

**Colorado Transportation Commission**

Schedule & Agenda  
August 17-18, 2022

For link to YouTube meeting access please see website:

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

Don Stanton, Chair

Arvada, District 2

Yessica Holquin

Denver, District 1

Eula Adams

Arapahoe County, District 3

Karen Stuart

Broomfield, District 4

Kathleen Bracke

Fort Collins, District 5

Barbara Vasquez

Cowdrey, District 6

Kathy Hall

Grand Junction, District 7

Mark Garcia

Pagosa Springs, District 8

Lisa Hickey

Colorado Springs, District 9

Terry Hart

Pueblo, District 10

Gary Beedy, Vice-Chair

Genoa, District 11

THE CHAIRMAN 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, August 17, 2022

- 12:00 p.m. Commissioner Lunch (optional)
- 12:30 p.m. Budget Workshop (Jeff Sudmeier, Bethany Nicholas)
- 1:15 p.m. 10-Year Plan Update (Commissioner Stuart, Rebecca White, Jessica Myklebust, Heather Paddock)
- 2:00 p.m. CDOT GHG Compliance Update (Commissioner Hickey, Rebecca White & Theresa Takushi)
- 2:45 p.m. Colorado Investments in Wildlife Crossing Infrastructure- A True Win-Win for Wildlife and Motorist Safety (Commissioner Vasquez, David Ellenberger, and Tony Cady)
- 3:30 p.m. CDOT Workforce Staffing and Housing (John Lorme and David Fox)
- 4:30 p.m. PD 14 Scorecard (William Johnson and Jacob Kershner)

5:00 p.m. Adjournment

**TRANSPORTATION COMMISSION MEETING**

Thursday, August 18, 2022

8:00 a.m. Commissioner Breakfast

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

9:05 a.m. 2. Public Comments

9:30 a.m. 3. Comments of the Chair and Individual Commissioners

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

10:00 a.m. 5. Chief Engineer's Report (Steve Harelson)

10:05 a.m. 6. CTIO Director's Report (Nick Farber)

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

10:15 a.m. 8. STAC Report (Vincent Rogalski)

10:20 a.m. 9. Act on Consent Agenda

a) Proposed Resolution #1: Approve the Regular Meeting Minutes of July 21, 2022 (Herman Stockinger)

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

c) Proposed Resolution #3: Maintenance Projects (M-Projects) \$150k-\$250k List (Tyler Weldon)

d) Proposed Resolution #4: Disposal: I-25 parcels 4-EX, 6-EX, 8-EX and 9-EX (Richard Zamora)

e) Proposed Resolution #5: MMOF Match Reduction Request (Rebecca White and Michael Snow)

f) Proposed Resolution #6: SB 37 Rail Abandonment 2022 Annual Report (Amber Blake and David Singer)

g) Proposed Resolution #7: FTA 3-year DBE Goal for FFY 2023-2025 (Marsha Nelson)

10:25 a.m. 10. Discuss and Act on Proposed Resolution #9: 2nd Budget Supplement of FY 2023 (Jeff Sudmeier and Bethany Nicholas) (Walk-on emergency item added)

10:30 a.m. 11. Recognition

- Region 2 Team Trash Collection (Richard Zamora)

10:40 a.m. 12. Other Matters

10:45 a.m. 13. Adjournment

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Est. Start Time: 10:45 a.m.

**BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS MEETING**

Thursday, August 18, 2022

10:45 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 July 21, 2022 (Herman Stockinger)
4. Discuss and Act on Proposed Resolution #BTE2: Bridge & Tunnel Enterprise 2nd Budget Supplement for FY'23 (Jeff Sudmeier)
5. Discuss and Act on Proposed Resolution #BTE3: Bridge and Tunnel Enterprise Federal Bridge Improvement Program Grant Funding Commitment (Jeff Sudmeier)
6. Discuss and Act on Proposed Resolution #BTE4: Approval of TC Officers as BTE Board Chair, Vice-Chair and Secretary (Patrick Holinda)
7. Other Matters
8. Adjournment

**INFO ONLY**

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Central 70 Quarterly Status Update (Bob Hays)
- DTR Quarterly Reports on Bustang, Outrider (Amber Blake)
- August TC Grants Information Memo (Herman Stockinger, Hannah Reed)



**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
**DATE:** AUGUST 18, 2022  
**SUBJECT:** CAPITAL CONSTRUCTION COST ESCALATION FUND

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**Purpose**

To discuss the establishment of a Capital Construction Cost Escalation Fund to ensure sufficient funds are available to address recent cost escalation in capital construction projects without causing undue delay to projects.

**Action**

No action required. Staff will return with a proposal for approval in September or October.

**Background**

As CDOT embarks on another record year of capital construction spending, and as the Transportation Commission (TC) considers approval of an updated 10-year Plan of projects, the TC has discussed the need to ensure that sufficient funds are available to address potential cost increases in projects. Recent inflationary pressure provides further impetus to consider the establishment of a non-emergency contingency fund that could be utilized to address funding shortfalls in the case of cost escalation where no other alternative sources are available. Most frequently when a project experiences a funding shortfall it happens either at the time of advertisement (projects must have budget within 10% of the Engineer's Estimate prior to advertisement) or at the time of award in the case when the low bid comes in higher than budgeted. In the event of a shortfall, CDOT Regions review available balances and work with Asset Managers to identify sources of funding to cover the shortfall. In general, funds are fully planned and programmed to projects. Funds only become available if another project is delayed, or if another project comes in under budget. If funds are not available, the Region considers delaying or pushing out projects or requesting additional funds from a source such as the TC Program Reserve.

Staff is recommending the TC consider the establishment of a new Capital Construction Cost Escalation Fund. The intent of this fund would not be to supplant existing sources of funding to address shortfalls, but to provide an alternative source when funds are not available from existing sources or where the use of such funds would result in delays or cancellations of other projects. Staff also recommends that the fund include an accelerated administrative approval process.





## Process

As proposed, any capital construction project, including 10-Year Plan Projects, asset management, or safety projects, would be eligible to request funds. Elements of the proposed process include:

- Requests can be made for cost escalation, not additional scope.
- Requests can be made at the time of an increased cost estimate or when the low bid is higher than budgeted.
- Existing funding sources (SUR, RPP, etc.) should be utilized first, before making a request. Requests from the Capital Construction Cost Escalation Fund should result only if it is determined that funds cannot be made available from other sources without cancelling/delaying other projects.
- Regions would be provided with an “allocation” amount (based on the allocation formula used for the 10-year Plan) that could be used as a constraint with which to manage requests at the Region level.
- Any unused Capital Construction Cost Escalation funds returned from projects would be returned to the fund.

Staff further proposes that the fund be established with an accelerated administrative approval process for low-risk items such as when the low bid is more than available budget. In these instances, the shortfall needs to be covered quickly before the bid prices expire. Requests would require approval by Regional Transportation Directors and the Office of Financial Management and Budget, with final review and approval by a committee of Executive Management. Fund balances would be maintained as a separate Reserve Fund, with balances and approved requests summarized in the monthly Budget Supplement.

## Available Funds

In order to establish the Capital Construction Cost Escalation Fund, staff proposes an allocation from the TC Program Reserve (the balance of which will be further supplemented through the upcoming revenue reconciliation/federal redistribution process).

The current Program Reserve balance is \$41.6 M. When the TC approves the 10-year Plan Update in August, we anticipate about \$18 M will be returned to the Program Reserve (funds loaned to the US 85 project in advance of “Year 4”) resulting in a balance of nearly \$60 M<sup>1</sup>. Although there is no “target” Program Reserve balance, based on past analysis of Program Reserve commitments, a balance of \$40 M in summer/fall has been more than adequate to cover requests for the following year (until we “reup” through the revenue reconciliation process the following fall).

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<sup>1</sup> Program Reserve is not the only source available to the Transportation Commission to address unanticipated needs. In addition to the Program Reserve, the Contingency Fund provides a source of funds for emergency events such as an emergency bridge repair, rockslide, etc. (current balance \$32 M) and the Maintenance Reserve provides a source of funds for additional snow and ice, and response to events such as wildfires (\$12 M).



In September/October, revenue reconciliation from the prior fiscal year will be complete and we will have a firm figure for any surplus in flexible funds from the prior fiscal year including federal August Redistribution. Indications from FHWA are that this year's redistribution could be a "record", surpassing CDOT's highest redistribution amounts of \$77M in FY 20 and \$60 M in FY 21. OFMB does not anticipate a significant shortfall from revenue reconciliation – meaning we anticipate most of any federal redistribution would be available for allocation.

Assuming a relatively conservative redistribution figure of \$60 M and a Program Reserve target balance of \$40 M, up to \$80 M could be allocated from the Program Reserve this fall. The funds available will be primarily composed of federal funds, and as such, opportunities for use for activities which are not federally eligible (such as maintenance and operations) are limited. Staff anticipates returning in September to discuss a recommended amount to allocate to a new Capital Construction Cost Escalation Fund. Some additional requests for funding from the Program Reserve are currently under consideration and will be brought forward at the same time. This includes funds to support the construction of maintenance workforce housing (the subject of this the Workforce Housing and Staffing workshop this month).

### **Next Steps**

- September/October – Review of redistribution and revenue reconciliation and proposed TC Program Reserve requests.
- October – Approval of allocation from TC Program Reserve to new Capital Construction Cost Escalation Fund.





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Department of Transportation

# Budget Workshop: Capital Construction Cost Escalation Fund August 2022



# Capital Construction Cost Escalation Fund

- Staff proposes the establishment of a new Capital Construction Cost Escalation Fund to ensure sufficient funds are available to address recent cost escalation in capital construction projects without causing undue delay to projects.
- Intent is not to supplant existing sources of funding to address shortfalls, but to provide an alternative source when funds are not available from existing sources or where the use of such funds would result in delays or cancellation of other projects.
- Fund would be established via an allocation from the TC Program Reserve, relying on a combination of existing balance and “new” funds made available as a result of revenue reconciliation and federal redistribution.
- Proposed fund would include an accelerated administrative approval process



# Proposed Process

- As proposed, any capital construction project, including 10-Year Plan Projects, asset management, or safety projects, would be eligible to request funds. Elements of the proposed process include:
  - Requests can be made for cost escalation, not additional scope.
  - Requests can be made at the time of an increased cost estimate or when the low bid is higher than budgeted.
  - Existing funding sources (SUR, RPP, etc.) should be utilized first, before making a request. Requests from the Capital Construction Cost Escalation Fund should result only if it is determined that funds cannot be made available from other sources without cancelling/delaying other projects.
  - Regions would be provided with an “allocation” amount (based on the allocation formula used for the 10-year Plan) that could be used as a constraint with which to manage requests at the Region level.
  - Any unused Capital Construction Cost Escalation funds returned from projects would be returned to the fund.



# Approval Process

- Requests would require approval by Regional Transportation Directors and the Office of Financial Management and Budget, with final review and approval by a committee of Executive Management.
- Fund balances would be maintained as a separate Reserve Fund, with balances and approved requests summarized in the monthly Budget Supplement.



# Available Funds

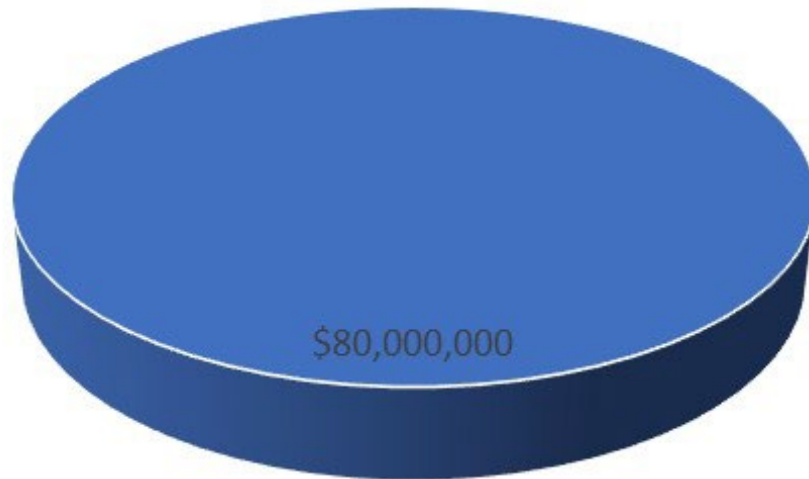
$$\begin{array}{l} \$41.6 \text{ M} \\ \text{August TC Program} \\ \text{Reserve Balance} \end{array} + \begin{array}{l} \$18.0 \text{ M} \\ \text{Anticipated return of} \\ \text{funds in September} \end{array} + \begin{array}{l} \$60.0 \text{ M}^* \\ \text{Estimate of funds from} \\ \text{revenue reconciliation/} \\ \text{redistribution} \end{array} = \begin{array}{l} \$119.6 \text{ M} \\ \text{Potential October} \\ \text{Program Reserve Balance} \end{array}$$

$$\begin{array}{l} \$119.6 \text{ M} \\ \text{Potential October Program} \\ \text{Reserve Balance} \end{array} - \begin{array}{l} \$40.0 \text{ M} \\ \text{Potential target balance} \end{array} = \begin{array}{l} \$79.6 \text{ M} \\ \text{Potential available to} \\ \text{allocate} \end{array}$$



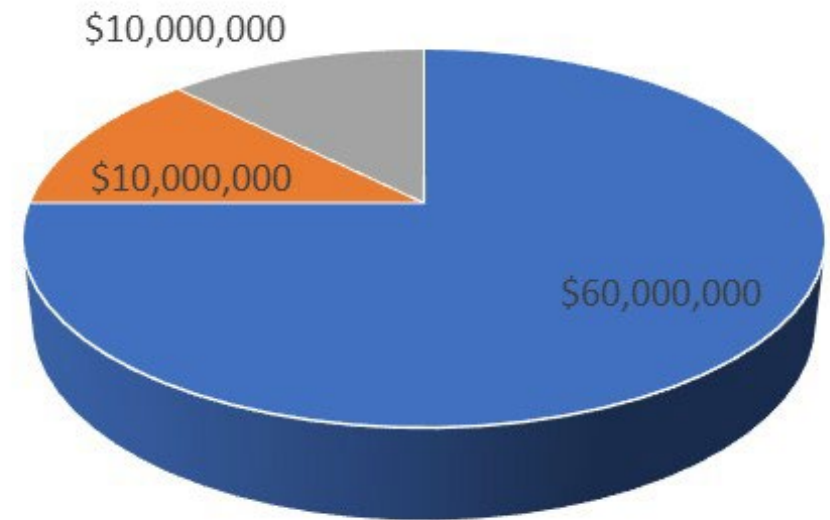
# Potential Uses

## Potential Funds Available



■ Estimated Available Funds

## Potential Uses



■ Cost Escalation Fund ■ Workforce Housing ■ Other Requests





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Department of Transportation

# Emergency Funding request for WCR 34 over I-25 August 17, 2022

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# Location

- Main Town of Mead exit
- Approx. 83,000 vpd
- Exit to the north: CO 56 (5 miles)
- Exit to the south: CO 66 (2 miles)
- Main exit for Fedex and Home Depot distribution centers







# Damage: Bridge

1. Sustained severe damage to two of the four bridge girders
2. Representing 50% of the supporting superstructure
3. South half of bridge can not support any load
4. Safe for cars to pass under on I-25







# Damage: Roadway





# Approach to Restoring Essential Traffic (a.k.a. bidirectional traffic)

Staff bridge and R4 staff have identified a three phased approach.

- ❑ **Phase 1:** Determine if bridge can be opened in a one lane configuration with existing bridge conditions.
- ❑ **Phase 2:** Repair the bridge in kind to get two lanes of traffic open, back to its original configuration.
- ❑ **Phase 3:** Replace the bridge in kind but to its ultimate location for the future widening of I-25 (seg 5).

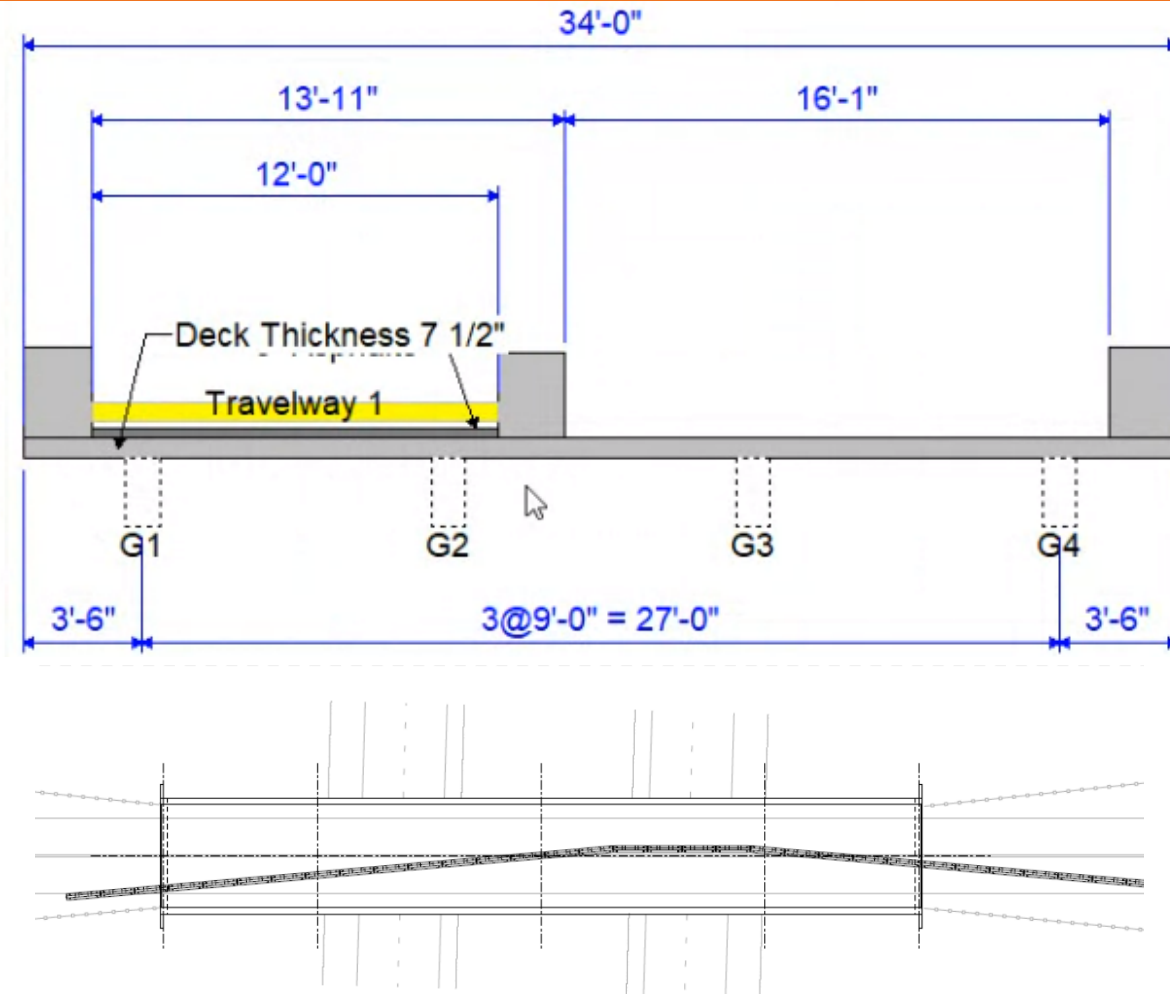




# Phase 1: Open Bridge to one lane in one direction

Staff Bridge has determined that the bridge can open to one 11' lane with 0.5' shoulders.

1. Region 4 Maintenance will perform Phase 1 work:
  - a. Place Type 7 barrier on bridge
  - b. Install temporary signed detour routes
  - c. Install mesh netting to contain debris
  - d. Perform I-25 lane closure to perform work
  - e. Work anticipated Friday evening (subject to material availability)
2. Staff bridge will prepare monitoring plan and mark location of barrier alignment on bridge





## Phase 2: Open Bridge to two lanes (bidirectional)

Get the Bridge repaired to a bidirection state until Segment 5 can construct new bridge (3-5 year period)

1. Staff Bridge is executing a task order for a consultant to double check Phase 2 repair feasibility
2. R4 will utilize emergency contracting to construct repairs
  - Anticipate emergency contract as early as next week
3. R4 and Staff Bridge will utilize bid to justify insurance payments and emergency funding.
4. Anticipate moving forward with Phase 2, some triggers that may push to Phase 3
  - No bidders
  - Constructability – impact to I-25 to great.
  - Cost estimate exceed anticipated emergency funding and/or benefit cost suggests CDOT should move forward with new permanent structure



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

2829 W. Howard Place  
Denver, CO 80204-2305

**MEMORANDUM**

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**TO: THE TRANSPORTATION COMMISSION**  
**FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT**  
**DATE: AUGUST 17, 2022**  
**SUBJECT: 10-YEAR PLAN UPDATE**

**Purpose**

The purpose of this memo is to discuss the draft, updated 10-Year Plan, specifically notable project changes for Regions 1 and 4.

**Action**

No action at this time is needed. This item is for discussion purposes only.

**Background**

The effort to update the 10-Year Plan is approaching the final steps. While the Transportation Commission previously discussed project updates from Regions 2,3 and 5 at their July meeting, today's discussion will focus on reviewing the project updates for Regions 1 and 4.

**Next Steps**

In September, CDOT staff will continue the Greenhouse Gas (GHG) compliance discussion and demonstrate how the updated 10-Year Plan achieves the required GHG air quality standard.

**Attachments**

10-Year Plan Update Presentation  
Regions 1 and 4 project tables







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# 10-Year Plan Update Transportation Commission August 2022



# Presentation Overview

- Draft Project Tables - Regions 1 & 4
- Distribution Targets- A Refresher
- Next Steps & Schedule



# 10 Year Plan Redlined Version

## PROJECT PIPELINE

ADOPTED MAY 2020 | UPDATE ADOPTED AUGUST 2022



### NORTHEAST PROJECTS

We are here!

	Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID
<b>Highway &amp; Transit– Region 4</b>									
Interstate 25	Berthoud Mobility Hub	\$14.5 M	\$12.5 M	✓	\$12.5 M			◆	<a href="#">2729</a>
	Centerra-Loveland Mobility Hub	\$21 M	\$6.5 M	✓	\$6.5 M			◆	<a href="#">2742</a>
	Firestone - Longmont Mobility Hub (Phase 1)	\$6.823 M	\$6.823 M	✓	\$6.823 M				<a href="#">2730, 2731</a>
	Firestone - Longmont Mobility Hub (Phase 2 )	\$16.5 M	\$15.5 M	✓	\$15.5 M				<a href="#">2732</a>
	Firestone - Longmont Mobility Hub Access Improvements	\$2.0 M	\$2.0 M	✓	\$2 M				<a href="#">2750</a>
	Harmony Road Park-n-Ride Expansion	\$0.5 M	\$0.5 M	✓	\$0.5 M				<a href="#">2733</a>
	I-25 and CO 14 Interchange Improvements	\$60 M	\$30.5 M	✓		\$3.5 M	\$27 M		<a href="#">2604</a>
	I-25 North Express Lanes: Segment 5 (CO 56 to CO 66)	\$350 M	\$196.4 M	✓		\$98.2 M	\$98.2 M		<a href="#">2603</a>
	I-25 North Express Lanes: Segment 6 (CO 56 to CO 402)	\$293.38 M	\$231 M	✓	\$231 M			◆	<a href="#">0059</a>
	I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	\$598.62 M	\$138.8 M	✓	\$138.8 M			◆	<a href="#">0058</a>
I-25 Bustang Service in Region 4 Fleet Expansion	\$2.5 M	\$2.5 M				\$2.5 M		<a href="#">2690</a>	
North I-25 Transit Service Fleet Purchase	\$3 M	\$3 M			\$1.5 M	\$1.5 M		<a href="#">1802</a>	
Interstate 70	Essential Bus Service between Burlington and Denver	\$2.42 M	\$2.42 M						<a href="#">4094</a>
	I-70 Arriba Rest Area	\$2 M	\$2 M				\$2 M		<a href="#">1572</a>
	I-70 Bethune to Burlington	\$175 M	\$31.22 M	✓		\$31.22 M			<a href="#">TBD</a>
	I-70 Replacing Failing Pavement	\$59.1 M	\$59.1 M		\$59.1 M			✓	<a href="#">0090</a>
	Resurfacing Select Segments of I-70 between Scibert and Stratton	\$175 M	\$28.72 M					\$28.72 M	<a href="#">2684</a>
Rural Roads Bridge Package 1 Rehabilitation and Repair I-70 Bridges near Limon	\$4.28 M	\$4.28 M			\$3.8 M	\$0.48 M		<a href="#">2670</a>	
Interstate 76	I-76 Atwood Bridge Rehabilitation and Repair	\$0.27 M	\$0.27 M				\$0.27 M		<a href="#">2671</a>
	I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9	\$8.05 M	\$8.05 M		\$8.05 M			◆	<a href="#">0069</a>
	I-76 Corridor Improvements and Preservation	\$200 M	\$26.48 M	✓		\$26.48 M			<a href="#">1022</a>
	I-76 East of Sterling (Part 2) - Slabs and Diamond Grind	\$8.25 M	\$8.25 M		\$8.25 M			●	<a href="#">2683</a>
	I-76 New Local Fixed-Route Transit Service in Fort Morgan	\$1.55 M	\$1.55 M			\$1.55 M			<a href="#">1426</a>
	I-76 Reconstruction from Fort Morgan to Brush	\$125 M	\$45 M	✓		\$20 M	\$25 M		<a href="#">1430, 1428</a>
	I-76 Sterling East: MP 124.7 to MP 128.2	\$8.05 M	\$8.05 M		\$8.05 M			●	<a href="#">0072</a>
	I-76 US 34 East, Slabs and Diamond Grind both directions from MP 66 to MP 73.9	\$11.5 M	\$11.5 M				\$11.5 M		<a href="#">0070</a>
	Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	\$0.32 M	\$0.32 M		\$0.32 M				<a href="#">2490</a>
Outrider Improvements at Sterling	\$80 K	\$80 K		\$80 K				<a href="#">2491</a>	

Staff has prepared a draft red-lined version of the updated 10-Year Plan project tables, which is included as an attachment to this presentation.

- Last month, Regions 2, 3 and 5 walked you through their updated project tables.
- This month's focus is on Regions 1 and 4.



