

Colorado Transportation Commission

Schedule & Agenda
September 15-16, 2021

Due to the ongoing COVID-19 Situation, the Transportation Commission workshops will occur ONLINE with limited in-person attendance for commissioners, senior staff and presenters, however, the Commission Meeting will not be live streamed due to the remote location. Minutes will be available in October.

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 Holquin

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, September 15, 2021

8:00 a.m. HPTE Virtual Meeting (Will be available for TC members at HQ – location TBD)

9:00 a.m. HPTE Adjournment/ TC Workshops at HQ Begin

9:00 a.m. GHG Rulemaking (Rebecca White and Theresa Takushi)

9:30 a.m. Policy Directive 14 Report Card (Rebecca White)

10:00 a.m. 10 Year Plan Update Discussion (Rebecca White, Marissa Gaughan, Amber Blake)

10:30 a.m. Budget Workshop and Budget Development (Jeff Sudmeier and Bethany Nicholas)

11:30 a.m. Workshops Adjourn - Load bus for trip

12:00 p.m. Bus Leave HQ for Floyd Hill

12:45 p.m. Floyd Hill Stop to discuss project
1:00 p.m. Continue on bus through PPSL – discussion drive through
1:45 p.m. Drop off HPTE at EJMT - Tour EJMT
3:30 p.m. Leave EJMT for Glenwood – stop through Vail Pass Rest Area
5:30 p.m. Arrive at hotel/Check in
5:50 p.m. Gather in lobby for Walking Mainstreet Tour
6:40 p.m. Return from Mainstreet Tour
7:00 p.m. Social/Dinner

TRANSPORTATION COMMISSION MEETING – Hotel Colorado, Glenwood Springs, CO
Thursday, September 16, 2021

7:00 a.m. Load Items on Bus before Breakfast
8:00 a.m. Breakfast for Commission and Staff in Ballroom
9:00 a.m. 1. Call to Order, Roll Call
9:05 a.m. 2. Public Comments (provided to commissioners in writing before meeting)
9:20 a.m. 3. Comments of the Chair and Individual Commissioners
9:35 a.m. 4. Chief Engineer’s Report (Steve Harelson)
9:40 a.m. 5. STAC Report (Vincent Rogalski)
9:45 a.m. 6. Act on Consent Agenda
 a) Proposed Resolution #1: Approve the Regular Meeting Minutes of August 18, 2021 (Herman Stockinger)
 b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
 c) Proposed Resolution #3: Confirmation of Committee Assignments (Herman Stockinger)
 d) Proposed Resoluiton #4: Devolution: Hwy 14C, Hwy 6Z, Hwy 6J & Hwy 138Z Sterling (Heather Paddock)
 e) Proposed Resolution #5: MMOF Match Reduction (Rebecca White)
10:00 a.m. 7. Discuss and Act on Proposed Resolution #6: 3rd Budget Supplement of FY 2022 (Jeff Sudmeier)
10:05 a.m. 8. Discuss and Act on Proposed Resolution #7: 3rd Budget Amendment of FY 2022 (Jeff Sudmeier)
10:10 a.m. 9. Recognition

10:15 a.m. 10. Other Matters

10:20 a.m. 11. Adjournment

The Bridge and Tunnel Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Est. Start Time: 10:20 a.m.

BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS MEETING

Thursday, September 16, 2021

10:20 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 August 18, 2021 (Herman Stockinger)

4. Discuss and Act on Proposed Resolution #BTE2: 2nd Budget Supplement (Jeff Sudmeier)

5. Discuss and Act on Proposed Resolution #BTE3: Resolution to Approve an Increase to the BTE Funding Commitment for the I-70 Vail Pass Safety and Operations Improvement Program (Jeff Sudmeier and Steve Harelson)

6. Other Matters

7. Adjournment

CONTINUATION OF ROAD TRIP

10:30 a.m. Load Bus for Glenwood tours

10:45 a.m. Leave for CDOT engineering office (280 Centennial)

11:00 a.m. Switch to Vans for tour of damage and HLT

1:00 p.m. Return to Bus in Glenwood – lunch on bus return to Denver

4:00 p.m. Arrive at HQ

INFO ONLY

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Fiscal Year 2021 Year End Report (Kay Hruska & Piper Darlington)
- DTR Quarterly & Informational Reports (Amber Blake)
- Bridge Enterprise Q4 FY2021 Quarterly Report (Jerad Esquibel)
- Bridge and Tunnel Enterprise Fiscal Year 2021 Newsletter (Jerad Esquibel)



DATE: September 10, 2021

TO: Transportation Commission

FROM: 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

One of the key recommendations stemming from the Governor's GHG Pollution Reduction Roadmap is the adoption of a new GHG Pollution Reduction Standard for the transportation sector. This rule is being developed by CDOT via the Transportation Commission rulemaking process. The rule was noticed with the Secretary of State on August 13, 2021, followed by a 60-Day Written Comment Period and nine public Rulemaking Hearings held across the state.

Comments received to date

Formal comments are posted on CDOT's Rules website, and are available for public review. As of September 1, 2021 CDOT has received six formal comments on this rule. The main themes of the comments include specific changes to the regulation, clarity on the GHG Reduction Level Tables, equity considerations, and encouraging increased multimodal transit, electrifying vehicles, expanding public transit, and investing in bicycling and pedestrian infrastructure.

Comment Period and Rulemaking Hearings

The 60-Day Written Comment Period is currently underway. It began on August 13th and extends through October 15th.

CDOT has made some changes to the hearing schedule. There will now be nine public Rulemaking Hearings across the state. The hearings will be hybrid with a virtual and in-person option. All of the hearings will have the same information and format and provide an overview of the rule concepts and opportunity for public testimony. Spanish interpretation will be offered. Locations, times, and virtual sign-up forms are located [here](#).

Cost/Benefit Analysis

Staff posted a cost/benefit analysis on the Rule site on September 7, 2021, which meets the Secretary of State requirement to provide this analysis 10 days prior to the first public hearing. Staff will provide an overview of the C/B findings at the September workshop.

Next Steps

CDOT staff will provide monthly updates throughout the rulemaking process.



COLORADO

Department of Transportation

Greenhouse Gas Pollution Standard For Transportation Planning DRAFT Rulemaking

TC - September 2021



Update on Hearings

Comments Received to Date

Overview of Cost/Benefit Analysis



Rulemaking Hearings/Public Comment Period

- 60-Day Written Comment Period: 8/13- 10/15
- Hearings
 - Made some changes - 9 public Rulemaking Hearings across the state
 - Virtual and in-person option
 - Overview of rule concepts
 - Opportunity for public testimony
 - Spanish interpretation offered

- Denver
- Littleton
- Firestone
- Ft Collins
- CO Springs
- Durango
- Grand Junction
- Glenwood Springs
- Limon



DRAFT Rulemaking Timeline

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

Authorize Rulemaking

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

Rulemaking Hearings

Opportunity for Public Testimony

Rule Effective

Rule becomes effective.



**60 Day Written Comment Period
Starts 8/13 and Ends 10/15**

**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.*



Public Comments on the Record

- 6 Comments received to date
- Posted on the [Rule Site](#)
- Many conversations with stakeholders to clarify elements of the draft rule
 - Anticipate many more comments to come



Main topics from comment letters

- Call for re-prioritizing investments
- Edits to the Regulation itself
- Equity
- Not related to this rule
 - Roadmap
 - Employee based trip reduction



Main topic area - investments

Call for re-prioritizing investments

- Multimodal transit, electrifying vehicles, expanding public transit, and investing in bicycling and pedestrian infrastructure
- Co-benefits - health, jobs, access to healthcare jobs
- Effects of GHG pollution - wildfires/ozone events



GHG Reduction Levels - Table 1

- Clarification on the Tables
- Address VMT, not just GHG
- Reductions are too small
 - Need more to meet the roadmap

Waiver

- More clarity about the Waiver



Equity

- Shifted priorities will enable communities to have more non-polluting, reliable, and affordable transportation options, and thus to enjoy better access to healthcare, education, and employment
- How is equity considered in this regulation
- What are the benefits of this rule to disproportionately impacted communities
- Goals must be met while integrating equity into planning, processes, and outcomes



Cost/Benefit Summary

- 24-4-103 allows “any person” to request a Cost-Benefit Analysis (CBA)
- CBA must be done within 10 days of first hearing
- The CBA includes the following information:
 - The reason for the rule or amendment;
 - The anticipated economic benefits of the rule or amendment, which shall include economic growth, the creation of new jobs, and increased economic competitiveness;
 - The anticipated costs of the rule or amendment, which shall include the direct costs to the government to administer the rule or amendment and the direct and indirect costs to business and other entities required to comply with the rule or amendment;
 - Any adverse effects on the economy, consumers, private markets, small businesses, job creation, and economic competitiveness; and
 - At least two alternatives to the proposed rule or amendment that can be identified by the submitting agency or a member of the public, including the costs and benefits of pursuing each of the alternatives identified.



Cost/Benefit Summary

- CBA assumes CDOT and MPOs will reach the pollution reduction targets in the proposed rule using an assumption of “net neutral” investment levels and a reprioritization of some dollars to GHG reducing projects
- Costs and Benefits are placed into the following categories for quantification and assessed in similar timeframes as the proposed rule
 - Vehicle Operating Cost - fuel and maintenance costs per mile driven
 - Social Cost of Carbon- Economic effects projects to result from global climate change
 - Air Pollution- Costs associated with health damage from air pollution
 - Safety (Crashes)- Costs associated with crashes resulting from fatalities or injuries
 - Traffic Delay- Hours of traffic delay reduced per VMT reduced
 - Physical Inactivity- Walking and biking reduce the costs associated with the lack of physical activity associated with increased mortality and other negative health outcomes

CBA may be found here:

<https://www.codot.gov/business/rules/proposed-rules> Page 15 of 194 11



Economic Benefits (Cost Savings)
 (Net Neutral Investment Levels after Mode Shift)
 (net present value, millions of 2021 dollars)

Timeframe	Vehicle Operating Cost	Social Cost of Carbon	Air Pollution	Safety (Crashes)	Traffic Delay	Physical Inactivity	Total Social Cost Savings
2022 - 2025	\$(372)	\$(60)	\$(21)	\$(481)	\$(774)	\$(17)	\$(1,724)
2026 - 2030	\$(1,781)	\$(258)	\$(82)	\$(2,332)	\$(3,098)	\$(75)	\$(7,626)
2031 - 2040	\$(4,670)	\$(589)	\$(125)	\$(7,183)	\$(4,693)	\$(237)	\$(17,497)
2041 - 2050	\$(4,210)	\$(323)	\$(42)	\$(9,027)	\$397	\$(289)	\$(13,494)



COLORADO

Department of Transportation

Division of Transportation Development

Performance and Asset Management Branch
2829 W. Howard Place, 4th Floor
Denver, CO 80204-2305

TO: THE TRANSPORTATION COMMISSION
FROM: REBECCA WHITE - DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
WILLIAM JOHNSON - PERFORMANCE & ASSET MANAGEMENT BRANCH MANAGER
DARIUS PAKBAZ - PERFORMANCE DATA MANAGER
DATE: SEPTEMBER 15, 2021
RE: POLICY DIRECTIVE 14.0 - ANNUAL REVIEW (2020)

Purpose

To report on progress made towards achieving Policy Directive 14.0 (PD-14) performance objectives for Safety, Asset Management, and Mobility goal areas for fiscal/calendar year 2020.

Action

Review of performance objectives and targets in preparation for the annual budget process. To align the annual budget setting process with PD-14 objectives and targets, the Commission reviews the performance of PD-14 objectives for the Safety, Asset Management, and Mobility goal areas to determine if there is a need to modify objectives or realign resources to meet an objective(s). At this time, Staff will not request any adjustments to PD-14 objectives.

Background

PD-14 provides performance goals and objectives to measure success of the Department's efforts to improve in the key goal areas of Safety, Asset Management, and Mobility. The performance objectives and targets in these goal areas help inform implementation of the Statewide Transportation Plan and 10-year vision through the Statewide Transportation Improvement Program (STIP) and the annual budget. PD-14 aligns with goals and concepts from the Department's Wildly Important Goals (WIGs), Transportation Commission Principles, Governor's "Bold Four" goals, and performance objectives required under the Fixing America's Surface Transportation (FAST) Act of 2015. Staff developed a framework to review the performance of PD-14 objectives annually to measure the success and progress of those initiatives, identify strategies for continuous improvement, and to inform investment decisions.

Details

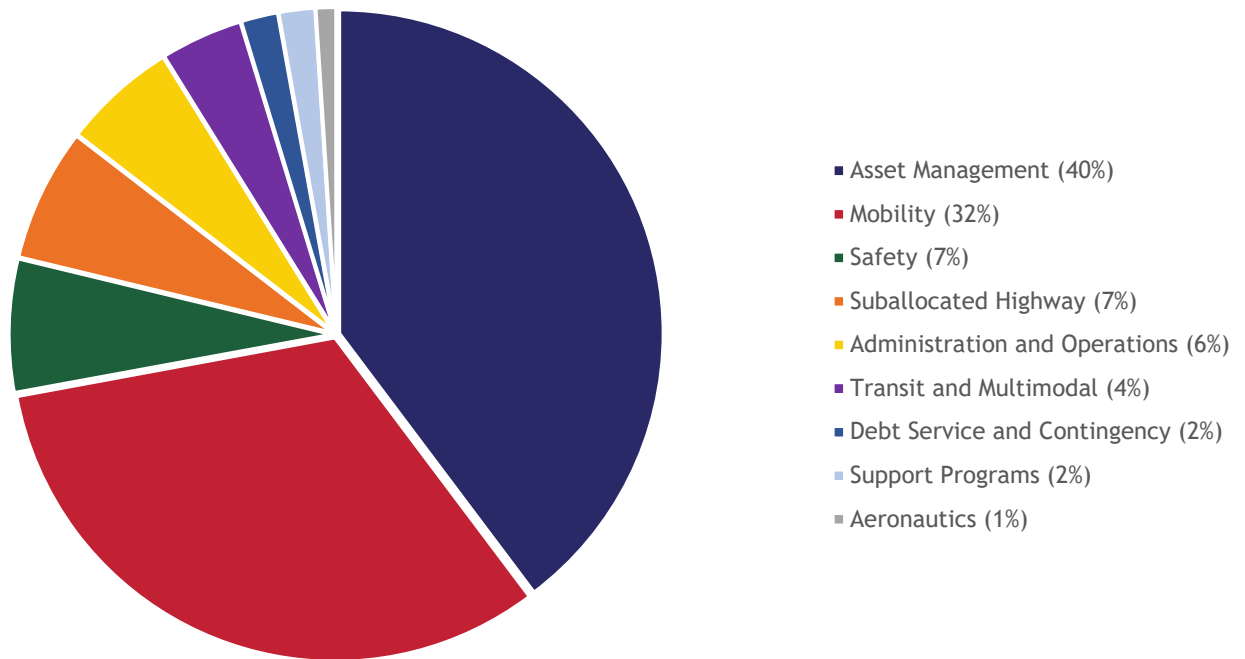
The attached PD-14 Performance Scorecard has been updated for calendar/fiscal year 2020. The scorecard summarizes the performance of PD-14 objectives for 2020 and graphically illustrate performance for the previous five (5) years. The September Transportation Commission workshop will include a review of PD-14 results. No changes to performance measures and objectives are proposed by staff at this time.

FY 2021-22 CDOT Revenue Allocation

As PD-14 goals and objectives help inform investment decisions in the STIP and the Department's annual budget, yearly review of PD-14 objective results includes an overview of previous year fund allocations based on PD-14/10-Year Vision goal areas. Annual budget allocations are organized in eight (8) major categories, subdivided into asset management, safety, mobility functions. The graphic below is a breakdown of the annual revenue allocation into the asset management, safety, and mobility goal areas, based on the final fiscal year 2021-22 Revenue Allocation Plan.



FY 2021-22 CDOT Revenue Allocation Plan



FY22 CDOT Total Budget: \$1.90 billion

**Note that percentages are rounded*

Next Steps

- Consideration of PD-14 performance results in preparation for the FY 2022-23 annual budget process - Fall and Winter 2021
- PD-14 2021 performance results presented to Transportation Commission - Fall 2022

Attachments

- Attachment A: Policy Directive 14 - 2020 Scorecard
- Attachment B: Policy Directive 14 - 2020 Annual Results Presentation





Policy Directive 14 Performance Indicators - Safety - 2020 Results

Highway Safety

Policy Directive 14 Objectives	Results ¹ (2020)	Target	Desired Trend	Meeting Target?	Trend
Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels.	182.77 ▼39.89	214.31 (CY 2020) ²	▼	✓	
Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)	1.28 ▲0.19	1.05 (CY 2020) ²	▼	✗	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)	1.15 ▲0.26	Downward Trend	▼	✗	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)	1.56 ▲0.07	Downward Trend	▼	✗	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State highway System)	1.26 ▲0.24	Downward Trend	▼	✗	
Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels.	5.72 ▲0.07	5.62 (CY 2020) ²	▼	✗	
Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels.	571 ³ (CY 2019) ▲19	549.59 (CY 2020) ²	▼	In Progress	
Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.	1.80 ⁴ (CY 2019) ▲0.17	Downward Trend	▼	In Progress	
Reduce the number of highway-rail incidents from current levels.	5,841 ⁴ (CY 2019) ▲637	Downward Trend	▼	In Progress	

¹2020 performance was impacted by the restrictions from the Covid-19 pandemic. All safety metrics are preliminary until December 31, 2021.
²This target represents a calendar year 2020 milestone, which is derived from the four-year goal (2023). Targets are aligned with the Strategic Transportation Safety Plan (STSP).
³This number reflects traffic-related fatalities involving vulnerable users for 2019. 2020 Data for the number of serious injuries involving vulnerable users is currently not available. In 2020 there was 108 traffic-related fatalities involving Vulnerable Users. In comparison to 2019, there was 96 traffic-related fatalities involving Vulnerable Users.
⁴This number reflects 2019 data. 2020 data is currently not available.

Employee Safety

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Reduce the number of on-the-job injuries (workers compensation claims) from current levels.	183	Downward Trend	▼	✓	
Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.	238	Downward Trend	▼	✓	



Policy Directive 14 Performance Indicators - Asset Management - 2020 Results

Asset Management - Bridges

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above forty percent (40%).	42.36% ▼4.02%	40%	▲	✓	
Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below ten percent (10%).	5.88% ▼0.24%	10%	▼	✓	
Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).	41.94% ▼4.50%	40%	▲	✓	
Achieve or maintain the percent of state highway system total bridge deck area in poor condition below ten percent (10%).	6.27% ▼0.05%	10%	▼	✓	
Percentage of CDOT-owned bridges over waterways that are scour critical	5.79% ▼0.39%	5%	▼	✗	
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	2.14% 0.00%-No Change	1%	▼	✗	
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	20.21% ▼0.13%	18%	▼	✗	
Percentage of CDOT-owned bridges posted for load	0.46% ▲0.03%	0.1%	▼	✗	
Percentage of CDOT-owned bridges with a load restriction	2.51% ▲0.34%	0.9%	▼	✗	
Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges	41.05% ▲3.46%	26%	▼	✗	
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	35.11% ▼1.69%	35%	▼	✗	

Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Achieve 80% High or Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	89.0% ▲1.00%	80%	▲	✓	
Achieve 80% High or Moderate Drivability Life for the NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	82.0% ▼2.00%	80%	▲	✓	



Policy Directive 14 Performance Indicators - Asset Management - 2020 Results

Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Achieve 80% High or Moderate Drivability Life for the state highway system, based on condition standards and treatments set for traffic volume categories.	79.0% ▼1.00%	80%	▲	✗	

Asset Management - Other Assets

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Achieve or maintain an overall MLOS B minus grade for the state highway system.	B B - No Change	B-	▲	✓	
Achieve or maintain a LOS B grade for snow and ice removal.	B- ▼ From B	B	▲	✗	
Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better.	54.00% ▼26.00%	85%	▲	✗	
Maintain or decrease the average percent useful life of ITS equipment at or below 90%.	70.8% ▼11.2%	90%	▼	✓	
Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%.	68.97% ▲0.27%	75%	▼	✓	
Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%.	5.47% ▲0.27%	5%	▼	✗	
Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%.	80% ▲3.00%	85%	▲	✗	
Achieve or maintain the percent of network tunnel length with all elements in equal or better condition that 2.5 weighted condition index at or above 75%.	91% 0.00%-No Change	75%	▲	✓	
Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%.	7.0% 0.00%-No Change	2.0%	▲	✗	
Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%.	3.80% ▼0.40%	2.5%	▼	✗	
Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better.	81% ▲1.00%	90.0%	▲	✗	



Policy Directive 14 Performance Indicators - Asset Management - 2020 Results

Asset Management - Transit Assets: Small Urban & Rural Agency Assets

Rolling Stock Objectives ¹	Results (2020)	Target	Desired Trend	Meeting Target?	Trend ²
Maintain or reduce the percentage of Over-the-Road Buses (BR) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	20.51% ▲2.56%	17.95%	▼		
Maintain or reduce the percentage of Buses (BU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	20.05% ▼4.76%	24.81%	▼		
Maintain or reduce the percentage of Cutaway Vehicles (CU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	24.53% ▼0.08%	24.61%	▼		
Maintain or reduce the percentage of Minivans (MV) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	30.84% ▲6.99%	23.85%	▼		
Maintain or reduce the percentage of Aerial Tramway Vehicles (TR) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	87.32% ▲3.50%	83.82%	▼		
Maintain or reduce the percentage of Vans (Van) that met or exceeded their useful life benchmark (ULB) at 2019 performance.	14.60% ▲0.81%	13.79%	▼		
Facilities Objectives ³	Results (2020)	Target	Desired Trend	Meeting Target?	Trend ²
Maintain or reduce the percentage of Passenger/Parking Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.	2.78% 0.00%-No Change	2.78%	▼		
Maintain or reduce the percentage of Administrative/Maintenance Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.	9.30% ▲0.41%	8.89%	▼		

¹Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).

²Calendar Year 2019 was the first reporting year.

³Facilities: Percentage of facilities within an asset class rated below a 3.0 on the FTA TERM 5-point scale.

Asset Management - Transit Assets: Bustang & Bustang Outrider Assets

Rolling Stock Categories ¹	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Achieve or maintain performance for Bustang and Bustang Outrider assets that have either met or exceeded their useful life benchmark (ULB) at no more than ten percent (10%).	0%	10%	▼		N/A ²

¹Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).

²Calendar Year 2020 was the first reporting year.



Policy Directive 14 Performance Indicators - Mobility - 2020 Results

Mobility - Reliability and Congestion

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Achieve or maintain an Operations Levels of Service (OLoS) grade of C or better for eighty percent (80%) or greater of the state highway system.	86.1% ¹ ▲11.5%	80% Grade C or Better	▲	✓	
Achieve or maintain an annual average incident clearance time of twenty (20) minutes or less for highways covered by CDOT Safety Patrol and Heavy Tow vehicles.	22.37 ▼1.45	20.00	▼	✗	
Manage congestion on our road by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	48.64 B ¹ ▼5.99 B	54.09 B (CY 2020) ²	▼	✓	
Manage congestion on our road by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	8,359 ¹ ▼1,119	9,376 (CY 2020) ²	▼	✓	

¹2020 performance was impacted by the restrictions from the Covid-19 pandemic. VMT figures are preliminary and subject for adjustment.
²This target represents a calendar year 2020 milestone, which is derived from the ten-year goal (2030).

Mobility - Multimodal Options

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.	24.7% ¹ ▲0.50%	25.7% (CY 2020) ²	▲	In Progress	
Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY2020-21 and grow it five percent (5%) per year thereafter.	189,533 ³ (FY20) ▼48,527	238,135	▲	✗	
Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019.	18,303,951 ⁴ ▲922,127	18,463,738	▲	In Progress	

¹Data is provided by the American Community Survey. The 2020 American Community Survey data is planned to be released September 23, 2021. 24.7 percent of Coloradoans commuted to work using multimodal options in 2019.
²This target represents a calendar year 2020 milestone, which is derived from the ten-year goal (2030).
³2020 performance was impacted by the restrictions from the Covid-19 pandemic.
⁴Data is provided by the Federal Transit Administration. 2020 Federal Transit Administration data is planned to be released November 2021. There was 18,303,951 Unlinked Passenger Trips from small urban and rural transit agencies in 2019.

Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.	TBD ¹	TBD ²	▼	In Progress	N/A ¹
Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.	41,228 ▲14,165	940,000 by 2030	▲	In Progress	
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 one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one-thousand (1,000) zero-emission vehicles by 2030.	54	1,000 by 2030	▲	In Progress	N/A ³

¹2020 data will be available in Winter 2021/2022.
²Target to be determined, alignment with statute, GHG Roadmap, and GHG Rule.
³Target to be determined, alignment with statute, GHG Roadmap, and GHG Rule.



Policy Directive 14 Performance Indicators - Mobility - 2020 Results

Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of DC fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.	46%	100% by 2030	▲	In Progress	N/A ³
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 three (3) currently to twenty-six (26) by the end of fiscal year 2025.	3	26 by 2025	▲	In Progress	N/A ³

³Calendar Year 2020 was the first reporting year. No trend data is available.



COLORADO

Department of Transportation

Policy Directive 14.0

2020 Performance Objective Results

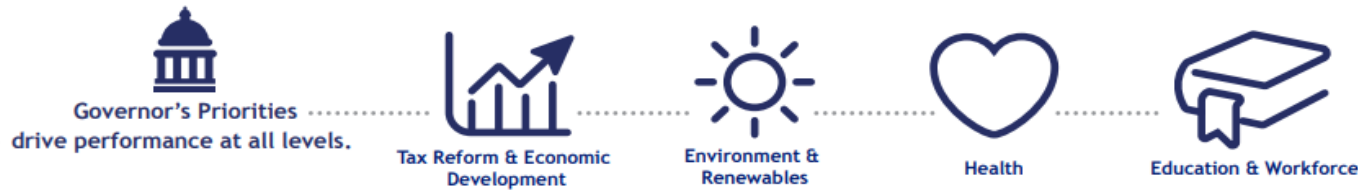
15 September 2021
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CDOT Performance Program



CDOT's Performance Landscape



Within the Performance Program “landscape,” Policy Directive 14 is an internally driven performance effort, that will help inform the goals, targets, and data into the higher tiers, including: Federal Performance Reporting; CDOT’s annual Performance Plan; & the Department’s Wildly Important Goals.

These all feed up to help fulfill the Administration’s main goal areas of Education, Health, Economy, and Environment, in addition to other efforts such as “Reimagine State Government.”



Policy Directive 14.0

Overview and Recent History

- Policy Directive 14 (PD-14) provides performance goals and objectives to measure the success of the Department’s efforts to improve in the following key areas:
 - **Safety,**
 - **Asset Management, and**
 - **Mobility**
- PD-14 helps inform implement the Statewide Transportation Plan (STSP) and 10-year vision and inform the development of:
 - Statewide Transportation Improvement Program (STIP), and
 - Annual budget
- The framework for PD-14 was established from:
 - Department’s Wildly Important Goals (WIGs)
 - Transportation Commission Principles
 - Governor’s “Bold Four” goals
 - Performance objectives required under the Fixing America’s Surface Transportation (FAST) Act of 2015.

YEAR	PURPOSE & INTENT
2015	<ul style="list-style-type: none"> • Renamed “Policy Guiding Statewide Plan Development.” • New Sections Added: Purpose, Definitions, Goals, Performance Measures & Objectives, and Implementation. • Incorporated Transportation Commission objectives for asset management program.
2016	<ul style="list-style-type: none"> • Changes to System Performance, Geohazard, Transit Asset Condition, and Walls performance objectives from original adopted objectives in 2015.
2017	<ul style="list-style-type: none"> • Changes to Signal Infrastructure, Walls, Geohazard, and Culvert Objectives. • Modification of targets for Bridge Risk Metrics.
2020	<ul style="list-style-type: none"> • Renamed “Policy Guiding Statewide Plan Goals & Objectives” • Refreshed goal areas aligned with CDOT planning/budget structures and processes. • Objective areas with specified performance targets. • Refinement regarding CDOT’s role in delivering these objectives.



Policy Directive 14.0

Annual Review Process

- PD-14 Review Framework - allows for:
 - Continuous improvement of the main goals of the department,
 - inform funding decisions and projects, and
 - measure the success of those initiatives.





PD-14 Goal Areas and Objectives

Safety

The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

Objective Areas

- Vehicle Crashes
- Fatalities
- Serious Injuries
- Vulnerable Users
- Employee Safety

Asset Management

Maintain a high-quality transportation network by working to maintain a state of good repair for all assets and a highly traversable road network.

- Bridges
- Pavement Condition
- Maintenance Levels of Service
- Transit Assets
- Other Assets

Mobility

Reduce travel time lost to congestion and improve connectivity across all modes with a focus on environmental impact, operations, and transportation choice statewide.

- Reliability & Congestion
- Multimodal Options
- Environmental Impact



PD-14 2020 Results

Key Takeaways

- 2020 marks the first reporting year for all metrics after extensive revision of goals and objectives in September through November of 2020.
 - Objectives Currently On-Track - 20 (37%)
 - Objectives Currently Off-Track - 24 (44%)
 - Objectives with no Determination Currently - 10 (19%)
- Pavement objective performance has remained steady over the past few years, with the effects of current investments to be reflected in future reporting.
- Bridges in Good Condition objective has been on a declining trajectory for the past decade, falling below the target for the first time in 2021.
- Some objectives were affected by COVID-19 pandemic; thus, results are out of the norm from previous years.
- Some objectives are still preliminary and/or 2020 data has not been released from the data source.



Asset Management Goal Area

Highway Pavement Objectives

Performance Objective	2020 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
INTERSTATE PAVEMENT CONDITION: Achieve or maintain 80% high or moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	89% ▲ 1%	80%	▲	✓	
NHS PAVEMENT CONDITION: Achieve or maintain 80% high or moderate Drivability Life for the National Highway System, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	82% ▼ 2%	80%	▲	✓	
STATE HIGHWAY PAVEMENT CONDITION: Achieve or maintain 80% high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.	79% ▼ 1%	80%	▲	✗	



Asset Management Goal Area

Bridge Objectives

Performance Objective	2021 Results	2020 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
NHS BRIDGES IN GOOD CONDITION: Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%.	37% ▼ 5%	42% ▼ 4%	40%	▲	✗	
NHS BRIDGES IN POOR CONDITION: Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below 10%.	5.5% ▼ 0.4%	5.9% ▼ 0.2%	10%	▼	✓	
STATE HWY BRIDGES IN GOOD CONDITION: Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).	37% ▼ 5%	42% ▼ 5%	40%	▲	✗	
STATE HWY BRIDGES IN POOR CONDITION: Achieve or maintain the percent of state highway system total bridge deck area in poor condition below 10%.	6.0% ▼ 0.3%	6.3% ▼ 0.1%	10%	▼	✓	



Asset Management Goal Area

Bridge Lead & Mobility Objectives

Performance Objective	2021 Results	2020 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
LEAKING EXPANSION JOINTS: Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges.	44% ▲ 3%	41% ▲ 3%	26%	▼	✗	
UNSEALED DECK AREA: Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.	34% ▼ 1%	35% ▼ 2%	35%	▼	✓	
BRIDGES POSTED FOR LOAD: Percentage of CDOT-owned bridges posted for load.	0.4% ▼ 0.06%	0.5% ▲ 0.03%	0.1%	▼	✗	
BRIDGES WITH A LOAD RESTRICTION: Percentage of CDOT-owned bridges with a load restriction.	2.4% ▼ 0.1%	2.5% ▲ 0.3%	0.9%	▼	✗	



Mobility Goal Area

Reliability and VMT Objectives

Performance Objective	2020 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
OPERATIONS LEVEL OF SERVICE: Achieve or maintain an Operations Levels of Service (OLOS) grade of C or better for eighty percent (80%) or greater of the state highway system.	86% ▲ 5%	80%	▲	✓	
VEHICLE MILES TRAVELED (VMT): Manage congestion on our road by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	48.6 B¹ ▼ 6 B	54 B²	▼	✓	
VMT PER CAPITA: Manage congestion on our road by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	8,359¹ ▼ 1,119	9,294²	▼	✓	

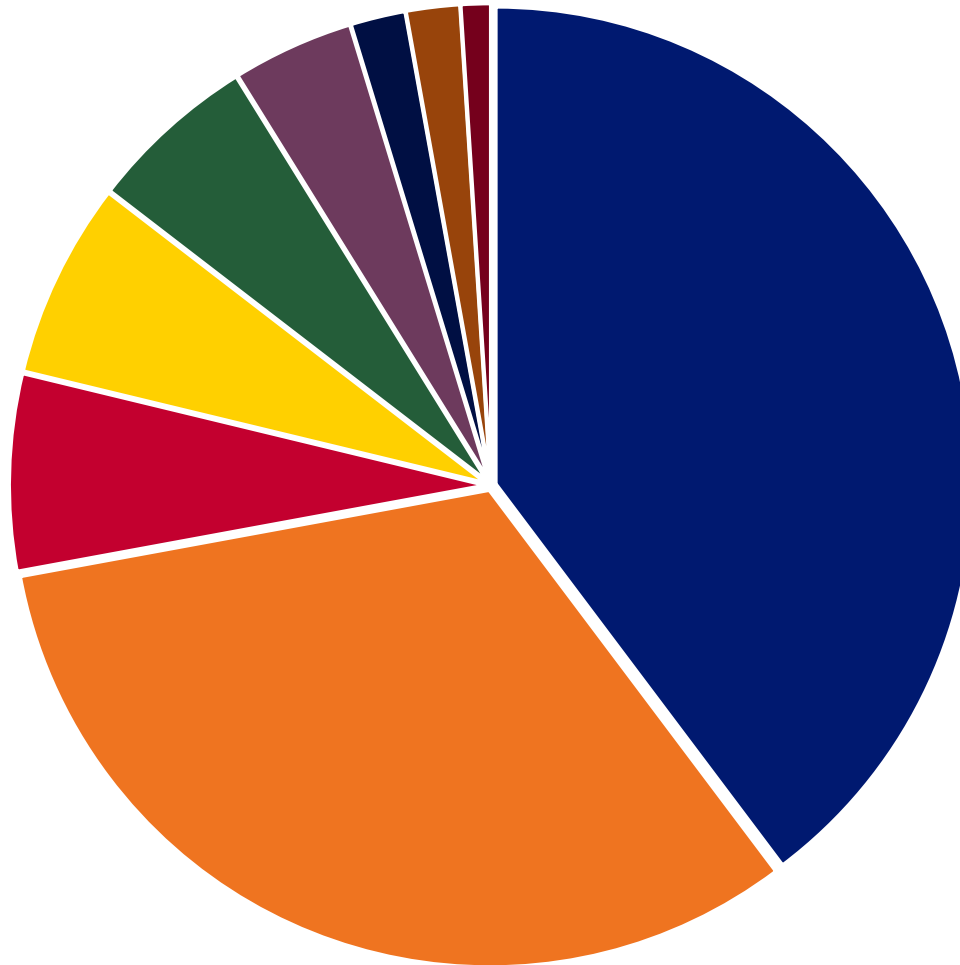
¹2020 performance was impacted by the restrictions from the Covid-19 pandemic. VMT data is currently preliminary and subject to adjustment.

²This target represents a calendar year 2020 milestone, which is derived from the ten-year goal (2030).



CDOT Funding Allocation

FY 2021-22 Plan



FY22 CDOT Total Budget: \$1.90 billion

- Asset Management (40%)
- Mobility (32%)
- Safety (7%)
- Suballocated Highway (7%)
- Administration and Operations (6%)
- Transit and Multimodal (4%)
- Debt Service and Contingency (2%)
- Support Programs (2%)
- Aeronautics (1%)



- Consideration of PD-14 performance results in preparation for the FY 2022-23 annual budget process. - *Fall and Winter 2021*
- PD-14 2021 results presented to Transportation Commission. - *Fall 2022*



Additional Information & Key Contacts

- Policy Directive 14 (Available through CDOT Employee Hub):

- https://drive.google.com/file/d/1np44J9dlkJitcz_m2myTyP1e9EMOhnol/view

- Colorado Performance Goals:

- **Governor's Priorities**

- Governor's Dashboard - [Governors Dashboard](#)
- Reimagine State Government - [Reimagine State Government](#)

- **CDOT Priorities**

- CDOT Performance - [CDOT Performance External Website](#)

- Main Contacts:

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Performance & Asset Management Branch Manager
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will.johnson@state.co.us

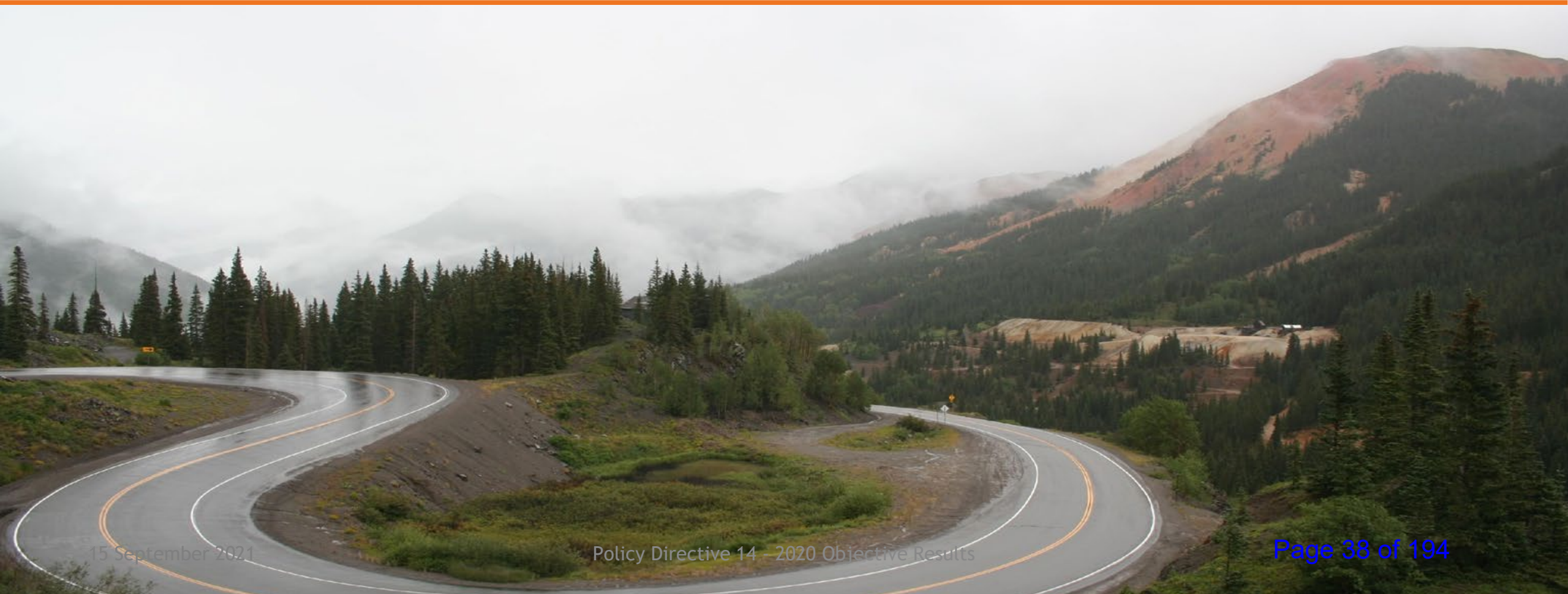
Darius Pakbaz
Performance Program Manager
303-757-9133
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COLORADO

Department of Transportation

Questions?





DATE: September 15, 2021
TO: Transportation Commission
FROM: Rebecca White, Director, Division of Transportation Development
Amber Blake, Director, Division of Transit and Rail
Marissa Gaughan, Manager, Multimodal Planning Branch
SUBJECT: 10-Year Plan Amendment Approach

Purpose

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. CDOT and its planning partners want to be responsive to the funding provided by SB 260, plus the federal level infrastructure funding that may be coming to Colorado. Lastly, we need to amend the 10-Year Plan to address the SB 260 requirements, including compliance with the new standard for reduced greenhouse gas emissions.

Action

No action is required. Information 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.

The 10-Year plan was built assuming a fiscal constraint of ~\$500 M / year. The plan was divided into two segments that included a four year prioritized list of projects and an unfunded list of projects for the outyears (Years 5-10). The four year prioritized list of projects was based on the assumed SB 267 revenue that would come to the state. In late 2019, TC approved a \$1.6 billion list of highway projects, and a \$192 million list of transit capital projects to be funded with the assumed SB 267 funding over the four year period. While the four year prioritized list of projects was based on SB 267 fiscal constraint, we were in the fortunate position of receiving even more funding than anticipated, primarily due to federal stimulus funding and the recent passage of SB 260. This allowed us to advance some additional projects from the out years of the plan ahead of schedule that were critical in nature and met the project readiness requirements of the funding.

Details

At the September meeting, CDOT staff will provide a recap of the 10-Year Plan funding to date and what we have accomplished with that funding. Recognizing that we are close to completing the first four years worth of projects in the 10-Year Plan, CDOT staff will then discuss an approach for amending the 10-Year Plan recognizing the new requirements from SB 260.

10-Year Plan Reformat

In June of 2021, CDOT staff reformatted the 10-Year Plan project tables to better reflect the Plan's multimodal approach to addressing our transportation challenges and needs. The feedback on the new format was positive and has led to further recommendations from stakeholders and planning partners on how we can make the planning document an even more effective tool to communicate project status, phasing, and funding needs for every project. CDOT staff has now further refined the 10-Year Plan project tables based on these recent recommendations (see link in the Attachments section below).

Please note that while the project tables now link directly to the unique fact sheets that have been created for the over 400 projects identified in the 10-Year Plan, the fact sheets are still in the process of being updated to tell a more complete funding story for each project. We anticipate being finished updating all the fact sheets by mid-October.

CDOT works to continuously improve the 10-Year Plan as a living document with the goal of giving the public and stakeholder groups an easy to understand and transparent view of how the projects identified by them are now being delivered. This goal is especially important as we work together in the coming months to amend the 10-Year Plan.

Next Steps

CDOT staff will follow the timeline as described in the presentation and return to TC in October for a more detailed briefing and discussion on fiscal constraint for the 10-Year Plan Amendment.

Attachments

Presentation

Link to Reformatted 10-Year Plan project tables:

<https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan>

VISION FOR COLORADO'S TRANSPORTATION SYSTEM



10-Year Plan Amendment
Approach

September 2021

Page 41 of 194



- The 10-year Plan Pipeline of Projects was built assuming \$500M/yr
- Plan was divided into two segments:
 - 4-year prioritized list
 - Out years (Years 5-10) unfunded
- Equity was based on RPP midpoint
- Projects based on statewide outreach, funneled through rural TPR/MPO prioritization within the framework of TC guiding principles.
- Transit and Highway needs were combined in a multimodal planning approach.





Years 1-2 Allocations

- \$984 million in SB 267 funds
- \$325 million in SB 1 funds
- \$105 million in Transportation Commission funds to highway and transit projects.
- \$134 million in federal stimulus funds (including TMA suballocations)

Note: This includes all the year 1 and year 2 SB funds, excluding the \$100 M of year 1 funds allocated to asset management programs, and the additional TC funds put towards the year 1 and 2 project list.

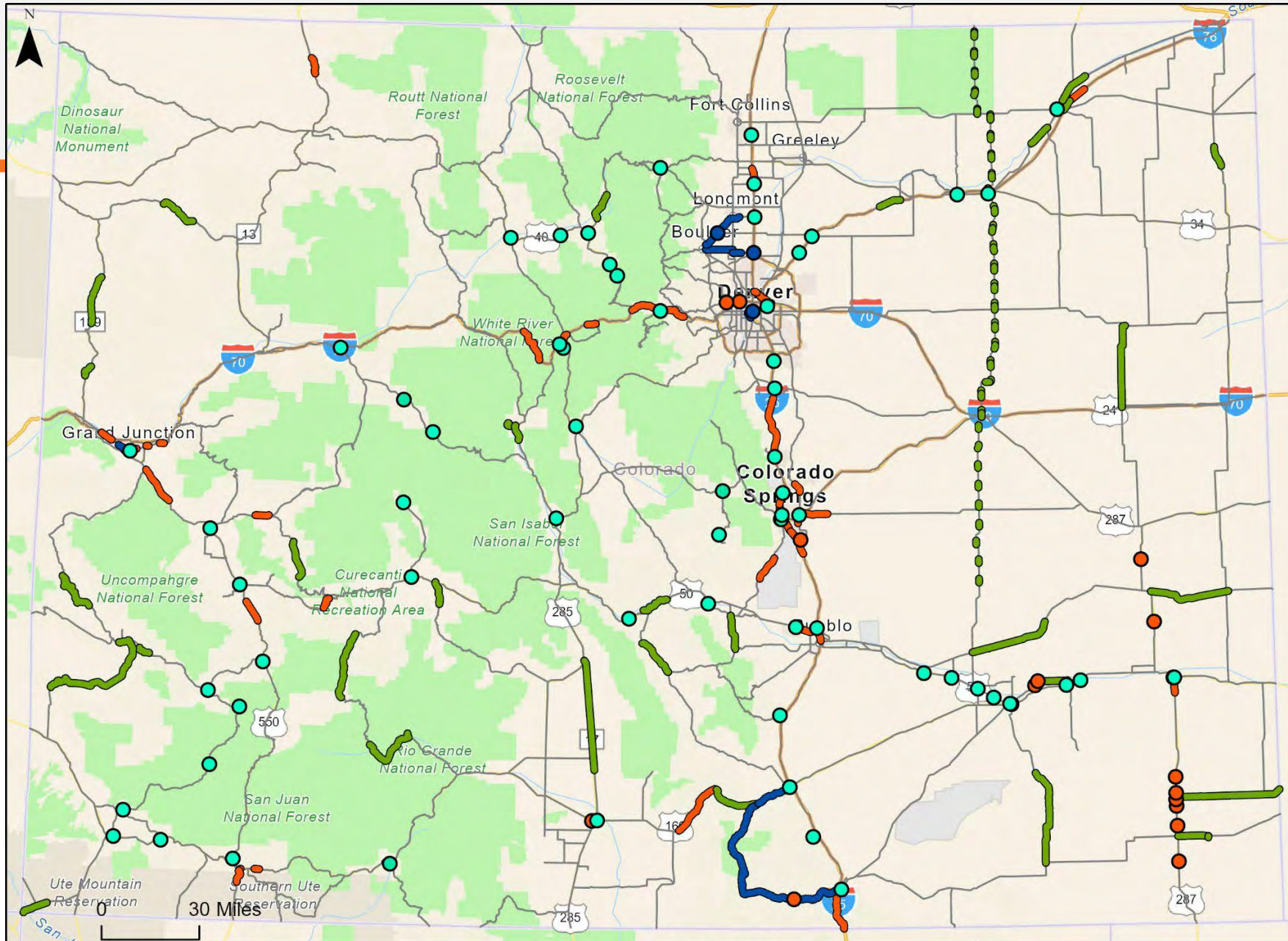
Year 3 Allocations

- \$618 million in SB 267 funds (including additional highway and transit premiums allocated in “3B”)
- \$170 million in SB 260 funds



- 144 projects advanced from 10-Year Plan
 - 44 Highway (12 are complete or under construction)
 - 58 Transit (8 are complete or under construction)
 - 9 multimodal projects with both Highway and Transit elements
 - 33 Rural Paving (14 are complete or under construction)
- Every corner of the state has been enhanced with the rural pavement program.
 - The strategic funding for rural paving projects represents a \$307.4 million investment, with over 600 miles of rural Colorado roads on the state highway system improved.
- Mobility Hubs Program Progress
 - 4 Completed
 - 2 in Construction
 - 7 in Planning & Design
 - 7 more planned but not yet started

Map of projects funded to date



Note: Dotted green line indicates rural paving improvements were at targeted locations along the length of corridor.

