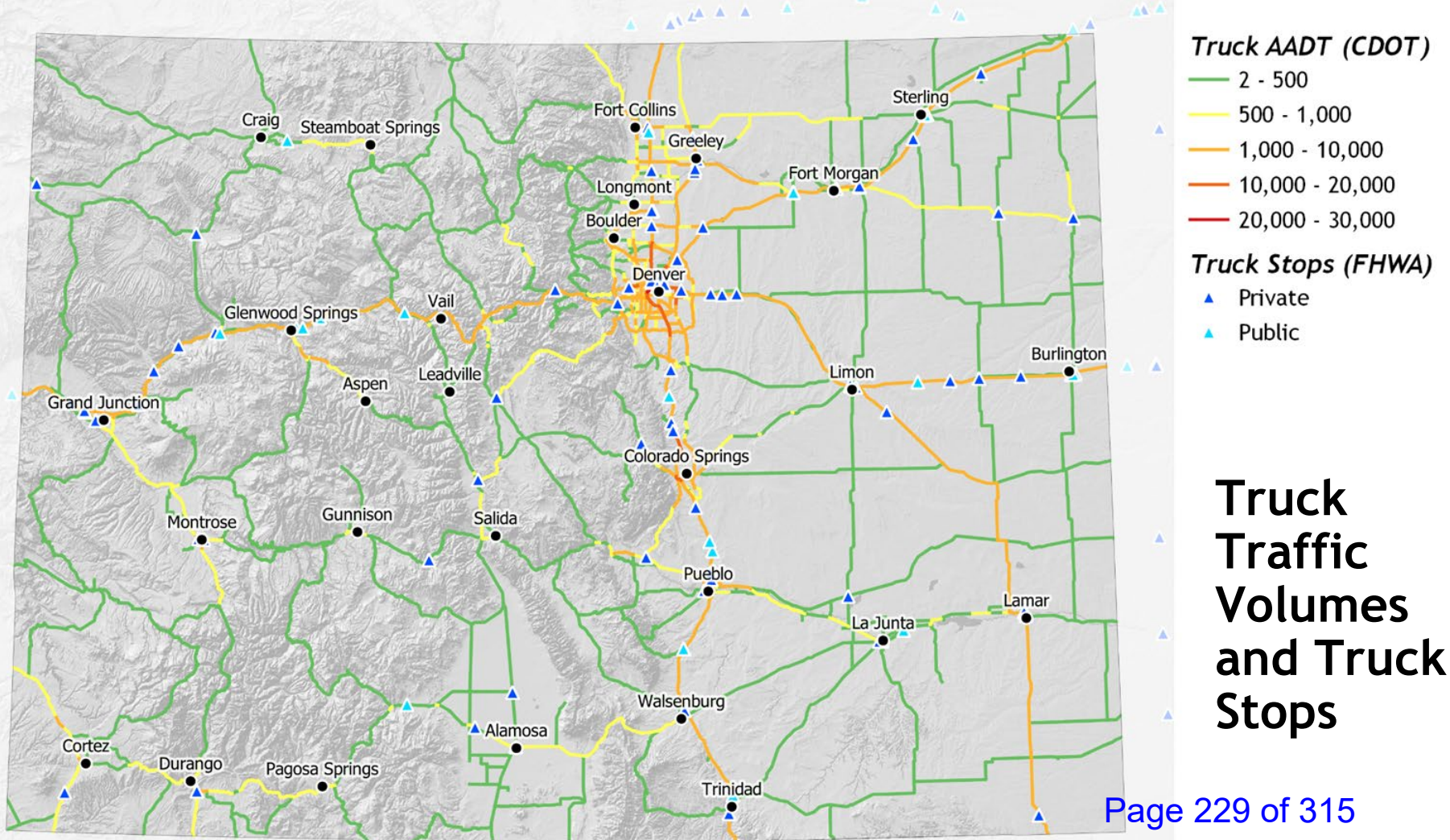
Refrigerated Van



Semi Sleeper

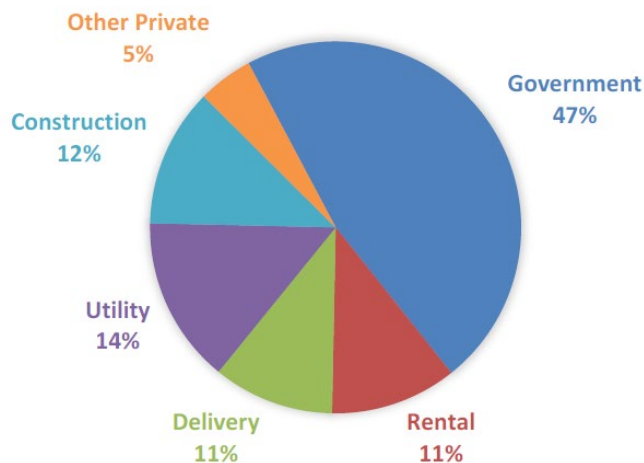


Tour Bus



Top 100 Colorado M/HD Fleets by Type

Top 100 Colorado M/HD Fleets by Type



- State, county, and city governments, including transit authorities and school districts, own nearly half the vehicles in the 100 largest M/HD fleets in Colorado.
- Fleets of utilities, truck rentals, delivery services, and construction also have sizable fleets.
- Collectively the vehicles in these 100 largest fleets comprise ~6% of all M/HD vehicles.



POLICY AND PROGRAM CONSIDERATION S



Policy and Program Opportunity Areas Identified

The study catalogs existing strategies in Colorado and potential opportunities:



Manufacturer sales requirements



Procurement policies and programs



Vehicle incentives and financing



Infrastructure planning and investments



Complementary utility programs



Workforce development programs



Additional opportunities

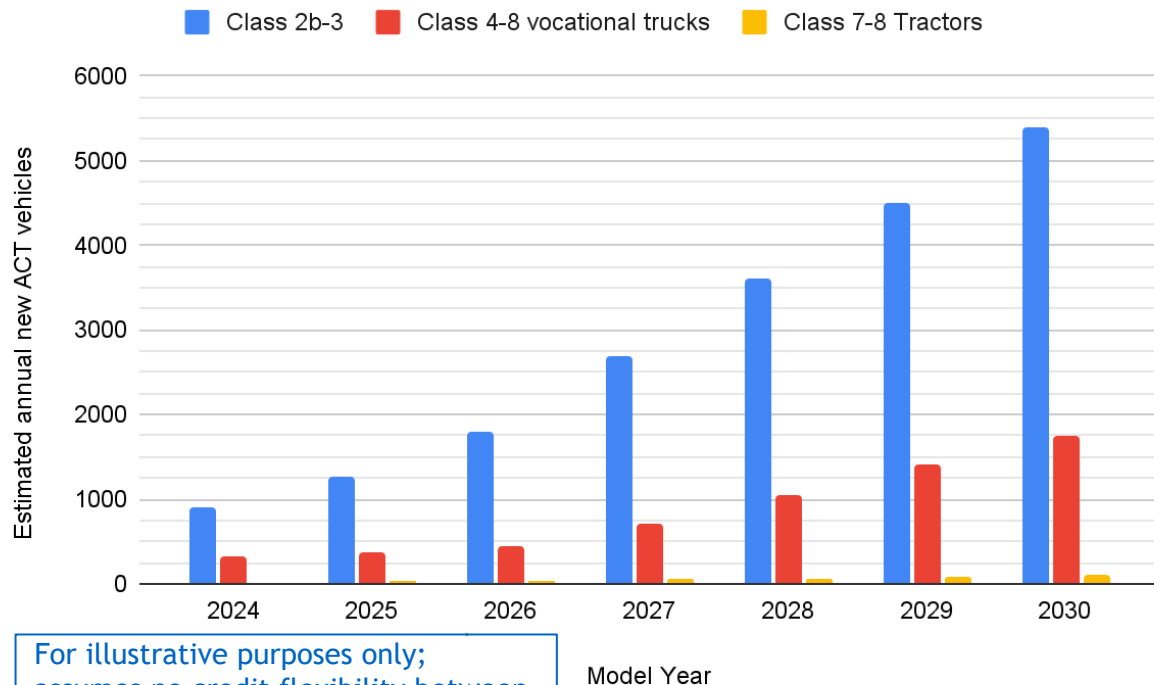




Advanced Clean Trucks

- Originated in California but can be adopted by other states.
- Requires manufacturers of M/HD on-road vehicles to sell an increasing percentage of ZEVs of their annual sales.
- Provides flexibilities to meet requirements
- Also includes one-time fleet reporting requirements.

Estimated ZEV Sales in Colorado under ACT

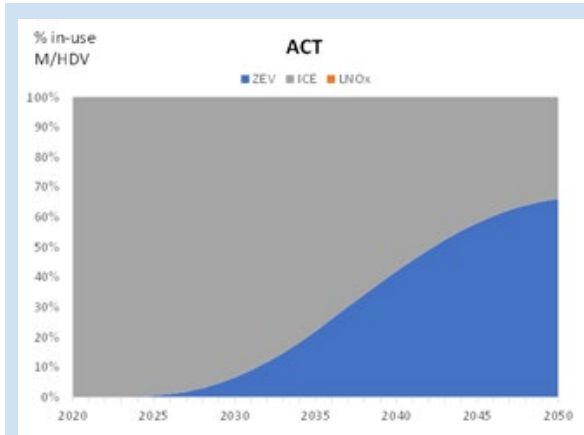


For illustrative purposes only; assumes no credit flexibility between classes, years, etc.

Model Year

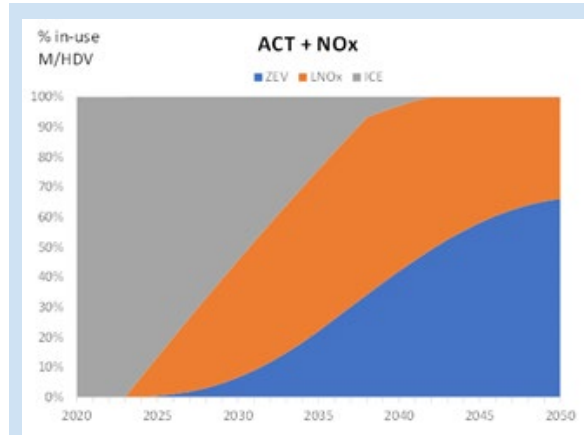
Scenario Overview

3 Scenarios: Comparison by Projected % In-Use M/HD Vehicles in Colorado



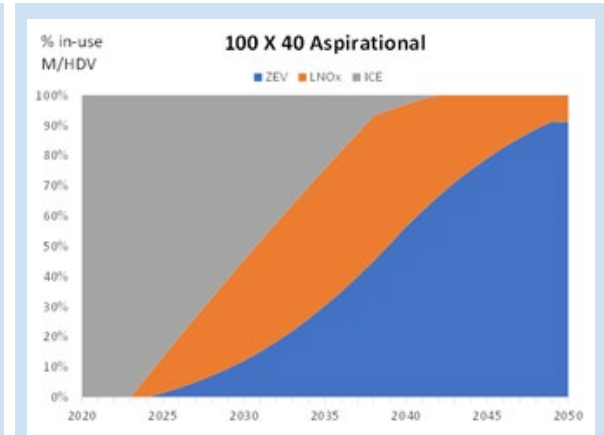
ACT Scenario

- Models if CO adopts Advanced Clean Trucks (ACT) rule
- Majority of sales assumed to be BEV post 2035



ACT + NOx scenario

- Models if CO adopts Low NOx rule in addition to ACT

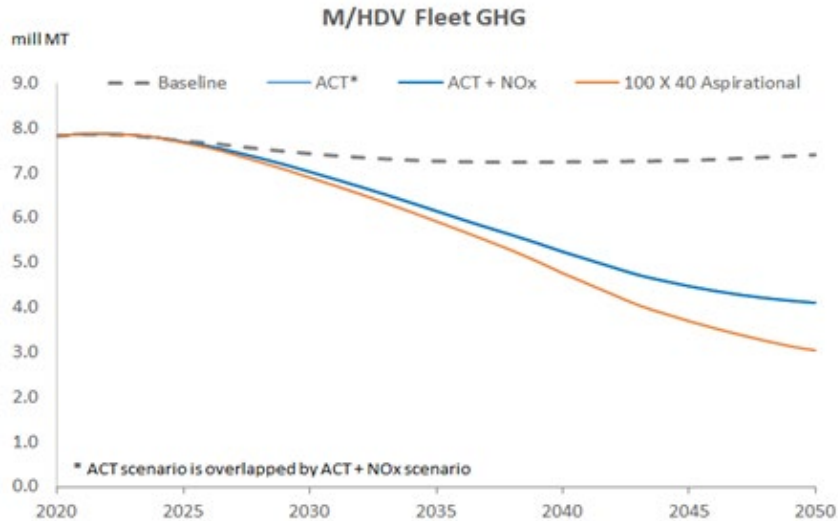


100 X 40 Aspirational

- Increases ZEV sales to 90-100% by 2040
- ZEV and Low NOx vehicles make up 98% of M/HDs by 2050

Scenario modeling: GHG reduction

Estimated M/HDV Vehicle Fleet GHG (MMT)



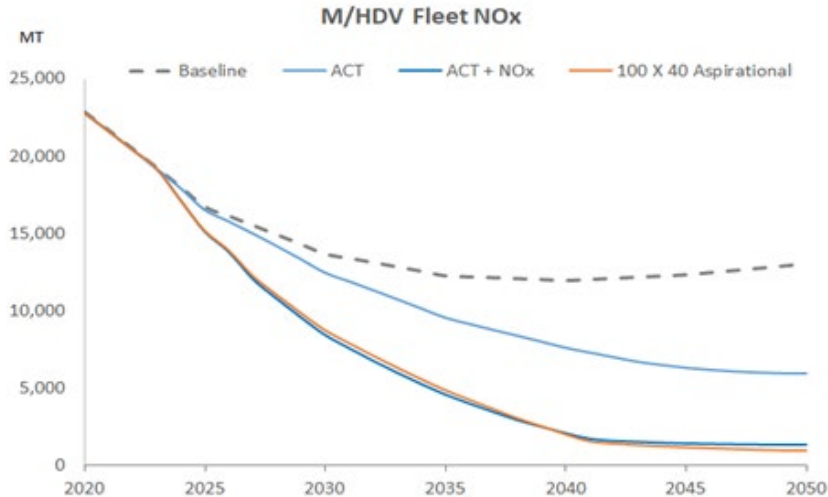
GHG reduction by scenario in MMT (percent)

Scenario	2030	2050
ACT and ACT + NOx	-0.4 (-6%)	-3.3 (-45%)
100 X 40 Aspirational	-0.5 (-7%)	-4.4 (-59%)



Scenario modeling: Air pollution reduction - NOx

Estimated M/HDV Vehicle Fleet NOx (MT)



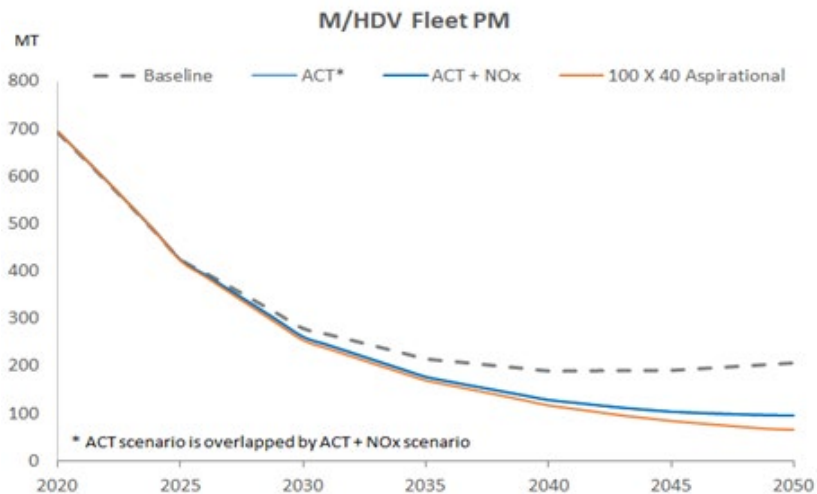
NOx reduction by scenario in MT (percent)

Scenario	2050
ACT	-7,000 (-54%)
ACT + NOx	-12,000 (90%)
100 X 40 Aspirational	-12,100 (93%)



Scenario modeling: Air pollution reduction - PM

Estimated M/HDV Vehicle Fleet PM (MT)



PM reduction by scenario in MT (percent)

Scenario	2050
ACT and ACT + NOx	-111 (-53%)
100 X 40 Aspirational	-140 (-68%)



NEXT STEPS



How to Stay Involved

1. Participate in a public meeting
2. Submit a public comment via email to cleantruckstrategy@state.co.us
3. Reach out to cleantruckstrategy@state.co.us if you'd like to meet with state staff on this topic, or have a presentation and discussion about this topic at your organization's next meeting.

Public Meeting #1

November 10, 2021,
1:00pm-3:00pm

Public Meeting #2

November 10, 2021,
6:00pm-8:00pm

Public Meeting #3

November 20, 2021,
9:30am-11:00am

Ongoing updates will be shared at:

<https://sites.google.com/state.co.us/cotriporgfreight/clean-truck-strategy>



Colorado Clean Truck Strategy Timeline



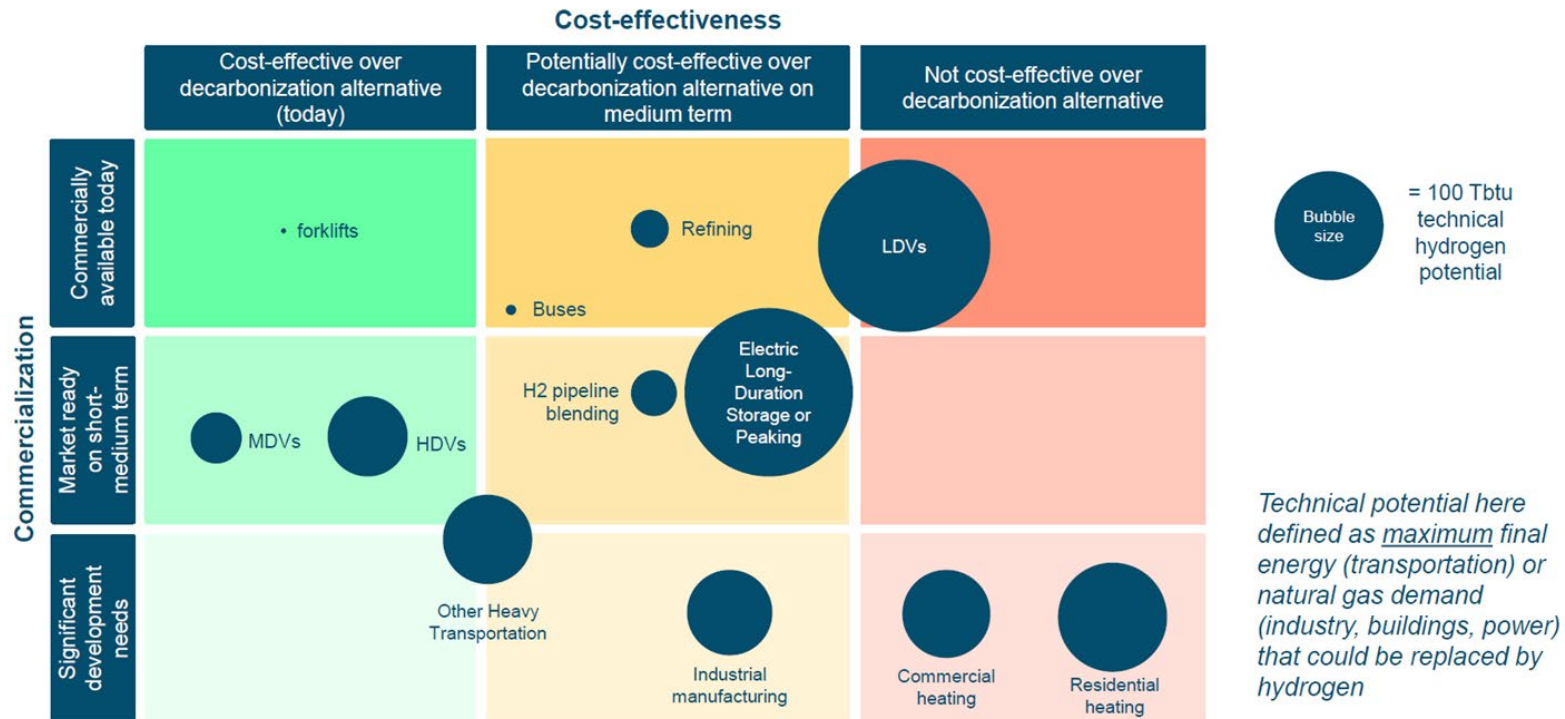
Opportunities for Low-Carbon Hydrogen in Colorado: A Roadmap

Full Study Available from the Colorado Energy Office

https://drive.google.com/file/d/1qP0N0AstQuhWwGQ3voxH4J_VmpKhCucp/view

Opportunities for hydrogen by end-use application

Conceptual overview of mid-term (2030) hydrogen potential in Colorado



The Hydrogen Roadmap Suggests the Following Actions:

- Develop a hydrogen plan
 - Contain renewable hydrogen production target
 - Based upon scenario modeling in Roadmap of 45,000 (growth scenario)-85,000 (transformative scenario) metric tons requiring capital investments of \$310 (growth scenario) - \$1,200 (transformative scenario) million
 - Contain target for development of vehicle refueling stations potentially in centralized areas or hubs
 - Based upon scenario modeling for 4,000-20,000 MHDV H2 vehicles on the road by 2030, between 30 (growth scenario) to 150 (transformative scenario) stations would be required with an investment between \$66 - \$330 million
- Investigate market interest and feasibility of regional early-development hydrogen hubs
- Develop pilot projects on the use of hydrogen in the power sector
- Develop pilots related to blending of hydrogen in existing gas infrastructure
- Issue a Request for Information to potential hydrogen market participants to assess the feasibility of developing pilots and/or geographically-based hydrogen hubs in the state

Transit Zero Emission Vehicle Roadmap





CDOT Transportation Electrification Goals

PD 14 Environmental Impact Objectives & Targets

CDOT will work collaboratively with other state agencies and local partners to **reduce statewide GHG pollution** from the transportation sector by 26% by 2025, 50% by 2030, 90% by 2050 relative to 2005 statewide GHG pollution levels.

Collaborate with other state agencies to **increase electric vehicle registrations** to support a future fleet of at least **940,000 light-duty EVs by 2030**.

Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2020 Electric Vehicle Plan to **convert the state transit fleet to 100% ZEV by 2050**, with an interim target of at least 1,000 ZEVs by 2030.



Collaborate with other state agencies, local governments, and private companies to **increase the percentage of total state highway miles within a 30-mile travel buffer of DC fast-charging stations** from 40% in FY 2020 to 100% by FY 2030.

Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to **increase the number of Colorado Scenic & Historic Byways classified as electrified byways** from 3 in FY 2020 to 26 by the end of FY 2025.





Key Elements of the Transit ZEV Roadmap

- **Collecting data and conducting research and analysis** to inform the current state of Colorado's transit fleet, understand the current state of the national transit ZEV market, identify transit ZEV conversion barriers and opportunities, and determine and document complementary utility actions and policies needed to advance the transition of Colorado's transit fleet to ZEVs.
- **Conducting outreach and engagement with transit agencies and utilities** to understand current ZEV plans, issues, opportunities and potential strategies the State could implement to support the transit ZEV transition.
- **Engaging with transit agencies and utilities** to support the transition of 1,000 transit vehicles to ZEV by 2030 and a 100 percent fleet transition by 2050.
- **Crafting a comprehensive Transit ZEV Roadmap** that integrates findings and strategies from complementary planning efforts and provides statewide transit and utility decision-makers with the direction and tools to facilitate and manage the ZEV transition while continuing to deliver quality transit service to the traveling public

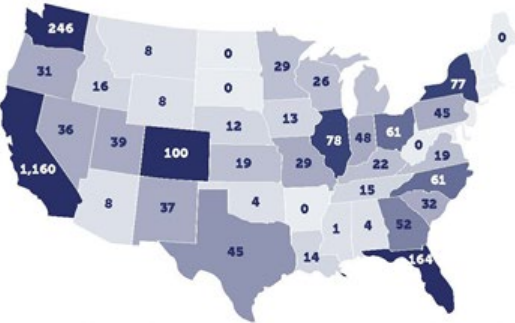


National Transit ZEV Trends

National ZEV Transit Trends

Advancing ZEV transit fleets faces several challenges and barriers to realizing the full financial and environmental benefits of the next generation of transit vehicles. There is increasing national experience transitioning transit fleets to ZEVs, as shown in Figure 1.

Figure 1: 2020 ZEV Transit Buses Deployed, On Order, or Soon to be on Order in the US⁴



Transit agencies must adapt to and embrace new vehicle standards, products and changing mobility needs. In addition to contemplating ZEV fleet adoption, many transit agencies are simultaneously evaluating service and technology changes including integration of mobility-on-demand and mobility-as-a-service options. Remaining on the cutting edge of new transit technology and ZEV planning should be evaluated at the local level with awareness and context of national trends and best practices.