# Distribution Targets- A Refresher

When updating the plan, staff ensured that the updated project lists were consistent with the following distribution targets:

- **Regional Equity:** The "RPP midpoint" formula is used to determine equity for the 10-Year Plan. The RPP midpoint formula splits the difference between the current and previous RPP formula distributions to each CDOT Region.
- **Transit:** The 10-Year Plan dedicates a minimum of 10% to transit projects.
- **Asset Management & Rural Paving:** 50% of the 10-Year Plan's capital investment is dedicated to asset management (i.e., surface treatment & bridge), with 25% dedicated to rural non-interstate pavement.

Equity Targets	
Region	Equity Target
1	34.23%
2	18.97%
3	15.07%
4	23.87%
5	7.86%
<b>Total</b>	<b>100.00%</b>



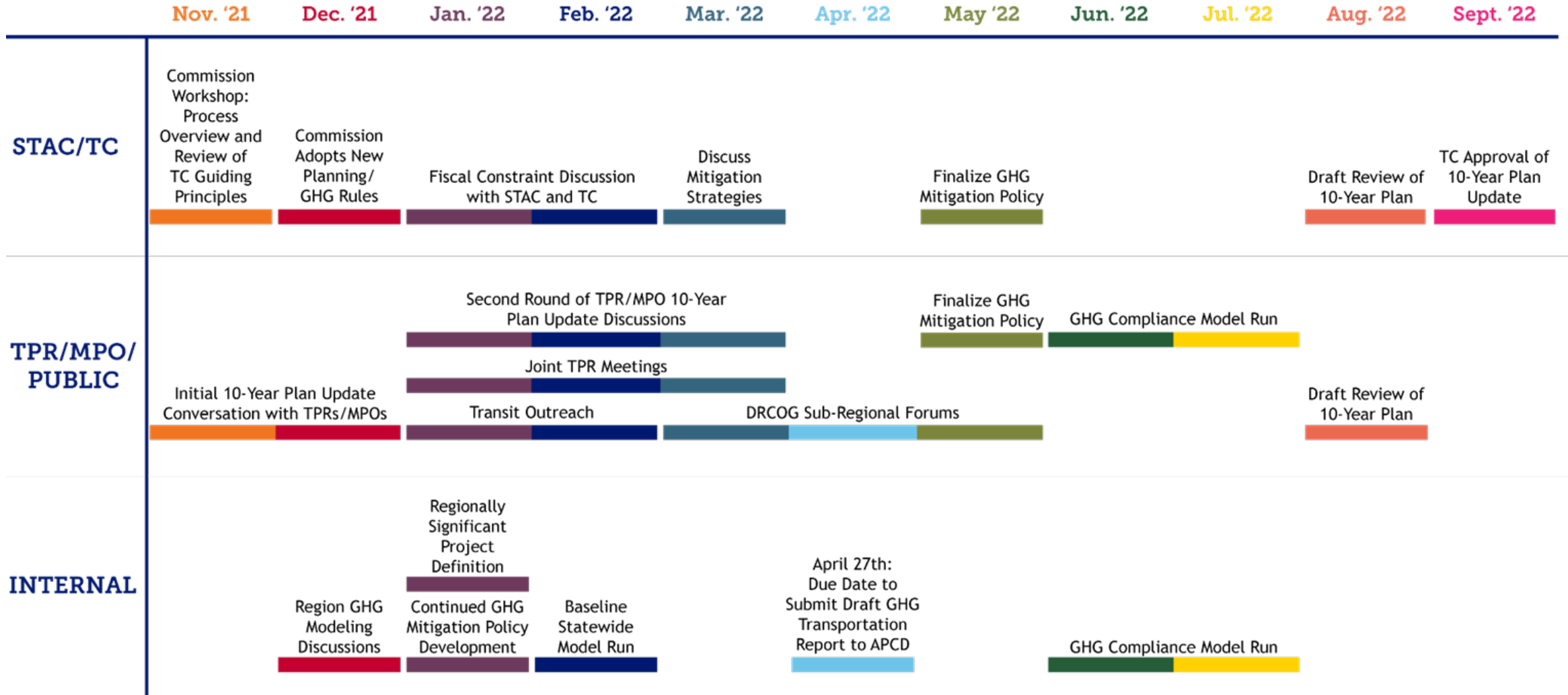
# Next Steps

- Today's workshop also includes an update on GHG Compliance that will demonstrate how CDOT plans to deliver our updated 10-Year Plan while also meeting the GHG standard.
- Staff will seek TC approval of the updated 10-Year Plan at the September TC meeting.





# 10 Year Plan Update Timeline





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**Department of Transportation**

Questions?

# PROJECT PIPELINE

## ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022



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

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

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

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

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

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

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

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

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

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

### CENTRAL PROJECTS

We are here!

	Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID
<b>Highway &amp; Transit– Region 1</b>									
Interstate 25	Castle Rock Mobility Hub	\$13.47 M	\$13.47 M	✓	\$10.5 M	\$2.97 M			2714
	Lone Tree Mobility Hub	\$20 M	\$10 M	✓	\$10 M				2744
	I-25 North between 84th Avenue and 104th Avenue	TBD	\$110 M		\$4 M	\$16 M	\$90 M		2584, 2642
	I-25 South Gap	\$419 M	\$278 M	✓	\$278 M			◆	0001
	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	\$75 M	\$15 M	✓	\$3.5 M	\$11.5 M			2575
	I-25 and CO 7 Interchange Mobility Hub	\$14 M	\$14 M		\$14 M				2694
	I-25 at Belleview Avenue Interchange - Phase 1	\$110 M	\$22 M	✓			\$22 M		2588
	<b>I-25 Central Non-Capacity Safety and Operational Improvements</b>	<b>TBD</b>	<b>\$35 M</b>				<b>\$35 M</b>		<b>2576</b>
	<del>I-25 Valley Highway–Burnham Yard Acquisition</del>	<del>TBD</del>	<del>\$16.6 M</del>	<del>✓</del>	<del>\$16.6 M</del>			<del>◆</del>	<del>TBD</del>
Interstate 70	I-70/Harlan Bridge Replacement	\$25.6 M	\$21.9 M	✓	\$21.9 M			●	0086
	I-70 Corridor-West Metro Bridges	\$67 M	\$35.2 M	✓	\$35.2 M				0087
	I-70 Peak Period Shoulder Lanes	\$105 M	\$80 M	✓	\$80 M			◆	0005
	I-70 West: Floyd Hill	\$700 M	\$340 M	✓	\$191.8 M	\$148.2 M			0004
	Idaho Springs Mobility Hub	\$13 M	\$6.33 M	✓	\$6.33 M				2716
	I-70 and Kipling Street Interchange <b>Right-of-Way</b>	\$70 M	\$30 M	✓	\$2.5 M		\$27.5 M		2580
	<del>I-70 Morrison Mobility Hub</del>	<del>\$20 M</del>	<del>\$20 M</del>				<del>\$20 M</del>		<del>2640</del>
	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	\$32 M	\$25 M	✓			\$25 M		2582
	Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance	\$150 M	\$50 M	✓	\$50 M			●	2583
	I-70 Escape Ramp Improvements	\$29 M	\$13 M	✓	\$13 M			●	2593
I-270	I-270 Bustang Pegasus Park-n-Rides	\$12 M	\$12 M		\$4 M	\$3 M	\$5 M		2753
I-270	I-270 Improvements and Congestion Relief from I-76 to I-70	\$600 M	\$200 M	✓	\$30 M	\$144.5 M	\$25.5 M		0002
US 6	Vasquez Boulevard Improvements	\$22 M	\$10 M	✓		\$10 M			2585
	US 6 and Wadsworth Boulevard Interchange	\$135 M	\$60 M	✓	\$40 M	\$20 M			2578
US 85	US 85 Corridor Improvements between Sedalia and Meadows Parkway in Castle Rock	\$58 M	\$37 M	✓			\$37 M		2587
US 285	US 285 Corridor Improvements near Pine Junction	TBD	\$60 M				\$60 M		2581
CO 7	CO 7 Priority Intersection Improvements	\$20 M	\$20 M				\$20 M		2586, 2641
CO 30	CO 30 Improvements between Quincy Road and Airport Road	TBD	\$25 M				\$25 M		2589
C 470	C-470: US 285 to Morrison Road Interchange Reconstruction <b>and Widening</b>	\$56 M	\$56 M				\$56 M		2579
Non Corridor Specific	Safer Main Streets Program	\$75 M	\$68.9 M	✓	\$68.9 M			◆	Weblink
	Bustang Heavy Maintenance Facility	\$9.5 M	\$9.5 M		\$0.95 M	\$3.55 M	\$5 M		2715
	Noise Wall Maintenance	\$36 M	\$29.7 M	✓	\$29.7 M			◆	2594
	Bustang Fleet Purchases	\$5.625 M	\$4.425 M		\$4.425 M				2718
	Vision Zero Priority Improvements	\$15 M	\$15 M			\$15 M			2691
	Regionwide Bottleneck Reduction	TBD	\$25 M	✓			\$25 M		2590
	<del>Regionwide Signal Cabinet Upgrades</del>	<del>TBD</del>	<del>\$5 M</del>	<del>ü</del>			<del>\$5 M</del>		<del>2594</del>
	Regionwide Signal <b>and Ramp Meter</b> Upgrades	TBD	\$17 M	✓			\$17 M		2592
	Regionwide Trail Grade Separations and Crossings Improvements	TBD	\$10 M				\$10 M		2595
	Regionwide Bridge Rehabilitation and Maintenance	> \$500 M	\$20 M	✓			\$20 M		2697
Regionwide Arterial <b>BRT and Transit</b> Improvements	TBD	\$170 M		\$3 M	\$72 M	\$95 M		2638	

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



# PROJECT PIPELINE

ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022



## NORTHEAST PROJECTS

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	Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID
<b>Highway &amp; Transit– Region 4</b>									
Interstate 25	Berthoud Mobility Hub	\$14.5 M	\$12.5 M	✓	\$12.5 M			◆	<a href="#">2729</a>
	Centerra-Loveland Mobility Hub	\$21 M	\$6.5 M	✓	\$6.5 M			◆	<a href="#">2742</a>
	Firestone - Longmont Mobility Hub (Phase 1)	\$6.823 M	\$6.823 M	✓	\$6.823 M				<a href="#">2730, 2731</a>
	Firestone - Longmont Mobility Hub (Phase 2 )	\$16.5 M	\$15.5 M	✓	\$15.5 M				<a href="#">2732</a>
	Firestone - Longmont Mobility Hub Access Improvements	\$2.0 M	\$2.0 M		\$2 M				<a href="#">2750</a>
	Harmony Road Park-n-Ride Expansion	\$0.5 M	\$0.5 M		\$0.5 M				<a href="#">2733</a>
	I-25 and CO 14 Interchange Improvements	\$60 M	\$30.5 M	✓		\$3.5 M	\$27 M		<a href="#">2604</a>
	I-25 North Express Lanes: Segment 5 (CO 56 to CO 66)	\$350 M	\$196.4 M	✓		\$99.45 M	\$96.95 M		<a href="#">2603</a>
	I-25 North Express Lanes: Segment 6 (CO 56 to CO 402)	\$293.38 M	\$231 M	✓	\$231 M			◆	<a href="#">0059</a>
	I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	\$598.62 M	\$138.8 M	✓	\$138.8 M			◆	<a href="#">0058</a>
	I-25 Bustang Service in Region 4 Fleet Expansion	\$2.5 M	\$2.5 M				\$2.5 M		<a href="#">2690</a>
	North I-25 Transit Service Fleet Purchase	\$3 M	\$3 M			\$1.5 M	\$1.5 M		<a href="#">1802</a>
	Interstate 70	Essential Bus Service between Burlington and Denver	\$2.42 M	\$2.42 M					
I-70 Arriba Rest Area		\$2 M	\$2 M				\$2 M		<a href="#">1572</a>
I-70 Bethune to Burlington		\$175 M	\$31.22 M	✓		\$31.22 M			<a href="#">2769</a>
Resurfacing Select Segments of I-70 between Seibert and Stratton		\$175 M	\$28.72 M					\$28.72 M	<a href="#">2684</a>
Rural Roads Bridge Package 1 Rehabilitation and Repair I-70 Bridges near Limon		\$4.28 M	\$4.28 M			\$3.8 M	\$0.48 M		<a href="#">2670</a>
I-70 Replacing Failing Pavement		\$59.1 M	\$59.1 M		\$59.1 M			✓	<a href="#">0090</a>
Interstate 76	I-76 Atwood Bridge Rehabilitation and Repair	\$0.27 M	\$0.27 M				\$0.27 M		<a href="#">2671</a>
	I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9	\$8.05 M	\$8.05 M		\$8.05 M			◆	<a href="#">0069</a>
	I-76 Corridor Improvements and Preservation	\$200 M	\$26.48 M	✓		\$26.48 M			<a href="#">1022</a>
	I-76 East of Sterling (Part 2) - Slabs and Diamond Grind	\$8.25 M	\$8.25 M		\$8.25 M			●	<a href="#">2683</a>
	I-76 New Local Fixed-Route Transit Service in Fort Morgan	\$1.55 M	\$1.55 M			\$1.55 M			<a href="#">1426</a>
	I-76 Reconstruction from Fort Morgan to Brush	\$125 M	\$45 M	✓		\$20 M	\$25 M		<a href="#">1430, 1428</a>
	I-76 Sterling East: MP 124.7 to MP 128.2	\$8.05 M	\$8.05 M		\$8.05 M			●	<a href="#">0072</a>
	I-76 US 34 East, Slabs and Diamond Grind both directions from MP 66 to MP 73.9	\$11.5 M	\$11.5 M				\$11.5 M		<a href="#">0070</a>
	Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	\$0.32 M	\$0.32 M		\$0.32 M				<a href="#">2490</a>
	Outrider Improvements at Sterling	\$80 K	\$80 K		\$80 K				<a href="#">2491</a>
US 6	US 6 Merino to Atwood from MP 391 to MP 398	\$4.32 M	\$4.32 M		\$4.32 M			✓	<a href="#">0064</a>
US 34	Estes Park Transit Improvements	\$1.287 M	\$1.03 M	✓	\$1.03 M				<a href="#">2530</a>
	Estes Park Transit Stop Improvements	\$0.15 M	\$0.15 M						<a href="#">2527</a>
	Public Restrooms at the Transit Hub and Events Complex Park-n-Ride in Estes Park	\$0.4 M	\$0.4 M						<a href="#">2529</a>
	US 34 Transit Service Planning and Capital between Loveland and Greeley	\$13.2 M	\$13.2 M			\$13.2 M			<a href="#">2605</a>
US 36	Estes Park Transit Electric Trolley Bus Barn	\$0.32 M	\$0.32 M		\$0.32 M				<a href="#">2525</a>
	Estes Park Transit Electric Trolley Charging Station	\$10 K	\$10 K	✓	\$10 K			✓	<a href="#">2526</a>
	US 36/28th Street and CO 93/Broadway Intersection Improvements	\$15.12 M	\$15.12 M	✓		\$2 M	\$13.12 M		<a href="#">2597</a>
	US 36/Community Drive Roundabout	\$5 M	\$0.55 M	✓		\$0.55 M		◆	<a href="#">2770</a>
US 40	US 40 Wild Horse Bridge Rehabilitation and Repair	\$0.82 M	\$0.82 M				\$0.82 M		<a href="#">2672</a>
	US 40/US 287 Passing Lanes	\$20 M	\$0	✓	(This project has been funded by other funding sources)			✓	<a href="#">1017</a>
US 85	US 85 and US 34 Interchange	\$200 M	\$25.1 M	✓		\$6 M	\$19.1 M		<a href="#">2695</a>
	US 85 Corridor Improvements, Brighton to Fort Lupton	\$6.1 M	\$6.1 M			\$6.1 M			<a href="#">2600</a>
	US 85 Frontage Road Improvements	\$10 M	\$10 M				\$10 M		<a href="#">1443</a>
	US 85/WCR 44 (Peckham)	\$18.06 M	\$18.06 M		\$18.06 M			◆	<a href="#">TBD</a>
US 287	US 287 Corridor Improvements: US 36 to CO 66	\$205 M	\$30 M	✓		\$3 M	\$27 M		<a href="#">2602</a>
	US 287 Passing Lanes and Safety Improvements	\$20 M	\$16 M			\$8 M	\$8 M		<a href="#">1456</a>
US 385	US 385 between Sand Creek and County Road 29	\$14.69 M	\$14.69 M			\$14.69 M			<a href="#">2685</a>
	US 385 Burlington Bridge Rehabilitation and Repair	\$0.17 M	\$0.17 M				\$0.17 M		<a href="#">2678</a>
	US 385 Corridor Study Improvements	\$200 M	\$35.28 M	✓			\$35.28 M		<a href="#">2416</a>
	US 385 Idalia North Bridge Rehabilitation and Repair	\$10 K	\$10 K				\$10 K		<a href="#">2679</a>
	US 385 near Smoky Hill River to near County Road GG from MP 157 to MP 170	\$14.8 M	\$14.8 M		\$14.8 M			●	<a href="#">0062</a>
	US 385 Phillips/Yuma County Line South from MP 263.06 to MP 269.35	\$7.1 M	\$7.1 M		\$7.1 M			◆	<a href="#">0063</a>
	US 385 South of Cheyenne Wells	\$12.32 M	\$12.32 M			\$7.1 M	\$5.22 M		<a href="#">2686</a>
	US 385 South of Julesburg	\$5.55 M	\$5.55 M				\$5.55 M		<a href="#">2687</a>
CO 1	CO 1 Safety Improvements	\$6 M	\$4 M	✓		\$4 M			<a href="#">2771</a>
CO 7	CO 7 Corridor Improvements	\$106 M	\$15.3 M	✓	\$13.44 M	\$1.86 M			<a href="#">2596</a>
CO 42	CO 42 Safety and Intersection Improvements	\$40 M	\$14 M	✓		\$6.77 M	\$7.23 M		<a href="#">2598</a>

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

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# PROJECT PIPELINE

ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022



## NORTHEAST PROJECTS

We are here!

	Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID
<b>Highway &amp; Transit– Region 4 (continued)</b>									
CO 52	CO 52 Prospect Valley from MP 42 - 54.6 & MP 40.75 - 40.77	RP	\$3.7 M	\$0.573 M		\$0.573 M		✓	<a href="#">0062</a>
	CO 52 Prospect Valley from MP 54.58 to MP 60.753	RP	\$5.1 M	\$5.1 M		\$5.1 M			<a href="#">0067</a>
	CO 52/CR 59 Roundabout and Safety Improvements	H	\$12 M	\$7.6 M	✓		\$7.6 M		<a href="#">2772</a>
CO 59	CO 59 Bridges Rehabilitation and Repair	H	\$1.29 M	\$1.29 M			\$1.29 M		<a href="#">2675</a>
	CO 59 Safety Improvements	RP	\$50 M	\$22.76 M			\$22.76 M		<a href="#">2498</a>
	CO 59 Sandy Creek Bridge Rehabilitation and Repair	H	\$5.42 M	\$5.42 M		\$5.42 M		✓	<a href="#">2674</a>
	CO 59 Siebert to Cope Bridge Rehabilitation and Repair	H	\$1.18 M	\$1.18 M		\$1.18 M		✓	<a href="#">2677</a>
	CO 59 Six Mile Creek Bridge Rehabilitation and Repair	H	\$0.38 M	\$0.38 M			\$0.38 M		<a href="#">2676</a>
	CO 59 South of Cope to I-70 from MP 41.071 to MP 67.14	RP	\$17.8 M	\$17.8 M		\$17.8 M		✓	<a href="#">0060</a>
CO 61	CO 61 Sterling East MP 32.3-41.0	RP	\$6 M	\$6 M		\$6 M			<a href="#">2774</a>
CO 66	CO 66 Corridor Improvements	H	\$100 M	\$10 M	✓	\$5 M	\$5 M		<a href="#">2599</a>
CO 71	CO 71 Big Beaver Creek Bridge Rehabilitation and Repair	H	\$4.78 M	\$4.78 M			\$4.78 M		<a href="#">2681</a>
	CO 71 Corridor Improvements	RP	\$200 M	\$27.38 M	✓	\$6.25 M	\$6.8 M	●	<a href="#">1023</a>
	CO 71 Limon Structures Bridge Rehabilitation and Repair	H	\$0.62 M	\$0.62 M			\$0.62 M		<a href="#">2680</a>
	CO 71 North of Brush	RP	\$3.48 M	\$3.48 M			\$3.48 M		<a href="#">2689</a>
	CO 71 South of CO 14	RP	\$24.13 M	\$24.13 M			\$6.99 M	\$17.14 M	<a href="#">2688</a>
	CO 71 Stoneham Bridge Rehabilitation and Repair	H	\$0.14 M	\$0.14 M			\$0.14 M		<a href="#">2682</a>
CO 86	CO 86 Corridor Improvements	H	\$3 M	\$2 M	✓	\$0.5 M	\$1.5 M		<a href="#">2413</a>
CO 119	CO 119 Bus Rapid Transit Enhancements	H,T	\$350 M	\$24.88 M	✓		\$24.88 M		<a href="#">2601</a>
	CO 119 Bus Rapid Transit, Safety and Mobility Improvements	H,T	\$40 M	\$40 M		\$40 M			<a href="#">0057</a>
CO 138	CO 138 Sterling North from MP 3 to MP 13.5	RP	\$2 M	\$2 M		\$2 M			<a href="#">0061</a>
Non-Corridor Specific	287/40/94 Bridge Rehabilitation and Repair	H	\$1.68 M	\$1.68 M			\$1.68 M		<a href="#">2673</a>
	Bustang Fleet Purchases	T	\$2.5 M	\$2.5 M		\$2.5 M			<a href="#">2736</a>
	Rural Paving Project Inflation Contingency Funds	RP	\$4.35 M	\$4.35 M			\$4.35 M		<a href="#">2775</a>
	Bustang Outrider Fleet Expansion	T	\$2.58 M	\$2.58 M			\$1.5 M	\$1.08 M	<a href="#">2773</a>
	Mobility Hubs in CDOT Region 4	T	\$6 M	\$6 M					<a href="#">2606</a>
	New Essential Bus Service between Limon and Denver	T	\$1.08 M	\$1.08 M					<a href="#">4016</a>
	Northern Colorado Fleet Maintenance Facility	T	\$3 M	\$3 M		\$3 M			<a href="#">2737</a>
Safer Main Streets Program - Phase 1	H,T	\$9.2 M	\$9.2 M		\$9.2 M		✓	<a href="#">Weblink</a>	

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



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## Region 1 10-year Plan Proposed Updates - 8/3/22

Project Name	Currently Published				Current Proposed Update		
	FY19-21	FY22-26	FY27+	Total	FY22-26	FY27+	Total
<b>Primary Changes</b>							
<del>I-25 Valley Highway</del> —Burnham Yard Acquisition	\$16,600,000	\$0	\$243,400,000	\$243,400,000	\$0	\$0	\$0
I-25 Central Non-capacity Safety and Operational Improvements	\$0	\$0	\$0	\$0	\$0	\$35,000,000	\$35,000,000
I-70 West: Floyd Hill	\$135,000,000	\$65,000,000	\$0	\$65,000,000	\$205,000,000	\$0	\$205,000,000
Regionwide Arterial Transit <b>and BRT</b> Improvements	\$0	\$0	\$70,000,000	\$70,000,000	\$75,000,000	\$95,000,000	\$170,000,000
Regionwide Bridge Rehab and Maintenance	\$0	\$0	\$45,000,000	\$45,000,000	\$0	\$20,000,000	\$20,000,000

### Other Changes

I-25: Speer and 23rd	\$0	\$0	\$25,000,000	\$25,000,000	\$15,000,000	\$0	\$15,000,000
I-70/Harlan	\$21,300,000	\$0	\$0	\$0	\$600,000	\$0	\$600,000
I-70 and Kipling	\$0	\$0	\$30,000,000	\$30,000,000	\$2,500,000	\$27,500,000	\$30,000,000
I-70 Escape Ramp Improvements	\$0	\$0	\$5,000,000	\$5,000,000	\$13,000,000	\$0	\$13,000,000
US6 and Wadsworth	\$0	\$0	\$70,000,000	\$70,000,000	\$60,000,000	\$0	\$60,000,000
Vision Zero Priority Improvements	\$0	\$0	\$10,000,000	\$10,000,000	\$15,000,000	\$0	\$15,000,000
I-70 Corridor: West Metro Bridges <del>(Ward Rd)</del>	\$33,400,000	\$1,800,000	\$0	\$1,800,000	\$1,800,000	\$0	\$1,800,000

### No Changes to funding

I-25 South Gap	\$278,000,000	\$0	\$0	\$0	\$0	\$0	\$0
I-25 North: 84th - 104th	\$0	\$0	\$110,000,000	\$110,000,000	\$20,000,000	\$90,000,000	\$110,000,000
I-25 and Bellevue Intchg. Phase 1	\$0	\$0	\$22,000,000	\$22,000,000	\$0	\$22,000,000	\$22,000,000
I-70 PPSL	\$80,000,000	\$0	\$0	\$0	\$0	\$0	\$0
I-70 Climbing Lane from Bakerville to EJMT	\$0	\$0	\$25,000,000	\$25,000,000	\$0	\$25,000,000	\$25,000,000
EJMT Maintenance	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0
I-270 Improvements and Congestion Relief	\$30,000,000	\$170,000,000	\$0	\$170,000,000	\$144,500,000	\$25,500,000	\$170,000,000
Vasquez Blvd Improvements	\$0	\$0	\$10,000,000	\$10,000,000	\$0	\$10,000,000	\$10,000,000
US85 Corridor between Sedalia and Meadows	\$0	\$0	\$37,000,000	\$37,000,000	\$0	\$37,000,000	\$37,000,000
US285 Improvements near Pine Junction	\$0	\$0	\$60,000,000	\$60,000,000	\$0	\$60,000,000	\$60,000,000
SH7 Priority Interesection Improvements	\$0	\$0	\$20,000,000	\$20,000,000	\$0	\$20,000,000	\$20,000,000
SH30 between Quincy and Airport	\$0	\$0	\$25,000,000	\$25,000,000	\$0	\$25,000,000	\$25,000,000
C470: US285 to Morrison Rd Interchange Reconstruction <del>and Widening</del>	\$0	\$0	\$56,000,000	\$56,000,000	\$0	\$56,000,000	\$56,000,000
Safer Main Streets - Phase 1	\$68,900,000	\$0	\$0	\$0	\$0	\$0	\$0
Noise Wall Maintenance	\$29,700,000	\$0	\$0	\$0	\$0	\$0	\$0
Regionwide Bottleneck Reductions	\$0	\$0	\$25,000,000	\$25,000,000	\$0	\$25,000,000	\$25,000,000
Regionwide Signal Cabinets <del>(Merged with project below)</del>	\$0	\$0	\$5,000,000	\$5,000,000			\$0
Regionwide Signal and Ramp Meter Upgrades	\$0	\$0	\$12,000,000	\$12,000,000	\$0	\$17,000,000	\$17,000,000
Regionwide Trail Grade Separations and Crossing Improvements	\$0	\$0	\$10,000,000	\$10,000,000	\$0	\$10,000,000	\$10,000,000



**COLORADO**  
Department of  
Transportation

**DATE:** August 4, 2022

**TO:** Transportation Commission

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

**SUBJECT:** CDOT GHG Compliance

### Purpose

This memo provides an overview of the compliance strategy for CDOT to meet the GHG Pollution Standard (GHG Planning Rule).