Pipeline Projects Years 1-3

	Highway		Multimodal		Rural Paving		Transit
--	---------	--	------------	--	--------------	--	---------



Why update the 10-Year Plan?

- With the near completion of years 1-4 of the 10-Year Plan, need to identify next set of priority projects.
- New funding provided by SB 260, plus the federal level infrastructure funding that may be coming to Colorado.
- New SB 260 requirements, including compliance with the new standard for reduced greenhouse gas emissions.



How will we update the 10-Year Plan?

- CDOT remains committed to funding the original list of projects identified in Years 1-4 of the 10-Year plan. Our first priority will be to deliver on what remains unfunded in Year 4.
- Simultaneously, we will look at the remaining unfunded projects in Years 5-10 of the plan. Years 5-10 projects were developed through a robust planning process, but were unfunded at the time these projects were identified. The process will be focused on prioritization and compliance with the new Pollution Reduction Planning Standard.



- We assumed \$500 M / year to build the original 10-yr plan.
- Next month, we'll give a more detailed presentation on fiscal constraint and include decision points to determine how much should go to strategic projects in the 10-yr plan vs asset management, etc.



- Regional Equity
- Fiscal Constraint
- Align with TC Guiding Principles, plus new GHG planning requirements
- Utilize extensive work the rural TPRs did to build a full database of unfunded project needs in their RTPs



TC Guiding Principles

Safety

Mobility

Economic Vitality

Asset Management

Strategic Nature

Regional Priority

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

New Criteria?

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

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

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

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

Safety

Mobility
Programs and projects leveraging new technology development
Integrated System Impacts and Benefits

Economic Impacts
Statewide Equity

Asset Management / Preservation Benefits
Impact of Asset Management decision on asset life and function

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?

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?
Regional flexibility / related smaller scale projects



Process Considerations

- Transparent, stakeholder-driven process.
- Engage transit stakeholders at same time to build multimodal plan.
- Prioritization would retain two segment approach (new term 4-yr list, and out years).

MPO/TPR Engagement Options

- Rural TPRs - 1 or 2 virtual meetings to reconfirm and prioritize projects.
- MPOs - use existing MPO processes to work with CDOT to reconfirm and prioritize projects.
- Each CDOT Region host a TPR chair meeting to reconfirm and prioritize projects at the region level.



Next Steps

- CDOT staff will update project scopes and cost estimates for the Yrs 5-10 projects, and initial project readiness assessment based on available data.
- October: STAC and TC Briefing on 10-Year Plan Fiscal Constraint

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 15, 2021
SUBJECT: FY 2020-21 ROLL FORWARD REQUESTS

Purpose

This memorandum provides an opportunity for the Transportation Commission (TC) to review the FY 2020-21 budget roll forwards that were approved in accordance with Policy Directive (PD) 703.0.

Action

No action regarding budget roll forwards is being requested at this time.

Background

Each of the budget programs included in the annual revenue allocation plan are composed of either cost centers or budget pools. In general, cost centers represent the maintenance and operations portion of the Department's budget, while budget pools represent the capital construction and grants portion. The roll forward budget is composed of balances that have not been expended from a cost center by the end of the fiscal year, or in the case of budget pools, have not been budgeted to a construction project or grant.

A complete report of all roll forward balances appears in the Amended Annual Budget Allocation Plan in the FY 2020-21 Roll Forward column (see Attachment A). Roll forwards for pools and cost centers combined total \$1,165.1 million for the Department and the Enterprises, including \$1,039.7 million for CDOT. This includes \$351.6 million in Capital Construction, \$28.5 million in Maintenance and Operations, \$129.0 million in Multimodal Services, \$347.7 million in Suballocated Programs, and \$17.3 million in Administration and Agency Operations. A large portion of the roll forward balance is associated with the Strategic Projects programs funded with SB267 COPs. This balance will be drawn down over the next year as these projects proceed to advertisement and construction. The second largest source of roll forwards are Suballocated Programs, which are locally directed funds for primarily local projects.

The majority of budget pool balances roll forward automatically, per PD 703.0, however staff review all programs in coordination with program managers to identify any funds that will not be needed in the upcoming fiscal year based on spending plans. Some cost center balances roll forward automatically (including cost centers with dedicated, inflexible funding sources) while others require either Executive Management or TC approval. The total estimated amount of these automatic roll forwards into FY 2020-21 is \$307.2 million (including FTA CARES Act funding), \$26.1 million of which



are remaining TC State Highway Fund (SHF) dollars. These are detailed in Attachment B. TC SHF dollars are flexible and if not rolled forward, can be allocated to the TC Program Reserve or to other programs.

In accordance with PD 703.0, all requests to roll forward cost center balances from the previous fiscal year to the current fiscal year in amounts greater than \$1.0 million require approval by the TC. This excludes cost centers approved for automatic roll forward and funds approved by Transportation Commission resolution for a specific purpose. Amounts less than \$1.0 million are subject to approval by Executive Management. Attachment C lists cost center roll forward requests that have been approved by Executive Management, totaling \$4.8 million. This year, there are no roll forward requests that exceed \$1.0 million.

The following table outlines remaining SHF (i.e., flexible) balances from FY 2020-21 that are available to be reprogrammed via future budget amendments. The Department is currently reviewing several FY 2021-22 requests for new funding and anticipates bringing a budget amendment to the TC for consideration in October.

Roll Forward Summary	
Total Remaining State Highway Fund (SHF) Balance	\$47,035,940
TC-SHF Auto Roll Forwards	\$26,117,108
Requested Roll Forwards	\$4,848,522
Reversion to Program Reserve or Available to Repurpose	\$16,070,310

Next Steps

The Division of Accounting and Finance will roll the FY 2020-21 funds into FY 2021-22. The remaining cost center balances totaling \$16.1 million will be returned to the TC Program Reserve for further allocation. In October, staff will return with a budget amendment to repurpose a portion of this funding.

In October, staff will provide the following:

- A reconciliation between forecasted revenue and actual revenue received in FY 2020-21, including federal redistribution. The Department was notified at the end of August that Colorado will receive \$59.7 million for federal redistribution.
- An updated revenue forecast for FY 2021-22 and FY 2022-23. Final HUTF revenue for FY 2020-21 is approximately 8.6% less than the original forecasted budget at the start of the fiscal year, compared with the estimated 7.5% shortfall in HUTF revenue from the latest forecast this past summer.
- The FY 2022-23 Proposed Annual Budget Allocation Plan for TC review and comment.

Attachments

- Attachment A: FY 2021-22 Amended Annual Revenue Allocation Plan
- Attachment B: Automatic Cost Center Roll Forwards
- Attachment C: EMT Approved Cost Center Roll Forwards
- Attachment D: Presentation



Attachment A: FY 2021-22 CDOT AMENDED ANNUAL BUDGET (September 2021)

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY22 Program Budget Available including Changes	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION								
2	Capital Construction	\$351.6 M	\$972.3 M	\$0.0 M	-\$101.3 M	\$321.0 M	\$1,543.6 M		
3	Asset Management	\$54.4 M	\$336.1 M	\$0.0 M	\$0.0 M	\$11.1 M	\$401.7 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$223.3 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$61.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$61.9 M	TC	FHWA / SH / SB 09-108
6	System Operations-AM	\$3.5 M	\$34.3 M	\$0.0 M	\$0.0 M	\$0.2 M	\$38.0 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$5.6 M	\$6.5 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$11.5 M	TC	FHWA / SH
9	Emergency Relief	\$45.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.6 M	\$56.9 M	FR	FHWA
10	Safety	\$17.7 M	\$115.3 M	\$0.0 M	\$18.0 M	-\$0.1 M	\$150.8 M		
11	Highway Safety Improvement Program	\$1.7 M	\$33.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$34.8 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	\$8.6 M	\$3.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.2 M	FR	FHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$2.0 M	TC	FHWA / SH
14	FASTER Safety	\$7.4 M	\$69.2 M	\$0.0 M	\$18.0 M	\$0.0 M	\$94.6 M	TC	SB 09-108
15	ADA Compliance	\$0.0 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.2 M	TC	FHWA / SH
16	Mobility	\$279.4 M	\$520.9 M	\$0.0 M	-\$119.3 M	\$310.0 M	\$991.0 M		
17	Regional Priority Program	\$25.4 M	\$48.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$73.8 M	TC	FHWA / SH
**18	Strategic Projects	\$213.0 M	\$450.0 M	\$0.0 M	-\$119.3 M	\$310.0 M	\$853.7 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$41.0 M	\$22.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$63.5 M	FR	FHWA / SH
20	Maintenance and Operations	\$28.5 M	\$347.7 M	\$0.0 M	\$5.0 M	\$3.4 M	\$379.5 M		
21	Asset Management	\$25.3 M	\$312.3 M	\$0.0 M	\$11.5 M	\$3.4 M	\$347.4 M		
22	Maintenance Program Areas	\$2.1 M	\$263.5 M	\$0.0 M	\$11.5 M	\$0.0 M	\$277.0 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$0.0 M	\$5.5 M	\$0.0 M	\$45.8 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$21.4 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.8 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.4 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$79.1 M	TC	SH
29	Traffic Services	\$0.0 M	\$69.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$69.0 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.5 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$16.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes	\$0.0 M	\$5.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.0 M	TC	SH
33	Property	\$2.8 M	\$19.9 M	\$0.0 M	\$0.0 M	\$3.4 M	\$26.1 M	TC	SH
34	Capital Equipment	\$8.4 M	\$23.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$32.3 M	TC	SH
35	Maintenance Reserve Fund	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
36	Safety	\$0.3 M	\$11.4 M	\$0.0 M	-\$6.5 M	\$0.0 M	\$5.2 M		
37	Strategic Safety Program	\$0.3 M	\$11.4 M	\$0.0 M	-\$6.5 M	\$0.0 M	\$5.2 M	TC	FHWA / SH
38	Mobility	\$2.9 M	\$24.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$26.9 M		
39	Real-Time Traffic Operations	\$2.9 M	\$14.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.9 M	TC	SH
40	ITS Investments	\$0.0 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.0 M	TC	FHWA / SH
41	Multimodal Services	\$129.0 M	\$69.8 M	\$1.6 M	\$36.5 M	-\$14.5 M	\$222.5 M		
42	Mobility	\$129.0 M	\$69.8 M	\$1.6 M	\$36.5 M	-\$14.5 M	\$222.5 M		
43	Innovative Mobility Programs	\$0.0 M	\$11.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.1 M	TC	FHWA / SH
***44	Strategic Transit and Multimodal Projects	\$123.1 M	\$50.0 M	\$0.0 M	\$22.0 M	-\$14.5 M	\$180.6 M	SL	SB 17-267
45	Rail Commission	\$0.0 M	\$0.4 M	\$1.6 M	\$14.5 M	\$0.0 M	\$16.5 M	SL	SL
46	Bustang	\$5.9 M	\$8.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.2 M	TC	SB 09-108 / Fare Rev.
47	Suballocated Programs	\$347.7 M	\$224.1 M	\$0.0 M	\$124.8 M	\$138.3 M	\$835.0 M		
48	Aeronautics	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M		
49	Aviation System Programs	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M	AB	SA
50	Highway	\$201.4 M	\$126.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$327.9 M		
51	STP-Metro	\$139.8 M	\$56.0 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$195.6 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	\$44.9 M	\$50.7 M	\$0.0 M	\$0.0 M	\$0.2 M	\$95.8 M	FR	FHWA / LOC
53	Metropolitan Planning	\$0.0 M	\$9.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.2 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program	\$16.7 M	\$10.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.3 M	TC / FR	FHWA / SH / LOC
55	Transit and Multimodal	\$116.3 M	\$78.4 M	\$0.0 M	\$124.8 M	\$138.3 M	\$457.8 M		
56	Recreational Trails	\$2.5 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$3.3 M	FR	FHWA
57	Safe Routes to School	\$7.9 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.0 M	TC	FHWA
58	Transportation Alternatives Program	\$30.9 M	\$12.0 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$42.7 M	FR	FHWA / LOC
59	Transit Grant Programs	\$75.0 M	\$61.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$136.7 M	FR / SL / TC	FTA / LOC / SB 09-108
***60	Multimodal Options Program	\$0.0 M	\$0.0 M	\$0.0 M	\$124.8 M	\$139.3 M	\$264.1 M	TC/SL	SB 19-125
61	Administration & Agency Operations	\$17.3 M	\$102.7 M	\$0.0 M	\$0.4 M	-\$0.8 M	\$119.6 M		
62	Agency Operations	\$12.4 M	\$62.6 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$74.2 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration	\$4.9 M	\$37.5 M	\$0.0 M	\$0.4 M	\$0.0 M	\$42.8 M	SL	SH
64	Project Initiatives	\$0.0 M	\$2.6 M	\$0.0 M	\$0.0 M	\$0.6 M	\$3.2 M	TC	SH
65	Debt Service	\$67.2 M	\$9.6 M	\$0.0 M	\$265.5 M	\$0.0 M	\$342.3 M		
66	Debt Service	\$67.2 M	\$9.6 M	\$0.0 M	\$265.5 M	\$0.0 M	\$342.3 M	DS	FHWA / SH
67	Contingency Reserve	\$81.3 M	\$0.0 M	-\$1.6 M	-\$6.4 M	\$73.8 M	\$147.1 M		
68	Contingency Fund	\$55.6 M	\$0.0 M	\$0.0 M	-\$6.0 M	\$0.0 M	\$49.6 M	TC	FHWA / SH
69	Reserve Fund	\$17.6 M	\$0.0 M	-\$1.6 M	-\$0.4 M	\$73.8 M	\$89.4 M	TC	FHWA / SH
70	Other Programs	\$17.3 M	\$24.8 M	\$0.0 M	\$1.0 M	\$2.1 M	\$45.1 M		
71	Safety Education	\$12.8 M	\$9.9 M	\$0.0 M	\$1.0 M	\$2.0 M	\$25.8 M	TC/FR	NHTSA / SSE
72	Planning and Research	\$4.0 M	\$14.7 M	\$0.0 M	\$0.0 M	\$0.1 M	\$18.8 M	FR	FHWA / SH
73	State Infrastructure Bank	\$0.4 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.6 M	TC	SIB
74	TOTAL - CDOT	\$1,039.7 M	\$1,751.1 M	\$0.0 M	\$325.5 M	\$523.2 M	\$3,639.6 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 ENTERPRISE									
77	Capital Construction	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
78	Asset Management	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
79	Bridge Enterprise Projects-CBE	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M	BEB	SB 09-108
80	Maintenance and Operations	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
81	Asset Management	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
82	Maintenance and Preservation-CBE	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M	BEB	SB 09-108
83	Administration & Agency Operations	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M		
84	Agency Operations-CBE	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M	BEB	SB 09-108
85	Debt Service	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$0.0 M		
86	Debt Service-CBE	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$0.0 M	BEB	FHWA / SH
87	TOTAL - BRIDGE ENTERPRISE	\$50.4 M	\$125.3 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$158.6 M		

88 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE									
89	Maintenance and Operations	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.1 M	\$10.0 M		
90	Express Lanes Operations-HPTE	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.1 M	\$10.0 M	HPTEB	Tolls / Managed Lanes Revenue
91	Administration & Agency Operations	\$4.1 M	\$4.1 M	\$0.0 M	\$0.3 M	\$0.0 M	\$4.4 M		
92	Agency Operations-HPTE	\$4.1 M	\$4.1 M	\$0.0 M	\$0.3 M	\$0.0 M	\$4.4 M	HPTEB	Fee for Service
93	Debt Service	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M		
94	Debt Service-HPTE	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M	HPTEB	Fee for Service
95	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	\$75.0 M	\$22.7 M	\$0.0 M	\$0.3 M	\$0.1 M	\$98.0 M		
96	TOTAL - CDOT AND ENTERPRISES	\$1,165.1 M	\$1,899.2 M	\$0.0 M	\$325.8 M	\$506.1 M	\$3,896.2 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 2021-22 budget, and updated after the close of FY 2020-21

**SB 17-267 directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. At least 10 percent of these proceeds must be used for transit projects. Of the \$50 million in estimated revenue for transit projects, the department anticipates spending \$2.4 million on Administration, \$27.6 million on the construction of bus and pedestrian facilities, and \$20.0 million on rolling stock.

***SB 18-001 created the Multimodal Transportation Options Fund, and allocated \$71.75 million to the fund in FY 2018-19 and \$22.5 million to the fund in FY 2019-20. This funding is annually appropriated by the General Assembly. The FY 2018-19 appropriation is available until the close of FY 2022-23 pursuant to SB 19-125, and the FY 2019-20 appropriation is available until the close of FY 2023-24 pursuant to SB 19-207. Of the total funding, the department will spend approximately \$6 million on administration and operating costs, approximately \$14 million for CDOT bus purchase and facility construction, and approximately \$74 million will be passed through to local agencies for rolling stock purchases.

Attachment B: Automatic Cost Center Roll Forwards

CDOT Automatic Roll Forward Cost Centers (FY 2020-21)					
<u>Program</u>	<u>Cost Center</u>	<u>Justification</u>	<u>Project or Operating Expense</u>	<u>Responsible Party</u>	<u>Amount</u>
Bridge Enterprise (BE)	All BE Cost Centers (Fund 538)	Statutory	Both	BE Board/OFMB	\$4,496,760
High Performance Transportation Enterprise (HPTE)	All HPTE Cost Centers (Fund 536-537)	Statutory	Both	HPTE Board/OFMB	\$70,482,019
FASTER Transit	All FASTER Transit Cost Centers	Statutory	Operating	DTR	\$854,038
FTA Grants	All FTA Grant Cost Centers	FTA - US Code	Operating	DTR	\$149,262,210
DTR Bustang	All Bustang Cost Centers (400B)	Statutory	Operating	DTR	\$11,046,787
Strategic Transit	D1228-010/D1267-010	Statutory	Operating	DTR	\$2,523,926
Aeronautics	All Aeronautics Cost Centers (Fund 160)	Statutory	Both	Aero Board	\$33,755,580
Law Enforcement Assistance Fund (LEAF)	All LEAF Cost Centers (Fund 403)	Statutory	Both	Office of Transportation Safety	\$576,577
NHTSA Grants	All NHTSA Grant Cost Centers	FHWA - US Code	Operating	OTS	\$21,931,851
Heavy Road Equipment	S0247-010, S0270-010, E0205-010	2009 CFO Memo	Capital Purchases	Maintenance Division	\$8,704,643
Property Pool	SM265-010, S0014-010	2009 CFO Memo	Capital projects	DAS--Property Manager	\$670,512
Transportation Summit Conference	S0192-010	No TC funds required - funded wholly by registration fees	Operating	Intergovernmental Relations/Communications	\$22,747
Southwest Chief Rail	TOMAS-290 (Fund 29R)	Statutory	Operating	DTR	\$591,273
Enterprise Payments for Corridor Maintenance	R710P-010	Agreement between CDOT & HPTE	Operating	Maintenance Division & HPTE	\$1,267,003
Fiber Lease Agreements	OIFLA-010	No TC funds required - funded wholly by lease payments	Both	DMO - ITS Branch	\$710,732
Water Quality	EWAQT-010	No TC funds required - funded wholly by registration fees	Operating	ESS (Mat-Geo)	\$37,279
Water Quality Certification	DT550-010	No TC funds required - funded wholly by registration fees	Operating	DTD	\$273,425
Rolling Owner Controlled Insurance Program	SROCI-010	No TC funds required - funded wholly by ROCIP Refunds	Operating	DTD	\$6,015
Total					\$307,213,378

Attachment C: EMT Approved FY21 Roll Forward Request Summary

Division	Program	Description	Amount
DAF	Budget Contingency	This cost center is DAF's budget contingency cost center. Because there were multiple reductions made to cost center budgets to balance the budget to forecasted revenue in FY21, there is a larger ending balance than usual. DAF requested to roll a portion of these funds into FY22 to enable budget staff to manage balancing and reconciliation efforts throughout the year.	\$500,000
Innovative Mobility	Microtransit	Capital funds for Bustang Microtransit were approved by TC in April (TC Resolution #TC2021-04-09). The Purchase is still in progress.	\$1,242,960
OPGR	Legal Services	Encumbered funds for a contract with a consultant representing CDOT on federal transportation issues.	\$35,642
Maintenance & Operations	Post-Construction Landscaping	Program established in FY 21 with initial funds planned for developing the program over multiple fiscal years.	\$837,322
	Training	Encumbered funds for various contractual commitments (NHI Leadership Training, CCI Office Furniture, Cornerstone LMS License & Services).	\$254,218
	ITS	Encumbered funds for Sturgeon Electric Inc. contract extending through February.	\$500,000
DTD	Enhanced Data Collection	Encumbered funds for contract supporting traffic count requirements with traffic data service and traffic counter repair and replacement.	\$240,918
R1 MLOS (Traffic)	Signals & Ramp Meters	Encumbered funds associated with a delayed IGA with Aurora Signal Mtce.	\$273,600
R3 MLOS (Traffic)	Traffic Sign Replacement	Encumbered funds; contractor experienced delays in project completion.	\$375,955
R5 MLOS (Traffic)	Striping & Intersection Counts	Encumbered funds; work not completed due to material shortage and other delays.	\$587,907
Total EMT-Approved Roll Forward Requests			\$4,848,522



COLORADO

Department of Transportation

September 2021 Budget Workshop



- Fiscal Year 2020-21 Roll Forwards
 - Funding Programs (Pools)
 - Cost Centers
 - Automatic Roll Forwards
 - Executive Management Team (EMT) Approved Roll Forwards
 - Next Steps





Roll Forward Budget

Summary of Roll Forward Budget	
Capital Construction	\$351.6M
Suballocated Programs	\$347.7 M
Other Programs	\$17.3 M
Contingency Reserve	\$81.3 M
Administration & Agency Operations	\$17.3 M
Multimodal Services	\$129.0 M
Maintenance & Operations	\$28.5 M



Cost Center Roll Forwards

Cost Center Roll Forward Summary	
Total Remaining SHF Balance	\$47,035,940
Automatic Roll Forwards	(\$26,117,108)
EMT - Approved Roll Forwards	(\$4,848,522)
Balance Available for FY 2020-21 Budget Amendments	\$16,070,310

*Budget Amendments will be presented in October



Automatic Roll Forwards

CDOT Automatic Roll Forward Cost Centers (FY 2020-21)			
<u>Program</u>	<u>Justification</u>	<u>Responsible Party</u>	<u>Amount</u>
Bridge Enterprise (BE)	Statutory	BE Board/OFMB	\$4,496,760
High Performance Transportation Enterprise (HPTE)	Statutory	HPTE Board/OFMB	\$70,482,019
FASTER Transit	Statutory	DTR	\$854,038
FTA Grants	FTA - US Code	DTR	\$149,262,210
DTR Bustang	Statutory	DTR	\$11,046,787
Strategic Transit	Statutory	DTR	\$2,523,926
Aeronautics	Statutory	Aero Board	\$33,755,580
Law Enforcement Assistance Fund (LEAF)	Statutory	Office of Transportation Safety	\$576,577
NHTSA Grants	FHWA - US Code	OTS	\$21,931,851
Heavy Road Equipment	2009 CFO Memo	Maintenance Division	\$8,704,643
Property Pool	2009 CFO Memo	DAS--Property Manager	\$670,512
Transportation Summit Conference	No TC funds required - funded wholly by registration fees	Intergovernmental Relations/Communications	\$22,747
Southwest Chief Rail	Statutory	DTR	\$591,273
Enterprise Payments for Corridor Maintenance	Agreement between CDOT & HPTE	Maintenance Division & HPTE	\$1,267,003
Fiber Lease Agreements	No TC funds required - funded wholly by lease payments	DMO - ITS Branch	\$710,732
Water Quality	No TC funds required - funded wholly by registration fees	ESS (Mat-Geo)	\$37,279
Water Quality Certification	No TC funds required - funded wholly by registration fees	DTD	\$273,425
Rolling Owner Controlled Insurance Program	No TC funds required - funded wholly by ROCIP Refunds	DTD	\$6,015
Total			\$307,213,378
Total SHF			\$26,117,108



EMT-Approved Roll Forwards

Division	Program	Description	Amount
DAF	Budget Contingency	This cost center is DAF's budget contingency cost center. Because there were multiple reductions made to cost center budgets to balance the budget to forecasted revenue in FY21, there is a larger ending balance than usual. DAF requested to roll a portion of these funds into FY22 to enable budget staff to manage balancing and reconciliation efforts throughout the year.	\$500,000
Innovative Mobility	Microtransit	Capital funds for Bustang Microtransit were approved by TC in April (TC Resolution #TC2021-04-09). The Purchase is still in progress.	\$1,242,960
OPGR	Legal Services	Encumbered funds for a contract with a consultant representing CDOT on federal transportation issues.	\$35,642
Maintenance & Operations	Post-Construction Landscaping	Program established in FY 21 with initial funds planned for developing the program over multiple fiscal years.	\$837,322
	Training	Encumbered funds for various contractual commitments (NHI Leadership Training, CCI Office Furniture, Cornerstone LMS License & Services).	\$254,218
	ITS	Encumbered funds for Sturgeon Electric Inc. contract extending through February.	\$500,000
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R1 MLOS (Traffic)	Signals & Ramp Meters	Encumbered funds associated with a delayed IGA with Aurora Signal Mtce.	\$273,600
R3 MLOS (Traffic)	Traffic Sign Replacement	Encumbered funds; contractor experienced delays in project completion.	\$375,955
R5 MLOS (Traffic)	Striping & Intersection Counts	Encumbered funds; work not completed due to material shortage and other delays.	\$587,907
Total EMT-Approved Roll Forward Requests			\$4,348,512



October 2021

- Revenue Reconciliation, including Federal Redistribution (\$59.7M)
- Updated Revenue Forecast for FY 2021-22 and FY 2022-23
- Budget Amendment Requests for New Funding





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: SEPTEMBER 16, 2021
SUBJECT: FY 2021-22 BUDGET AMENDMENT

Purpose

To review the second 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 Transportation (TC) review and approval of the third amendment to the FY 2021-22 Annual Budget. The third amendment consists of one item that requires TC approval, described below, resulting in the reallocation of \$1.62 million from TC Program Reserve to the Rail Commission to provide matching funds for the Front Range Passenger Rail (FRPR) Corridor Development Study.

Budget Amendment

State Match for Front Range Passenger Rail (FRPR)

Staff is requesting to transfer \$1.62M from TC Program Reserve to the FRPR, where funds will be used for development planning. With the creation of the FRPR District under SB21-238, the next step is to perform technical work necessary to define a feasible passenger rail service. The state match from CDOT will allow CDOT staff and if needed consultants to fulfill its commitment to provide technical support for the Rail Commission, perform critical actions needed to advance a ballot initiative, meet the aggressive 24-month timeline and allow for needed flexibility to adjust to any additional workload requirements associated with SB260. If state match funds are not approved, limited CDOT staff time would be dedicated to advancing legislative project development and existing budget for departmental staff is expected to expire in the middle of calendar year 2022.

The third budget amendment reallocates \$1,620,000 from TC Program Reserve (line 69) to the Rail Commission (line 45).

Options and Recommendation

1. Approve proposed Budget Amendment (see Proposed Resolution # 8) -- STAFF RECOMMENDATION
2. Approve a portion of the proposed budget amendment.
3. Request potential consultant services.

Attachments

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



Attachment A: FY 2021-22 CDOT AMENDED ANNUAL BUDGET (September 2021)

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY22 Program Budget Available including Changes	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION								
2	Capital Construction	\$351.6 M	\$972.3 M	\$0.0 M	-\$101.3 M	\$321.0 M	\$1,543.6 M		
3	Asset Management	\$54.4 M	\$336.1 M	\$0.0 M	\$0.0 M	\$11.1 M	\$401.7 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$223.3 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$61.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$61.9 M	TC	FHWA / SH / SB 09-108
6	System Operations-AM	\$3.5 M	\$34.3 M	\$0.0 M	\$0.0 M	\$0.2 M	\$38.0 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$5.6 M	\$6.5 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$11.5 M	TC	FHWA / SH
9	Emergency Relief	\$45.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.6 M	\$56.9 M	FR	FHWA
10	Safety	\$17.7 M	\$115.3 M	\$0.0 M	\$18.0 M	-\$0.1 M	\$150.8 M		
11	Highway Safety Improvement Program	\$1.7 M	\$33.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$34.8 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	\$8.6 M	\$3.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.2 M	FR	FHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$2.0 M	TC	FHWA / SH
14	FASTER Safety	\$7.4 M	\$69.2 M	\$0.0 M	\$18.0 M	\$0.0 M	\$94.6 M	TC	SB 09-108
15	ADA Compliance	\$0.0 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.2 M	TC	FHWA / SH
16	Mobility	\$279.4 M	\$520.9 M	\$0.0 M	-\$119.3 M	\$310.0 M	\$991.0 M		
17	Regional Priority Program	\$25.4 M	\$48.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$73.8 M	TC	FHWA / SH
**18	Strategic Projects	\$213.0 M	\$450.0 M	\$0.0 M	-\$119.3 M	\$310.0 M	\$853.7 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$41.0 M	\$22.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$63.5 M	FR	FHWA / SH
20	Maintenance and Operations	\$28.5 M	\$347.7 M	\$0.0 M	\$5.0 M	\$3.4 M	\$379.5 M		
21	Asset Management	\$25.3 M	\$312.3 M	\$0.0 M	\$11.5 M	\$3.4 M	\$347.4 M		
22	Maintenance Program Areas	\$2.1 M	\$263.5 M	\$0.0 M	\$11.5 M	\$0.0 M	\$277.0 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$0.0 M	\$5.5 M	\$0.0 M	\$45.8 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$21.4 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.8 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.4 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$79.1 M	TC	SH
29	Traffic Services	\$0.0 M	\$69.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$69.0 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.5 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$16.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes	\$0.0 M	\$5.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.0 M	TC	SH
33	Property	\$2.8 M	\$19.9 M	\$0.0 M	\$0.0 M	\$3.4 M	\$26.1 M	TC	SH
34	Capital Equipment	\$8.4 M	\$23.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$32.3 M	TC	SH
35	Maintenance Reserve Fund	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
36	Safety	\$0.3 M	\$11.4 M	\$0.0 M	-\$6.5 M	\$0.0 M	\$5.2 M		
37	Strategic Safety Program	\$0.3 M	\$11.4 M	\$0.0 M	-\$6.5 M	\$0.0 M	\$5.2 M	TC	FHWA / SH
38	Mobility	\$2.9 M	\$24.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$26.9 M		
39	Real-Time Traffic Operations	\$2.9 M	\$14.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.9 M	TC	SH
40	ITS Investments	\$0.0 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.0 M	TC	FHWA / SH
41	Multimodal Services	\$129.0 M	\$69.8 M	\$1.6 M	\$36.5 M	-\$14.5 M	\$222.5 M		
42	Mobility	\$129.0 M	\$69.8 M	\$1.6 M	\$36.5 M	-\$14.5 M	\$222.5 M		
43	Innovative Mobility Programs	\$0.0 M	\$11.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.1 M	TC	FHWA / SH
***44	Strategic Transit and Multimodal Projects	\$123.1 M	\$50.0 M	\$0.0 M	\$22.0 M	-\$14.5 M	\$180.6 M	SL	SB 17-267
45	Rail Commission	\$0.0 M	\$0.4 M	\$1.6 M	\$14.5 M	\$0.0 M	\$16.5 M	SL	SL
46	Bustang	\$5.9 M	\$8.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.2 M	TC	SB 09-108 / Fare Rev.
47	Suballocated Programs	\$347.7 M	\$224.1 M	\$0.0 M	\$124.8 M	\$138.3 M	\$835.0 M		
48	Aeronautics	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M		
49	Aviation System Programs	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M	AB	SA
50	Highway	\$201.4 M	\$126.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$327.9 M		
51	STP-Metro	\$139.8 M	\$56.0 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$195.6 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	\$44.9 M	\$50.7 M	\$0.0 M	\$0.0 M	\$0.2 M	\$95.8 M	FR	FHWA / LOC
53	Metropolitan Planning	\$0.0 M	\$9.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.2 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program	\$16.7 M	\$10.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.3 M	TC / FR	FHWA / SH / LOC
55	Transit and Multimodal	\$116.3 M	\$78.4 M	\$0.0 M	\$124.8 M	\$138.3 M	\$457.8 M		
56	Recreational Trails	\$2.5 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$3.3 M	FR	FHWA
57	Safe Routes to School	\$7.9 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.0 M	TC	FHWA
58	Transportation Alternatives Program	\$30.9 M	\$12.0 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$42.7 M	FR	FHWA / LOC
59	Transit Grant Programs	\$75.0 M	\$61.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$136.7 M	FR / SL / TC	FTA / LOC / SB 09-108
***60	Multimodal Options Program	\$0.0 M	\$0.0 M	\$0.0 M	\$124.8 M	\$139.3 M	\$264.1 M	TC/SL	SB 19-125
61	Administration & Agency Operations	\$17.3 M	\$102.7 M	\$0.0 M	\$0.4 M	-\$0.8 M	\$119.6 M		
62	Agency Operations	\$12.4 M	\$62.6 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$74.2 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration	\$4.9 M	\$37.5 M	\$0.0 M	\$0.4 M	\$0.0 M	\$42.8 M	SL	SH
64	Project Initiatives	\$0.0 M	\$2.6 M	\$0.0 M	\$0.0 M	\$0.6 M	\$3.2 M	TC	SH
65	Debt Service	\$67.2 M	\$9.6 M	\$0.0 M	\$265.5 M	\$0.0 M	\$342.3 M		
66	Debt Service	\$67.2 M	\$9.6 M	\$0.0 M	\$265.5 M	\$0.0 M	\$342.3 M	DS	FHWA / SH
67	Contingency Reserve	\$81.3 M	\$0.0 M	-\$1.6 M	-\$6.4 M	\$73.8 M	\$147.1 M		
68	Contingency Fund	\$55.6 M	\$0.0 M	\$0.0 M	-\$6.0 M	\$0.0 M	\$49.6 M	TC	FHWA / SH
69	Reserve Fund	\$17.6 M	\$0.0 M	-\$1.6 M	-\$0.4 M	\$73.8 M	\$89.4 M	TC	FHWA / SH
70	Other Programs	\$17.3 M	\$24.8 M	\$0.0 M	\$1.0 M	\$2.1 M	\$45.1 M		
71	Safety Education	\$12.8 M	\$9.9 M	\$0.0 M	\$1.0 M	\$2.0 M	\$25.8 M	TC/FR	NHTSA / SSE
72	Planning and Research	\$4.0 M	\$14.7 M	\$0.0 M	\$0.0 M	\$0.1 M	\$18.8 M	FR	FHWA / SH
73	State Infrastructure Bank	\$0.4 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.6 M	TC	SIB
74	TOTAL - CDOT	\$1,039.7 M	\$1,751.1 M	\$0.0 M	\$325.5 M	\$523.2 M	\$3,639.6 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 ENTERPRISE									
77	Capital Construction	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
78	Asset Management	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
79	Bridge Enterprise Projects-CBE	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M	BEB	SB 09-108
80	Maintenance and Operations	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
81	Asset Management	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
82	Maintenance and Preservation-CBE	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M	BEB	SB 09-108
83	Administration & Agency Operations	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M		
84	Agency Operations-CBE	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M	BEB	SB 09-108
85	Debt Service	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$0.0 M		
86	Debt Service-CBE	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$0.0 M	BEB	FHWA / SH
87	TOTAL - BRIDGE ENTERPRISE	\$50.4 M	\$125.3 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$158.6 M		

88 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE									
89	Maintenance and Operations	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.1 M	\$10.0 M		
90	Express Lanes Operations-HPTE	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.1 M	\$10.0 M	HPTEB	Tolls / Managed Lanes Revenue
91	Administration & Agency Operations	\$4.1 M	\$4.1 M	\$0.0 M	\$0.3 M	\$0.0 M	\$4.4 M		
92	Agency Operations-HPTE	\$4.1 M	\$4.1 M	\$0.0 M	\$0.3 M	\$0.0 M	\$4.4 M	HPTEB	Fee for Service
93	Debt Service	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M		
94	Debt Service-HPTE	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M	HPTEB	Fee for Service
95	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	\$75.0 M	\$22.7 M	\$0.0 M	\$0.3 M	\$0.1 M	\$98.0 M		
96	TOTAL - CDOT AND ENTERPRISES	\$1,165.1 M	\$1,899.2 M	\$0.0 M	\$325.8 M	\$506.1 M	\$3,896.2 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 2021-22 budget, and updated after the close of FY 2020-21

**SB 17-267 directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. At least 10 percent of these proceeds must be used for transit projects. Of the \$50 million in estimated revenue for transit projects, the department anticipates spending \$2.4 million on Administration, \$27.6 million on the construction of bus and pedestrian facilities, and \$20.0 million on rolling stock.

***SB 18-001 created the Multimodal Transportation Options Fund, and allocated \$71.75 million to the fund in FY 2018-19 and \$22.5 million to the fund in FY 2019-20. This funding is annually appropriated by the General Assembly. The FY 2018-19 appropriation is available until the close of FY 2022-23 pursuant to SB 19-125, and the FY 2019-20 appropriation is available until the close of FY 2023-24 pursuant to SB 19-207. Of the total funding, the department will spend approximately \$6 million on administration and operating costs, approximately \$14 million for CDOT bus purchase and facility construction, and approximately \$74 million will be passed through to local agencies for rolling stock purchases.



TO: TRANSPORTATION COMMISSION

FROM: Amber Blake, Division of Transit and Rail

CC: Herman Stockinger, Deputy Executive Director
Jeff Sudmeier, Chief Financial Officer

DATE: SEPTEMBER 15th , 2021

SUBJECT: Budget Amendment-Transfer from TC Program Reserve to Front Range Passenger Rail (#24420)

PURPOSE:

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

ACTION:

Transfer \$1.62m 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.

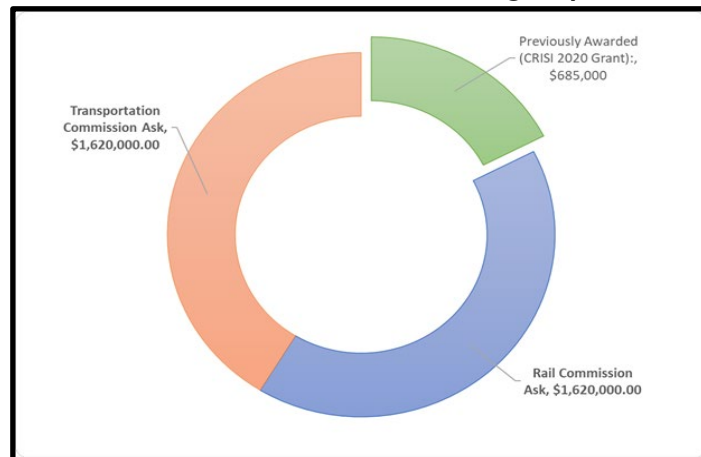
DETAILS:

The Division of Transit and Rail is seeking \$1.62m to advance planning for Front Range Passenger Rail. With the creation of the Front Range Passenger Rail District under SB 21-238, the next step is to perform the technical work necessary to define a feasible passenger rail service.

The above CDOT investment builds upon third party contributions for a total project cost of \$3.925m:

- In 2020, the Federal Railroad Administration (FRA) awarded a \$685,000 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to perform *some* of the necessary next steps including operational modeling on the freight alignment.
- Friday, September 24th, 2021, the Southwest Chief and Front Range Rail Commission will act on a similar \$1.62m request toward project development. CDOT is proposing an in-kind match to any potential Rail Commission funding approval.

CDOT & Rail Commission funding requests



This work will formalize a comprehensive process with federal oversight. The broader Corridor Development study includes Preliminary Service Development Planning & Pre-NEPA Activities such as:

- conceptual design
- rail operations
- ridership modeling
- station area planning
- alternatives analysis
- stakeholder engagement
- environmental scoping
- cost benefit analysis
- funding and financial planning

These deliverables position Colorado to be competitive for potential federal funding for capital improvements and an Amtrak partnership for a state-operated service.

In spite of the District's creation, CDOT remains the catalyst for performing the technical work needed to define a feasible passenger rail system. Funding will support in-house subject matter expertise. Regional and HQ charges will include procurement and administration; engineering, planning, environmental, communications and stakeholder engagement, program management, modeling, agency and freight coordination, document control, and right of way. This work product will answer the question of whether there is an operationally, financially and contextually feasible passenger rail vision for the Front Range.

CDOT staff has the skill set to perform for most of these tasks, our blended team has been a high functioning and productive model to date. However, this approval allows for consultant services (up to \$300,000) should CDOT not be able to maintain the capacity of its matrixed staff over the life of the study (approximately two years).

Benefits:

- This investment allows the team and CDOT to fulfill its commitment (under a 2021 MOU) to provide technical support for the Rail Commission.

- It ensures that the technical team can perform its due diligence for the legislative triggers needed to advance a ballot initiative.
- Additional funds for staff and consultant services will ensure a dedicated team working to meet an aggressive schedule. The team is mostly matrixed staff from other CDOT Divisions with an existing workload. The workload of matrixed staff may soon grow beyond current capacity and compete with passenger rail in anticipation of SB260. Additional budget would complement services, capacity and subject matter expertise CDOT does not currently possess in-house.

Time Frame: A 24 month period approximately aligns with the 2020 CRISI Grant schedule and would-be NEPA initiation activities. The team is awaiting FRA approval for a grant award (scope and budget). Once grant is awarded, the team will begin to procure consultant services.

OPTIONS:

- 1) Approve request and transfer \$1.62m from TC Program Reserve to Front Range Passenger Rail: Project #24420. (Staff Recommendation)
- 2) Reject request. Limited staff time would be dedicated to advancing legislative charge and project development. Existing budget for staff charges is expected to expire in mid-late 2022. The Rail Commission may also be less inclined to approve the parallel funding request.
- 3) Defer conversation for more information. Deferral would delay:
 - a) The Rail Commission's parallel funding request of \$1.62m
 - b) The FRA grant approval
 - c) The procurement for potential consultant services.



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Department of Transportation

September 2021 Budget Workshop FY 2021-22 Budget Amendment



Budget Amendment

Budget Amendment:

- Transfer \$1.62 million from TC Program Reserve to Rail Commission for CDOT'S Match for the Front Range Passenger Rail (FRPR).
- Funding will allow for the following:
 - Development planning
 - The department can fulfill its commitment to provide technical support to the Rail Commission
 - Staff can carry out critical actions needed to advance a ballot initiative
 - The department will be able to meet the aggressive 24-month timeline
 - Needed flexibility to respond to SB260 workload requirements
- TC Program Reserve balance if September Budget Amendment is approved- \$14.6M





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: SEPTEMBER 15, 2021
SUBJECT: FY 2022-23 ANNUAL BUDGET PROCESS OVERVIEW

Purpose

To provide an overview of the FY 2022-23 Annual Budget development process, including key dates and other information.

Action

No action is requested at this time.

FY 2022-23 Annual Budget Process Overview

The Office of Financial Management and Budget (OFMB) within the Division of Accounting and Finance (DAF) is beginning the process of developing the annual budget for FY 2022-23. At this time, OFMB is using the June 2021 revenue forecast to develop the FY 2022-23 Annual Budget, which reflects \$1.48 billion in total revenue that will be allocated to the Department’s programs and enterprises.