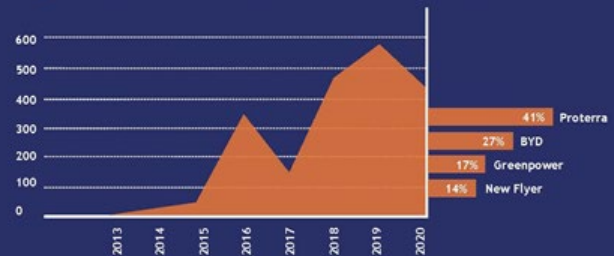
Vehicle Availability

Full sized electric buses have been commercially available and their use has been increasing for over a decade. At the beginning of 2020, approximately 180 transit agencies were operating over 850 electric transit buses throughout the US with an additional 1,000 vehicles on order for delivery by 2022.³

Decreasing battery and electricity costs have contributed to the growth of the battery electric ZEV market. Proterra has dominated the American ZEV bus market but faces competition from GreenPower, New Flyer, and BYD. The traditional transit vehicle OEMs - New Flyer, Gillig and Nova Bus - have collaborated with zero-emission powertrain suppliers to develop battery electric models to retain their market share.²

Figure 2 provides a summary of zero emission bus sales in North America. Appendix A provides detailed information about the state of zero emission transit vehicle model availability.

Figure 2. North American Zero Emission Bus Sales (2013-2020)³



Manufacturers that initially focused on full-size electric transit buses are pivoting to integrate medium- and small-size cutaway vehicles into their vehicle portfolios to meet the growing demand for vehicle offerings in this market segment. Given the various needs and service delivery models across Colorado, additional ZEV types will support faster adoption of ZEVs as cutaway vehicles make up approximately 25 percent of Colorado's existing transit fleet. ZEV deployment should occur as proven vehicle models are available to meet current and future transit needs. In Colorado, this means vehicles must be able to operate with extended range to serve rural areas and vehicles must be able to operate successfully in areas with cold climates and steep grades.

Barriers to ZEV Fleet Adoption

A comprehensive literature review identified the following barriers to ZEV fleet adoption. These barriers provided context to inform the development of strategies for the Transit ZEV Roadmap for the state, transit agencies and other stakeholders to support a 100 percent transition of Colorado's transit fleet to ZEVs by 2050.



Knowledge Barriers

Lack of understanding of the technical, planning, financial, and governance factors critical to successful ZEV implementation.

- Lack of access to sufficient, reliable, and up-to-date information to conduct a thorough assessment of the feasibility of adopting a ZEV fleet
- Changes to operational characteristics and maintenance requirements of ZEV vehicles, including training for drivers, technicians, and other staff
- Need for new infrastructure planning processes and tools to evaluate the transition to a ZEV fleet
- Need for modified vehicle replacement and procurement processes
- Need for new implementation strategies for maintaining and operating a ZEV fleet
- Design challenges associated with increased space requirements for installing ZEV charging and fueling infrastructure
- Lack of understanding of how energy needs and costs vary by vehicle deployment size (i.e., can a 10 vehicle pilot be readily scaled to accommodate a 50+ vehicle deployment?)



Technological Barriers

Currently available ZEV transit models cannot meet the range of transit service needs.

- Advancement of battery technologies to improve vehicle range and the ability to operate in environments with varying grades and temperatures
- Required complementary evolution of the electric grid to accommodate charging
- Limited hydrogen fuel availability and affordability - The Colorado Hydrogen Roadmap will be critical to understanding the full impact of this barrier.



Financial Barriers

The cost of transit ZEVs is approximately double that of internal combustion engine vehicles, which in combination with the high cost of infrastructure upgrades and the limited experience of transit agencies working with utilities to understand and design electric rates results in significant financial barriers to fleet transition.

- High upfront costs associated with ZEV options relative to traditional transit vehicle options
- Need for more options for financing higher capital costs associated with ZEVs, including mechanisms for accounting for total cost of ownership (TCO) vs. upfront capital costs
- High capital costs associated with required grid infrastructure upgrades and charging equipment
- Lack of familiarity with energy vs. demand charges and impacts on operating costs and/or availability of ZEV charging rates
- The higher purchase prices of ZEVs often forces transit agencies to re-evaluate budgets to decide whether to prioritize capital investment in higher cost vehicles often at the expense of the operating budget.



Institutional Barriers

Transit agency and utility service territories cover diverse and dynamic geographic areas. Colorado utilities and transit agencies have varying levels of experience and inconsistent processes for coordinating across jurisdictional boundaries to meet service planning and transmission distribution planning needs that may lead to regulatory delays.

- Need to address different operating environments (e.g., terrain, weather, population distribution).
- Need for unprecedented coordination between transit agencies and utilities
- Range of experience coordinating across jurisdictional boundaries to meet transit service planning and electrical grid transmission/distribution planning needs.
- Need for supporting transit electric infrastructure to be integrated into transmission and distribution system planning
- Need for regulatory agencies to develop processes to expedite infrastructure investments to ensure ZEV goals are attainable
- Need to address the limitations of FTA useful life thresholds to accommodate early replacement of non-ZEVs with ZEVs

Fleet Electrification Readiness

Transit agency fleets that have had successful ZEV transitions complete the following actions. Additional information on each fleet electrification readiness action. [Appendix A](#), includes several case studies and lessons learned from ZEV deployment.



Conduct a fleet-wide assessment to develop short- and long-term ZEV transition goals

- Plan for incremental deployment/demonstration projects to verify how well different ZEV options meet the range of fleet needs and to refine ZEV charging and maintenance schedules
- Identify representative routes to model energy and vehicle range requirements
- Evaluate impacts of unique geographic and service characteristics to identify necessary strategies to prevent service quality impacts



Leverage long-term planning goals to maximize use of available funding

- Long-term utility infrastructure sizing (make-ready investments such as upsizing transformer pads or laying additional conduit) strategies add minor additional costs to earlier deployments, but will reduce overall long-term costs



Develop phased plans to upgrade/retrofit maintenance facilities and bus depots

- Assess installation, space and power requirements for short- and long-term fueling infrastructure needs
- Ensure clear communication with new vendors to reduce costs associated with incremental retrofitting
- Evaluate and plan for land purchases to house current and future transit fleets
- Battery Electric Bus - Upgrade/retrofit bus yards to accommodate additional equipment and evaluate potential to use gantries for overhead depot charging or cord management
- Fuel-Cell Electric Vehicle Infrastructure - Evaluate opportunities to retrofit existing fuel storage and CNG fueling stations for compressed hydrogen fuel



Consult early and often with electric utilities to plan for electric infrastructure needs, review rate schedules and collaborate to develop mutually beneficial incentives or pilot programs

- Review reliability reports to understand the frequency and types of outages that have occurred and develop resiliency plans with utilities
- Work with utility companies early to determine if an agency's long-term plans are possible given the electrical capacity available where existing facilities are located



Provide proactive training for operations and maintenance staff

- Consult with labor unions to ensure needed accommodations are implemented in deployment plan



Involve diverse stakeholders early in the planning and transition process

- **Internal Stakeholders to include:** Operations and planning, maintenance and engineering, training, facilities, finance procurement, IT, sustainability manager, contract operators, board or executive leadership, public information officers
- **External Stakeholders to include:** governmental agencies, electric utilities, labor unions, environmental justice representatives, surrounding communities and other interest groups



Colorado ZEV Environment

Colorado ZEV Environment



Current Fleet Snapshot

Colorado is home to a variety of transit options operated by public, private, and non-profit agencies. Transit service across the state includes bus service (local, regional, interregional, intercity), passenger rail service (light rail, commuter rail) and human services transportation.

The current fleet inventory includes open door, general public transit services. This section summarizes the transit agencies and providers included in the Transit ZEV Roadmap. The inventory of the existing general public transit fleet in Colorado was developed referencing the 2045 Statewide Transit Plan (STP), associated rural Regional Transit Plans, federal transit data, and CDOT collected transit fleet information.

Several databases and resources provide information critical to understanding the current composition of the larger Colorado transit fleet, including:

- Colorado Transit and Rail Awards Management System (COTRAVS) Capital Inventory records
- CDOT's Transit Asset Inventory Master Database
- 2018 Colorado DOT Transit Asset Management Group Plan
- FTA's National Transit Database (NTD) Annual Vehicle Tables

Additional information about the current reporting of transit fleet asset information, including information about which agencies report to each of the above noted databases, is included in [Appendix C](#).

State of Transit ZEVs in Colorado (as of Summer 2021)

Ten transit agencies across the State of Colorado have begun operating ZEVs or currently have them on order. Additionally, eight agencies have completed, are in the process, or will be completing a ZEV Transition Plan in the near future.



*Grand Valley Transit uses Renewable Natural Gas (RNG) for 50% of its operations; the remaining 50% uses Xcel Energy natural gas.

- Operating ZEVs
- ZEVs Ordered (not yet in operation)
- Fleet Transition Plan Complete
- Fleet Transition Plan Underway/Imminent



Renewable Natural Gas Defined:

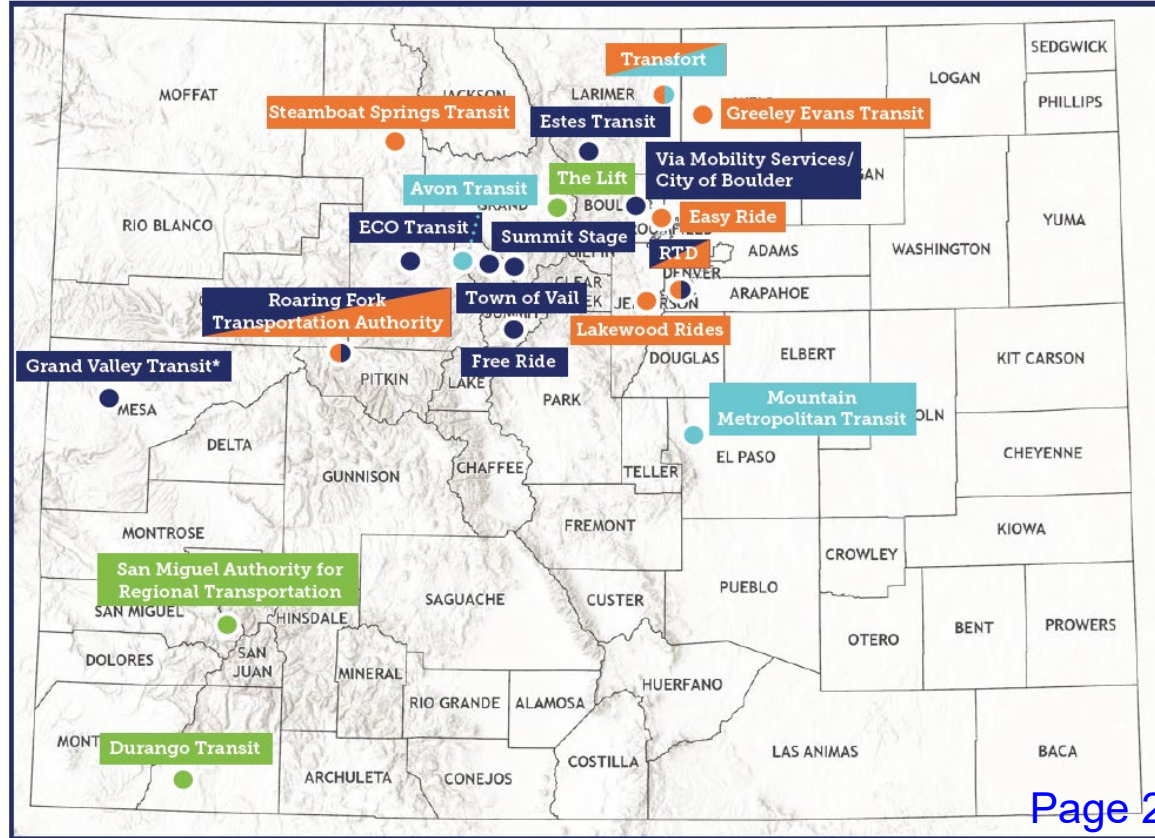
Renewable natural gas (RNG) is natural gas captured from sources such as wastewater treatment plants, landfills, etc. RNG is often considered a carbon-neutral fuel because the carbon it emits via combustion originates from organic sources that absorbed carbon dioxide from the atmosphere during their life cycle. This process would offset the methane emissions can be carbon-negative energy sources.



Photo Credit: BFTA



Colorado ZEV Environment



*Grand Valley Transit uses Renewable Natural Gas (RNG) for 50% of its operations; the remaining 50% uses Xcel Energy natural gas.



The Role of Utilities

The Role of Utilities in Transit Fleet Electrification

Colorado is home to 50+ public transportation providers and 50+ electric utilities, highlighting the importance of coordinated planning for BEB deployment. Local electric utilities play an essential role in any successful ZEV planning and implementation process. Utilities have a responsibility to provide customers with reliable electrical service. Proactive coordination between the local utility and transit agency allows both entities to identify fleet electrification needs and constraints early in the process to support ease of implementation.

Utility coordination and collaboration can help reduce the limitations of BEB deployments, including:

- Fleet charging time/scheduling requirements
- Estimating operating costs associated with charging
- High upfront infrastructure capital costs

Electric utilities have the necessary experience to support the expansion of ZEV transit infrastructure at a scale large enough to meaningfully impact the feasibility of transit electrification. Program development and strategic rate design to incentivize charging behaviors that benefit customers and society can expand the cost savings and emission reduction potential of transit electrification.

Colorado electricity customers are served by a combination of retail investor-owned utilities, cooperative utilities, and municipal owned utilities. Investor-owned utilities (IOUs) are for-profit monopolies regulated by the Colorado Public Utilities Commission (CPUC).

Figure 5 provides a comparison of electric utility models. Colorado electric utilities' service territories are shown in Figure 6.

Figure 5: Types of Electric Utility Providers in Colorado

	IOU Investor Owned Utility	MUNICIPAL UTILITY	CO-OP Cooperative Utility
Structure:	Private, for-profit	Public, non-profit	Private, non-profit
Owned by:	Shareholders	Local Government	Member-Owned
Regulated by:	Public Utilities Commission	Elected Officials	Coop Board of Directors
Business Model:	Return on Investment	At-Cost Electricity Rates	At-Cost Electricity Rates

Figure 6: Map of Colorado Utility Service Territories⁵⁹



Battery Electric Bus Charging Infrastructure

Electric bus charging infrastructure falls into three categories:

- Plug-in depot charging
- On-route fast charging
- Overhead conductive charging (depot or on-route)
- Inductive charging

Selecting the appropriate charging infrastructure will need to be evaluated on a case by case basis to ensure vehicles have the necessary infrastructure to meet agency operational needs. Coordination with the local utility can inform life cycle cost analyses for these scenarios. Typical charging configurations require a connection to the electric grid, transformers, switchgear, and plug (dispenser) as shown in Figure 7.

Figure 7: Typical Battery Electric Bus Charging Station Schematic⁴⁸



Having existing electricity service does not guarantee that a candidate charging location has the necessary site-specific infrastructure to support increased energy demands. The amount and rate at which electricity can be delivered to a customer in real time is a function of the size and type of infrastructure that connects the customer to the electric grid.

Many infrastructure and utility coordination challenges surround how to get the electricity to the vehicles. While conventional fuels such as diesel and gasoline can be stored in large quantities in on-site tanks and pipes, electricity is typically delivered in real time. Accordingly, the energy grid and a customer's on-site connection must be designed to accommodate peak demand rather than just the anticipated average demand.

Accommodating EV transit charging infrastructure requires investment from both the utility and the transit agency. "Make ready" infrastructure refers to the necessary utility investments and electric grid infrastructure additions and upgrades to enable customer side electric vehicle supply equipment (EVSE) installations. The transit agency is responsible for the procurement, installation, and ownership of the EVSE. This model, as shown in Figure 8, provides the transit agency greater flexibility to choose an EVSE provider and system that best meets their needs.

This model allows the utility to leverage its access to capital and low-interest financing to lower the cost of these investments and expedite the rate of expansion of utility infrastructure upgrades.

Customers do not have to come up with the upfront capital for the utility investments to upgrade their electrical service. Rate base cost recovery allows the utility to recover the cost of these investments over the life of the infrastructure through energy and demand rates.

The infrastructure investment component of existing rates and the additional revenue generated from increased electricity sales may account for a portion of these upgrade costs. However, rate increases will likely be needed to finance system-wide infrastructure upgrades.

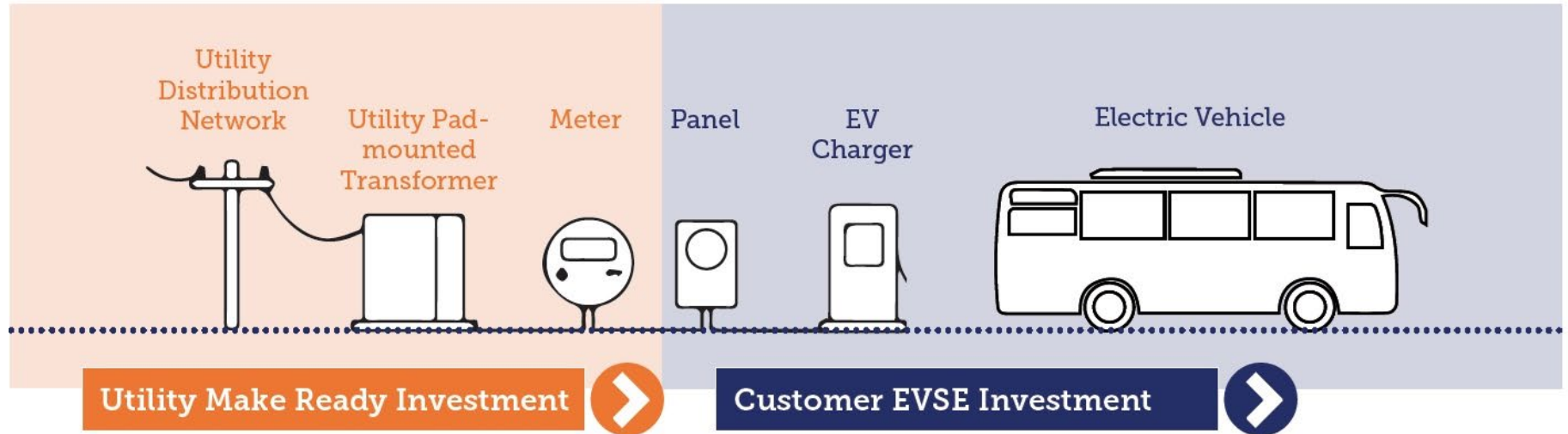
Transit agencies should factor future rate increases into planning processes. While the "make ready model" eliminates the need for the transit agency to come up with the upfront capital for infrastructure improvements, regulated rate design must ensure equitable allocation of costs to the customers whose usage necessitates infrastructure upgrades – transit agencies will be responsible for bearing the cost of the utility side investments they necessitate.

By working with utilities early in the planning process to integrate electrification plans into the utility's 10-year plan rather than a nearer-term 5-year plan, can significantly reduce the costs of infrastructure investment in substation upgrades, garage refurbishment, additional service lines, etc.⁴²

Figure 8: Utility vs. Transit Investment Responsibility⁴¹

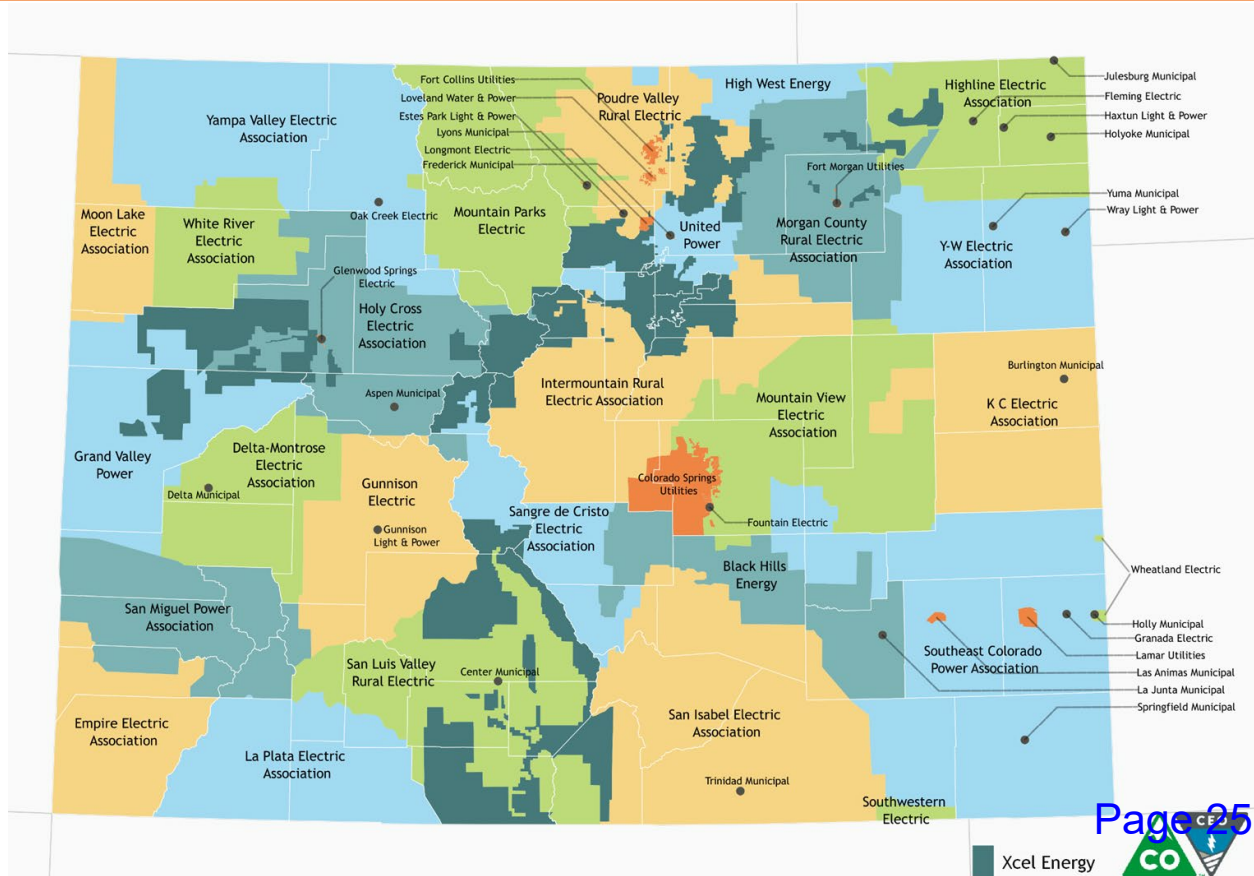


Figure 8: Utility vs. Transit Investment Responsibility⁴¹





The Role of Utilities





Questions for the Financial Model based on the 2020 EV Plan's identified transit goals:

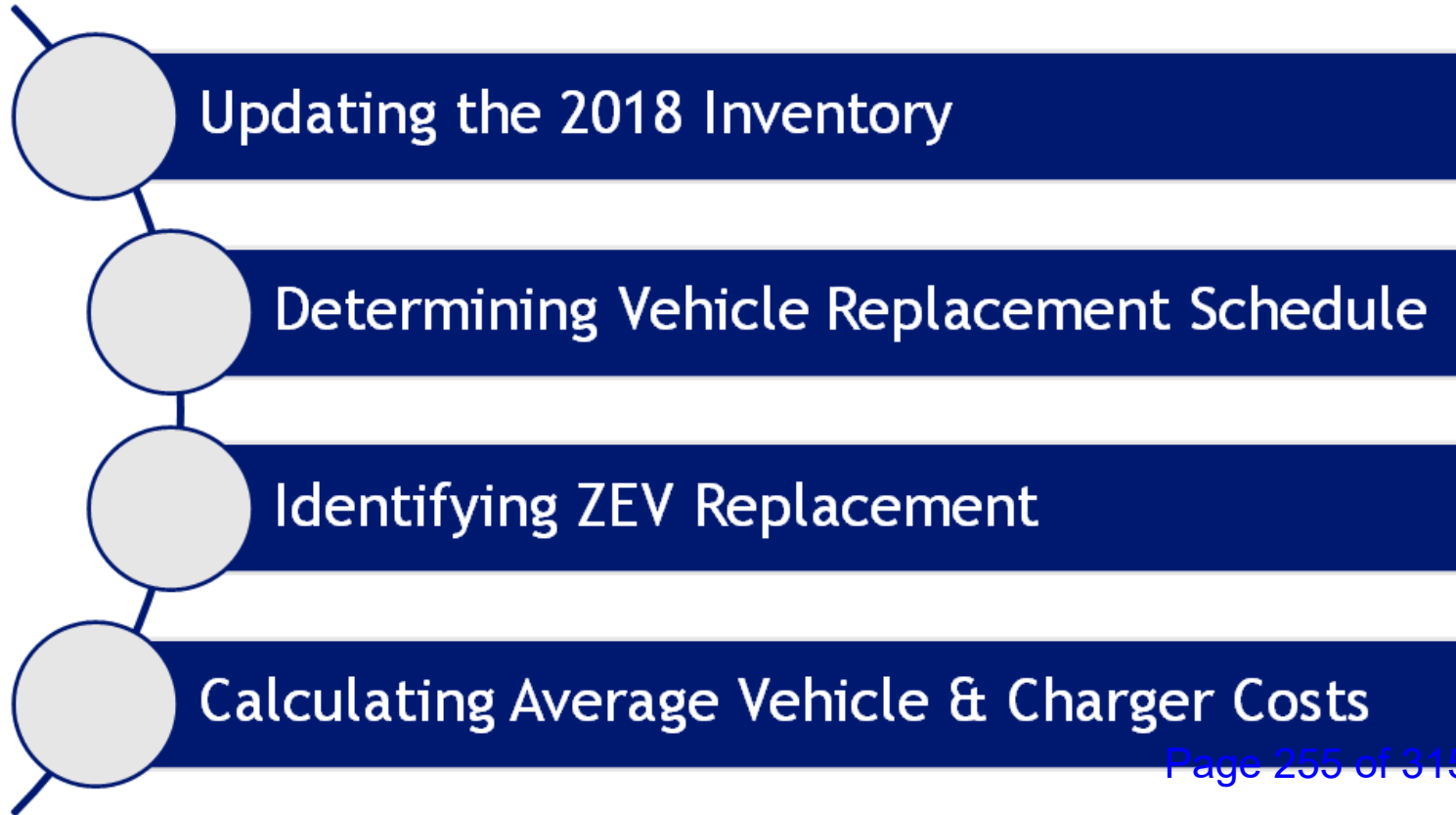
What does it take to get to 1,000 Vehicles by 2030?