### Action

N/A

### Background

The GHG Planning Rule requires CDOT to update its 10 Year Plan to be in compliance with the Rule by October 1, 2022. This determination is made by modeling the 10 Year Plan using CDOT's travel demand model and EPA's MOVES model. To date, the modeling team has conducted several model runs and also is analyzing potential reductions from various mitigation measures--as outlined in Policy Directive 1610. Staff plans to present a full overview of GHG compliance analysis at the August TC meeting.

### Details

CDOT is subject to the following requirements of the GHG Planning Rule:

- 30 days prior to the adoption/amendment of any applicable planning document (August 16, 2022), CDOT must submit a GHG Transportation Report to the Transportation Commission. Staff is planning to bring the GHG Transportation Report to the Transportation Commission Workshop in August for review.
- Submitted technical details of the GHG Report to CDPHE 45 days before adoption of a new plan (August 1, 2022) for their review.
- Requested TC adoption of the updated 10 Year Plan to comply with the GHG Planning Rule. CDOT staff is planning to bring the updated 10 Year Plan to the TC Workshop in September.

Below is a preview of the elements that will likely be included in the GHG Transportation Report. This report will summarize CDOT's compliance with the rule.

Executive Summary

GHG Emissions Analysis

Modeling

GHG Mitigation Measures Needed

Future Scenarios 2040 and 2050

Technical Appendices

Appendix 1: Mitigation Action Plan

Appendix 2: Modeling Technical Details and Methodology

Statewide Travel Model: Executive Summary

Model Components Description

Modeling Induced Demand

Summary of Model Inputs and Outputs for GHG Compliance Runs

Executive Summary: Travel Model Calibration/Validation Process

MOVES Analysis

Travel Model Documentation: Table of Contents

### Next Steps

### Attachments

- GHG Pollution Standard for Transportation Planning - CDOT Compliance Presentation.
- GHG Transportation Report (pending)





**COLORADO**

**Department of Transportation**

# GHG Pollution Standard for Transportation Planning: CDOT Compliance - GHG Transportation Report

August 2022

Page 34 of 210



# Overview

1. Process to meet the GHG Reduction Levels for 2025 and 2030
1. Summary of results 2025 and 2030
1. 2030 Mitigations
1. 2040/2050 Compliance Process
1. Summary Results
1. GHG Transportation Report Elements



# Reduction Requirements

	2025	2030	2040	2050
GHG Baseline (2019 10 Year Plan) (MMT)	6.30	4.84	3.34	2.09
Table 1 Reduction Target (MMT)	0.12	0.36	0.30	0.17
% Reduction from Baseline	1.9%	7.4%	8.9%	8.1%





# Process to Meet the GHG Reduction Levels - 2025 and 2030

**Step 1:**  
Baseline GHG Values for 2025 & 2030

**Complete.**

10 Year Plan  
Baseline

- 2019 10 Year Plan
- Land Use Forecasts
- VMT Forecasts

**Step 2:**  
Model Updated Plan for 2025 & 2030

**Complete.**

Adopted 10 Year Plan  
+ Updated Forecasts

- 10 YR Plan regionally significant projects
- Telework and Bike/Ped Assumptions Updated

**Step 3:**  
GHG Mitigation Measures

**Complete.**

- Land Use
- Transit
- TDM
- MD/HD

**Step 4:**  
Compliance results (modeling + mitigation measures)

**Complete.**



# Compliance Run: 2025 and 2030

Step 1: Model run based on full build of all projects in 2019 10 Year Plan and changed modeling assumptions as noted below.

	Baseline	2025	2030
Work from home	6%	20%	20%
Bike/Walk Speed	12/3 mph	12.7/5 mph	13/5 mph
Telehealth/ tele-university	Low pre-COVID	Partway to 2030 assumptions <i>(reflecting dramatic change in post-COVID period)</i>	2% (addtl) telehealth 40% tele-university Non-MPO areas only



# Compliance Run Results: 2025 and 2030

	2025 (MMT)	2030 (MMT)
Table 1 Required Reduction Amount	0.12	0.36
Total GHGs Reduced in Compliance Run	0.30	0.23
Difference	-0.18 (compliance achieved)	0.13 (shortfall)

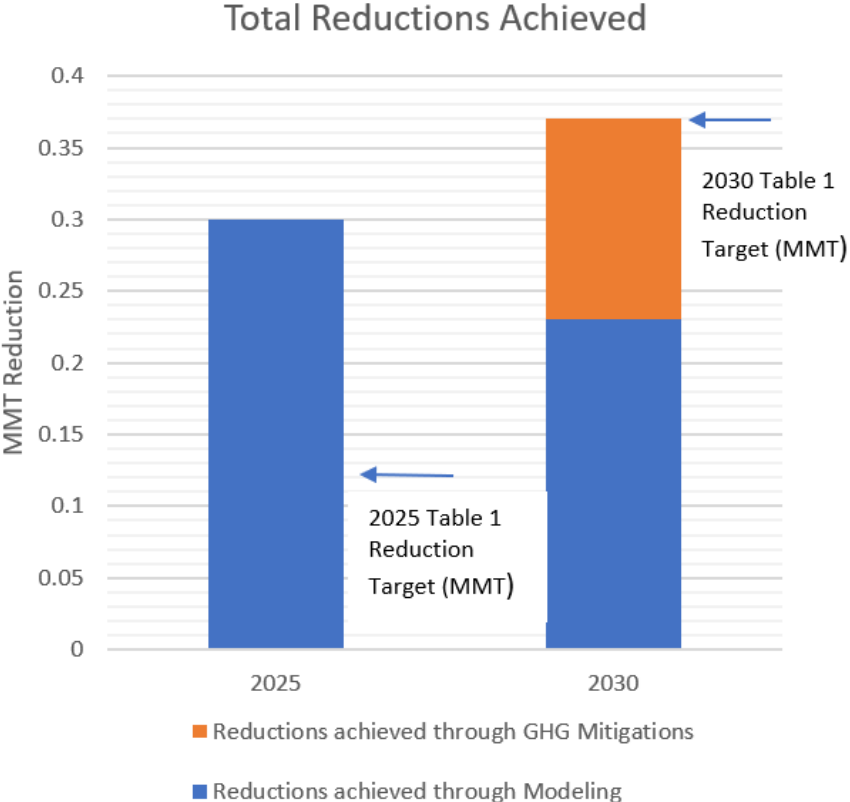


# Achieving 2030 Reduction Level

- To close the 2030 reduction gap, staff analyzed the reduction benefits of a number of mitigation measures (as provided for in Policy Directive 1610).
- These Measures are analyzed comprehensively in a GHG Mitigation Action Plan (part of the CDOT's GHG Transportation Report).
- While several of these investments were included in the updated 10-Year Plan, their travel and GHG benefits could not be accurately or easily captured and quantified in the statewide travel demand model thus requiring analysis as mitigation measures.



# Complete Results - 2025 and 2030





# Mitigation Measures

1. TDM
2. HD Electrification
3. Transit
4. Operational Measures
5. Built Environment



# 2030 Mitigation Measures- TDM

CDOT Strategic TDM Grant Program	GHG Tons Reduced
Creation of the Glenwood Springs Transportation Management Association	1,157
I-70 Coalition	120
City of Aspen, Micro Transit and Bike Share Pilot Expansion	7
Summit County, Trailhead Shuttle Pilot Expansion	102

- Funding for these projects comes from CDOT's Strategic Transportation Demand Management (TDM) Grant Program
- 3 funding opportunities:
  - Transportation Management Organization (TMO) Support Grants are designed to supplement existing TDM programming and allow established TDM leaders to expand their reach and impact
  - TMO Seed Funding Grants facilitate the creation of new TMOs in currently un-represented areas of the state
  - TDM Innovation Grants support projects that incentivize innovative ideas to help TDM reach new audiences, address current TDM gaps, and scale up existing best practices to expand their impact



# 2030 Mitigation Measures- HD Electrification

Heavy-Duty Electrification	GHG Tons Reduced
Zero emission transit buses awarded to non-MPO areas	2,125

- 25 fully electric buses are either in operation or have been awarded to non-MPO transit agencies
- FASTER, SB 228, VW, 5339(b), 5339(c) funds
- Window of credit between now and the completion of the ACT/NOx rulemaking where we can take credit for heavy duty electrification





## 2030 Mitigation Measures-Transit

Transit	GHG Tons Reduced
Bustang Expansion	9,414
Rural Transit Service Recovery	7,198



# GHG Mitigation Measure - Bustang Expansion

Route	Metric (per 1,000 new Vehicle Revenue Miles)	Points per metric	GHG Tons Reduced
North Line Expansion	2	2	4
South Line (DUS) Bustang Expansion	12	2	24
West Line Bustang Expansion	3,929	2	7,858
Outrider Routes	764	2	1,528
Total			9,414

The passage of Senate Bill-180 in 2022 provided \$30 million in direct funding for the expansion of Bustang service throughout the 3-year pilot program. The expansion is anticipated to result in an additional 51,000 riders annually.

The points above only account for the expansion that occurs within non-MPO boundaries. [Page 46 of 210](#)



# GHG Mitigation Measure - Rural Transit Recovery

Mitigation Project Type	Metric (per 1,000 new Vehicle Revenue Hours /Vehicle Revenue Hours)	Points per metric	GHG Tons Reduced
Local fixed route service	84	20	1,680
Intercity fixed route service	2,333	2	4,666
Demand response service	142	6	852
<b>Total</b>			<b>7,198</b>

To date, transit ridership across much of the state has not yet returned to pre-pandemic ridership. Through strategic use of state and federal funds, CDOT aims to return the intercity, local, and demand response service levels of the state’s rural transit agencies to pre-COVID levels by 2030 or earlier.



# 2030 Mitigation Measures

Operational	GHG Tons Reduced
3 Roundabouts	336

These 3 roundabouts are in Region 4 in the Non-MPO Area:

- US 36 and Community Drive
- CO 52/CR 59 Roundabout and Safety Improvement
- CO 1 Safety Improvements



# 2030 Mitigation Measure: Built Environment

## Built Environment

### 3 types of Mitigation Measures:

- Increase residential density
  - Per acre rezoned from <10 units/acre to at least 15-25 units/acre
- Mixed-use Transit-Oriented Development - higher intensity
  - Per acre of area rezoned for mixed-use TOD accommodating at least 25 residential units/acre and 150 jobs/acre, within 1/2 mile of fixed-guideway transit station
- Mixed-use Transit Oriented Development - moderate intensity
  - Per acre of area rezoned for mixed-use TOD accommodating at least 15 residential units/acre and 100 jobs/acre, within 1/2 mile of high frequency bus transit or fixed-guideway station



## Built Environment Focus

- No change to local control of land use in any way, shape, or form
- CDOT's role is to be responsive to local govts' visions for their built environments, as it always has been
- Our message is: "how can CDOT fine-tune investments and build multimodal networks to support local housing goals?"
- Our message is NOT: "CDOT wants local governments to change their zoning"
- Tracking of rezonings will be unobtrusive: we will review publicly available zoning maps (posted online) to check status



# Visualizing common residential densities



15 residential units/acre



27 residential units/acre





# Types of housing common around the state

Buena Vista -  
The Farm  
market-rate and  
deed-restricted  
housing



Crested Butte -  
Anthracite Apts  
workforce  
housing

Trinidad -  
ArtSpace  
workforce  
housing



Ridgway -  
Space to  
Create  
workforce  
housing



# CDOT's role: infrastructure projects

- CDOT's 10-Year Plan invests, where possible, in multimodal projects such as:
  - Mobility hubs
  - Transit investments in Bustang, Pegasus, Outrider, and regional transit agency partners
  - Bike/ped connections through grant programs (RMS, MMOF)
- These projects assist local governments with infrastructure that increases their feasibility to develop housing projects like those shown on the previous slide.
- The need for this type of housing then results in rezonings and GHG reductions that can be credited towards the GHG rule.



# Example: how infrastructure and built environment rezonings might apply to Moab, Utah

The map shows approximate scale of projected rezonings.

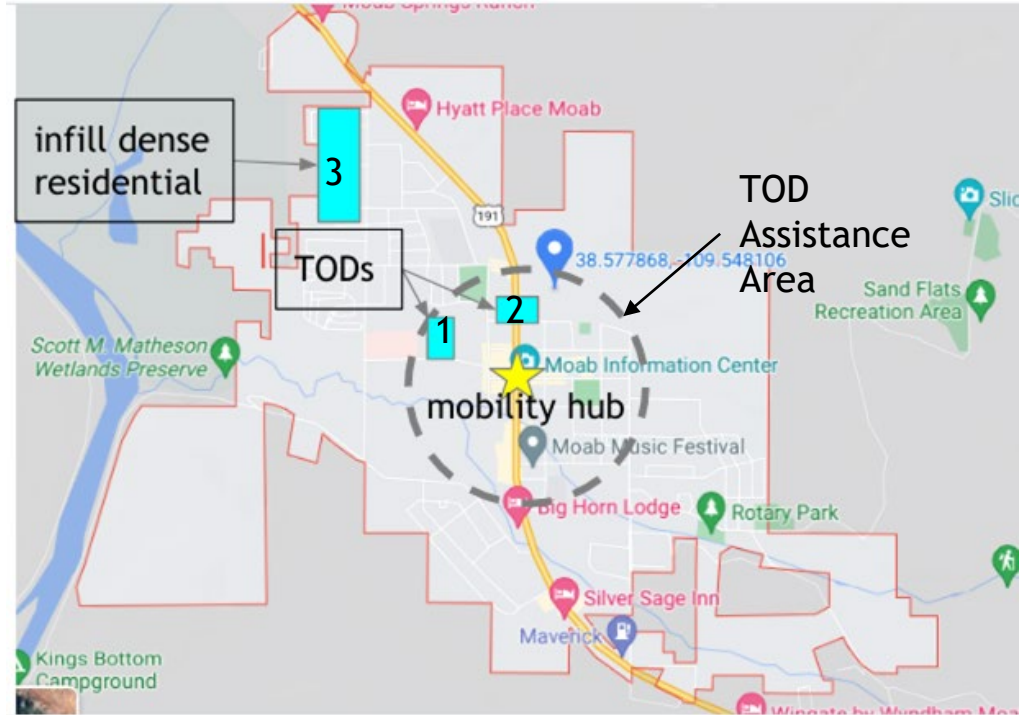
Typical reasons a municipality may choose to rezone may include (for example):

TOD #1 = hospital buys land for workforce housing

TOD #2 = city wants to revitalize area of old motels in gateway to town

Infill Residential = old warehouse area converts to apartments

These efforts are typical for municipalities, and CDOT can partner when feasible.





# Method for projecting and calculating Built Environment GHG reductions

Staff calculated the total acreage of projected rezonings and GHG reductions, and defined the connection between rezonings and CDOT projects (required by PD 1610), using the methodology below.

Rezoning Types	total size of <i>assistance area</i> * in acres	Projection: % of land in <i>assistance area</i> * rezoned	total acres of rezonings projected	GHG tons reduced per acre of rezoning	GHG Tons Reduced
High-density Residential	143,379	2.00%	2,865	22	63,030
TOD (high-density)	21,740	3.00%	650	49	31,850
TOD (medium-density)	21,740	3.00%	650	40	26,000

\*the "assistance area" is the area adjacent to a CDOT project where a new multimodal infrastructure project may make a rezoning more feasible.

- For "**High-Density Residential**", the assistance area is defined as the **municipal boundary**. The total area of larger non-MPO municipalities (43 municipalities above 5,000 pop.) is 143,379 acres. Staff projects that 2% of land within municipal boundaries will be rezoned to "High Density Residential" by 2030, which equals 2,865 acres.
- For the two "**TOD**" categories, the assistance area is defined a **½ mile radius around the transit station**. The total size of this area in larger non-MPO municipalities (43 total above 5,000 pop.) equals 21,740 acres. Staff projects that 3% of land within the ½ mile radius will be rezoned to each "TOD" category by 2030, equaling 650 acres each.



# How did we arrive at these calculations?

- We looked at existing patterns of high-density zoning in non-MPO communities. Average municipality= 3.91% of land with high-density zoning
- Based on that, we looked at what reasonable projections could be made for future rezonings
- Because data is lacking in non-MPO areas, and because market demand is changing, a wide range of futures is possible
- Overall, market conditions and local government visions trend towards more dense development in many non-MPO areas
- Thus, the projection is for a 2% increase in "high-density residential", and 3% for each TOD category



# Complete Results - 2025 and 2030

	2025	2030
Table 1 Reduction Target (MMT)	0.12	0.36
Reductions achieved through Modeling	0.30	0.23
Reductions achieved through GHG Mitigations	n/a	0.14
Total Reductions achieved	0.30	0.37
Compliance Result	Met	Met



# 2040 and 2050 Analysis





# 2040 and 2050 Approach

- CDOT applied a different analytical approach to demonstrating compliance in 2040 and 2050.
- Because CDOT does not have a specific list of projects to model beyond the scope of the 10 Year Plan, scenarios were used in order to determine the type and amount of investments (i.e. funding for transit, biking and walking infrastructure, and estimated amounts of such infrastructure based on unit costs) that future 10 Year Plans would need to include in order to meet the 2040 and 2050 emission reduction levels.
- CDOT accomplished this by running the Statewide Travel Model and MOVES (similar to the 2025 and 2030 compliance runs), and using EERPAT in order to show the types of investments that would need to be made in future 10 year plans in order to achieve the targets.
  - EERPAT is an FHWA-model originally created by Oregon DOT. This tool helps measure the reduction potential of various transportation strategies/scenarios.



# Scenario Assumptions

## MODEL FORECASTING

- Work from Home
- Tele-health/Tele-university
- MMOF Levels of funding
  - “Game changing” bike/ped
  - No demographic bias terms in travel model

## ADDITIONAL MODELING (EERPAT)

- Transit: 2.5% growth in vehicle revenue miles/year post 2030
- Highway: Added 40 lane miles (non MPO areas) compared to 2045 baseline



# Compliance Results: 2040 and 2050

	2040	2050
Total GHGs Reduced by Modeling	.06	.04
Table 1 Required Reduction Amount (MMT)	.30	.17
Difference	.24	.13



# Complete Results - 2040 and 2050

	2040	2050
Table 1 Reduction Target (MMT)	0.30	0.17
Reductions achieved through Modeling	0.06	0.04
Reductions achieved through GHG Mitigations	0.24	0.13
Total Reductions achieved	0.30	0.17
Compliance Result	Met	Met



# Preview: GHG Transportation Report Elements

The Rule requires that TC receive the GHG Transportation Report 30 days prior to plan adoption. This date, for a Sept plan adoption of the 10 Year Plan is Aug 17. While this briefing has summarized the major outcomes of CDOT's work, this report provides a comprehensive picture and supporting detail.

## Executive Summary

- GHG Emissions Analysis

  - Modeling

  - GHG Mitigation Measures Needed

- Future Scenarios 2040 and 2050

## Technical Appendices

  - Appendix 1: Mitigation Action Plan

  - Appendix 2: Modeling Technical Details and Methodology

    - Statewide Travel Model: Executive Summary

    - Model Components Description

    - Modeling Induced Demand

    - Summary of Model Inputs and Outputs for GHG Compliance Runs

  - Travel Model Calibration/Validation Process

  - MOVES Analysis



# Next Steps

## Submission of GHG Transportation Reports

- Required, per the Rule, to be submitted 30 days in advance of approval of updated Plan.
- The Commission will receive 3 reports (CDOT, DRCOG and NFR)
  - DRCOG and NFR have requested to attend September's meeting to also present on their compliance work.

## Approval Actions

- Approve DRCOG and NFR GHG Transportation Reports
- Approve CDOT's GHG Transportation Report
- Approve updated 10 Year Plan





Questions?

Page 65 of 210

**MEMORANDUM**

**TO:** Transportation Commission  
**CC:** Shoshana Lew, CDOT Executive Director  
Herman Stockinger, Deputy Executive Director  
Sally Chafee, Chief of Staff  
**FROM:** Tony Cady, Region 5 Planning & Environmental Manager  
**DATE:** August 2022  
**SUBJECT:** Colorado Investments in Wildlife Crossing Infrastructure

---

**Purpose**

Commissioner Vasquez requested an update on Colorado's efforts to address Wildlife Vehicle Collisions and improve wildlife habitat connectivity. The Pew Charitable Trust, one of Colorado's partners in this effort, will join the conversation to provide a briefing on the need for wildlife infrastructure investments in the state, highlight key projects that have been completed, and discuss funding provided by SB22-151.

**Action**

Informational briefing and potential request for a future Resolution. Information will be presented to the Commission on CDOT's efforts to address Wildlife Vehicle Collision issues across the State. Additionally, as CDOT staff works with our stakeholders defined in SB22-151 to develop a plan to expend the Wildlife Mitigation Funding provided within that legislation, we will return to the Commission with a Resolution asking for Commission support for the decisions made by the stakeholder group.

**Background**

In 2017 and 2018, a pair of secretarial orders issued by the U.S. Department of Interior directed federal land managers to work with states to protect big game species and their habitat across the west. In 2019, Governor Polis issued Executive Order D 2019-011, a complementary state directive, that reiterated that state's habitat conservation priorities and required DNR, CPW, and CDOT to work cooperatively together to reduce the risk of Wildlife Vehicle Collisions, and preserve habitat and migration corridors used by the state's big game herds.

**Details**

CDOT has been working to address Wildlife Vehicle Collisions since the 1970's. However, recent federal and state directives have increased the focus on these efforts in Colorado. EO D 2019-011 requires CDOT to coordinate with DNR, CPW and other stakeholders to accomplish several outcomes. These include public education, collaboration and process improvements to improve habitat conservation and reduce wild animal collisions.

The presentation will provide background on the issue that Colorado is attempting to address, provide a discussion on successful projects that have been completed across the state, and discuss the recently created Wildlife Mitigation Fund (SB22-151).



### **Key Benefits**

While CDOT continues to invest in wildlife infrastructure, SB22-151 requires the department to coordinate with two main stakeholder groups to utilize funds within the Wildlife Mitigation Fund account. A general discussion on how department staff will approach fund utilization will provide the Commission with the needed background on these discussions.

### **Next Steps**

Potential future resolution and further implementation updates.

### **Attachments**

Colorado Investments in Wildlife Crossing Infrastructure Presentation

# Wildlife Friendly Transportation Infrastructure in the U.S.

**There's Never Been a Better Time than Right Now**

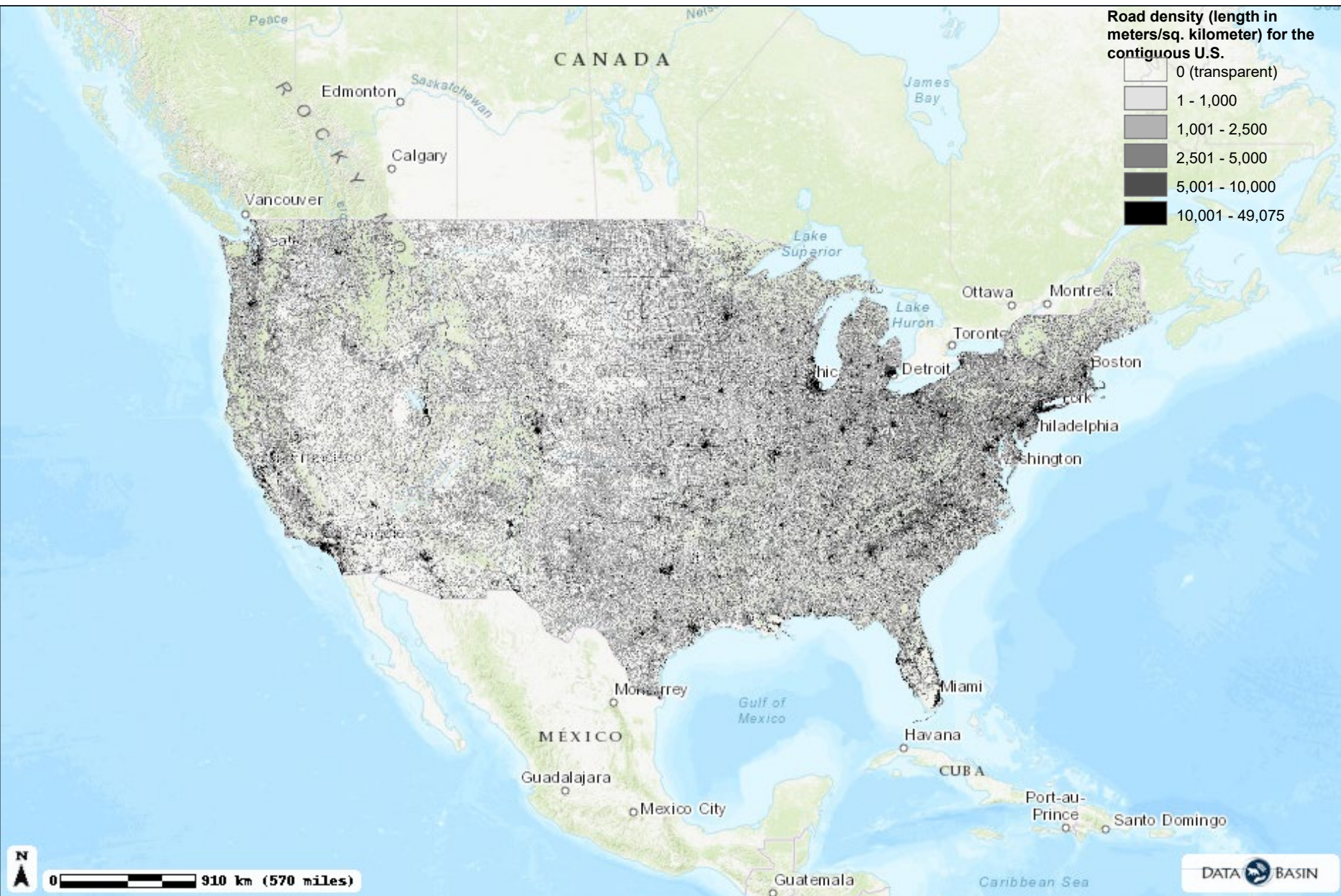
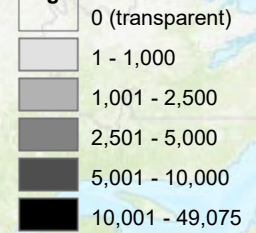
A Presentation for the NCSL Natural Resources and Infrastructure Committee 2022  
Spring Webinar Series

Matt Skroch  
Project Director, The Pew Charitable Trusts  
[mskroch@pewtrusts.org](mailto:mskroch@pewtrusts.org)



### Legend

Road density (length in meters/sq. kilometer) for the contiguous U.S.