Allocations for some programs, such as Surface Treatment, are based on performance objectives and management systems, allowing CDOT to allocate funding to the areas where it is needed most. Certain programs are funded with a mixture of “flexible” federal apportionments such as National Highway Performance Program and Surface Transportation Program, as well as state Highway User Tax Funds. Other federal programs, such as Transportation Alternatives (TAP), Surface Transportation Program (STP)-Metro, Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement (HSIP) are based on “inflexible” apportionments that must be used for designated purposes per federal authorization act requirements with required state or local match.

The Department’s Revenue Allocation Plan represents the amount of revenue the Department anticipates it will receive through the course of the fiscal year, and how it intends to allocate those revenues to each budget program. The Spending Plan complements the Revenue Allocation Plan and provides a more comprehensive view of multi-year capital budgets and expenditures. Please see Attachment A for a complete list of budget products that will be included in the FY 2022-23 Annual Budget.

Statutory Deadlines and Timeline

There are four statutory deadlines that drive the budget development process for CDOT’s budget:

- **November 1, 2021** - the Department’s legislative budget request for the portions of the budget that are annually appropriated in the state’s Long Bill must be submitted to the legislature by November 1 each year (as part of the Governor’s Budget Request). This includes the Administration line, the First Time Drunk Driving Offender Account line, the Marijuana Impaired Driving Program line, etc. Most of the changes in the legislative budget will be related to



statewide common policies (i.e. budget that is developed centrally by the Governor’s Office for costs that are common to all departments), plus any decision items that are approved for inclusion by the Governor’s Office.

- **December 15, 2021** - the FY 2022-23 Proposed Annual Budget must be submitted to the Governor’s Office and legislature by this date.
- **April 15, 2022** - the FY 2022-23 Final Annual Budget must be submitted to the Governor’s Office and legislature by this date.
- **June 30, 2022** - the Governor must approve the FY 2022-23 Final Annual Budget by this date so the Department can begin committing and spending funds when the new fiscal year begins on July 1, 2022.

OFMB’s budget development process is designed to provide the Transportation Commission (TC) opportunities to review and approve the Proposed and Final budgets ahead of these statutory deadlines. The FY 2022-23 Proposed Annual Budget will be submitted to the Commission for review and feedback during the October 2021 meeting, and then the Commission will be asked to approve the Proposed Budget during the November 2021 meeting. The FY 2022-23 Final Annual Budget will be submitted to the Commission for review and feedback during the February 2022 meeting, and then the Commission will be asked to approve the Final Budget during the March 2022 meeting.



Decision Items

Decision items represent major changes from the previous year’s budget, and per Department policy, decision items more than \$1.0 million require Transportation Commission approval. Decision items below \$1.0 million require approval by the Department’s Executive Management Team. Any decision items requiring Commission approval will be submitted for review during the February 2022 meeting.

Next Steps

- October 2021 - OFMB submits the FY 2022-23 Proposed Annual Budget for Transportation Commission review

Attachments

- Attachment A - Budget Products
- Attachment B - Presentation



Attachment A: Budget Products: The FY 2022-23 Annual Budget will contain the following documents and reports:

- **Annual Budget Narrative** - This document provides a comprehensive breakout of all revenue sources and budget allocations made in the FY 2022-23 Revenue Allocation Plan (Appendix A, see below), along with a general description of the Department’s mission, vision, goals, core and support functions, etc. to provide important context for the Annual Budget.
- **Appendix A: Revenue Allocation Plan** - The Revenue Allocation Plan is developed by forecasting anticipated revenues for the upcoming fiscal year and allocating those revenues to budget programs. These programs are established to serve a specific departmental function, for example, geohazard mitigation, and are organized into categories representing the four core functions, and the four support functions. Core functions are further subdivided into categories for Asset Management, Safety, and Mobility (or highways, transit, multimodal, and aeronautics in the case of suballocated programs).
- **Appendix B: Spending Plan** - The Spending Plan was designed to more clearly communicate the complex nature of multi-year capital budgeting. It will be populated with the Department’s anticipated expenditures for FY 2022-23 by budget category, using the same primary budget categories that are used in the Revenue Allocation Plan (e.g. Capital Construction, Maintenance and Operations, etc.).
- **Appendix C: Open Projects and Unexpended Project Balances** - This report contains a complete list of all projects budgeted in prior years which have not been completed and closed, including the balance of all funds carried over from previous years’ budgets.
- **Appendix D: Planned Projects** - This report contains a complete list of all individual planned projects from FY 2021-22 through FY 2024-25. For this report, planned projects are those projects planned for award in FY 2022-23, or previously awarded, with anticipated expenditures in FY 2021-23 or FY 2022-24.
- **Appendix E: Total Construction Budget** - This report contains a summary of the total construction budget for the given fiscal year.
- **Appendix F: Project Indirect Costs and Construction Engineering** - This report contains project indirect costs and construction engineering costs. Each project participating in the federal program is charged a certain percentage for indirect costs. Indirect costs are costs that cannot be assigned to a particular project, but are necessary for the construction program. Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities.
- **Appendix G: CDOT Personnel Report** - This report provides the number of positions and associated salary and benefits costs in the same format as the Revenue Allocation Plan to provide visibility into staffing levels, and budget and expenditures on Department personnel.





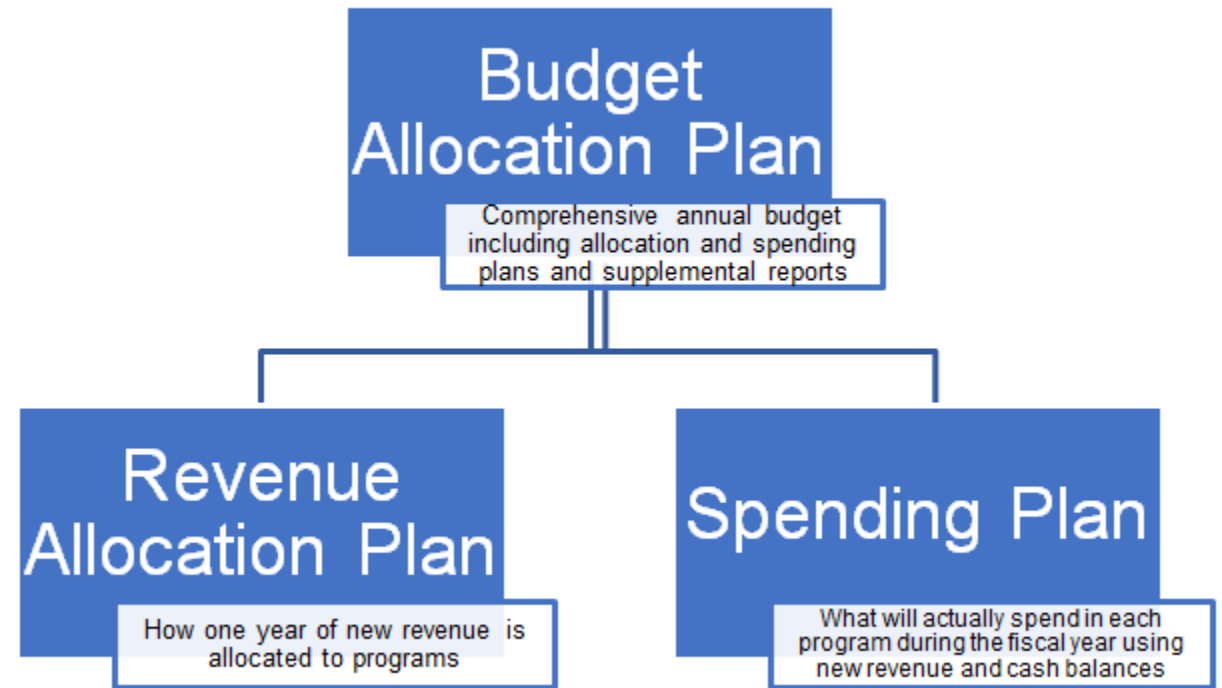
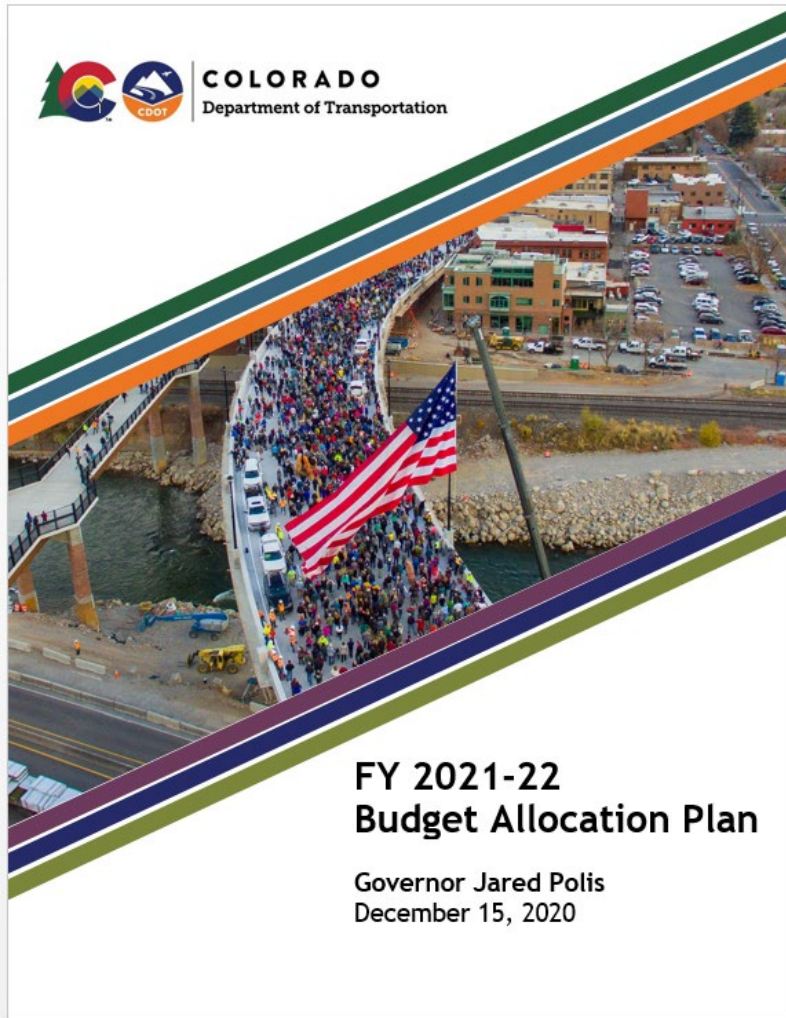
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Department of Transportation

September 2021 Budget Workshop FY23 Annual Budget Process Overview



Key Budget Products





Draft Revenue Allocations

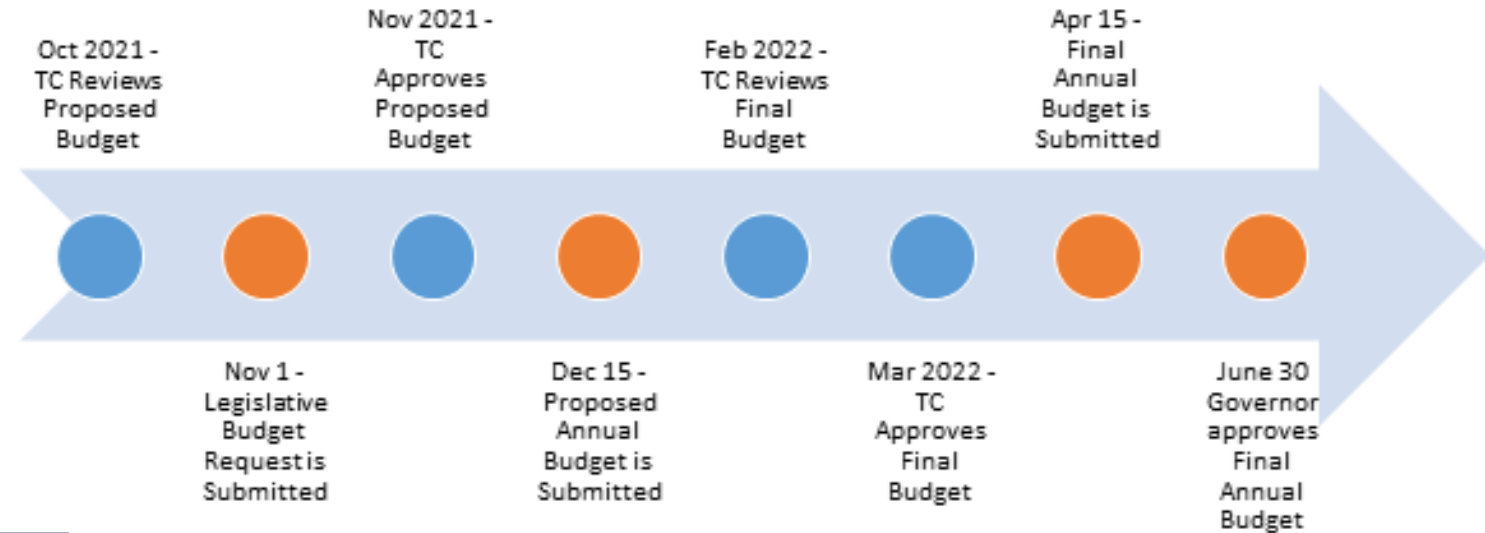
Total FY23 Forecasted Revenue for CDOT + Enterprises		\$1.48B
	Asset Management (e.g. Surface Treatment, Structures, Systems, MLOS Facilities)	\$635.0M
	Federal Programs with Dedicated Revenue Sources (e.g. HSIP, Freight, CMAQ, TAP, STP-Metro, Metropolitan Planning, Recreational Trails, Planning and Research, Off-System Bridge, etc)	\$196.5M
	Enterprises	\$186.9M
	Administration & Agency Operations (work plan process)	\$112.3M
	Federal Transit and Rail Funding (e.g. FTA grants, Bustang, FASTER Rail and Transit)	\$63.6M
	Aeronautics Funding	\$32.8M
	Safety Education Funds (e.g. NHTSA grants and appropriated state funds)	\$10.2M
	Misc (e.g. debt service, State Infrastructure Bank, etc)	\$9.8M
	Programs funded with flexible revenue (e.g. Permanent Water Quality Program, ADA Compliance, Regional Priorities Program, Real-time Traffic Operations, Innovative Mobility programs, etc.)	\$232.9M



Budget Development Timeline

Statutory Deadlines for FY23 Budget:

- November 1, 2021 - legislative budget
- December 15, 2021 - Submit FY23 Proposed Annual Budget
- April 15, 2022 - Submit FY23 Final Annual Budget
- June 30, 2022 - Governor approves FY23 Final Annual Budget



OMFB will submit the FY23 Proposed Annual Budget for initial review and feedback at the October 2021 Commission meeting



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Department of Transportation

Questions?

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The Transportation Commission Workshops were held on Wednesday, August 18, 2021, and the Regular Meeting was held on Thursday, August 19, 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.

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.

The Transportation Commission Ad Hoc Agency Coordination Committee met on August 3, August 10 and August 13 to discuss the anticipated amendment to the Transportation Commission's planning rules to address pollution reduction.

Transportation Commission Workshops

Wednesday, August 18, 2021, 1:00 pm – 5:00 pm

Call to Order, Roll Call:

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

Condemnation Authorization Workshop (Steve Harelson)

- I-25 North: SH 402 to SH 14, Project Code: 21506
Region 4 Condemnation Authorization Request

Discussion:

- Two separate property ownerships within the condemnation authorization request – Jensen Investments, LLC and CWH Properties. CDOT needs immediate possession of the property, which condemnation authorization grants to CDOT.
- Commissioner Bracke referred to the letter recently received, that raises different concerns about the process followed.
 - Steve Harelson, CDOT Chief Engineer, understands that property owner has a question regarding the letter of map revision.
 - CDOT offered \$284,000 to Jensen Investment, LLC, and the counteroffer was \$1.8 million due to floodplain impacts with upcoming changes to the floodplain model. Steve Harelson explained that the FEMA floodplain mapping revision is a separate process from this project.
- Kenneth Skogg, representing Jensen Investments, LLC, explained that their request is to table this item for further discussion with CDOT and property owners before filing condemnation authorization, to discuss how to mitigate the issue with property being considered within the floodplain, even with elevation of the property.
- Commissioner Bracke confirmed that the negotiation may still continue with the TC proceeding with the condemnation authorization process.
- Steve Harelson, noted the concerns raised by Jensen Investments LLC property, regarding the FEMA floodplain mapping related to this site, is over a disagreement on the LOMAR and FEMA mapping from 2013 Floods, and not this project.
- The second property owner, CWH Properties, was concerned with loss of access to recharge ponds on the site that increased the property's value, but CDOT has reached an agreement on the value of the property with the property owner in this instance, only the paperwork needs to be completed. Since CDOT needs possession of the land to proceed with the project, the condemnation authorization is being requested for the TC to approve.

Budget Workshop (Jeff Sudmeier and Bethany Nichols)

FY 2022 Budget Amendment and Supplement

Purpose: Obtain TC approval to: increase Maintenance Level of Service (MLOS) Operating Budget and fund Snowplow Operator, Winter Operations Bonus Program. In addition, get TC approval for TC contingency funds to go towards I-70 Glenwood Canyon emergency response and repair, and funding for a Region 1 Homeless Camp Clean Up Pilot Program.

Action: For the Budget Amendment there is one request that is to transfer \$6 million from TC Contingency to Division of Maintenance and Operations (DMO) for the following: \$4 million into MLOS Operating Budgets and \$2 million to the snowplow operator bonus initiative. These funds will be converted into highway maintenance section budgets and the winter operations bonus program. For the Budget Supplement the request is to transfer \$10 million from TC Contingency to I-70 Glenwood Canyon emergency response, and \$1.0 million for a Region 1 Homeless Camp Cleanup pilot project.

Discussion:

- Commissioner Adams asked about the number of maintenance staff impacted by the funding. The number of staff impacted by this roughly 1,600.
- John Lorme, CDOT Division of Maintenance and Operations Director, noted it is a very difficult job for the compensation, and requires being on call for extended periods of time. There is a hot market for CDL drivers right now. Winter operations can't contract out to cover this service. CDOT is aggressively recruiting maintenance staff, looking at bonuses, and how to cover housing costs for workers. A current vacancy of staff is approximately 225 people.
- Commissioner Stanton asked about the \$2,000 bonus at the end of the winter, and wanted to know if it comes with the requirement to stay at CDOT beyond the winter. John responded that will be up to workers to decide, but the thought is that many will stay beyond the bonus this year, and stay on to continue receiving the bonus at the end of the winter.
- Commissioner Vasquez asked if CDOT staff had considered breaking up the bonus on a monthly basis after the winter versus providing a lump sum bonus. John noted that for CDOT it is easier to manage the lump sum, which also encourages recipients to stay at least until then. A performance evaluation would only occur twice a year. John noted he would check into the monthly bonus concept. Commissioner Vasquez also asked about how CDOT compares to what counties pay. John noted some instances where we are low, but other areas where we can be competitive.
- Commissioner Adams supported the bonus plan. And wondered how CDOT could modify bonuses to be sure not to lose too many staff at one time. Asked how do we, at CDOT, become a leader in this category. We would want to be in the top tier for this. We should push harder in this category.
- John noted Human Resources is pushing for this.
- Executive Director Lew expressed her support for compensating workers fairly for their hard work. We have a short, mid and long-term plan to address this problem.
- Commissioner Holguin asked questions about the percentage of the TM 1 Bonus pay – and attrition rate of maintenance workers and what time of year folks are leaving CDOT. Also suggested considering non-monetary incentives for workers.
- Paul Jesaitis, CDOT Region 1 Transportation Director, described the pilot homeless area cleanup project, which was supported by several Commissioners. Concern with the potential effectiveness of the project was raised given the cyclical nature of homeless encampments. It was recognized that cleanup projects are not the full solution. Engaging Volunteers of America in these types of projects was also suggested.

Policy Directive (PD) 703.0 (Jeff Sudmeier and Bethany Nichols)

Purpose: To provide an annual review of Policy Directive (PD) 703.0 and request TC consideration of updates to the PD.

Action: TC approval of the updated PD 703.0.

Discussion:

- Bethany Nichols, CDOT Budget Director, explained that PD 703.0 was revised last year. This workshop is being conducted to discuss how changes worked in the past year.

- There are no structural or significant changes to the PD 703.0; added newer definitions highlighted in SB 260 and references to relevant pieces. Also allows staff to transfer funds to different line items, if it helps fund projects that support the intent of the funding as approved. TC will also now approve indirect budget and staff will add construction engineering to the list of the indirect budget items.
- Commissioner Hall asked about the new funding enterprises of SB 260, and how that fits in with TC decision making. Bethany responded that the way the TC works with the Bridge Enterprise is how the TC would work with the newer enterprises, with a separate board established for each enterprise for approvals considered high risk. Jeff Sudmeier, CDOT Chief Financial Officer, noted that once boards are established the PD 703.0 will be revisited to consider the enterprises.
- Commissioner Hall asked about the staffing level changes related to the enterprises. Jeff noted that CDOT staff will provide much support to the enterprise boards, as is done for the Bridge Enterprise.
- Commissioner Vasquez asked if the TC would make policy changes for enterprises. Herman Stockinger, CDOT Deputy Executive Director, noted that these new enterprises may likely work as the Aeronautics Division does, where the TC approves the Aeronautics budget, as it is statutorily established, and the TC doesn't make any changes to it. This is closer to how we think the enterprises will operate.
- Commissioner Stanton asked if TC members will be on the new enterprise boards. Herman explained that the Governor will make appointments for boards of the Clean Transit Enterprise, but the other new enterprise board will not be Governor appointees.
- Commissioner Hall ended the workshop noting that there are lots of new things to talk about regarding the enterprises and the TC's role and participation, and recognized a lot still needs to be sorted out.

Glenwood Canyon Update (Mike Goolsby)

Purpose: Provide the TC with an update on the status of Glenwood Canyon due to mudslides in the Grizzly Creek burn scar area.

Action: No action.

Discussion:

- Deputy Chief Engineer Stefanik joined in on the conversation with Mike Goolsby, Region 3 Transportation Director, now Incident Commander at Glenwood Canyon.
- CDOT has been dealing with this issue since June 29th.
- Things changed on July 29th – with the emergency declaration, and this precipitated the increase in our response. The river in the canyon rose about six feet.
- CDOT has hauled over 4,000 loads or 48,000 tons/96 million pounds of material out of the canyon to two dump sites.
- Protocols put into place last year due to the fire, worked out well for this event. This is a 500-year event. On July 29th 13 different areas along the canyon experienced mud slides.
- Large debris flows changed the channel of the river in the canyon, particularly near MP 123.5
- Commissioner Vasquez asked if this is really a 500-year event, or if we can anticipate these types of events more frequently. Mike Goolsby noted that changes in definitions of event types due to changes in the climate is a larger consideration that is a possibility.
- Keith Stefanik spoke of the Disaster/Emergency Declaration. To summarize it, we had about 66 million in direct damages, as a result of the events that occurred over the past. Since June 26, we also had an earmark/placeholder for \$50 million for redundancy and resiliency throughout. Letters were sent off to request funds from FHWA, and we had an immediate response with a quick release of \$11.6 million, which was very fast, and very effective and appreciated. On August 8 the team took action to get this road open on Saturday just before 7:00 am.
- Steve Harelson also described the events in Glenwood Canyon, and the importance of partnerships with multiple agencies and personnel, which was extensive and led to a great response to this emergency.

Revitalizing Main Street (Rebecca White and Nathan Lindquist)

Purpose: In March 2021, staff briefed the TC on plans to use \$30 million in new state stimulus funding approved by the legislature in Senate Bill 21-110 (SB 110). Staff proposed allocating this funding via two grant opportunities, larger safety infrastructure grants (\$22 million) and smaller economic resiliency grants (\$8 million). This Workshop will outline the projects that have been selected for award for the larger safety infrastructure grants. Because the legislature allocated additional, long term funding support for this program in SB-260, this workshop will also discuss a request for Commission support on next steps.

Action: This agenda item is part informational and part action. The action requested is Commission support (Resolution) for staff to release a notice of funding availability for the first allocation, totaling \$22 million of the Revitalizing Main Streets Program as provided by SB-260.

Discussion:

- Sixteen projects are proposed to be awarded with the initial \$22 million of funding. Requesting TC approval of these.
- Next notice of funding opportunity (NOFO)– get this out soon so those not chosen to have the opportunity to respond to a second round of grant funds, and re-apply in September 2021.
- Commissioner Stuart asked about the turnaround time for reimbursement of expenditures for projects. Jeff Sudmeier noted the CDOT has generally 60 days to pay invoices, but we endeavor to pay in less than 30 days.
- Commissioner Beedy asked about the number of projects that are on state highway vs. local streets. – Per Executive Director Lew most were off-system of the 72 applications. Commissioner Beedy also mentioned that the naming of the program is getting confusing with other grant programs with the term “Main Streets” in their titles - the CDOT program vs. Department of Local Affairs (DOLA) program.
- Commissioner Hall confirmed the ask for the NOFO is for the \$22 million – a new \$22 million for round 2 call for projects.
- Commissioner Bracke observed that the local communities like the rolling application process concept. She has heard lots of positive feedback on more frequent opportunities to apply. Rebecca White, CDOT Division of Transportation Development Director, noted the cadence of the application process is an important consideration that still needs to be decided. Nathan Lindquist’s trip was designed and intended to listen to the communities before determining a process moving forward.
- Commissioner Garcia asked about inclusion of side streets in this program. Rebecca commented that many applications were off system/local streets. For example, Lake City wanted an investment on their Main Street that is off the highway, so non highway facilities are included in grant applications.
- Just for clarity, Rebecca White explained that the first allocation from SB 260 was \$22 million. The NOFO requested for round 2 is also for \$22 million.

GHG Rule Making Update and Next Steps (Rebecca White and Theresa Takushi)

Purpose: This workshop will provide an update on the status of the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning rulemaking and stakeholder engagement process.

Action: N/A

Discussion:

- Rebecca White explained that the Rules shared today are not the same as the version in the TC packet. The final version was submitted late on Friday, August 13, 2021, for the Rulemaking process. She requested reviewers to read the Preamble for Rulemaking portion of the revised Rules.
- Commissioner Hickey noted the hours of time invested in the process to get the GHG Rules drafted. The public outreach conducted was very effective and CDOT was very responsive to input received.
- Rebecca initiated an overview of the draft Rules. There will be a 60-day public comment period to follow the public posting of the rules.

- Rules are redlined and some work cleaned up text, but GHG-related text changes are the main focus. Led to multiple new definitions. Rules align with SB 260, HB 1261, Ozone Attainment, etc.
- Key definitions (19 new) were added and include but were not limited to: Applicable Planning Documents – shorthand for numerous planning documents, Disproportionately Impacted Communities, Regionally Significant Projects, among others.
- Herman Stockinger, CDOT Deputy Executive Director and TC Secretary, clarified one definition that spoke of amended documents for applicable planning documents – the amendment was to the planning documents and not amending projects, as the text was confusing.
- Commissioner Vasquez noted that the Baseline term in the Rules was related to a modeled baseline vs. a measured baseline in the GHG Roadmap. There is a need to clarify this distinction.
- Rebecca White explained that Metropolitan Planning Organizations (MPOs) are impacted by the Rules differently:
 - Grand Valley MPO, Pueblo Area Council of Governments (PACOG) and Pikes Peak Area Council of Governments (PPACG) will not need to comply until 2030.
 - Denver Regional Council of Governments (DRCOG) and North Front Range (NFR) MPO need to measure for current planning horizon of 2025.
- Rebecca also explained that GHG Rules are based on GHG modeling (an EPA model called MOVES), and will include data such as population growth, vehicles miles of travel (VMT), and land use.
- Non-MPO areas will be planned and modeled by CDOT.
- All information will be submitted to the TC in a GHG Report.
- *Table 1: GHG Transportation Planning Reduction Level in MMT of CO₂e* outlines the proposed GHG emissions reductions in million metric tons (MMT) explained by Rebecca White. Erik Sabina, CDOT Information Management Branch Director, confirmed Rebecca’s explanation of the table that includes estimated GHG emissions in various planning horizons and then includes the number of MMT of reduction required of each MPO, and CDOT for years 2025, 2030, 2040, and 2050. CDOT has its own budget for the non-MPO areas. The amounts of reduction proposed are reduced over time.
- *Table 2: Baseline Emissions Due to Projected Number of Light-Duty Electric Vehicles (EVs)* provides estimates of GHG emissions associated with projected light-duty electric vehicles (EVs) for years 2025, 2030, 2040, and 2050.
- Rebecca further explained that the gap in GHG emissions highlighted in the GHG Roadmap noted the reduction needed was 4.7 MMT to meet the State goals, but these Rules only account for a reduction of 1.5 MMT. If we comply with the Rules we make a significant reduction, but it is not the full solution.
- Erik Sabina responded that the GHG Rules are based on the built transportation system. The three MPOs – GVMPO, PACOG, and PPACG all read N/A for 2025, and kick-in for reductions in 2030, with the other two – DRCOG and NFRMPO.
- Commissioner Vasquez asked if the model anticipates EVs just for passenger vehicles or if it includes light, medium and heavy-duty vehicles.
 - Erik Sabina noted that the model only accounts for eventually 100% light-duty vehicles, and doesn’t include medium or heavy-duty vehicles. Erik further noted that roughly 85% of tail pipe emissions come from light-duty vehicles.
- A Commissioner asked about EV airplanes.
 - Rebecca noted that the CDOT staff is working closely with David Ulane, the Aeronautics Division Director. CDOT doesn’t have much jurisdiction over plane fuels, but there is a biofuel that is expensive, being used in Telluride and Vail airports.
- Commissioner Bracke requested the reductions be translated to per capita reductions to provide context. Erik Sabina noted that the per capita reductions would be possible to calculate and can be provided.
- Herman Stockinger noted two important pieces to consider for the GHG Rules are:
 - The Model
 - A Collection of Mitigation Measures with known levels of GHG reductions associated with them.
 - By April 2022 CDOT is to provide a Mitigation Action Plan outlining acceptable mitigation actions and what reductions in GHG emissions they can provide. CDOT will be working on this over the next six months or so. Herman also noted the benefit of not

including specific mitigation measures in the GHG Rules as it allows for the mitigation measures to be living and evolving actions allowing for more flexibility over time.

- In order for the model runs to be properly reviewed the Air Pollution Control District (APCD) will be provided a 30-day opportunity to review the GHG Report to confirm its contents and validity 45 days prior to being submitted to the TC for approval.
- If the APCD does not respond within 30 days, the report is deemed accepted by the APCD.
- If an MPO is not compliant with the Colorado State GHG Rules for State dollars with SB 260 even with mitigation measures taken the MPO will be restricted in use of funds and project selection. More specifically the DRCOG and NRFMPO Transportation Plans need to comply with GHG reduction requirements by October 2022. And Multimodal Mitigation Options Fund (MMOF) projects must be in compliance by 2023.
- For Federal rules related to Surface Transportation Block Grant (STBG) funds and Congestion Mitigation Air Quality (CMAQ) funds – if CDOT does not comply with their Statewide Transportation Plan that includes the MPOs and non-MPO areas (including when MPOs do not meet their targets separately) CDOT too can be restricted in how they spend funds on their 10-year Plan and how they conduct project selection activities.
- Commissioner Stanton asked if there was precedent for TC to reject a plan.
- Kathy Young was not able to identify an example.
- Commissioner Stanton observed that the TC has the authority to determine if they deem a project is a special safety project without major GHG emissions issues, and that a waiver for a particular project may be granted.
- CDOT Executive Director Lew stressed the point that the approach used in drafting the GHG Rules were borrowed from other programs that also have enforcement methods, and that the enforcement in the GHG rules mimic other enforcement practices such as the Highway Safety improvement Program (HSIP), and other tried and true approaches.
- A discussion ensued related to the TC's role as a legislative body vs. a judicial body. The enforcement component of the GHG Rules have a judicial feel to them, but attorneys who reviewed the draft GHG Rules paid attention to not supersede the TC's legislative role by stepping into a judicial role. However, one attorney present noted that public comments on this matter would be very welcome to ensure GHG Rules are invoked only where TC authority exists.
- Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair noted that in the past funds were reduced due to not successfully reducing the DUI levels. This is an example of a previous enforcement of legislation.
- It was noted that in the GHG Rules the term reconsideration is included vs. use of the term appeal – to avoid a judicial term.
- Commissioner Hart noted that a broader perspective for transportation is needed that includes collaboration and coordination/cooperation of parties along major corridors, which is an important consideration. He asked staff is looking at it as a cooperative effort along major corridors.
- Rebecca White responded that this point was well made and that the drafting team did consider that we are dealing with political boundaries that are somewhat arbitrary when you are thinking about GHG emissions and corridors that cross multiple boundaries. She noted that this would still need further consideration, and is hoping that the public comments will help to clarify how to approach this. There is a need to think more about that in terms of how the GHG Rules will be implemented. For MPOs many projects are CDOT projects due to overlap, a partnership exists there, and we still have to work out how we will deal with that.
- Commissioner Hart also identified the Front Range Rail and Bustang feeder lines as mitigation factors to reduce GHG emissions.
- Vince Rogalski asked about how to consider GHG emissions coming from other states – for example Western States' smoke and how to measure that.
- Rebecca responded that CDOT is only looking at GHG emissions from vehicles that operate in the state of Colorado.
- In response to a question from Commissioner Beedy, about how capacity projects in non MPO areas would be impacted, Rebecca White explained that it would be a rare occasion for any project in a rural

area to rise to the threshold of a regionally significant project. In the rare occurrence that a regionally significant project is needed in a rural area, such as US 550/160 in Durango, the project would be modeled with the entire system, so the focus of the GHG rule would be in aggregate and not on one single project, so it would likely not raise the total GHG levels to a point that would require burdensome mitigation measures, and that would not fall solely on one jurisdiction as it would be part of the entire picture for the state. She clarified that passing lanes on rural state highways would not rise to the level of a regionally significant project.

- In follow up Commissioner Beedy asked if adding four lanes on I-76 near the I-70 interchange would be considered regionally significant. CDOT Executive Director Lew responded that although such a project would likely be considered regionally significant, the GHG Rules would not prevent the project from happening. She pointed to Floyd Hill as an example of a regionally significant project that will likely be subject to the mitigation measures required of the GHG Rules. She intends to use Floyd Hill as a case study to showcase a variety of ways to mitigate GHG emissions.
- In response to a follow up question about whether the mitigation measures would need to take place in the same boundary as the project, CDOT Executive Director Lew clarified that the rule is structured by region so the mitigation measures would be considered in aggregate for the state and would be implemented to ensure that benefits of mitigation measures accrue in disproportionately impacted communities. So, in short, implementation of the mitigation measure for a specific project could take place elsewhere, but the focus will still need to be on mitigating the impacts on disproportionately impacted communities.
- Commissioners Vasquez and Bracke asked about checks and balances on modeling assumptions and what would be done to ensure that the GHG Rules leads to real change in GHG emissions from mobile sources beyond projected changes in a modeling exercise.
- Rebecca White indicated that they would also be checking the modeling assumptions against gas sales and other indicators to ensure that it is effective in lowering emissions from mobile sources to meet the GHG Roadmap goals.
- Rebecca White and Theresa Takushi closed by giving an overview of the stakeholder engagement efforts and efforts to ensure robust public comments with eight public hearings that would be held in each region of the state, broad distribution of the public notice, and a user-friendly interface to ensure submittal of written public comment is easy and accessible to all.
- Commissioner Hickey added that in addition to the hearing officer presiding over the public hearings a Transportation Commissioner will also be present at each public hearing.
- Commissioner Garcia asked about how the GHG rulemaking process was impacted by the Colorado Department of Public Health and Environment (CDPHE's) decision to withdraw the employee trip reduction rule. Rebecca White explained that they are responding and preparing for the extra attention that it brings with a robust outreach effort on the ground, reminding the Commissioners that the efforts to engage stakeholders on the GHG Rules began over a year ago and has already involved a series of regional workshops throughout the state.
- Chair Hall expressed gratitude for CDOT's efforts to hold hearings in every region of the state.
- Commissioner Vasquez suggested that CDOT establish an award for all of those who have been working so hard on the engagement piece.

Walking Down Main Streets Listening Tour (Nathan Lindquist)

Purpose: This workshop covers the purpose and lessons learned from the Revitalizing Main Streets Listening Tour.

Action: N/A

Discussion:

- Nate Lindquist, CDOT Land Use and Community Planner, explained that over May and June, CDOT conducted a Main Street Walking tour of 20 communities across Colorado to determine what works and what doesn't for downtown areas.

- There is \$85 million in funds in SB 260 so talking with communities prior to expending these funds is important.
- Locating housing and jobs closer helps with traffic reduction and GHG emissions reduction. There is excitement about the RMS program and what it can offer communities.
- Got a lot of good applications for bike/pedestrian facilities linking to housing and places of employment.
- Broomfield, Wellington, Alamosa, Colorado Springs, and Centennial were just a few communities highlighted as case studies.
- Next steps and priorities include learning to institutionalize innovations that work and convene partners to develop the next round of large grant criteria for the RMS program. Working with DOLA and the Colorado Energy Office (CEO) to align grant criteria for transportation, housing and infrastructure programs. Conduct conversations where locals are interested in regional collaboration, and investigating the link between the transportation system's fiscal sustainability and downtown access.
- Commissioner Hall asked about how closely CDOT is working with local transportation agencies. Nathan noted that CDOT is working with these and all entities with a stake in this.
- Commissioner Beedy expressed his support to help community streets, but cautioned against any changes that restrict traffic flows, especially to ensure freight can pass through without causing additional delays. Out at Hugo a three semi-truck incident occurred recently with a fatality. Wants to ensure we keep thinking of freight, especially when considering road diet plans. Access controls with new housing development are another concern, and we need more combined access points to keep artery traffic moving, as it is important.
- Commissioner Stuart commented that she attended the meeting at Broomfield, and stressed that partnership is important. The chicken and egg issue with housing and transportation continues. Need to partner with RTD. Need to plan for transit prior to development, but development is needed to support transit. CDOT doesn't have control of land use, and it is important to have partnerships so we can plan ahead and be aware of land use plans.
- Commissioner Bracke echoed comments highlighting the importance of partnerships. With the recent census data that is now available she asked that staff look at growth, and creating more inviting downtowns so that the market creates housing there too. Some projects may spur infill and redevelopment. A retrofit piece is fantastic. Communities that are more walkable and bikeable is what we want and need.
- Commissioner Adams believes directionally, this is the right way to go, and asked about our next steps. Does it include RMS program management at this point? How big is the team today and what is the budget for this? Rebecca responded that Nathan sits in planning team with about 20 folks. The two RFPs are a study on urban arterials as a safety and community barrier. Colorado Blvd. is an example. DTD needs to determine the financial and staffing needs as months unfold.
- Commissioner Garcia noted that he will abstain from the vote for the RMS NOFO as he will likely be an applicant for RMS funds in his role for his day job.

Small Business and Diversity Committee (Greg Diehl and Emily Crespin)

Purpose: The purpose of this workshop is to provide an introduction to the USDOT Disadvantaged Business Enterprise (DBE) Program and introduce tomorrow's Resolution to Adopt CDOT's FFY22-24 Overall DBE Goal.

Action: TC is asked to adopt a resolution that supports the staff's recommendation to set the FFY22-24 overall DBE goal at 11.89%.

Discussion:

- Greg Diehl, CDOT Civil Rights Program Director, explained that this is an important report we do every three years for the Small Business and Diversity Committee.
- Jun Arcilla, CDOT DBE Program Manager and Certification Lead, provided an overview of two key programs, the Disadvantaged Business Enterprise (DBE - a federal program that is race and gender conscience) and the Emerging Small Business program (ESB – a CDOT Program that is race and gender-neutral, and increases competition of small businesses for CDOT contracts).
- DBE creates a level playing field for those historically kept out of these types of contracts.
- Resolution tomorrow relates to the proposed DBE percentage requirements for federally funded projects.
- Emily Crespin, CDOT Small Business and Workforce Development Manager, provided a presentation on supportive services CDOT offers for DBEs and ESBs.
- Commissioner Holguin asked about the measures taken to ensure we meet our DBE goals. The response was that Supportive Services help to make DBE certification happen and sparks interest in program participation. CDOT reports on DBE work contracted. DBE goals in CDOT contracts is another vehicle to help meet DBE goals. The Commissioner explained that the Disparity Study did show that woman and minorities are not in a level playing field for construction work and thanked CDOT staff for the work accomplished.
- Commissioner Adams is a member of Conference of Minority Transportation Officials (COMPTO), and observed folks who have done business with CDOT. There are negative perceptions and difficulties associated with working for CDOT that we need to overcome. This DBE program does excellent work, and the approach is good. It's about working capital and getting paid. However, he urged CDOT to push for more ambitious goals as a 4.83% race and gender-neutral goal is too low. He believes there is more opportunity for small businesses.
- Commissioner Hall adjourned the Committee meeting, recognizing staff for their important work.

Transportation Commission Regular Meeting Thursday, August 19, 2021, 9:00 am to 11:00 am

Call to Order, Roll Call:

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

Swearing In of New Commissioner (Herman Stockinger)

- Yessica Holguin was sworn in as Transportation Commissioner to represent District 1.

Public Comments (provided to Commissioners in writing before meeting)

- Cody Davis, Mesa County Commissioner, came to speak about the economic impacts of the I-70 closure. Commented that while Mesa County was just starting to recover economically from the pandemic the recent closure has been another setback. He requested further consideration be given to alternate route I-70 bypass.
- Randy Wheelock, Clear Creek County Commissioner, discussed emissions that impact Clear Creek County, and pointed out that health concerns are now established. He urged support of an aggressive GHG Rule and looks forward to participating in the public hearing process.
- Guyleen Castriotta, Mayor of Broomfield, expressed appreciation for the commitment to setting strong GHG targets through the GHG rule, and said that Broomfield is equally committed to taking steps to lower GHG emissions. She pointed to ample evidence that urgent action is needed to prevent the worst impacts of climate change. The proposed Rule must be measurable, equitable, and actionable. She thanked the TC for the opportunity to provide comment and looks forward to participating in the live hearings.

- Jenny Willford, Mayor Pro Tem of Northglenn, stated that climate change is causing enormous impacts and that it is time for the transportation sector to step up to address climate change. She stated that relying on electrification alone would not be enough to reach the goals set forth in the GHG Roadmap. Furthermore, lowering emissions by 1.5 MMT is simply not enough for Colorado to reach its goals, and CDOT needs to make this Rule strong.
- Cindy Copeland, Air and Climate Policy Analyst of Boulder County, commented on how exciting it is to see this Rule moving forward, and noted that this rulemaking process is critically important considering that the employee trip reduction policy (ETRP) has been withdrawn. It's exciting to see this opportunity for transportation, but this Rule needs to be made stronger as a 12.5 MMT reduction is what is needed to meet goals set forth in the GHG Roadmap. She stated that she looks forward to reviewing further modeling details. She also stated that it is important that the Rules established are enforceable and urged a focus to be on reducing VMT and increasing transit options rather than relying exclusively on EV.
- Jenny Gaeng, Conservation Colorado Transportation Advocate-Denver, said that she is excited to see the Transportation Commission moving forward with this rulemaking, but sees room for improvement in the Rule. She started by discussing how more could be done in the area of equity and environmental justice and mitigating impacts for disproportionately impacted communities. Efforts must be spelled out, and it is disheartening to see that this Rule does not include a goal to reduce VMT by 10% by 2020. She urged the TC to strengthen the Rule and looks forward to participating in the public hearing process.
- Matt Frommer, Southwest Energy Efficiency Project (SWEET) Transportation Policy Analyst, noted that he has been participating in this process as a member of the Greenhouse Gas Advisory Committee. Matt congratulated CDOT on the herculean efforts in drafting this rule, but echoed the earlier comments requesting more aggressive targets be included. He commended CDOT for their efforts to launch the Revitalizing Main Streets grant program, and for launching and expanding Bustang. He urged a Rule that does more to prevent capacity projects with the bulk of transportation investments in strategies to reduce emissions and maintenance of the existing system. Furthermore, he asked for more to be done to address land use. He also noted the importance of developing an accurate model, and requested that the Rule require review of the statewide model by external experts.
- Kenneth Skogg, legal counsel for Jenson Investments, LLC, and John Jenson appeared concerning Resolution #10, the condemnation authorization resolution. He requested that the TC reject or at the very least postpone consideration of condemnation of the Jenson property in light of drainage findings that have not been accounted for in the CDOT offer. It is Mr. Jenson's position that the drainage improvements that CDOT deemed necessary are necessitated by an increase in I-25's elevation that was improperly completed by CDOT, and resulting in Jenson property bearing the burden of CDOT's improper action. Kenneth noted that CDOT now realizes the substantial impact of the drainage, but CDOT's offer doesn't account for these impacts. These drainage improvements need to be explored before a final purchase price agreement can be determined and he requested that they don't allow condemnation authorization process to proceed.
- J. David Reed of Montrose was invited to provide comments, but was not on the line.
- Numerous written public comments contained in the meeting packet were also entered into the record, including written comments from:
 - Brent Goodlet
 - Nathan Pope
 - Marie Venner
 - Luca Macogno
 - Lindsay De Joya
 - Laura Drebenstat
 - Mike Hinesman

Comments of the Chair and Individual Commissioners

- Commissioner Holguin – No Comment
- Commissioner Hart – No comments
- Commissioner Garcia – Echoed the other comments commending CDOT on their amazing work on Glenwood Canyon. He noted that he had the opportunity to meet Region 5's RTD, Julie Constan. He also

was able to attend TPR meetings, and found that it was great to hear from CDOT staff about all the projects going on in the region.