What does it take to get to 100 percent ZEV by 2050?



Is there a reasonable path forward?





Financial Modeling

Scenario	Do we meet the 2030 goal? (# of ZEVs in 2030 Fleet, ULB/MUL)	Do we hit the 2050 goal? (Year Fleet is 100% ZEV, ULB/MUL)	Cost of Vehicle Replacements (ULB/MUL)	Incremental Cost (ULB/MUL)
No ZEVs (Baseline)	X (100)	X (N/A)	\$595M / \$785M	-
2022	✓ (2,050 / 2,325)	✓ (2035 / 2033)	\$870M / \$1,070M	\$275M / \$285M
2025	✓ (1,580 / 2,250)	✓ (2038 / 2036)	\$840M / \$1,045M	\$245M / \$260M
2027	✓ (1,150 / 1,225)	✓ (2040 / 2038)	\$830M / \$1,020M	\$235M / \$235M
2030	✓ (245/ 205)	✓ (2043 / 2041)	\$825M / \$1,015M	\$230M / \$230M

Transitioning the CO fleet to ZEVs is projected \$230M to \$285M (30-45%) more than maintaining the existing fleet.



Key Takeaways

Transitioning the CO fleet to ZEVs is projected \$230M to cost \$285M (30-45%) more than maintaining the existing fleet.

- The initial capital investment in EV chargers comprise the majority of the incremental cost (\$225M to \$230M)

The near-term push to 1,000 will cost an additional \$5-10 million to meet the 2030 goal.

- Waiting until 2030 delays hitting the 1,000 ZEVs target until 2031 to 2034



Financial Model

Colorado Transit Fleet											
A	B	C	D	E	F	G	H	I	J	K	
1	MODEL ASSUMPTIONS										
2	Vehicle Replacement Schedule:		CDOT/FTA MUL		Fleet:		Colorado Transit Fleet				
3											
4	Revenue Vehicle Type	# of Vehicles in Fleet	ZEV Cost	Non-ZEV Cost	ZEV Replacement Year	Year Parity is Reached	Annual Reduction to Parity				
5	Articulated Bus	124	\$ 1,200,000	\$ 672,000	2027	2029	8.00%				
6	Standard Bus (35 to 40 ft.)	1044	\$ 950,000	\$ 500,000	2027	2030	8.00%				
7	Small Bus (less than 35 ft)	198	\$ 580,000	\$ 350,000	2027	2029	8.00%				
8	Large Cutaway (17 to 30 passenger)	50	\$ 360,000	\$ 200,000	2027	2030	8.00%				
9	Standard Cutaway (10 to 25 passenger)	779	\$ 170,000	\$ 88,000	2027	2030	8.00%				
10	Passenger Van	250	\$ 100,000	\$ 55,000	2027	2030	8.00%				
11	Automobile	104	\$ 60,000	\$ 30,000	2027	2031	8.00%				
12	Minivan	103	\$ 60,000	\$ 33,500	2027	2029	8.00%				
13	Sports Utility Vehicle	4	\$ 60,000	\$ 33,500	2027	2029	8.00%				
14	Over-the-road Bus/Motorcoach	228	\$ 1,100,000	\$ 630,000	2027	2029	8.00%				
15	# of Vehicles in Fleet:	2884									
16											
17	Total Colorado Transit Fleet							2022	2023	2024	
18	# of Non-ZEVs being replaced with ZEVs							0	0	0	
19	Total ZEVs in CO Fleet							100	100	100	
20	Percent of Colorado Transit Fleet that is ZEV							3.5%	3.5%	3.5%	
21	Cost of Vehicle Replacements					\$ 791,058,109	\$ 16,859,000	\$ 10,300,000	\$ 7,200,000		
22	Cost of First Time Charger Purchases					\$ 228,840,000	\$ -	\$ -	\$ -		
23	Incremental Cost Difference					\$ 234,554,361	\$ -	\$ -	\$ -		



Achieving Colorado's ZEV Goals

Achieving Colorado's ZEV Transit Goals

Transit ZEV Roadmap Goal: Full transition of Colorado's transit fleet to Zero Emission Vehicles.

The Transit ZEV Roadmap is an outcome of the 2020 Colorado EV Plan and supports the following transit goals:

- Transitioning 1,000 transit vehicles to ZEVs by 2030.
- Operating a 100 percent ZEV transit fleet by 2050.

The 2020 EV Plan includes the following transit specific goals, objectives and actions:

- CEO, CDOT and CDPHE will work with stakeholders to investigate adoption of a Clean Transit Rule that requires a long-term transition to zero emission buses.
- CEO, CDOT, CDPHE and the CEVC will explore equity and rural-focused transit options and provide a recommendation for action in the next iteration of the EV Plan.
- CDOT will develop a state-approved master purchasing contract for zero emission vans, cutaways and large buses to streamline transit agency procurement of EVs.
- CDOT will continue and expand transit electrification planning in order to attain 2020 ZEV Plan Transit Goals.
- CEO will work through CEVC Beneficial Electrification Subgroup on a survey to gather data on utility rates with municipal utilities and rural co-ops to develop new rates that encourage EV charging and adoption by individuals, fleets and transit agencies in spring 2020.
- CDOT's Division of Transit and Rail will continue to utilize remaining VW settlement funds to support the purchase of zero emission transit vehicles.
- CDOT will incorporate EV Plan transit goals into program planning by January 2021.
- CDOT will work to integrate recommendations from CEO's EV Equity Study into its transit electrification grant programs by January 2023.



The Transit ZEV Roadmap implementation plan has five goal areas:



POLICY

Identify policies to remove/reduce barriers to ZEV transition and implementation.



EDUCATION & TRAINING

Provide training to promote workforce readiness and educational programs for riders and policy/decision-makers.



PLANNING & TECHNICAL SUPPORT

Increase access to technical resources and expertise to support the planning, design, and implementation activities.



INFORMATION SHARING & RESEARCH

Define data collection, research, and analysis methods to facilitate statewide information sharing and support a successful transition to transit ZEVs in Colorado.



FUNDING

Prioritize funding and identify state funding types and methods to effectively support ZEV planning and implementation.

Strategies for each goal area were developed through a collaborative process including CDOT, the Colorado EV Coalition Transit Subgroup, Colorado's transit agencies and other key stakeholders. In support of the development of the Transit ZEV Roadmap and the Implementation Plan, virtual stakeholder interviews were held with transit agencies and an online survey was distributed to all transit agencies to inform the State of the current transit ZEV transition and to understand issues and opportunities and to inform priorities. The transit agency ZEV Transition Survey summary can be found in Appendix I. Stakeholder input, combined with the data, analysis and research informed the implementation plan and priorities to support Colorado's transit agencies in transitioning to ZEV fleets.



Goal Areas



Policy



Information Sharing & Research



Planning & Technical Support



Funding



Education & Training

Implementation Timeframes

Near-Term: 2021-2024

Mid-Term: 2025-2027

Long-Term: 2028-2030

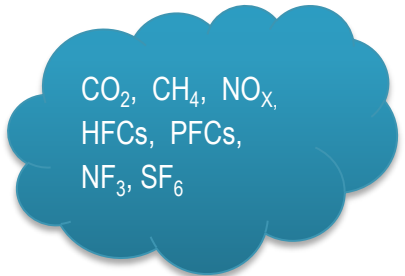
Colorado Transit Emissions Dashboard



COLORADO
Department of Transportation

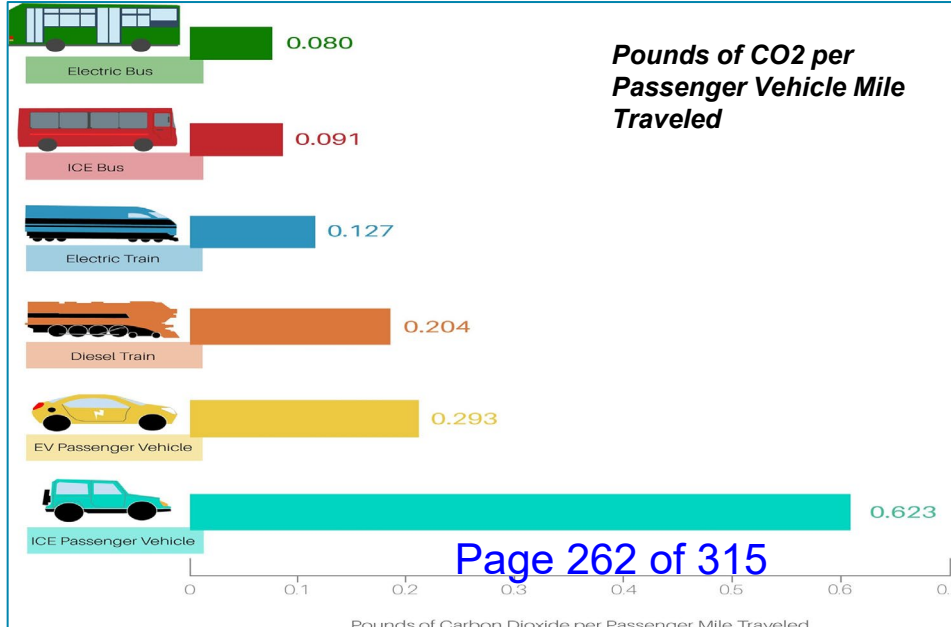
Transit Emissions Dashboard Goals:

1. Provide monthly transit ridership and transit emissions information to state agencies and elected officials.
2. Demonstrate the impact the Volkswagen Settlement and other grant funds are having on electrifying the fleet of buses and document the emission reductions.
3. Serve as baseline data on GHG emissions which may be accessed in the future to document carbon offsets by CDOT.
4. Motivate transit agencies to replace their operational fleet with electric and other low or zero emission vehicles.
5. Motivate the traveling public to reduce their trips in single occupancy vehicles, increase transit use, and reduce emissions.
6. Track CDOT's performance in meeting goals of House Bill 19-1261 to reduce GHG emissions by:
 - a. 26% by the year 2025
 - b. 50% by 2030
 - c. 90% by 2050.



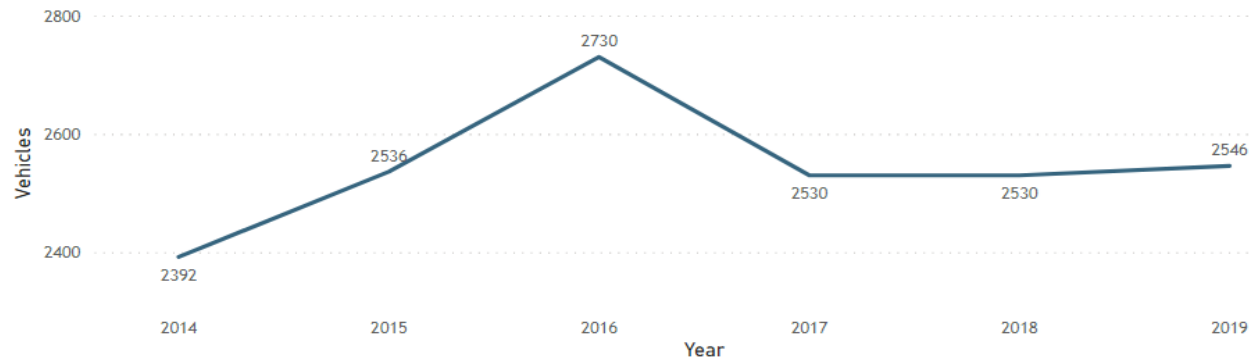
Track data for:

- Transit fleet conversion to zero emission vehicles (ZEVs)
- Transit ridership
- Transit vehicle miles traveled
- Statewide emissions for Bustang/Outrider trips
- Avoided emissions per passenger vehicle mile traveled
- Trend data for transit emission reduction over time





Total Vehicles in the Transit Fleet by Year



Year

Multiple selecti...

Fuel Type

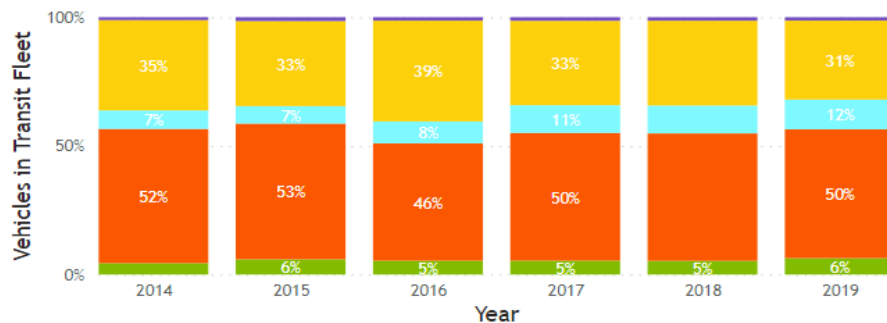
All

Vehicles in the Transit Fleet @ 2019

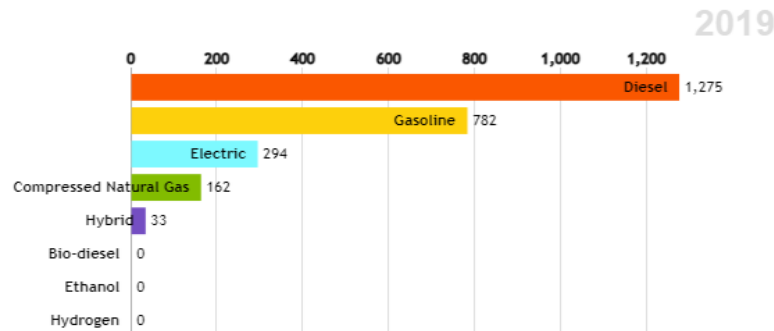
2546

Percentage of Vehicles in Each Fuel Type by Year

Fuel Type ● Bio-diesel ● Compres... ● Diesel ● Electric ● Ethanol ● Gasoline ● Hybrid ● Hydrogen



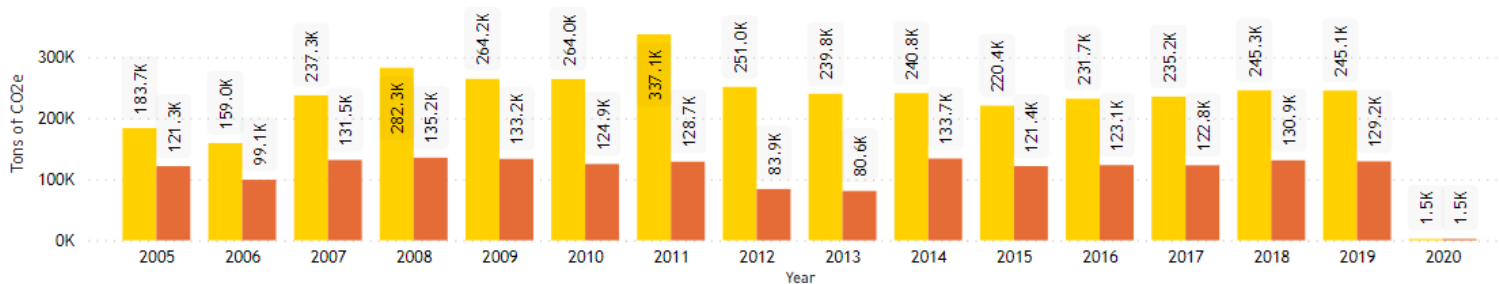
Total Vehicles in Transit Fleet by Fuel Type and Year





Tons of Transit CO2e Avoided VS Emitted

● Avoided ● Emitted



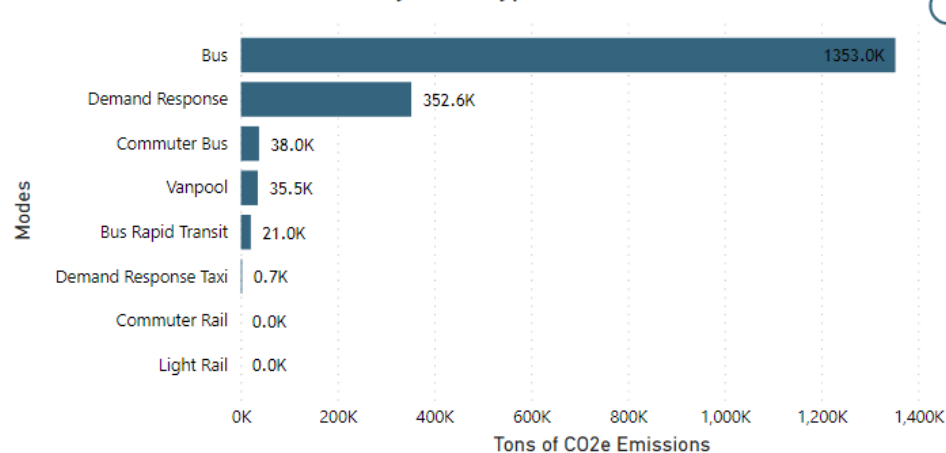
Modes

All

Year

All

Tons of Transit CO2e Emissions by Mode Type



Total Tons of Net CO2e (in Millions)

-1.8M



Total Passenger Car Trips Avoided (in Millions)

980.7M

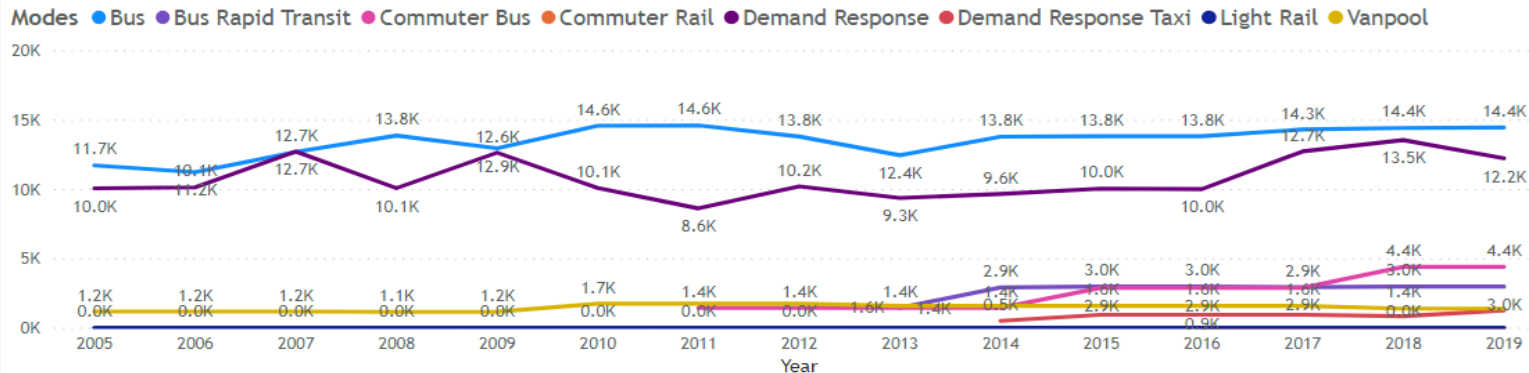


Total Tons of Transit CO2e Emitted (in Millions)

1.8M



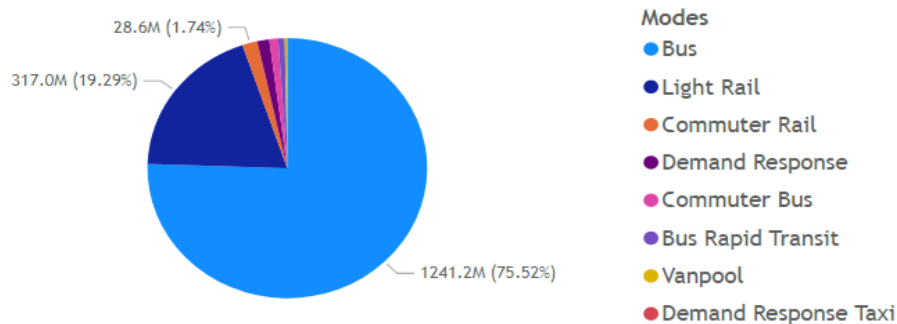
Grams of CO2e emitted per Transit Mile by Year and Modes



Modes
All

Year
Multiple selecti...

Total Transit Trips by Mode Type



Total Transit Trips (in Millions)

1,643.6M

Total Transit Vehicle Miles Traveled (in Millions)

1,238.0M



Questions & Comments?





COLORADO
Department of Transportation
Office of the Chief Engineer

2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

To: Transportation Commission
From: Stephen Harelson, Chief Engineer
Barb Cohn, Chief Data Officer
Date: November 18, 2021
Subject: CDO Software Application Update and Demo

Purpose:

Over the past 4 plus years, the Chief Data Office has developed and implemented several back office systems to expand our use of data analytics. A cloud architecture called “ADAP,” often generically described as a data lake, allows disparate types of data from every corner of CDOT to reside in the same “lake.” CDOT has developed techniques to preprocess the information and adds handles to it, so that when the information is put in the lake, it can be easily linked with other information. When all the data is in the lake, one only needs a digital fishing pole to start landing lunker actionable data products. CDOT is now at the point our data lake is being stocked with fish, and we are ready to move to the next step. Today, Barb Cohn will provide a demonstration of some of the applications that we have started to develop, and a peak into the very near future to see what’s next. She’ll also talk about some other parallel efforts that her team has also been involved in.

Action:
None

Next Steps:
None

Attachments:
Watch the demo.





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 18, 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.

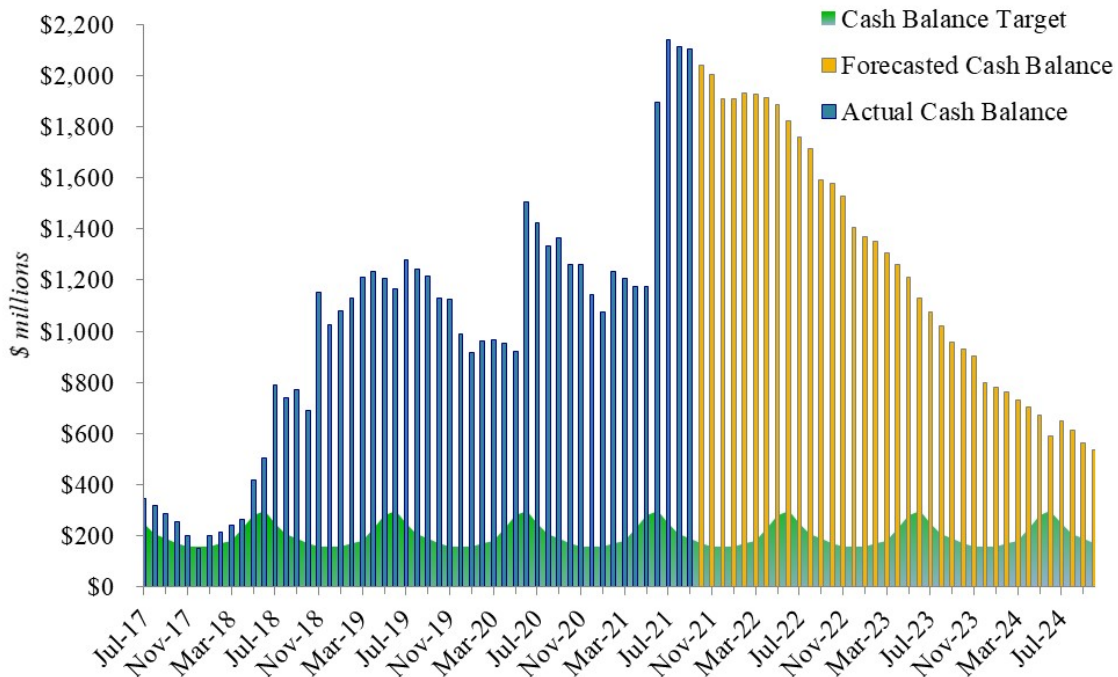
Action

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, the Department anticipated a significant and immediate impact to revenue collections, followed by a longer downturn overall. The current forecast continues to assume a 2.5% reduction in pre-pandemic monthly gross gallons of gasoline consumed from July 2021 through June 2022. Staff will modify fuel sale assumptions as traffic patterns continue to adjust.