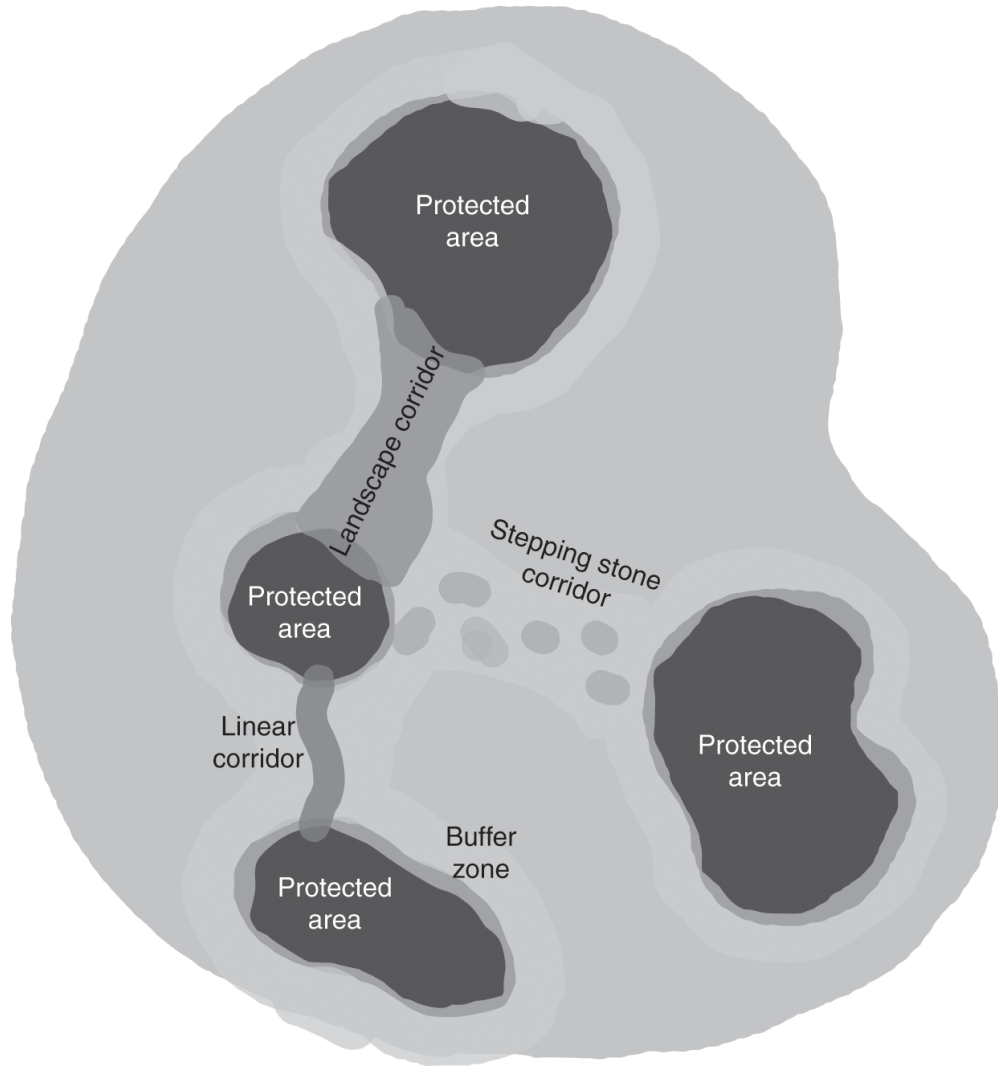
0 910 km (570 miles)

DATA BASIN

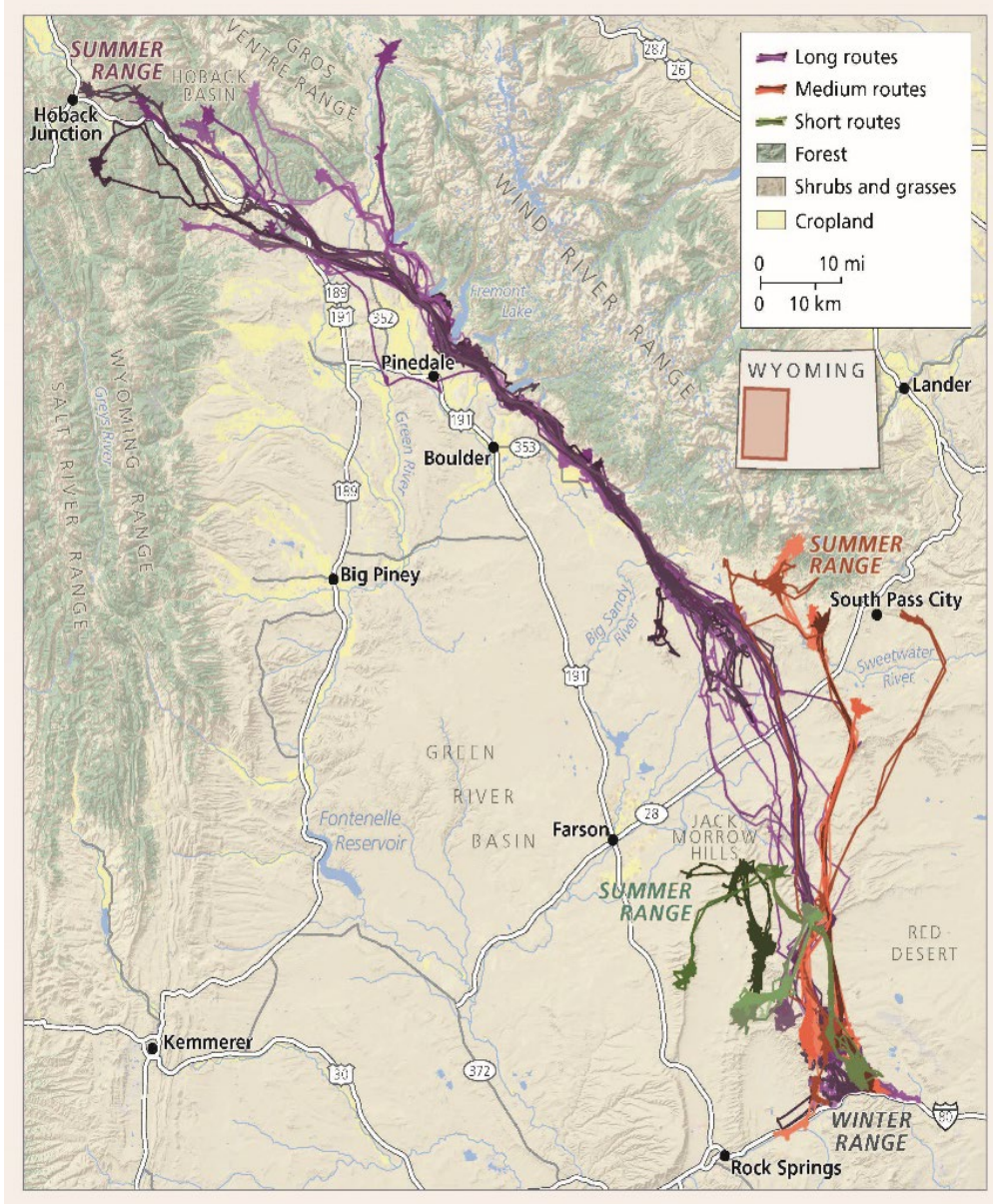










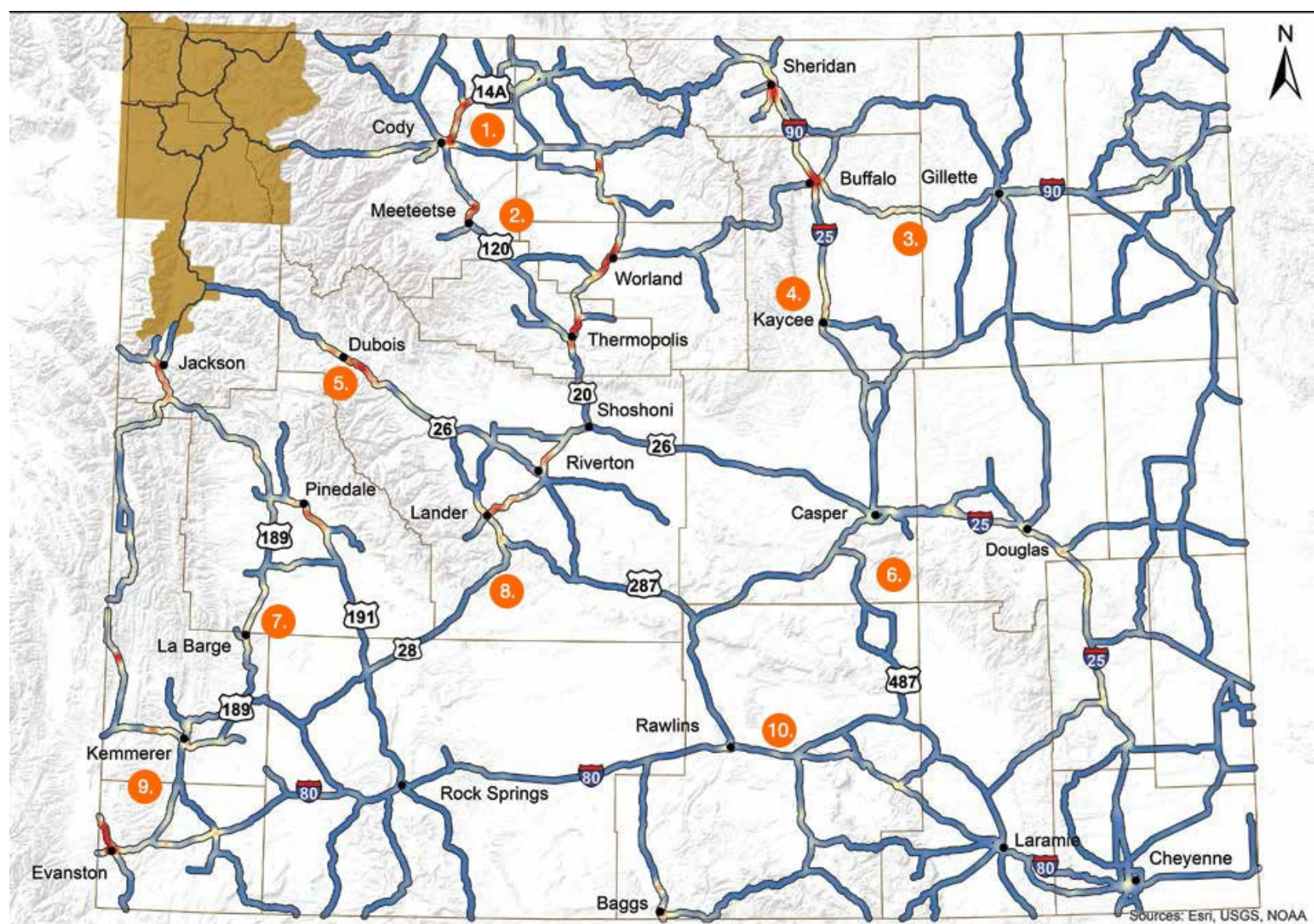


Kuaffman et. al. 2018





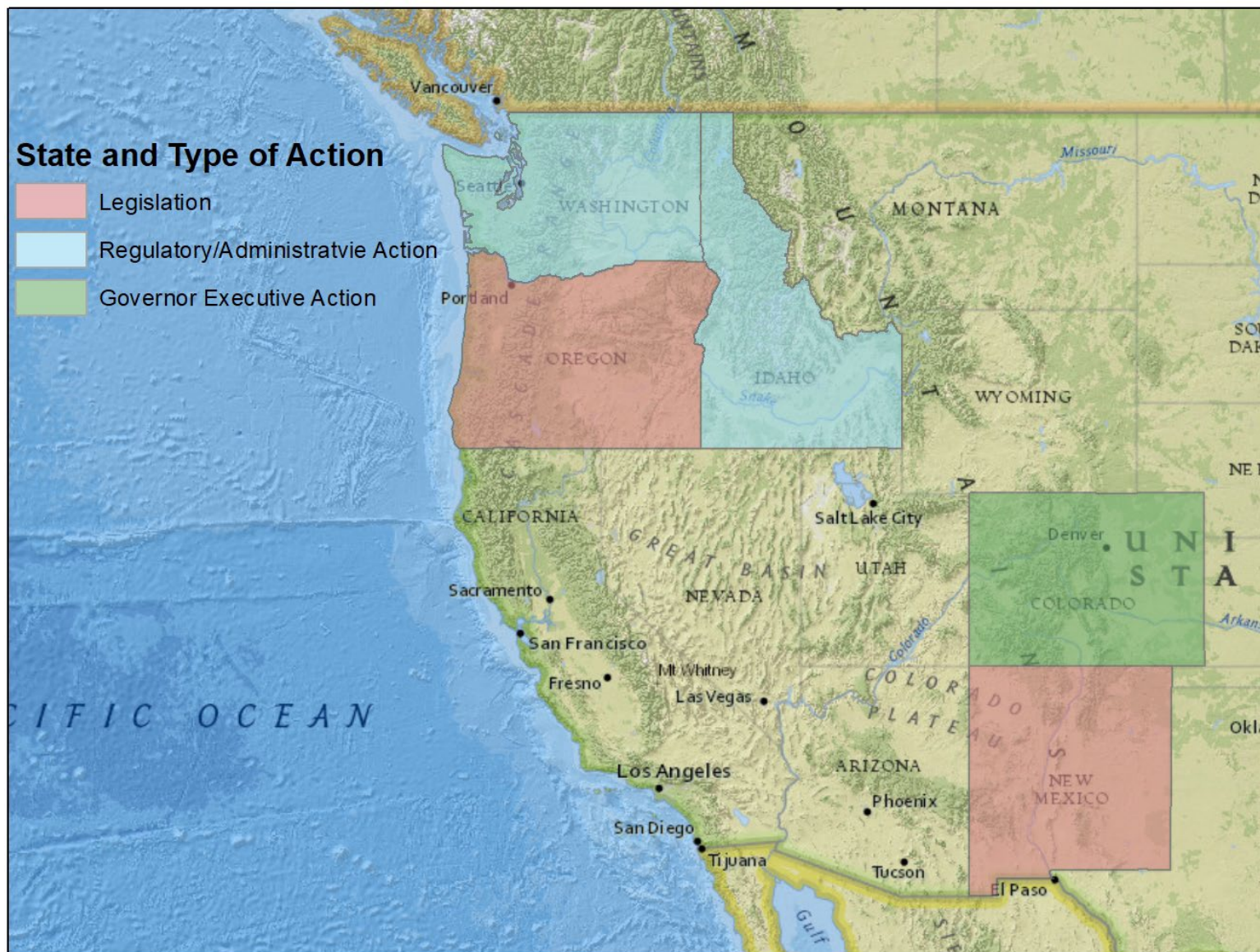




Wyoming Wildlife and Roadways Initiative Implementation Team

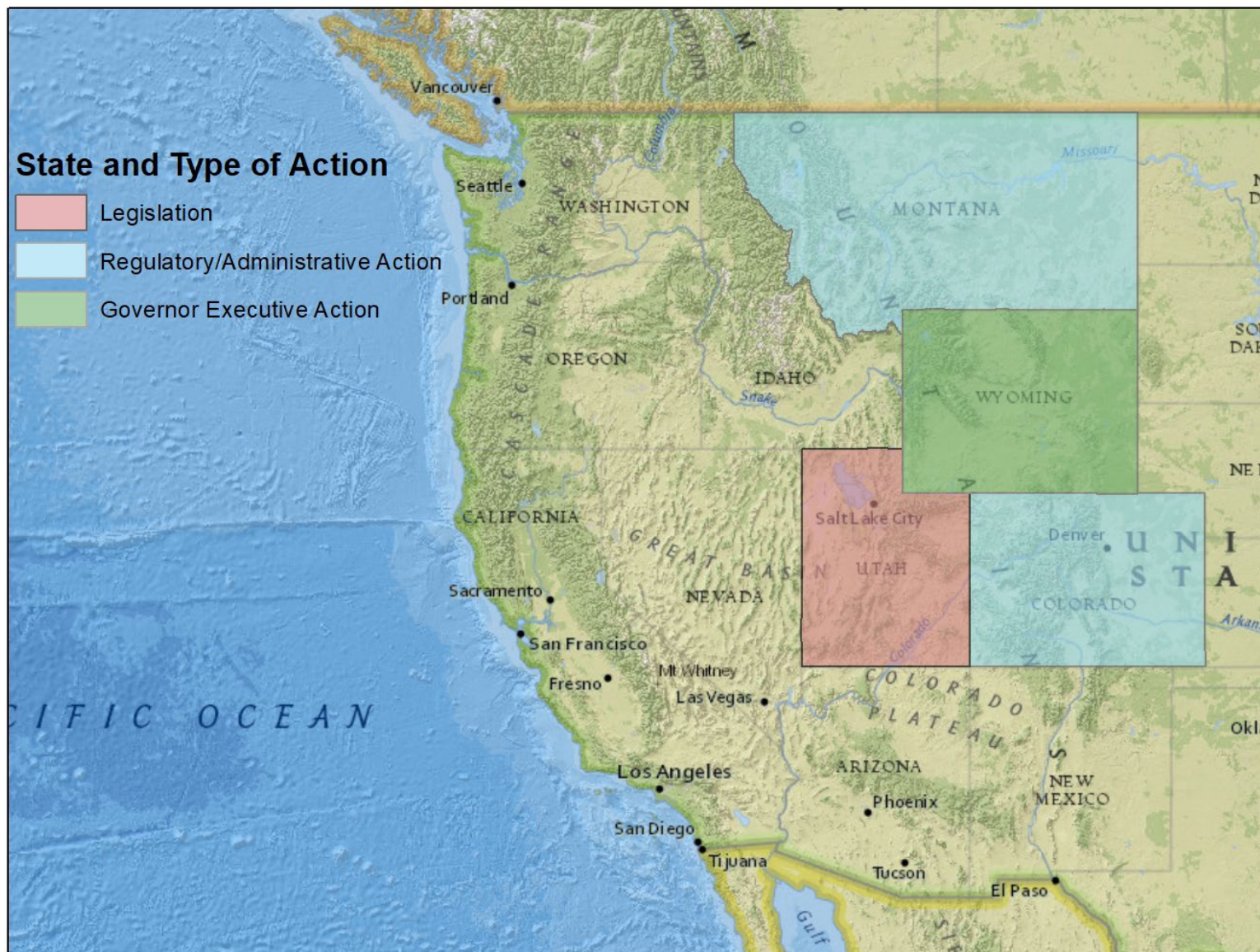


# 2019 - Major Outcomes in Corridor Conservation



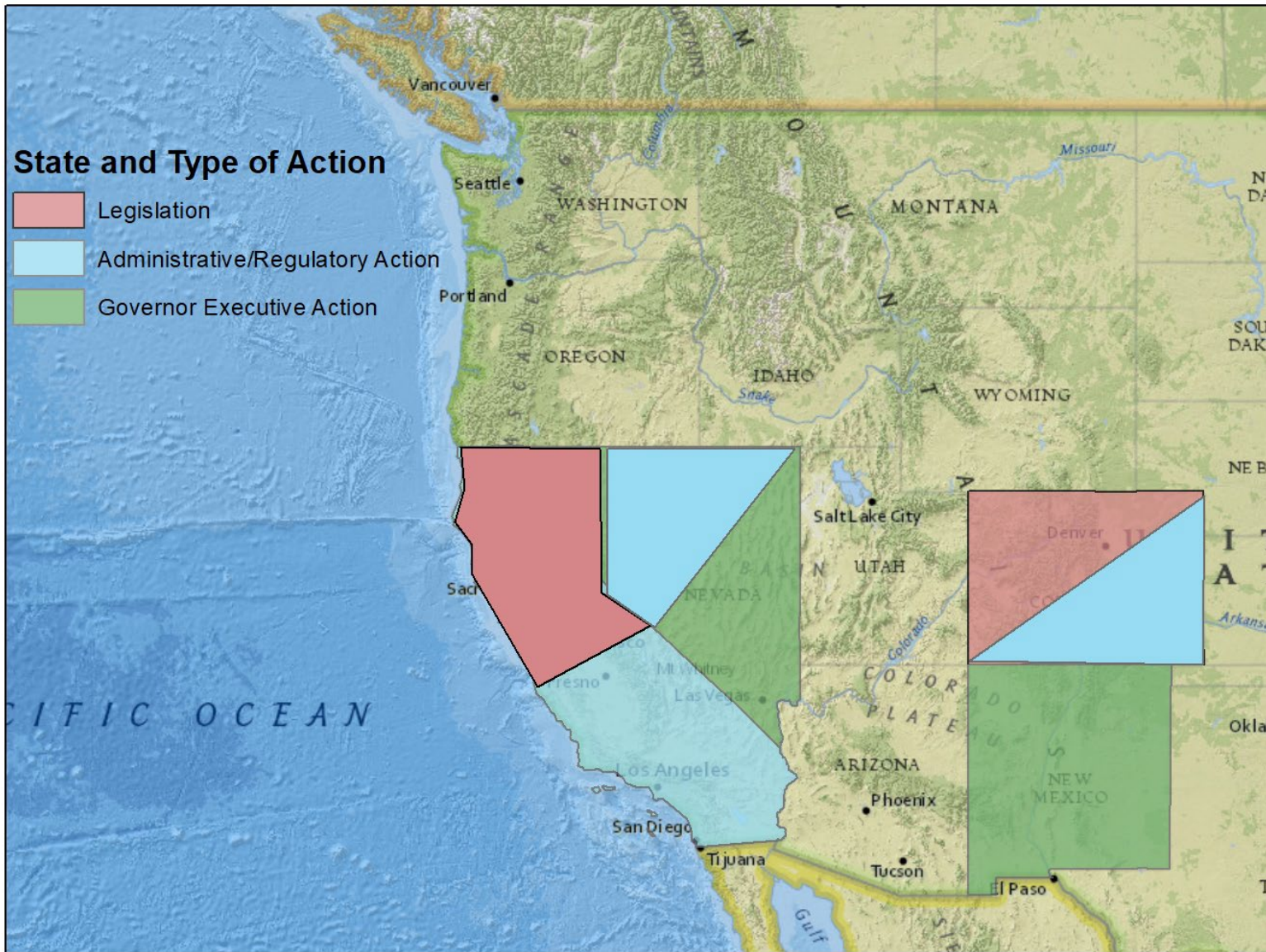


# 2020 - Major Outcomes in Corridor Conservation



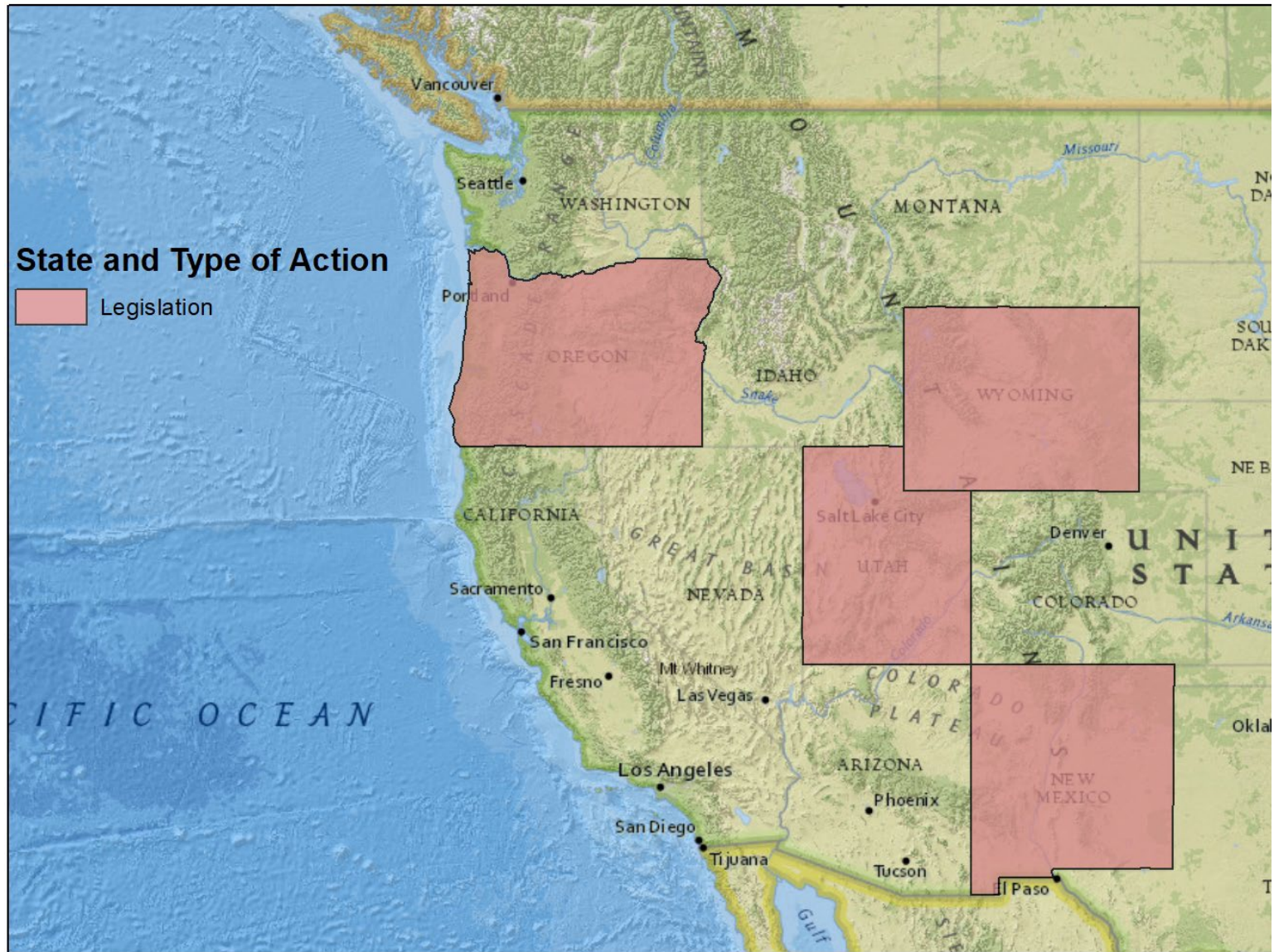


# 2021 - Major Outcomes in Corridor Conservation





# 2022 - Major Outcomes in Corridor Conservation; January - March



*The* **INFRASTRUCTURE  
INVESTMENT  
and JOBS ACT**

# Commonalities of State Corridors and Crossings

## Legislation

- Strongly bi-partisan
- Strong public support
- Diverse stakeholder support
- Facilitating collaboration between state wildlife and transportation departments
- Leveraging state resources with new federal capacity