- Commissioner Hickey will comment on GHG rule when the item comes forward, but thanked the public for their comments, which will be considered carefully. She thanked CDOT staff for handling Glenwood Canyon so well. She noted that freight needs must be considered too. She is looking forward to a US 285 meeting on Monday where they will be discussing ways to manage the congestion on the corridor.
- Commissioner Vasquez thanked the public for their comments, and commended the CDOT team on the draft GHG Rule. All stakeholders have the opportunity to comment on the actual language, instead of forming opinions based on rumors, and hopes that this is a collaborative process going forward. On the topic of Glenwood Canyon, she noted that her district has suffered severe congestion as the main detour route, and that more needs to be done to mitigate and manage the impacts to those communities.
- Commissioner Adams – No comment
- Commissioner Bracke expressed thanks and appreciation to CDOT staff for all the great work on Glenwood Canyon, and for opening it back up in record time. Acknowledged CDOT's responsiveness around the 10-year list of projects. Appreciates Heather Paddock, CDOT Region 4 RTD, for talking to them about the 10-year pipeline, and pointing out the opportunities going forward. She also called attention to plans to host summit next summer regarding the Pawnee Grasslands and ways to encourage people to see that area of the state.
- Commissioner Beedy called attention to some freight resiliency issues arising from Glenwood Canyon which has led to long detours diverting traffic on I-80. He noted that a typical semi uses significant fuel per mile, and so shorter detour routes are needed, as the current option adds over 700lbs of GHG, to get basic goods and services to the public. Freight needs to be considered to keep good, open, and free moving routes. He also noted the importance of adding longer passing lanes that can accommodate trucks. He noted a recent crash that occurred outside of the Hugo County Fairgrounds that might have been avoided with better passing lanes. He also questioned how many charging stations would be needed to meet the demand on interstates. By some estimates 1,300 charging stations would be needed to meet the demand of EVs on an interstate corridor. He noted that such investment would need to be privately funded as rural communities don't have the resources to fund charging capacity at that scale.
- Commissioner Stuart thanked the staff for all the efforts on Glenwood Canyon, and thanked Mike Goolsby for leading such a monumental effort to get the Canyon open in record time.
- Commissioner Stanton (Vice Chair) welcomed the three new commissioners, and thanked CDOT for exceptional work on Glenwood Canyon and the 10-year Plan. He also noted that he attended a report out from interns and thanked them for providing such professional reports on their work and noted how impressed he was with their work on solving very difficult and complex issues.
- Commissioner Hall (Chair) thanked all of the commissioners for their reports.

Executive Director's Management Report (Shoshana Lew)

- Director Lew discussed the difficulty of Glenwood Canyon, and the work that has gone into this situation. The weather is making that situation worse. With all the uncertainty it is too risky to open the canyon back up, but so far, the repairs have held up. There are no perfect solutions. Working group with local partners forming with Keith Stefanik and Steve Harelson leading the team.
- There is no perfect solution for alternate routes as there just aren't a lot of options. Keith Stefanik and Herman Stockinger, Rebecca White and Theresa Takushi, were thanked and recognized for all the work completed and noted that more hard and technical work that will still need to be accomplished, with a sense of urgency.

Chief Engineer's Report (Steve Harelson)

- In addition to the work on Glenwood Canyon, Chief Engineer Harelson detailed four other major projects going on:

- Central 70: The viaduct is 85% down, two areas are left, and they are going down this week. CDOT is working through that, Kiewit was recognized for stopping work to keep dust down, took a few days off, and CDOT applauded them for that.
- I-25 North segment 5,6 7, and 8 moving along and making good time.
- On I-25 Gap project things are going along well.
- US 550/160 project in Durango area, has pulled one deck and working on another, going forward.
- Research on flood led to this information from a USGS resource - Peak flow in Fruita in 1884, In 1921 statewide flooding occurred in each basin- Colorado, Arkansas and Platte, downtown Pueblo was completely wiped out, and floods like this aren't unprecedented, and we try to learn from those in the past.
- Recommended an engineer's book club: Wooing a Harsh Mistress: Glenwood Canyon's Highway Odyssey by John L Haley.

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

- No Board meeting yesterday. Express lane westbound opened July 30th and finished installing equipment for tolling. Estimating that it will start somewhere between November 2021 and/or January 2022.
- Had the 3rd steering committee meeting on Central 70's tolling equity program to narrow down eight options to three options. The first option would be a flat benefit for qualifying drivers for a free sticker transponder, the second option is a neighborhood benefit such as free bus pass to be issued after construction and continuing annually in Globeville and Elyria Swansea, and then the third option would be a combination of both the first and second options. Next steps for the steering committee will be to develop range of costs for each option and then discuss which is best.
- I-25 unsolicited proposal status: Region 1 and Region 4 met with CDOT Executive Management to discuss a response which will be announced in a couple weeks.

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

- Glenwood Canyon: He recognized Mike Goolsby and Keith Stefanik for the phenomenal job they have done to open the canyon in record time. There was progress on the federal side as well. Of the \$116 million requested in emergency federal dollars, there was a quick release of \$11.6 million to CDOT to draw on immediately, and working with FEMA and other partners to get it working on the ground.
- Commissioner Hall commented on how grocery shelves in Grand Junction are really getting empty because of the I-70 Glenwood Canyon closure, highlighting how important the highway network is for delivery of basic goods.
- Discussed a School of Mines pilot that launched the first ever autonomous vehicle program around campus on August 10th. This was the biggest deployment to date of autonomous vehicles, and there will be more of those to come.
- Commissioner Stuart commented on participating in the easy ride shuttle program, which gave a presentation on a Panasonic autonomous vehicle, and how important those pilots are to get the ball rolling.

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

- Vince thanked Commissioner Stanton for his comments about STAC being an important input to the TC.
- It is important to show support for how CDOT always comes through on promises in opening I-70 so quickly.
- Herman discussed a reformat of 10- year Plan as a first step to taking another look at this Plan, and everyone was supportive of the new format.
- STAC had a presentation on the new \$1 trillion-dollar federal Infrastructure Bill that passed the U.S Senate and is now being considered by the House of Representatives. It contains \$550 billion in new funding for basic infrastructure (roads and bridges), but also contains funding for transit and other things like resiliency, and given what happened in Glenwood Canyon, and the Little Blue Canyon project

this is becoming increasingly important. \$795 million would be going to Colorado highways for the next five years representing a \$230 million increase over previous years of funding.

- Had a presentation on Revitalizing Main Streets (RMS) and visits to several communities across the state, and it was interesting to see the public comments and the positive feedback on CDOT's efforts to help communities get revitalized.
- Decided to move the GHG item to the top of the meeting anticipating that it would be contentious, but it really wasn't at all. There were some concerns from rural communities about how it will impact them since it is a statewide program, and while it will impact urban communities more, rural communities still want an opportunity to have a say in the process, given that the Rule is a statewide rule that still might impact the rural areas as well.
- The next STAC meeting is September 10th

Act on Consent Agenda – Passed unanimously on August 19, 2021. Motion by Commissioner Stuart, Second by Commissioner Holguin

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 15, 2021 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Repeal of Policy Directive 16.0 "Regional Transportation Director Authority for Administrative Settlement of Construction Contract Claims" (Steve Harelson)
- Proposed Resolution #4: Approval of Updated Policy Directive 1301.0 "Transportation Commission Guidelines to Determine Whether Acquisition of Property for a CDOT Highway Project by a Petition in Condemnation will Serve the Public Interest" (Steve Harelson)
- Proposed Resolution #5: PD 703.0 Annual Review (Jeff Sudmeier and Bethany Nichols)
- Proposed Resolution #6: Disposal: Hugo Rest Area US 40 - Reaffirm (Parcel 1) (Heather Paddock)

Discuss and Act on Proposed Resolution #7: 2nd Budget Supplement of FY 2022 (Jeff Sudmeier) – Passed unanimously on August 19, 2021. Motion by Commissioner Beedy, Second by Commissioner Vasquez

Includes six items:

- The first is a correction to an amount that was identified previously and is a request from Region 3 for a multimodal improvement to I-70B project that increased the amount by \$500,000 from what the resolution requested last month, so this would correct that error.
- Second, a Region 2 request to reallocate \$350,000 in SB 267 project savings to the Kiowa County bus facility.
- Third, requests to allocate \$1 million of program reserve funds to a homeless camp clean-up pilot program in Region 1.
- The fourth request is to increase the budget on a signals and FASTER safety project for Wadsworth Blvd widening to \$1.6 million to award to the lowest bidder.
- The fifth request is to allocate \$10 million in TC contingency funds to the Glenwood Canyon response and repair, which was preauthorized by the Chair in response to the emergency.
- The sixth request is to increase the budget on a geohazards project in Region 3, SH 133 landslide repair, to award the project to the lowest bidder.
- Commissioner Beedy pointed out that the packet needed an amendment as information on the \$10 million was missing.

Discuss and Act on Proposed Resolution #8: 2nd Budget Amendment of FY 2022 (Jeff Sudmeier) – Passed unanimously on August 19, 2021. Motion by Commissioner Hickey, Second by Commissioner Garcia

- Request to reallocate \$6 million from TC contingency to MLOS to transfer funds from contingency to maintenance program areas. Includes a \$4 million increase to the base maintenance budget and \$2 million to establish a new winter operations bonus program.

Discuss and Act on Proposed Resolution #9: Adopt FFY 22-24 Statewide DBE Goal (Jun Arcilla) - Passed unanimously on August 19, 2021. Motion by Commissioner Adams, Second by Commissioner Hickey

- Commissioner Adams commended staff for their presentation and excellent work on this part of the presentation, and wanted to go on record to stress the importance of continuing to push the boundaries in this area because there are still things CDOT can do to support small businesses beyond this work.

Discuss and Act on Proposed Resolution #10: Discuss and Act on Condemnation (Steve Harelson)

– Passed unanimously on August 19, 2021. Motion by Commissioner Bracke, Second by Commissioner Adams.

- No comments or questions presented.
- Commissioner Bracke noted that she appreciated the comments from the property owner’s representative and based on the staff presentation yesterday she feels comfortable moving forward.

Discuss and Act on Proposed Resolution #11: Approve Moving Forward on Next Round of Revitalizing Main Streets (Rebecca White)

– Passed unanimously on August 19, 2021. Motion by Commissioner Bracke, Second by Commissioner Stanton.

- Request is for staff to move forward with the Notice of Funding Opportunity (NOFO) for the Revitalizing Main Streets program with the \$22 million for round 2 of funding through SB 260.
- Commissioner Mark Garcia abstained from the vote on resolution #11.

Recognitions:

- No recognitions

Other Matters:

- No other matters

Adjournment

- **Meeting Adjourned at 10:51 a.m.**

Transportation Commission Ad Hoc Agency Coordination Committee

Tuesday, August 3, 3:00 pm to 4:00 pm, Tuesday, August 10, 2021 3:00 pm to 5:00 pm, Friday, August 13, 8:00 to 9:00 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 August 3, 10, and 13, Committee members Commissioner Hickey, Commissioner Stuart, and Commissioner Vasquez met with counsel for the Attorney General’s Office and CDOT staff to discuss draft rule language, finalize the rule language, and discuss the anticipated rulemaking process.



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: September 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





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

DATE: September 16, 2021
TO: Transportation Commission
FROM: Herman Stockinger, Secretary, Transportation Commission
SUBJECT: Approval of Appointments to TC Committees

Purpose

To confirm Chairman Hall's appointments of Transportation Commissioners to various committees.

Action

To pass a resolution confirming those appointments.

Background

The Commission Rules state how committees should be filled: "...Members shall be appointed by the Chairman with consent of the full Commission, to all Standing Committees... The Commission shall ratify the appointments of members to Standing Committees by resolution." While other committee assignments need not be ratified by the full Commission, it makes sense to handle all appointments at the same time, and similarly.

2021-2022 Committee Memberships

Audit:

Chair-Commissioner Adams

Commissioner Hart

Commissioner Stuart

DRCOG (requires three Denver Metro regional members from TC):

Commissioner Holguin

Commissioner Stanton

Commissioner Stuart

Alternates: Commissioners Adams and Bracke

Efficiency and Accountability (Only one member from TC):

Commissioner Stuart

Freight, Regional and Interstate:

Chair- Commissioner Beedy

Commissioner Bracke

Commissioner Hart

Commissioner Hickey

Commissioner Vasquez

HPTE (Three members from TC):

Commissioner Adams

Commissioner Stanton

Commissioner Stuart

Legislative Affairs: All invited to participate



Mobility Systems:

Co-Chairs- Commissioners Bracke and Vasquez

Commissioner Adams
Commissioner Beedy
Commissioner Stanton
Commissioner Garcia
Commissioner Hart
Commissioner Hickey
Commissioner Holguin

Scenic Byways (Only one member from TC):

Commissioner Garcia

Small Business and Diversity:

Chair- Commissioner Vasquez

Commissioner Adams
Commissioner Beedy
Commissioner Garcia
Commissioner Hickey
Commissioner Holguin

State Infrastructure Bank:

Commissioner Stanton

Clean Transit (NEW - For info only): One TC member to be appointed by the Governor

Next Steps

None

Attachments

None





DATE: September 2, 2021

TO: Transportation Commission

FROM: Stephen Harelson, P.E. Chief Engineer

SUBJECT: SH 14C, SH 6Z, SH 6J and SH 138Z City of Sterling – Abandonment and Devolution

Purpose

CDOT Region 4 is proposing an abandonment of SH 14C (Main St.), beginning at N. 5th Street and ending at N. 3rd Street, SH 6Z (4th St. Southbound), beginning at SH 14C and ending at S. Division Ave., SH 6J (3rd St. Northbound), beginning at Chestnut Street and ending at S. Division Ave., and SH 138Z (4th St. Southbound), beginning at Broadway Street and Sydney Street and ending at Chestnut Street as shown in Exhibit A, to the City of Sterling.

Action

CDOT Region 4 is requesting a resolution approving the abandonment of SH 14C (Main St.), beginning at N. 5th Street and ending at N. 3rd Street, SH 6Z (4th St. Southbound), beginning at SH 14C and ending at S. Division Ave., SH 6J (3rd St. Northbound), beginning at Chestnut Street and ending at S. Division Ave., and SH 138Z (4th St. Southbound), beginning at Broadway Street and Sydney Street and ending at Chestnut Street as shown in Exhibit A, to the City of Sterling.

Background

Colorado Revised Statute 43-2-106 (1)(a) provides that the Transportation Commission may determine that a State Highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality.

Details

CDOT and the City of Sterling are entering into an IGA that is part of the S-Curve project that involves the abandonment of portions of SH 14, SH 6 and SH 138 to the City of Sterling. Region 4 has determined that abandoning SH 14C (Main St.), beginning at N. 5th Street and ending at N. 3rd Street, SH 6Z (4th St. Southbound), beginning at SH 14C and ending at S. Division Ave., SH 6J (3rd St. Northbound), beginning at Chestnut Street and ending at S. Division Ave., and SH 138Z (4th St. Southbound), beginning at Broadway Street and Sydney Street and ending at Chestnut Street would be in the best interest of Colorado taxpayers. The City of Sterling will convey to CDOT S. Division Ave., beginning at SH 14 and ending at the corner of Phelps Street and 4th Street, as shown in Exhibit F, that will become a part of US 6. CDOT already acquired, from the City of Sterling, Railroad ROW of abandoned Chicago Burlington and Quincy Railroad via Bargain Sale Deed with recording #741479 dated September 25, 2018 in Logan County. Region 4 is currently completing an IGA for SH 14C, SH 6Z, SH 6J and SH 138Z to be abandoned to the City of Sterling by the Department of Transportation in exchange for a portion of S. Division Avenue from the City of Sterling to the Department of Transportation. The governing body of the City of Sterling adopted resolution no. 6-4-21 dated June 22, 2021 acknowledging the City's intent to accept the devolution of SH 14C, SH 6Z, SH 6J



and SH 138Z and enter into an IGA with the Colorado Department of Transportation. Within 90 days after CDOT Transportation Commission resolution of abandonment, the City of Sterling will adopt a resolution agreeing to the State's abandonment of SH 14C, SH 6Z, SH 6J and SH 138Z and that said highway segments no longer serve the ongoing purposes of the state highway system. The City Resolution will commit the City of Sterling to assume ownership of said highway segments in "as is" condition.

Key Benefits

CDOT will be relieved of all maintenance requirements for the abandoned sections of highway.

Next Steps

Subject to the IGA and of the official notification of such approval of abandonment of the above referenced SH 14C, SH 6Z, SH 6J and SH 138Z and concurrence to proceed with devolution by the Transportation Commission, the City of Sterling shall execute a resolution accepting the abandoned SH 14C, SH 6Z, SH 6J and SH 138Z as a city street. CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT. The City of Sterling will convey South Division Ave. to CDOT.

Attachments

Proposed Resolution
Exhibit Depicting the Devolution/Abandonment

EXHIBIT "A"

STATE HIGHWAY 14C

DESCRIPTION

January 16, 2019

All of the existing Right-of-Way of Colorado State Highway 14C (Main Street), located in the North ½ of Section 32, Township 8 North, Range 52 West of the 6th Principal Meridian, City of Sterling, County of Logan, State of Colorado, being more particularly described as follows:

BEGINNING at a point on the Easterly Right-of-Way line of N. 5TH Street on the centerline of Main Street; Thence Southeasterly on State Highway 14C (Main Street) 880' +/- to the Northwesterly Right-of-Way line of 3rd Street being the POINT OF TERMINUS.

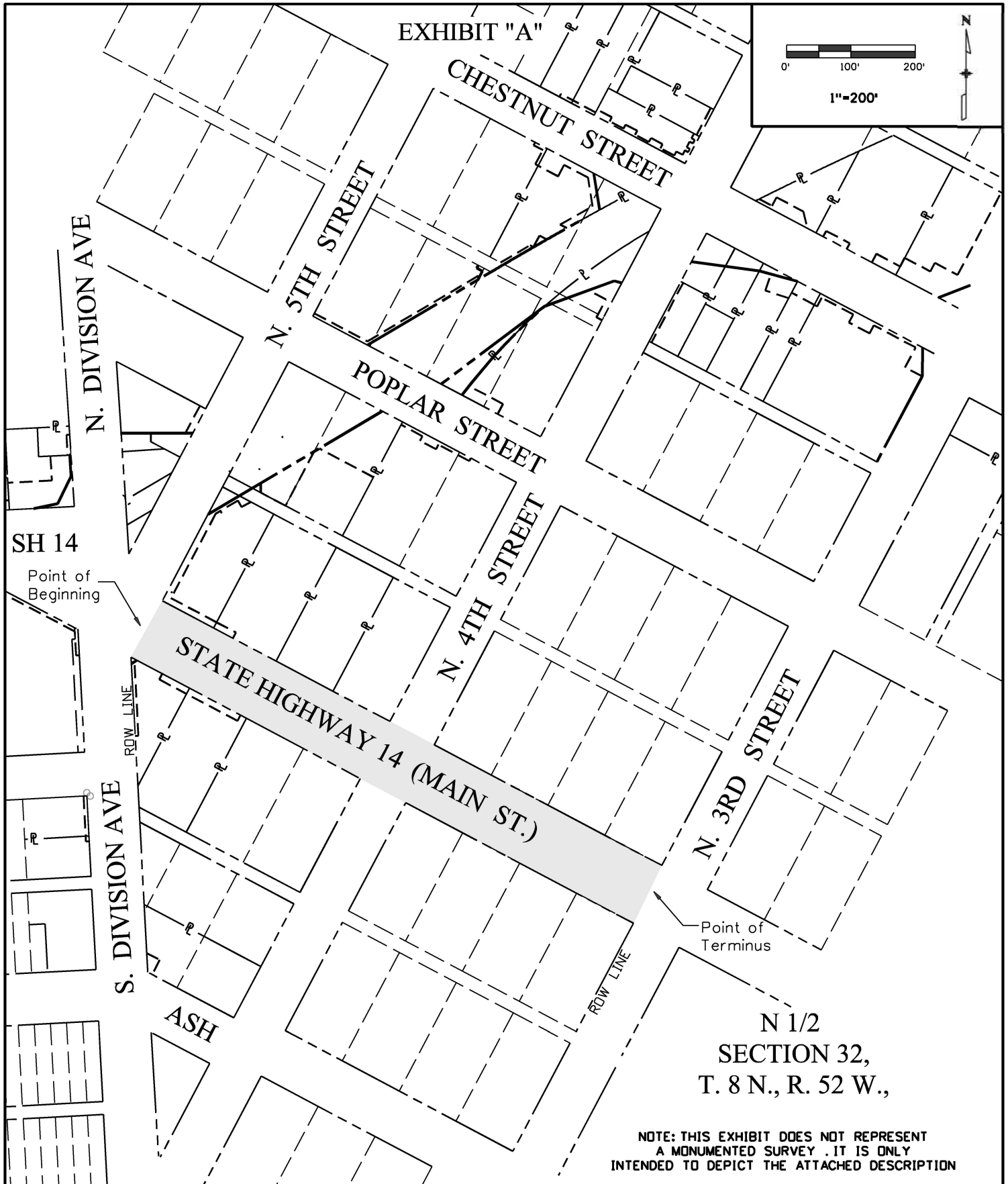
Distance of the above description are based on CDOT's Online Transportation Information System and are approximate. The above description is intended to give up all of CDOT's interest in the highway between the above described locations.

For and on behalf of the
Colorado Department of Transportation
Thomas W. Nicholas, PLS 28657
10601 W. 10th Street
Greeley, CO 80634



*SEE ATTACHED EXHIBIT

NICHOLAS 4:11:45 PM pw:\CDOT\APP56.dot.state.co.us:wiseproduction\Documents\Projects\19000-19999\600-699\19664 - sh 14: s-curve reconstruction\RDW_Survey\Drawings\RDWPLANS\19664ROW_SH14



NOTE: THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY . IT IS ONLY INTENDED TO DEPICT THE ATTACHED DESCRIPTION


Print Date: 5/30/2018		SH 14C DEVOLUTION CITY OF STERLING		Project No./Code	
File Name: 19664ROW_SH14.dev.dgn				FSA 0142-063	
Horiz. Scale: 1:200				19664R	
Vert. Scale: As Noted				Region: 4	
Unit Information		Detailer: TWN		Unit Leader: IJN	
Unit Leader Initials		Sheet Subset: 1		Sheet: 2	
				Page 103 of 194	
				2	

EXHIBIT "A" (continued)

STATE HIGHWAY 6Z

DESCRIPTION
January 16, 2019

All of the existing Right-of-Way of Colorado State Highway 6Z Southbound (4th Street), located in the SE ¼ of Section 29 and the NE ¼ of Section 32, Township 8 North, Range 52 West of the 6th Principal Meridian, City of Sterling, County of Logan, State of Colorado, being more particularly described as follows:

BEGINNING at a point on the Southerly Right-of-Way of State Hwy 14C as established by CDOT Project Number FSA 0142-063, said point being on the centerline of State Highway 6Z Southbound (4th Street) Southerly 90 feet from the Southerly Right of Way of Chestnut Street; Thence Southwesterly on State Highway 6Z Southbound (4th Street) 1655' +/- to Easterly Right-of-Way line of Division Street being the POINT OF TERMINUS.

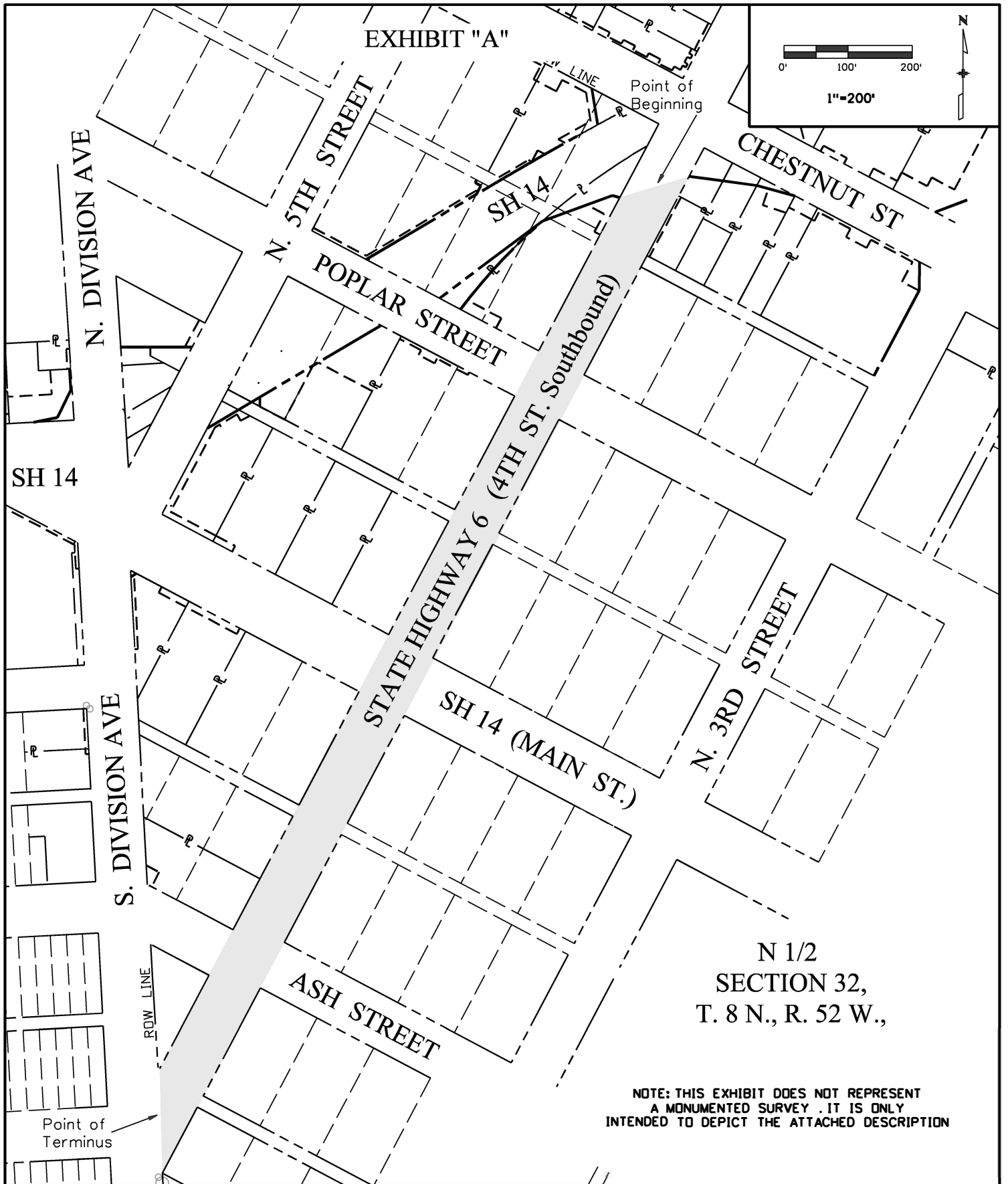
Distance of the above description are based on CDOT's Online Transportation Information System and are approximate. The above description is intended to give up all of CDOT's interest in the highway between the above described locations.

For and on behalf of the
Colorado Department of Transportation
Thomas W. Nicholas, PLS 28657
10601 W. 10th Street
Greeley, CO 80634

*SEE ATTACHED EXHIBIT



NICHOLAS 8:43:00 AM pw:\CDDT APP56.dot.state.co.us:pwiseproduction\Documents\Projects\19000-19999\600-699\19664 - sh 14: s-curve reconstruction\RDW_Survey\Drawings\RDWPLANS\19664RDW_SH16



N 1/2
SECTION 32,
T. 8 N., R. 52 W.,

NOTE: THIS EXHIBIT DOES NOT REPRESENT
A MONUMENTED SURVEY . IT IS ONLY
INTENDED TO DEPICT THE ATTACHED DESCRIPTION


Print Date: 7/3/2018		SH 6Z DEVOLUTION CITY OF STERLING		Project No./Code	
File Name: 19664RDW_SH6zdev.dgn				FSA 0142-063	
Horiz. Scale: 1:200				19664R	
Vert. Scale: As Noted				Region: 4	
Unit Information		Detailer: TWN		Unit Leader: IJN	
Unit Leader Initials		Sheet Subset: 1		Sheet: 2	
				Page 105 of 194	
				2	

EXHIBIT "A" (continued)

STATE HIGHWAY 6J

DESCRIPTION
January 16, 2019

All of the existing Right-of-Way of Colorado State Highway 6J Northbound (3rd Street), located in the SE ¼ of Section 29 and the NE ¼ of Section 32, Township 8 North, Range 52 West of the 6th Principal Meridian, City of Sterling, County of Logan, State of Colorado, being more particularly described as follows:

BEGINNING at a point on the Southerly Right-of-Way line of Chestnut Street on the centerline of State Highway 6J Northbound (3rd Street); Thence Southwesterly on State Highway 6J Northbound (3rd Street) 2590' +/- to Easterly Right-of-Way line of Division Street being the POINT OF TERMINUS.

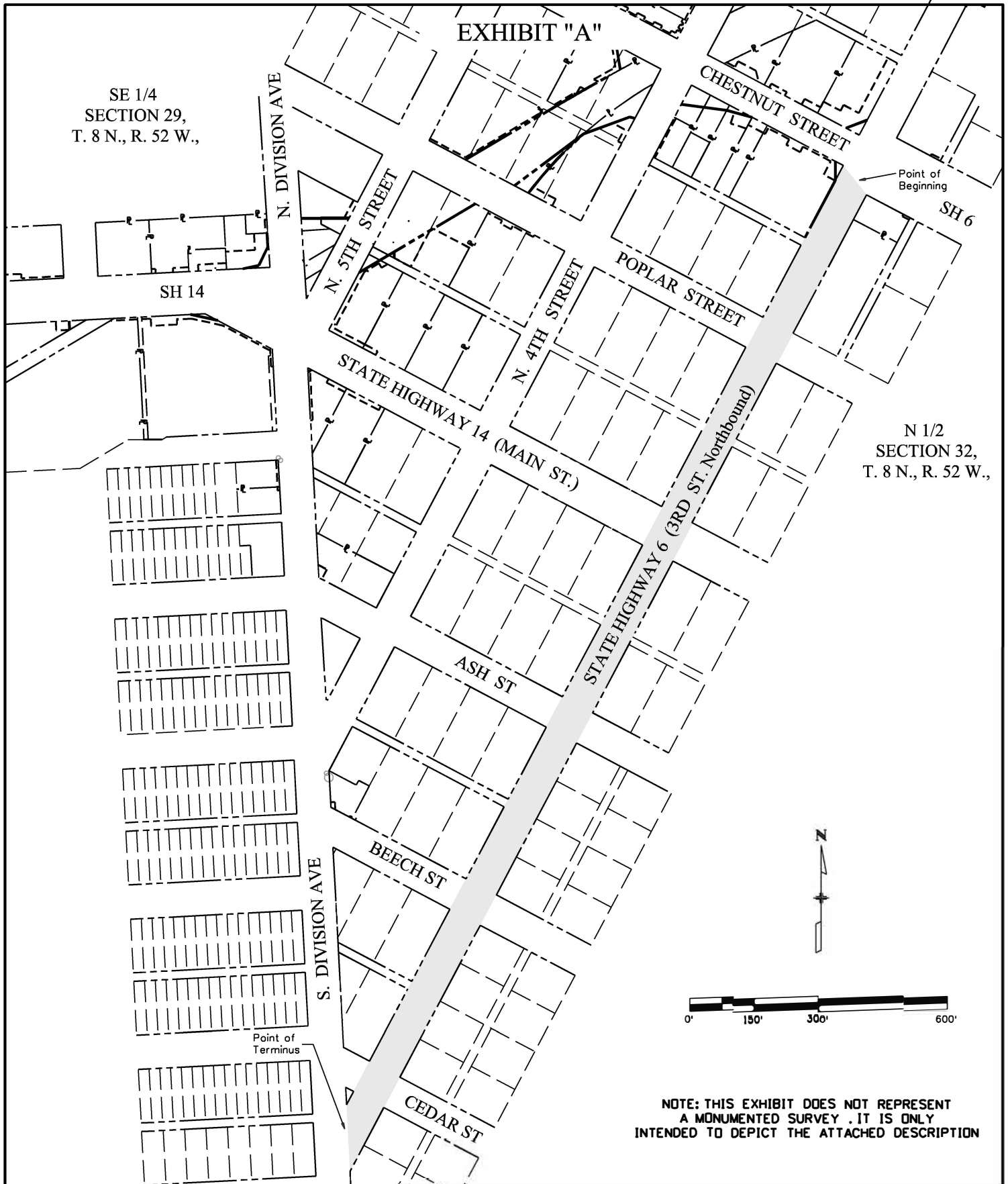
Distance of the above description are based on CDOT's Online Transportation Information System and are approximate. The above description is intended to give up all of CDOT's interest in the highway between the above described locations.

For and on behalf of the
Colorado Department of Transportation
Thomas W. Nicholas, PLS 28657
10601 W. 10th Street
Greeley, CO 80634



*SEE ATTACHED EXHIBIT

NICHOLAS 7:49:01 AM pw:\CDOT\APP56.dot.state.co.us:pwise\production\Documents\Projects\19000-19999\600-699\19664 - sh 14: s-curve reconstruction\RDW_Survey\Drawings\RDWPLANS\19664RDW_SH6.dwg




Print Date: 5/31/2018		SH 6J DEVOLUTION CITY OF STERLING		Project No./Code	
File Name: 19664RDW_SH6Jdev.dgn				FSA 0142-063	
Horiz. Scale: 1:300		Designer: TWN		19664R	
Vert. Scale: As Noted		Detailer: TWN		Unit Leader: IJN	
Unit Information		Sheet Subset: 1		Sheet: 2	
Unit Leader Initials				Page 107 of 194	
				2	

EXHIBIT "A" (continued)

STATE HIGHWAY 138Z

DESCRIPTION
January 16, 2019

All of the existing Right-of-Way of Colorado State Highway 138Z Southbound (4th Street & Broadway Street), located in the West ½ of Section 28 and the SE ¼ Section 29 Township 8 North, Range 52 West of the 6th Principal Meridian, City of Sterling, County of Logan, State of Colorado, being more particularly described as follows:

BEGINNING at a point on the Northwesternly Right-of-Way line of Northbound Colorado State Highway 138Z (3rd Street), said point being 150' +/- East of the centerline intersection of State Highway 138Z Southbound (Broadway Street) and Sydney Street;

Thence Westerly on State Highway 138Z Southbound (Broadway Street) 405' +/- to the intersection of Broadway Street and 4th Street; Thence Southwesterly on State Highway 138Z Southbound (4th Street) 2,583' +/- to the Northerly Right-of-Way line of State Highway 6J (Chestnut Street) being the POINT OF TERMINUS.

Distance of the above description are based on CDOT's Online Transportation Information System and are approximate. The above description is intended to give up all of CDOT's interest in the highway between the above described locations.

For and on behalf of the
Colorado Department of Transportation
Thomas W. Nicholas, PLS 28657
10601 W. 10th Street
Greeley, CO 80634



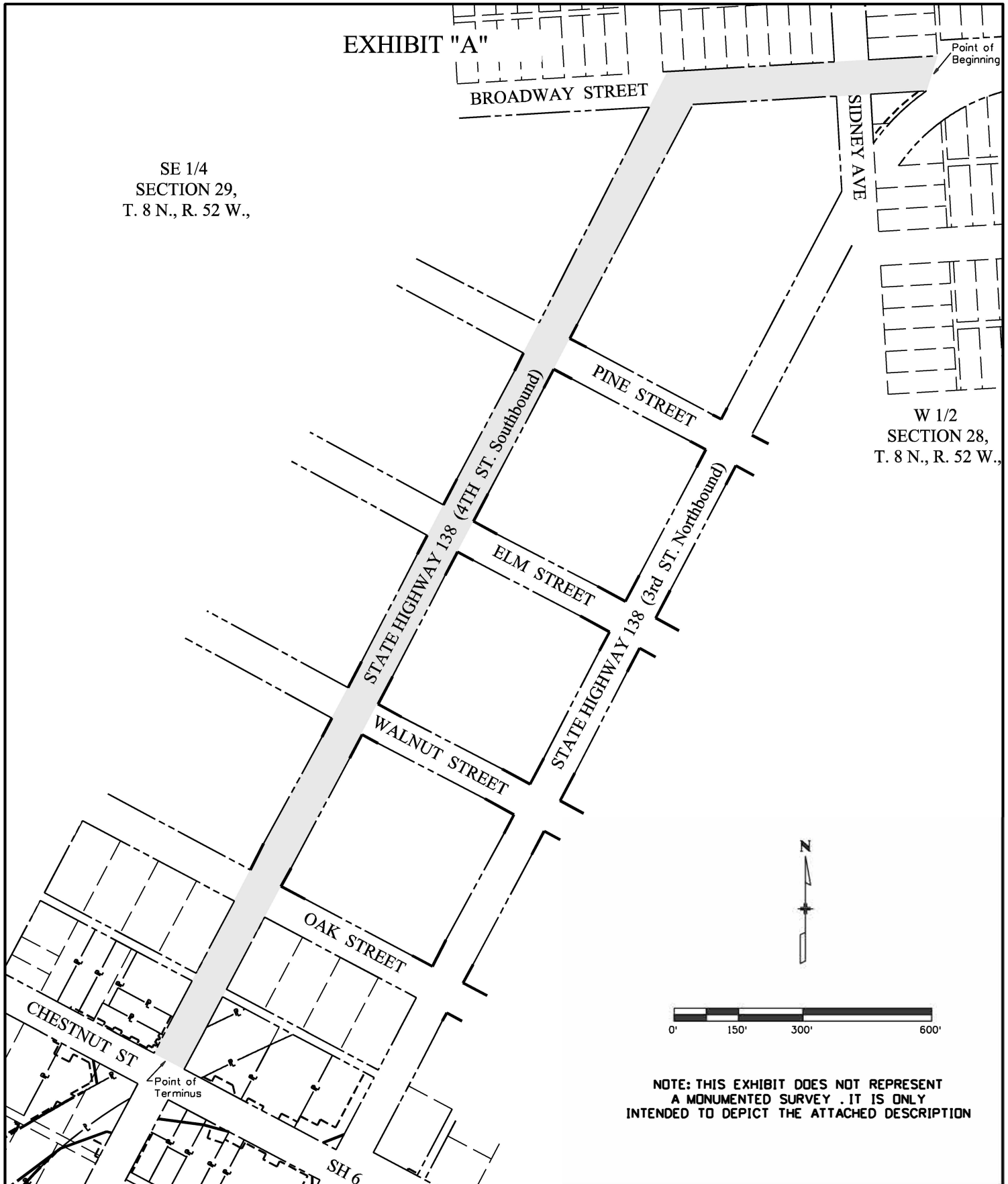
*SEE ATTACHED EXHIBIT

NICHOLAS 8:04:52 AM p:\CDOT\APP56.dot.state.co.us\pwise\production\Documents\Projects\19000-19999\600-699\19664 - sh 14: s-curve reconstruction\RDW_Survey Drawings\RDWPLANS\19664RDW_SH138

EXHIBIT "A"

SE 1/4
SECTION 29,
T. 8 N., R. 52 W.,

W 1/2
SECTION 28,
T. 8 N., R. 52 W.,



NOTE: THIS EXHIBIT DOES NOT REPRESENT
A MONUMENTED SURVEY .IT IS ONLY
INTENDED TO DEPICT THE ATTACHED DESCRIPTION


Print Date: 5/31/2018		SH 138Z DEVOLUTION CITY OF STERLING		Project No./Code	
File Name: 19664RDW_SH138dev.dgn				FSA 0142-063	
Horiz. Scale: 1:300				19664R	
Vert. Scale: As Noted				Region: 4	
Unit Information		Detailer: TWN		Unit Leader: IJN	
Unit Leader Initials		Sheet Subset: 1		Sheet: 2 of 2	
				Page 109 of 194	

EXHIBIT "F"

SOUTH DIVISION AVE

**SURVEY DESCRIPTION (CDOT IS ACQUIRING THE FOLLOWING)
January 16, 2019**

All of the existing Right-of-Way of South Division Ave, located in the North ½ of Section 32, Township 8 North, Range 52 West of the 6th Principal Meridian, City of Sterling, County of Logan, State of Colorado, being more particularly described as follows:

BEGINNING at a point on the East Right of Way of South Division Ave and the Southerly Right of way of Main Street also being the Northwest corner of Lot 5, Block 21 King and Smith's Addition to the Town of Sterling.

1. Thence South 3°00'49" East along said East Right of Way, a distance of 780.82 feet to the Northwesterly Right of Way of 4th Street;
2. Thence South 29°07'28" West, a distance of 154.09 feet to the Northeast corner of Lot 1 Block 45 B&M Addition to Sterling also being the West Right of Way of South Division Ave;
3. Thence North 3°00'49" West, along said West Right of Way a distance of 958.73 feet to the Northeasterly corner of Lot 3 Gateway Business Park and the Southerly Right of Way of Main Street;
4. Thence South 62°26'43" East along said Southerly Right of Way a distance of 93.26 feet to the POINT OF BEGINNING;

For and on behalf of the
Colorado Department of Transportation
Thomas W. Nicholas, PLS 28657
10601 W. 10th Street
Greeley, CO 80634

*SEE ATTACHED EXHIBIT



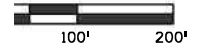
reconstruction\RDW_Survey\Drawings\RDWPLANS\19664RDW_D

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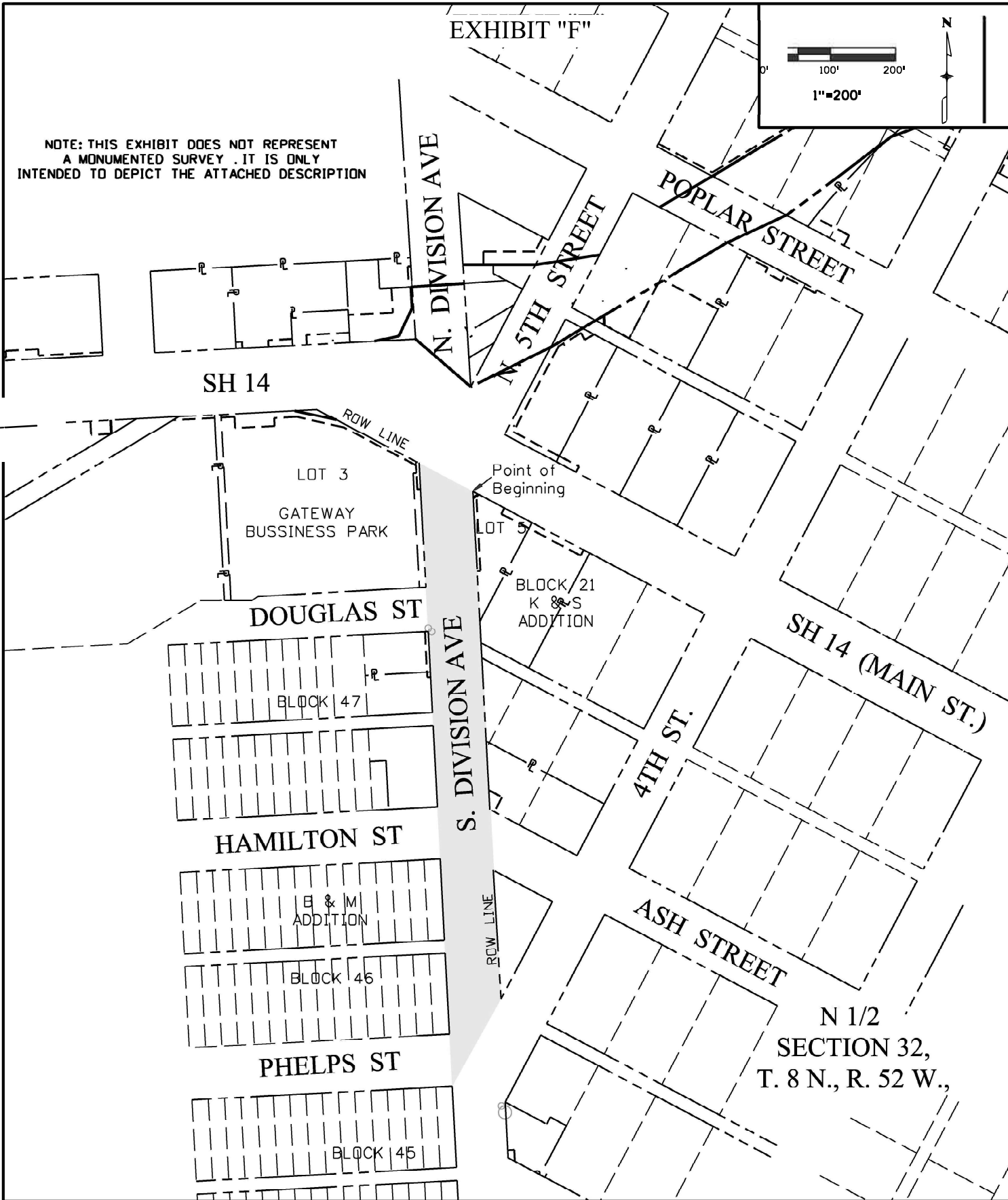
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EXHIBIT "F"

NOTE: THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS ONLY INTENDED TO DEPICT THE ATTACHED DESCRIPTION



1"=200'



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Print Date: 12/6/2018
File Name: 19664RDW_Division6.dgn
Horiz. Scale: 1:200
Vert. Scale: As Noted
Unit Information
Unit Leader Initials

SOUTH DIVISION AVE	
CITY OF STERLING	
Designer: TWN	
Detailer: TWN	
Sheet Subset: 1	

Region: 4
Unit Leader: IJN
Sheet: 2

Project No./Code
FSA 0142-063
19664R
Page 111 of 194
Sheet Number 2

RESOLUTION NO. 6-4-21

Series of 2021

A RESOLUTION BEFORE THE CITY OF STERLING, LOGAN COUNTY, COLORADO, ACKNOWLEDGING THE CITY'S INTENT TO ACCEPT THE DEVOLUTION OF CERTAIN PROPERTY FROM THE COLORADO DEPARTMENT OF TRANSPORTATION TO THE CITY OF STERLING, ALL IN RELATION TO THE CONSTRUCTION PROJECT IDENTIFIED FOR THE CITY'S PURPOSE AS THE "S-CURVE" PROJECT.