The actual closing cash balance for September 2021 was \$2.10 billion; \$1.91 billion above that month's cash balance target of \$190 million. September's cash balance is comprised of \$1.07 billion in the State Highway Fund, and \$1.03 billion in a Senate Bill 267 trustee account. September's closing cash balance for the State Highway Fund is \$79 million higher than August's forecast of that balance due to higher than expected federal reimbursements 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

Senate Bill 21-260: \$182 million in June 2021, and \$170 million in July 2021

Senate Bill 21-265: \$124 million in July 2021

The forecast does not include \$500 million of revenues in FY22 from SB 17-267 COP proceeds. 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 Tunnell 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 2022, 2023, and 2024 as projects funded with SB 18-001, SB 17-267, and SB 19-262 progress through construction.





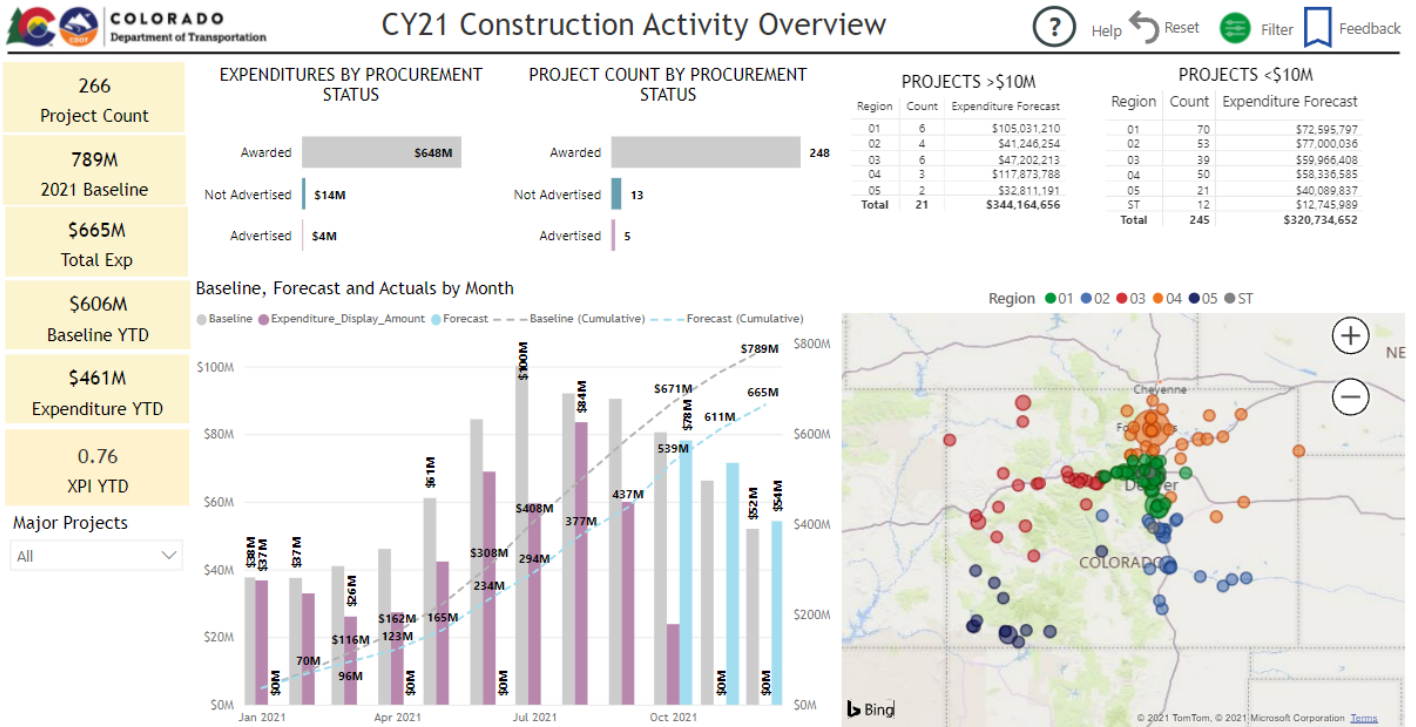
Cash Payments to Construction Contractors

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	\$683	\$802	\$856	\$654

The graph below details CY21 baseline, forecast, and actual expenditures (based on September month end SAP data). Results to date correlate with an XPI of .76 (actual expenditures vs. baseline); listing of number of projects planned to incur construction expenditures in CY21; listing of CY21 baseline and project count by procurement status (awarded, not advertised and advertised); and count of projects by region that have CY21 forecast greater than \$10 million dollars and less than \$10 million dollars.





Quarterly Status Report

July 2021 through September 2021



PREPARED BY:



IN CONSULTATION WITH:



DATE: October 26, 2021

TO: Colorado Transportation Commission (TC)
Colorado High Performance Transportation (HPTE) Board of Directors
Colorado Bridge and Tunnel Enterprise (BE) Board of Directors

FROM: Robert Hays, Project Director, Central 70 Project

SUBJECT: Quarterly Update

PROJECT PROGRESS

This memo summarizes the status of the Central 70 Project across the following areas:

- Status of Design and Construction
- Status of Pre-Development Budget
- Status of Community Commitments

ACTION

No actions are requested at this time. This memo is for information purposes only.

BACKGROUND

Per the Central 70 Project Intra-Agency Agreement (IAA) dated August 22, 2017, (as amended by the First Amendment to the IAA, dated November 15, 2017, and the Second Amendment to the IAA, dated April 3, 2019), the Central 70 Project Director shall provide quarterly updates to the Transportation Commission, Bridge and Tunnel Enterprise (BE) Board of Directors, and the High Performance Transportation Enterprise (HPTE) Board of Directors through Final Acceptance.

MATTERS REQUIRING POLICY INPUT

None at this time.

COMPLETED MILESTONES THIS QUARTER

July 2021 through September 2021

- Finalized all bridge structures, including bridge finishes, staining, signage, and lighting between Colorado Boulevard and Quebec Street.
- Completed I-70 Viaduct demolition.
- Continue construction of the City and County of Denver (CCD) portion of the Cover Building.
- Began reconstruction of the Swansea parking lot and playground.
- Completed Recognized Hazardous Materials (RHM) mitigation for the old Swansea Elementary School.
- Completed Phase 5 portion of the Union Pacific Railroad (UPRR) bridge and began placing UPRR in final track configuration over the bridge.

- Continue construction of 46th Avenue North from Brighton to Colorado Boulevards, including completion of sidewalks and tree lawns.
- Completed final lifts of Hot Mix Asphalt (HMA) and Stone Matrix Asphalt (SMA) paving on I-70, East 44th and 45th Avenues, and other CCD local streets between Dahlia Street and Quebec Street.
- Final asphalt (top lift) on 46th Avenue North from Monroe Street to Colorado Boulevard, including various CCD local streets.
- Complete installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and begin installing permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Began construction of drainage, walls, utilities, roadway, and paving for future eastbound (EB) I-70, with emphasis on the Cover, Colorado Boulevard and Steele off-ramps, and Monroe Street to Colorado Boulevard areas.
- Completed substructure construction for the Brighton Boulevard bridge.
- Began construction of East 46th Avenue South, including roadway, utilities, and drainage.
- Opened East 46th Avenue North to traffic from York to Brighton.
- Began construction of the intersection at York Street and East 47th Avenue, including the UPRR crossing.
- Continued work on Brighton Boulevard ramp tie-ins.
- Continued construction of the Concrete Box Culvert and 66" Pipe crossing the UPRR tracks south of the UPRR Bridge.
- Within Milestone 1 limits, continued punch-list work setting permanent sign structures, SMA paving and permanent striping, along with work on the cross-slope correction change order elements.
- Achieved the following Milestones: 4A on September 26, 2021 and 2B and 4B on September 29, 2021.
- Continued water quality and detention pond excavation throughout project.

UPCOMING MILESTONES

October 2021 through December 2021

- Temporary ramp to Steele Street will be constructed and opened to traffic from EB I-70.
- Complete the concrete pour for the I-70 bridge deck over Brighton Boulevard. Continue work on bridge finishes.
- Finalize all punch list items and remaining incomplete work list in Milestone 1 and Milestone 2B.
- Finalize the construction of the box culvert from York Street to UPRR, completely tying it into the Brighton East pond.
- Continue construction of the CCD portion of the Cover Building.
- Continue reconstruction of the Swansea parking lot and playground.
- Complete Phase 6 portions of the UPRR bridge and place UPRR in final track configuration over the bridge.

- Begin replacing Stapleton Drive signage throughout the project limits in accordance with Transportation Commission directive.
- Continue installation of the ITS devices east of Sand Creek and begin installing permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Continue construction of drainage, walls, utilities, roadway, and paving for future EB I-70, with emphasis on the Cover, Colorado Boulevard and Steele Street off-ramps.
- Continue construction of East 46th Avenue South, including roadway, utilities, and drainage.
- Continue construction of the intersection at York Street and East 47th Avenue, including the UPRR crossing.
- Completion of work in the Brighton East and West ponds.
- Begin soil cement and asphalt paving (RBL and S100) in the new EB mainline lanes from Colorado Boulevard to Brighton Boulevard.
- Begin and complete the placement of Cover girders over the future EB lanes.
- Begin placement of Mechanical, Electrical and Plumbing (MEP) systems at the cover
- Begin construction on the Fire Control Center (FCC) room for the EB lanes
- Begin soil mixing for EB lanes from Clayton Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Continue the placement of wall panels from Colorado Boulevard to Brighton in EB lowered section as walls are completed.
- Complete various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Complete east end concrete panel and repairs from Peoria Street to Pena Boulevard.
- Begin construction on the far west end sign structures and roadway finishes.
- Complete repairs to the York Street over I-70 bridge.
- Complete drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Complete remaining work at Safeway property adjacent to the Colorado Boulevard on-ramp to EB I-70.

LAWSUIT UPDATE

Lawsuit/Complaint	Status
Lawsuit filed against Environmental Protection Agency (EPA) regarding Air Quality standards	Ruling in EPA's favor
Title VI complaint filed against the Federal Highway Administration (FHWA) regarding Environmental Justice	Administrative decision in the Colorado Department of Transportation's (CDOT) favor
Drainage lawsuit against City of Denver	Ruling in City of Denver's favor
National Environmental Policy Act (NEPA) Lawsuit filed against FHWA regarding connected action	Lawsuit dismissed with prejudice
NEPA lawsuit filed against FHWA regarding environmental issues	Plaintiffs and State reached settlement agreement in December 2018. State in process

	of implementing settlement mitigations including funding health study, air quality monitoring, and additional landscaping.
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All lawsuits associated with the Project to date have been resolved. The State (CDOT) reached a settlement agreement with the petitioners (Sierra Club, Elyria and Swansea Neighborhood Association, Chaffee Park Neighborhood Association, and Colorado Latino Forum) in the civil action lawsuit (D. Colo. No. 17-1679) in December 2018.

As part of this settlement agreement, CDOT agreed to a variety of mitigations including funding a community health study, air quality monitoring, and landscaping. CDOT received the petitioners’ proposal and identification of nonprofit organization (The Nature Conservancy) on March 29, 2019 related to the acquisition and planting of trees throughout Elyria, Swansea and Globeville. CDOT reviewed and accepted the proposal and then issued payment to The Nature Conservancy in the amount of \$25,000. The Nature Conservancy confirmed receipt on April 25, 2019. The Nature Conservancy completed planting the trees within the neighborhoods in Summer of 2021.

Per the settlement agreement, an Agreement related to a proposed health study was executed between the Petitioners, CDOT, CDPHE and Denver on July 16, 2019. With the execution of the Agreement, CDOT provided \$550,000 to CDPHE for ultimate completion of the Health Study. CDPHE confirmed receipt on September 12, 2019. Independent Steering Committee Member (Melinda Laituri) was selected by the other three Steering Committee Members. Notice was provided to CDOT and the Purchase Order for \$25,000 was executed on May 7, 2020. Ms. Laituri is invoicing CDOT for payment on a quarterly basis.

The Enterprises executed change orders with KMP to add the vines to the sound walls between Brighton Boulevard and High Street and add additional trees within small remnant parcels between Brighton Boulevard and Fillmore Street. Both additions are to fulfill one of the commitments in the settlement agreement.

The overall status of all settlement agreement items will be tracked monthly by the Enterprises to conclusion.

ISSUES

The settlement negotiations between the Enterprises and KMP regarding the UPRR Supervening Events (SE)s (see previous quarterly reports for additional information) were successfully resolved on September 14, 2021, with the execution of the 2021 Memorandum of Settlement and the associated Fourth Amendment to the Project Agreement, concurrent with KMP closing on the refinancing of the existing Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Project. The Fourth Amendment to the Project Agreement redefined and added Milestones to the Project (Milestones 2, 3, 4, 5, and 6 became Milestones 2A, 2B, 3, 4A, 4B, 5A, 5B, and 6), including reallocating the Milestone Payments and revising the Milestone Completion dates. However, the total Enterprises’ Milestone Payments of \$319 million did not change. The 2021 Memorandum of Settlement also included an additional

payment by the Enterprises to KMP of up to \$15 million (\$12.5 million at Substantial Completion and a potential \$2.5 million incentive if KMP achieves Substantial Completion prior to January 1, 2023). For additional information on this topic, see the specific documents discussed in this paragraph.

Milestone 1 was previously achieved by KMP on December 9, 2019. The Enterprises issued a change order to KMP to correct drainage and cross slope issues on I-70 east of I-225 and this work is nearing completion, with only minor elements remaining to complete. KMP continues to work on remaining Milestone 1 punch list items with an anticipated completion in fall 2021.

UPRR approved the 100% UPRR bridge plans October 4, 2019 and the associated Public Utilities Commission (PUC) permit amendment was issued October 9, 2019. This allowed KMP to commence construction of the UPRR bridge. Construction of the UPRR bridge began in November 2019 and is nearing completion. Timely submittal of construction documents to UPRR by KMP slowed the construction, but the Phase 4 bridge structure was completed in October 2020. In addition, the UPRR approved an alternative track phasing mitigation for the bridge in July 2020 that was completed by KMP in November 2020. This mitigation moved the UPRR tracks on to the new UPRR bridge structure and removed the existing track shoeflies, improving the Project schedule by approximately 5 months. KMP completed the Phase 5 UPRR bridge structure in September 2021 and UPRR crews are currently placing the UPRR tracks into final alignment. KMP continues to construct the remaining portions of the Phase 6 UPRR bridge structure and remaining drainage crossings and anticipates completing this work in 2022. The Enterprises and KMP continue working with UPRR on prioritizing construction submittals and resolving noncompliant construction work. However, the remaining UPRR Work is no longer driving the Project schedule.

Aside from the UPRR work, there are concurrent delays on the project that have impacted the completion date, including work associated with the Cover. The Cover was been impacted by late completion of design packages, as well as construction work not progressing as quickly as planned. The Enterprises and KMP successfully worked with Denver Fire Department representatives to work through the various permits, submittals, and tests required to complete the Cover over westbound (WB) I-70 commissioning in May 2021. The Enterprises and KMP are in the process of implementing lessons learned from the WB I-70 Cover commissioning process for the Cover over EB I-70 (scheduled for summer 2022).

The Enterprises also accepted the Revised Baseline Schedule 5 in September that reflects the updated Milestones and associated completion deadlines.

During the month of March 2020, a global pandemic (COVID-19) was declared by the World Health Organization (WHO). Federal, State, and Local leaders have all implemented mitigation measures to reduce the spread of COVID-19. These measures have ultimately reduced physical contact and person to person interactions.

As of this Quarter, the impacts of COVID-19 have increased in the community with new variants spreading. Vaccinations are readily available, and all members of the project are encouraged to

get vaccinated. At the project level, safety precautions such as face masks and social distancing continue to be implemented for unvaccinated staff to ensure the safety of all workers. Vaccinated staff are no longer required to wear masks on the project, but masks are encouraged. Both KMP and the Enterprises are requiring all staff to work remotely if they are feeling ill, regardless of symptoms. KMP has updated the Safety Management Plan for the project to address the current safety protocols. The Enterprises and KMP continue to use a hybrid model of operations (KMP staff has returned to the project office full time, while CDOT staff are working from the project office 3 days a week and limiting capacity to 50% or less). However, large project meetings have returned to a virtual format to minimize the potential for COVID-19 transmission.

COVID-19 continues to be monitored by the Enterprises but has not impacted the project schedule at this time. KMP has indicated that some supply chain issues with raw materials for girders and other project elements exist, but KMP to date has been able to either identify alternate suppliers or accommodate extended procurement timeframes within the project schedule.

Supervening events are summarized in the table below (shading indicates the SE is closed).

SEN #	Description	Date Received from KMP	Type of SEN	Status
1	UPRR Agreement Delay, Request for Extension to Detailed Supervening Event Submission	04/25/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
2	UPRR Phase 0 Work Delay	03/23/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
3	UPRR Work Performance Schedule	03/23/2018	Delay Relief Event	Withdrawn by KMP
4	Section 232 Steel and Aluminum Tariffs	08/13/2018	Relief Event	Resolved with 2 nd Amendment to the Project Agreement
5	Swansea Asbestos Containing Material	07/07/2018	Comp Event	Change Order was executed on 09/03/2019
6	AP-83 Asbestos Containing Material	10/10/2018	Comp Event	Withdrawn by KMP
7	Sand Creek Bridge	11/20/2018	Comp Event	Change Order was executed on 05/06/2020
8	UPRR Crossing Diaphragm Spacing	12/17/2018	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
9	Structure E-17-FX Viaduct	12/17/2018	Comp Event	Withdrawn by KMP
10	UPRR Transverse Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
11	UPRR Underside Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
12	UPRR Drip Plates	02/22/2019	Comp and Relief Event	Withdrawn by KMP

SEN #	Description	Date Received from KMP	Type of SEN	Status
13	UPRR Bearings	02/22/2019	Comp and Relief Event	Withdrawn by KMP
14	UPRR Impact Loading	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
15	UPRR Rebar Detailing	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
16	Severe Weather Event - Bomb Cyclone	03/27/2019	Relief Event	Withdrawn by KMP
17	UPRR Shoring	03/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
18	UPRR Shoring unexcused RR delay	03/28/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
19	AP-102 Hazardous Material	03/27/2019	Comp Event	Withdrawn by KMP
20	Reserved			Not submitted to Enterprises
21	UPRR Steel Notes	05/02/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
22	UPRR Steel Notes Relief	05/02/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
23	Recognized Hazardous Material (RHM) 46 th and Steele Southwest Gore Asbestos	05/29/2019	Comp Event	Waiting on detailed SE submission by KMP
24	UPRR Crossing Diaphragm Spacing	06/14/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 8
25	UPRR Transverse Plate Welding	06/19/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 10
26	UPRR Underside Plate Welding	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 11.
27	Reserved			Not submitted to Enterprises
28	Reserved			Not submitted to Enterprises
29	UPRR Impact Loading	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 14.
30	UPRR Rebar Detailing	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 15.
31	UPRR Drainage Review	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.

SEN #	Description	Date Received from KMP	Type of SEN	Status
32	UPRR Drainage Review	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 31.
33	UPRR Unreasonableness	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
34	UPRR Unreasonableness	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 33.
35	Fire Department Review	12/26/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement.
36	Fire Department Review	12/26/2019	Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 35.
37	Discovery of Recognized Hazardous Material – Dahlia & Stapleton ACM	01/31/2020	Comp Event	Withdrawn by KMP
38	Enterprises’ Failure to Grant and Extension of Time	04/14/2020	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
39	Swansea School Asbestos Containing Material – Phase 2	05/04/2020	Comp Event	Change Order was executed on 09/13/2021.
40	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Comp Event	Withdrawn by KMP
41	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Force Majeure, Delay and Relief Events,	Withdrawn by KMP
42	Discovery of Recognized Hazardous Material – 46 th & Jackson RHM	06/15/2020	Comp Event	Withdrawn by KMP
43	Discovery of Recognized Hazardous Material – 46 th & Pilot ACM	07/30/2020	Comp Event	Withdrawn by KMP

SCHEDULE STATUS

KMP reported that the Project is 81.1% complete through September 2021. Design is 100% complete and construction is 79.2%.

As mentioned earlier, the Enterprises conditionally accepted Revised Baseline Schedule 5 (RBS5) in September 2021 which incorporated the new and revised Milestones into the project schedule. The schedule information below reflects RBS5 and incorporates the new Substantial Completion date of February 16, 2023 that was captured in the Fourth Amendment to the Project Agreement. This date is consistent with the previous schedule (RBS4) which forecast Substantial Completion occurring on the same date.

During the quarter, KMP achieved the milestone completion of Milestones 2B, 4A, and 4B. Milestone 2B encompassed the remaining work between Dahlia Street and the Sand Creek Bridge (consistent with the original Milestone 2 definition). Milestone 4A encompassed the completion of the UPRR Phase 5 work that allows UPRR to perform the Phase 5 track work. Milestone 4B encompassed the removal of the viaduct bridge deck and columns to existing finished grade. Milestone 4 (replaced by Milestone 4A and 4B) encompassed completion of the future WB I-70 lanes between Dahlia Street and Brighton Boulevard and demolition of the viaduct bridge structure.

Milestones 5A, 5B, 6, and Substantial Completion are all linked and make up the remainder of the critical path. With the demolition of the Viaduct complete, the critical path for the project begins with the construction and commissioning of the EB I-70 portion of the Cover, followed by the traffic switch where eastbound traffic is placed into the future I-70 eastbound lanes and the median barrier is completed.

The table below provides a summary of the current status of the project Completion Milestones.

Event	Baseline Date	Forecast Date	Status
Commercial Close	11/21/2017	NA	Completed - 11/21/2017
Financial Close	12/21/2017	NA	Completed - 12/21/2017
NTP1	02/09/2018	NA	Completed - 02/09/2018
NTP2	06/01/2018	NA	Completed - 07/10/2018
NTP3 (Snow and Ice Control Services)	07/01/2018	NA	Completed - 07/18/2018
Payment Milestone 1 (Sand Creek Bridge to Chambers Road)	12/09/2019	NA	Completed 12/09/2019
Milestone 2A* (WB I-70 between Monaco and Colorado; outside bridge decks complete)	11/10/2020	N/A	Completed 11/05/2020
Milestone 2B* (Sta 2091+00 (Dahlia Street) to Sand Creek Bridge)	09/29/2021	N/A	Completed 09/29/2021
Payment Milestone 3* (UPRR Phase 4B, switch SY-112 to new bridge)	10/17/2020	N/A	Completed 10/17/2020
Payment Milestone 4A* (UPRR Phase 5)	09/26/2021	N/A	Completed 09/26/2021
Payment Milestone 4B* (Viaduct Demolition)	12/20/2021	N/A	Completed 09/29/2021
Payment Milestone 5A* (Cover Girders, EB Colorado Off-Ramp, EB I-70 Mass Excavation)	03/25/2022	03/25/2022	0 days

Payment Milestone 5B* (Eastbound I-70 between Brighton Boulevard to Dahlia Street, UPRR Phase 6, WB I-70 SMA Paving)	10/28/2022	10/11/2022	17 days
Payment Milestone 6* (Cover Top, 46 th Avenue South)	11/23/2022	10/27/2022	27 days
Commence Intelligent Transportation System(s) (ITS)/Tolling Testing/Integration	02/15/2023	01/30/2023	16 days
Substantial Completion	02/16/2023	01/31/2023	16 days
Final Acceptance	07/29/2023	07/13/2023	16 days
Design/Build Phase Close-out**	01/29/2024	01/13/2024	16 days
*Modified as part of CO-090. ** Completion of Final project documentation.			

BUDGET STATUS

The project budget reflects the 2021 Annual Update to the Financial Plan that was approved by FHWA in March 2021.

Enterprises Costs Estimate	Amount
Environmental Phase	\$40.7M
Procurement Phase	\$81.9M
Delivery Phase	\$61.2M
Miscellaneous Enterprise Reserve*	\$9.1M
ROW Phase	\$117.0M
Utility Phase	\$34.8M
Enterprises Construction Contingency	\$45.9M
Enterprises Construction Total	\$381.5M

*Included in Delivery Phase Amount

Included in the funds listed in the above table, the Enterprises have established an Enterprises Construction Contingency (funded by the Department and Colorado Bridge Enterprise) to cover additional costs due to Supervening Events and Change Orders during the construction phase of the Project. Per the Project Agreement, the Enterprises have the option of paying KMP for changes via a lump sum payment or by adjusting the annual availability payment. The current balance of this contingency fund is provided in the table below.