# NOW is the time...

...for us to empower efforts to connect landscapes and wildlife populations while improving safety on roads and highways

- The science is clear
- The political window has opened
- The need has never been greater
- Return on investment is high
- If there's anything my program can do to help you, your boss, or your legislature act on this opportunity, please don't hesitate to drop me a note.  
[Mskroch@pewtrusts.org](mailto:Mskroch@pewtrusts.org)





# Colorado Investments in Wildlife Crossing Infrastructure





# Early CO Mitigation Efforts

- 1970's - 1990's characterized by sporadic efforts by Colorado Parks and Wildlife (CPW) and the Colorado Department of Transportation (CDOT)
  - Wildlife fencing at trouble spots with one-way gates
  - Arch culvert under US 160 west of Durango
  - Span bridges on I-70 at Vail Pass
  - Box culverts under I-70 near Vail/Eagle
  - CPW research/monitoring crossing structures and highway lighting effectiveness (or not)

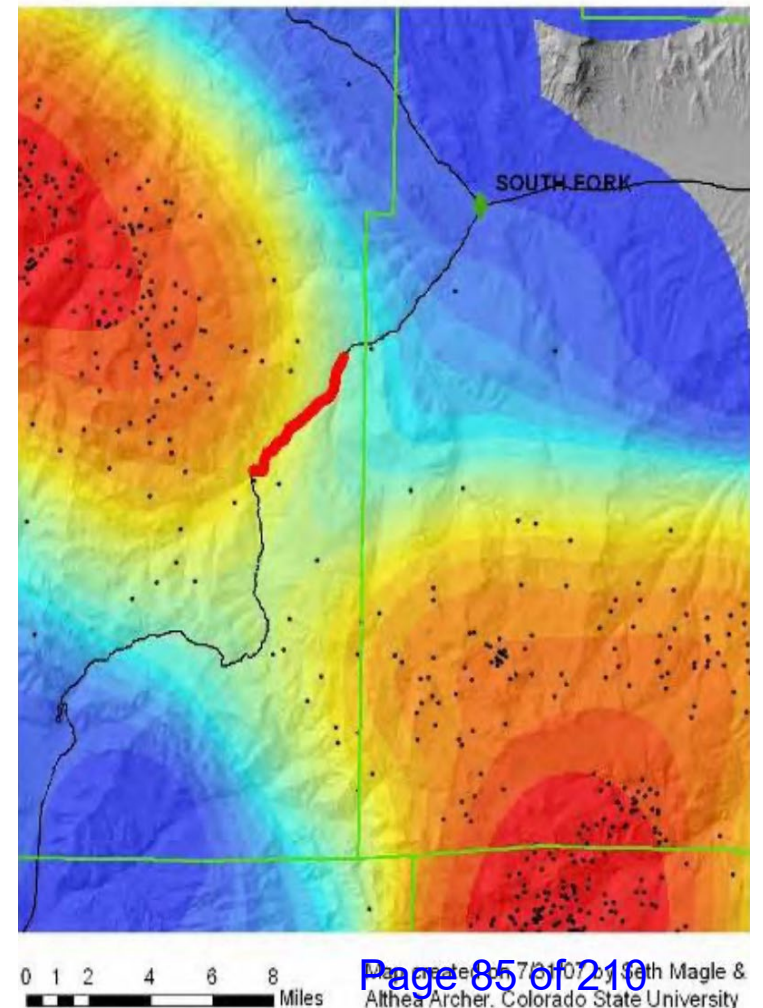




# CDOT Focuses on Connectivity

- 2000's characterized by dramatic increase in CDOT's efforts to research and address the problem
  - 2003 - Barnum (CDOT/CSU) Guidance for identifying wildlife crossing locations (US 24 and I-70)
  - 2005/2006 - Southern Rockies Ecosystem Project (SREP) Linking Colorado's Landscapes
  - 2008 - Crooks et al. 2008 (CDOT/CSU) Roads and connectivity (US 285 and US 160)
  - 2008 - CDOT constructs EA/EIS connectivity mitigation commitments on US 550 and US 160
  - 2011-2014 CDOT designs SH 9 mitigation project with strong local support and private partner

Map of WUMPS Site and Lynx Underpass with Lynx Points From 10/2004 - Wolf Creek Pass

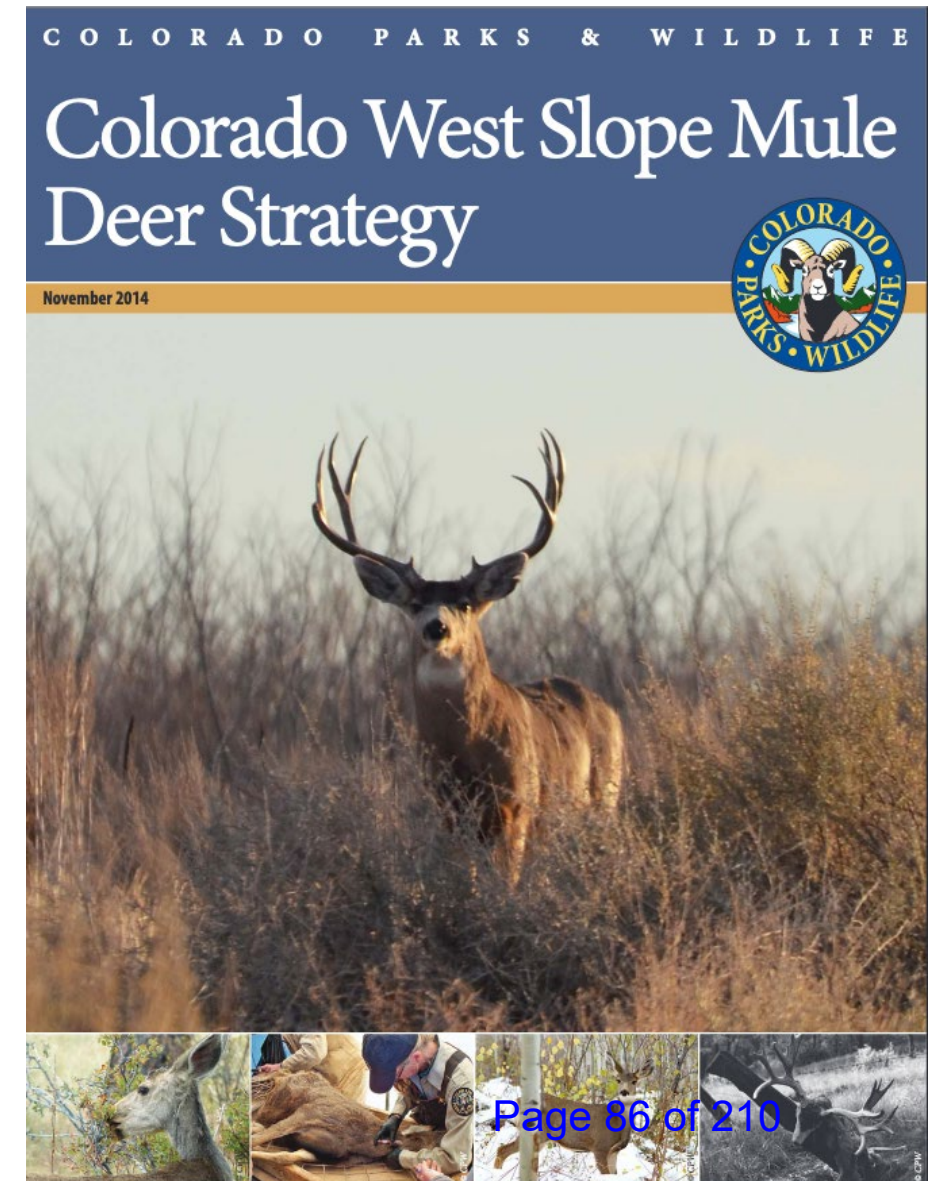






# CPW Becomes More Engaged

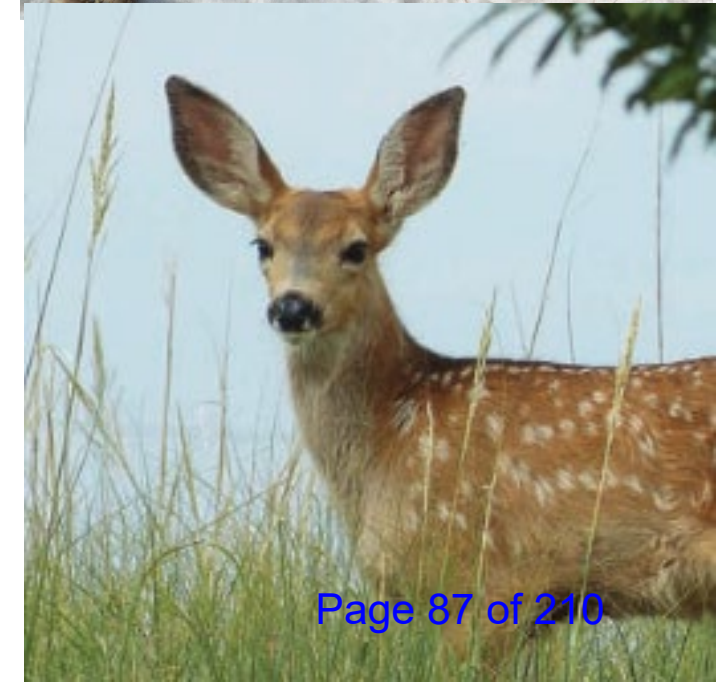
- 2001-2014, the release of monitoring results from properly designed wildlife crossing projects creates a body of scientific literature
- 2014 - CPW releases Western Slope Mule Deer Strategy
  - ~35% decline in statewide mule deer population between 2006 and 2013
  - Identified reducing the impacts of highways on mule deer survival, movements and migration as a strategic priority
  - Wildlife Commission and CPW managers allocate resources to implement strategic priorities





# Sustained Collaboration

- ❑ 2015 - CPW and CDOT develop partnering ideas and coordination strategies to reduce highway impacts
- ❑ 2016 - CDOT staff obtain research grant funds to prepare West Slope Wildlife Prioritization Study (WSWPS)
  - CDOT calls for joint CDOT/CPW Study Panel and both agencies assign staff
  - CPW agrees to contribute funds to WSWPS
  - Data sharing agreement is signed
- ❑ 2017 and Beyond - WSWPS Study Panel members become agency champions for Wildlife Summit, Transportation Alliance, East Slope Wildlife Prioritization Study, . . . .





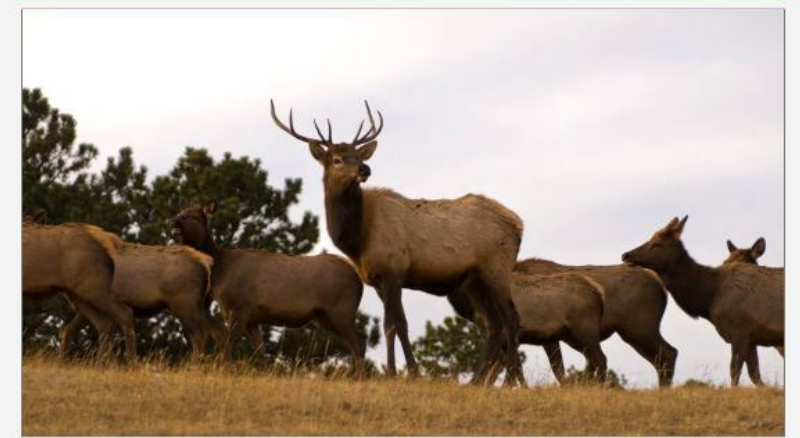
# Recent Federal and State Actions

- ❑ Secretarial Order 3362 (2018)- Identifies highways as the most prevalent threat to wildlife migration corridors, habitats, and mortality.
- ❑ EO 2019 011 (2019) - Directs CDOT to enable safe wildlife passage and reduce WVCs, sign an MOU with DNR, develop a Policy Report with DNR by 2020.
- ❑ Senate Joint Resolution 21-021- Supports EO, CWTA, encourages cooperation between CDOT, DNR and CPW to address WVC/Habitat Connectivity.
- ❑ DNR/CDOT Policy Report (2021) - Provides direction to DNR and CDOT program and policy measures to invest in habitat connectivity and WVC reduction.
- ❑ SB22-151 (2022) - Establishes the Colorado Wildlife Mitigation Fund from General Fund for CDOT to implement wildlife mitigation projects (\$5M of a \$25M request).

August 9, 2022

SB22-151 Wildlife Mitigation Fund

Opportunities to Improve Sensitive Habitat and Movement Route Connectivity for Colorado's Big Game Species



In cooperation with



September 27, 2021

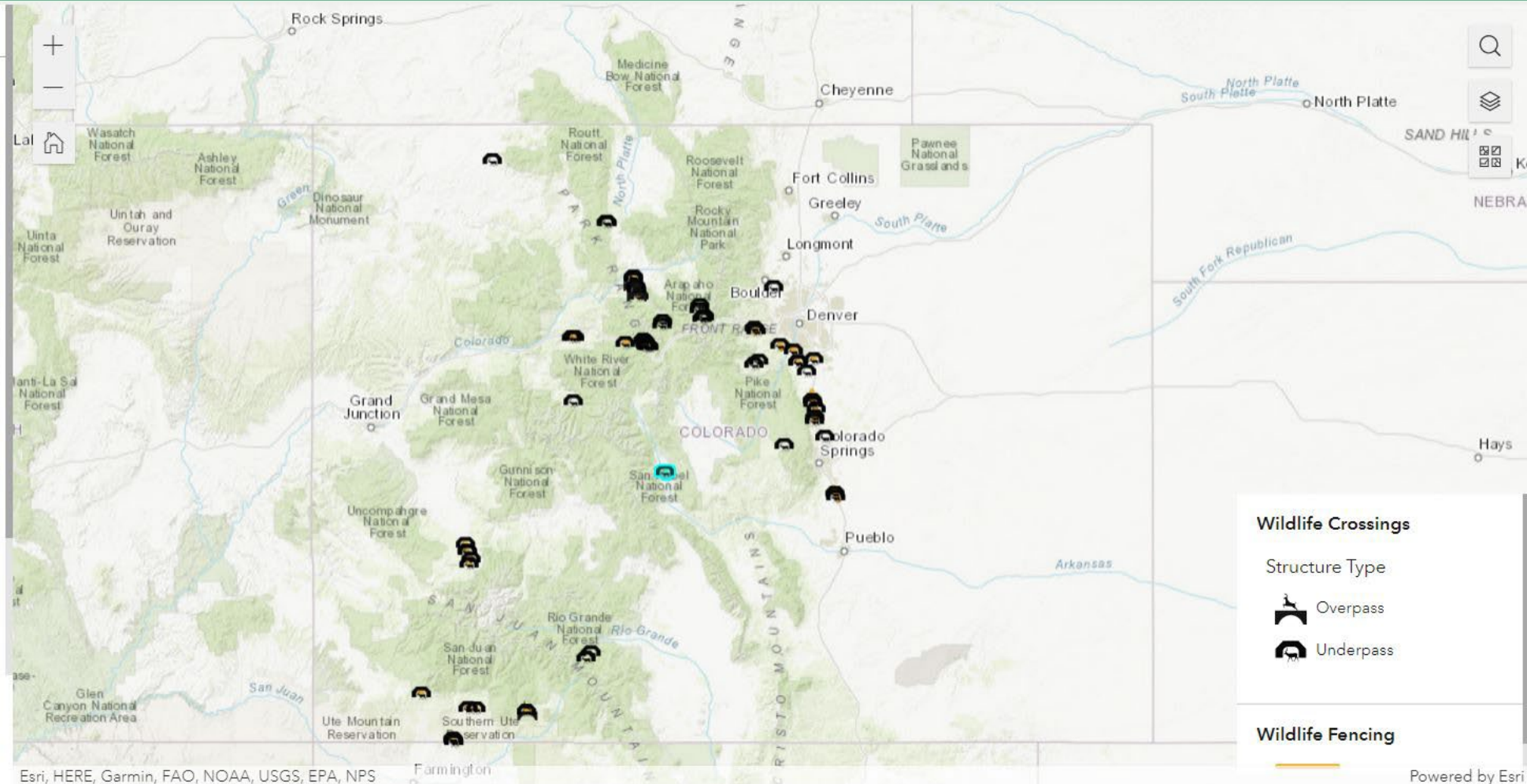




# Current Status of Crossings Across the State

## Wildlife Crossings in Colorado

< 56 of 65 >



### Wildlife Crossings

#### Structure Type

- Overpass
- Underpass

#### Wildlife Fencing



Powered by Esri

US 285, mile marker: 146.1  
Nathrop Underpass, Chaffee County



Arch Underpass  
W x H x L (ft.): 29 x 13 x 68  
Built in 2018

Fencing? Yes  
Fencing miles: 2







# Regional Updates - R1

- ❑ I-25 South Gap - Complete- 4 Underpasses
- ❑ Genesee Wildlife Crossing - Upcoming
- ❑ Empire Wildlife Overpass- Upcoming
- ❑ US 6/Kinney Run Wildlife Crossing - Upcoming





# Regional Updates - R3

- ❑ SH 9-Completed - 4 Underpasses/2 Overpasses
- ❑ SH 13 - Fortification Creek - Underway
- ❑ I-70 West Vail Pass - Upcoming - 2 Underpasses and 5 small game crossings







# Regional Updates - R4

- ❑ SH 115 Shoulders and Safety Imp. - Upcoming
- ❑ US 285 Park County- Upcoming
- ❑ I-25 in Colorado Springs - Upcoming
- ❑ I-25 Raton Pass- Upcoming





# Regional Updates - R5

- ❑ US 550 Colona Underpass - Completed
- ❑ US 160 Dry Creek Underpass - Completed
- ❑ US 24 Nathrop Underpass - Completed
- ❑ US 160/151 Wildlife Crossings- Completed
- ❑ US 550/160 Connection- Underway
- ❑ US 550 Billy Creek Underpass- Upcoming
- ❑ US 160 East of Fort Garland Underpasses- Upcoming

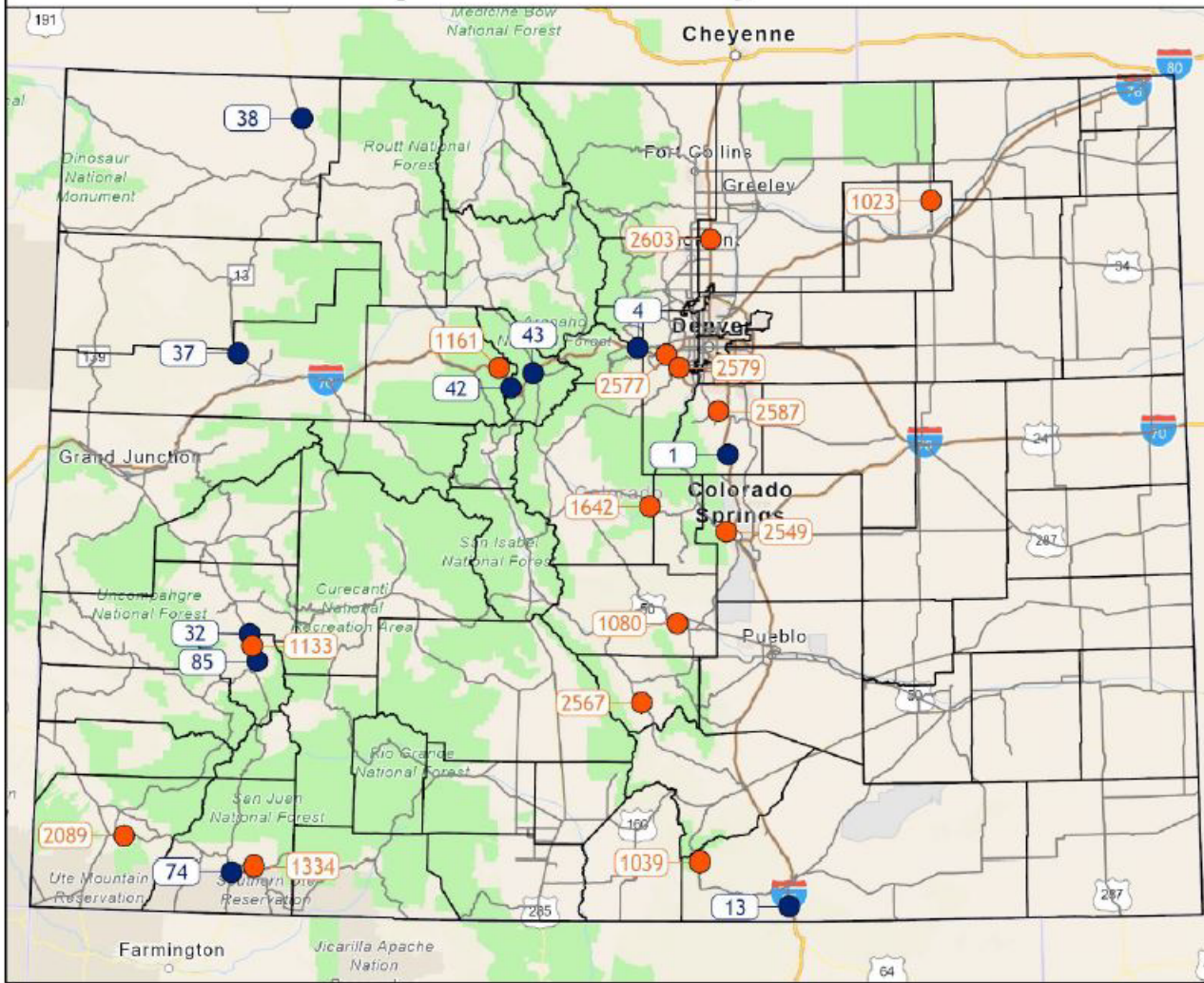






# Progress within the 10 Year Strategic Plan

## Pipeline Projects with Wildlife Components



### Projects for Years 1-4

- 1: I-25 South Gap Package 3
- 4: I-70 Westbound at Floyd Hill
- 13: I-25 - Raton Pass Safety and Interchange Improvements
- 32: US 550 - between Montrose and Ouray County Line
- 37: SH 13 - Rio Blanco / Garfield County Line South
- 38: SH 13 - Fortification Creek
- 42: I-70 - West - Vail Pass
- 43: I-70 - Auxiliary Lane Frisco East to Silverthorne
- 74: US 550/US 160 Connection
- 85: US 550 Paochupuk South Roadway Mobility and Safety Improvements

### Projects from Years 5-10

- 1023: SH 71 Corridor Improvements
- 1039: Southern Mountain Loop Trail
- 1080: SH 115 Shoulders and Safety Improvements
- 1133: US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)
- 1161: I-70 West Vail Pass Auxiliary Lanes
- 1334: US 160: Elmore's East
- 1642: US 24 Shoulder Widening
- 2089: US 160 Wildlife Mitigation
- 2549: US 24 West over Ridge Road (Overpass)
- 2567: SH 69 Shoulder and Safety Improvements
- 2577: I-70 Westbound at Floyd Hill
- 2579: C-470: US 285 to Morrison Road Interchange Reconstruction and Widening
- 2587: US 85 Corridor Improvements between Sedalia and The Meadows in Castle Rock
- 2603: North I-25 Express Lanes from SH 56 to SH 66

- Pipeline Projects Years 1-4
- Pipeline Projects Years 5-10



\*Project numbers correspond with planning project IDs in the 10-Year Vision Document.



# SB 151 - Staff Recommendation

- ❑ SB 151 requested \$25M, funded for \$5M in 2022. Allows for funding “*COSTS RELATED TO PROJECT FEASIBILITY STUDIES, PLANNING, CONSTRUCTION, RETROFITTING, AND MAINTENANCE OF WILDLIFE ROAD CROSSING INFRASTRUCTURE; ROADKILL TRACKING AND STUDIES; ANIMAL DETECTION SYSTEMS; SIGNAGE; EXCLUSIONARY FENCING; WILDLIFE JUMP OUTS; AND TO ASSIST WITH PRIVATE LAND CONSERVATION EFFORTS*”, and “*PRIORITIZE THE DEPARTMENT’S TEN-YEAR PRIORITY PIPELINE PROJECTS WITH WILDLIFE COMPONENTS, THE 2019 WESTERN SLOPE WILDLIFE PRIORITIZATION STUDY, AND ANY SUBSEQUENT STUDIES CONCERNING THE PRIORITIZATION OF WILDLIFE WITHIN THE STATE WHEN REVIEWING PROJECTS TO RECEIVE MONEY FROM THE FUND*”
- ❑ CDOT Staff recommendation -Staff feels that it is important to begin spending Mitigation Funds as quickly as possible to show responsiveness and reinforce the benefits of making additional wildlife mitigation funds available in future fund transfers.
  - Utilize some of the available funding for on-the-ground construction projects to demonstrate the effectiveness of funds to deliver on-the-ground improvements.
  - Utilize a portion of the funds to position projects to capitalize on future federal grant opportunities.
  - Apply a portion of the funds to support the continued operation of the CWTA.
- 1. Fund CMO’s on current construction projects to provide wildlife exclusionary fencing (~\$1M).
- 2. Fund budget shortfalls on Year 4 SB 267 projects (~\$1M).
- 3. Fund feasibility and design for two or more projects: I-25 Raton Pass, I-70 East Vail Pass (both high profile, and politically sensitive projects) (\$1M).
- 4. Fund CWTA (\$250,000).
- 5. Preserve remaining amount for federal grant leverage.
- ❑ SB 151 requires CDOT to consult with CPW and CWTA concerning distribution of money from the fund. CDOT has informally began the consultation with both agencies.



## MEMORANDUM

**TO:** Transportation Commission  
**CC:** Shoshana Lew, CDOT Executive Director Herman Stockinger, Deputy Executive Director, Sally Chafee, Chief of Staff  
**FROM:** John Lorme, Division of Maintenance & Operations Director  
**DATE:** August 2022  
**SUBJECT:** Hard to Staff Maintenance Positions - Workforce Housing Project

---

### Purpose

To provide a briefing on the Division of Maintenance and Operations (DMO) assessment of CDOT's hard-to-staff entry-level maintainer essential positions and to discuss the resulting proposed courses of action for advancing our workforce housing projects.