Introduced by Councilmember Janes

WHEREAS, by Resolution No. 3-1-18, Series of 2018, the City of Sterling stated its intention to enter into an Intergovernmental Agreement with the Colorado Department of Transportation (CDOT), to, among other matters, formalize the devolution of certain property to the City that will no longer serve the ongoing purpose of the State Highway System; and

WHEREAS, it is in the best interests of the City to specifically identify the designated roadways and all associated right-of-ways that will be the subject of such devolution by CDOT to the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STERLING, COLORADO, that the City of Sterling shall accept the devolution of the following designated roadways and all associated right-of-ways, from the Colorado Department of Transportation to the City of Sterling:

- Highway 14C- S. Division Avenue (Milepost 236.724) to N. 3rd Street (Milepost 236.924)
- Highway 6Z- Chestnut Street (Milepost 0) to S. Division Avenue (Milepost .455)
- Highway 6J- S. Division Avenue (Milepost 404.181) to Chestnut Street (Milepost 404.644)
- Highway 138Z- Broadway Street (Milepost 0) to Chestnut Street (Milepost .614)

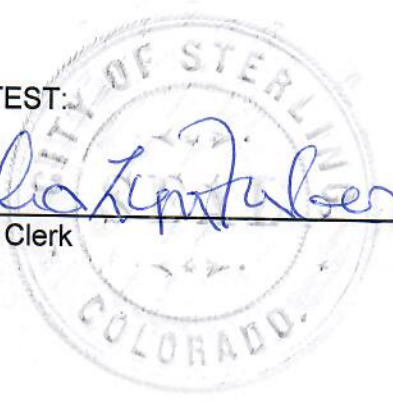
and shall enter into such Agreement as shall be necessary to effect such property devolution.

Adopted this 22nd day of June, 2021.

[Signature]
Mayor

ATTEST:

[Signature]
City Clerk





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
DATE: SEPTEMBER 16, 2021
SUBJECT: MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS, MATCH REDUCTION REQUESTS

Purpose

To review and consider a request to further reduce the minimum required Match Funding Rate on a local Multimodal Transportation and Mitigation Options Fund (MMOF) project previously granted a match reduction by the Transportation Commission (TC).

Action

The Southwest Transportation Planning Commission is requesting the TC adopt a Resolution granting a 2.95% Match Funding Rate on an MMOF project sponsored by Montezuma County.

Background

As directed by Title 43-4-1003 C.R.S., the TC adopted Resolution 2019-06-05 in June 2019 establishing rural and urban formulas for the distribution of MMOF funds to the Transportation Planning Regions (TPR) for local selection of multimodal projects. The Resolution also set policy providing the Commission the option of reducing or eliminating the statutorily required 50% Match Funding Rate for local governments or agencies with fewer economic resources.

The TC's match reduction policy provides the means for the Metropolitan Planning Organizations (MPO) or the rural Regional Planning Commissions (RPC) of a TPR to request TC approval to reduce the Match Funding Rate on individual projects based on the following criteria of the agency sponsoring the project:

- Agencies qualify if their jurisdiction or service area has a Poverty Rate above the state mean of 12%; and
- Counties must have population below 50,000, or
- Municipalities must have population below 20,000

The original FY2019 and FY2020 MMOF funding in the Southwest TPR was awarded by the Southwest Transportation Planning Commission to nine qualifying projects, one of which has recently been cancelled. Those returned funds have now been awarded to existing MMOF projects, one in Dolores County and one in Montezuma County. The supplemental funding to the Montezuma County project results in a Match Funding Rate of 2.95%, which is further-reduced from the 10% reduced rate previously granted by the TC in its March 2020 Resolution 2020-03-05.

Recommendations



The attached memo from the Chair of the Southwest Transportation Planning Commission indicates the RPC has voted affirmatively to support a reduce match rate and requests the TC approve the minimum Match Funding Rate as proposed below.

Sponsor	Project Name	Current Match Funding Rate	Requested Match Funding Rate
Montezuma County	Paths to Mesa Verde, Cortez Side Phase 2	10%	2.95%

Staff affirms that the sponsor of the candidate project meets the requirements in TC’s MMOF match reduction policy, and therefore recommends the TC approve the proposed minimum Match Funding Rate requested on the Montezuma County project above.

Options

- Adopt a Resolution approving the requested Match Funding Rate reduction
- Deny the request for additional Match Funding Rate reduction.

Attachments

- Draft TC Resolution 2021-09-##
- RPC Chair letter requesting match reduction
- TC Resolution 2019-06-05, MMOF Match Reduction Policy
- TC Resolution 2020-03-05, Granting MMOF Match Reductions





25 August, 2021

Kathy Hill, Chair, Colorado Transportation Commission
Members, Colorado Transportation Commission
c/o Herman Stockinger, Commission Secretary
Colorado Department of Transportation
2829 West Howard Place
Denver, CO 80204

Re: Multimodal Options Fund (MMOF) Match Reduction Request

Chair Hill and Members of the Transportation Commission:

The Southwest Regional Planning Commission (RPC) is sending this letter to request the Transportation Commission’s consideration and approval to further reduce the required match funding level on an existing MMOF project within our Transportation Planning Region (TPR).

At the meeting of the Southwest RPC on August 12, 2021, the members considered awarding MMOF funds turned back from a previously awarded MMOF project to other existing projects. In March 2020, the TC granted the Montezuma County project detailed below a reduced Match requirement of 10% in TC Resolution #TC-20-03-05. The RPC voted affirmatively to award additional funding to this project and to support the further reduction of required match to the resulting level proposed below:

Applicant	Project Name	Total Project Cost	Requested MMOF	Matching Funds	Match % requested
Montezuma County	Paths to Mesa Verde: Phase 2	\$ 510,300	\$ 495,243	\$ 15,057	2.95%

Montezuma County, with population 25,494 and Poverty Rate 16.8%, is eligible and qualifies for match reduction based on having met the population and poverty rate thresholds outlined in the MMOF match policy adopted in TC Resolution 19-06-05.

The Southwest RPC has determined it is in the best interest of our region to grant the match reduction above and kindly requests the TC’s approval of this request.

Respectfully,

Sarah Hill,
Chair, Southwest RPC

Resolution #TC-19-06-05

Approving the distribution of local pass-through SB 18-001 Multi-Modal Transportation Options Fund monies to be administered by CDOT Staff.

Approved by the Transportation Commission on June 20, 2019.

WHEREAS, SB 18-001 includes a provision that establishes a Multimodal Options Fund with \$80.12 Million of that fund specified as pass-through monies for projects selected by local governments; and

WHEREAS, SB 18-001 required consultation with consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations in developing a distribution; and

WHEREAS, SB 18-001 requires a local match equal to the amount of the award, excepting that Transportation Commission may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstances; and

WHEREAS, the Transportation Commission agreed to a MMOF Committee comprised of the consultative representatives; and

WHEREAS, the MMOF Committee did work to recommend, by consensus, a distribution methodology for the local portion, as required by law to be based on population and ridership; and

WHEREAS, the STAC and TRAC members did further review the work of the MMOF Committee and agree that the MMOF Committee's recommendation was sound; and

WHEREAS, Transit & Intermodal Committee (T&I) of the Transportation Commission did also have a brief opportunity to review the recommendations at the May 2019 meeting; and

WHEREAS, Transportation Commission did also review this information further at a workshop of the whole on June 19th 2019 meeting;

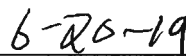
NOW THEREFORE BE IT RESOLVED, that the distribution of \$80.12 Million is guided by a formula reserving approximately 5% (\$4 Million) for administration, oversight, and reporting purposes, and 81% (\$61.65 M) is thereafter is allocated to the five urbanized metropolitan planning organizations (MPOs), and 19% (\$14.46 M) is also thereafter allocated to the ten rural transportation planning regions (TPRs).

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission approved sub-allocation formulas among MPOs to MPOs, and among TPRs to TPRs, attached;

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission, allows MPOs and TPRs to consider match relief for counties under 50,000 population, or individual cities/towns under 20,000 population, and for which poverty is 12% (median) or higher; OR meeting those population criteria, some other extraordinary need/disadvantage can be clearly shown, AND all such match relief recommendations are ultimately approved by the Transportation Commission.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Resolution # TC-20-03-05

Providing reduced Match Funding Level requirements for certain local SB 2018-001 Multimodal Option Fund projects

Approved by the Transportation Commission on March 19, 2020.

WHEREAS, Colorado Senate Bill 2018-001 established the Multimodal Options Fund within the State Treasury for multimodal transportation infrastructure projects and provided State Fiscal Year 2018-19 and 2019-20 General Fund transfers to the program; and

WHEREAS, the Multimodal Options Fund provides a portion of its funding for local multimodal projects selected by the Regional Planning Commissions in each of Colorado's Transportation Planning Regions; and

WHEREAS, the Multimodal Options Fund requires a 50% Match Funding Level, such that any project awarded funding requires an equal or greater match of funds from sources other than the Multimodal Options Fund; and

WHEREAS, TC Resolution 19-06-05 established a formula for the distribution of the local Multimodal Options Funds to each of Colorado's 15 Transportation Planning Regions; and

WHEREAS, TC Resolution 19-06-05 also provides for the option of reducing or eliminating the Match Funding Level below the requisite 50% on projects sponsored by qualifying agencies upon approval of the Colorado Transportation Commission; and

WHEREAS, requests for match reduction or elimination may be submitted to the Transportation Commission by a Regional Planning Commission for projects sponsored by Counties with population below 50,000, Municipalities with population below 20,000 or by Agencies whose jurisdiction or service area has a population that is proportionally below these thresholds; and

WHEREAS, Multimodal Options Fund projects qualify for match reduction or elimination when sponsored by Counties or Municipalities with a Poverty Rate at or above 12 percent, or are sponsored by an Agency whose jurisdiction or service area has a Poverty Rate at or above 12 percent; and

WHEREAS, projects that do not meet these Poverty Rate thresholds may also qualify for match reduction or elimination when sponsored by a County, Municipality or Agency that can similarly demonstrate some other extraordinary need or disadvantage; and

WHEREAS, the Regional Planning Commissions for the Grand Valley, Eastern, San Luis Valley, Gunnison Valley, Southwest, Upper Front Range, South Central, Southeast and Intermountain regions have each voted affirmatively to support the reduction or elimination of Match Funding Level requirements as proposed on certain projects within their regions and request the Transportation Commission approve the same.

NOW THEREFORE BE IT RESOLVED, that the Colorado Transportation Commission has ascertained that the sponsors of the following projects have met the population eligibility threshold and the Poverty Rate qualification threshold per the requirements of TC Resolution 19-06-05 or, having met those population criteria, the sponsors have demonstrated other extraordinary need or disadvantage that merits a reduction or elimination of the minimum match required.

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission does hereby approve the minimum required Match Funding Levels as specified on the following local Multimodal Options Fund projects:

Planning Region	Sponsor	Project Name	Match Funding Level
Grand Valley	Town of Collbran	Town of Collbran Trail Feasibility Study	21%
Grand Valley	Town of Palisade	Town of Palisade Hwy 6 Multimodal Project	40%
Eastern	Town of Cheyenne Wells	Cheyenne Wells School District Pedestrian/Bike Improvement	20%
Eastern	Town of Hugo	Sidewalks Through Hugo	20%
Eastern	Yuma County/ City of Wray	Sidewalk Installation and Improvements Throughout Wray	20%
Eastern	Phillips County	Sidewalk Installation and Improvements at Courthouse	20%
Eastern	City of Sterling	Seep Ditch Trail Segment 1	20%
San Luis Valley	Town of Manassa	Manassa Pedestrian & Bicycle Downtown Improvements	0%
San Luis Valley	Town of Saguache	Streetscaping Design for the Improvement of Public Safety	0%
Gunnison Valley	All Points Transit	APT Microtransit Feasibility Study	0%
Gunnison Valley	Lake City	Third Street Pedestrian & Drainage Improvements	20%
Southwest	Dolores County	Scheduling and Records Software	0%
Southwest	Dolores County	Bus/Vehicle Shelter	0%
Southwest	Montezuma County	Paths to Mesa Verde, Cortez Side Phase 2	10%
Southwest	Town of Pagosa Springs	East End Area Master Plan	12%
Southwest	Southern Colorado Community Action Agency	Operating Costs for Fixed Route to Support Rural CO Route in SE La Plata County	0%
Upper Front Range	Town of Estes Park	Bike/Ped ADA compliant Sidewalk Improvements on Division Blvd	28.5%

Planning Region	Sponsor	Project Name	Match Funding Level
Upper Front Range	Town of Platteville	Bike/Ped Division Street ADA compliant Sidewalks	0%
South Central	South Central Council of Gov't	Construction of a Transit Garage in Walsenburg, CO	30%
South Central	City of Trinidad	Creating/stripping bicycle lanes on select City Streets in Trinidad, CO	30%
South Central	City of Trinidad	Replacement of existing signal devices with ADA compliant equip	30%
Southeast	City of La Junta	Design Plan - Off Road Trail Facility - Bike/Ped	0%
Southeast	City of Lamar	Design Planning & Pedestrian Bridge	0%
Southeast	Southeast Colorado Economic Development	Design Plan & Regional Bus Shelters	0%

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

3-19-20

Date



COLORADO
Department of Transportation
Division of Accounting and Finance

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: SEPTEMBER 16, 2021
SUBJECT: THIRD BUDGET SUPPLEMENT - FY 2021-2022

There are no requests for Transportation Commission consideration this month.



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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	Balance 12S21		\$48,025,918	
July-21	Balance 1S22		\$48,043,920	
August-21	Balance 2S22		\$31,971,890	
	No requests this month			
September-21	Pending Balance 3S22		\$31,971,890	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	Balance 12S21		\$1,000,000	Allocated from TCC pool
July-21	Balance 1S22		\$1,000,000	
August-21	Balance 2S22		\$1,000,000	
	No Requests this Month			
September-21	Pending Balance 3S22		\$1,000,000	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	Balance 12S21		\$17,558,266	
July-21	Balance 1S22		\$17,199,014	
August-21	Balance 2S22		\$16,199,014	
	State Match for Front Range Passenger Rail \$ (1,620,000)			Pending
September-21	Pending Balance 3S22		\$14,579,014	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	Balance 12S21		\$13,863,597	
July-21	Balance 1S22		\$13,863,597	
August-21	Balance 2S22		\$13,863,597	
	No Requests this Month			
September-21	Pending Balance 3S22		\$13,863,597	

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

September 11, 2013 Flood Related Monthly Activity

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
0	0	0.000 - 0.000		Boulder	\$ -
			Total		\$ -

Spring 2015 Flood Related Monthly Activity

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

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting

\$ -



FY 2021-2022 Contingency Reserve Fund Balance Projection		
August TC Contingency Balance (Emergencies)	\$32,971,890	
<i>Pending Requests:</i>		
No Requests this Month	\$0	
Pending September TC Contingency Reserve Balance	\$32,971,890	
<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	\$30,971,890	\$25,471,890
TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2022	\$5,971,890	\$471,890

FY 2021-2022 Program Reserve Fund Balance Projection		
August TC Program Reserve Balance	\$16,199,014	
<i>Pending Requests:</i>		
State Match for Front Range Passenger Rail	(\$1,620,000)	
Pending September TC Program Reserve Fund Balance	\$14,579,014	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
Reimbursement for US85 Settlement Loan Region 4	\$18,060,000	\$18,060,000
Projected FY 2021-2022 YE Program Reserve Balance	\$32,639,014	\$32,639,014

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



Colorado Bridge and Tunnel Enterprise Board
Meeting Minutes
August 19, 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 July Board Meeting
- Approved Resolution #BTE2, 1st Budget Supplement



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 16, 2021
SUBJECT: SECOND SUPPLEMENT TO THE FISCAL YEAR 2021-22 BRIDGE AND TUNNEL ENTERPRISE BUDGET

Purpose

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement that increases the design phase budget for BTE eligible structure, I-70 westbound (WB) over Polk Creek (F-12-AT) to advance the design from investigative to a preliminary level.

Action

Staff is requesting Board approval of Proposed Resolution #BTE-21-09-02, the second budget supplement to the Fiscal Year 2021-22 BTE budget.

Background

Region 3:

A budget increase to fund the preliminary design of BTE eligible structure, I-70 WB over Polk Creek (F-12-AT), as part of the larger I-70 Vail Pass Safety and Operations Improvement Project (Vail Pass project) is being requested. This funding will allow the project team to advance the design from investigative to a preliminary level.

SAP Project #23929 was originally established for the reconstruction of I-70 eastbound (EB) over Polk Creek, which is adjacent to F-12-AT. Through a value engineering workshop, the project team determined that reconstructing the I-70 WB structure over Polk Creek before building the I-70 EB structure over Polk Creek allows for a more efficient alignment for the I-70 EB structure, resulting in a cost savings of approximately \$20M when compared to the original alignment of the I-70 EB structure. This cost savings is achieved by shifting the I-70 eastbound alignment to the north to the location of the existing westbound structure, which allows for a significant reduction in the I-70 EB bridge length and the quantity of temporary and permanent retaining walls. The reduction in bridge and retaining wall quantities is also likely to provide a significant decrease in maintenance costs throughout the service life of the structures.

The Vail Pass Project was awarded a FY2020 INFRA Grant last year. In support of the grant application, the legacy BE Board previously authorized (re: Resolution #BE 20-02-02) a maximum of \$40M in BTE matching funds for the BTE eligible portions of the project. Due the addition of the F-12-AT structure to the BTE project, a resolution to amend the maximum BE funding contribution will also be brought before the Board this month.

F-12-AT is classified as a top tier structure in the January 2021 BE prioritization plan. The structure has developed numerous fatigue cracks at its diaphragm connection plates and lateral bracing gusset plate

connections which has resulted in the downgrade of the National Bridge Inventory (NBI) rating for the bridge superstructure (Item 59) to a 3 (out of 9) which classifies the bridge as “poor” and eligible for BE funding. Based on findings from the last several bridge inspections, the frequency and severity of planned and unplanned (emergency) repairs to address the fatigue cracking are likely to increase over time if the structure is not addressed.

I-70 ML East & West Bound over Polk Creek in Eagle County
(F-12-AS) (new not assigned yet) (F-12-AT) (new not assigned yet) (SAP Project # 23929/1000...)
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>	\$ 3,126,100	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	\$ 4,426,100	\$ 360,309
	Total Design	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000	\$ 360,309
Total Project Budget		\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000	\$ 360,309
			Year of Expenditure			Total Request		
			FY 2022	FY 2023	FY 2024			
			\$1,300,000	\$0	\$0	\$1,300,000		

Next Steps

- 1) Approval of this budget supplement and Resolution # BTE 21-09-03 to increase the BTE funding commitment to Vail Pass project will allow F-12-AT to proceed to preliminary design.
- 2) Staff will bring additional budget supplement requests to the BTE Board for final design funding and construction phase funding for both BTE eligible structures.

Attachments

Attachment A: Proposed Resolution #BTE-21-09-02.



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
STEVE HARELSON, CHIEF ENGINEER
DATE: SEPTEMBER 16, 2021
SUBJECT: RESOLUTION TO APPROVE AN INCREASE TO THE BTE FUNDING
COMMITMENT FOR THE I-70 VAIL PASS SAFETY AND
OPERATIONS IMPROVEMENT PROJECT

Purpose

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve 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 to include the replacement of a second BTE eligible structure, I-70 westbound (WB) over Polk Creek (F-12-AT), in the project scope.

Action

Staff request Board approval of Proposed Resolution #BTE-21-09-03 to increase the BTE funding commitment to the project from \$40M to \$61.5M.

Background

In 2020, the Colorado Department of Transportation (CDOT) was awarded a \$60.7M grant through the USDOT FY2020 Infrastructure for Rebuilding America (INFRA) program to implement a series of improvements to I-70 between mile posts 180 and 190 in Eagle County using construction manager general contractor (CM/GC) project delivery. The project scope includes the construction of an eastbound auxiliary lane between EB mile post 185-190, reconstruction of BTE eligible I-70 eastbound (EB) over Polk Creek (F-12-AS), shoulder widening, westbound curve modifications, reconstruction of a truck ramp, dynamic message signs, a variable speed limit system, and automated anti-icing technologies. The legacy Bridge Enterprise program, now BTE, committed a maximum of \$40M in match funding to the project, based on planning level cost estimates, to fund the reconstruction of F-12-AS through Resolution #BE 20-02-02 in support of the INFRA grant application.

As part of the major project design development process, the project underwent a value engineering workshop by a group of third-party subject matter experts which yielded a significant finding. Reconstructing the I-70 WB structure over Polk Creek before building the I-70 EB structure over Polk Creek allows for a more efficient alignment for the I-70 EB structure, resulting in a cost savings of approximately \$20M when compared to the original alignment of the I-70 EB structure. This cost savings is achieved by shifting the I-70 eastbound alignment to the north to the location of the existing westbound structure, which allows for a significant reduction in the I-70 EB bridge length and the quantity of temporary and permanent retaining walls. The reduction in bridge and retaining wall quantities is also likely to provide a significant decrease in maintenance costs throughout the service life of the structures.

I-70 WB over Polk Creek (F-12-AT) is a BTE eligible structure ranked in the top-tier of the July 2021 BTE Bridge Prioritization Plan and listed in years 5-10 of the BTE 10-year project list. BTE Staff recommend that the reconstruction of the F-12-AT structure is accelerated and added to the I-70 Vail Pass scope of work to capitalize on this opportunity for significant cost savings. Current BTE program forecasts indicate that an additional funding commitment of \$21.5M can be accommodated between FY2022-23 and FY2025-26 (the current construction schedule) using previously unprogrammed funds.

Next Steps

- 1) Approval of this resolution and the budget supplement to fund the preliminary design of F-12-AT (Resolution #BE 21-09-02) will allow the project team to continue advancing the design of both BTE eligible structures.
- 2) To avoid exceeding the fixed limit of construction for the CM/GC contract, Staff will develop alternatives for the removal of severable scope items from the CM/GC contract. Staff will then present the alternatives to CDOT Executive Management to determine whether the alternatives should be delivered through a separate contract via a competitive bidding process, such as design-bid-build contracting or delivered through the CM/GC contract.
- 3) Staff will bring additional budget supplement requests to the BTE Board for final design funding and construction phase funding for both BTE eligible structures prior to budgeting the committed funds.

Attachments

Attachment A: Proposed Resolution #BTE-21-09-03.



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 16TH, 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.

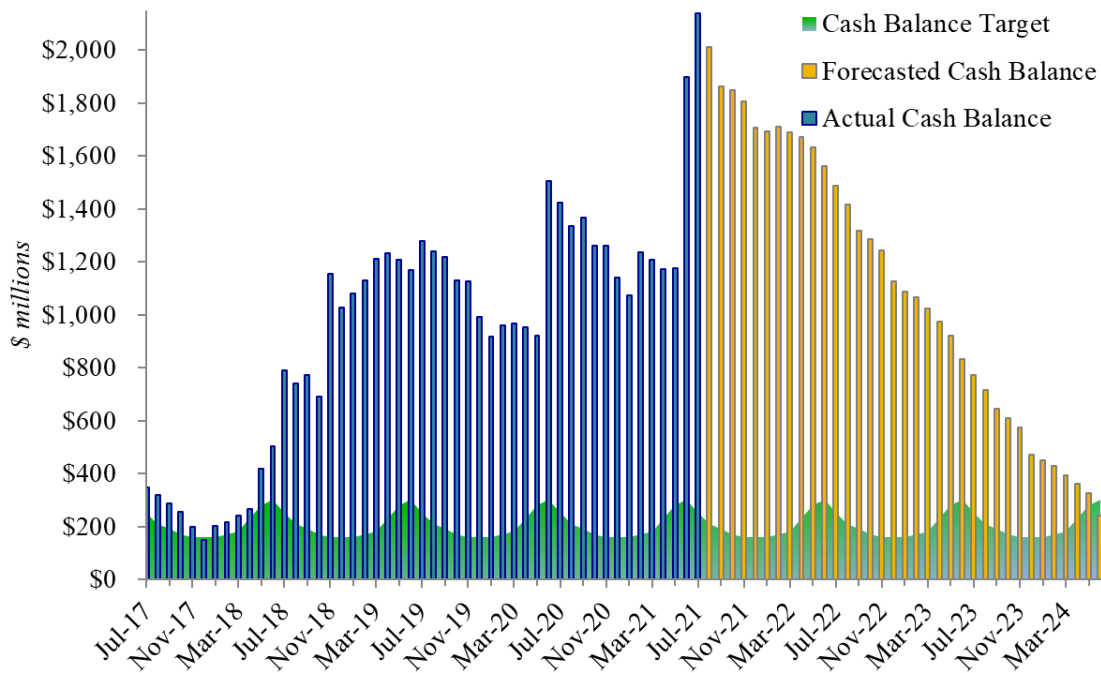
Action

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. Based upon motor fuel sales collections from the first quarter of calendar year 2021, and vehicle miles traveled (VMT) currently stabilizing at around 2019 levels, the current forecast now assumes a 2.5% reduction of pre-pandemic monthly gross gallons of gasoline consumed from April 2021 through June 2022. Staff will modify fuel sale assumptions as traffic patterns continue to adjust.

The actual closing cash balance for July 2021 was \$2.14 billion; \$1.89 billion above that month's cash balance target of \$250 million. July's cash balance is comprised of \$1.04 billion in the State Highway Fund, and \$1.10 billion in a Senate Bill 267 trustee account. July's closing cash balance for the State Highway Fund is \$84 million higher than June'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 Tunnel Enterprise
- Clean Transit Enterprise
- Nonattainment Area Air Pollution Mitigation Enterprise

Cash balances will be drawn down closer to the target balances over the course of fiscal years 2022, 2023, and 2024 as projects funded with SB 18-001, SB 17-267, and SB 19-262 progress through construction.





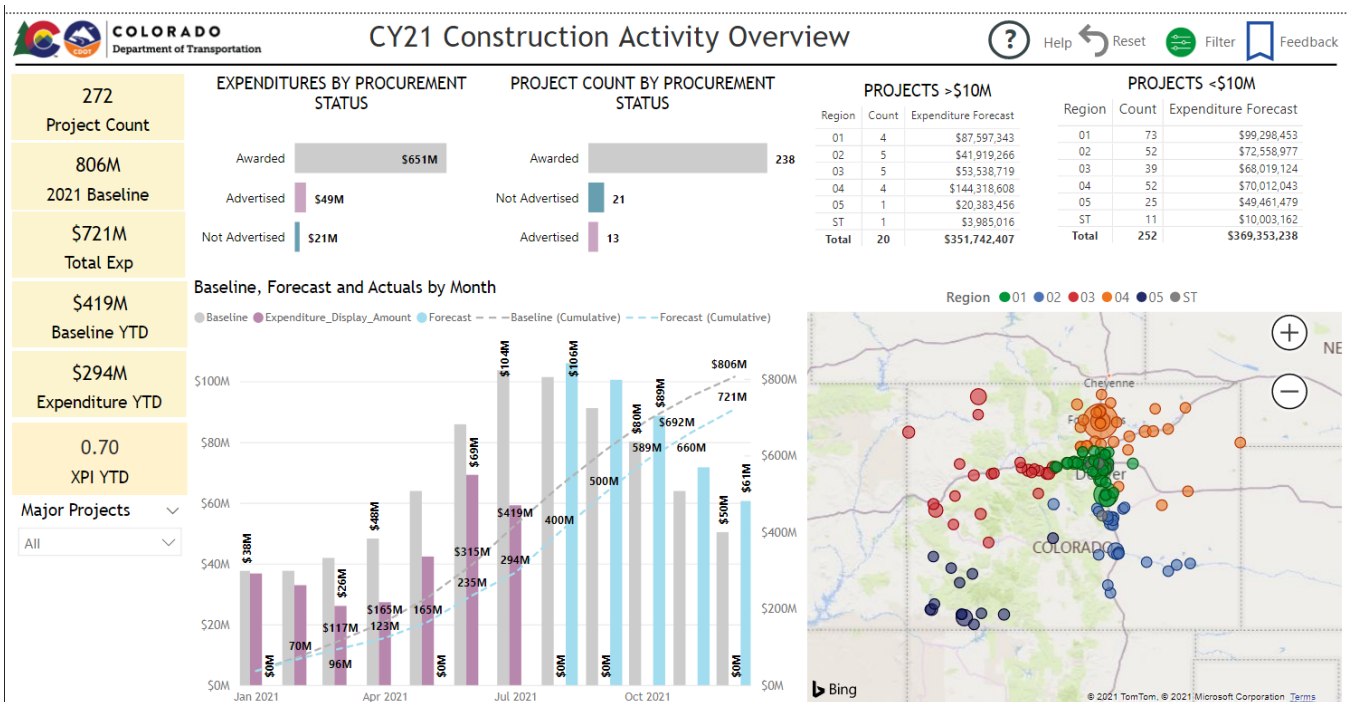
Cash Payments to Construction Contractors

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	\$729	\$885	\$839	\$662

The graph below details CY21 baseline, forecast, and actual expenditures (based on July month end SAP data). Results to date correlate with an XPI of .70 (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.





MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 16, 2021
SUBJECT: FISCAL YEAR 2020-21 YEAR END REPORT

Purpose

This memorandum provides a Fiscal Year (FY) 2020-21 year-end report for the Bridge and Tunnel Enterprise (BTE) Fund 538. This report includes FY 2020-21 unaudited revenue reconciliation information, cost center balances eligible to be rolled into FY 2021-22 and a final budget to actual statement for Fund 538 through June 2021.

Action

The purpose of this memo is informational only.

Background

At the close of each fiscal year, the Division of Accounting and Finance (DAF) compares the forecasted revenues to the actual revenues received, and reviews all remaining cost center and budget pool balances to determine if they are eligible to roll forward to the next fiscal year.

FY 2020-21 Revenue Reconciliation

The Office of Financial Management and Budget (OFMB) forecasted \$120.2M in BTE revenues for FY 2020-21. BTE received \$118.1 million, creating a delta of \$2.1 million. This deficit is primarily due to lower-than-expected collections. When compared to what was collected in FY 2019-20, revenues have remained relatively flat which indicates that the lower-than-expected collections are likely attributable to COVID-19 impacts. See attachment A, page two for FASTER collections by month.

Table 1 below provides a comparison of FY 2020-21 estimated revenues to revenues received. Although FY 2020-21 has closed, figures are unaudited and subject to change. Should there be any notable changes following the annual audit, staff will provide an update to the Board at that time.



Table 1: Bridge and Tunnel Enterprise Revenue Reconciliation Summary

Revenue Source	FY2020-21 Budgeted Revenue	FY2020-21 Actual Revenue	Difference
FASTER Bridge Safety Surcharge	\$ 112,000,000	\$ 106,403,060	\$ (5,596,940)
Interest Earnings	\$ 280,000	\$ 3,553,659	\$ 3,273,659
Federal Subsidy for Build America Bonds	\$ 5,148,202	\$ 5,169,100	\$ 20,898
Miscellaneous Revenue*	\$ -	\$ 165,737	\$ 165,737
Transfer of federal funds for debt service	\$ 2,730,162	\$ 2,730,162	
Total	\$ 120,158,364	\$ 118,021,718	\$ (2,136,646)

FY 2020-21 Cost Center Roll Forward

In accordance with Policy Directive PD 703.0, all BTE cost center and project pool balances are eligible for automatic roll forward to the current fiscal year. Table 2 provides a summary of the remaining cost center and budget pool balances that were available to roll forward from FY 2020-21 to the current FY 2021-22. It should be noted that the roll forward budget is programmed for planned and active projects as part of the multi-year planning process.

Table 2: Bridge and Tunnel Enterprise Roll Forward Detail

Budget Category	Cost Center and/or Program Pool	Amount Remaining in FY 2020-21
Program Administration	B8800-538	\$ 2,171,173
	B88AD-538	\$ 112,368
Scoping Pools	B88SP-538	\$ 906,596
Maintenance	B88MS-538	\$ 1,753
Bridge Preservation	B88BP-538	\$ 661,508
BTE FASTER Project Pool	SSR	\$ 17,143,030
Total		\$ 20,996,427

Based on the eligible FY 2020-21 roll forward amounts, OFMB worked with BTE staff to review current cost center balances and determined that excess budget in the current cost centers can be moved back into the BTE FASTER pool and budgeted for other program and project needs. Therefore, most of the cost center balances listed will be rolled back to the BTE FASTER project pool during the revenue reconciliation process where it will be available for reprogramming.



Final Budget to Actual Statement through June 2021.

Listed below are key details related to the preliminary June 2021 budget to actual statement, through accounting period 13 (16 accounting periods total), and an overall review of the Colorado Bridge Enterprise FY 2020-21 financial transactions for Fund 538.

- Expenses for program management activities \$1,246,236
- CDOT/BE staff time totaled \$117,248
- Maintenance on BTE bridges for FY2020-21 was \$601,967

See Attachment A for a preliminary copy of the June 2021 Fund 538 budget to actual statement, through accounting period 13.

Next Steps

- Based on the \$2.1 million deficit identified through the revenue reconciliation process, OFMB staff will adjust the appropriate cost centers and budget pools.

Attachments

Attachment A: Bridge and Tunnel Enterprise Budget to Actual-June 2021, Preliminary and Unaudited



Colorado Bridge Enterprise Budget to Actual

For the Period ended June 30, 2021, Period 13

	FY2021 Adopted Budget		Current Fiscal Year Actuals			Remaining Budget
	Revenue	Expenditures	Current Month	YTD	YTD % of Budgeted Expenditures	
Revenues						
FY21 Estimated FASTER Bridge Revenues	\$ 112,000,000		\$ (2,939,670)	\$ 106,403,060	95%	\$ 5,596,940
Interest Earnings	280,000		(2,228)	3,553,659	1269%	(3,273,659)
Federal Funds for 2010A Bonds Debt Service	2,730,162		-	2,730,162	100%	-
Federal Subsidy for Build America Bonds	5,148,202		-	5,169,100	100%	(20,898)
Total FY2021 Revenues	\$ 120,158,364		\$ (2,941,898)	\$ 117,855,981	98%	\$ 2,302,383
Expenditures						
<u>Administrative & Operating Activities</u>		\$ 1,606,486	\$ 95,646	\$ 1,387,497	86%	\$ 218,989
- BE Program Management		1,300,000	95,161	1,246,236	96%	53,764
- CDOT/BE Staff		117,486	484	117,248	100%	238
- AG Legal		40,000	-	1,922	5%	38,078
- Annual Audit		35,000	-	10,014	29%	24,986
- Operating Expenses		4,000	-	3,777	94%	223
- Other Consulting		100,000	-	750	1%	99,250
- Trustee		10,000	-	7,550	76%	2,450
<u>Support Services</u>		\$ 375,000	\$ -	\$ 68,157	18%	\$ 306,843
<u>Bonding Program</u>		\$ 17,181,000	\$ 8,590,500	\$ 17,181,000	100%	\$ -
- Debt Service			-	-		-
<u>Maintenance</u>		\$ 475,000	\$ -	\$ 601,967	127%	\$ (126,967)
<u>Preservation Program</u>		\$ -	\$ -	\$ 106,628	0%	\$ (106,628)
Total Expenditures		\$ 19,637,486	\$ 186,059	\$ 1,387,497	7%	
Revenues Less Expenditures, Available for Projects		\$ 100,520,878	\$ (3,127,957)	\$ 116,468,484		

FY 21 Bridge Enterprise Revenues By Month

Month	Bridge Enterprise Surcharge	BE Surcharge Interest Revenue	2010A Bonds Interest Revenue	Total
July-20	\$ 10,415,615	\$ -	\$ (164,213)	\$ 10,251,401
August-20	\$ 10,853,453	\$ 403,605	\$ 164,213	\$ 11,421,271
September-20	\$ 9,768,332	\$ 357,937	\$ -	\$ 10,126,269
October-20	\$ 9,382,668	\$ 365,544	\$ 20,315	\$ 9,768,527
November-20	\$ 9,702,035	\$ 338,057	\$ 34,958	\$ 10,075,050
December-20	\$ 7,710,570	\$ 261,245	\$ -	\$ 7,971,815
January-21	\$ 7,542,037	\$ 234,666	\$ -	\$ 7,776,703
February-21	\$ 7,870,941	\$ 238,455	\$ 15,972	\$ 8,125,368
March-21	\$ 7,923,722	\$ 243,031	\$ 42,935	\$ 8,209,688
April-21	\$ 10,705,071	\$ 249,006	\$ 15,831	\$ 10,969,908
May-21	\$ 9,005,007	\$ 257,513	\$ 15,895	\$ 9,278,415
June-21	\$ 8,463,279	\$ 444,839	\$ 16,083	\$ 8,924,201
Period 13	\$ (2,939,670)	\$ (2,228)	\$ -	\$ (2,941,898)
YTD Total	\$ 106,403,060	\$ 3,391,670	\$ 161,989	\$ 109,956,719



COLORADO
Department of Transportation

Division of Transit & Rail
 2829 W. Howard Pl
 Denver, CO 80204

DATE: September 15, 2021
TO: Transportation Commission
FROM: Amber Blake, Director of Division of Transit and Rail
 Mike Timlin, Senior Manager of Mobility Operations
 Kyle French, Bus Operations Manager
 Brandon Najdovski, Bus Operations Specialist
RE: Bustang Quarterly Update - FY 2020/21 Q4 and Year End Update

Purpose

The purpose of this memo is to provide the FY20/21 fourth quarter and year end 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 fourth quarter of FY2020/21, April 1 to June 30, 2021.

Details

2020-21 Quarter 4

	Q4 Apr-Jun 2020	Q4 Apr-Jun 2021	Variance 2020 vs 2021	%	FY Jul 2019-Jun 2020	FY Jul 2020-Jun 2021	YTD Variance 2019-20 vs 2020-21	%	Apr-21	May-21	Jun-21
Bustang System											
Revenue riders	256	18,612	18,356	7170%	185,265	55,012	(130,253)	-70%	5,140	5,300	8,172
Revenue	\$2,846	\$239,857	\$237,011	8328%	\$2,042,566	\$683,386	(\$1,359,180)	-67%	\$54,611	\$82,187	\$103,059
Cumulative Avg. Fare	\$11.12	\$12.89	\$1.77	16%	\$11.03	\$12.42	\$1.40	13%	\$10.62	\$15.51	\$12.61
Load Factor	11%	20%	8%	72%	49%	19%	-30%	-61%	20%	18%	21%
Farebox Recovery Ratio	13%	21%	8%	66%	57%	20%	-37%	-65%	17%	24%	23%
South Route											
Revenue riders	71	5,528	5,457	7686%	52,280	15,983	(36,297)	-69%	1,465	1,660	2,403
Revenue	\$729	\$71,790	\$71,061	9748%	\$514,938	\$205,126	-\$309,812	-60%	\$15,611	\$25,752	\$30,427
Cumulative Avg. Fare	\$10.27	\$12.99	\$2.72	26%	\$9.85	\$12.83	\$2.98	30%	\$10.66	\$15.51	\$12.66
Load Factor	9%	15%	6%	70%	38%	13%	-25%	-66%	14%	15%	16%
Farebox Recovery Ratio	11%	20%	9%	81%	42%	17%	-25%	-60%	16%	24%	20%
North Route											
Revenue riders	74	4,926	4,852	6557%	77,031	13,602	(63,429)	-82%	1,274	1,261	2,391
Revenue	\$621	\$63,452	\$62,831	10118%	\$646,230	\$167,365	-\$478,865	-74%	\$13,594	\$19,621	\$30,237
Cumulative Avg. Fare	\$8.39	\$12.88	\$4.49	53%	\$8.39	\$12.30	\$3.92	47%	\$10.67	\$15.56	\$12.65
Load Factor	9%	14%	5%	57%	71%	12%	-59%	-83%	14%	13%	16%
Farebox Recovery Ratio	15%	25%	10%	71%	67%	17%	-50%	-75%	21%	27%	26%
West Route											
Revenue riders	111	8,158	8,047	7250%	55,954	25,427	(30,527)	-55%	2,401	2,379	3,378
Revenue	\$1,748	\$104,616	\$102,868	5885%	\$881,398	\$310,896	-\$570,502	-65%	\$25,406	\$36,815	\$42,395
Cumulative Avg. Fare	\$17.55	\$12.82	-\$4.73	-27%	\$15.75	\$12.23	-\$3.53	-22%	\$10.58	\$15.47	\$12.55
Load Factor	18%	33%	15%	83%	50%	32%	-18%	-36%	31%	31%	37%
Farebox Recovery Ratio	15%	20%	5%	33%	61%	25%	-36%	-59%	15%	23%	23%

As planned, the summer service schedule change that took effective May 23, 2021. This service change included additional service on all lines and substantially impacted Bustang ridership and farebox revenue by providing more options and greater flexibility for riders. The summer service change added four daily weekday trips to both the North and South Lines, four North Line daily trips on weekends, and extended West Line service from weekdays only to daily service, including weekends and holidays.

On-Time Performance - Departures departing ten minutes or less behind their scheduled departure are considered "On-Time."

Quarterly On-Time Performance Departures:

- System - 95.84%
- West Line - 96.48%
- North Line - 98.95%
- South Line - 92.58%

RamsRoute - RamsRoute has returned for the 2021-2022 school year, with the first day of operations on August 27, 2021 to kick off the fall semester. Schedule and service information has been distributed to over 6,000 on-campus students with their move-in materials.

Bustang to Broncos - Bustang to Broncos services have returned for the 2021-2022 season and will provide one round trip on both the North and South lines. During the NFL season, Bustang to Broncos will operate for every Broncos home game, having started with the first home pre-season game on August 28th.

DTC - DTC service between Colorado Springs and the Denver Tech Center will be resuming on weekdays starting Monday, September 20, 2021. Providing commuters mobility options with DTC service will alleviate some congestion on the I-25 South Gap Project bottleneck during rush hours.

Snowstang - We are currently preparing for the return of Snowstang for the 2021-2022 ski season. All three of our original ski resort partners from Snowstang's inaugural season (Loveland Ski Area, Arapahoe Basin Ski Area, and Steamboat Resort) will be participating in the upcoming season with the addition of a fourth, Copper Mountain Resort.

Quarterly Safety/Collisions - During the quarter, Bustang was involved in one preventable and three non-preventable accidents. This puts Bustang at a preventable accident rate of 1.4 per 100,000 operating miles, above our goal of .5 accidents per . We have been working with the operations and safety personnel at Ace Express to emphasize behind the wheel skills training/re-trainings in response to the influx of accidents involving fixed objects this quarter.

<u>Date</u>	<u>Bus#</u>	<u>Location</u>	<u>Comment</u>	<u>Preventable (Y/N)</u>
04/08/2021	38024	Rifle Park-n-Ride	Backed into fixed object.	Y
05/12/2021	38020	Denver - US 6	Rear-ended in slow-moving traffic.	N
06/26/2021	38021	Avon Yard	Made contact with fixed object in turn.	Y
06/29/2021	38016	Denver - Chestnut/20 th	Made contact with fixed object in turn.	Y

INIT Intelligent Transportation Project - With all CAD/AVL equipment installed fleet-wide and the End User Acceptance Testing complete, we have now entered the pilot phase of our ITCS integration.

RTD / AIM Grant Masabi Integration - In September 2020, RTD, with support from CDOT named as one recipient of FTA's Accelerating Innovative Mobility Grant. This grant will provide funding for RTD to create an integrated ticketing solution with Bustang and the Lone Tree Link On-Demand through our third-party mobile ticketing provider, Masabi, which will allow users of all three transit systems to purchase one ticket for full systemwide usage.

Social Media Tracking -

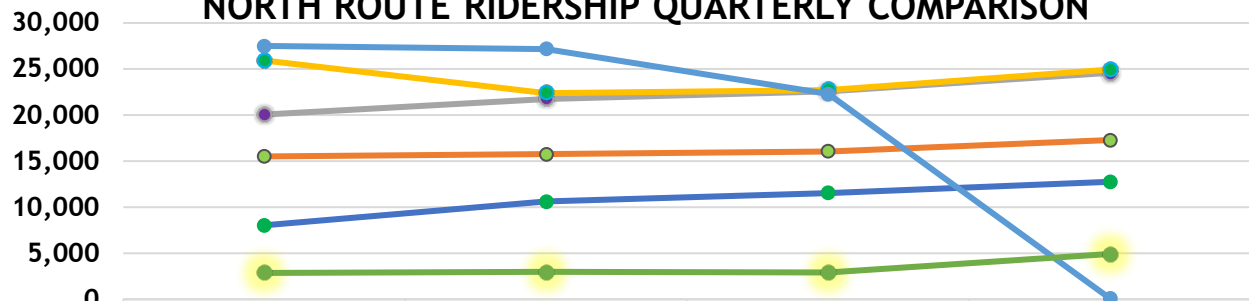
Customer Comments

- Passengers have reacted positively for the re-launch of Bustang to Estes, Bustang to Broncos, and the return of Snowstang this winter.
- Appreciative of operators and the hard work that our Bustang team provides - commendations have been regularly coming in on social media and even directly to our operator partners at Ace Express.
- Interest in upcoming phase III Outrider routes.