While this table currently indicates a negative balance for the Project Contingency at Substantial Completion, the Enterprises are in the process of reallocating funds from cost underruns in the Utility and Delivery Phases of the Project to supplement the Project Contingency. The Utility Phase of the Project has realized cost savings due to the Burlington Northern Sante Fe (BNSF) and UPRR railroad agreement actual construction costs being lower than originally estimated. The Miscellaneous Enterprise Reserve from the Delivery Phase is also anticipated to remain unused based on actual costs to date. The Enterprises currently forecast these cost underruns in the Utility and Delivery Phases to be around \$21 Million total and will

be available prior to the Settlement Agreement payments to KMP being due at Substantial Completion. The Project has sufficient budget to cover all identified costs.

Contingency	Amount (in millions)
Enterprises Change Order/Supervening Event Initial Contingency	\$45.9M
Executed Change Orders – Previous	\$25.4M
Executed Change Orders – Current Quarter	\$1.3M
Settlement Agreement	\$7.6M
2021 Settlement Agreement (Base)	\$12.5M
2021 Settlement Agreement (Incentive)	\$2.5M
Remaining Enterprises Change Order/Supervening Event Contingency Balance	(\$3.3M)

CONTRACT CHANGE NOTICES

As of September 30, 2021, the Enterprises have executed (105) Change Orders, issued (67) Enterprise Change Notices, received (35) KMP Change Notices, issued (28) Directive Letters, received (40) Supervening Event Notices, received (38) Preliminary Supervening Event Submissions, and received (23) Detailed Supervening Event Submissions. The change orders executed to date have had a net cost of \$26.6 million to the Project.

No claims have been filed by KMP against the Project. In accordance with the 2021 Settlement Agreement, the Enterprises and KMP have terminated the process for the DRP to review the SEs related to the UPRR and withdrew the associated Notices of Reference.

QUALITY

KMP is responsible for implementation and maintenance of an effective quality program to manage, control, document and ensure KMP compliance with all obligations and requirements in the Central 70 Project Agreement. The Enterprises implement the quality oversight program to monitor KMP’s quality program but are not responsible for implementation of KMP’s quality program. However, the Enterprises retain the responsibility for acceptance of the work based on the assessment and test results of the quality oversight program summarized below.

Owner Verification Testing: Other than as detailed in the Enterprises’ Quality Report to the Federal Highway Administration (FHWA), the Enterprises’ Owner Verification Testing (OVT) program has statistically verified and validated that all materials placed by KMP are in full conformance with Project Agreement requirements.

Independent Assurance Testing (IAT): The Enterprises’ IAT program tests each OVT and Independent Quality Control (IQC) tester for each test procedure at least once per year. The Enterprises have determined that all Owner Verification and KMP IQC testers are qualified to test on the Project through September 2021.

Construction Verification Inspections (CVI): The Enterprises’ CVIs evaluate KMP compliance with Project Agreement (PA) requirements by assessing a risk-based percentage of their

Construction Work. All non-conforming work identified by the Enterprise is resolved through KMP’s nonconformance report closure process. From July 2021 through September 2021, the Enterprises’ conducted 117 CVIs, yielding a 99 percent overall conformance percentage. For the entire project through September 2021, the Enterprises’ have conducted 2,298 CVIs, yielding a 95 percent overall conformance percentage. KMP continues to perform well for permanent construction work such as Electrical/ITS, Structures, Walls, Roadway, Earthwork, Cover, and Utilities. KMP has substantially improved their implementation of temporary work, as the Department has seen a notable reduction in Nonconformance Notices issued in 2021. There was a short time in mid-August into early-September where Maintenance of Traffic nonconformances significantly increased. The Enterprises believes that KMP corrected the root cause of these issue by the end of September 2021. All nonconforming construction work identified by either KMP or the Enterprises has been properly addressed through the Nonconformance Reports (NCR) process.

Project Management Process Audits: The Enterprises’ Project Management Process Audits evaluate KMP compliance with the PA and processes prescribed in KMP’s approved Management Plans. From July 2021 through September 2021, the Enterprises’ conducted 30 process audits, yielding an 88 percent overall conformance percentage (excluding civil rights audits). For the entire Project through June 2021, the Enterprises’ conducted 652 process audits, yielding an 89 percent overall conformance percentage (excluding civil rights audit). Notable and outstanding process quality issues for this reporting period are presented below.

Element	Process	Issue	Status
Construction Quality Management	Cover MEP Systems – Requirements Traceability Matrix (RTM)	On 06/03/2021 the Enterprises requested that KMP develop a corrective action plan to address systemic Nonconforming Work related to Schedule 10, Section 12.22 traceability and management of the Cover MEP System requirements.	In August 2021, the Department Approved KMPs corrective action plan to address this issue. The Department feels that the RTM task force has put KMP back on track. To close the corrective action, KMP must demonstrate successful implementation of the plan by holding successful Pre-Activity Meetings for the upcoming Cover MEP work on the south bore. The Department expects that this will be closed in early 2022. OPEN

Element	Process	Issue	Status
Construction Quality Management	As-Built Verification for Invert Elevations of Drainage Structures	KMP found that multiple drainage structures along the Fixed Firefighting Suppression drainage system were out of tolerance, leading to negative flow. In September 2021, KMP notified the Department that they do not have records verifying the invert elevations of all the other drainage structures that they had placed on the Project.	In September 2021, the Department Approved KMPs corrective action plan to address this issue. KMP plans to go back and re-survey all invert elevations for previously placed structures. They will also revise the PC Drainage checklist to ensure that they document invert elevations before building on top of the structures. OPEN

Design Verification Reviews (DVR): The Enterprises’ DVRs evaluate KMP compliance with PA requirements by assessing KMP’s design plans and other deliverables. From July 2021 through September 2021, the Enterprises’ conducted 29 DVRs yielding a 98 percent overall conformance percentage. For the entire Project, the Enterprises conducted 1,207 reviews, yielding an 85 percent overall conformance percentage. All noncompliant design identified by the Enterprises is resolved prior to KMP releasing the plans for construction. Additionally, KMP and the Enterprises issue NCRs for design issues that are identified during performance of construction work. The nonconforming design is then resolved prior to construction acceptance. Since there has not been any known noncompliant design incorporated into the permanent work, there are not any notable design issues identified by the Enterprises and/or KMP for this reporting period.

MAINTENANCE/TRAFFIC ISSUES

The focus of routine maintenance work for this reporting period included flexible and rigid pavement patching, fence repair, vegetation control, litter control, sweeping cycle, traffic services inspections, guardrail repair, graffiti removal, single-post and multi-post sign repair and resolution of any safety critical or hazardous defects which occurred during the reporting period.

The construction assessment team has been performing weekly assessments of the Maintenance of Traffic (MOT)/Method(s) of Handling Traffic (MHT) setups. Any issues are being communicated with and addressed by KMP.

SAFETY ISSUES

KMP did not have any recordable events for this quarter, the total remains at 11 for the project. “Play of the Day” meetings are still held daily, where safety topics are discussed with the crews. KMP performs after-incident investigations and discusses root cause and preventative measures for each incident. KMP continues to perform “Safety Adventures” where a discipline

goes and audits an operation daily and discusses their findings during the “Play of the Day” meeting. These include best practices, lessons learned and issues that were found.

Safety Patrol responded to 1,311 events during this reporting period. This total includes 252 crash/incidents.

CIVIL RIGHTS STATUS

Small Business Disadvantaged Business Enterprise (DBE)/ Emerging Small Business (ESB) Goals

Design Status through the 3rd Quarter 2021: KMP’s DBE goal for the design is 11.6% (\$7.03 million). KMP has commitments to DBE design firms of 12.69% (\$7.69 million) and payments to DBE design firms of 11.62% (\$7.04 million); the commitment amount exceeds the KMP DBE goal for the design period. KMP’s ESB goal for the design period is 3.0% (\$1.8 million). KMP has commitments to ESB design firms of 9.17% (\$5.56 million) and payments to DBE design firms of 8.76% (\$5.3 million); the commitments and payments exceed the ESB goal for design for the Project.

Construction Status through the 3rd Quarter 2021: KMP’s DBE goal for the construction is 12.5% (\$92.9 million). KMP has commitments to DBE construction firms of 16.40% (\$121.9 million) and payments of 13.94% (\$103.7 million); this exceeds the KMP DBE goal for the construction period. KMP’s ESB goal for the construction period is 3.0% (\$22.3 million). KMP has commitments to ESB construction firms of 9.46% (\$70.3 million) and payments of 6.73% (\$50 million); this exceeds KMP’s ESB goal for construction for the Project.

Workforce Development Program and Goals

The WORKNOW program combines construction workforce training and supportive service programs into one coordinated program. The Central 70 Project is a founding partner of WORKNOW. For further information on the WORKNOW Program please go to: <https://worknow.org/accomplishments-to-date/>

During the COVID-19 crisis, coordination with WORKNOW regarding virtual outreach increased. WORKNOW continued providing services to both employed and laid off construction workers, while enacting proper health mitigation measures. In partnership with WORKNOW, the Central 70 team developed a workforce presentation that has been shared during virtual Community Office Hours and other virtual hiring events

KMP and its subcontractors have enrolled local hires for both professional services and construction. They have enrolled 685 local hires to date. This quarter, KMP met the Local Hire Goal by recording 850,205 Local Hire hours with more than 50% of those hours completed by New Hires. KMP is now tracking additional New Hire hours to achieve the additional New Hire financial incentive.

KMP has enrolled 250 On-the-Job Training (OJT) participants since inception. To date, 339,684 OJT hours have been reported. Based on hours reported, the OJT Goal of 200,000 hours has been met.

MITIGATION/COMMUNITY COMMITMENTS STATUS

As of the date of this report, all the identified Record of Decision (ROD) mitigation measures are either in progress or completed.

The ROD included 146 mitigation commitments to be completed as part of the project. The mitigation commitments are being completed in conjunction with the construction work and are being tracked by the Enterprises and KMP in the Monthly Environmental Status Report (ESR). The project team completed Reevaluation #12 to include the sign structures west of I-25, a Temporary Construction Easement (TCE) at the Safeway Property, and the Cover top Memorandum of Understanding (MOU). Reevaluation #12 added one mitigation measure for impacts that may occur due to maintenance, emergency or other circumstances during the operations and maintenance period to the 4-acre recreation area on top of the lowered section.

This Project is unique in that the core feature of the project—lowering the highway and constructing a cover/park that will link the two sides of the community back together—was developed to address Environmental Justice (EJ) concerns that arose from original highway construction back in the 1960s. In addition to the cover and park, the Central 70 Project includes other unique EJ mitigations such as the recognition of the importance of the Swansea Elementary School as a community center. These mitigations include two new early childhood education classrooms, a new heating and air conditioning (HVAC) system, new exterior windows and doors, a relocated and renovated main entrance and administration offices, and a new playground at the Swansea Elementary School. The table below provides the status of the EJ mitigations.

Mitigation	Status	Notes
Targeted assistance to crucial businesses to remain in the neighborhood.	Complete	Assistance was provided to all businesses that were displaced by the project per the Uniform Act. All impacted businesses have been completed and reestablished in their new location per the Uniform Act. KMP will continue the Community Outreach for businesses within the project area.
Provide funding to assist displacees with financial counseling and procurement of financing.	Complete	Funding has been provided through Community Resources and Housing Development Corporation (CRHDC)
Provide before, during, and after environmental sampling to assure the project has not caused re-contamination of residential properties.	Complete	Pre-construction soil sampling on seven residential properties was completed in June 2018. During construction soil sampling on seven residential properties was completed in August 2020.

Mitigation	Status	Notes
Mitigate noise and dust impacts by providing residents living adjacent to the project new storm windows, furnace filters, and air conditioning units.	Complete	Assessments and installations of improvements were completed on 03/14/2019. Ongoing warranty work and energy credits will continue through the Construction Period.
Fresh Food Access – Provide \$100,000 to Denver Office of Economic Developments Globeville Elyria-Swansea (GES) Healthy Food Challenge.	Complete	The Enterprises transferred funds to the City and County of Denver in early November 2018; an initial report was received by the Enterprises in July 2019.
Provide \$2M in funding to support affordable housing in Elyria and Swansea neighborhoods.	Complete	The Enterprises transferred funds to Brothers Redevelopment in late November 2018; quarterly reports began in 2019.
Monetary Incentive for Managed Lanes	Deferred	Deferred until the new managed lanes are operational.
Swansea Elementary Phase 1	Complete	Retrofit school building with new classrooms, windows, doors, and HVAC system
Swansea Elementary Phase 2	Complete	Modify outdoor areas around school to provide playground, parking, and access roads during construction period.
Swansea Elementary Phase 3	Complete	Construct temporary outdoor features including playground, parking, and access roads.
Swansea Elementary Phase 4	Design Complete	To be constructed by KMP along with the Cover. Anticipated to complete in 2022.

COMMUNITY ENGAGEMENT

The Enterprises, supported by KMP, is responsible for communicating with citizens, the media, public officials and other stakeholders regarding the Project. Public information efforts continue to take a two-pronged approach by focusing outreach on commuters and residents through various social media outlets, ongoing presentations and check-in calls. The Public Information (PI) team has continued using various outreach tools to alert the public about upcoming traffic and construction impacts.

The PI team led the communications throughout the four-month demolition of the 57-year old viaduct. The outreach included a new business spotlight for e-blasts and the website to promote support for local businesses impacted by the demolition and car wash vouchers to help with dust mitigation as well as continuous in-person check-ins. In addition, the PI team worked with businesses along 46th South Avenue to create a coupon book to promote businesses directly impacted by the Project and help drive revenue. Nearly 100 coupon books offering \$5 off any product or service from the businesses along 46th South Avenue were distributed to nearby residents and community members. In exchange for \$5 off coupons, the Central 70 Project gave \$500 checks to each participating business.

Once the final cover park design was complete, the CDOT PI team supported Kiewit in sharing the final details of the future 4-acre cover park with the community. Outreach included presentations, tabling at various activity center and articles in local publications. This outreach will continue into next quarter.

The team continued a hybrid of in-person and virtual community office hours in light of local organizations opening back up to the public, with Chips & Chat and Coffee & Chat remaining virtual due to the increased participation compared to when the meetings were held in person prior to COVID-19.

DATE: November 17, 2021
TO: Transportation Commission
FROM: Amber Blake, Director - Division of Transit and Rail
 Mike Timlin, Senior Manager of Mobility Operations
 Kyle French, Bus Operations Manager
RE: Bustang Quarterly Update - FY 2021/22 Q1

Purpose

The purpose of this memo is to provide the FY21/22 first quarter Bustang update on operational & performance measures.

Action

Informational only. No action is required.

Background

The Bustang interregional express bus service went into operation in July 2015. PD 1605 requires the Division of Transit & Rail (DTR) to quarterly report operational and performance measures. This update covers the first quarter of FY2021/22, July 1 to September 30, 2021.

Details

2021-22 Quarter 1

Q1 Jul-Sep 2020	Q1 Jul-Sep 2021	Variance 2020 vs 2021	%	Jul-21	Aug-21	Sep-21
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Bustang System

Revenue riders	10,949	28,450	17,501	160%	9,574	9,400	9,476
Revenue	\$133,824	\$312,126	\$178,302	133%	\$105,270	\$101,880	\$104,976
Cumulative Avg. Fare	\$12.22	\$10.97	-\$1.25	-10%	\$11.00	\$10.84	\$11.08
Load Factor	17%	24%	7%	44%	24%	23%	23%
Farebox Recovery Ratio	18%	27%	9%	49%	29%	24%	27%

South Route

Revenue riders	3,556	7,689	4,133	116%	2,522	2,590	2,577
Revenue	\$41,431	\$84,189	\$42,758	103%	\$27,542	\$28,024	\$28,623
Cumulative Avg. Fare	\$11.65	\$10.95	-\$0.70	-6%	\$10.92	\$10.82	\$11.11
Load Factor	13%	17%	4%	29%	17%	17%	18%
Farebox Recovery Ratio	17%	23%	6%	38%	24%	22%	24%

North Route

Revenue riders	2,862	9,332	6,470	226%	2,879	3,114	3,339
Revenue	\$34,631	\$102,249	\$67,618	195%	\$31,535	\$33,597	\$37,118
Cumulative Avg. Fare	\$12.10	\$10.96	-\$1.14	-9%	\$10.95	\$10.79	\$11.12
Load Factor	11%	21%	10%	92%	19%	20%	23%
Farebox Recovery Ratio	14%	38%	24%	171%	37%	36%	42%

West Route

Revenue riders	4,531	11,397	6,866	152%	4,173	3,696	3,528
Revenue	\$57,762	\$125,688	\$67,926	118%	\$46,193	\$40,259	\$39,236
Cumulative Avg. Fare	\$12.75	\$11.03	-\$1.72	-13%	\$11.07	\$10.89	\$11.12
Load Factor	34%	40%	6%	17%	43%	39%	38%
Farebox Recovery Ratio	23%	26%	3%	13%	30%	22%	26%

DTC

Revenue riders	SERVICE SUSPENDED	SERVICE SUSPENDED	32
Revenue			\$347
Cumulative Avg. Fare			\$10.86
Load Factor			2%
Farebox Recovery Ratio			3%

Rainfall in western Colorado over the summer caused temporary closures of I-70 due to flooding and mudslides, particularly in the area between Rifle and Glenwood Springs where the scare spots of the Grizzly Creek Fire of 2020. In late July, one of these mudslides had caused damage to both directions of I-70 effectively closing it for a period of over two weeks. During this time, the West Line was operating under an emergency schedule that added significant operating miles and time to the Grand Junction - Denver trips. With lower ridership due to the increased travel time and higher operating miles incurred by the detour, our farebox recovery ratio dropped most noticeably in August.

On-Time Performance - Departures departing ten minutes or less behind their scheduled departure are considered "On-Time."
 Quarterly On-Time Performance Departures:

- System - 96.44%
- West Line - 96.74%
- North Line - 99.20%
- South Line - 93.26%
- DTC - 100.00%

West Line - Among our services that have shown the most demand and retained the highest level of pre-pandemic ridership, we plan to introduce a second Grand Junction - Denver round trip in November to increase capacity and rider flexibility and convenience through the I-70 mountain corridor just before the peak of the typical influx of travel through the winter season.

RamsRoute - The reintroduction of RamsRoute service has been successful with ridership stronger than the pandemic trends we have been seeing on our other lines. Our team is taking extra steps to market and promote the services to CSU students through social media and digital marketing in dining halls and dorm buildings.

Bustang to Broncos - The Regional Transportation District's cancellation of the BroncosRide has impacted the demand for Bustang to Broncos greater than we had expected. We have been reliably providing five coaches for each game, three for the North from/to Fort Collins and two for the South from/to Colorado Springs while still selling out of reserved seats. Due to driver capacity, we are unable to reliably add additional coaches beyond the five for games despite the demand.

DTC - DTC service between Colorado Springs and the Denver Tech Center resumed operations as of Monday, September 20, 2021. We have been working with the Denver South TMA and with several DTC employers to share the news of Bustang's resumed service and anticipate ridership to increase as more riders return to office.

Snowstang - Planning and preparation for the return of Snowstang for the 2021-2022 ski season is still in full motion. As reported in last quarter's report to the committee, our original ski resort partners from Snowstang's inaugural season (Loveland Ski Area, Arapahoe Basin Ski Area, and Steamboat Resort) plan to participate in the upcoming season with the addition of a fourth, Copper Mountain.

Bustang to Estes Park - With the end of our second season operating Bustang to Estes Park, we will be planning for next year's service with the City of Estes Park, local stake holders, and our partners beginning next calendar year. We anticipate much greater interest in the Estes Park service with the resumption of the branded Hiker Shuttle and absence of mask mandates.

Quarterly Safety/Collisions - During the quarter, Bustang was involved in six preventable and five non-preventable accidents. This puts Bustang at a preventable accident rate of 2.2 per 100,000 operating miles. Ace Express is revamping their training and accident procedures to include a stronger re-training and safety programs with an emphasis of behind-the-wheel skills training for operators to address the influx of accidents. We will be closely monitoring the program for compliance and successful implementation and reduction of preventable accidents.

<u>Date</u>	<u>Bus#</u>	<u>Location</u>	<u>Comment</u>	<u>Preventable (Y/N)</u>
07/09/2021	38016	COS - I-25/Nevada	Rear-ended at traffic light.	N
07/16/2021	38008	COS - I-25/Cimarron	Rear-ended in traffic.	N
07/20/2021	38002	Denver - I-25/84th	Sideswipped by another vehicle.	N
08/31/2021	38004	FTCO Yard	Made contact with fixed object.	Y
09/01/2021	38009	Denver	Made contact with fixed object in turn.	Y
09/05/2021	38020	Avon Garage	Made contact with garage door.	N

09/18/2021	38019	Golden Yard	Made contact with fixed object in turn.	Y
09/22/2021	38020	Idaho Springs PnR	Made contact with fixed object in turn.	Y
09/24/2021	38020	Frisco - I-70 WB	Animal crossing accident.	N
09/26/2021	38008	Denver	Ran over multiple fixed objects.	Y
09/30/2021	38001	Loveland PnR	Made contact with fixed object in turn.	Y

INIT Intelligent Transportation Project - With all CAD/AVL equipment installed fleet-wide and both the End User Acceptance Testing and 60-day pilot period complete, we are now adapting to full ITCS integration in Bustang operations. We are also working with RTD to integrate the ITCS system further through the Bustang ecosystem, including adding connections to fare revenue and digital signage equipment, for better accuracy and operator ease.

Pegasus - Preparations have begun for the upcoming Pegasus service, operating in specialty Ford Transit XL vans along I-70. Due to constraints in the supply chain, we anticipate having the vehicles completed and sent to our customization partners in November, and will be able to set a more diligent service plan and launch schedule at that date.

Customer Comments

- Anticipation of Snowstang services and inquiries of expanded routes to more ski resorts.
- Positive reviews of our services have been regularly coming in on our social media, Yelp, and Google, as well as commendations for the outstanding work that operators do for our passengers.
- Inquiries for additional West Line service, especially between Grand Junction and Denver.
- Interest in currently operating and upcoming phase III Outrider routes.

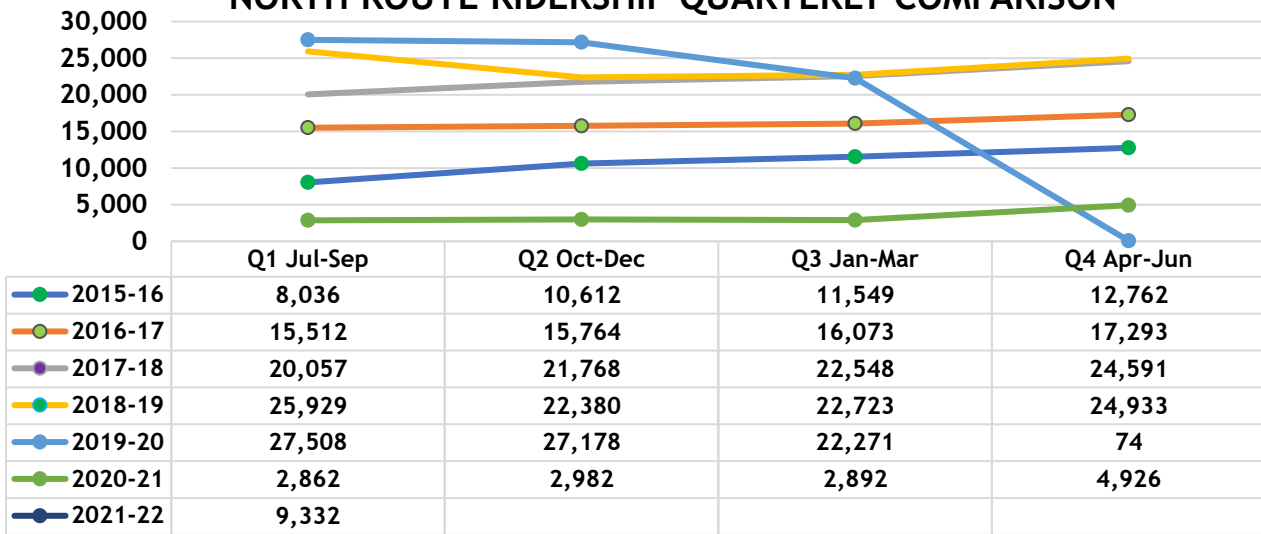
Next Steps

- Plan and prepare for the re-launch of Snowstang and the addition of the new van transit service, Pegasus.
- Prepare for additional trips being added and 2021 fall service changes.
- Begin equipment set up of Bijou Street Maintenance Facility and its full incorporation into daily Bustang operations.
- Review of increased safety and training efforts by our contractor and efficiency measures of the program.