### Action

Informational Briefing, decision items that support this will be submitted as budget amendments later in the fiscal year.

### Background

Mountain communities, in Colorado, are great places to visit, and their popularity as vacation destinations commonly results in a shortage of affordable housing because of the prevalence of vacation homes and vacation rentals and the lack of inventory inherent in a community with limited buildable land. Couple this with a tourism-based economy, which primarily produces lower-paying service jobs, and housing the local workforce becomes challenging.

Housing scarcity has plagued Colorado mountain towns for decades, but the last few years have served as a tipping point for many of our entry-level essential employees and their families as demand for real estate soars thanks to remote workers and businesses starting to close their doors due to labor shortages.

### Details

The workforce housing program is focused on the I-70 mountain corridor and the secondary highway network that supports mobility along this critical route. Project sites include; maintenance facilities in Basalt (Pitkin County), Dowd Junction, Minturn, and Gypsum (Eagle County), Frisco (Summit County), and Fairplay (Park County) with development opportunities for each location.

Each development opportunity is considered in terms of feasibility, risk, initial costs and long-term cost benefits as well as comparing to a stipend only solution. In Basalt, we are discussing a land trade with the Town, an opportunity for CDOT to buy into housing being constructed by a local developer, and CDOT building housing units on existing CDOT land. The Dowd Junction area explored development on a Forest Service parcel in Minturn with both housing built by CDOT as well as housing built by an outside developer. It also considered a land trade with the State Land Board who owns the current CDOT Dowd Junction property. In Summit County, CDOT is partnering with the Town of Frisco to construct 22 workforce housing units on a vacant CDOT property. These various options are being presented for information and discussion on the merits of CDOT building housing in mountain areas. After feedback



### **Key Benefits**

CDOT believes that affordable housing is essential to recruit and retain staff in hard-to-fill areas. Boosting the resident base and increasing household diversity to build and maintain a sense of community. Housing CDOT's essential workers will improve CDOT's maintenance levels of service along the I-70 corridor.

Additionally, this program will help to decrease seasonal fluctuations by providing increased permanent staffing to a traditionally understaffed segment of the highway. CDOT's workforce housing project will help with Improving employee satisfaction, decreasing job turnover, and reducing commutes by allowing workers to reside in or near the community in which they work. Lastly, a commonly overlooked benefit of workforce housing is it significantly helps essential workers purchase their first homes in town, through rental, transportation, and child care savings.

### **Next Steps**

Subsequent budget requests to support workforce housing projects along the I-70 corridor.

### **Attachments**

Workforce Housing Project



**COLORADO**

Department of Transportation

# Tackling Hard to Staff Maintenance Positions





# The 1920s Legacy



## Colorado's growth...

As with most our of Maintenance facilities, the current I-70 Maintenance Patrol facility locations were developed before the interstate system and prior to the Colorado Ski Industry.

Glenwood Springs Mile Marker 115 to the EJMT Mile Marker 215 has been incredibly difficult to staff for the last 30 years. Despite the challenges, CDOT has invested considerable resources to ensure winter operations continue.

Maintainers along the I-70 mountain corridor are extraordinarily critical to providing basic maintenance services. Although the corridor has been challenging to staff, the Vail Pass Patrols have been extremely difficult, often only staffed at 30% year-round.



through Vail Pass serves as a major transportation route across Colorado's Rocky Mountains providing a critical interstate link for the country. The steep grades, roadside terrain, and extreme weather events make I-70 over Vail Pass a challenging mountain pass to travel and maintain. I-70 maintainers have struggled to keep up.

CDOT is currently developing new ways to address the traditional hard-to-staff mountain maintenance patrols.

### Continually Facing Staffing Shortages

Lower wages, High cost of living in ski towns

### Lack of Available and Affordable Housing

Pitkin, Eagle, Summit, Ouray  
San Miguel, Routt, Hinsdale, Gunnison

### Pre-1960 Maintenance Facilities Footprint

Our current maintenance patrol locations were established in the early 1900 to support 1930s Colorado...





# 3 Strikes Against Civil Service



## Entry Level Pay

\$3347 Monthly (Starting)

\$3681 (w/Training Pay)

CDL/Heavy Equipment experience pays well in the private sector



## Housing Availability

Finding affordable housing in most Colorado ski towns is no easy task, with investors and second-home owners snatching up coveted mountain properties, home prices continue to slip out of reach for those with a modest income



## Civil Servant

Frequently respond to emergencies outside regular work hours and may work extended overtime including weekends and holidays



Staffing!







# Our Multifaceted Approach



Professional Development



01

Aggressive Recruitment  
**in**

02

Salary Increases



03

## Our Strategy

to increase applicant pool making our careers more attractive to young applicants.

04

Trainee Programs



Housing Programs



05

Bonus Programs



06





# CDOT's Staffing Strategy

## Staffing is our #1 priority

220 entry-level maintainer positions vacant (Aug 2022)



### Professional Development

Rapid Promotional Opportunities  
Leadership, Heavy Equipment, and College \$



### Aggressive Recruitment Efforts

State-wide Career Fairs (out of state options)  
Focusing on 18-21 High School Grads



### Salary Increase(s)

3% Annual Salary Increases (21/22/23)  
7.5% increase in starting wages (FY21)



### New Training Programs

Entry Level Trainee Programs (apprenticeships)  
CDL Qualification Course



### Housing Programs

Workforce Housing & Mobile Home Rental Pads  
Housing Stipends (Currently realigning this program to support all maintainers)



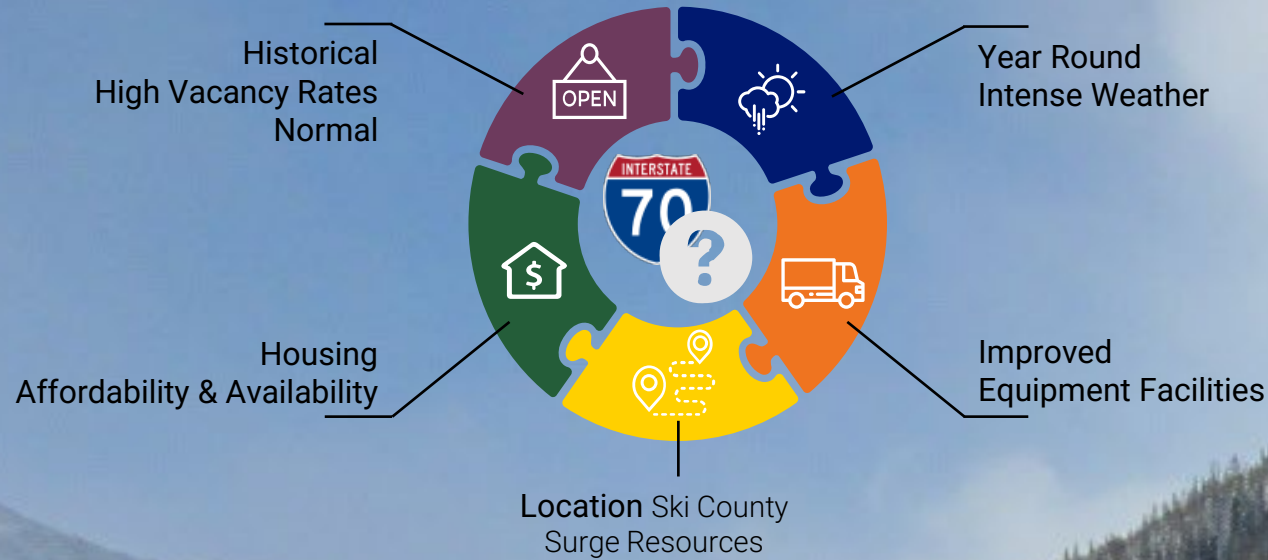
### Bonus and Augmentation Programs

Seasonal Performance (Snow) Bonus  
New Skills Pay  
Shifting Resources (JOA)





# JOA Surge Efforts



- 2013** (Blue circle): Began Temporary JOA Program
- 2014** (Orange circle): Created JOA Project Pay
- 2016** (Red circle): New Facilities Silverthorne
- 2018** (Yellow circle): Purchased Additional Equipment
- 2019** (Green circle): Frisco Housing Project
- 2020** (Purple circle): EJMT Facility Equipment FTEs



# Why are we focused on housing?

**Why can't first responders and essential state employees live where they work?** It's for purely economic reasons:

**Housing has such far-reaching consequences:** An issue that once affected mostly low-wage earners has moved to the middle class, impacting essential state employees; maintainers, teachers, police officers, and nurses.

**Lack of Inventory:** Housing problems stem from a lack of affordable inventory, the current stipend system does not adequately address this issue

**Rental Escalation Rates:** Colorado rental rates have risen 8-15% year over year, adding additional exposure to price escalation in future

**It's critical that we cultivate better community connections between CDOT Maintainers and residents. State essential employees who live in the community they serve and belong to that community, are more inclined to be connected to the residents and their jobs, beyond a paycheck**

**Cultural Shift:** Colorado's affordable housing crisis doesn't target public employees, but they're often pointed to as representing the face of the problem. Often confused with public housing, affordable or workforce housing can get wrapped in negative connotations, with some people apprehensive about low-income people moving in next door. If that person is a first responder or teacher, the resistance typically drops.

**CDOT Has A No-fail Mission:** Despite the lack of staffing, CDOT has to expend resources to ensure the network is safely operating 24/7/365

**Long-Term CDOT Fiscal Outlay:** Constructing housing reduces CDOT's exposure to price escalation in future CDOT's fiscal outlay grows over time with a stipend and shrinks with construction. Over time, construction is cost beneficial

**Operational Logistics:** Provide 3<sup>rd</sup> party management for housing to prevent housing management issues for CDOT staff



**Housing Accessibility Is Affecting  
Maintenance Operations**  
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**COLORADO**

Department of Transportation

# CDOT Continuity of Operations Focusing where the need is greatest



# Proposed Workforce Housing

## Frisco Project

I-70, US6, US6, CO9

Section 2: Patrol 40, 43, 44, and 46

Section 9: EJMT, Patrol 41 and 46

## Glenwood Project

I-70, CO82, US6

Section 2: HLT, Patrols 12, 42, and 10

Section 6 Patrol 36

## Fairplay Project

US285, US 24, CO9

Section 2: 46

Section 4: 31, 32, 38, and 12

## Gypsum Project

I-70, CO131

Section 2: HLT, 42, 17, 18, and 20

## Basalt Project

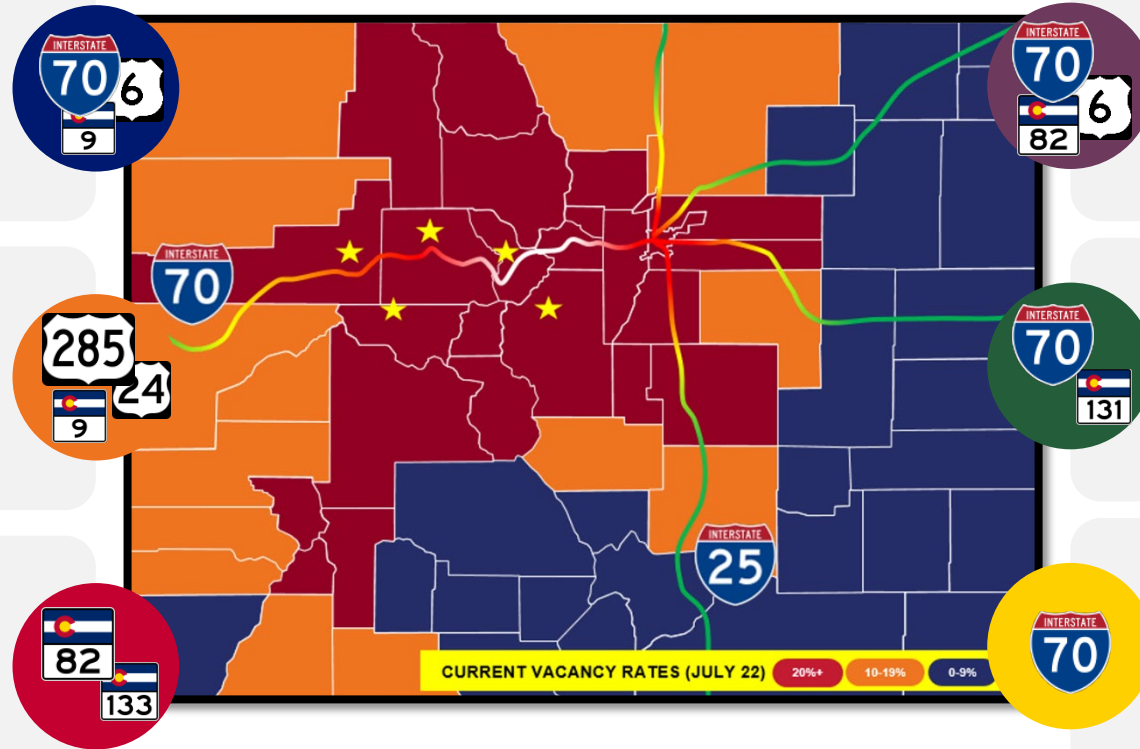
I-70, CO82, CO133

Section 2: 12, 16, and 15

## Dowd Junction

I-70

Section 2: HLT, 42, 17, 18, and 20



### Vacant Position

Positions vacant for 2+ Years



### Housing Stipend

All positions qualify for stipend



### Median Rent

Local rents exceeds 30% rule



### No Applicants

No applications submitted 1+ Years



### Essential Employees

Patrol is staffed with HWY maintainers



### CDOT Owned Land

No land purchased needed





# Workforce Housing Project (Frisco)

## FRISCO WORKFORCE HOUSING

<b>NAME</b>	Frisco Maintenance Facility
<b>LOCATION</b>	I-70 – Frisco (Granite St)
<b>MANAGER</b>	CDOT property Management
<b>OCCUPANTS</b>	Vacant Lot (former CDOT mobile home site)
<b>PLOT SIZE</b>	.5 Acre
<b>OWNER</b>	CDOT Region 3
<b>OBJECTIVE</b>	
<b>OCCUPANTS</b>	22 Units w/11 Units (2-3 bedroom) for CDOT
<b>CONCERNS</b>	Construction Delays due to lack of project bidders Rebidding for Spring 2023
<b>POC</b>	CDOT Property Management and DMO
<b>BUDGET (APPROVED)</b>	\$12.5M (CDOT 6.25M with land value)







# Workforce Housing Project (Fairplay)

## FAIRPLAY WORKFORCE HOUSING

<b>NAME</b>	Fairplay Maintenance Facility
<b>LOCATION</b>	US285 – CO9 (Fairplay)
<b>MANAGER</b>	Region 2, Section 4 Maintenance
<b>OCCUPANTS</b>	Section 4 (Dry Storage)
<b>PLOT SIZE</b>	1 acre parcel (22-26 Units)
<b>OWNER</b>	CDOT
<b>OBJECTIVE</b>	
<b>OCCUPANTS</b>	Section 4
<b>CONCERNS</b>	Funding (2 phases)
<b>POC</b>	Section 4 Superintendent
<b>BUDGET (EST)</b>	\$9M (CDOT Funded)







# Workforce Housing Project (Gypsum)

## GYPSUM WORKFORCE HOUSING

<b>NAME</b>	Gypsum Maintenance Facility
<b>LOCATION</b>	I-70 – Gypsum
<b>MANAGER</b>	Region 3, Section 2 Maintenance
<b>OCCUPANTS</b>	Patrol 42, 17, 18
<b>PLOT SIZE</b>	6 Acres (approx.)
<b>OWNER</b>	CDOT
<b>OBJECTIVE</b>	
<b>OCCUPANTS</b>	3-4 Housing Rental Units (long term)
<b>UNKNOWNNS</b>	Land Swap with Gypsum One for one replacement (w/Housing Rentals)
<b>POC</b>	Section 2 Superintendent CDOT Property Management
<b>BUDGET</b>	Funded by Town of Gypsum







# Workforce Housing Project (Basalt)

## BASALT WORKFORCE HOUSING

<b>NAME</b>	Basalt Maintenance Facility
<b>LOCATION</b>	CO 82 Basalt
<b>MANAGER</b>	Region 3, Section 2 Maintenance
<b>OCCUPANTS</b>	Section 2: Patrol 16 ( <b>0 FTEs</b> ) 4 Mobile Home Pads (0 CDOT/ 2 CSP)
<b>PLOT SIZE</b>	3.5 acre parcel
<b>OWNER</b>	Region 3 (Section 2)
<b>OBJECTIVE</b>	
<b>OCCUPANTS</b>	Units #s (TBD)
<b>CONCERNS</b>	Combining Patrols (El Jebel and Basalt)
<b>POC</b>	Section 2 Superintendent
<b>BUDGET</b>	Currently no est.







# Workforce Housing Project (Dowd Junction)

## DOWD JUNCTION WORKFORCE HOUSING

<b>NAME</b>	Dowd Junction Maintenance Facility
<b>LOCATION</b>	I-70 – US 6 Dowd Junction (West Vail)
<b>MANAGER</b>	Region 3, Section 2 Maintenance
<b>OCCUPANTS</b>	I-70 Patrols 19, 39 and 40 US 6 Patrol 20 Fleet Repair Facility Winter (De-Icer) Storage Facilities Mobile Home Sites (14) Material Storage Facility *Eagle County Road and Bridge
<b>PLOT SIZE</b>	9.8 acre parcel
<b>OWNER</b>	State Land Board (SLB)
<b>OBJECTIVE</b>	
<b>OCCUPANTS</b>	Vacate Site (Location TBD)
<b>UNKNOWNNS</b>	Road and Bridge Move Maintenance Facility Locations Workforce Housing Locations
<b>POC</b>	Section 2 Superintendent
<b>BUDGET</b>	No current est

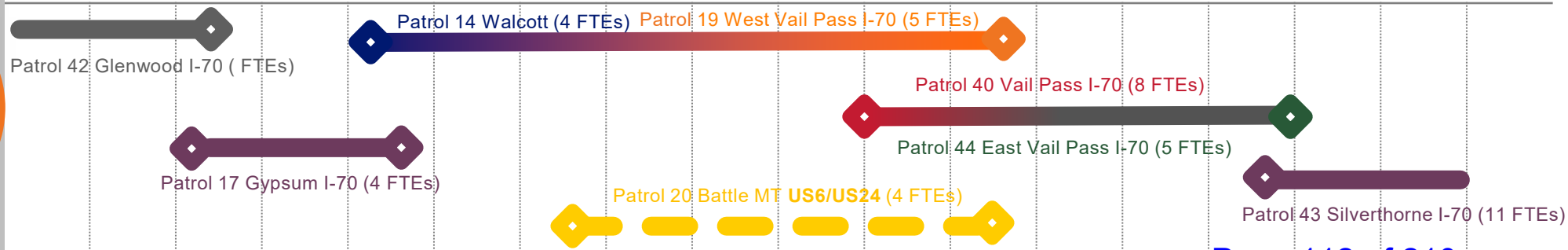
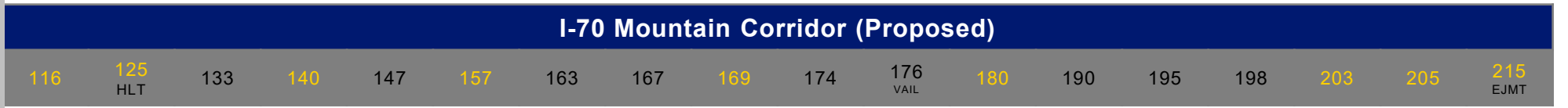
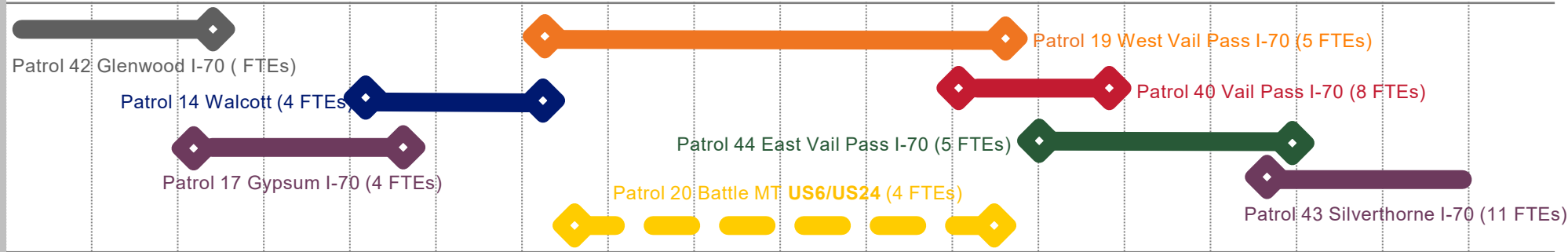
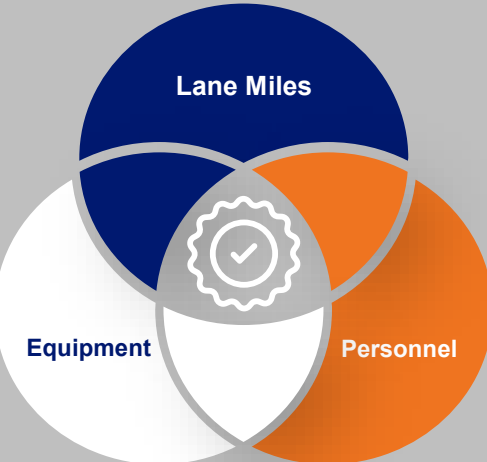




# Maintenance Patrol Laydown

- 205 – Silverthorne (CDOT Maintenance Facility)
- 203 – Frisco (CDOT Maintenance Facility)
- 198 – Officer Gulch
- 195 – Copper Mountain
- 190 – Vail Pass (CDOT Sand/Salt Shed)
- 180 – East Vail
- 176 – Vail
- 174 – Vail (US 24)
- 169 – Vail-Eagle (Dowd Junction Facility)
- 167 – Avon
- 163 - Edwards
- 157 – Walcott (Walcott Maintenance Facility)
- 147 – Eagle (CDOT Engineering, BLDG)
- 140 – Gypsum
- 133 – Dotsero (CDOT Truck Parking)
- 125 – Hanging Lakes Tunnel Complex
- 116 – Glenwood

Numbers = Maintenance Facility







# Discussion





# COLORADO

## Department of Transportation

Division of Transportation Development

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

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** REBECCA WHITE - DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT  
WILLIAM JOHNSON - PERFORMANCE & ASSET MANAGEMENT BRANCH MANAGER  
JACOB KERSHNER - PERFORMANCE ANALYST  
**DATE:** AUGUST 17, 2022  
**RE:** POLICY DIRECTIVE 14.0 - ANNUAL REVIEW FOR CALENDAR YEAR 2021

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### Purpose

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

### Action

Review progress towards achieving the PD-14 performance objectives in preparation for the annual budget setting process. The Transportation Commission (TC) reviews the performance of PD-14 objectives to determine if there is a need to modify objectives or realign resources. At this time, staff will not request any adjustments to the PD-14 performance objectives.

### Background

An updated PD-14 was adopted by the Transportation Commission on November 19, 2020 and included revised performance objectives to measure the success of the Department's efforts to improve in the key goal areas of Safety, Asset Management, and Mobility. Since PD-14 looks at a 10-year horizon, the impacts of COVID-19 were not a significant consideration in target establishment.

The performance objectives and targets inform the implementation of the Statewide Transportation Plan and 10-year Plan, the transportation safety programs, and the asset management program through the Statewide Transportation Improvement Program (STIP) and the annual budget allocation. PD-14 aligns with goals and concepts from the Department's Wildly Important Goals (WIGs), Transportation Commission Guiding Principles, Governor's "Bold Four" goals, and performance objectives required under the Fixing America's Surface Transportation (FAST) Act of 2015. Staff developed a scorecard 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.

Annually, staff provides a PD-14 scorecard to the TC to review progress towards achieving objectives. Additionally, scorecard review provides an opportunity for TC to consider refining objectives and targets of PD-14, as well as to consider performance in the development of the next fiscal year budget.

### Details

The attached PD-14 performance scorecard has been updated with 2021 results. The scorecard graphically summarizes the performance of PD-14 objectives for 2021 and the previous five years trend. The August Transportation Commission workshop will include a review of PD-14 results.

### *FY 2022-23 CDOT Revenue Allocation Plan*

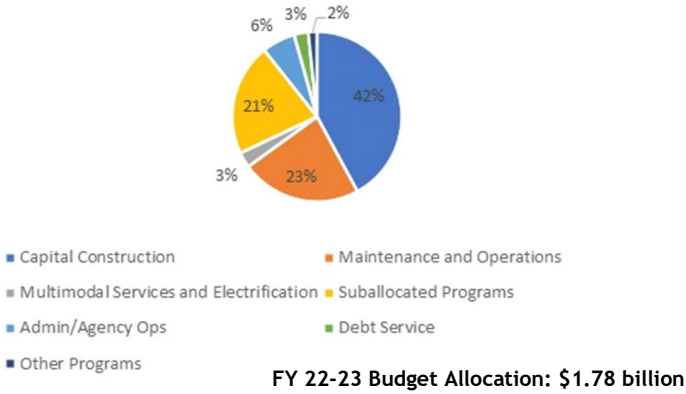
Since PD-14 performance objectives help inform investment decisions in the STIP and the Department's annual budget allocation, the yearly review of PD-14 objective results includes an overview of the past fiscal year's revenue allocation plan. The graphics below show breakdowns of the fiscal year 2022-23 revenue allocation plan by PD-14 categories.