Next Steps

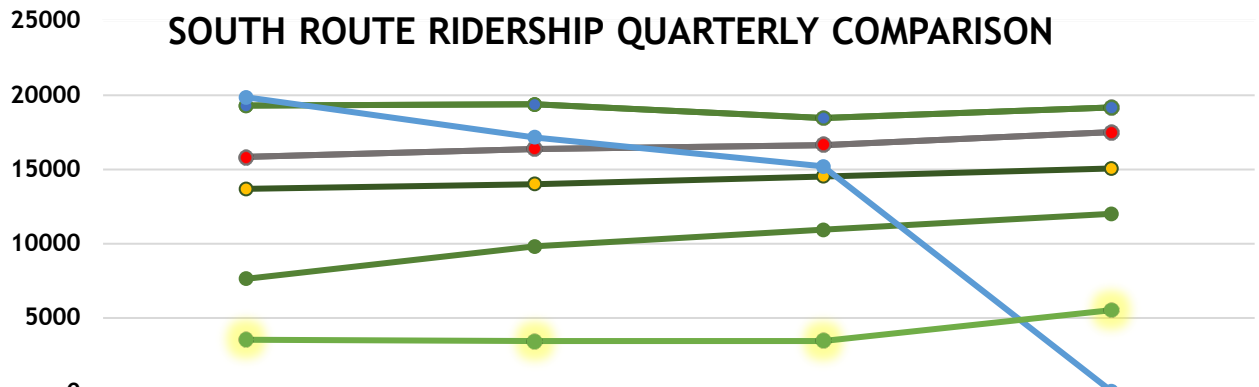
- Continuing monitoring the pilot of our INIT Intelligent Transportation System.
- Complete fleet safety/sanitation installs and aesthetic repairs - MCI has produced a retrofitted design of the driver barriers that accommodates the farebox, allowing more room for boarding passengers. UVC filtration installations are nearly completed and the last group of buses are getting rewrapped with a high-adhesive material.
- Start prepping for the opening of Bijou Street Maintenance Facility to support the South Line.
- Plan and prepare for the re-launch of services and the addition of the new van transit service, Pegasus.

NORTH ROUTE RIDERSHIP QUARTERLY COMPARISON



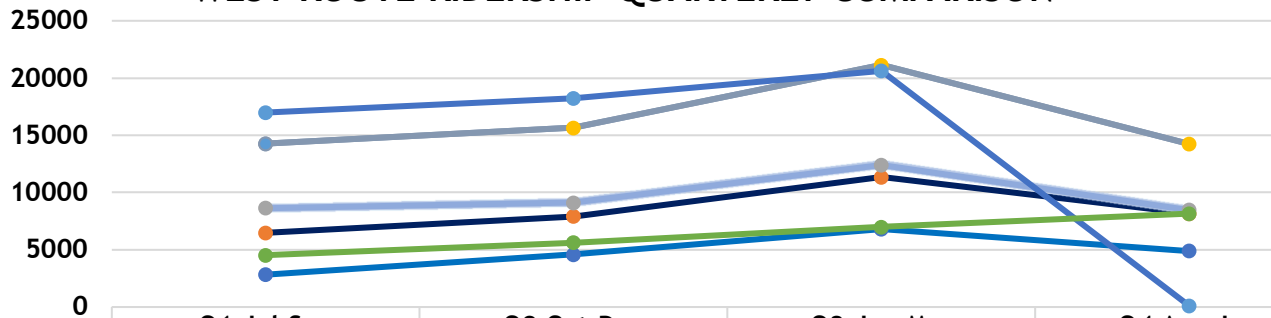
	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
2015-16	8,036	10,612	11,549	12,762
2016-17	15,512	15,764	16,073	17,293
2017-18	20,057	21,768	22,548	24,591
2018-19	25,929	22,380	22,723	24,933
2019-20	27,508	27,178	22,271	74
2020-21	2,862	2,982	2,892	4,926

SOUTH ROUTE RIDERSHIP QUARTERLY COMPARISON



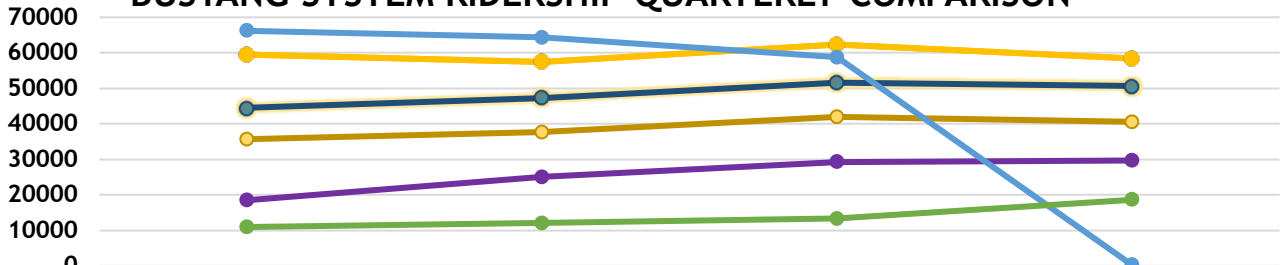
	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
FY15/16	7636	9822	10934	12012
FY16/17	13691	14017	14536	15062
2017-18	15842	16378	16646	17509
2018-19	19297	19383	18457	19158
2019-20	19852	17153	15201	74
2020-21	3,556	3,448	3,451	5,528

WEST ROUTE RIDERSHIP QUARTERLY COMPARISON



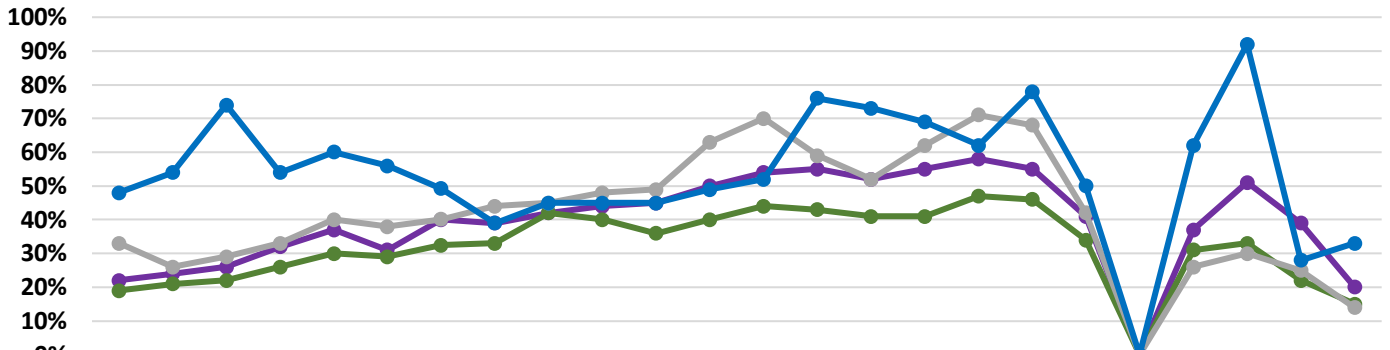
	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
FY15/16	2825	4601	6806	4908
FY16/17	6480	7916	11358	8162
2017-18	8632	9129	12401	8463
2018-19	14272	15667	21148	14245
2019-20	16986	18232	20625	111
2020-21	4,531	5,631	6,981	8,158

BUSTANG SYSTEM RIDERSHIP QUARTERLY COMPARISON



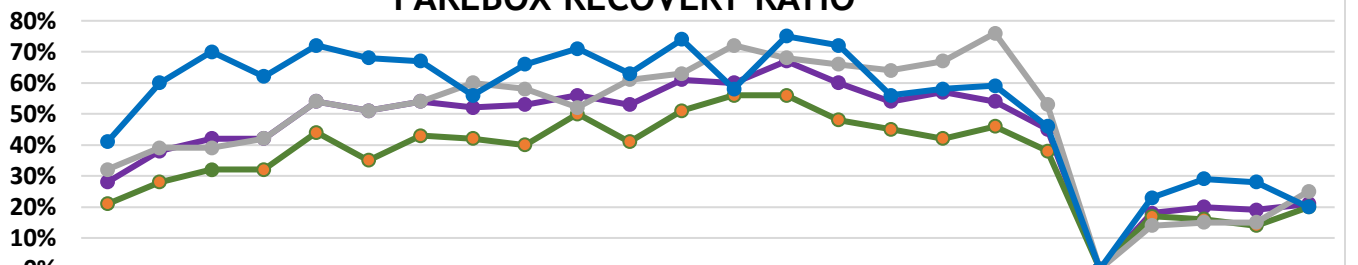
	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
FY15/16	18497	25035	29289	29682
FY16/17	35683	37697	41967	40517
2017-18	44531	47275	51595	50663
2018-19	59498	57430	62328	58336
2019-20	66192	64361	58726	259
2020-21	10,949	12,061	13,324	18,612

LOAD FACTOR BY ROUTE



	Q1 Jul-Sep 2015	Q2 Oct-Dec 2015	Q3 Jan-Mar 2016	Q4 Apr-Jun 2016	Q1 Jul-Sep 2016	Q2 Oct-Dec 2016	Q3 Jan-Mar 2017	Q4 Apr-Jun 2017	Q1 Jul-Sep 2017	Q2 Oct-Dec 2017	Q3 Jan-Mar 2018	Q4 Apr-Jun 2018	Q1 Jul-Sep 2018	Q2 Oct-Dec 2018	Q3 Jan-Mar 2019	Q4 Apr-Jun 2019	Q1 Jul-Sep 2019	Q2 Oct-Dec 2019	Q3 Jan-Mar 2020	Q4 Apr-Jun 2020	Q1 Jul-Sep 2020	Q2 Oct-Dec 2020	Q3 Jan-Mar 2021	Q4 Apr-Jun 2021
Series1	22%	24%	26%	32%	37%	31%	40%	39%	42%	44%	45%	50%	54%	55%	52%	55%	58%	55%	41%	0%	37%	51%	39%	20%
South	19%	21%	22%	26%	30%	29%	32%	33%	42%	40%	36%	40%	44%	43%	41%	41%	47%	46%	34%	0%	31%	33%	22%	15%
North	33%	26%	29%	33%	40%	38%	40%	44%	45%	48%	49%	63%	70%	59%	52%	62%	71%	68%	42%	0%	26%	30%	25%	14%
West	48%	54%	74%	54%	60%	56%	49%	39%	45%	45%	45%	49%	52%	76%	73%	69%	62%	78%	50%	0%	62%	92%	28%	33%

FAREBOX RECOVERY RATIO



	Q1 Jul-Sep '15	Q2 Oct-Dec 2015	Q3 Jan-Mar 2016	Q4 Apr-Jun 2016	Q1 Jul-Sep 2016	Q2 Oct-Dec 2016	Q3 Jan-Mar 2017	Q4 Apr-Jun 2017	Q1 Jul-Sep 2017	Q2 Oct-Dec 2017	Q3 Jan-Mar 2018	Q4 Apr-Jun 2018	Q1 Jul-Sep 2018	Q2 Oct-Dec 2018	Q3 Jan-Mar 2019	Q4 Apr-Jun 2019	Q1 Jul-Sep 2019	Q2 Oct-Dec 2019	Q3 Jan-Mar 2020	Q4 Apr-Jun 2020	Q1 Jul-Sep 2020	Q2 Oct-Dec 2020	Q3 Jan-Mar 2021	Q4 Apr-Jun 2021
System	28%	38%	42%	42%	54%	51%	54%	52%	53%	56%	53%	61%	60%	67%	60%	54%	57%	54%	45%	0%	18%	20%	19%	21%
South	21%	28%	32%	32%	44%	35%	43%	42%	40%	50%	41%	51%	56%	56%	48%	45%	42%	46%	38%	0%	17%	16%	14%	20%
North	32%	39%	39%	42%	54%	51%	54%	60%	58%	52%	61%	63%	72%	68%	66%	64%	67%	76%	53%	0%	14%	15%	15%	25%
West	41%	60%	70%	62%	72%	68%	67%	56%	66%	71%	63%	74%	58%	75%	72%	56%	58%	59%	46%	0%	23%	29%	28%	20%



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

DATE: September 15, 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 and Fiscal Year End Update; 4th Quarter - Year Ending June 30, 2021

Purpose

The purpose of this memo is to provide a quarterly and fiscal year end Bustang Outrider update on operational and performance measures for 4th Quarter, fiscal year ending on June 30, 2021.

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.

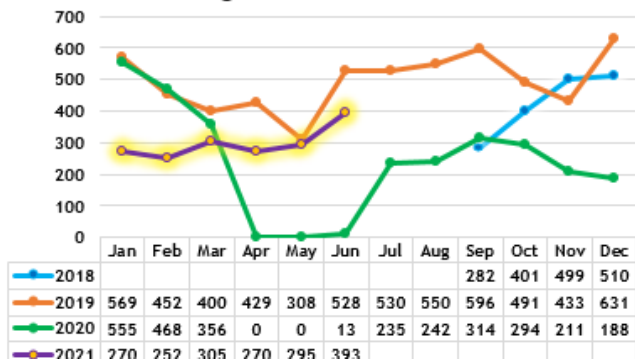
Outrider provides essential service transportation from rural to an urban community services center as well as a connection to the national intercity bus network. Outrider is considered as, and is marketed as an “offspring” brand to the parent Bustang system. For these reasons, a separate Outrider update accompanies the quarterly Bustang update.

The routes currently in operation are:

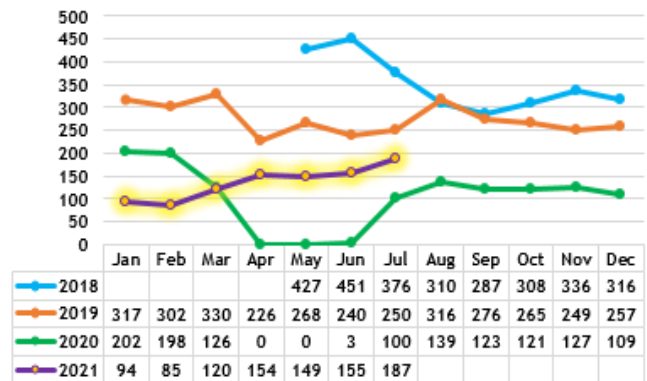
- Lamar - Colorado Springs in revenue service Monday through Friday except major holidays and operated by Senior Resource Development Agency of Pueblo, Inc. (SRDA)
- Alamosa - Salida -Pueblo is in revenue service daily and is also operated by SRDA.
- Gunnison - Salida- Denver is operating in revenue 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 via US 40 & I-70 West operated by Greyhound Lines, Inc. (This is a phase III route launched into revenue service on January 2, 2021)

Details
RIDERSHIP

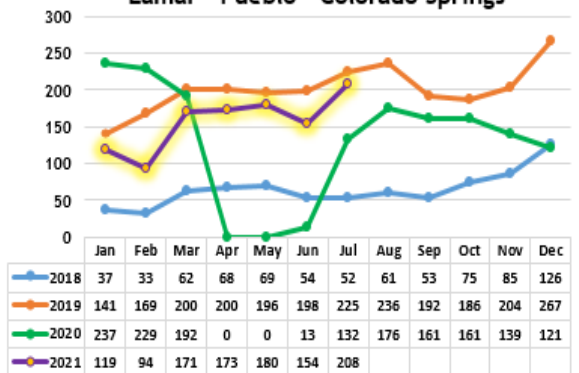
Durango - Grand Junction



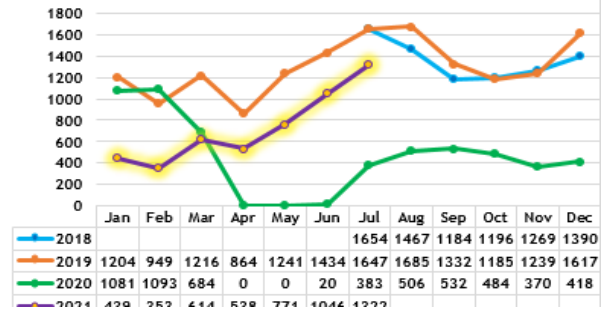
Alamosa - Pueblo



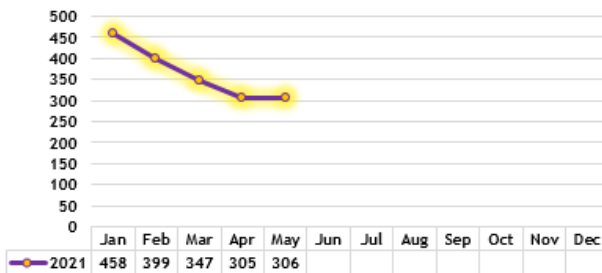
Lamar - Pueblo - Colorado Springs



Gunnison - Denver



Craig - Denver



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 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)
- Trinidad - Pueblo via I-25
- Grand Junction - Telluride via US 550
- Service stops and schedules have been determined for all Phase III routes.

The nationwide delay in deliveries of heavy duty vehicles has impacted the start of the Sterling - Greely and Denver service and the Trinidad - Pueblo service. Buses for these routes were originally scheduled for delivery in March of 2021. Delivery was made in the last part of August 2021. Inspections, repairs and prep work have necessitated a start date for these two routes in early October 2021.

Service on the Telluride - Grand Junction route will be starting at the beginning of September after the execution of the lease arrangement for two CDOT owned Van Hool CX 35s to be operated by Telluride Express.

Next Steps

- Determine operators for the Craig to Denver route in 2022. Route is currently being operated on a one year “emergency” basis by Greyhound. Requests for Proposals (RFP) to advertise by early September, 2021.
- Award Calendar Year 2022 Grants for Outrider.
- Opening events and outreach to communities which will be serviced by the Phase III 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.



COLORADO
Department of Transportation
 Division of Transit & Rail

2829 W. Howard Place, 4th Floor
 Denver, CO 80204

DATE: September 15, 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 Subawards (FTA) and Grants (FASTER) Quarterly Report

Purpose

The memo provides the Transportation Commission a quarterly update on the Transit Subawards and Grants Program, with data reflective of the quarter ending June 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 3/31/2021	% Spent This Qtr Ending 3/31/2021	% Contracted This Qtr Ending 6/30/2021	% Spent This Qtr Ending 6/30/2021
FASTER SFY 2015-16	\$15 M	\$20.7 M	100%	96%	100%	97%
FASTER SFY 2016-17	\$15 M	\$17 M	100%	97%	100%	97%
FASTER SFY 2017-18	\$15 M	\$17 M	100%	95%	100%	100%
FASTER SFY 2018-19	\$15 M	\$18.5 M	100%	97%	100%	99%
FTA FFY 2015-16	\$17.2 M	\$17.9 M	100%	100%	100%	100%
FTA FFY 2016-17	\$18.1 M	\$18.9 M	100%	98%	100%	100%
FTA FFY 2017-18	\$20.7 M	\$22.6 M	100%	98%	100%	100%
FTA FFY 2018-19	\$21.9 M	\$25.1 M	100%	92%	100%	92%

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.

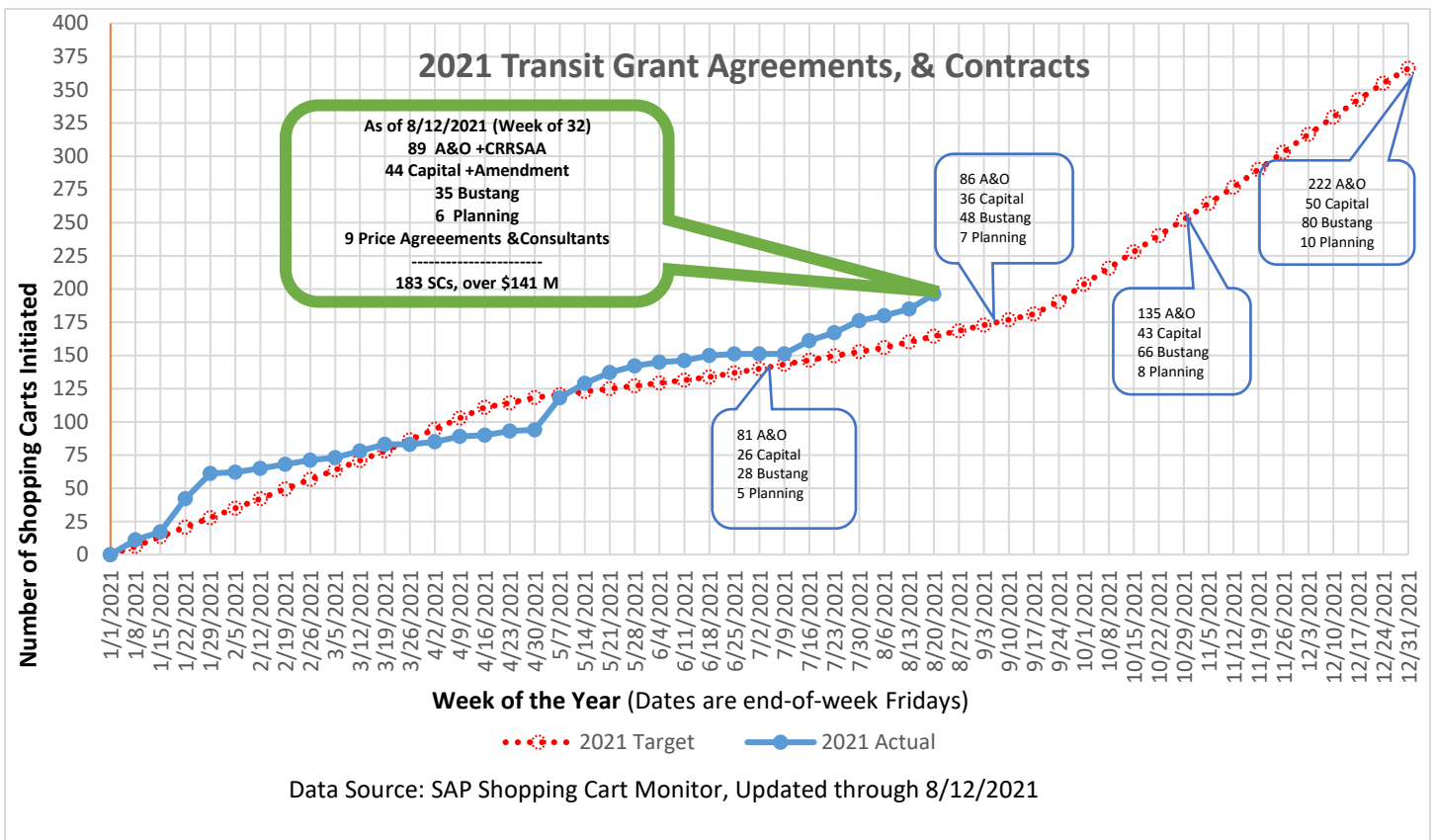
Project Assistance / Lessons Learned

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 T&I 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 August 12, 2021. The 2021 progress stands at 183 of the forecast 400 contracts to be delivered for the calendar year.



Next Steps

The next quarterly report will be available for the November meeting, reporting on the period ending September 31, 2021

Attachments: None



COLORADO
Department of Transportation

Division of Transit and Rail
2829 W. Howard Pl. 4th Floor
Denver, CO 80204

DATE: September 15, 2021
TO: Transportation Commission
FROM: Amber Blake, Director, 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 June 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). In August 2018, the Commission approved \$10.9M in projects which consisted of bus purchases, local agency capital purchases, and Park-n-Ride investments.

In March 2019, the Transportation Commission committed the final \$2.5M in funds to the Bustang Fleet replacement fund.

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 2021 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 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.	COMPLETED Partnership with Region 3 and local agency partners. Construction was completed in summer 2021.
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, switches, and crossings in Colorado and Kansas were complete by May 2021. 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.

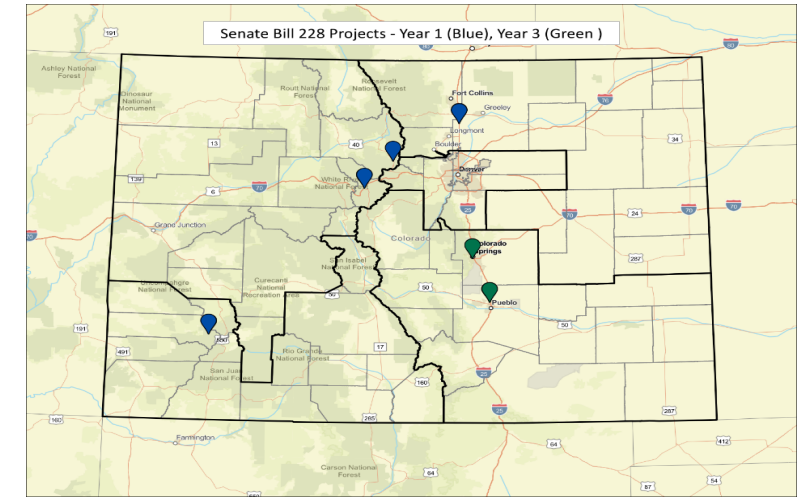
Attachments

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.

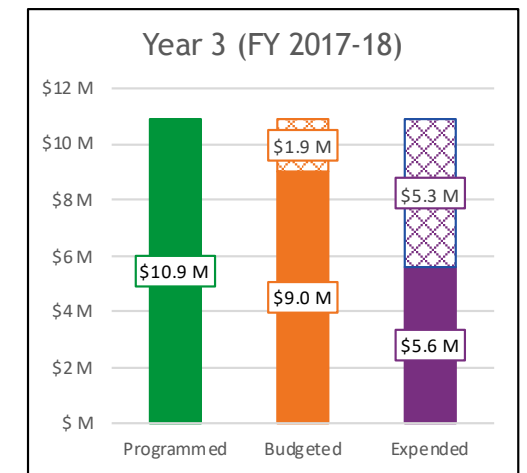
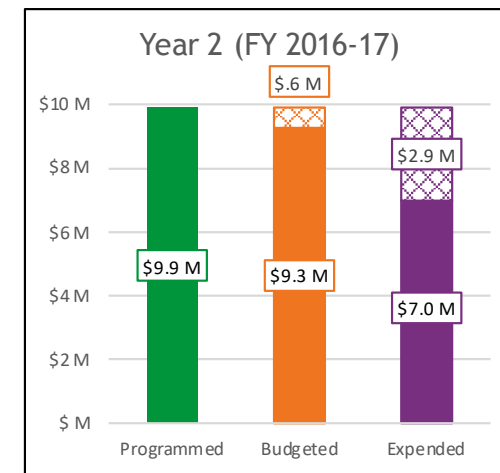
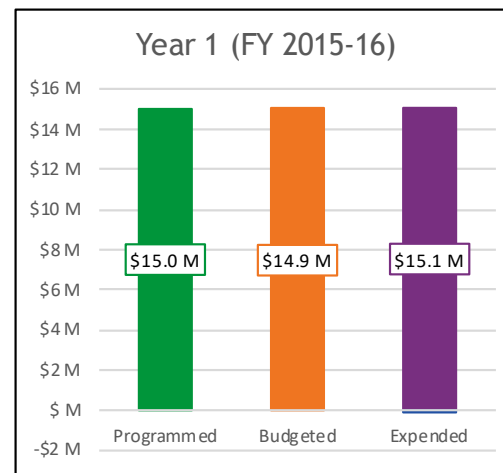


Senate Bill 228: Year 1 Allocation (\$15.0M Total, \$9.8M Complete)																			
Programmed	Project Description	Region	2021				2022				2023				2024				
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	
\$2.0 M	Program and Construction Management (SB 228 and SB 267)	All	████	████	████	████													
\$1.5 M	Winter Park Express Platform	3																	
\$2.5 M	Bus Purchases	Various																	
\$5.0 M	Centerra-Loveland Mobility Hub	4	████	████	████	████	████	████	████	████	████	████	████	████					
\$0.0 M	Woodmen Road Park-n-Ride Replacement	2																	
\$1.5 M	San Miguel County Park-n-Ride	5																	
\$2.5 M	Frisco Transit Center - Phase 1	3																	
\$0.0 M	Rifle Park-n-Ride	3																	

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																	
\$1.0 M	TIGER 9 Match	2																	
\$6.5 M	Local Agency State of Good Repair	Various																	

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																	
\$3.5 M	Local Agency State of Good Repair	Various																	
\$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																	
\$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: September 15, 2021
TO: Transportation Commission
FROM: Amber Blake, Director, 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 June 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 \$192M 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 \$6.0M 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 2019 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 June 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.	COMPLETED Began operation in August 2021.
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 or early 2022.
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 transferred to Region 2.
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.	Project has been approved by TC and received award from FRA.
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.	Design is complete. Construction began summer 2021, completion 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.	Awarded through Capital Call. Design expected to be completed in spring 2022. Construction expected to be completed by the end of 2023.
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. Received a direct 2019 5339(b) award from FTA for \$12 M for construction. IGAs for both 5339(b) and SB267 funding executed.
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.
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.

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.	Planning, stakeholder engagement activities, and conceptual design are 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 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.	Award letter has been completed.
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.	Project has been approved by TC.
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 at next opportunity.
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 - RAISE 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. Plan to resubmit application to USDOT (RAISE grant) currently.
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.
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.

SB 267 YEAR 3		
Project	Description	Status
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 to be approved by TC in May 2021.
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 three 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.
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.

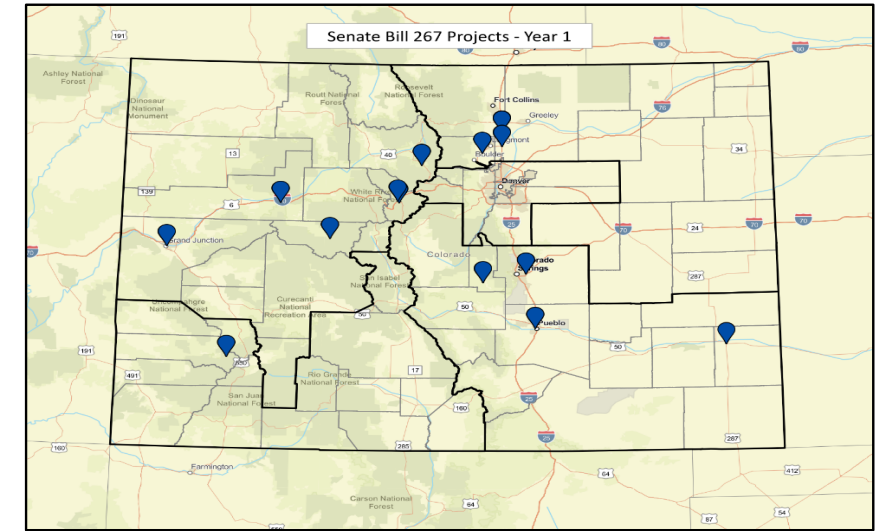
Attachments

Strategic Transit Projects (SB 267) - Transit Program Roadmap

Strategic Transit Projects (SB 267) - Transit Program Roadmap

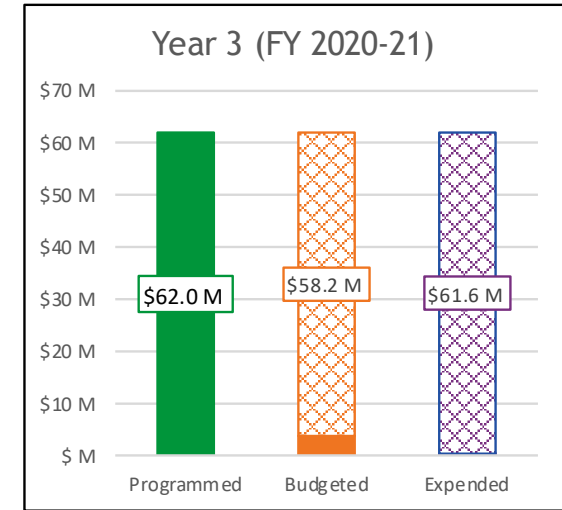
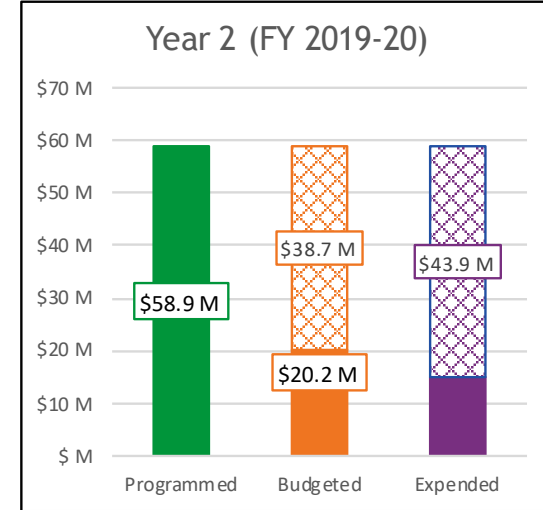
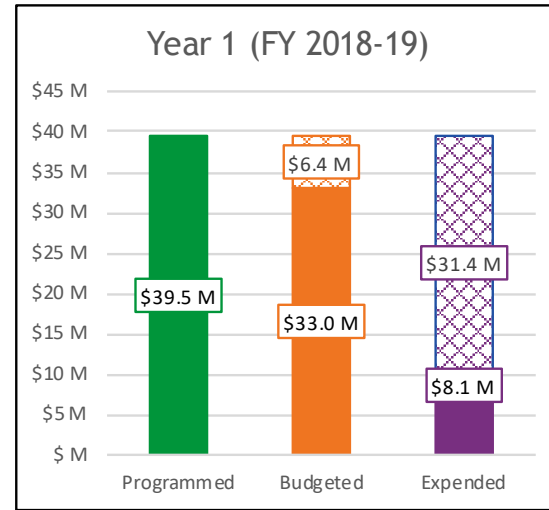
Senate Bill 17-267 (SB-267) provided up to \$188 M for transit projects starting in Fiscal Year 2018-19, with an additional \$10M to date from bond sale proceeds. As of this report, the first three fiscal years (\$148 M) have been released.

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	COMPLETED																	
\$0.12 M	Cripple Creek Administration and Operations Facility (Design)	2	[Green]																	
\$0.11 M	Prowers County Bus Barn Office Extension	2	IN PROGRESS																	
\$0.05 M	Southwest Chief Thru-Car Study - CRISI Grant Match	2	IN PROGRESS																	
\$3.44 M	Frisco Transit Center - Phase 2	3	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]	[Blue]		
\$2.98 M	RFTA Glenwood Maintenance Facility - Phase 3/7	3	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]		
\$0.20 M	Winter Park Transit Maintenance Facility - Phase 1	3	COMPLETED																	
\$2.60 M	Winter Park Transit Maintenance Facility - Phase 2	3					[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]		
\$1.50 M	Arterial Transit and Bike/Pedestrian Improvements on I-70 Bus./US 6 Corridor	3	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]	[Green]		
\$1.00 M	RFTA Aspen Maintenance Facility Improvement - Phase 9	3	COMPLETED																	
\$0.43 M	Summit County Transit Operations Center Design and Engineering	3	IN PROGRESS																	
\$6.72 M	Firestone-Longmont - Phase 1	4	FUNDS TO BE PUT TOWARDS VALUE ENGINEERED PROJECT AT FIRESTONE-LONGMONT																	
\$2.50 M	Firestone-Longmont - Phase 2	4	FUNDS TO BE PUT TOWARDS VALUE ENGINEERED PROJECT AT FIRESTONE-LONGMONT																	
\$6.00 M	Centerra-Loveland Mobility Hub	4	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]		
\$5.00 M	Berthoud Mobility Hub	4	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]		
\$2.00 M	SH 119 BRT	4	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]	[Orange]		
\$0.00 M	Poncha Springs Crossroads Welcome Center Improvements	5	WITHDRAWN																	
\$1.86 M	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	5	COMPLETED																	

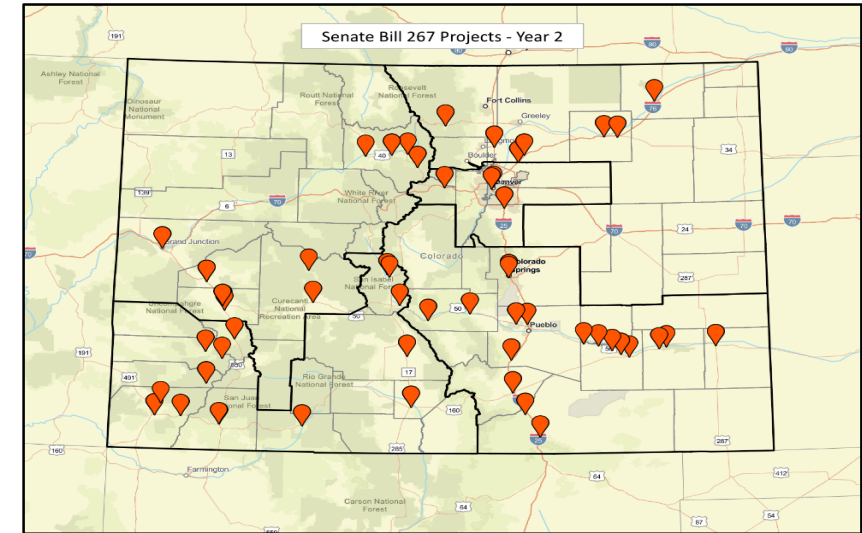
Legend	
[Red]	Planning
[Green]	Design / Environmental Clearance / ROW Acquisition
[Blue]	Procurement
[Orange]	Construction / Delivery
[Purple]	Cash Contribution
[Hatched]	Program Management Activities
[Yellow]	Quarterly TC Meeting Report
[Green]	Bar Charts: Unprogrammed
[Orange]	Bar Charts: Unbudgeted
[Purple]	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.

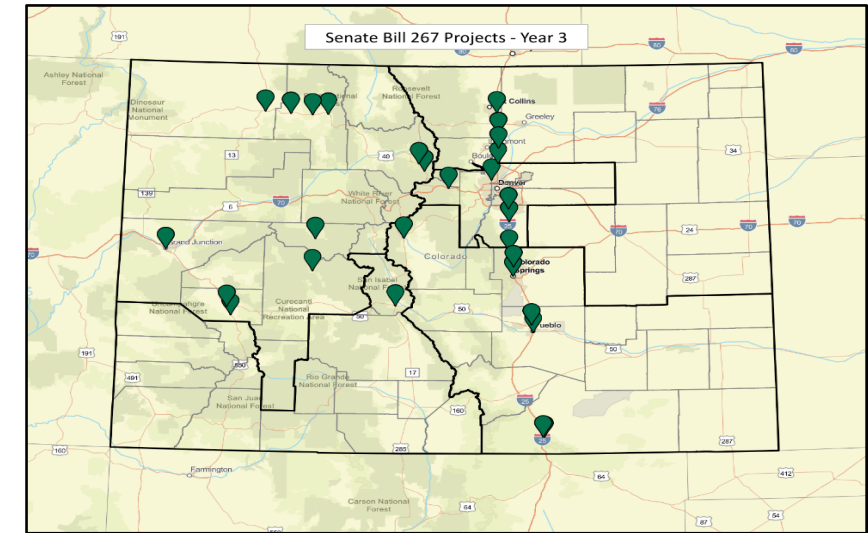


Senate Bill 267: Year 2 Allocation (\$58.9M Total, \$20.2M Complete)																				
Programmed	Project Description	Region	2021				2022				2023				2024					
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec		
\$26.00 M	Revitalizing Main Streets Program	1	[Green bars]												[Blue bars]					
\$15.00 M	Burnham Yard - CRISI Grant Match	1	[Green bars]												COMPLETED					
\$2.00 M	Lone Tree Mobility Hub	1	[Green bars]												[Green bars]					
\$0.63 M	Bustang Fleet Purchases (Region 1)	1	[Green bars]												[Green bars]					
\$0.30 M	Idaho Springs Mobility Hub	1	[Red bars]				[Green bars]													
\$3.50 M	Colorado Springs Transit Center	2	[Green bars]												[Blue bars]					
\$1.10 M	North Pueblo Mobility Hub	2	[Green bars]												[Blue bars]					
\$0.60 M	Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford,	2	[Green bars]												[Blue bars]					
\$0.20 M	South Central Storage and Maintenance Facility	2	[Green bars]												[Blue bars]					
\$0.20 M	Outrider Improvements at Colorado City Corners, Walsenburg and Aguilar	2	[Green bars]												[Blue bars]					
\$0.16 M	Outrider Improvements at Canon City and Cotopaxi	2	[Green bars]												[Blue bars]					
\$0.08 M	Outrider Improvements at Pueblo West	2	[Green bars]												[Blue bars]					
\$0.08 M	Outrider Improvements at Tejon Park-n-Ride	2	[Green bars]												[Blue bars]					
\$0.80 M	Gunnison Valley RTA Storage Facility	3	[Green bars]												IN PROGRESS					
\$0.30 M	Outrider Improvements at Fraser, Granby, Kremmling and Hot Sulphur Springs	3	[Green bars]												[Blue bars]					
\$0.25 M	Outrider Improvements at Montrose, Delta and Gunnison	3	[Green bars]												[Blue bars]					
\$0.25 M	Montrose Multimodal Transit Center (All Points Transit)	3	[Green bars]												IN PROGRESS					
\$0.08 M	Grand Junction Mobility Hub	3	[Green bars]												IN PROGRESS					
\$0.00 M	Western Slope Storage and Maintenance Facility	3	[Green bars]												WITHDRAWN					
\$1.25 M	Bustang Fleet Purchases (Region 4)	4	[Green bars]												[Blue bars]					
\$1.03 M	Estes Park Transit Improvements	4	[Green bars]												[Blue bars]					
\$0.24 M	Outrider Improvements at Brush, Fort Morgan and Hudson	4	[Green bars]												[Blue bars]					
\$0.10 M	Firestone-Longmont - Phase 1	4	[Green bars]												FUNDS TO BE PUT TOWARDS VALUE ENGINEERED PROJECT AT FIRESTONE-LONGMONT					
\$0.08 M	Outrider Improvements at Sterling	4	[Green bars]												[Blue bars]					
\$0.08 M	Outrider Improvements at Lochbuie	4	[Green bars]												[Blue bars]					
\$2.00 M	Durango Transit Capital Improvements	5	[Green bars]												[Blue bars]					
\$1.08 M	Pagosa Springs/Archuleta Multimodal Facility	5	[Green bars]												[Blue bars]					
\$0.60 M	Buena Vista Park-n-Ride and Intermodal Facility	5	[Green bars]												[Blue bars]					
\$0.40 M	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	5	[Green bars]												[Blue bars]					
\$0.25 M	Outrider Improvements at Placerville, Ridgway and Telluride	5	[Green bars]												[Blue bars]					
\$0.25 M	Outrider Improvements at 3 locations between Alamosa and Buena Vista	5	[Green bars]												[Blue bars]					

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 funds	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																



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JERAD ESQUIBEL, DIRECTOR OF PROJECT SUPPORT
DATE: SEPTEMBER 16, 2021
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE Q4 FY2021 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. No action from the Board is requested; this report is for informational purposes only. Summarized below are the elements contained in the report. The report is also available in its entirety at: <https://www.codot.gov/programs/BridgeEnterprise/QuarterlyReports/fy2021-quarterly-reports>.

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

With the passage of SB21-260, the Colorado Bridge Enterprise has officially become the Statewide Bridge and Tunnel Enterprise (BTE). The new law will create an estimated \$522M in new BTE revenues from FY23 to FY32 and gives BTE the authority to repair, maintain, and more safely operate tunnels throughout the state, including critical facilities such as the Eisenhower Johnson Memorial Tunnel. Updates on critical activities and milestones associated with the creation of the BTE will be included in future quarterly reports.

Program Progress

In Q4 FY2021, BTE Staff continued to make progress addressing the state’s “Poor” bridge population. During this period, design funding was increased for one structure, design funding was established for five structures, and construction funding was established for 18 structures.

Funding increases were approved for the design phase of the structure 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	\$1,625,000

Funding was approved to initiate the design phase for five structures as itemized below.

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
F-06-A	3	Garfield	US 6 ML over Elk Creek	Design	\$526,600
F-12-AT	3	Eagle	I-70 ML WBND over Polk Creek	Design	\$500,000
A-27-A	4	Sedgwick	US 385 ML over Draw	Design	\$966,700
B-27-D	4	Phillips	US 6 ML over Frenchman Creek		
B-27-F	4	Phillips	US 6 ML over Draw		

Funding was approved to initiate the construction phase for 18 structures as itemized below.

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
*G-12-C	2	Park	SH 9 ML over Platte Gulch	Construction	\$54,218,000
*H-13-N	2	Park	US 24 ML over Draw		
*I-13-G	2	Park	US 24 ML over Draw		
*I-15-AO	2	Teller	US 24 ML over Draw		
*I-15-T	2	Teller	US 24 ML over Draw		
*J-14-C	2	Park	SH 9 ML over Louis Gulch		
*J-15-G	2	Fremont	SH 9 ML over Mack Gulch		

*M-21-B	2	Otero	US 350 ML over Lone Tree Arroyo		
*M-21-C	2	Otero	US 350 ML over Hoe Ranch Arroyo		
*M-21-J	2	Otero	US 350 ML over Draw		
*M-22-U	2	Otero	US 350 ML over Otero Ditch		
*M-22-Y	2	Otero	US 350 ML over Draw		
*N-21-C	2	Otero	US 350 ML over Draw		
*N-21-F	2	Otero	US 350 ML over Sheep Canyon Arroyo		
*I-13-H	2	Park	US 24 ML over Draw		
*M-21-I	2	Otero	US 350 ML over Draw	Construction	\$11,138,300
*O-19-D	2	Las Animas	US 350 ML over Lunning Arroyo		
I-05-V	3	Delta	SH 92 ML over Gunnison River	Construction	\$11,197,500

*Region 2 Concrete Box Culvert and Corrugated Metal Pipe Culvert Bundle

During this quarter five structures completed construction as itemized below.