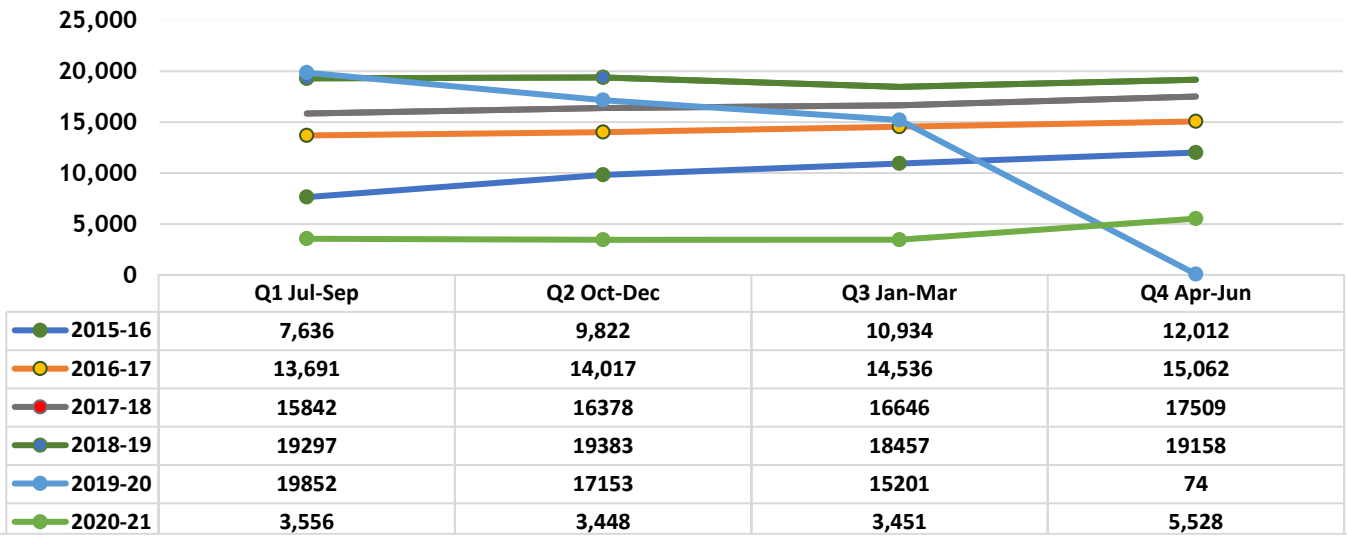
Attachment

Bustang Graphs

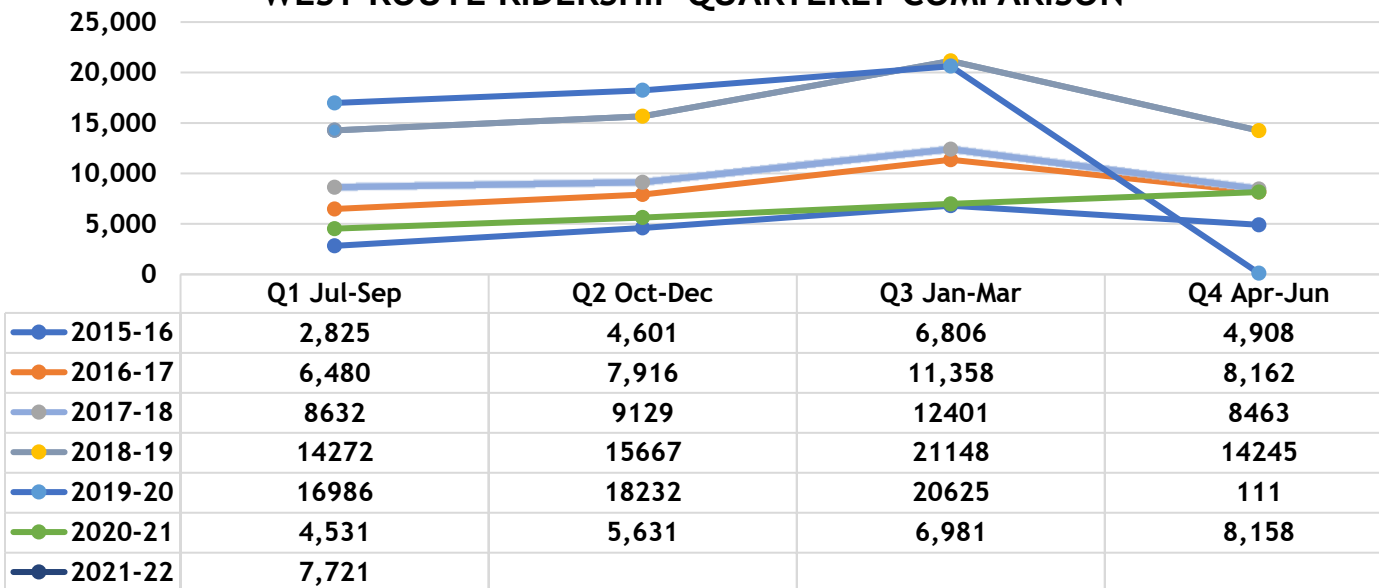
NORTH ROUTE RIDERSHIP QUARTERLY COMPARISON



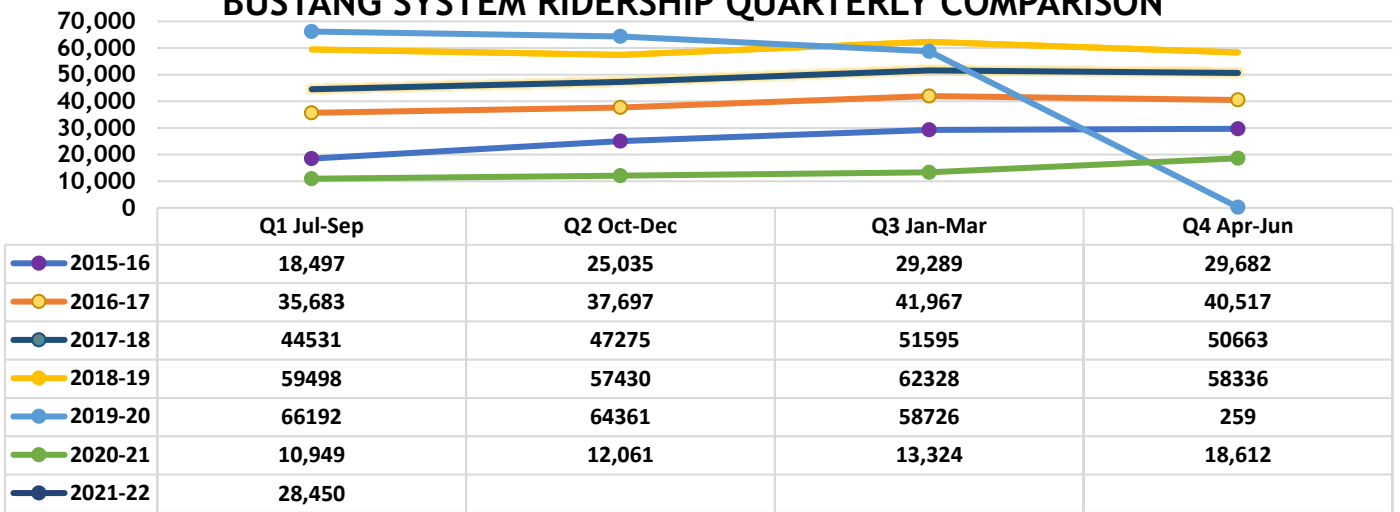
SOUTH ROUTE RIDERSHIP QUARTERLY COMPARISON



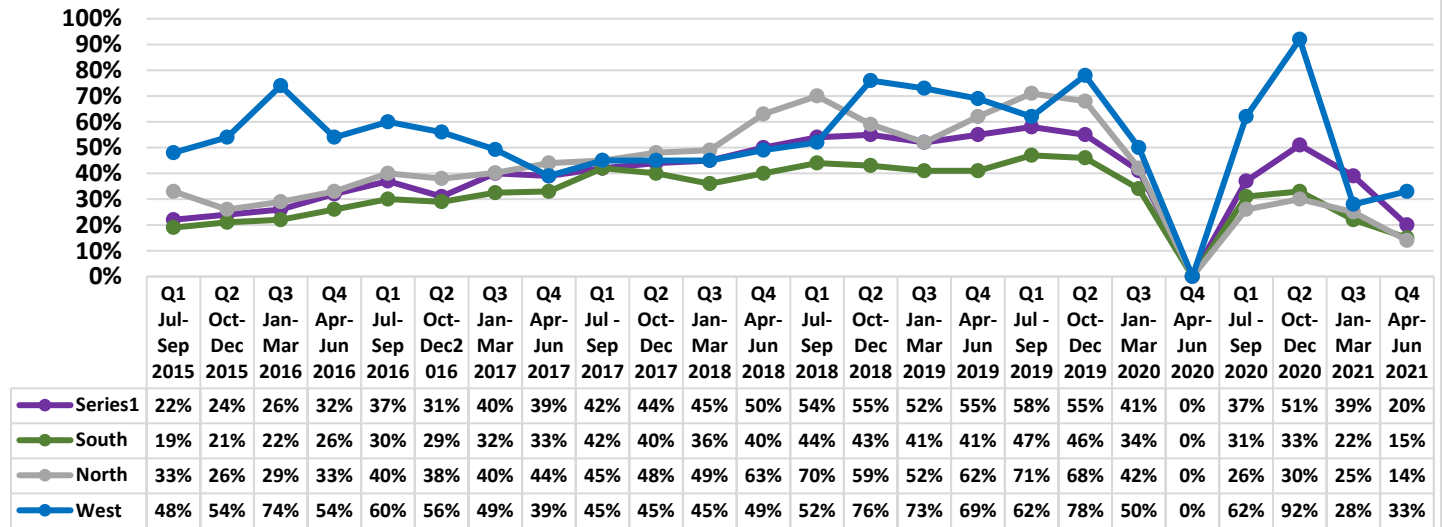
WEST ROUTE RIDERSHIP QUARTERLY COMPARISON



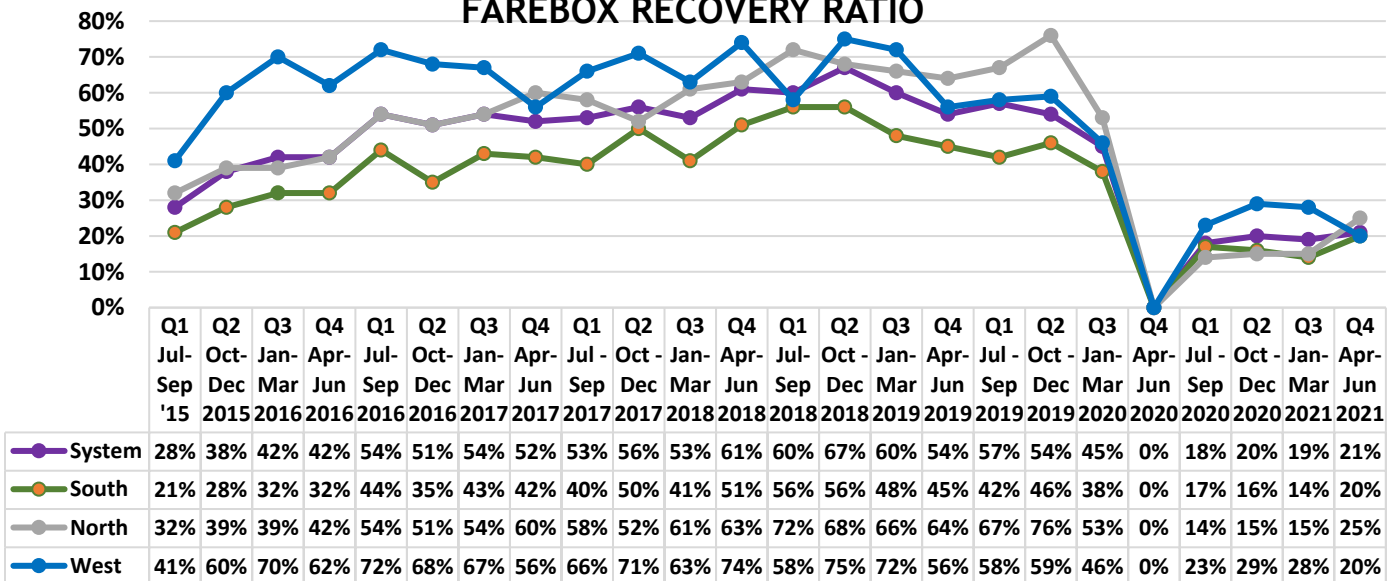
BUSTANG SYSTEM RIDERSHIP QUARTERLY COMPARISON



LOAD FACTOR BY ROUTE



FAREBOX RECOVERY RATIO





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

DATE: November 17, 2021
TO: Transportation Commission
FROM: Amber Blake, Director - Division of Transit & Rail
Michael Timlin - Senior Manager of Mobility Operations & Deputy Division Director
Kyle French, Bus Operations Manager - Division of Transit & Rail
Jeff Prillwitz, Bus Operations Coordinator - Division of Transit & Rail
RE: Bustang Outrider Quarterly Q1 FY2021-22

Purpose

The purpose of this memo is to provide a quarterly Bustang Outrider update on operational and performance measures for 1st Quarter, FY 2021-2022.

Action

Informational only - no action is required.

Background

The Bustang Outrider rural regional bus service began operation in On January 2, 2018, with a Lamar- Pueblo route operated by Senior Resource Development Agency of Pueblo, Inc. Outrider uses a different funding source, FTA 5311(f), rather than state FASTER funds, and is generally contracted as a pass-through grant agreement rather than as a direct operational agreement with specific requirements. FTA rules allow local cash match to be replaced by “in-kind” contributions from private intercity bus unsubsidized miles operated or Transportation Development Credits (TDC) from FHWA “toll credits” flexed to FTA projects. Due to the large reduction of service by the intercity bus carriers within Colorado the “in-kind” contributions based on unsubsidized miles is no longer available. All Bustang Outrider routes will now use Transportation Development Credits for the “in-kind” match.

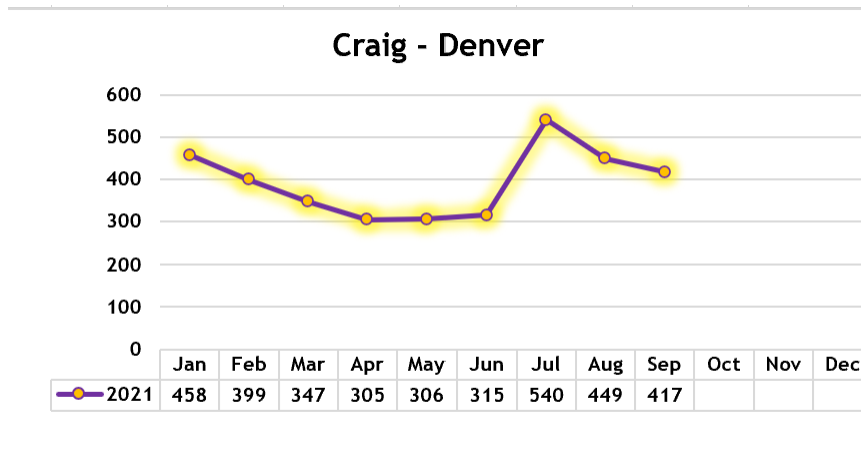
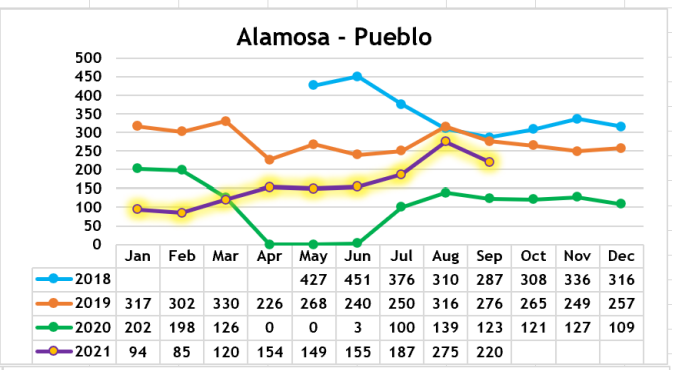
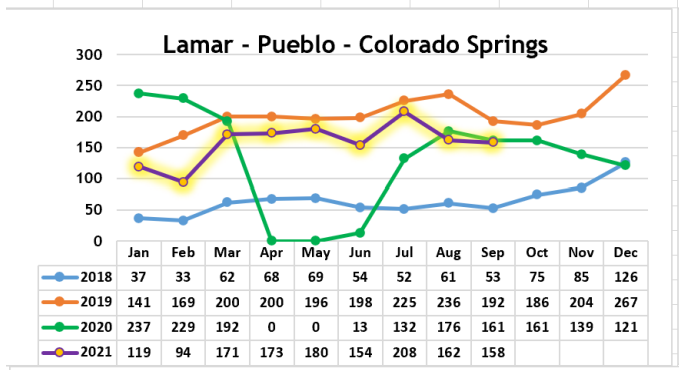
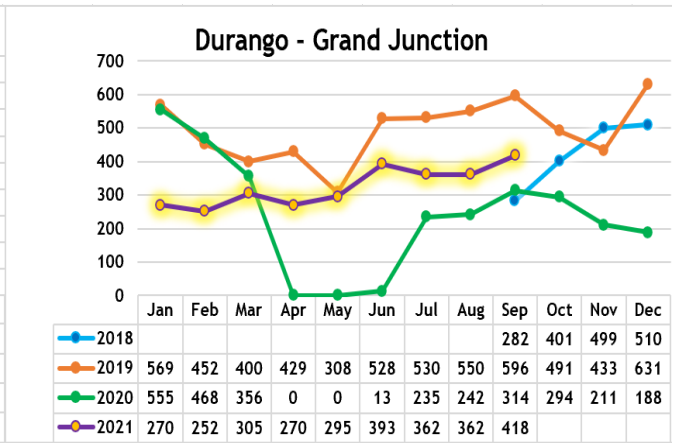
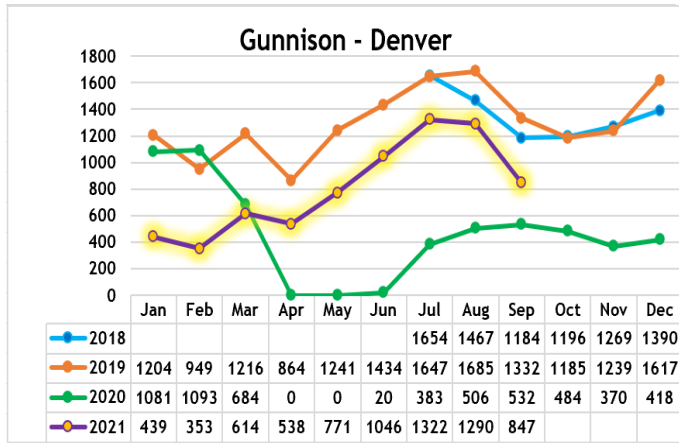
Outrider provides essential service transportation from rural to an urban community services center as well as a connection to the national intercity bus network. Outrider is considered as, and is marketed as an “offspring” brand to the parent Bustang system. For these reasons, a separate Outrider update accompanies the quarterly Bustang update.

Details

The Phase II and III routes in Operation are:

- Lamar - Colorado Springs in revenue service Monday through Friday except major holidays and operated by Senior Resource Development Agency of Pueblo, Inc. (SRDA)
- Alamosa - Salida -Pueblo is in revenue service daily and is also operated by SRDA.
- Gunnison - Salida- Denver is operating in revenue service daily and is operated by Alpine Express Shuttle.
- Durango - Grand Junction has transitioned to Outrider from Roadrunner operating in revenue service daily by Southern Colorado Community Action Agency (SoCoCAA)
- Craig - Denver is in revenue service five days a week and is operated by Greyhound
- Telluride - Grand Junction is in revenue service five days a week and is operated by Alpine Express Shuttle.

Details
RIDERSHIP



Service was paused effective March 29, 2020 by the Governor's "Safer at Home" Executive Order, then allowed to resume service on June 28, 2020 after review and approval of Bustang's "Safe Transport Operating Plan" by the Colorado Department of Public Health & Environment. Ridership has been steadily increasing since the resumption of service and is approaching pre-COVID levels.

PHASE III PLANNING- Stakeholder outreach has been completed on the final four proposed routes that were presented to the Transportation Commission in December 2019 (discussion), and received approval in January 2020. The four Outrider routes to be implemented in 2021 and 2022 are:

- Sterling -Greeley and Denver via I-76 & US 34 (route will operate Sterling - Greeley on Monday, Wednesday and Friday. Sterling - Denver on Tuesday and Thursday) Tentative service start in early 2022.
- Trinidad - Pueblo via I-25. Tentative service start in early 2022.
- Grand Junction - Telluride via US 550. Started revenue service on September 27, 2021.
- Craig - Denver via US 40 & I-70 West Started revenue service on January 2, 2021.
- Service stops and schedules have been determined for all Phase III routes.
- Provide new service stop in Buena Vista and Fairplay on the Gunnison to Denver route.

The nationwide delay in deliveries of heavy duty vehicles has impacted the start of the Sterling - Greeley and Denver service and the Trinidad - Pueblo service. Buses for these routes were originally scheduled for delivery in March of 2021. Delivery of cutaway vehicles for service was made in the last part of August 2021. Inspections of the delivered buses showed serious quality issues with the vehicle roofs. These problems necessitated the return of the bus to the manufacturer for repairs. Buses are tentatively scheduled to be returned to Denver in November of 2021.

Next Steps

- Operator has been determined for the Craig to Denver route and will begin revenue service on January 2, 2022. An announcement will be made shortly.
- Work to improve reliability and responsiveness to the local communities on the Craig to Denver route.
- Award Calendar Year 2022 Grants for Outrider operators.
- Opening events and outreach to communities which will be serviced by the Trinidad to Pueblo and Sterling to Greeley and Denver routes.
- Expand Lamar to Colorado Springs service to seven days a week.
- Expand Gunnison - Denver service to the community of Crested Butte. Possible summer stop at Monarch Crest which will compliment the winter stop at Monarch Mountain Ski Area.
- Service the Grand Junction Airport with the Durango - Grand Junction Service. Telluride to Grand Junction will provide airport service from opening date.
- AECOM to continue survey of all Bustang Outrider routes for stop improvements including shelters, service stop signs. ADA compliance and wayfinding signs. Relocate several Outrider service stops in order to better service the local communities.

Attachments

none



COLORADO
Department of Transportation
 Division of Transit & Rail

2829 W. Howard Place, 4th Floor
 Denver, CO 80204

DATE: November 17, 2021
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
 Qing Lin, Programming Unit Manager, Division of Transit & Rail
 Brodie Ayers, Project Coordination Unit Manager, Division of Transit & Rail
SUBJECT: Transit Grants Quarterly Report

Purpose

The memo provides the Transportation Commission a quarterly update on the Transit Grants Program, with data reflective of the quarter ending September 30, 2021.

Action

For information only. No action needed.

Background

Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue”, update June 4, 2020: states that; “The Mobility Systems Committee shall review quarterly reports submitted by Division of Transit and Rail which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding”.

FTA Circular 5010.1E requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR’s) and Milestone/Progress Reports (MPR’s). This information is assembled by members of the Division of Transit & Rail (DTR), the Business Office within the Division of Accounting and Finance (DAF), and the Office of Financial Management & Budget (OFMB). This same information is being shared with TRAC as well.

Details

Table 1 provides a summary of all projects and the status of contracting and spending, by year of funding.

Table 1: Financial Trends from Budget to Expenditure

Funding Source & Year	Annual Budget	Total Available Including Roll-Over	% Contracted This Qtr Ending 6/30/2021	% Spent This Qtr Ending 6/30/2021	% Contracted This Qtr Ending 9/30/2021	% Spent This Qtr Ending 9/30/2021
FASTER SFY 2016-17	\$15 M	\$17 M	100%	97%	100%	97%
FASTER SFY 2017-18	\$15 M	\$17 M	100%	100%	100%	100%
FASTER SFY 2018-19	\$15 M	\$18.5 M	100%	99%	100%	99%
FASTER SFY2019-20	\$15 M	\$18.3 M	100%	60%	100%	71%
FTA FFY 2016-17	\$18.1 M	\$18.9 M	100%	100%	100%	100%
FTA FFY 2017-18	\$20.7 M	\$22.6 M	100%	100%	100%	100%
FTA FFY 2018-19	\$21.9 M	\$25.1 M	100%	92%	100%	92%
FTA FFY 2019-20	\$21.9 M	\$25.5 M	100%	88%	100%	90%

Notes:

Budgeted and Total Available Amounts here do not include local matching dollars.
 SFY = State Fiscal Year July 1 - June 30, FFY = Federal Fiscal Year October 1 - September 30.