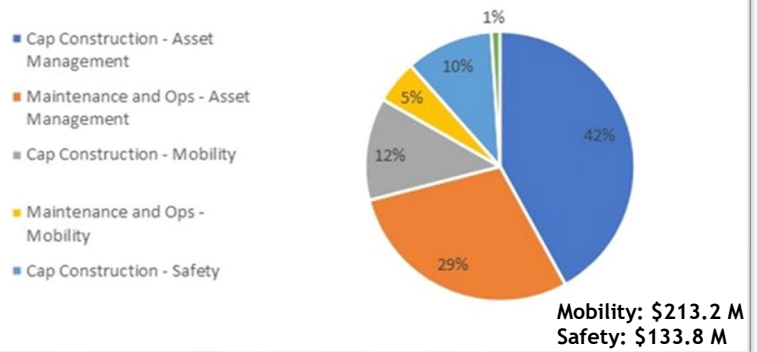


**Fiscal Year 2022-23 Revenue Allocation Plan**

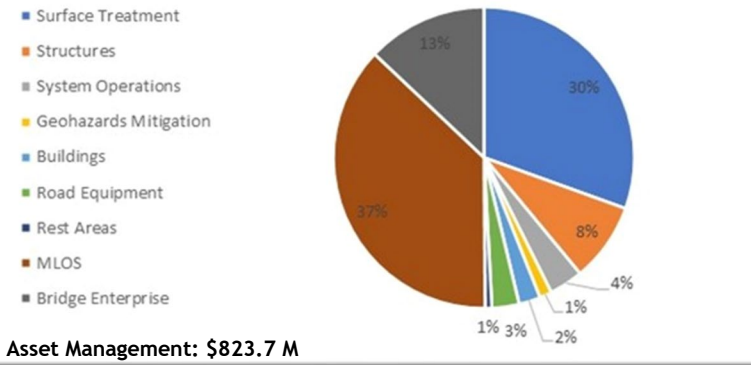
FY 22-23 CDOT Revenue Allocation Plan



FY 22-23 Capital Construction /  
Maintenance and Operations Budget



FY 22-23 Asset Management Budget



**Next Steps**

- Consideration of PD-14 performance results in preparation for the fiscal year 2023-24 annual budget setting process.

**Attachments**

- Attachment A: Policy Directive 14 - 2021 Scorecard
- Attachment B: Policy Directive 14 - 2021 Annual Results Presentation





## Policy Directive 14 Performance Indicators - Safety - 2021 Results

### Highway Safety

Policy Directive 14 Objectives	Results <sup>1</sup> (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels.	174.04 ▼8.73	209.30 (CY 2021) <sup>2</sup>	▼	YES	
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 0.00%- No Change	1.03 (CY 2021) <sup>2</sup>	▼	NO	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)	1.05 ▼0.10	N/A	▼	NO	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)	1.87 ▲0.31	N/A	▼	NO	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State highway System)	1.30 ▲0.04	N/A	▼	NO	
Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels.	6.26 ▲0.54	5.49 (CY 2021) <sup>2</sup>	▼	NO	
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.	595 ▲124	536.74 (CY 2021) <sup>2</sup>	▼	NO	
Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.	1.41 ▼0.66	1.80	▼	YES	
Reduce the number of highway-rail incidents from current levels.	26 ▲15	31	▼	YES	

<sup>1</sup> All safety metrics are preliminary until December 31, 2022.

<sup>2</sup> The target represents a calendar year 2021 milestone, which is derived from the four-year target within the Strategic Transportation Safety Plan (STSP).

### Employee Safety

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Reduce the number of on-the-job injuries (workers compensation claims) from current levels.	189 ▲6	183	▼	NO	
Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.	209 ▼29	283	▼	YES	



## Policy Directive 14 Performance Indicators - Asset Management - 2021 Results

### Asset Management - Bridges

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above forty percent (40%).	37.33% ▼5.05%	40%	▲	NO	48.82% → 37.33%
Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below ten percent (10%).	5.08% ▼0.79%	10%	▼	YES	4.18% → 5.08%
Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).	37.12% ▼4.82%	40%	▲	NO	48.96% → 37.12%
Achieve or maintain the percent of state highway system total bridge deck area in poor condition below ten percent (10%).	5.64% ▼0.63%	10%	▼	YES	4.59% → 5.64%
Percentage of CDOT-owned bridges over waterways that are scour critical	5.48% ▼0.31%	5%	▼	NO	6.48% → 5.48%
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	2.01% ▼0.13%	1%	▼	NO	2.39% → 2.01%
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	19.78% ▼0.43%	18%	▼	NO	21.82% → 19.78%
Percentage of CDOT-owned bridges posted for load	0.40% ▼0.06%	0.1%	▼	NO	0.20% → 0.40%
Percentage of CDOT-owned bridges with a load restriction	2.39% ▼0.12%	0.9%	▼	NO	1.71% → 2.39%
Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges	43.91% ▲2.86%	26%	▼	NO	28.46% → 43.91%
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	33.86% ▼1.25%	35%	▼	YES	41.68% → 33.86%

### Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Achieve 80% High or Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	85.00% ▼4.00%	80%	▲	YES	88.00% → 85.00%
Achieve 80% High or Moderate Drivability Life for the NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	83.00% ▲1.00%	80%	▲	YES	84.00% → 83.00%





## Policy Directive 14 Performance Indicators - Asset Management - 2021 Results

### Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
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% 0.00% No Change	80%	▲	NO	80.00% — 79.00%

### Asset Management - Other Assets

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Achieve or maintain an overall MLOS B minus grade for the state highway system	C- ▼From B	B-	▲	NO	C+ — C-
Achieve or maintain a LOS B grade for snow and ice removal.	C- ▼From B-	B	▲	NO	B- — C-
Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better.	49.00% ▼6.00%	85%	▲	NO	83.00% — 49.00%
Maintain or decrease the average percent useful life of ITS equipment at or below 90%.	69.80% ▼1.00%	90%	▼	YES	82.00% — 69.80%
Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%.	68.70% ▼0.27%	75%	▼	YES	73.37% — 68.70%
Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%.	5.38% ▼0.09%	5%	▼	NO	5.06% — 5.38%
Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%.	75.00% ▼1.00%	85%	▲	NO	84.00% — 75.00%
Achieve or maintain the percent of network tunnel length with all elements in equal or better condition than 2.5 weighted condition index at or above 75%.	46.75% ▲7.42%	75%	▲	NO	70.00% — 46.75%
Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%.	7.0% 0.00% No Change	2.0%	▼	NO	8.00% — 7.00%
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%.	3.53% ▼0.31%	2.5%	▼	NO	3.10% — 3.53%
Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better.	63% ▼14.00%	90%	▲	NO	80.00% — 63.00%



## Policy Directive 14 Performance Indicators - Asset Management - 2021 Results

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

Rolling Stock Objectives <sup>1</sup>	Results (2021)	Target	Desired Trend	Meeting Target?	Trend <sup>2</sup> 2019-2021
Maintain or reduce the percentage of Over-the-Road Buses (BR) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	13.95% ▼6.56%	17.95%	▼	YES	17.95% 13.95%
Maintain or reduce the percentage of Buses (BU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	26.68% ▲6.63%	24.81%	▼	NO	24.81% 26.68%
Maintain or reduce the percentage of Cutaway Vehicles (CU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	23.89% ▼0.64%	24.61%	▼	YES	24.61% 23.89%
Maintain or reduce the percentage of Minivans (MV) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	26.86% ▼3.98%	23.85%	▼	NO	23.85% 26.86%
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% 0.00%- No Change	83.82%	▼	NO	83.82% 87.32%
Maintain or reduce the percentage of Vans (Van) that met or exceeded their useful life benchmark (ULB) at 2019 performance.	14.42% ▼0.18%	13.79%	▼	NO	13.79% 14.42%
Facilities Objectives <sup>3</sup>	Results (2021)	Target	Desired Trend	Meeting Target?	Trend <sup>2</sup> 2019-2021
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%	▼	YES	2.78% 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.	10.26% ▲0.96%	8.89%	▼	NO	8.89% 10.26%

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

<sup>2</sup> Calendar Year 2019 was the first reporting year.

<sup>3</sup> Facilities: 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 <sup>1</sup>	Results (2021)	Target	Desired Trend	Meeting Target?	Trend <sup>2</sup> 2019-2021
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%).	0.00%- No Change	10%	▼	YES	0.00% 0.00%

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

<sup>2</sup> Calendar Year 2019 was the first reporting year.



## Policy Directive 14 Performance Indicators - Mobility - 2021 Results

### Mobility - Reliability and Congestion

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
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.	Pending <sup>1</sup>	80% Grade C or Better	▼	Pending <sup>1</sup>	85.00% 86.10%
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.	Pending <sup>1</sup>	20.00	▼	Pending <sup>1</sup>	22.69 22.37
Manage congestion on our roads by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	53.15 B ▲4.51 B	53.54 B (CY2021) <sup>2</sup>	▼	YES	53.38 B 53.15 B
Manage congestion on our roads by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	9,051 ▲692.14	9,289 (CY2021) <sup>2</sup>	▼	YES	9,516 9,051

<sup>1</sup> 2021 data is currently in process.

<sup>2</sup> The target represents a calendar year 2021 milestone, which is derived from the ten-year goal (2030).

### Mobility - Multimodal Options

Policy Directive 14 Objectives	Results <sup>1</sup> (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.	27.14% <sup>2</sup> ▲2.44%	35% by 2030	▲	In Progress	24.10% 27.14%
Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre- COVID-19 levels by the end of FY2021-22 and grow it five percent (5%) per year thereafter.	54,946 (FY21) ▼134,587	238,135	▲	NO	155,864 54,946 (FY21)
Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019.	13,690,319 <sup>3</sup> ▼4,613,632	18,645,955	▲	NO	18.40M 13.69M

<sup>1</sup> 2021 performance was impacted by the Covid-19 pandemic.

<sup>2</sup> Data is provided by the American Community Survey. The 2021 American Community Survey data is planned to be released October 2022. 27.14 percent of Coloradoans commuted to work using multimodal options in 2020, including telework.

<sup>3</sup> Data is provided by the Federal Transit Administration. 2021 Federal Transit Administration data is planned to be released November 2022. There were 13,690,319 Unlinked Passenger Trips from small urban and rural transit agencies in 2020. Unlinked passenger trips in 2020 were impacted by Covid-19

### Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
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.	22.53 MMT <sup>1</sup>	17.63 MMT <sup>2</sup>	▼	In Progress	N/A <sup>2</sup>
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.	49,282 ▲8,054	940,000 by 2030	▲	In Progress	12,303 49,282

<sup>1</sup> The number represents 2019 CO<sub>2</sub> emissions from the transportation sector. Aviation and other fuel types are not included. Other fuel types include "alternative fuel vehicles," which are vehicles that burn methanol, ethanol, liquefied petroleum gas (LPG), liquefied natural gas (LNG), or compressed natural gas.

<sup>2</sup> GHG emissions are reported in the Colorado GHG Report. The 2021 report includes data for 2005, 2010, 2015, and 2019. Therefore no trend is included.



## Policy Directive 14 Performance Indicators - Mobility - 2021 Results

### Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2020-2021
Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2021 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.	61 ▲7	1,000 by 2030	▲	In Progress	54   61
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 2021 to one-hundred percent (100%) by 2030.	61% ▲15%	100% by 2030	▲	In Progress	46%   61%
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.	8 ▲5%	26 by 2025	▲	In Progress	3   8





**COLORADO**

Department of Transportation

# Policy Directive 14.0

## 2021 Performance Results

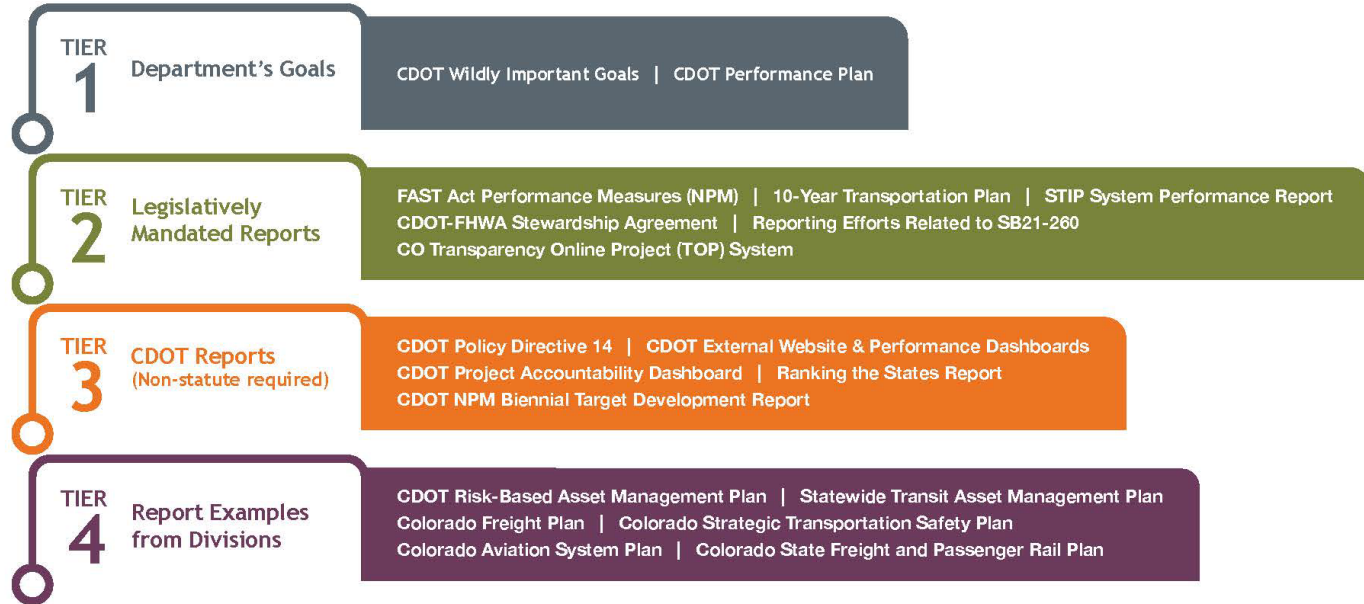
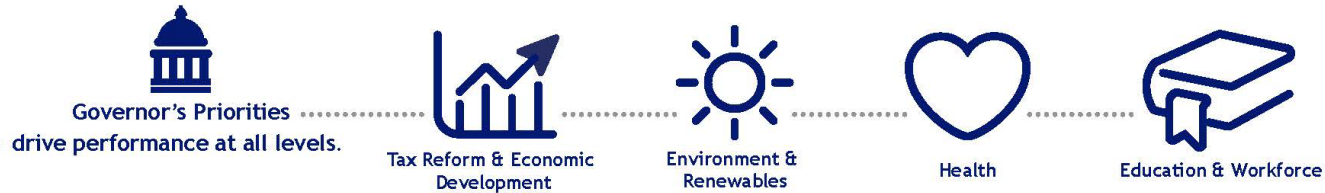




# CDOT Performance Landscape



## CDOT's Performance Landscape





# Policy Directive 14.0

## Overview and Recent History

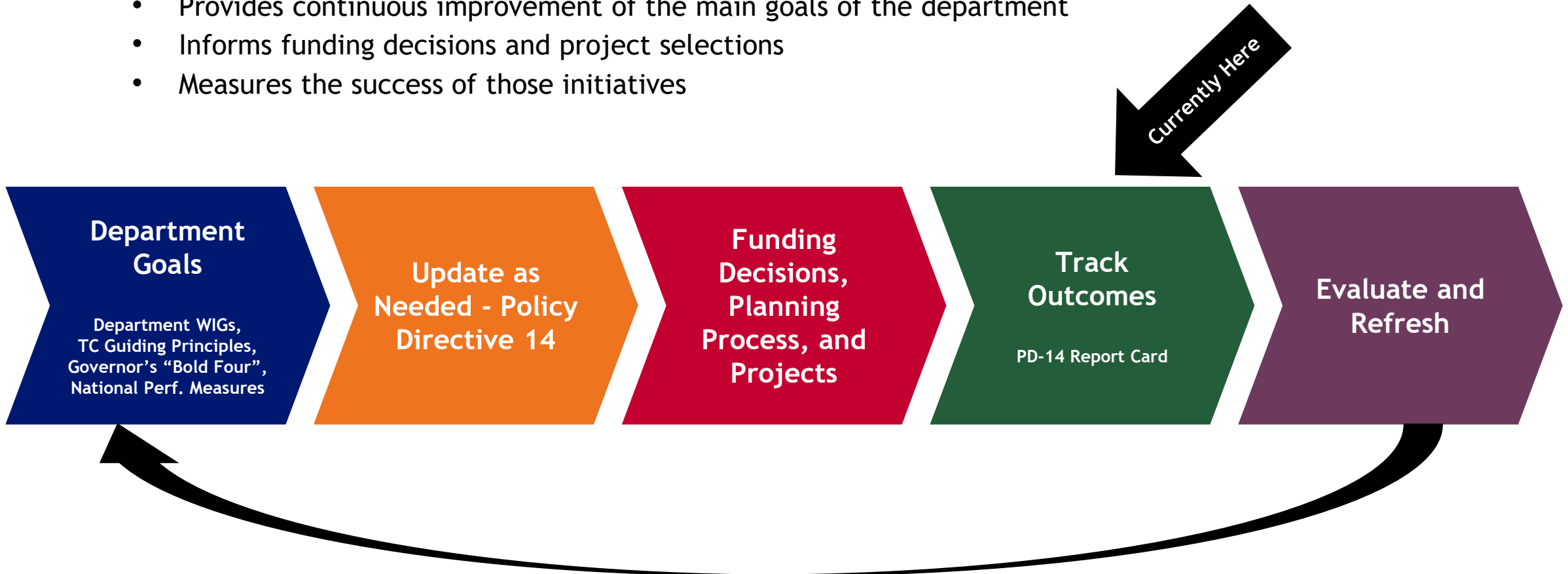
- An updated Policy Directive 14.0 was adopted by the Transportation Commission on November 19, 2020.
  - PD-14 looks at a 10-year horizon, thus the impacts of COVID-19 were not a significant consideration in target establishment.
- The update included revised performance objectives to measure the success of the Department’s efforts to improve in the following key goal areas:
  - **Safety**
  - **Asset Management**
  - **Mobility**
- 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"> <li>• Renamed “Policy Guiding Statewide Plan Development”.</li> <li>• New Sections Added: Purpose, Definitions, Goals, Performance Measures &amp; Objectives, and Implementation.</li> <li>• Incorporated Transportation Commission objectives for asset management program.</li> </ul>
2016	<ul style="list-style-type: none"> <li>• Changes to System Performance, Geohazard, Transit Asset Condition, and Walls performance objectives from original adopted objectives in 2015.</li> </ul>
2017	<ul style="list-style-type: none"> <li>• Changes to Signal Infrastructure, Walls, Geohazard, and Culvert performance objectives.</li> <li>• Modification of targets for Bridge Risk Metrics.</li> </ul>
2020	<ul style="list-style-type: none"> <li>• Renamed “Policy Guiding Statewide Plan Goals &amp; Objectives”.</li> <li>• Refreshed goal areas to align with CDOT planning/budget structures and processes.</li> <li>• Objective areas with specified performance targets. (*COVID-19 was not considered in the target establishment process)</li> <li>• Refinement regarding CDOT’s role in delivering these objectives.</li> </ul>



- PD-14 Review Framework

- Provides continuous improvement of the main goals of the department
- Informs funding decisions and project selections
- Measures 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
- Maintenance
- Other Highway Assets
- Transit 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



- Pavement performance has remained steady over the past few years.
- Bridges in Good Condition have been declining for the past decade, falling below the target for the first time in 2021.
- Vehicle Miles Traveled (VMT) is returning to pre-pandemic levels. However, VMT remains 3% below 2019 levels and VMT per capita is 5% below 2019 levels.
- Non-SOV (modes other than driving alone) increased by 3% points in 2020. Will this trend continue with the increase in telecommuting?
- Performance for some measures was affected by the COVID-19 pandemic; thus, results are out of the norm from previous years.



# Safety Goal Area

## Highway Safety

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Five-Year Trend
<b>Vehicle Crash Rate:</b> Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels.	<b>174.04</b> ▼ 8.73	<b>209.30<sup>1</sup></b>	▼	✓	
<b>Traffic Fatality Rate:</b> Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels.	<b>1.28</b> 0.00 No Change	<b>1.03<sup>1</sup></b>	▼	✗	
<b>Traffic Serious Injury Rate:</b> Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels.	<b>6.26</b> ▲ 0.54	<b>5.49<sup>1</sup></b>	▼	✗	
<b>Vulnerable Users:</b> 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.	<b>595</b> ▲ 124	<b>536.74<sup>1</sup></b>	▼	✗	

<sup>1</sup>The target represents a calendar year 2021 milestone, which is derived from the four-year target within the Strategic Transportation Safety Plan (STSP).



# Safety Goal Area

## Employee Safety

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Five-Year Trend
<b>On-the-Job Injuries:</b> Reduce the number of on-the-job injuries (workers compensation claims) from current levels.	<b>189</b> ▲ 6	<b>183</b>	▼	✘	
<b>Vehicle Incidents:</b> Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.	<b>209</b> ▼ 29	<b>283</b>	▼	✔	





# Asset Management Goal Area

## Highway Pavement

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
<b>INTERSTATE PAVEMENT CONDITION:</b> Achieve or maintain 80% high or moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	<b>85%</b> ▼ 4%	<b>80%</b>	▲	✓	
<b>NHS PAVEMENT CONDITION:</b> 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.	<b>83%</b> ▲ 1%	<b>80%</b>	▲	✓	
<b>STATE HIGHWAY PAVEMENT CONDITION:</b> 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.	<b>79%</b> 0% No Change	<b>80%</b>	▲	✗	



# Asset Management Goal Area Bridge

Performance Objective	2022 Results	2021 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
<b>NHS BRIDGES IN GOOD CONDITION:</b> Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%.	<b>38.2%</b> ▲ 0.9%	<b>37.3%</b> ▼ 5.1%	40%	▲	✗	
<b>NHS BRIDGES IN POOR CONDITION:</b> Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below 10%.	<b>3.4%</b> ▼ 1.65%	<b>5.1%</b> ▼ 0.8%	10%	▼	✓	
<b>STATE HWY BRIDGES IN GOOD CONDITION:</b> Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).	<b>37.2%</b> ▲ 0.1%	<b>37.1%</b> ▼ 4.8%	40%	▲	✗	
<b>STATE HWY BRIDGES IN POOR CONDITION:</b> Achieve or maintain the percent of state highway system total bridge deck area in poor condition below 10%.	<b>4.2%</b> ▼ 1.5%	<b>5.6%</b> ▼ 0.6%	10%	▼	✓	



# Asset Management Goal Area

## Bridge Risk Objectives

Performance Objective	2022 Results	2021 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
<b>LEAKING EXPANSION JOINTS:</b> Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges.	<b>45.2%</b> ▲ 1.8%	<b>43.9%</b> ▲ 2.9%	<b>26%</b>	▼	✘	
<b>UNSEALED DECK AREA:</b> Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.	<b>32.7%</b> ▼ 1.1%	<b>33.9%</b> ▼ 1.3%	<b>35%</b>	▼	✔	
<b>BRIDGES POSTED FOR LOAD:</b> Percentage of CDOT-owned bridges posted for load.	<b>0.3%</b> ▼ 0.1%	<b>0.4%</b> ▼ 0.1%	<b>0.1%</b>	▼	✘	
<b>BRIDGES WITH A LOAD RESTRICTION:</b> Percentage of CDOT-owned bridges with a load restriction.	<b>2.3%</b> ▼ 0.1%	<b>2.4%</b> ▼ 0.1%	<b>0.9%</b>	▼	✘	
<b>Scour Critical:</b> Percentage of CDOT-owned bridges over waterways that are scour critical.	<b>5.0%</b> ▼ 0.5%	<b>5.5%</b> ▼ 0.3%	<b>5.0%</b>	▼	✔	



# Asset Management Goal Area

## Bridge Risk Objectives

Performance Objective	2022 Results	2021 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
<b>Bridge Vertical Clearance:</b> 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	<b>1.9%</b> ▼ 0.1%	<b>2.0%</b> ▼ 0.1%	<b>1.0%</b>	▼	✘	
<b>Bridge Vertical Clearance:</b> 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	<b>20.0%</b> ▲ 0.2%	<b>19.8%</b> ▼ 0.4%	<b>18.0%</b>	▼	✘	





# Asset Management Goal Area Maintenance

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Seven-Year Trend
<b>Maintenance Level of Service:</b> Achieve or maintain an overall MLOS B minus grade for the state highway system	<b>C-</b> ▼ From B	B-	▲	✘	
<b>Maintenance Level of Service:</b> Achieve or maintain a LOS B grade for snow and ice removal.	<b>C-</b> ▼ From B-	B	▲	✘	



# Asset Management Goal Area

## Other Highway Assets

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Seven-Year Trend
<b>Buildings:</b> Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better	<b>49%</b> ▼ 6.0%	<b>85.0%</b>	▲	✘	
<b>ITS:</b> Maintain or decrease the average percent useful life of ITS equipment at or below 90%	<b>69.8%</b> ▼ 1.0%	<b>90.0%</b>	▼	✔	
<b>Fleet:</b> Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%	<b>68.7%</b> ▼ 0.3%	<b>75.0%</b>	▼	✔	
<b>Culverts:</b> Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%	<b>5.4%</b> ▼ 0.1%	<b>5.0%</b>	▼	✘	
<b>Geohazards:</b> Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%	<b>75.0%</b> ▼ 1.0%	<b>85.0%</b>	▲	✘	



# Asset Management Goal Area

## Other Highway Assets

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Seven-Year Trend
<b>Tunnels:</b> 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%	<b>44.0%</b> ▼ 47.00%	<b>75.0%</b>	▲	✘	
<b>Traffic Signals:</b> Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%	<b>7.0%</b> 0.0% - No Change	<b>2.0%</b>	▼	✘	
<b>Walls:</b> 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%	<b>3.5%</b> ▼ 0.3%	<b>2.5%</b>	▼	✘	
<b>Rest Areas:</b> Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better	<b>63%</b> ▼ 14.0%	<b>90.0%</b>	▲	✘	



# Mobility Goal Area Reliability and Congestion

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
<b>OPERATIONS LEVEL OF SERVICE:</b> 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.	Pending <sup>1</sup>	80% Grade C or Better	▲	Pending <sup>1</sup>	
<b>Incident Clearance Time:</b> 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.	Pending <sup>1</sup>	20.0	▼	Pending <sup>1</sup>	
<b>VEHICLE MILES TRAVELED:</b> Manage congestion on our road by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	53.2 B ▲ 4.5 B	53.5 B <sup>1</sup>	▼	✓	
<b>VMT PER CAPITA:</b> Manage congestion on our road by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	9,051 ▲ 692	9,289 <sup>1</sup>	▼	✓	

<sup>1</sup>2021 data is currently in process.

<sup>2</sup>The target represents a calendar year 2021 milestone, which is derived from the ten-year goal (2030)





# Mobility Goal Area Reliability and Congestion

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Ten-Year Trend
<b>VEHICLE MILES TRAVELED:</b> Manage congestion on our road by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	<b>53.2 B</b> ▲ 4.5 B	<b>53.5 B<sup>1</sup></b>	▼	✓	
<b>VMT PER CAPITA:</b> Manage congestion on our road by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	<b>9,051</b> ▲ 692	<b>9,289<sup>1</sup></b>	▼	✓	

<sup>1</sup>2021 data is currently in process.