Structure ID	Region	Facility Carried over Featured Intersection	County
M-22-N	2	SH 71 ML over Highline Canal	Otero
M-24-A	2	SH 101 ML over Draw	Bent
M-24-I	2	SH 101 ML over Draw	Bent
D-27-G	4	US 34 ML over N Fk Republican River	Yuma
D-28-P	4	US 34 ML over Republican River	Yuma

Active Project Portfolio

The BTE program is currently delivering near historic levels with a robust active project portfolio consisting of 31 projects that will rehabilitate or replace 67 FASTER eligible structures and address approximately half a million square feet of eligible bridge deck area throughout the state. The BTE project prioritization process was developed to select projects from the statewide eligible bridge pool based on merit, rather than location, with the goal of obtaining the greatest benefit in increased bridge safety from available revenues. Although there is no regional distribution formula dictating the allocation of BTE funds, BTE staff proactively monitor equity at the regional and statewide level and consider equity when making programming decisions for structures of equivalent priority.

Bridge Prioritization Plan Update

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan in August 2021 based on the updated “poor” bridge list released by CDOT Staff Bridge. This information was advanced to the Q4 FY2021 report for expedited distribution. Pursuant to this update, nine structures became BTE eligible and are itemized below.

Structure ID	Region	Facility Carried over Featured Intersection	County
E-16-JT	1	I-76 ML EBND over Marshall Street	Jefferson
E-16-JV	1	I-76 ML EBND Ramp to SH 121 ML	Jefferson
E-16-JW	1	I-76 ML WBND Ramp to SH 121 ML	Jefferson
H-16-M	2	SH 67 ML over Long Gulch Creek	Teller
K-13-O	2	US 50 ML over Draw	Fremont
L-22-V	2	SH 109 ML over Draw	Otero
L-26-M	2	US 50 ML over Willow Creek	Prowers
M-16-D	2	SH 69 ML over Draw	Huerfano
H-03-E	3	US 6 ML over Colorado River	Mesa

Central 70 Project Milestone

A major project milestone, which is branded as the “Mile High Shift”, was achieved May 2021 when eastbound and westbound traffic on the I-70 Viaduct (E-17-FX) were switched to the lowered section in a temporary head-to-head configuration. The commencement of the Viaduct demolition has officially removed nearly 570,000 sq. ft. of poor rated bridge deck area and significantly reduced the statewide percentage of poor rated deck area on the National Highway System. The elimination of the Viaduct lowered the percentage of NHS poor rated deck area to 3.38% of the overall statewide NHS deck area, significantly lower than the 2022 FHWA performance target of 4%.

Program Schedule Update

The overall monthly program Schedule Performance Index (SPI) for Q4 FY2021 remained constant at or near 0.99, primarily due to the performance of completed projects. Although the active project SPI for the fourth quarter is lower than it was during the previous quarter, this metric trended up over the last 12 months and has been at or near 0.90 throughout the second half of the fiscal year. The active project SPI is expected to increase over the next quarter as planned mitigation measures take effect and improve actual vs planned program performance. The program overall and active monthly Schedule Performance Index (SPI) for Q4 FY2021 is listed below.

Month	Overall SPI	Active SPI
April	0.99	0.86
May	0.99	0.83
June	0.99	0.87

Budget and Encumbrance Balances

BE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since March 31, 2021, the budget and encumbrance balances have increased by \$705,644 due to the addition of I-25 over CO RD 640-103 (20407), Butte Creek which is in the dispute process.

Program Financial Information

Actual FASTER revenues as of the close of Q4 FY2021 were \$106.4M, which is \$5.6M below the FY2021 Revenue Budget of \$112.0M. The Revenue Budget was based on the June 2019 Revenue Forecast, to align with the forecast used by CDOT.

Attachments

Attachment A: BTE Q4 FY2021 Quarterly Report



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Bridge & Tunnel
Enterprise
Quarterly Report





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Introduction

During Q4 of FY2021, SB21-260 was signed into law and expanded the scope of the Colorado Bridge Enterprise to both designated bridge projects, as defined in SB09-108, and projects to repair, maintain, and more safely operate tunnels. The expanded and modified enterprise is now called the Statewide Bridge and Tunnel Enterprise (BTE). Detailed information about estimated revenue projections and initial Staff activities related to the new enterprise can be found later in this report.

This report is the 41st Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE) and Legacy Colorado Bridge Enterprise. This Report outlines the progress and accomplishments associated with the BTE Program for work completed during April, May, and June of 2021; which coincides with the fourth quarter of the Colorado Department of Transportation's (CDOT) 2021 Fiscal Year (Q4 FY2021). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q4 FY2021 BTE activities, some of which are discussed in further detail later in the report:

- Initiated work to modify the base program to officially stand up and organize the newly created Statewide Bridge and Tunnel Enterprise in response to the passage of SB21-260
- Drafted and finalized the 40th Bridge Enterprise Quarterly Report (Q3 FY2021).
- Approved the 6th Budget Supplement of FY2021 to establish funding for the construction phase of one project (17 total structures):
 - › Establish the construction phase budget for the FY18 USDOT Competitive Highway Bridge Grant Program R2B2 project (14 structures)
 - › Establish the construction phase budget for the non-grant structures combined with the R2B2 project (3 structures)
- Approved the 7th Budget Supplement of FY2021 for the planned incremental increase of funding for the design phase of one project and to establish funding for the design phase of two projects:
 - › Planned incremental increase to design funding for I-70 ML EBND over Polk Creek (F-12-AS)
 - › Establish the design phase budget for US 6 ML over Elk Creek (F-06-A)
 - › Establish the design phase budget for the Holyoke Bridge Bundle Project (A-27-A, B-27-D/F)
- Approved the 8th Budget Supplement of FY2021 to establish funding for the design phase of one project and establish funding for the construction phase of one project:
 - › Establish preliminary design funding for I-70 ML WBND over Polk Creek (F-12-AT)
 - › Establish the construction phase budget for SH 92 ML over Gunnison River (I-05-V)
- Approved a resolution to formally acknowledge the following structures which have become assets of the Bridge & Tunnel Enterprise:
 - › I-25 ML NBND over CO RD 640, Butte Creek (N-17-BW)
 - › I-25 ML SBND over CO RD 103, Butte Creek (N-17-BX)
 - › I-25 ML SBND over Draw (K-18-UA)
 - › US 34 ML over North Fork Colorado River (D-13-Y)
- Approved the fourth amendment to the Project Agreement for the Central 70 Project, the 2021 Memorandum of Settlement, and the first amendment to the Lender's Direct Agreement.
- Finalized annual updates to the BTE Four-Year Project Plan for fiscal years 2022-2025.
- Updated the BTE Prioritization Plan based on the updated Staff Bridge Poor List (completed Q1 FY2022)
- Continued evaluation of funding scenarios for BTE eligible components of projects on the approved SB267 project list, including the further evaluation of a high-level funding plan for the Floyd Hill project.
- Performed maintenance on the program baseline cost estimate.
- Performed status updates for various program metrics, including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed April, May, and June of 2021, and conducted the regularly scheduled Schedule Change Control Board meeting.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.
- Continued development of new programmatic risk

Program Highlights

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

With the passage of SB21-260 and its signature by Governor Jared Polis, several new transportation fees and General Fund transfers will be created or carried out. The Bill changed the name and scope of the Colorado Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise (BTE), authorizing a bridge and tunnel impact fee on diesel fuel and a retail delivery fee, which will provide an estimated \$522M in new BTE revenues from FY23 to FY32. All applicable revenue collected from the new fees will be deposited in the newly titled Statewide Bridge and Tunnel Enterprise Special Revenue Fund. By statute, the Statewide Bridge and Tunnel Enterprise is granted the authority to repair, maintain, and more safely operate tunnels throughout the state, including critical facilities such as the Eisenhower Johnson Memorial Tunnel. After the passage of the Bill, BTE staff initiated development of the processes and procedures of the newly altered Enterprise and started investigating the legal framework and revisions to its governing documents required to carry out the objectives of the legislation. Updates on critical activities and milestones associated with the creation of the BTE will be included in future Quarterly Reports.



Images 1. Governor Polis at the Signing of SB21-260



Images 2. Eisenhower Johnson Memorial Tunnel

Central 70 Project Major Milestone

A major project milestone, which is branded as the “Mile High Shift”, was achieved this quarter when eastbound and westbound traffic on the I-70 Viaduct (E-17-FX) were switched to the lowered section in a temporary head-to-head configuration. This phasing has allowed for the Viaduct demolition and the construction of the future eastbound I-70 alignment to commence. The commencement of the Viaduct demolition has officially removed nearly 570,000 sq. ft. of poor-rated bridge deck area and significantly reduced the statewide percentage of poor deck area on the National Highway System (NHS). The elimination of the Viaduct lowered the percentage of NHS poor-rated deck area to 3.38% of the overall statewide NHS deck area, significantly lower than the 2022 FHWA performance target of 4%. It should be noted that the statistics provided are based on a snapshot of statewide bridge condition taken in July 2021. Due to the dynamic nature of bridge condition, these statistics may not match all publicly available resources and are expected to change. More information on the major accomplishments on the Central 70 project can be found later in this report.

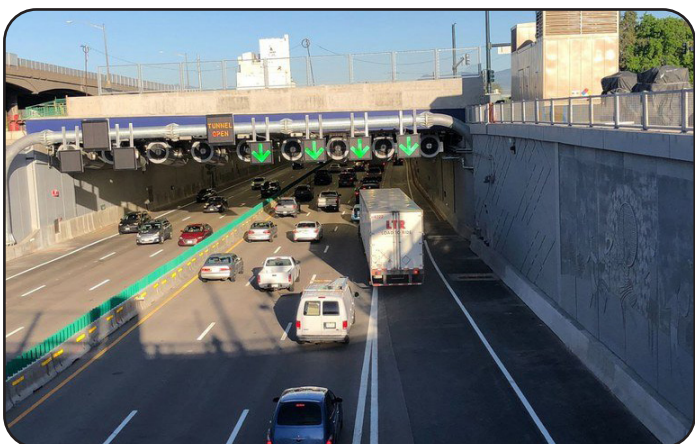


Image 3. Westbound I-70 in Temporary Head to Head Configuration



Image 4. Demolition of the I-70 Viaduct



Program Progress Updates

In Q4 FY2021, BTE Staff continued to make progress addressing the state’s “Poor” bridge population. A summary of these activities and other program highlights are provided below.

During this period, the I-70 Vail Pass Safety and Operations Improvement project had two separate budget actions. Funding was incrementally increased for the design phase of I-70 ML EBND over Polk Creek (F-12-AS) and funding was established to initiate design of I-70 WBND over Polk Creek (F-12-AT). Design phase funding was originally only anticipated for the replacement of the eastbound structure, however through the value engineering workshop, the project team determined that replacing F-12-AT prior to building F-12-AS allows for a more efficient alignment for F-12-AS, resulting in a cost savings of \$20M when compared to the original alignment. The approved budget supplement for the westbound structure is anticipated to assist with the conceptual design and evaluation of the value engineering proposal.

Table 1. Structures with Design Phase Funding Increases in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-12-AS	3	I-70 ML EBND over Polk Creek	Eagle

Of the four additional non-Vail Pass structures funded for design, three of the bridges are part of the Holyoke Bridge Bundle in rural northeast Colorado. The last structure, F-06-A, is truss bridge located on a critical detour route for I-70 and is currently load restricted.

Table 2. Structures Funded for Design in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-06-A	3	US 6 ML over Elk Creek	Garfield
F-12-AT	3	I-70 ML WBND over Polk Creek	Eagle
A-27-A	4	US 385 ML over Draw	Sedgwick
B-27-D	4	US 6 ML over Frenchman Creek	Phillips
B-27-F	4	US 6 ML over Draw	Phillips



Image 5. US 6 ML over Elk Creek (F-06-A)



Image 6. US 385 ML over Draw (A-27-A)



Image 7. US 6 ML over Frenchman Creek (B-27-D)



Image 8. US 6 ML over Draw (B-27-F)

Program Progress Updates Continued

During this period, 18 structures were funded for construction. Of the 18 structures, 17 are included in the Region 2 Concrete Box Culvert and Corrugated Metal Pipe Bundle. Within the Region 2 bundle, 14 of the structures were included in the successful application for a FY2018 USDOT Competitive Highway Bridge Discretionary Grant Program. The final project funded for construction, I-05-V, will replace a load posted structure in Delta county over the Gunnison River.

Table 3. Structures Funded for Construction in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
G-12-C	2	SH 9 ML over Platte Gulch	Park
H-13-N	2	US 24 ML over Draw	Park
I-13-G	2	US 24 ML over Draw	Park
I-13-H	2	US 24 ML over Draw	Park
I-15-AO	2	US 24 ML over Draw	Teller
I-15-T	2	US 24 ML over Draw	Teller
J-14-C	2	SH 9 ML over Louis Gulch	Park
J-15-G	2	SH 9 ML over Mack Gulch	Fremont
M-21-B	2	US 350 ML over Lone Tree Arroyo	Otero
M-21-C	2	US 350 ML over Hoe Ranch Arroyo	Otero
M-21-I	2	US 350 ML over Draw	Otero
M-21-J	2	US 350 ML over Draw	Otero
M-22-U	2	US 350 ML over Otero Ditch	Otero
M-22-Y	2	US 350 ML over Draw	Otero
N-21-C	2	US 350 ML over Draw	Otero
N-21-F	2	US 350 ML over Sheep Canyon Arroyo	Otero
O-19-D	2	US 350 ML over Lunning Arroyo	Las Animas
I-05-V	3	SH 92 ML over Gunnison River	Delta



Image 9 SH 92 ML over Gunnison River (I-05-V)



Image 10. Deterioration of Bearings on SH 92 ML over Gunnison River (I-05-V)

Program Progress Updates Continued

During this period, five structures completed construction.

Table 4. Structures Completed in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
M-22-N	2	SH 71 ML over Highline Canal	Otero
M-24-A	2	SH 101 ML over Draw	Bent
M-24-I	2	SH 101 ML over Draw	Bent
D-27-G	4	US 34 ML over N FK Republican River	Yuma
D-28-P	4	US 34 ML over Republican River	Yuma



Images 11 & 12. SH 71 ML over Highline Canal in Otero County (M-22-N)



Images 13 & 14. SH 101 ML over Draw in Bent County (M-24-A/I)



Images 15 & 16. US 34 ML over N FK Republican River (D-27-G) & Republican River (D-28-P) in Yuma County



FASTER Eligible Structure Population

Q4 FY2021 Project Status Updates

- 9 structures were added to the eligible population
- 3 structures started construction (F-13-S_Minor, H-13-G, & H-19-C)
- 5 structures completed construction (D-27-G, D-28-P, M-22-N, & M-24-A/I)
- 4 structures were reclassified from “remaining” to “complete” due to replacement outside of the program or structure devolution.

Project Status	Q4 FY2021 # of Structures
Remaining	149
In Design	48
Design Complete	1
In Construction	18
Projects Completed	174
Total	390

Other Relevant Q4 FY2021 bridge statistics are as follows:

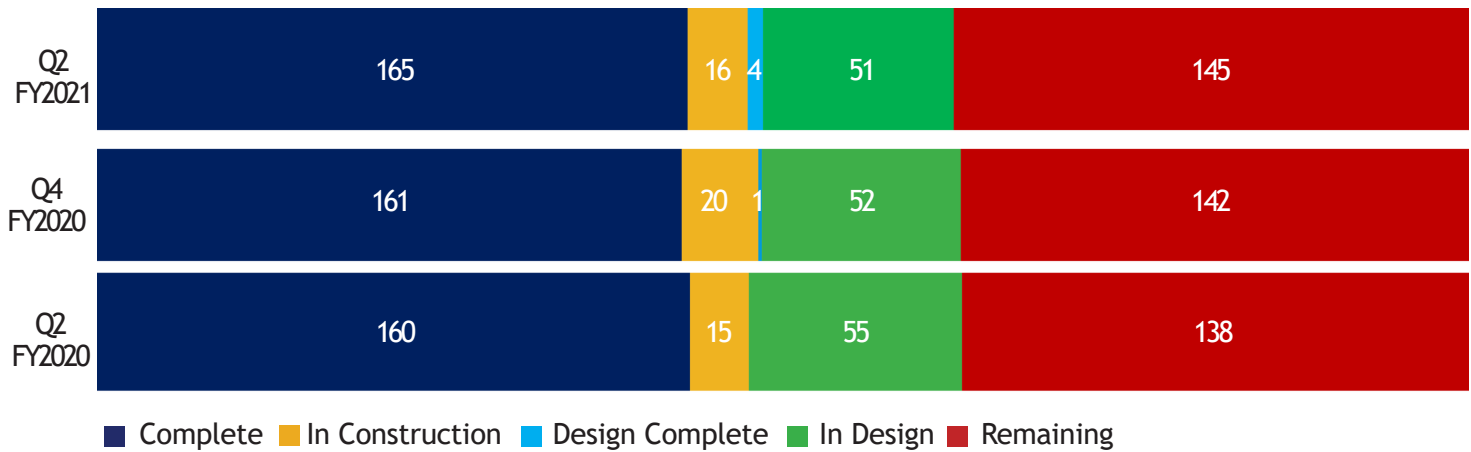
- 49% of FASTER eligible structures are in construction or complete
- 13% of FASTER eligible structures are in design or design is complete
- 38% of FASTER eligible structures are remaining
- 2.1 million square feet of “poor” rated deck area has been addressed to date statewide

Table 5. Project Status of FASTER Eligible Structures as of Q4 FY2021

Figure A. Current Status of FASTER Eligible Structures



Figure B. Historic Status of FASTER Eligible Structures



Program Activities and Accomplishments

Active Project Portfolio

The BTE program is currently delivering near historic levels with a robust active project portfolio consisting of 31 projects that will rehabilitate or replace 67 FASTER eligible structures and address approximately half a million square feet of eligible bridge deck area throughout the state. The map below provides a high-level overview of current BE active projects.

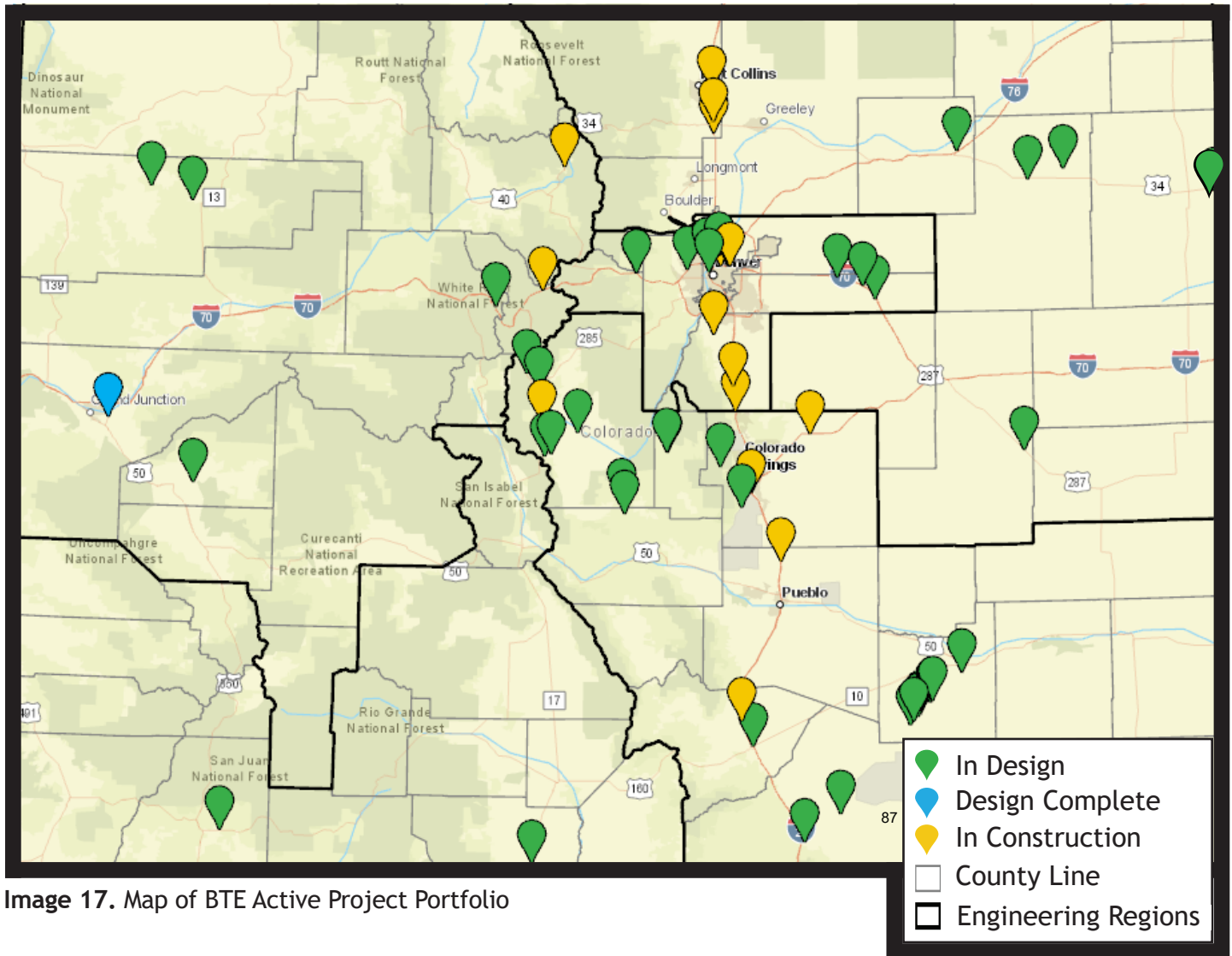


Image 17. Map of BTE Active Project Portfolio

The BTE project prioritization process was developed to select projects from the statewide eligible bridge pool based on merit, rather than location, with the goal of obtaining the greatest benefit in increased bridge safety from available revenues. Although there is no regional distribution formula dictating the allocation of BTE funds, BTE staff proactively monitor equity at the regional and statewide level and consider equity when making programming decisions for structures of equivalent priority.



Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q4 FY2021 remained constant at or near 0.99, primarily due to the performance of completed projects. Although the active project SPI for the fourth quarter is lower than it was during the previous quarter, this metric trended up over the last 12 months and has been at or near 0.90 throughout the second half of the fiscal year. The active project SPI is expected to increase over the next quarter as planned mitigation measures take effect and improve actual vs planned program performance. The program overall and active monthly Schedule Performance Index (SPI) for Q4 FY2021 is listed below.

Table 6. Overall and Active Project SPI Reported by Month

Month	Overall SPI	Active SPI
April	0.99	0.86
May	0.99	0.83
June	0.99	0.87

The overall SPI for the BTE Program, is 0.99, which falls well above the 0.90 BTE Program goal.

BTE Four-Year Plan

During the quarter, BTE staff completed the annual update to the BTE Four-Year Plan. The document is for the FY22-FY25 planning period and includes a summary of the FY21 program, updates on select active BTE projects, program fiscal information, and a program forecast for FY22-FY25. The annual process of updating the BTE Four-Year Plan re-aligns the list of programmed projects with current CDOT priorities and accounts for critical safety needs that have developed over the previous year. Staff worked closely with the Region Planners and the State Transportation Improvement Plan (STIP) team to coordinate program updates with the FY22-FY25 STIP.

BTE Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan¹ in August 2021 based on the updated “poor” list released by CDOT Staff Bridge. This information was advanced to the Q4 FY2021 report for expedited distribution. Pursuant to this update, nine structures became eligible for the program and can be found in Table 7. In accordance with PD BE16.1, BTE staff performed a programmatic analysis of all statewide BTE eligible structures that have not been replaced or rehabilitated based on BTE guidelines. This analysis included extensive coordination with CDOT Region staff and Staff Bridge Branch.

Table 7. New Program Eligible Structures

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-JT	1	I 76 ML EBND over Marshall Street	Jefferson
E-16-JV	1	I 76 ML EBND Ramp to SH 121 ML	Jefferson
E-16-JW	1	I 76 ML WBND Ramp to SH 121 ML	Jefferson
H-16-M	2	SH 67 ML over Long Gulch Creek	Teller
K-13-O	2	US 50 ML over Draw	Fremont
L-22-V	2	SH 109 ML over Draw	Otero
L-26-M	2	US 50 ML over Willow Creek	Prowers
M-16-D	2	SH 69 ML over Draw	Huerfano
H-03-E	3	US 6 ML over Colorado River	Mesa

¹ Reference Appendix A for the (Bridge) Prioritization Plan



Central 70

The FASTER Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Six FASTER eligible structures are being addressed by the project, including “the Viaduct” (I-70 over US6, UPRR and CCD St.). These structures represent nearly 30% of BTE’s current statewide eligible bridge deck area. Additionally, “the Viaduct” was identified as one of the 30 worst bridges in the state when the Enterprise was created in 2009 and will be the last of the 30 worst bridges to be addressed.

In Q4 FY2021, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following significant milestones were completed during this quarter:



Image 18. Excavation of the Future I-70 East Bound Lanes



Image 19. Completed Westbound I-70 Lowered Lanes



Image 20. Demolition of the I-70 Viaduct

April

- Continued reconstruction of various structures along I-70 between Brighton Boulevard and Quebec Street, with emphasis on Milestone 2 structures.
- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Continued construction of the lowered section north of 46th Avenue between Brighton and Colorado Boulevards, including excavation, drainage, cement treated soil mixing, walls, barrier, ITS (intelligent transportation systems), and paving.
- Continued installation and testing of electrical, ITS, ventilation, and fire suppression system under the Cover over westbound (WB) I-70.
- Continued installation of the pump electrical service and supporting infrastructure at the pump station.
- Completed construction of the Phase 5 (east side) and Phase 6 (west side) substructure portions of the UPRR Bridge.

May

- Completed the Mile High Shift, moving I-70 from the Viaduct to the future WB I-70 lanes in the lowered section.
- Completed work on Brighton Boulevard ramp tie-ins.
- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Completed installation and testing of electrical, ITS, ventilation and fire suppression system under the Cover over westbound I-70.
- Installed small pumps at the Pump Station.
- Continued construction of the Phase 5 (east side) and Phase 6 (west side) of the UPRR Bridge, including setting girders for spans 3 and 4 (Phase 5), deck plates, welding and waterproofing.
- Cover commissioning approved by Denver Fire Department for temporary configuration in the future westbound (WB) I-70 lanes.
- Began demolition of the Viaduct, including the I-70 over Brighton Boulevard bridge structure.

June

- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Continued construction of the Phase 5 (east side) and Phase 6 (west side) portions of the UPRR Bridge, including final welding, waterproofing, deck drains, and miscellaneous activities.
- Begin major excavation operations along I-70 eastbound (EB) lanes from Colorado Boulevard to Monroe Street.
- East 45th North Drive, East 45th Avenue, East 45th South Drive and East 44th Avenue final asphalt surface paving ongoing which will require closures and lane restrictions.
- Completed medium pump installation at pump station.
- Continued demolition of the existing I-70 Viaduct.
- Completed Recognized Hazardous Materials (RHM) mitigation for the old Swansea Elementary School.

Program and Project Updates

Region 2 CBC Program

In Q1 FY2020, CDOT/BTE was awarded a \$12.5M discretionary grant through the USDOT Competitive Highway Bridge Program (CHBP) for the replacement of 14 FASTER eligible structures. The program was originally referred to as the “Concrete Box Culvert and Corrugated Metal Pipe Culvert Program” in CDOT Region 2 but is also referred to as the Region 2 Bridge Bundle (R2B2). This design-build project will address the original 14 FASTER eligible structures that were included in the grant application as well as 5 additional nearby FASTER eligible structures in rural areas of southern Colorado. The structures are located along key corridors and their replacement will assist with rural mobility as well as enhance statewide connections to interstate commerce through the elimination of load restricted routes.

Program updates:

- Construction funding was established
- One on Ones were held with three firms shortlisted
- Final FHWA authorization was received early June 2021
- Final RFP was issued in June 2021
- RFP award is anticipated in November 2021



Image 21. US 24 Service Rd over Fountain Creek in El Paso County (I-17-X)

Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven FASTER eligible structures and three non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. Maintenance needs of the bridges has greatly increased in recent years and the average age of the existing bridges is approaching 80 years. The project is utilizing construction manager/general contractor (CM/GC) contracting and will be delivered in multiple packages of similar structures located in close geographic proximity to gain efficiencies during design and construction.

Program Updates:

- 60% design for Package 1 was submitted
- Completion of final design for Package #1 anticipated in Q1 FY2022.



Image 22. SH 61 over Surveyor Creek in Washington County (D-25-E)

Speer Blvd & 23rd Ave Project

This project will eliminate existing sub-standard vertical clearance conditions, mitigating damage caused by high-frequency truck strikes and opening the I-25 corridor to unrestricted freight traffic. Additionally, the planned replacement structure will accommodate future corridor modifications of I-25 through Central Denver. The completed Central I-25 Planning and Environmental Linkages (PEL) study evaluated various alternatives to improve local and regional mobility through the corridor segment and will inform the development of bridge alternatives during scoping and preliminary design phases.

Project Updates:

- The PEL study was released in June 2020.
- The Region released the RFP for preliminary design and NEPA services and consultant selection process is complete.
- Project kickoff was held in April 2021.



Image 23. Speer Blvd over I-25 in Denver County (E-16-EO)



Image 24. I-70 over US6 and Clear Creek in Clear Creek County (F-15-BL)

Floyd Hill Project

This corridor improvement project includes the replacement of two eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. \$100M in SB267 funds were committed to the project in November 2019, however a significant funding gap still exists. BTE, HPTE, and CDOT are evaluating potential alternatives to eliminate the funding gap. In Q2 FY2021, the project team continued to advance the preliminary design and the NEPA evaluation.

Project Updates:

- HPTE’s funding gap study is ongoing and expected to complete this summer.
- The Environmental Assessment and preliminary design are scheduled for completion in Summer 2021.
- BTE completed an analysis of potential funding scenarios for FASTER eligible project components.
- The use of CM/GC project delivery was approved by the Transportation Commission in June.

I-70 Vail Pass Safety and Operations Improvement Project

CDOT/BTE was awarded \$60.7M through the FY2020 USDOT INFRA Discretionary Grant Program to advance the I-70 Vail Pass Safety and Operations Improvement Project. The BTE program was leveraged to improve the competitiveness of the grant applications by increasing the state funding match and showing participation of multiple stakeholders. The project includes: the reconstruction of the BTE eligible eastbound bridge over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, westbound curve modifications, reconstruction of a truck ramp, dynamic message signs, a variable speed limit system, and automated anti-icing technologies.

Project Updates:

- 30% design (FIR level) and 90% design (FOR level) completion scheduled for September 2021 and January of 2022, respectively
- Value engineering proposal suggests including F-12-AT



Image 25. I-70 over Polk Creek in Eagle County (F-12-AS)



Image 26. Load Testing Sensors Measuring Displacement on US 36 over Vega Creek in Washington County

Split Timber Girder Repair Pilot Project

The current estimated replacement cost of all existing timber structures statewide that are rated in poor or fair condition is approximately \$300M. The level of funding required for a statewide timber bridge replacement program is not currently available so BTE staff are partnering with Staff Bridge to develop a new repair specification to safely extend the service life of existing timber structures and remove load restrictions on key freight corridors. The goals of the study include: developing a new split timber stringer repair specification, eliminating repeat emergency repairs due to progressive failure, repairing bridges beyond original strength to increase load carrying capacity, and to better understanding the deterioration mechanisms of timber bridges under Colorado’s service environments.

Project Updates:

- Project advances were made by eliminating potential repair options due to constructibility issues.
- Project prioritization criteria and the structure selection process were identified.
- Non-BTE funding sources were identified for the execution of repairs.
- Feedback from maintenance workers on internal capabilities and resources was recorded.



Budget and Encumbrances

Bridge & Tunnel Enterprise staff continues to coordinate with the Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 8 shows the encumbrance and budget balances as of June 30, 2021, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project debudget and closure. This guidance has defined substantial completion as project final acceptance.

Table 8. Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	667,486	44,171	1	2
3	-	-	0	0
4	43,447	1,396	1	1
5	-	-	0	0
Total	710,933	45,567	2	3
% of Total Current Program	0.37%	0.05%	6.1%	5.6%
Previous Quarter (Q3 FY2021)	28,862	21,994		
Difference	682,071	23,573		

Since March 31, 2021, the budget and encumbrance balances have increased by \$705,644 due to the addition of I-25 over CO RD 640-103 (20407), Butte Creek which is in the dispute process.

Removed/Closed Out	Additions
None	I-25 over CO RD 640-103, Butte Creek



Financial Information

The following is a program overview of financial statistics as of June 30, 2021.

- The program has multiple funding sources including proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bank loan, and other funds which are primarily Federal. In addition, BTE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through June 30, 2021, a total of approximately \$1,510.3M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,203.8M and \$173.5M (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q3 FY2021) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 9. Program Financial Statistics as of June 30, 2021 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q4 FY2021	Total Q3 FY2021
Budget	\$307.9	\$1,085.5	\$40.7	\$76.2	\$1,510.3	\$1,430.3
Expenditures	\$307.9	\$789.3	\$40.7	\$65.9	\$1,203.8	\$1,182.7
Encumbrances	\$0.0	\$173.5	\$0.0	\$0.0	\$173.5	\$95.9

The Bridge & Tunnel Enterprise program currently consists of 193 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count remained the same as last quarter, Q3 FY2021. The current programmed amount for these 193 structures is approximately \$1,742.8M. Table 10 below provides an itemization of current funding sources for the Bridge & Tunnel Enterprise program.

Table 10. Current Allocation Plan (\$ in Millions)

Build America Bonds (\$ M)	FASTER Bridge (\$ M)	Other Funds (\$ M)	Bond Interest (\$ M)	Total (\$ M)
\$298.1	\$1,318.0	\$116.9	\$9.8	\$1,742.8

The Program Allocation Plan² tracks BTE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2022 through FY2025, and includes budget adjustments that have not been posted as of June 30, 2021. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BTE program are \$1,742.8M, an increase of \$23.1M from the \$1,719.7M total liability reported on March 31, 2021. This is primarily the result of updated estimates, new projects and budget actions.

² Reference Appendix B for the Program Allocation Plan



The Four-Year Quarterly Cash Flow Projection³ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BTE liabilities and the timing of milestone payments for the Central 70 project are defined by the Amended and Restated IAA between CDOT, HPTE, BTE and updated milestone forecasts are incorporated in the cash flow. This forecast model also considers Resolution BE 15-8-2 which sets parameters for the use of BTE funds during the construction period of the Central 70 project. In addition, the forecast contains the Capital Performance (Availability) Payment, which grows at 2% per year.

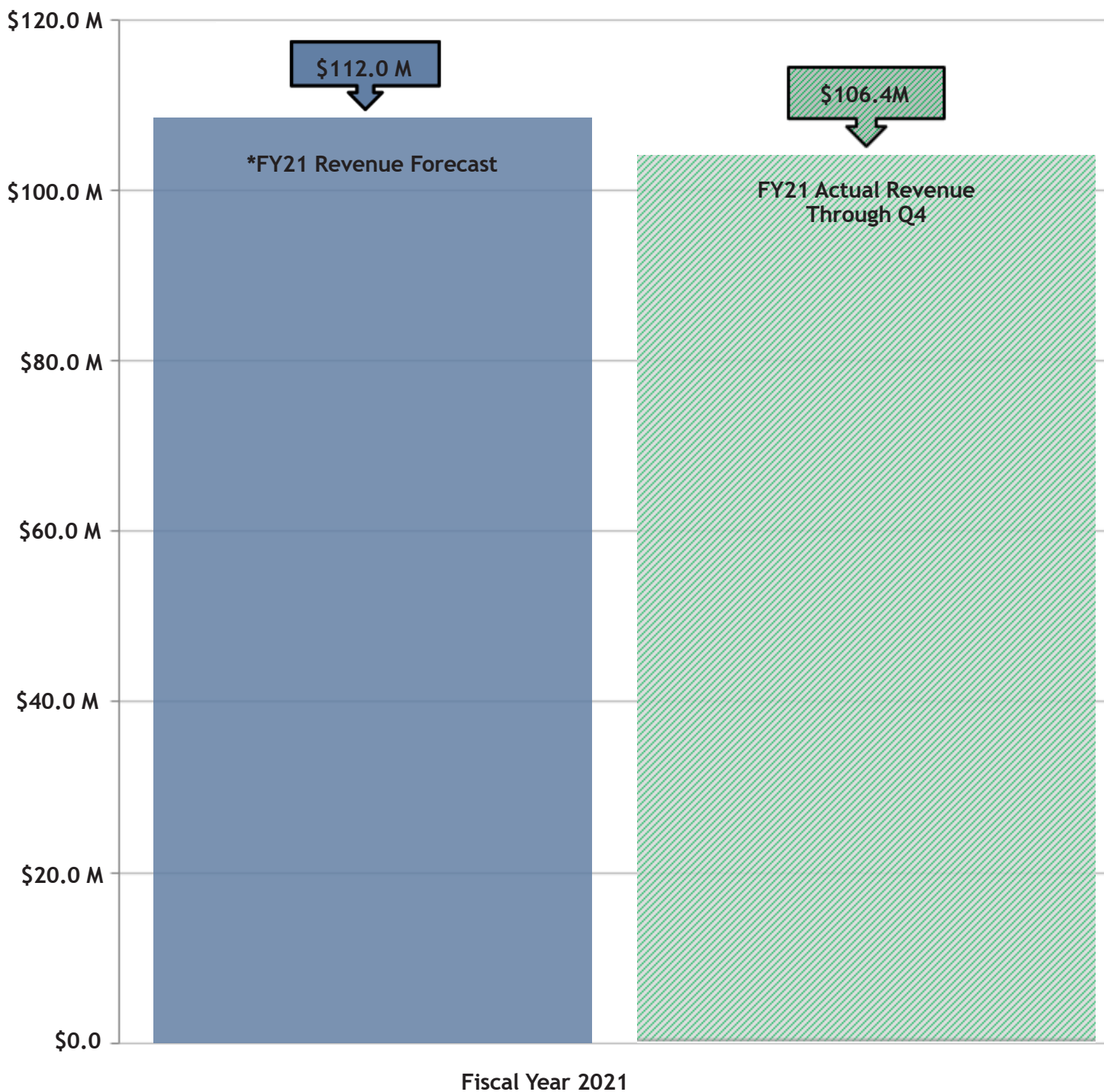
Bridge & Tunnel Enterprise has forecast the cash balance to decrease by approximately \$231.6M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (July 2021 through June 2025), down to \$25.5M. To date, Central 70 Milestone Payments 2A and 3 have been made. BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. In accordance with the Amended and Restated IAA and updated milestone payments, the final milestone and substantial completion payments are both scheduled in January 2023. In accordance with Resolution BE-17-11-1, the contingency for the BTE share of potential supervening events has been included in the cash drawdown forecast.

BTE will continue to monitor and update the model and incorporate the most current revenue, cash and draw-down forecasts.



As Q4 FY2021, actual YTD BTE revenues were \$106.4M, which is \$5.6M below the FY2021 revenue budget of \$112.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison





*Information Provided by OFMB



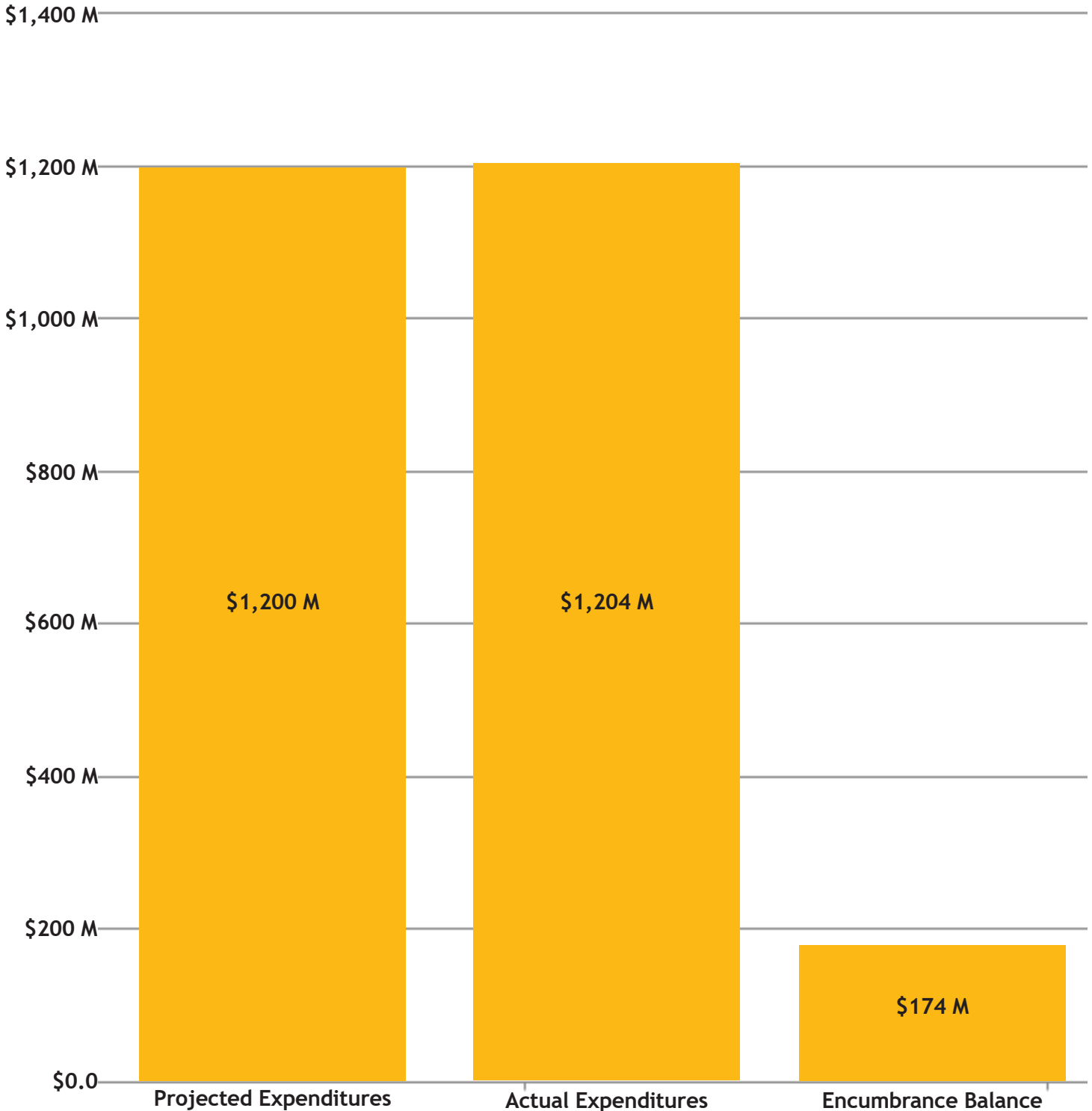
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,200M on June 30, 2021, an increase of \$22M since March 31, 2021. Actual LTD expenditures as of June 30, 2021 are \$1,204M as compared to \$1,183M on March 31, 2021, an increase of \$21M or 1.8%. The current encumbrance balance is \$174M, an increase of \$78M since March 31, 2021, primarily due to Central 70.