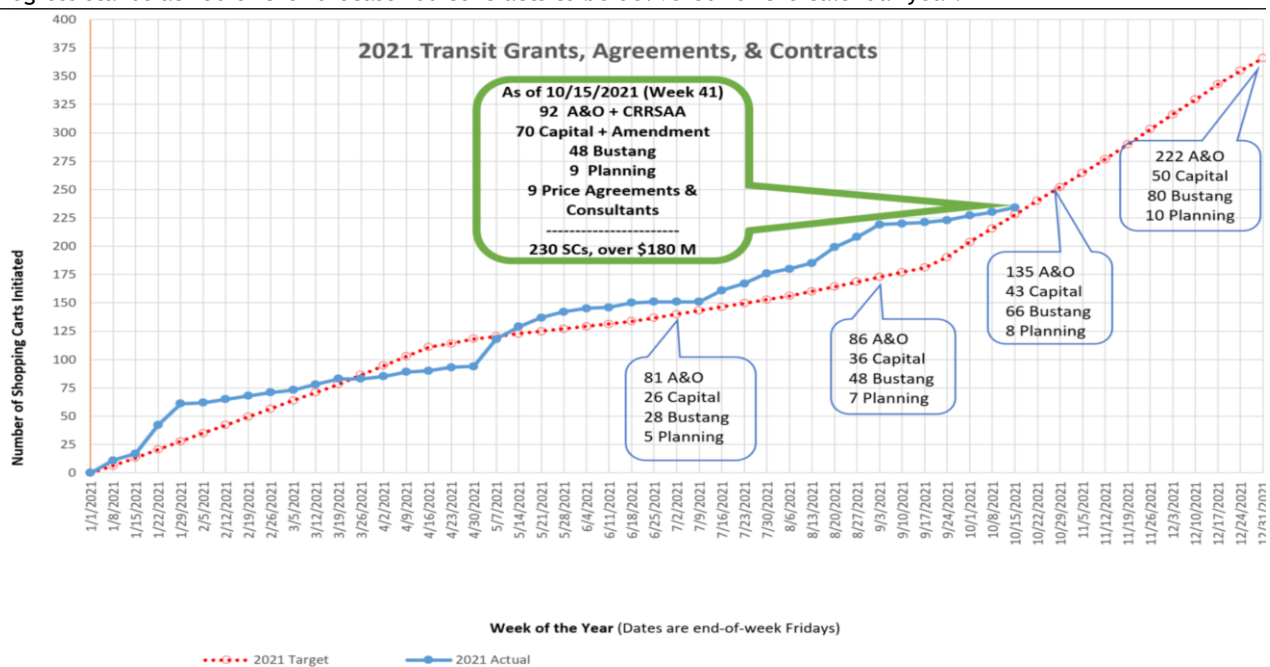
Project Assistance / Lessons Learned

PD 704 asks DTR to regularly identify projects that are experiencing significant changes to scope, schedule, or budget. Once identified, DTR staff then can apply more project management controls, offer more technical assistance, or it can serve as an advance notice to the TRAC and Mobility Systems Committee that some projects may be subject to PD 703’s rules regarding budget changes. Table 2 presents the highlights for relevant projects and agencies, updated through December 31, 2021.

Project	Change being Experienced	Description / Response
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - \$330,920	The project was withdrawn from the City of Trinidad in Oct. 2016. A scaled-down passenger shelter will be completed with Amtrak to close the mitigation obligations incurred by CDOT when I-25 was reconstructed. The cost is expected to be significantly less than the original version.	CDOT has agreed upon payout terms. Amtrak is updating cost estimates for cost escalation that may have occurred during the COVID Pandemic. This project appears headed toward final contracting and closure at this time.

Transit Grant Contracting & Invoicing Performance

Figure 1 provides graphic representation of the timely contracts goal. The dashed line (empty markers) is the target trend line. The solid line (solid markers) is 2021 progress from January 1 through October 15, 2021. The 2021 progress stands at 230 of the forecast 400 contracts to be delivered for the calendar year.



Data Source: SAP Shopping Cart Monitor, Updated through 10/15/2021

Next Steps

The next quarterly report will be available for the March meeting, reporting on the period ending December 31, 2021

Attachments:

None



COLORADO
Department of Transportation

Division of Transit and Rail
2829 W. Howard Pl. 4th Floor
Denver, CO 80204

DATE: November 17, 2021
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
Audrey Dakan, Acting Planning Manager, Division of Transit & Rail
SUBJECT: Senate Bill 228 Status Report

Purpose

The purpose of this memo is to provide an update on SB 228 transit projects approved for Years 1, 2, and 3 through the reporting period ending September 30, 2021.

Action

Informational only, no action required.

Background

Senate Bill 228 (SB 228) provided CDOT with \$200M in new revenue in FY 2016, \$79M in FY 2017, and \$79M in FY 2018. At least 10% (approximately \$35.8M = \$20M + \$7.9M + \$7.9M) must be dedicated to transit. The SB 228 program must be used for strategic, TC-approved projects with statewide or regional significance.

In August 2016, the Transportation Commission approved \$20M in commitments toward a list consisting mainly of Park-n-Ride investments around the state, and bus purchases for rural regional services now branded as “Bustang Outrider”. Two of the earlier projects were withdrawn, and the funds were reprogrammed.

In November 2017, the Commission approved \$9.9M in projects which consisted of bus purchases, match for rail improvements, and funds for local agency capital purchases (\$7.9M Year 2 funds, +\$2.0M re-programmed from Year 1 funds) (Resolution #TC-17-11-14). In August 2018, the Commission approved \$10.9M in projects which consisted of bus purchases, local agency capital purchases, and Park-n-Ride investments (Resolution #TC-18-08-04).

In May 2019, the Transportation Commission committed the final \$2.5M in funds to the Bustang Fleet replacement fund (Resolution #TC-19-05-06).

Details

SB 228 Project Update

The following table provides a brief description of each project and its current status. A more detailed schedule is included as an attachment.

SB 228 YEAR 1		
Project	Description	Status
Program and Construction Management (\$2.0 M)	Consultant assistance for project development and program/construction management for the SB 228 transit projects.	Executed contract with AECOM, the program/construction management consultant retained by Bridge Enterprise for technical assistance. Contract to be extended through December 2022 with SB 267 funds.
Winter Park Express Platform (\$1.5 M)	Project to construct the Winter Park Express platform and related railroad improvements. CDOT partnered with Winter Park Resort, Amtrak, and the UP.	COMPLETED Project completed in partnership with Region 3. The official opening service was on January 6 th , 2017.
Bus Purchases (\$2.5 M)	Purchase of branded over-the-road coaches for Bustang Outrider.	COMPLETED Six coaches were delivered in March 2018.
Centerra-Loveland Mobility Hub (\$5.0 M)	Part of a much larger project to build managed lanes from Loveland to Ft. Collins. Includes a center median Bustang station and a new Park-n-Ride at Kendall Parkway and I-25. The station is now known as the Centerra-Loveland Mobility Hub.	Construction of the transit station and the corresponding roadway segment (design-build contract) started in July 2019 and is scheduled to be completed in 2023.
Woodmen Road Park-n-Ride Replacement (\$3.0 M)	Relocation and construction of the primary Bustang bus stop and Park-n-Ride in Colorado Springs.	WITHDRAWN Negotiations with the property owner of the identified site failed. CDOT will explore other methods to increase parking capacity of the existing site. The funds were re-programmed for Year 3 projects.
San Miguel County Park-n-Ride (\$1.5 M)	Design and construction of a new Park-n-Ride outside of Telluride that will serve local and regional transit services.	COMPLETED Partnership with Region 5 and local agency partners. Construction was completed in December 2018.
Frisco Transit Center - Phase 1 (\$2.5 M)	Rehabilitation and expansion of a transit center in Frisco which serves local routes, Bustang, Greyhound, and private car rental businesses.	Partnership with Region 3 and local agency partners. Construction completed in summer 2021, final pay app in progress.
Rifle Park-n-Ride (\$2.0 M)	Relocation and expansion of a Park-n-Ride to better serve local and regional transit, and future Bustang service.	WITHDRAWN City officials encountered obstacles in working with the property owner of the preferred site and providing funds for off-site improvements associated with the Park-n-Ride. The funds were re-programmed for Year 2 projects.

SB 228 YEAR 2		
Project	Description	Status
Bus Purchases (\$2.4 M)	Four coaches to expand Bustang service to Grand Junction and meet system demand in other parts of the state.	COMPLETED Delivered in May 2018.
TIGER 9 Match (\$1.0 M)	CDOT portion of local matching funds for TIGER 9 Southwest Chief for route restoration and repair.	The TIGER 9 application was successful. The FRA agreement was executed in August. Most of the rail re-lay work in Colorado and Kansas was complete by October, with switches and crossings still to go. New Mexico segment starts at a later date.
Local Agency State of Good Repair (\$6.5 M)	Funds available for local transit agency capital needs (bus replacements, transit stops, etc.).	To date, \$5.8 M has been awarded to local capital projects. Additional awards planned for Years 4 and 5 of the Local Agency State of Good Repair program.

SB 228 YEAR 3		
Project	Description	Status
Bus Purchases (\$3.2 M)	Five coaches to expand Bustang service. Two for the Bustang West line, one for the Bustang North line, and two in support of the South I-25 Gap Project.	COMPLETED Delivered in May 2019.
Local Agency State of Good Repair (\$3.5 M)	Funds available for local transit agency capital needs (bus replacements, transit stops, etc.). Funds will be drawn down over a two-year period.	To date, \$5.8 M has been awarded to local capital projects. Additional awards planned for Years 4 and 5.
Pueblo Park-n-Ride - Design (\$0.5 M)	A Park-n-Ride in North Pueblo to accommodate intercity, regional, and local transit services.	Design at the initial location was stopped to consider a new site which may serve more customers. An alternatives analysis is being performed at both locations.
Tejon Park-n-Ride (\$0.5 M)	Minor improvements to CDOT owned Park-n-Ride to better accommodate intercity and local transit services.	Scope development in progress.
Bustang Fleet Replacement Fund (\$2.5 M)	Funds Bus Replacement budget for approximately 2 years.	TC approved funding in May 2019. Money was deposited into bus replacement fund.
Program and Construction Management (\$0.7 M)	Consultant assistance for project development and program/construction management for the Front Range Passenger Rail effort.	Contract has been executed and consultant services are underway.

Next Steps

The Division of Transit and Rail will continue to advance the approved SB 228 projects and provide quarterly progress updates to the Transportation Commission and the Transit & Rail Advisory Committee.

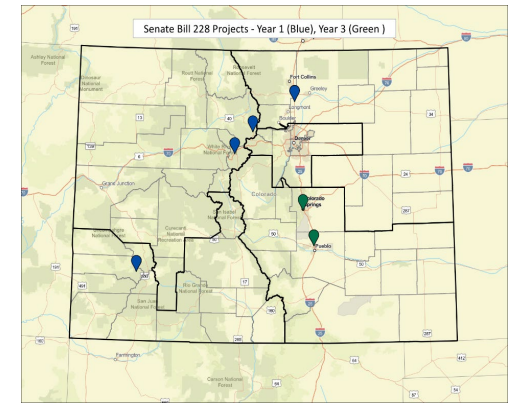
Attachments

Strategic Transit Projects (SB 228) - Transit Program Roadmap

Strategic Transit Projects (SB 228) - Transit Program Roadmap

Senate Bill 09-228 (SB-228) provided \$35.8M for transit projects starting in Fiscal Year 2015-16.

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the project map to the right.

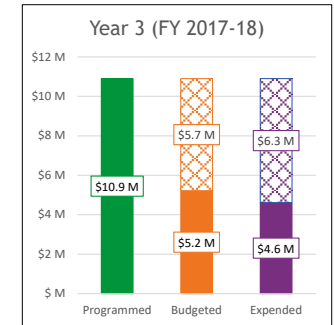
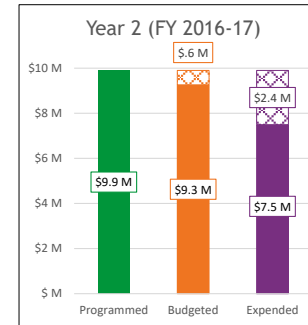
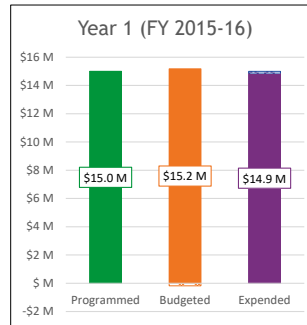


Senate Bill 228: Year 1 Allocation (\$15.0M Total, \$9.8M Complete)																		
Programmed	Project Description	Region	2021				2022				2023				2024			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$2.0 M	Program and Construction Management (SB 228 and SB 267)	All	█	█	█	█												
\$1.5 M	Winter Park Express Platform	3																COMPLETED
\$2.5 M	Bus Purchases	Various																COMPLETED
\$5.0 M	Centerra-Loveland Mobility Hub	4	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.0 M	Woodmen Road Park-n-Ride Replacement	2																WITHDRAWN
\$1.5 M	San Miguel County Park-n-Ride	5																COMPLETED
\$2.5 M	Frisco Transit Center - Phase 1	3	█	█	█	█												
\$0.0 M	Rifle Park-n-Ride	3																WITHDRAWN

Senate Bill 228: Year 2 Allocation (\$9.9M Total, \$6.5M Complete) *Includes \$7.9M from Year 2 plus \$2.0M from Year 1																		
Programmed	Project Description	Region	2021				2022				2023				2024			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$2.4 M	Bustang Capital Needs	Varous																COMPLETED
\$1.0 M	TIGER 9 Match	2																IN PROGRESS
\$6.5 M	Local Agency State of Good Repair	Various																IN PROGRESS

Senate Bill 228: Year 3 Allocation (\$10.9M Total, \$3.5M Complete) *Includes \$7.9M from Year 3 plus \$3.6M from Year 1																		
Programmed	Project Description	Region	2021				2022				2023				2024			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$3.2 M	Bus Purchases	Various																COMPLETED
\$3.5 M	Local Agency State of Good Repair	Various																COMPLETED
\$0.5 M	North Pueblo Mobility Hub (Design)	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.5 M	Tejon Park-n-Ride	2																
\$2.5 M	Bustang Fleet Replacement Fund	Various																IN PROGRESS
\$0.7 M	Program and Construction Management (Front Range Passenger Rail)	All	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	

Legend	
	Planning
	Design / Environmental Clearance / ROW Acquisition
	Procurement
	Construction / Delivery
	Cash Contribution
	Program Management Activities
	Quarterly TC Meeting Report
	Bar Charts: Unprogrammed
	Bar Charts: Unbudgeted
	Bar Charts: Unexpended





COLORADO
Department of Transportation

Division of Transit and Rail
2829 W. Howard Pl. 4th Floor
Denver, CO 80204

DATE: November 17, 2021
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
Audrey Dakan, Acting Planning Manager, Division of Transit & Rail
SUBJECT: Senate Bill 267 Status Report

Purpose

The purpose of this memo is to provide an update on SB 267 transit projects approved for Years 1, 2 and 3 through the reporting period ending September 30, 2021.

Action

Informational only, no action required.

Background

The state legislature provided new transportation funding through Senate Bill 17-267 (SB 267). SB 267 provides \$192M for strategic transit capital projects over four years beginning in FY 2019. SB 267 gives authority to the Colorado Transportation Commission to designate and select projects and requires that a minimum of 25% of SB 267 funds be spent in rural counties with fewer than 50,000 residents.

The strategic transit project portfolio, including project type, location, match requirements, etc., and the project selection criteria and ratings, were presented to the Transit and Rail Advisory Committee, the Statewide Transportation Advisory Committee, and the Transportation Commission in 2019. The Transit and Rail Advisory Committee and Transportation Commission also provided guidance on the project portfolio composition, favoring a mix of CDOT and partner capital projects, while still providing enough funding through the Capital Call for local agencies to make strategic investments to their transit infrastructure.

A list of proposed strategic transit projects covering Years 1 through 4 was presented to the Statewide Transportation Advisory Committee, the Transit and Rail Advisory Committee and the Transportation Commission in October and November 2019. This list included several previously approved projects, proposed CDOT and partner transit facility projects (50% match required), and allocations for remaining funds to be distributed to local agencies through upcoming Capital Calls (20% match required). On December 19, 2019 the Transportation Commission approved the complete SB 267 Transit Program for Years 1-4, totaling \$192M.

Senate Bill 267 provides four years of funding totaling \$204M for strategic transit investments, however, the funding is approved on a year-by-year basis. Through Q1 2019, Year 1 funds totaling \$42M had been received. Year 2 funds of \$50M were received at the end of Q2 2020, increasing available funding to \$92M. The bond sale in Year 2 garnered an extra \$6.0 M for the Transit program which brought the funding total to \$98M. Year 3 funds of \$50M were received in Q2 2021. The bond sale in Year 3 garnered an extra \$12.0M for the Transit program which brought the funding total to \$160.0M.

Funding for Year 4, an additional \$50M, remains uncertain. Although the Transportation Commission voted to approve all four years of SB 267 projects in December for planning purposes, the Year 4 projects will be reevaluated when it is clear that such funding may become available.

Details

CDOT's Region and Division staff, as well as partner and local agency staff, will continue to advance the approved SB 267 projects. Progress resulting from this collaborative effort will be reported to the Transit & Rail Advisory Committee and the Transportation Commission throughout the duration of the program. The following table provides updates on individual SB 267 transit projects through September 30, 2021:

SB 267 YEAR 1		
Project	Description	Status
Bijou Street Storage & Maintenance Facility (\$3.00 M)	Design and construction of new 10-bay Bustang facility located at the Region 2 Vehicle Storage Facility in central Colorado Springs.	Project is in final stages of construction. Anticipated completion in Early 2022.
Cripple Creek Admin & Operations Facility (\$0.12 M)	Design of a new administrative/ operations facility that will provide a space for the transit division.	Design in progress and expected to complete by the end of 2021.
Prowers County Bus Barn & Office Extension (\$0.11 M)	Construction of office space extension on existing bus storage facility.	IGA has been executed and funds have been budgeted.
Southwest Chief Thru-car Study - CRISI Grant Match (\$0.05 M)	CDOT portion to fund study to offer thru-car service on Southwest Chief to Pueblo and Colorado Springs. Total match money & grant totals \$450M.	COMPLETED
Frisco Transit Center - Phase 2 (\$3.44 M)	Construction of Phase 2 of the Frisco Transit Center. Serves Summit County's service to Leadville, Fairplay, Breckenridge, and Keystone.	Construction in progress and expected to complete in summer 2022.
RFTA Glenwood Maintenance Facility - Phase 3/7 (\$2.98 M)	Site work incl. building and foundation demolition, roadway realignment, earthmoving, and retaining walls construction. Scope revisions pending.	RFTA is looking to change the scope and reduce costs due to anticipated budget issues.
Winter Park Transit Maintenance Facility - Phase 1 (\$0.20 M)	Phase 1 - Design of a new transit storage, maintenance, and admin facility located in a rural area.	COMPLETED Awarded through Capital Call.
Winter Park Transit Maintenance Facility - Phase 2 (\$2.60 M)	Phase 2 - Construction of a new transit storage, maintenance, and administration facility located in a rural area.	Awarded through Capital Call. Construction to begin in 2022.
Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor (\$1.5 M)	Arterial Transit & Bike/Ped Improvements combined with highway improvements.	Region 3 is currently scoping project with Grand Valley RTPO. A study for this project has been funded.
RFTA Aspen Maintenance Facility Improvement - Phase 9 (\$1.00 M)	Replacement of existing underground fuel tanks with new, double-walled tanks and monitoring systems, to reduce the risk of leak or spill.	COMPLETED Project completed in partnership with RFTA.
Summit County Transit Operations Center (\$0.43 M)	Design of a larger, upgraded facility necessary to accommodate all Summit Stage buses, support vehicles and offices.	Awarded through Capital Call. Design is in progress.
Firestone-Longmont - Phase 1 (\$6.72 M)	Design of interim configuration to expand the existing Park-n-Ride from 116 existing spaces to around 280 proposed spaces. Serves Bustang to Fort Collins and Denver.	Unspent funds for this project will be put towards a Value Engineered mobility hub project at Firestone-Longmont
Firestone-Longmont - Phase 2 (\$2.50 M)	Land purchase for ultimate center-median configuration to be constructed as part of North I-25 Segment 4.	See above

SB 267 YEAR 1		
Project	Description	Status
Centerra-Loveland Mobility Hub (\$6.0 M)	Construction of center median Bustang station and Park-n-Ride. Part of Region 4 I-25 Segment 7 Managed Lanes project.	Under construction. Anticipated completion in 2023.
Berthoud Mobility Hub (\$5.00 M)	Design and initial construction for ultimate center-loading express Bustang station constructed as part of North I-25 Segment 6.	Design and initial construction underway. Anticipated completion in 2023.
SH 119 BRT (\$2.0 M)	Contribution in support of RTD's FasTracks commitment to provide BRT between Boulder and Longmont.	Design RFP released July 2020. Consultant selected. Design kicked off January 2021.
Poncha Springs Crossroads Welcome Center Improvements (\$0.00M)	Expansion and renovation of existing parking and transit facility adjacent to existing visitor center. At intersection of US 285 & US 50.	Project has been withdrawn.
SMART Administrative & Maintenance Facility (\$1.86M)	Purchase of Existing Real Property including buildings.	COMPLETED Purchase is complete. SMART closed on the property in October 2020.

SB 267 YEAR 2		
Project	Description	Status
Revitalizing Main Streets Program (\$26.00 M)	Contribution for design and construction of BRT elements. Total funding offered is \$77.50 M (includes highway \$).	Region 1 to manage this project. Awards have been made for full or partial funding of 30 projects located in 9 jurisdictions.
Burnham Yard - CRISI Grant Match (\$15.00 M)	Match toward CDOT purchase of decommissioned rail yard from UP to move consolidated main line eastward to accommodate various highway and rail expansion projects.	COMPLETED SB267 transit funds have been transferred to HPTE.
Lone Tree Mobility Hub (\$2.00 M)	Site selection, design, and construction of a new transit station Lone Tree.	Design is in progress. Anticipated completion in summer 2022.
Bustang Fleet Purchases (Region 1) (\$0.63 M)	Fleet purchases to support service at Castle Rock and/or Lone Tree.	Project has been approved by TC.
Idaho Springs Park-n-Ride (\$0.30 M)	Expanded Park-n-Ride with interchange improvements and slip ramps on I-70.	Planning, stakeholder engagement activities, and conceptual design are in progress.
Colorado Springs Transit Center (\$3.50 M)	Contribution to the construction of a new Downtown Transit Center at the northeast corner of Nevada Ave & Pikes Peak Ave that serves as a hub for Mountain Metro Transit local bus operations; Bustang and Greyhound intercity bus operations; taxis and TNCs; bikeshare; and pedestrians. Includes City-owned public parking & private residential, commercial and office development on upper floors.	Project has been approved by TC. Public Private Partnership agreements are in negotiation. Region 2 is scoping IGA with Mountain Metro Transit.

SB 267 YEAR 2		
Project	Description	Status
North Pueblo Mobility Hub (\$1.10 M)	ROW purchase, design and construction of new mobility hub in Pueblo with 100 - 200 parking spaces.	Design at the initial location was stopped to consider a new site which may serve more customers. An alternatives analysis is being performed at both locations.
South Central Storage and Maintenance Facility (\$0.20 M)	Land purchase, design and construction of new bus storage and maintenance facility for Trinidad would house SCCOG Transit and Phase 3 Outrider from Trinidad to Pueblo.	Project has been approved by TC. Region 2 is scoping IGA with SCCOG.
Gunnison Valley RTA Storage Facility (\$0.80 M)	Design of new bus storage facility in Crested Butte for Mountain Express, GVRTA, and Bustang storage.	Design in progress.
Montrose Multimodal Transit Center (All Points Transit) (\$0.25 M)	Design and construction of a new multimodal transit center in Montrose for All Points Transit. Will also accommodate San Miguel Authority for Regional Transportation, and Outrider.	Planning, stakeholder engagement activities, and conceptual design are in progress.
Grand Junction Mobility Hub (\$0.08 M)	Grant application, design, and construction of a new mobility hub in downtown Grand Junction.	Planning, stakeholder engagement activities, and conceptual design are in progress
Western Slope Storage and Maintenance Facility (\$0.00 M)	Land purchase, design, and construction of new Bustang storage and maintenance facility near Montrose.	Project has been withdrawn.
Bustang Fleet Purchases (Region 4) (\$1.25 M)	Fleet purchases to support service at Firestone-Longmont Mobility Hub.	Project has been approved by TC.
Estes Park Transit Improvements (\$1.03 M)	Visitors Center/Transit Center Parking at US 36 & US 34.	Planning, stakeholder engagement activities, and conceptual design are in progress
Firestone-Longmont - Phase 1 (\$0.10 M)	See description in Year 1 list.	See status in Year 1 list.
Durango Transit Capital Improvements (\$2.00 M)	Upgrade transit stops along US 550 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings.	This project was approved at August 2020 TC. Funds transferred to Region 5 to begin design.
Pagosa Springs/Archuleta Multimodal Facility (\$1.08 M)	This new facility will be ADA compliant, open to the public and store vehicles under shelter.	Design in progress. Archuleta County will use \$0.25 M to complete design. DTR is scoping grant agreement.
Buena Vista Park-n-Ride and Intermodal Facility (\$0.60 M)	Park-n-Ride and Intermodal Facility in Buena Vista (Gunnison-Denver Outrider Route).	Planning is underway.
Bustang Outrider Improvements (\$2.97M)	Stops, shelters and minor roadway/sidewalk upgrades at numerous locations throughout Colorado.	Design standards have been developed. Scope development and refinement of each location is in progress.