Figure D. Total Program Financial Performance

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Statewide Bridge & Tunnel Enterprise Program Performance
 ITD - As of June 30, 2021





COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Colorado Bridge & Tunnel Enterprise
Prioritization Plan July 2021

Good Better Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier						
In Design	E-16-HE	1	I 70 ML EBND over WEST 32ND AVE			
In Design	D-04-G	3	SH 64 ML over STRAWBERRY CREEK			
In Design	F-19-E	1	US 36 ML over DRAW			
In Design	F-20-J	1	US 40 ML over DRAW			
In Design	M-21-I	2	US 350 ML over DRAW			
In Design	E-16-HF	1	I 70 ML WBND over WEST 32ND AVE			
In Design	M-21-J	2	US 350 ML over DRAW			
In Design	M-22-Y	2	US 350 ML over DRAW			
In Design	O-19-D	2	US 350 ML over LUNNING ARROYO			
In Design	D-03-A	3	SH 64 ML over WHITE RIVER			
In Design	I-13-G	2	US 24 ML over DRAW			
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW			
In Design	D-24-O	4	US 34 ML over DRAW			
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER			
In Design	E-17-GV	1	I 76 ML WBND over YORK STREET			
In Design	E-17-GW	1	I 76 ML EBND over YORK STREET			
In Design	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL			
In Design	F-12-AS	3	I 70 ML EBND over POLK CREEK			
In Design	D-25-E	4	SH 61 ML over SURVEYOR CREEK			
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK			
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML			
In Design	I-24-N	4	US 40 ML over DRAW			
Remaining	E-16-FZ	1	I 70 ML over HARLAN STREET			
In Design	A-27-A	4	US 385 ML over DRAW			
In Design	B-27-F	4	US 6 ML over DRAW			
In Design	F-12-AT	3	I 70 ML WBND over POLK CREEK			
Remaining	F-16-O	1	US 6 ML over SH 121 ML			
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR			
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH			
Remaining	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER			
Remaining	E-16-GY	1	I 70 ML EBND over SH 391 ML			
Remaining	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL			
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML			
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL			
Remaining	M-16-D	2	SH 69 ML over DRAW			
Remaining	G-17-AL	1	SH 105 ML over DRAW			
Remaining	B-18-I	4	SH 14 ML over EATON DITCH			
Remaining	K-18-L	2	US 50 ML over FOUNTAIN CREEK			
Remaining	L-22-V	2	SH 109 ML over DRAW			
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK			
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR			
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE RD			
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE RD			
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197			
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH			
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML			
Remaining	E-16-JL	1	I 70 ML WBND over SH 72 ML			
Remaining	E-16-JT	1	I 76 ML EBND over MARSHALL STREET			



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	E-16-JV	1	I 76 ML EBND RAMP to SH 121 ML	Green	Orange	Orange
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR	Green	Orange	Orange
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE	Green	Orange	Orange
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR	Green	Orange	Orange
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	Green	Orange	Orange
Remaining	E-16-GX	1	I 70 ML WBND over SH 391 ML	Green	Orange	Orange
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	Green	Orange	Orange
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML	Green	Orange	Orange
Remaining	C-22-BG	4	I 76 ML EBND over US 34 SPUR	Green	Orange	Orange
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK	Green	Orange	Orange
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK	Green	Orange	Orange
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	Green	Orange	Orange
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	Green	Orange	Orange
Remaining	E-16-JU	1	I 76 ML WBND over MARSHALL STREET	Green	Orange	Orange
Remaining	F-22-V	4	US 36 ML over VEGA CREEK	Green	Orange	Orange
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	Green	Orange	Orange
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK	Green	Orange	Orange
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK	Green	Orange	Orange
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH	Green	Orange	Orange
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML	Green	Orange	Orange
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK	Green	Orange	Orange
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK	Green	Orange	Orange
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK	Green	Orange	Orange
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML	Green	Orange	Orange
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK	Green	Orange	Orange
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH	Green	Orange	Orange
Second Tier						
In Design	F-20-L	1	I 70 SERVICE RD over DRAW SR	Yellow	Green	Green
In Design	N-21-C	2	US 350 ML over DRAW	Yellow	Green	Green
In Design	M-21-B	2	US 350 ML over LONE TREE ARROYO	Yellow	Green	Green
In Design	N-21-F	2	US 350 ML SHEEP CANYON ARROYO	Yellow	Green	Green
In Design	M-21-C	2	US 350 ML over HOE RANCH ARROYO	Yellow	Green	Green
In Design	I-05-V	3	SH 92 ML over GUNNISON RIVER	Yellow	Green	Green
In Design	I-13-H	2	US 24 over DRAW	Yellow	Green	Green
In Design	M-22-U	2	US 350 ML over OTERO DITCH	Yellow	Green	Green
In Design	H-13-N	2	US 24 ML over DRAW	Yellow	Green	Green
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER	Yellow	Green	Orange
In Design	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	Yellow	Green	Green
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	Yellow	Green	Yellow
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Yellow	Green	Yellow
In Design	J-17-X	2	SH 115 ML over ROCK CREEK	Yellow	Green	Yellow
In Design	F-06-A	3	US 6 ML over ELK CREEK	Yellow	Orange	Green
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK	Yellow	Orange	Green
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND	Yellow	Orange	Orange
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH	Yellow	Orange	Orange
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK	Yellow	Orange	Orange
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK	Yellow	Orange	Orange
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL	Yellow	Orange	Orange
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML	Yellow	Orange	Orange



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK			
Remaining	I-17-H	2	US 24 BUSINESS RT over FOUNTAIN CREEK			
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUFRE RIVER			
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML			
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK			
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER			
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT			
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR			
Remaining	G-11-T	3	US 24 ML over UP RR			
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML			
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT			
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR			
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK			
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK			
Remaining	K-13-O	2	US 50 ML over DRAW			
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK			
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML			
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR			
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER			
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK			
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK			
Remaining	O-26-I	2	US 160 ML over DRAW			
Remaining	G-22-BB	4	SH 71 ML over I 70 ML			
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK			
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK			
Remaining	J-12-AJ	5	US 285 ML over DRAW			
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML			
Remaining	F-19-F	1	US 36 ML over DRAW			
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR			
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK			
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUFRE RIVER			
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH			
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK			
Remaining	K-19-W	2	US 50 SERVICE ROAD over BNSF RR			
Remaining	E-16-JW	1	I 76 ML WBND RAMP to SH 121 ML			
Remaining	M-16-Q	2	SH 69 ML over DRAW			
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK			
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL			
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK			
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR			
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1			
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK			
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK			
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK			
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK			
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL			
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH			
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR			
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER			



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Third Tier						
In Design	J-15-G	2	SH 9 ML over MACK GULCH			
In Design	G-12-C	2	SH 9 ML over PLATTE GULCH			
In Design	I-15-AO	2	US 24 ML over DRAW			
In Design	I-15-T	2	US 24 ML over DRAW			
In Design	J-14-C	2	SH 9 ML LOUIS GULCH			
In Design	E-16-LT	1	I 76 ML EBND over CLEAR CREEK			
In Design	E-16-LU	1	I 76 ML WBND over CLEAR CREEK			
In Design	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER			
In Design	P-19-G_MINOR	2	SH 239 ML over CANAL			
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML			
In Design	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR			
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML			
Remaining	G-22-H	4	US 24 ML over DRAW			
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK			
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER			
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER			
Remaining	E-16-MO	1	44th AVE over I 25 ML			
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL			
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR			
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK			
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML			
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK			
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER			
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK			
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK			
Remaining	K-18-J	2	US 50 ML over I 25 ML			
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER			
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML			
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK			
Remaining	K-15-G	2	US 50 ML over DRAW			
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK			
Remaining	K-14-B	2	US 50 ML over OAK CREEK			
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER			
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO			
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER			
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CREEK			
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL			
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER			
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML			
Remaining	L-19-F	2	US 50 BUS RT. over DRAW			
Remaining	D-16-CV	4	SH 157 ML over BNSF RR			
Remaining	E-17-IC	1	YORK STREET over I 270 ML			
Remaining	F-16-GG	1	PERRY STREET over US 6 ML			
Remaining	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			



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**Colorado Bridge & Tunnel Enterprise
 Prioritization Plan July 2021**

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Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR			
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML			
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR			



Colorado Bridge and Tunnel Enterprise
Program Allocation Plan - Quarterly Update
As of June 30, 2021 (FY21 -Q4)

Appendix B - Program Allocation Plan

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest						Total Construction All Funds	
US 36 ML over COMANCHE CREEK	18276	1	F-19-B	1	480,916	87,922	-	-	568,838	-	-	1,293,744	-	-	1,293,744	1,862,582	11/01/10	01/05/12	04/23/12	06/15/12
US 85 Cook Ranch Road to Louviers over draws	18899	2	G-16-B & G-16-C	1	-	-	-	-	-	-	40,845	2,952,598	-	-	2,993,443	2,993,443		06/28/12	10/19/12	11/15/13
US 85 over Sand Creek	19201	1	G-17-A	1	1	22,914	280,564	-	303,479	-	3,383,656	-	-	3,383,656	3,687,135	03/02/12	09/26/19	08/17/20	02/01/22	
I-25 SANTA FE BRIDGES	18107	1	F-16-DT	1	103,040	624,989	-	-	728,029	11,225,034	2,977,229	-	-	14,202,263	14,930,292	11/04/10	03/16/11	07/11/11	07/07/14	
I-25 SANTA FE BRIDGES	18107	1	F-16-DW	1	-	-	-	-	-	-	-	-	-	-	-	11/04/10	03/16/11	07/11/11	07/07/14	
I 70 ML WBND over SAND CREEK	17537	1	E-17-GE	1	1,332,918	-	-	-	1,332,918	-	72,565	9,190,738	-	-	9,263,303	10,596,221	03/31/10	03/31/11	07/29/11	07/06/12
I 70 ML EBND over SAND CREEK	17537	1	E-17-BY	1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12	
I 76 ML EBND over SOUTH PLATTE RIVER	18070	1	E-17-GM	1	-	962,189	-	-	962,189	-	23,276	12,080,497	-	-	12,103,773	13,065,962	03/29/10	05/19/11	09/12/11	07/13/12
I 76 ML WBND over SOUTH PLATTE RIVER	18070	1	E-17-GL	1	-	-	-	-	-	-	-	-	-	-	-	03/29/10	05/19/11	09/12/11	07/13/12	
US 287+SH 88 over US 40 ML	18083	1	F-16-FW	1	-	603,407	516,500	-	1,119,907	310,294	14,414	6,110,347	-	-	6,435,055	7,554,962	03/31/10	06/30/11	09/26/11	01/16/13
SH121 ML-WADSWORTH over BEAR CREEK	18220	1	F-16-CS	1	-	1,076,625	-	-	1,076,625	348,289	120,892	8,432,470	-	-	8,901,651	9,978,276	04/01/10	10/20/11	03/26/12	08/30/13
SH 95 ML over UP RR, RR SPUR	18082	1	E-16-GQ	1	396,399	-	-	-	396,399	-	60,333	6,293,279	-	-	6,353,612	6,750,011	04/29/08	02/02/12	04/24/12	11/01/13
US 6 ML over SH 95 MUSHERRIDAN AVE	18154	1	F-16-FL	1	318,483	585,721	-	-	904,204	-	312	12,626,924	-	-	12,626,924	13,531,128	04/01/09	10/21/11	07/12/13	07/12/13
SH 121 WADSWORTH PARKWAY ML SBND over US 36 ML	18194	1	E-16-FK	1	-	-	1,571,097	-	1,571,097	-	4,273,930	19,370,801	-	-	23,644,731	25,215,828	05/27/11	09/30/11	05/10/12	10/30/13
CNTY RD / OLD WADS over US 36 ML	18195	1	E-16-FL	1	-	583,182	1,500,620	-	2,083,802	-	1,878,228	8,537,572	-	-	10,415,800	12,499,602	05/27/11	09/30/11	05/10/12	10/30/13
US 40 ML EBND over SAND CREEK	18180	1	F-17-F	1	-	-	1,819,331	-	1,819,331	-	1,250,185	6,000,689	-	-	7,250,874	9,070,205	08/01/11	05/02/13	07/23/13	03/16/15
US 40 ML WBND over SAND CREEK	18180	1	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	-	08/01/11	05/02/13	07/23/13	03/16/15	
PECOS STREET over I 70 ML	18149	1	E-16-FW	1	-	6,097,615	512,347	-	6,609,962	4,380,000	249,582	14,097,698	-	-	18,727,280	25,337,242	04/01/11	08/07/12	11/05/12	10/01/13
PEORIA STREET over I 76 ML	18152	1	E-17-EX	1	-	10,998	1,466,306	-	1,477,304	-	14,108	3,299,496	-	-	3,313,604	4,790,908	04/01/11	05/02/13	07/24/13	12/05/13
US 85 ML NBND over DAD CLARK GULCH	18191	1	F-16-F	1	-	-	686,671	-	686,671	-	2,316,449	-	-	2,316,449	3,003,120	10/14/11	08/16/12	11/27/12	09/05/13	
SH 88 ML/ARAP RD over CHERRY CREEK	18147	1	F-17-DM	1	-	7,611,291	850,700	-	8,461,991	-	9,821,300	9,060,728	2,000,000	-	20,882,028	29,344,019	02/01/11	08/15/13	10/21/13	08/03/15
Wetland Monitoring	21474	0	F-17-DM	1	-	159,589	-	-	159,589	-	-	-	-	-	159,589	-	-	-	-	-
I 76 ML EBND over UP RR	18151	1	E-17-DC	1	-	2,477,672	-	-	2,477,672	-	11,628,627	371,722	1,000,000	-	13,000,349	15,478,021	04/15/11	02/14/14	08/04/14	11/06/15
I 76 ML WBND over UP RR	18151	1	E-17-DU	1	-	-	-	-	-	-	-	-	-	-	-	04/15/11	02/14/14	08/04/14	11/06/15	
SH 44 ML over BULL SEEP	18206	1	E-17-ER	1	8,500	-	3,727,424	-	3,735,924	1,620,976	5,182,593	2,557,057	-	-	9,360,626	13,096,550	07/01/11	09/26/13	01/06/14	08/14/15
SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	18206	1	E-17-CA	1	-	-	-	-	-	-	-	-	-	-	-	07/01/11	09/26/13	01/06/14	08/14/15	
US 6 ML over SOUTH PLATTE RIVER	19190	1	F-16-EF	1	-	-	-	-	-	-	9,750,739	6,342,205	600,000	-	16,692,944	16,692,944	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BRYANT STREET	18192	1	F-16-EN	1	-	3,530,749	5,445,850	-	8,976,599	951,229	11,000,419	12,837,177	2,279,210	-	27,068,035	36,044,634	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BNSF RR	18202	1	F-16-EJ	1	-	1,195,223	-	-	1,195,223	-	4,447,009	5,995,919	1,600,000	-	12,042,928	13,238,151	09/01/11	10/15/12	06/30/13	12/21/15
US 40 ML EBND over TOLLGATE CREEK	18204	1	F-17-GO	1	55,730	-	2,269,690	-	2,325,420	238,326	9,117,758	-	500,000	-	9,856,084	12,181,504	02/01/11	01/16/14	06/09/14	09/22/16
US 40 ML WBND over TOLLGATE CREEK	18204	1	F-17-GA	1	-	-	-	-	-	-	-	-	-	-	-	02/01/11	01/16/14	06/09/14	09/22/16	
SH 58 over FORD	18770	1	E-16-HA	1	-	-	692,994	-	692,994	-	57,877	5,271,384	-	-	5,329,261	6,022,255	11/14/11	03/21/13	06/03/13	06/27/14
US 287 Federal over BNSF at 69th Ave.	18908	1	E-16-AA	1	-	1,073,902	2,260,507	-	3,334,409	522,453	15,230,467	-	-	-	15,752,920	19,087,329	11/01/12	11/20/14	01/29/15	11/18/16
US 287 Federal over BNSF at 69th Ave.	20513	0	E-16-AA	1	-	648,232	-	-	648,232	-	-	-	-	-	-	648,232	-	-	-	-
I-70 ML over Havana St	19339	1	E-17-JP	1	1	86,567	1,675,000	-	1,761,568	-	24,351,102	-	500,000	-	24,851,102	26,612,670	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478	1	F-16-ER	1	-	605,839	200,000	-	805,840	-	13,338,258	500,000	-	-	13,838,258	14,644,098	03/29/13	07/03/14	01/15/15	04/30/16
Central 70 RW	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	138,410,144	-	-	138,410,144	-	-	-	-	-	138,410,144	138,410,144	07/22/13	-	-	-
Design	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	7,225,713	-	-	7,225,713	-	-	-	-	-	7,225,713	7,225,713	07/22/13	-	-	-
Utilities	19631	6	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	10,233,100	-	-	10,233,100	-	-	-	-	-	10,233,100	10,233,100	07/22/13	-	-	-
Environmental	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	4,937,283	-	-	4,937,283	-	-	-	-	-	4,937,283	4,937,283	07/22/13	-	-	-
Miscellaneous	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	25,000,000	11,503,094	-	-	36,503,094	-	-	-	-	-	36,503,094	36,503,094	07/22/13	-	-	-
Consturction	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	-	-	-	-	-	260,845,502	-	-	-	260,845,502	260,845,502	07/22/13	-	-	-
I 70(BUSINESS RT) over I 70 ML	19984	1	F-14-Y	1	-	-	-	546,911	546,911	-	10,937,963	-	-	-	10,937,963	11,484,874	01/27/14	03/06/15	04/02/15	06/27/16
I 70 over CLEAR CREEK	22716	1	F-15-BL	1	-	12,133,000	-	-	12,133,000	-	-	-	-	-	12,133,000	12,133,000	09/06/18	-	-	-
US 6 over South Platte CLMOR/LOMR	22878	0	F-16-EF	1	-	20,000	-	-	20,000	-	-	-	-	-	20,000	-	-	-	-	
I-76 WBND over CLEAR CREEK	22391	1	E-16-LU	1	-	660,150	-	-	660,150	-	2,837,863	-	-	-	2,837,863	3,498,013	11/19/18	01/09/20	06/01/20	10/30/20
I-76 EBND over CLEAR CREEK	22391	1	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I-76 WBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LU	1	-	405,550	-	-	405,550	-	1,600,000	-	-	-	1,600,000	2,005,550	11/24/19	12/14/21	06/01/21	11/26/21
I-76 EBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
South I-25 GAP Segment 3	22927	1	H-17-CH	1	-	-	-	-	-	-	5,041,100	-	-	-	5,041,100	5,041,100	-	-	08/07/19	12/30/22
South I-25 GAP Segment 4	23477	1	H-17-CI	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SPEER BLVD. over I-25	22969	1	E-16-EW	1	-	5,850,600	-	-	5,850,600	-	56,000,000	-	-	-	56,000,000	61,850,600	01/23/19	-	-	-
23rd AVE over I-25	23673	1	F-16-DA	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I-70 over 32nd AVE EBND	23673	1	E-16-HE	1	-	1,869,500	-	-	1,869,500	-	15,000,000									



Colorado Bridge and Tunnel Enterprise
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Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date	
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest
I-25 ML NBND over DRAW	18414	1	J-18-T	2	-	-	-	-	-	-	-	-	-	-	09/01/10	10/13/11	02/20/12	09/17/12
SH 120 ML over RR, ARKANSAS RIVER	18013	1	K-16-K	2	-	468,198	-	-	468,198	-	653,545	4,833,271	-	5,486,816	07/09/10	05/25/12	10/08/12	06/27/14
US 350 ML over DRAW	18177	1	M-21-D	2	-	449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	02/01/11	08/25/11	10/19/11	05/18/12
US 24 ML over BLACK SQUIRREL CREEK	18203	1	H-18-A	2	-	288,894	-	-	288,894	-	-	2,993,733	-	2,993,733	06/01/10	09/09/11	11/15/11	08/17/12
CUCHARAS	18250	1	O-16-A	2	-	176,063	-	-	176,063	-	-	-	-	176,063	12/01/10	-	-	-
SH 12 PURGATOIRE RIVER	18251	1	P-17-H	2	-	150,662	-	-	150,662	-	-	-	-	150,662	12/01/10	-	-	-
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	0	O-16-A & P-17-H	2	-	-	-	-	-	-	-	2,132,692	-	2,132,692	-	10/20/11	02/24/12	11/15/12
US 160 ML over CAT CREEK	18321	1	O-26-L	2	-	340,422	868	-	341,290	-	-	-	-	341,290	02/01/11	-	-	-
US 160 ML over DRAW	18321	1	O-25-I	2	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
US 160 ML over N FK Sand Arroyo	18321	1	O-25-H	2	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
Combined		0	O-26-L, O-25-I/H	2	-	-	-	-	-	-	12,034	3,543,166	-	3,555,200	-	12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178	1	M-24-B	2	-	268,899	-	-	268,899	-	-	-	-	268,899	02/01/11	-	-	-
SH 101 ML over Purgatoire River - R2	18435	1	L-24-F	2	-	-	132,413	-	132,413	-	-	-	-	132,413	02/01/11	-	-	-
COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	0	M-24-B & L-24-F	2	-	-	-	-	-	-	-	3,731,491	-	3,731,491	-	11/23/11	03/29/12	10/31/12
SH 266 ML over HOLBROOK CANAL	18179	1	L-22-O	2	-	722,726	-	-	722,726	-	-	-	-	722,726	12/01/10	-	-	-
FT. LYON STORAGE CANAL	18179	1	L-22-E	2	-	-	-	-	-	-	-	-	-	-	12/01/10	-	-	-
SH 71 ML over FT. LYON CANAL	18440	1	L-22-K	2	-	200	743,798	-	743,998	-	-	-	-	743,998	07/15/11	-	-	-
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	0	L-22-O, E & K	2	-	-	799,497	-	799,497	-	32,953	5,486,885	-	5,519,838	-	09/22/11	08/20/12	03/07/13
US 50 ML over BNSF RR	18155	1	L-28-C	2	-	1,553,259	106,079	-	1,659,338	-	6,166,545	1	-	6,166,546	02/01/11	07/17/14	02/23/15	07/01/16
US 50 ML over DRAW		1	L-27-S	2	-	-	-	-	-	-	-	-	-	-	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	1	O-19-J	2	-	-	299,217	-	299,217	-	-	2,105,844	-	2,105,844	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML over IRRIGATION CANAL		1	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	1	O-19-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	755,829	-	1,260,907	-	4,106,291	312,427	-	4,418,718	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	108,191	-	232,179	-	-	-	-	232,179	10/15/12	-	-	-
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	2,000	-	134,619	-	-	-	-	134,619	10/15/12	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,800	599,222	1,908,484	-	10,055,506	-	-	-	-	10,055,506	06/01/11	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	06/01/11	-	-	-
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797	-	03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205	1	L-18-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562	-	03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205	1	L-18-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686	-	03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML		1	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	-	03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205	1	K-18-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192	-	03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205	1	K-18-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924	-	03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205	1	K-18-CL	2	-	-	-	-	-	1,300,757	38,489,977	100,000	-	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	12/27/18
Sub-Total Ilex					-	-	-	-	-	1,300,757	58,449,350	161,983	-	59,912,090	-			
I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2	-	-	168,125	-	168,125	-	-	-	-	168,125	10/15/12	-	-	-
US50 ML over Draw Cotopaxi-Texas Creek	19304	1	K-14-J	2	-	-	342,596	-	342,596	-	1,452,992	-	-	1,452,992	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	385,840	-	389,300	-	-	-	-	389,300	12/19/12	03/01/18	05/29/18	06/26/19
	22320				-	37,260	-	-	37,260	-	3,598,764	-	-	3,636,024				
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2	-	3,876	558,109	-	561,985	-	-	1,910,242	-	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14
SH160 ML over Smith Canyon	19053	1	P-23-A	2	-	-	373,691	-	373,691	-	1,775,780	-	-	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER	21012	1	L-22-L	2	-	254,704	-	-	254,704	-	6,517,636	-	-	6,772,340	05/13/15	08/30/18	12/10/18	11/15/19
SH 96 over Rush Creek	21011	1	K-17-F	2	-	344,896	-	-	344,896	-	2,275,375	-	-	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD640, Butte Creek	20407	1	N-17-BN	2	-	542,082	-	-	542,082	-	10,081,632	-	-	10,623,714	10/23/17	08/08/18	10/15/18	11/24/20
I-25 over CO RD 103, Butte Creek		1	N-17-S	2	-	-	-	-	-	-	-	-	-	-				
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2	-	1,168,890	-	-	1,168,890	-	14,252,457	-	-	15,421,347	11/06/17	02/04/21	04/05/21	12/02/22
I-25 SB over Draw	22823	1	K-18-U	2	-	102,986	-	-	102,986	-	2,531,140	-	-	2,634,126	11/05/18	12/05/19	04/07/20	10/30/20
US 285 over South Fork South Platte River	22865	1	H-13-G	2	-	486,730	-	-	486,730	-	3,649,425	-	-	4,136,155	01/01/19	12/01/20	06/01/20	11/30/21
SH 71 over HIGHLINE CANAL	23005	1	M-22-N	2	-	333,631	-	-	333,631	-	1,908,205	-	-	2,241,836	06/01/19	05/07/20	02/23/21	11/30/21



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					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Construction All Funds					
SH 101 over DRAW	23006	1	M-24-A	2	-	235,942	-	-	235,942	-	-	-	-	3,198,614	3,434,556	06/01/19	05/07/20	09/17/20	03/04/21
SH 101 over DRAW	23007	1	M-24-I	2	-	375,000	-	-	375,000	-	-	-	-	3,198,614	375,000	06/01/19	05/07/20	09/17/20	03/04/21
US 24 over DRAW	22995	1	H-19-C	2	-	242,165	-	-	242,165	-	-	-	-	2,035,592	2,277,757	03/29/19	10/01/20	01/01/21	09/30/21
I-25 SB over S. ACADEMY BLVD.	23605	1	I-17-GR	2	-	1,724,900	-	-	1,724,900	-	24,940,100	-	-	24,940,100	26,665,000	10/01/19	09/01/20	02/15/21	12/28/22
I-25 NB over S. ACADEMY BLVD.		1	I-17-GQ																
R2 CHBP Grant - Design thru Procurement	23558	14		2	2,129,040	532,260			2,661,300	10,345,960	43,872,040			54,218,000	56,879,300	01/01/20	01/01/21	05/01/21	12/31/22
R2 Non-Grant - Design thru Procurement	23559	5		2	-	938,800			938,800	-	11,138,300			11,138,300	12,077,100	01/01/20	01/01/21	05/01/21	12/31/22
US 285 at SH 9		1	H-13-A	2							3,650,463			3,650,463					
US 6 ML over EAGLE RIVER	18160	1	F-09-H	3	155,656	150,986	-	-	306,642	-	-	4,201,213	-	4,201,213	4,507,855	09/28/10	05/19/11	07/20/11	05/18/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-C	3	143,514	-	203,584	-	347,098	-	-	2,369,188	-	2,369,188	2,716,286	06/01/10	06/23/11	08/29/11	08/31/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-D	3	-	-	-	-	-	-	-	-	-	-	-	06/01/10	06/23/11	08/29/11	08/31/12
I 70 SERVICE RD over COLORADO RIVER SR	18162	1	F-08-F	3	146,819	-	1,805,747	-	1,952,566	-	-	7,966,405	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325	0	F-08-F	3	-	22,062	-	-	22,062	-	-	-	-	-	22,062	-	-	-	-
US 40 ML over E FORK ELK RIVER	18138	1	C-09-C	3	-	-	1,517,178	-	1,517,178	-	-	4,117,918	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13
I 70 ML EBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AC	3	1	-	1,779,324	-	1,779,325	-	12,457,996	500,000	-	12,957,996	14,737,321	04/01/11	03/06/14	07/19/14	05/05/17
I 70 ML WBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AB	3	-	-	-	-	-	-	-	-	-	-	-	04/01/11	03/06/14	07/19/14	05/05/17
SH 82 ML over I70 ML,COLORADO RVR,RR	18158	1	F-07-A	3	75,569	30,684,256	10,537,357	-	41,297,182	1,853,821	57,561,362	-	-	59,415,183	100,712,365	05/11/11	07/01/15	01/01/16	10/30/18
PEDESTRIAN BRIDGE over COLORADO RVR	21122	0		3	-	-	-	-	-	5,492,960	9,298,894	-	-	14,791,854	14,791,854	05/11/11	07/01/15	01/01/16	10/30/18
US 34 over NORTH FORK COLORADO RIVER	21010	1	D-13-A	3	-	872,718	-	-	872,718	-	5,954,412	-	-	5,954,412	6,827,130	06/08/17	11/07/18	04/01/19	09/15/20
I-70 WBND over Colorado River	21007	1	F-05-L	3	231,182	26,919	-	-	258,101	-	-	-	-	-	258,101	08/12/15	02/01/18	04/02/18	12/15/18
	22359					40,876	-	-	40,876	-	-	3,077,349	-	-	3,077,349				
I-70 EBND over US6,RR, Eagle River	21008	1	F-10-L	3	225,184	26,104	-	-	251,288	-	-	-	-	-	251,288	08/12/15	01/11/18	03/16/18	08/20/18
	22360					50,226	-	-	50,226	-	-	3,145,365	-	-	3,145,365				
I-70 WBND over Colorado River Overflow	21009	1	G-03-Q	3	410,959	47,567	-	-	458,526	-	-	-	-	-	458,526	08/12/15	01/04/18	03/26/18	08/15/18
	22170					63,961	-	-	63,961	-	-	3,200,030	-	-	3,200,030				
US 6 ML over CASTLE CREEK	22576	1	F-09-K	3	-	44,909	-	-	44,909	-	3,824,079	-	-	3,824,079	3,868,988	07/01/19	05/02/19	07/22/19	12/14/19
I-70 over FOREST SERVICE ROAD	22712	1	F-13-S	3	-	1,843,810	-	-	1,843,810	-	14,823,246	-	-	14,823,246	16,667,056	08/09/18		04/28/21	07/22/22
SH 92 ML over GUNNISON RIVER	22943	1	I-05-V	3	-	878,960	-	-	878,960	-	11,193,500	-	-	11,193,500	12,072,460	03/18/19	10/22/20	11/04/21	02/04/23
SH 64 over STRAWBERRY CREEK	23061	1	D-04-G	3	-	668,750	-	-	668,750	-	7,482,313	-	-	7,482,313	8,151,063	08/31/20	01/03/22	03/01/22	10/27/23
SH 64 over WHITE RIVER		1	D-03-A																
I-70 over US 6,US 24, RR, EAGLE RIVER	23217	1	F-11-AD	3	-	435,013	-	-	435,013	-	-	-	-	435,013					
I-70 EBND VAIL PASS	23929	1	F-12-AS	3	-	5,126,100	-	-	5,126,100	-	31,118,000	-	-	31,118,000	36,244,100	12/01/20			
I-70 WBND VAIL PASS		1	F-12-AT	3	-	3,087,383	-	-	3,087,383	-	23,400,000	-	-	23,400,000	26,487,383				
US 6 over Elk Creek	24493	1	F-06-A	3	-	526,600	-	-	526,600	-	3,777,257	-	-	3,777,257	4,303,857	06/01/21			
US 24 ML over DRAW	18003	1	G-22-J	4	-	-	-	-	-	799,863	-	244,857	-	1,044,720	1,044,720	04/01/08	12/16/10	05/02/11	08/24/11
US 287 ML over DRAW	17804	1	B-16-AE	4	1,401,692	85,153	139,160	-	1,626,005	-	2,338,640	-	-	2,338,640	3,964,645	04/15/10	05/12/11	07/25/11	05/01/12
SH 14 ML over COALBANK CREEK	18451	1	B-17-L	4	-	1,398,233	249,641	-	1,647,874	-	-	-	-	3,358,015	5,005,889	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053	1	C-17-BN	4	941,887	-	-	-	941,887	-	-	-	-	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432	1	D-28-B	4	-	781,069	-	-	781,069	-	-	-	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRAIN River	18224	1	D-17-AK	4	-	-	1,311,071	-	1,311,071	-	-	-	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610	1	G-21-B	4	-	-	348,714	-	348,714	-	-	-	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUDDRE RIVER	18085	1	B-16-D	4	1,395,490	351,788	753,947	-	2,501,225	611,742	9,946,160	-	800,000	11,357,902	13,859,127	07/14/09	06/19/14	09/22/14	11/20/15
US 85 ML over UPRR Nunn Bridge	18669	1	B-17-C	4	-	-	1,254,778	-	1,254,778	-	3,053	6,009,722	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER	21146	1	C-17-B	4	-	1,109,585	-	-	1,109,585	-	8,500,368	-	-	8,500,368	9,609,953	06/17/15	06/21/18	10/01/18	11/01/19
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	943,689	-	-	943,689	-	6,464,893	-	-	6,464,893	7,408,582	06/01/16	02/14/19	05/22/19	1/27/20
Prospect Road over I-25	22248	1	B-16-AM	4	-	2,903,200	-	-	2,903,200	-	18,483,675	-	-	18,483,675	21,386,875	11/01/17	10/10/18	07/14/21	
I-25 ML over DRAW (Hillsboro)	22482	1	C-17-EL	4	-	22,086	-	-	22,086	-	3,582,614	-	-	3,582,614	3,604,700	11/01/17		06/27/18	11/30/24
SH59 over I-70 (Emergency)	22566	1	G-25-K	4	-	270,966	-	-	270,966	-	6,235,225	-	-	6,235,225	6,506,191	04/16/18		04/27/18	10/10/18
US 34 ML over N FRK REPUBLICAN RIVER	22962	1	D-27-G	4	-	563,860	-	-	563,860	-	3,394,878	-	-	3,958,738	3,958,738	03/01/19	04/01/20	06/29/20	11/18/20
US 34 OVER REPUBLICAN RIVER	22963	1	D-28-P	4	-	-	-	-	-	-	3,804,785	-	-	3,804,785	3,804,785			04/27/20	01/27/21
TIMBER BRIDGE EASTERN PLAINS	23010	7		4	-	4,426,200	-	-	4,426,200	-	22,000,000	-	-	22,000,000	26,426,200	02/01/20			
US 40 ML over DRAW	24224	1	I-24-N	4	-	273,900	-	-	273,900	-	8,000,000	-	-	8,000,000	8,273,900	01/01/21			
Holyoke Bundle	22529	3		4	-	966,700	-	-	966,700	-	9,500,000	-	-	9,500,000	10,466,700	06/01/21			
SH 145 ML over LEOPARD CREEK	0	1	L-04-B	5	-	-	506,177	-	506,177	47,559	-	-	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAHGRE RIVER	18323	1	L-05-B	5	-	1,012,619	268,923	-	1,281,542	3,380	-	-	-	6,519,674	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13
SH90 over DOLORES RIVER	20817	1	K-01-C	5	-	965,694	-	-	965,694	-	4,977,169	-	-	4,977,169	5,942,863	01/30/15	11/09/15	12/05/16	08/18/17
US 50 over AGATE CREEK	22436	1	K-11-G	5	-	-	-	-	-	-	1,526,757	-	-	1,526,757	1,526,757	03/29/18	03/29/18	06/18/18	10/08/18



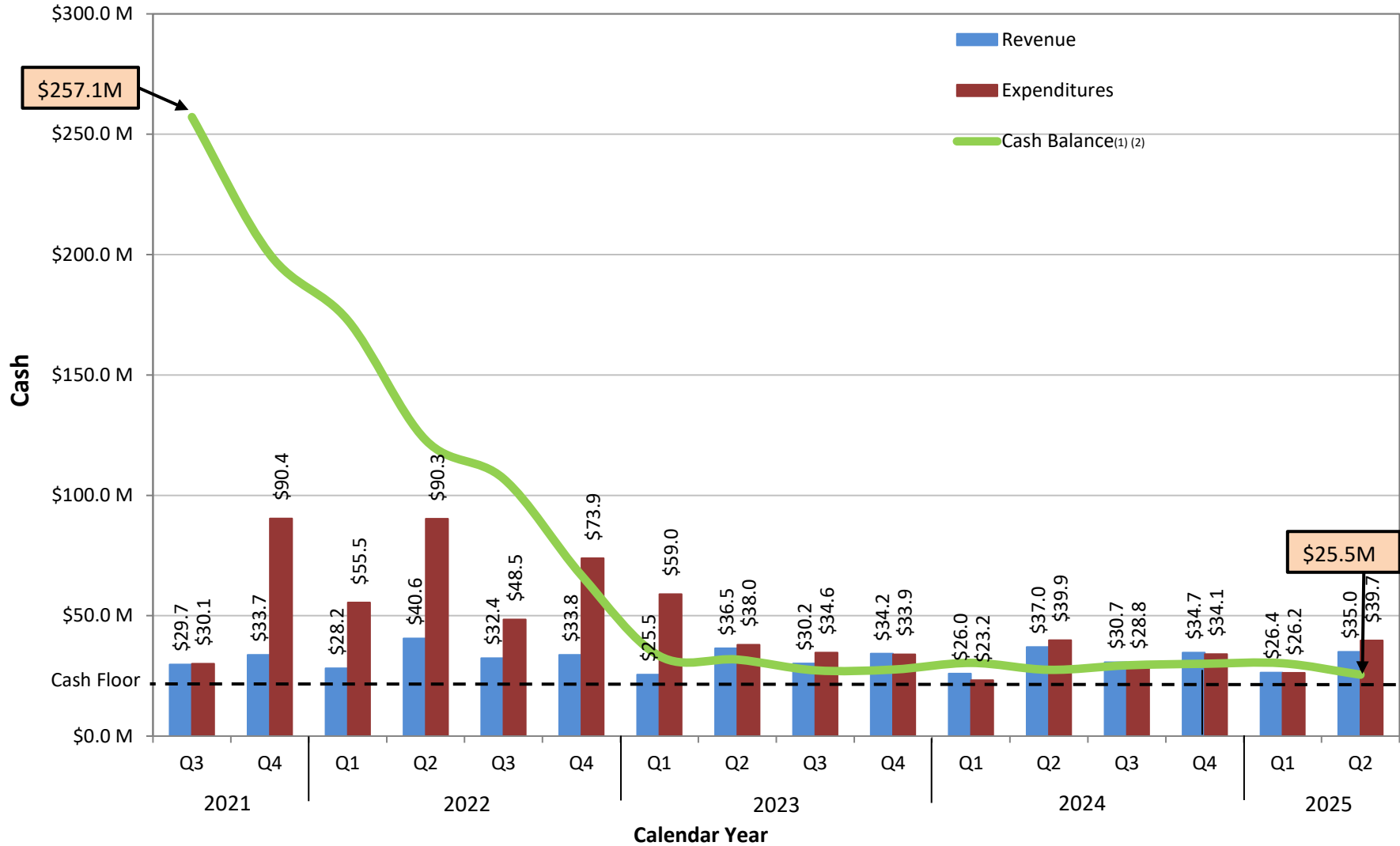
Colorado Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of June 30, 2021 (FY21 -Q4)

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
US 285 over RIO CONEJOS OVERFLOW	23069	1	P-12-A	5	-	192,900	-	-	192,900	-	2,000,000	-	-	2,000,000	2,192,900	04/17/19		11/01/23	03/01/24
Design for Future Years						1,650,000			1,650,000					-	1,650,000				
PRE-BOND PROJECTS		16		All	2,338,990	85,383	-	-	2,424,373	29,706,721	6,071,210	-	-	35,777,931	38,202,304				
Total		193			\$ 45,331,986	\$ 299,551,057	\$ 52,835,939	\$ 546,911	\$ 398,265,893	\$ 71,546,886	\$ 1,018,473,571	\$ 245,307,666	\$ 9,279,210	\$ 1,344,607,333	\$ 1,742,873,226	Total Impact all Projects all funds			



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

**Colorado Bridge and Tunnel Enterprise
 Four Year Quarterly Cash Flow Projection**



(1) Cash balance line includes the use of \$172.3M of preconstruction activities for the Central 70.
 (2) Estimated impact to cash Central 70 project for milestone and availability payments from the most recent financial model



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JERAD ESQUIBEL, DIRECTOR OF PROJECT SUPPORT
DATE: SEPTEMBER 16, 2021
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FY2021 NEWSLETTER

Purpose

The Bridge and Tunnel Enterprise (BTE) staff has prepared a fiscal year newsletter to update the BTE Board of Directors (Board) of significant program highlights and achievements for Fiscal Year 2021.

Action

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

Background

In May 2017, Senate Bill (SB) 17-231, “Concerning the Scheduled Repeal of Reports by the Department of Transportation” was passed, repealing a part of SB 09-108 (FASTER) relating to the annual reporting requirement (43-4-805 (6)). The new legislation took effect in August 2017, eliminating the requirement to present the Board with an annual report.

In September 2017, BTE staff presented the Board with a recommendation to switch from a calendar year annual report to a fiscal year newsletter presented to the Board in October of each year and received concurrence. BTE Staff will continue to present four quarterly reports per fiscal year to the Board which contain detailed information on program progress, financial status, and forecasting.

Attachments

Attachment A: Bridge & Tunnel Enterprise FY2021 Newsletter

Bridge & Tunnel Enterprise FY2021 Newsletter



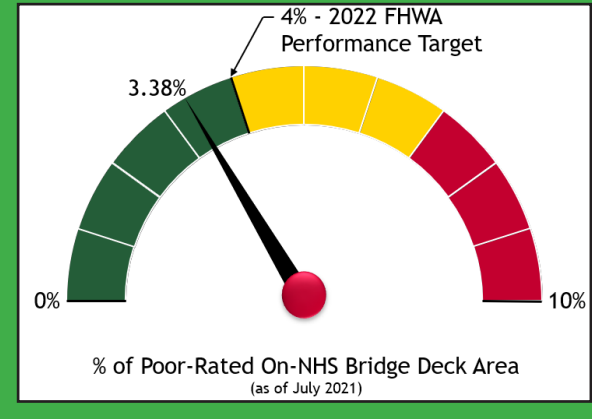
COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise



Central 70 Major Project Milestone



A major project milestone, which is branded as the “Mile High Shift”, was achieved May 2021 when eastbound and westbound traffic on the I-70 Viaduct (E-17-FX) were switched to the lowered section in a temporary head-to-head configuration. The commencement of the Viaduct demolition has officially removed nearly 570,000 sq. ft. of poor rated bridge deck area, resulting in significant progress toward meeting FHWA bridge performance targets.



SB21-260 Creates the Statewide Bridge & Tunnel Enterprise

With the passage of SB21-260 the Colorado Bridge Enterprise has officially become the Statewide Bridge and Tunnel Enterprise (BTE). The new law will create an estimated \$522M in new BTE revenues from FY2023 to FY2032 and gives BTE the authority to repair, maintain, and more safely operate tunnels throughout the state. After the passage of the Bill, BTE staff initiated development of the processes and procedures of the newly altered Enterprise and started investigating the legal framework and revisions to its governing documents required to carry out the objectives of the legislation.

During FY2021 Nine Structures Completed Construction (seen below)



US 34 ML over N Fork Colorado River in Grand County



I-25 ML over Draw in Pueblo County



SH 101 ML over Draw in Bent County



US 34 ML over N Fork Republican River in Yuma County



I-25 ML NBND/SBND over CO RD 640, Butte Creek in Huerfano County



SH 71 ML over Highline Canal in Otero County



SH 101 ML over Draw in Bent County



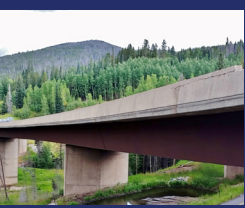
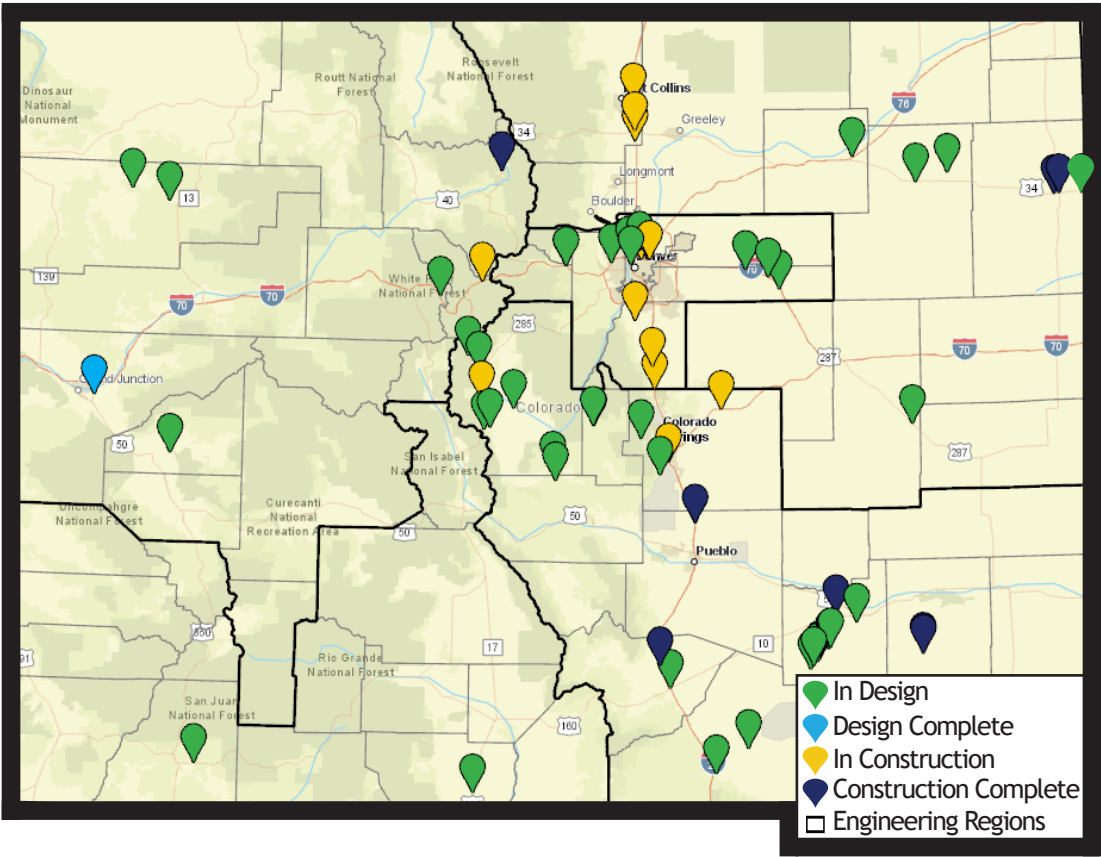
US 34 ML over Republican River in Yuma County

Program to Date Statistics

The BE program is currently delivering near historic levels with a robust active project portfolio consisting of 31 projects that will rehabilitate or replace 67 FASTER eligible structures and address approximately half a million square feet of eligible bridge deck area.

Remaining	149
In Design	48
Design Complete	1
In Construction	18
Projects Completed	174
Total	390

Total Poor Deck Removed (ft²)
2,108,322



I-70 Vail Pass Safety and Operations Improvement Project Advances

Design work has commenced on the Vail Pass Project. The project, located along an iconic section of I-70, involves a large number of stakeholders from both the local area and the state and includes a wide range of improvements. CDOT/BTE was awarded a \$60.7M grant through the USDOT FY2020 INFRA program to advance the project. The BTE program was leveraged to improve the competitiveness of the grant applications by increasing the state funding match and showing participation of multiple stakeholders.

Financial Update

Below are graphs depicting the FY2021 Sources and Uses of budget for Bridge Enterprise projects. These graphs do not include the Administrative and Debt Service costs which occur outside the project budget. Use of the project budget is planned over a multi-year period and can result in roll forward budget balances. The roll forward from FY2021 to FY2022 has been fully programmed for FY2022 projects.