SB 267 YEAR 3		
Project	Description	Status
Lone Tree Mobility Hub (\$8.00 M)	See description in Year 2 list.	See status in Year 2 list.
Idaho Springs Mobility Hub (\$4.10 M)	See description in Year 2 list.	See status in Year 2 list.
Bustang Fleet Purchases (Region 1) (\$3.80 M)	See description in Year 2 list.	See status in Year 2 list.
I-25 and SH 7 Interchange Mobility Hub (\$8.10 M)	Design and construction of slip ramps and a park-n-ride at the I-25 and SH 7 intersection.	Project has been approved by TC.
Bustang Heavy Maintenance Facility (\$0.50 M)	Design and construction of heavy maintenance equipment facility shared by Bustang and Region 1's maintenance fleet.	Planning is underway.
Castle Rock Mobility Hub (\$0.30 M)	Site selection, design, and construction of a new transit station near Castle Rock.	Planning is underway.
I-70 Bustang Pegasus Park-n-Rides	Construction of interim Park-n-Rides as part of the upcoming Floyd Hill improvements and service planning for Bustang Pegasus routes along I-70	Project has been approved by TC.
North Pueblo Mobility Hub (\$4.90 M)	See description in Year 2 list.	See status in Year 2 list.
Pueblo Administrative and Maintenance Facility (\$2.18M)	Relocate and construct facility for Pueblo Transit, with parking available for use by Bustang/Outrider. Match funds to leverage FTA 5339 funds.	This project was not awarded the FTA funds. Plan to resubmit application to FTA in 2022.
South Central Storage and Maintenance Facility (\$1.70 M)	See description in Year 2 list.	See status in Year 2 list.
Colorado Springs Transit Center (\$2.50 M)	See description in Year 2 list.	See status in Year 2 list.
Bustang Fleet Purchases (Region 2) (\$1.25 M)	Fleet purchases to support service at North Pueblo	Project has been approved by TC.
Southwest Chief Track Improvements - BUILD Grant Match (\$1.0 M)	CDOT portion of Southwest Chief track improvements - Rail replacement, turnouts and grade crossing replacements on La Junta Subdivision between Kansas and Colorado.	Project was approved by TC but did not receive the BUILD grant. Submitted application to USDOT (RAISE Grant Program) in July 2021.
Woodmen Road Mobility Hub (\$0.60 M)	Expansion and/or relocation of Woodmen Road Bustang stop and mobility hub in Colorado Springs.	Project has been approved by TC.
Fairplay Mobility Hub (\$0.50 M)	Design and construction of new mobility hub and parking facility to connect Outrider routes along US-285. This location will serve Summit Stage in the future.	Project has been approved by TC.

SB 267 YEAR 3		
Project	Description	Status
Monument Park-n-Ride (Preconstruction) (\$0.10 M)	Design and construction of ADA improvements at Monument Park-n-Ride/Mobility Hub.	Project has been approved by TC.
Snowmass Transit Center (\$4.50 M)	New transit center at the central ski mountain area. This new facility will replace two transit centers built in 1969 and 1987, and will include approximately 150 parking spaces, on-route chargers for RFTA buses, and electric vehicle chargers for the public.	Project has been approved by TC.
Montrose Multimodal Transit Center (All Points Transit) (\$2.99 M)	See description in Year 2 list.	See status in Year 2 list.
Gunnison Valley RTA Storage Facility (\$0.90 M)	See description in Year 2 list.	See status in Year 2 list.
Grand Junction Mobility Hub (\$0.50 M)	See description in Year 2 list.	See status in Year 2 list.
Region 3 Outrider Storage in Montrose (\$0.50 M)	Storage for 2 to 4 Outrider buses in Region 3 Maintenance Yard.	Project has been approved by TC.
Firestone-Longmont Mobility Hub Access Improvements (\$2.00 M)	Design and construction of a full movement intersection to allow for left turns out of the park-n-ride.	Unspent funds for this project will be put towards a Value Engineered mobility hub project at Firestone-Longmont.
Berthoud Mobility Hub (\$1.00 M)	See description in Year 1 list.	See status in Year 1 list
Firestone-Longmont - Phase 2 (ROW)	See description in Year 1 list.	See status in Year 1 list.
Bustang Fleet Purchases (Region 4) (\$0.63 M)	See description in Year 2 list.	See status in Year 2 list.
Centerra-Loveland Mobility Hub (\$0.50 M)	See description in Year 1 list.	See status in Year 1 list.
Harmony Road Park-n-Ride Expansion (Preconstruction) (\$0.50 M)	Design to expand the existing Park-n-Ride at I-25 and Harmony in Fort Collins.	Project has been approved by TC.
Salida Transit Capital Improvements (\$0.48 M)	Design and construction of two bus stops, a protected pedestrian crossing, and pedestrian/ADA walkways along US 50 in Salida.	Project has been approved by TC.
Buena Vista Park-n-Ride and Intermodal Facility (\$0.44 M)	See description in Year 2 list.	See status in Year 2 list.

SB 267 YEAR 3		
Project	Description	Status
Poncha Springs Outrider Improvements (\$0.08 M)	Outrider stop improvements at Poncha Springs.	Project has been approved by TC.
Bustang Outrider Improvements (\$0.48 M)	See description in Year 2 list.	See status in Year 2 list.

Next Steps

The Division of Transit and Rail will continue to work on preconstruction activities as well as participate in project meetings through construction and provide quarterly updates to the Transit and Rail Advisory Committee and the Transportation Commission.

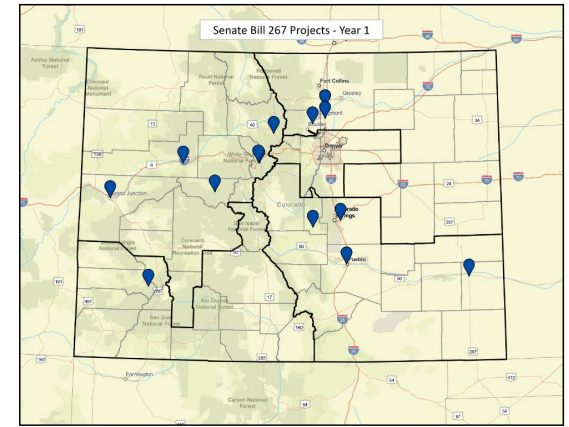
Attachments

Strategic Transit Projects (SB 267) - Transit Program Roadmap

Strategic Transit Projects (SB 267) - Transit Program Roadmap

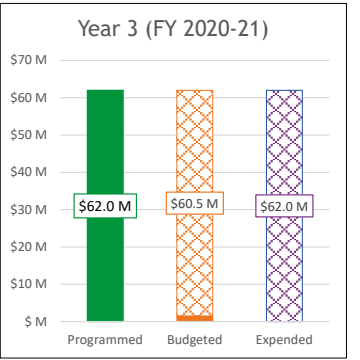
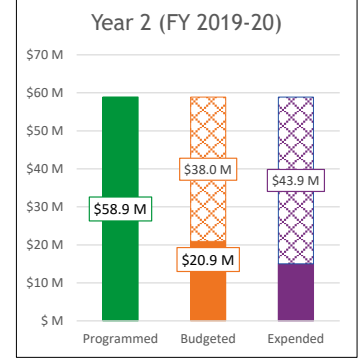
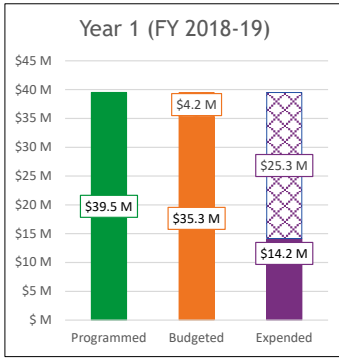
Senate Bill 17-267 (SB-267) provided up to \$188 M for transit projects starting in Fiscal Year 2018-19, with an additional \$10M to date from bond sale proceeds. As of this report, the first three fiscal years (\$148 M) have been released.

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the Year 1, 2 or 3 map to the right.



Senate Bill 267: Year 1 Allocation (\$39.5M Total, \$8.1M Complete)																		
Programmed	Project Description	Region	2021				2022				2023				2024			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$3.00 M	Bijou Street Storage and Maintenance Facility	2	■	■	■	■												
\$0.12 M	Cripple Creek Administration and Operations Facility (Design)	2			■	■	■	■	■									
\$0.11 M	Prowers County Bus Barn Office Extension	2																
\$0.05 M	Southwest Chief Thru-Car Study - CRISI Grant Match	2																
\$3.44 M	Frisco Transit Center - Phase 2	3	■	■	■	■	■	■	■									
\$2.98 M	RFTA Glenwood Maintenance Facility - Phase 3/7	3	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
\$0.20 M	Winter Park Transit Maintenance Facility - Phase 1	3																
\$2.60 M	Winter Park Transit Maintenance Facility - Phase 2	3								■	■	■	■	■	■	■	■	
\$1.50 M	Arterial Transit and Bike/Pedestrian Improvements on I-70 Bus./US 6 Corridor	3																
\$1.00 M	RFTA Aspen Maintenance Facility Improvement - Phase 9	3																
\$0.43 M	Summit County Transit Operations Center Design and Engineering	3																
\$6.72 M	Firestone-Longmont - Phase 1	4																
\$2.50 M	Firestone-Longmont - Phase 2	4																
\$6.00 M	Centerra-Loveland Mobility Hub	4	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
\$5.00 M	Berthoud Mobility Hub	4	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
\$2.00 M	SH 119 BRT	4																
\$0.00 M	Poncha Springs Crossroads Welcome Center Improvements	5																
\$1.86 M	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	5																

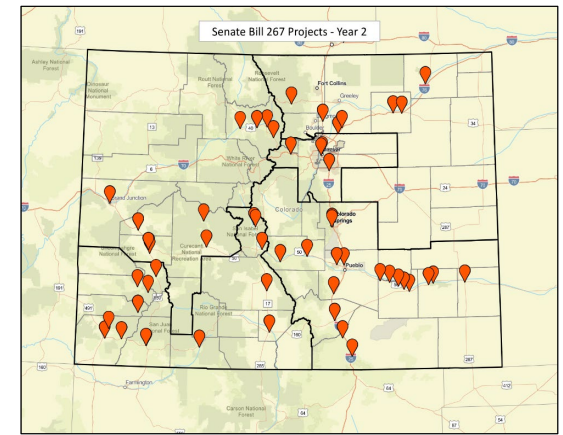
Legend	
■	Planning
■	Design / Environmental Clearance / ROW Acquisition
■	Procurement
■	Construction / Delivery
■	Cash Contribution
■	Program Management Activities
■	Quarterly TC Meeting Report
■	Bar Charts: Unprogrammed
■	Bar Charts: Unbudgeted
■	Bar Charts: Unexpended



Strategic Transit Projects (SB 267) - Transit Program Roadmap

Senate Bill 17-267 (SB-267) provided up to \$188 M for transit projects starting in Fiscal Year 2018-19, with an additional \$10M to date from bond sale proceeds. As of this report, the first three fiscal years (\$148 M) have been released.

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the Year 1, 2 or 3 map to the right.

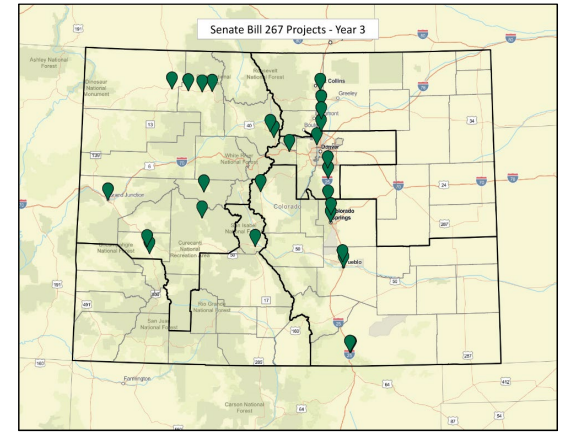


Senate Bill 267: Year 2 Allocation (\$58.9M Total, \$20.2M Complete)																			
Programmed	Project Description	Region	2021				2022				2023				2024				
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	
\$26.00 M	Revitalizing Main Streets Program	1																	IN PROGRESS
\$15.00 M	Burnham Yard - CRISI Grant Match	1																	COMPLETED
\$2.00 M	Lone Tree Mobility Hub	1																	
\$0.63 M	Bustang Fleet Purchases (Region 1)	1																	
\$0.30 M	Idaho Springs Mobility Hub	1																	
\$3.50 M	Colorado Springs Transit Center	2																	
\$1.10 M	North Pueblo Mobility Hub	2																	
\$0.60 M	Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky	2																	
\$0.20 M	South Central Storage and Maintenance Facility	2																	
\$0.20 M	Outrider Improvements at Colorado City Corners, Walsenburg and Aguilar	2																	
\$0.16 M	Outrider Improvements at Canon City and Cotopaxi	2																	
\$0.08 M	Outrider Improvements at Pueblo West	2																	
\$0.08 M	Outrider Improvements at Tejon Park-n-Ride	2																	
\$0.80 M	Gunnison Valley RTA Storage Facility	3																	IN PROGRESS
\$0.30 M	Outrider Improvements at Fraser, Granby, Kremmling and Hot Sulphur Springs	3																	
\$0.25 M	Outrider Improvements at Montrose, Delta and Gunnison	3																	
\$0.25 M	Montrose Multimodal Transit Center (All Points Transit)	3																	IN PROGRESS
\$0.08 M	Grand Junction Mobility Hub	3																	IN PROGRESS
\$0.00 M	Western Slope Storage and Maintenance Facility	3																	WITHDRAWN
\$1.25 M	Bustang Fleet Purchases (Region 4)	4																	
\$1.03 M	Estes Park Transit Improvements	4																	
\$0.24 M	Outrider Improvements at Brush, Fort Morgan and Hudson	4																	
\$0.10 M	Firestone-Longmont - Phase 1	4																	FUNDS TO BE PUT TOWARDS VALUE ENGINEERED PROJECT AT FIRESTONE-LONGMONT
\$0.08 M	Outrider Improvements at Sterling	4																	
\$0.08 M	Outrider Improvements at Lochbuie	4																	
\$2.00 M	Durango Transit Capital Improvements	5																	
\$1.08 M	Pagosa Springs/Archuleta Multimodal Facility	5																	
\$0.60 M	Buena Vista Park-n-Ride and Intermodal Facility	5																	
\$0.40 M	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	5																	
\$0.25 M	Outrider Improvements at Placerville, Ridgway and Telluride	5																	
\$0.25 M	Outrider Improvements at 3 locations between Alamosa and Buena Vista	5																	

Strategic Transit Projects (SB 267) - Transit Program Roadmap

Senate Bill 17-267 (SB-267) provided up to \$188 M for transit projects starting in Fiscal Year 2018-19, with an additional \$10M to date from bond sale proceeds. As of this report, the first three fiscal years (\$148 M) have been released.

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the Year 1, 2 or 3 map to the right.



Senate Bill 267: Year 3 Allocation (\$62M Total, \$0.4M Complete)																		
Programmed	Project Description	Region	2021				2022				2023				2024			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$8.00 M	Lone Tree Mobility Hub	1																
\$4.13 M	Idaho Springs Mobility Hub	1																
\$3.80 M	Bustang Fleet Purchases (Region 1)	1																
\$8.10 M	I-25 and SH 7 Interchange Mobility Hub	1																
\$0.50 M	Bustang Heavy Maintenance Facility	1																
\$0.30 M	Castle Rock Mobility Hub	1																
\$2.00 M	I-70 Bustang Pegasus Park-n-Rides	1																
\$4.90 M	North Pueblo Mobility Hub	2																
\$2.18 M	Pueblo Administrative and Maintenance Facility - 5339(b) Grant Match and additional	2																
\$2.43 M	South Central Storage and Maintenance Facility	2																
\$2.50 M	Colorado Springs Transit Center	2																
\$1.25 M	Bustang Fleet Purchases (Region 2)	2																
\$1.00 M	Southwest Chief Track Improvements - CRISI Grant Match	2																
\$0.60 M	Woodmen Road Mobility Hub	2																
\$0.50 M	Fairplay Mobility Hub	2																
\$0.10 M	Monument Park-n-Ride (Preconstruction)	2																
\$4.50 M	Snowmass Transit Center	3																
\$2.99 M	Montrose Multimodal Transit Center (All Points Transit)	3																
\$0.90 M	Gunnison Valley RTA Storage Facility	3																
\$0.50 M	Grand Junction Mobility Hub	3																
\$0.50 M	Region 3 Outrider Storage in Montrose	3																
\$0.32 M	Outrider Improvements at Steamboat Springs, Milner, Hayden and Craig	3																
\$0.16 M	Outrider Improvements at Winter Park and Tabernash	3																
\$1.00 M	Berthoud Mobility Hub	4																
\$1.00 M	Firestone-Longmont - Phase 2	4																
\$2.00 M	Firestone-Longmont Mobility Hub Access Improvements	4																
\$1.25 M	Bustang Fleet Purchases (Region 4)	4																
\$0.50 M	Centerra-Loveland Mobility Hub	4																
\$0.50 M	Harmony Road Park-n-Ride Expansion (Preconstruction)	4																
\$0.30 M	Northern Colorado Maintenance Facility	4																
\$0.48 M	Salida Transit Capital Improvements	5																
\$0.44 M	Buena Vista Park-n-Ride and Intermodal Facility	5																
\$0.08 M	Poncha Springs Outrider Improvements	5																
\$2.30 M	Program and Construction Management	All																

IN PROGRESS
IN PROGRESS
IN PROGRESS

FUNDS TO BE PUT TOWARDS VALUE ENGINEERED PROJECT AT FIRESTONE-LONGMONT
FUNDS TO BE PUT TOWARDS VALUE ENGINEERED PROJECT AT FIRESTONE-LONGMONT



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: STEPHEN HARELSON, CHIEF ENGINEER
DATE: NOVEMBER 18, 2021
SUBJECT: I-70 FLOYD HILL TO VETERANS MEMORIAL TUNNELS PROJECT - STATUS UPDATE

Purpose

The purpose of this communication is to provide an update to the Transportation Commission summarizing the overall status of I-70 Floyd Hill to Veterans Memorial Tunnels Project (Floyd Hill Project). This update provides details on CDOT's overall project scope, schedule, and outlines CDOT's approach to accountability and transparency for alternative delivery projects.

Action

No action is requested or required at this time.

Background

The Tier 2 National Environmental Policy Act (NEPA) process for the Floyd Hill Project is currently in process. The Environmental Assessment (EA) was signed in July 2021 and released on August 2, 2021, for a 60-day public review period, with a decision document anticipated in 2022. The EA materials are available at: <https://www.codot.gov/projects/i70floydhill>

The funding for the full Project has not been fully identified at this time which requires CDOT to take a holistic approach to identify proactive measures to deliver as much of the Floyd Hill Project scope elements with available funding, while maintaining synchronicity with future funding allotments. To achieve this goal, CDOT has continued to refine the scope and has developed strategies to maximize the available funding as soon as possible. CDOT anticipates the final funding source determinations and the associated Project budget will be finalized by September 1, 2022.

CDOT is pursuing full funding for the Project, which could include alternate financing, toll revenues, federal grants, or a combination of all of these. The current identified Project funding sources include but are not limited to: Senate Bill 267, Bridge Enterprise, and High Performance Transportation Enterprise (HPTE). HPTE, an independent business enterprise within CDOT charged with pursuing innovative financing alternatives to deliver important surface transportation infrastructure projects in the state, is currently conducting a funding gap study to determine if alternative or creative funding or financing options, including tolling options, could be leveraged to supplement the CDOT sources. CDOT has updated the scope packages and delivery strategies as follows:

Early Projects:

- Genesee Wildlife Crossing - Construct a wildlife underpass crossing near MM 254.5 to reduce animal vehicle collisions, improve wildlife connectivity and improve safety. The preliminary design consultant completed design to an approximate 30% level and a mini-Request for Proposal (RFP) was released to several Non Project Specific (NPS) consultants for design services. Selection was made and design consultant is under contract.



Construction plans for this project will be advertised via Design Bid Build, with construction anticipated in 2022.

- Empire Wildlife Crossing - Construct a wildlife overpass crossing on US 40 near I-70 MM 232 Exit Ramps to US 40 to reduce animal vehicle collisions, improve wildlife connectivity and improve safety. The preliminary design consultant completed design to an approximate 30% level and a mini-Request for Proposal (RFP) was released to several Non Project Specific (NPS) consultants for design services. Selection was made and design consultant is under contract. Construction plans for this project will be advertised via Design Bid Build, with construction anticipated in 2022.
- Roundabouts and micro-transit infrastructure improvements - Construct two new intersection roundabouts to improve community access and operations at the top of Floyd Hill. Transit improvements will include upgrades to park and ride locations providing the infrastructure required to implement transit throughout the Floyd Hill Project and I-70 Corridor. It is intended to include a micro-transit plaza and parking area at the CR 65 and US 40 intersection. The preliminary design consultant completed design to an approximate 30% level and a mini-Request for Proposal (RFP) was released to several Non Project Specific (NPS) consultants for design services. Selection was made and design consultant is under contract. Construction plans for this project will be advertised via Design Bid Build, with construction anticipated in 2022.

Floyd Hill Improvement Projects

The delivery strategy utilizes Design Bid Build for the Early Projects (as mentioned above) and the alternative delivery method Construction Manager/General Contractor (CM/GC) for the Floyd Hill Project. This approach provides benefits for both CDOT and the construction industry as the projects are spread throughout multiple contracts and delivery methods while still leveraging the strengths of alternative delivery for the larger project. This provides opportunity for several contractors to compete for work in this corridor.

CDOT anticipates that successful Construction Agreed Price negotiations will begin with westbound I-70 construction and the remaining budget, along with potential savings, may be used to begin the noted eastbound improvements. As the current financial landscape is constantly changing, CDOT is evaluating all alternatives to fund the entire project prior to completion of final design.

The Construction Manager (CM) Request for Proposals (RFP) was released on October 1, 2021 and CDOT received five responsive Proposals on November 5, 2021. The Design RFP was released on October 8, 2021 and Proposals are due November 18, 2021. The scope of work for both RFPs included the entire Floyd Hill Project in both interstate directions.

CDOT finalized an RFP Evaluation Manual prior to receiving the CM RFPs. The evaluation process is a robust evaluation process including an Executive Oversight Committee, Coordination Team, Proposal Evaluation Team, Interview Evaluation Team, Responsiveness Facilitator, Observers, and Technical Advisors. The key events schedule listed in the CM RFP are within the table below. CDOT reserved the right to modify the timeframes if it is determined by CDOT to be in the best interest of the State, and the Floyd Hill Project.



CM RFP Key Events Schedule

Key Event	Date	Time
Advertisement of Draft RFP for CM Services	10/1/2021	N/A
Mandatory Pre-Proposal Meeting - Public (held via virtual meeting)	10/6/2021	10:00 a.m. - Noon
Optional One-on-One Briefings - Confidential (60-minutes)	10/12/2021 - 10/14/2021	as requested
Draft RFP Proposer Questions/Comments Due	10/15/2021	2:00 p.m.
Advertisement of Final RFP for CM Services	10/19/2021	N/A
Proposal Submission	11/05/2021	2:00 p.m.
Notification to Shortlisted Proposers	12/17/2021	N/A
Interviews	01/13/2022	N/A
Chief Engineer Selection Approval	01/20/2022	N/A
CM Notification	01/20/2022	N/A
Award of Contract	01/20/2022	N/A
Anticipated Contract Execution/NTP	03/17/2022	N/A

CDOT staff will continue to provide updates to the Transportation Commission regarding the evaluation process for both the CM RFP and Design RFP.

Alternative Delivery Transparency and Accountability Approach:

As part of CDOT’s continued accountability and transparency efforts associated with the use of alternative delivery, below is a summary of both completed and next steps as it relates to the Floyd Hill Project.

- 1) COMPLETED - Hold public meetings with the construction industry and the general public to discuss the justification for selecting the alternative delivery method.
- 2) COMPLETED - Obtain approval for the use of the selected alternative delivery method from the Transportation Commission.
- 3) COMPLETED - Publish the justification for selecting the alternative delivery on the CDOT website.
- 4) COMPLETED - During the procurement process, include the justification for selecting the alternative delivery method in any Request for Qualifications and in the Request for Proposals.
- 5) IN PROCESS (IF APPLICABLE) - CDOT shall not exclude a participating entity from a short list, prepared and announced by CDOT of responding participating entities that have been determined to be most qualified to receive a Request for Proposals for an alternative delivery contract for a public project based solely on the participating entity’s lack of experience in delivering a project in the State of Colorado by the alternative delivery method used for the public project.
- 6) FUTURE - Following the award of the alternative delivery contract to a participating entity, if CDOT awards a contract, CDOT shall publish on the CDOT website the evaluation scores for each step of the solicitation phase for all solicitations received and evaluated.
- 7) FUTURE - From the time the alternative delivery contract is executed until CDOT’s final acceptance of the completed public project, provide, maintain, and update on CDOT’s website a transparency platform such as a dashboard that indicates the ongoing status of the public project.