<sup>2</sup>The target represents a calendar year 2021 milestone, which is derived from the ten-year goal (2030)



# Mobility Goal Area Environmental Impact

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Five-Year Trend
<b>GHG Pollution:</b> 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.	22.5 <sup>1</sup> MMT	17.6 MMT	▼	In Progress	N/A <sup>2</sup>
<b>Vehicle Registrations:</b> 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.	49,282 ▲ 8,054	940,000 by 2030	▲	In Progress	
<b>Electrifying State Transit Fleet<sup>3</sup>:</b> 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.	61 ▲ 7	1,000 by 2030	▲	In Progress	
<b>Electrifying State Highway System<sup>3</sup>:</b> 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.	61% ▲ 15%	100% by 2030	▲	In Progress	
<b>Electrifying Scenic &amp; Historic Byways<sup>3</sup>:</b> 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.	8 ▲ 5	26 by 2025	▲	In Progress	

<sup>1</sup>The number represents 2019 CO<sub>2</sub> emissions from the transportation sector. Aviation and other fuel types are not included. Other fuel types include “alternative fuel vehicles”, which are vehicles that burn methanol, ethanol, liquefied petroleum gas (LPG), liquefied natural gas (LNG), or compressed natural gas.

<sup>2</sup>GHG emissions are reported in the Colorado GHG Report. The 2021 report includes data for 2005, 2010, 2015, and 2019. Therefore, no trend is included.

<sup>3</sup>2020 was the first reporting year. Only 2020-2021 trend data is available.



# Mobility Goal Area

## Multimodal Options

Performance Objective	2021 Results	Objective Target	Desired Trend	Meeting Target?	Five-Year Trend
<b>Multimodal Options:</b> Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.	<b>27.1%</b> <sup>1</sup> ▲ 2.4%	<b>35% by 2025</b>	▲	In Progress	
<b>Bustang Services:</b> Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY 2020-21 and grow it five percent (5%) per year thereafter.	<b>54,946</b> <sup>2</sup> ▼ 134,587	<b>238,135</b>	▲	✘	
<b>Unlinked Passenger Trips:</b> Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.	<b>13,690,319</b> <sup>3</sup> ▼ 4,613,632	<b>18,645,955</b>	▲	✘	

<sup>1</sup> Data is provided by the American Community Survey. The 2021 American Community Survey data is planned to be released September 23, 2022. 27.1 percent of Coloradans commuted to work using multimodal options in 2020, including telework.

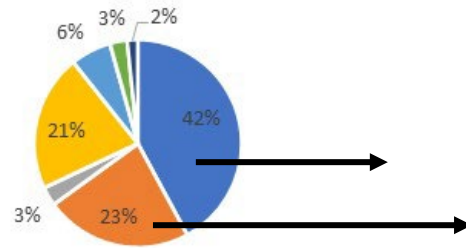
<sup>2</sup>Bustang ridership is tracked on a fiscal year calendar. FY 2020-2021 Bustang ridership was significantly reduced due to the impacts of COVID-19.

<sup>3</sup> Data is provided by the Federal Transit Administration. 2021 Federal Transit Administration data is planned to be released November 2022. There were 13,690,319 Unlinked Passenger Trips from small urban and rural transit agencies in 2020.



# CDOT FY 23 Revenue Allocation Plan

FY 22-23 CDOT Revenue Allocation Plan

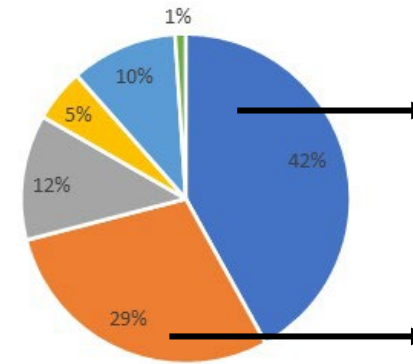


- Capital Construction
- Maintenance and Operations
- Multimodal Services and Electrification
- Suballocated Programs
- Admin/Agency Ops
- Debt Service
- Other Programs

**FY 22-23 Budget Allocation: \$1.78 billion**

FY 22-23 Capital Construction / Maintenance and Operations Budget

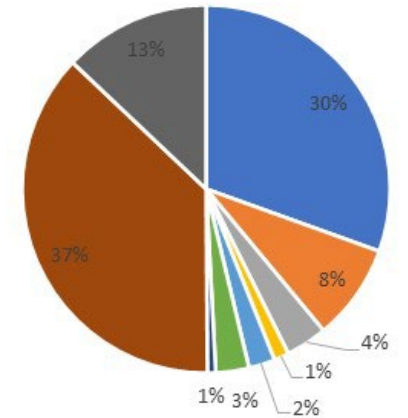
- Cap Construction - Asset Management
- Maintenance and Ops - Asset Management
- Cap Construction - Mobility
- Maintenance and Ops - Mobility
- Cap Construction - Safety



- **Mobility: \$213.2 M**
- **Safety: \$133.8 M**

FY 22-23 Asset Management Budget

- Surface Treatment
- Structures
- System Operations
- Geohazards Mitigation
- Buildings
- Road Equipment
- Rest Areas
- MLOS
- Bridge Enterprise



**Asset Management: \$823.7 M**





# Next Steps

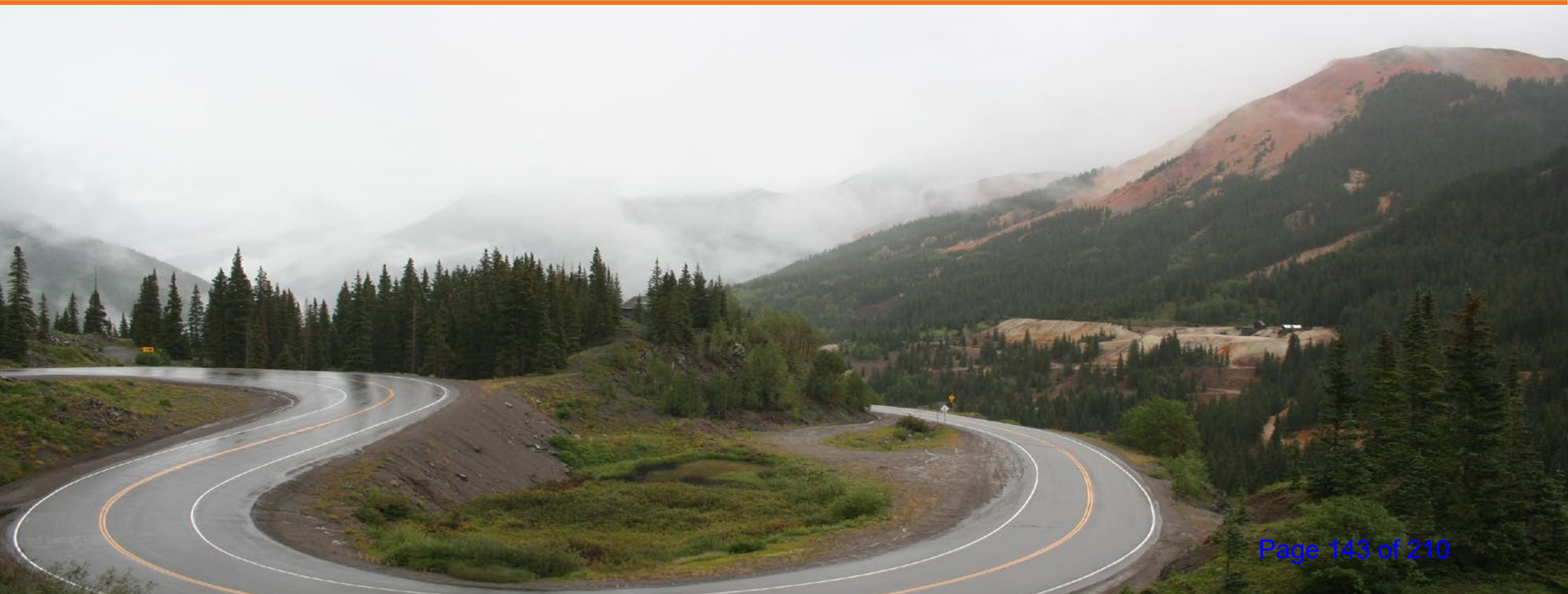
- Consideration of PD-14 performance results in preparation for the FY 2023-24 annual budget process.
  - TC may consider programmatic funding tradeoffs to affect progress towards targets.
- Next annual PD-14 results presented to Transportation Commission. - *August/September 2023*
  - *TC may request changes to PD-14 objectives or targets at anytime.*



**COLORADO**

**Department of Transportation**

Questions?



## DRAFT Transportation Commission (TC) Meeting Minutes

### **Workshops – Wednesday, July 20, 2022, 1:30 pm – 5:00 pm, Virtual via Zoom Meeting**

Recording (YouTube): <https://youtu.be/ncdDvVihP1Y>

#### **Call to Order, Roll Call – [Timestamp 00:00:00](#)**

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

#### **1. FY 2022 - 2023 Budget Workshop (Jeff Sudmeier and Bethany Nicholas) – [Timestamp 00:00:00](#)**

**Purpose & Action:** The Division of Accounting and Finance (DAF) is requesting the TC to review and approve the first budget amendment to the FY 2022-23 Annual Budget, which consists of three items that require TC approval. The first budget amendment reallocates \$35.9 million from the 10-Year Plan Projects - Multimodal line to Bustang to expand Bustang's operations, allocates \$15.5 million to the 10-Year Plan Projects – Capital AM line to administer the FHWA bridge replacement and rehabilitation program, and reallocates \$5.0 million from the TC Program Reserve to the Maintenance Reserve Fund to address any unforeseen contingencies that arise during FY 2022-23.

**Discussion Summary:**

- The Multimodal Transportation and Mitigation Options Fund (MMOF) allocation to Bustang operations does not affect Local MMOF funding allocated to planning regions, but directs only the 15% of program funds dedicated to the State MMOF program. Previous State MMOF program funds were allocated in 2020 to the Revitalizing Main Streets program.

#### **2. 10-Year Plan Update (Rebecca White and Marissa Gaughan) – [Timestamp 00:16:14](#)**

**Purpose & Action:** The purpose of this workshop is to discuss the draft, updated 10-Year Plan and notable project changes with the TC and provide an overview of the strategies that will be used to demonstrate greenhouse gas (GHG) reduction compliance. No action is required. This update discussion is for informational and discussion purposes only.

**Discussion:**

- The Commission reviewed various changes to the project tables as negotiated within those Regions.
- TC will discuss next month the potential to set up a cost-escalation fund that will enable CDOT to more efficiently respond to rapid cost fluctuations on approved projects.
- Additional Highway Safety Improvement Program (HSIP) funds are added to the Plan, with a specific amount allocated to each CDOT Region to augment funding to existing 10-Year Plan projects with eligible safety elements.
- Changes to the Regions' project lists, as negotiated within the planning regions, were reviewed.
- The Region project tables will be updated to specifically identify the rural pavement funding projects.
- The Final Draft 10-Year Plan will be presented to TC in August and will then be considered for adoption in September.

#### **3. Greenhouse Gas (GHG) Compliance Update (Commissioner Hickey, Rebecca White and Theresa Takushi) – [Timestamp 00:48:56](#)**

**Purpose & Action:** This workshop provided an overview of the compliance strategy for CDOT to meet the GHG Pollution Standard (GHG Planning Rule). No action requested, for information only.

**Discussion:**

- CDOT’s travel demand modeling outputs estimated Vehicle Miles Traveled (VMT), which is then converted to measurements of GHG emissions based on the EPA Moves model. Travel model data, obtained through controlled surveys, are validated to properly represent the traveling public, and the survey methodology is adjusted as needed to obtain the best sample data possible.
- CDOT also relies on some Big Data sources to help validate whether the outcomes of the model are most likely providing realistic results.
- Staff will begin looking at scenarios of future regionally significant projects that will enable the model to project beyond the current 10-Year Plan time horizon to enable 2040 and 2050 emission projections.
- Because the success of meeting emission reduction targets is going to necessitate the adoption of significant new electric vehicles (EV), CDOT will continually monitor how closely EV adoptions follow current estimates. The reductions will also depend upon other traveler behavior changes, such as work from home, bike and pedestrian travel, rural tele-health growth, and others.
- Current model outputs indicate that the current Plan achieves the 2025 targets, and achieves about 75% of the 2030 targets for emission reduction. Staff will bring to the TC next month further discussions on how we’ll achieve those targets.
- Modeling standards have now been set up, and the state’s Metropolitan Planning Organizations (MPOs), supported by CDOT’s statewide travel model, and the MMOF funding granted to them for modeling, can achieve equivalent caliber of travel modeling capabilities.

**4. GHG Rules Update – Appendix A Amendments (Herman Stockinger and Sari Weichbrodt) – Timestamp [01:47:16](#)**

**Purpose & Action:** To update the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (“the Planning Rules”) 2 CCR 601-22, to clarify that for plans adopted before October 1, 2022 that fail to meet the required GHG reduction levels, the restriction on funds includes both the statutory restriction on MMOF and the rule restrictions on Congestion Mitigation & Air Quality (CMAQ), Surface Transportation Block Grants (STBG), and CDOT 10-Year Plan Funds. The Rule is not as clear as it could be in this regard, and some stakeholders have interpreted the restriction of funds to only be for the MMOF and not the other funds listed in the Rule. During the Permanent Rulemaking process, CDOT also anticipates making several small, non- substantive changes to the GHG Rule.

**Discussion:**

- TC will consider adoption of an emergency rule adoption, to become effective immediately. A permanent rule process will then be opened simultaneously to effectuate these changes permanently.
- The restriction on use of funds that would apply if the reductions are not met would not affect spending of funds on non-regionally significant projects in rural areas of the state.

**5. Rural Transit – Workshop Roadshow (Amber Blake) – Timestamp [01:59:39](#)**

**Purpose & Action:** This workshop provided an update on rural transit operations in Colorado and introduced the three rural transit agencies who will be participating in the Rural Transit Roadshow presentation. No action is required at this time.

**Discussion:**

- Guest transit representatives from the City of La Junta, Steamboat Springs, and the Northeast Colorado Association of Local Governments (NECALG) presented overviews of the services they provide.

**6. Office of Environmental Justice & Equity – EDI Commissioner Vasquez, Marsha Nelson, Greg Diehl, Anna Mariotti, Brian Fauver, Marie Nakagawa, and Jun Arcilla) – Timestamp [02:30:06](#)**

**Purpose & Action:** CDOT is in the process of updating its 3-year Disadvantaged Business Enterprise (DBE) goal methodology for the Federal Transit Administration (FTA) for FFY 2023-2025, which is separate from the DBE goal methodology for FHWA that was presented to the TC last year. CDOT’s DBE goal methodology for FTA is



100% race-neutral, which means that CDOT does not set DBE contract goals on FTA-assisted contracts. The DBE goal methodology must receive concurrence from the TC prior to submission to FTA on August 1, 2022.

**Discussion:**

- Staff provided an overview of Civil Rights compliance programs being monitored by the Civil Rights and Business Resource Center and also short and long-term opportunities to expand equity initiatives beyond compliance, and the resources that would be needed to support that transition.
- The presentation provided Commissioners with additional information related to the updated goal methodology and explained the differences between FHWA and FTA funded contracting opportunities. The FTA 3-year DBE goal methodology will be presented to the TC for approval on Thursday, July 21, 2022.
- Now that CDOT's new Chief Equity Officer has had the opportunity to ascertain the program's needs and some goals and strategies, subsequent conversations will be had with TC to discuss potential staffing and resources that would support those efforts.

**Workshops concluded at 5:10pm.**

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**Regular Meeting - Thursday, July 21, 2022, 9:00 am to 10:30 am**

**Recording Link (YouTube):**<https://youtu.be/eilK2sBzU8s>

**1. Call to Order, Roll Call**

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

**2. Public Comments – [Video link 00:01:46](#)**

Provided to the Commission in writing prior to the meeting:

- Matt Scherr, Eagle County Commissioner and Colorado Communities for Climate Action (CC4CA) representative, urged strong implementation of GHG emission reduction mitigation measures such as rural transit and land use-based solutions.
- Tom Easley, of CC4CA, thanked the TC for adoption of the GHG Rule and for Policy Directive (PD) 1610 that provides guidance for implementation with the mitigation measures having the most potential to lower VMT, such as rural transit.
- Tricia Canonico, Fort Collins City Council Member, requested an aggressive approach to reducing GHG in the 10-Year Plan Update given the high costs of climate change that are already becoming apparent.
- Matt Frommer, Southwest Energy Efficiency Project (SWEEP), thanked CDOT for their hard work on the GHG rule, and urged the Commissioners to think of the 2030 GHG targets as a minimum floor goal. Matt asked that the mitigation action plan focus on opportunities to promote more efficient land use.

**3. Comments of the Chair and Individual Commissioners – [Video link: 00:18:50](#)**

- Commissioners commented on various topics including the monumental efforts associated with work to comply with the GHG Rule, the 10-Year Plan Update process, cost challenges, and projects within their districts.

**4. Executive Director's Management Report (Shoshana Lew) – [Video link 00:54:15](#)**

- Executive Director Lew commented on how hard staff has been working across the state to keep projects moving forward, as well as all the work to keep roads safe in the midst of mudslides that have occurred.

- A number of project milestones were announced, including: completion of concrete reconstruction on SH179, rural paving of SH149, Central 70 nearing completion, and I-70 Floyd Hill work is progressing.
- 5. Chief Engineer’s Report (Steve Harelson) – [Video link 00:58:00](#)**
- US550/US160 project is making great progress
  - Central 70 major traffic switch moved forward last weekend and is anticipating project completion to come in under budget.
  - The American Association of State Highway and Transportation Officials (AASHTO) is considering changing bridge inspection standards to allow risk-based inspections, to reduce burden for newer bridges at low risk.
  - Recommended read/book of the month is: *Billionaire Wilderness* by Justin Farrell
- 6. Colorado Transportation Investment Office (CTIO) (Formerly HPTE) Director’s Report (Piper Darlington) – [Video link: 1:06:40](#)**
- No CTIO Board meeting is happening this month
  - CTIO released a request for qualifications (RFQ) for the commercial tolling back office, and received a lot of interest to date.
  - The Westbound I-70 Mountain Express Lane opened for tolling on July 7, 2022.
  - The Central 70 Transportation Demand Management (TDM) services project that is led by CTIO has a final report that will be provided to TC. This program will transition into the tolling equity program.
  - The Tolling Equity Program will be implemented in the near future.
  - The CTIO-led an effort to create a monitoring process for public private partnership (P3) contracts.
  - The ROADIS proposal was received and the CTIO leadership is reviewing it with CDOT Region 1 and Region 4 staff.
- 7. FHWA Division Administrator’s Report (Andy Wilson) – [Video link: 1:13:10](#)**
- Andy commented on the great Central 70 project progress.
  - Attended an Infrastructure Summit on the Infrastructure Investment and Jobs Act (IIJA) and it provided an opportunity to learn more about the processes involved, and the funding available through the new grant programs.
  - The Notice of Funding Opportunity (NOFO) for the Bridge Investment Program and the Safe Streets and Roads for All Program have been released.
  - The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant awards are anticipated to be announced soon, August 12, 2022.
- 8. Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski) – [Video link: 1:18:50](#)**
- STAC expressed concerns about where funding would come from for the mitigation needed to comply with the GHG Rule.
  - The 10-Year Plan Update is nearing completion and staff will clarify in August what types of IIJA programs are accounted for in the funding for the 10-Year Plan.
  - Staff clarified that the Environmental Protection Agency (EPA) ruling is not applicable to the GHG Rule, because the Rule was not established under the authority of the Clean Air Act.
- 9. Discuss and Act on Consent Agenda – [Video link: 1:29:45](#)**
- A Motion by Commissioner Hall to approve, and seconded by Commissioner Hickey, passed unanimously.

- a. a Proposed Resolution #1: Approve the Regular Meeting Minutes of June 16, 2022 (Herman Stockinger)
- b. Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- c. Proposed Resolution #3: Santa Fe/470 Maintenance Site Storm Drainage Easement (David Fox)
- d. Proposed Resolution #4: Legislative Highway Memorial Designations (Andy Karsian)
- e. Proposed Resolution #5: MMOF Match Reduction Request (Rebecca White and Michael Snow)
- f. Proposed Resolution #6: Adoption of Commission Committee Assignments (Herman Stockinger)

**10. Discuss and Act on Proposed Resolution #7: 1st Budget Amendment of FY 2023**

**(Jeff Sudmeier and Bethany Nicholas) – [Video link: 1:30:30](#)**

A Motion by Commissioner Garcia to approve, and seconded by Commissioner Adams, passed unanimously.

**11. Discuss and Act on Proposed Resolution #8: 1st Budget Supplement of FY 2023**

**(Jeff Sudmeier and Bethany Nicholas) – [Video link: 1:33:00](#)**

A Motion by Commissioner Bracke to approve, and seconded by Commissioner Hall, passed unanimously.

**12. Discuss and Act on Proposed Resolution #9: Adoption of Emergency Rules to 2 CCR 601-22**

**(Herman Stockinger and Sari Weichbrodt) – [Video link: 1:37:41](#)**

A Motion by Commissioner Vasquez to approve, and seconded by Commissioner Hickey, passed unanimously.

**13. Discuss and Act on Proposed Resolution #10: Authorize Opening of Permanent Rules for 2 CCR 601-22 and Appointment of a Hearing Officer (Herman Stockinger and Sari Weichbrodt)**

**– [Video link: 1:40:12](#)**

A Motion by Commissioner Stuart to approve, and seconded by Commissioner Hickey, passed unanimously.

**14. Recognition –**

- None

**15. Other Matters – [Video link: 1:41:55](#)**

Commissioner Hall clarified that Commissioners can expect a report from the CDOT Audit Division on the Alternative Delivery Program Audit later this fall.

**16. Meeting Adjourned: 10:48am**



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

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

## Memorandum

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**TO: Transportation Commission**

**FROM: Lauren Cabot**

**DATE: August 5, 2022**

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

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

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

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

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





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

Attachments IGA Approved Project List





# COLORADO

## Department of Transportation

Division of Maintenance & Operations  
425C Corporate Circle  
Golden, CO 80401

### TRANSPORTATION COMMISSION REQUEST

**TO:** Transportation Commission  
**FROM:** John Lorme, Director of Maintenance & Operations  
**CC:** Herman Stockinger, Deputy Director and Director of Policy

**DATE:** AUGUST 5, 2022  
**SUBJECT:** FY 23 Maintenance Project List

#### Purpose

The Maintenance Sections have identified projects valued at between \$150,000 and \$250,000 for construction in FY 23. The resolution details additions to project locations, type, and dollar value.

#### Action Requested

Per CRS 24-92-109, and PD 703.0 require CDOT to prepare estimates of proposed work exceeding \$150,000 up to \$250,000 for Transportation Commission approval prior to undertaking the work.

#### Background

The program allows the Maintenance Sections the flexibility to react to current needs by treating individual segments of highways showing distress.

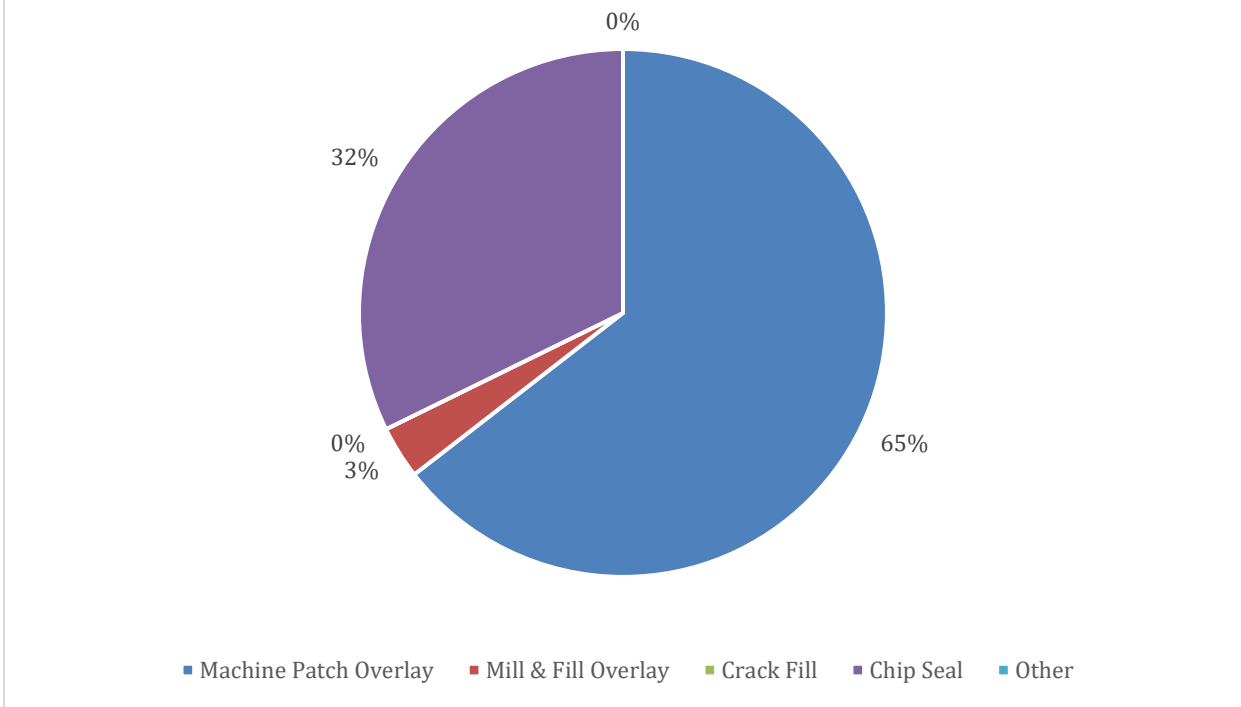
Sufficient funds exist within the appropriate MPA's to pursue these projects. The projects are in accordance with the directive and all other requirements. The Division of Maintenance & Operations recommends approval of the FY 23 over \$150,000 project list.

#### Key Benefits

Approval of these projects will allow the Maintenance forces to proceed with these projects ensuring the safety and mobility of the traveling public and enabling the continuation of commerce along the state highway system.



### Fiscal-Year-to-Date Percentage for Each Project Category



#### Next Steps

Upon approval, the Maintenance forces will proceed with construction of these projects in FY 23.

#### Attachments

Resolution for Transportation Commission Approval - Includes Project List





**MEMORANDUM**

**TO: THE TRANSPORTATION COMMISSION**  
**FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER**  
**DATE: AUGUST 18, 2022**  
**SUBJECT: DISPOSAL OF I-25 PARCELS 4-EX, 6-EX, 8-EX, AND 9-EX**

**Purpose**

CDOT Region 2 is proposing to dispose of Parcels 4-EX, 6-EX, 8-EX, and 9-EX, comprising 136,780 sq. ft. (3.14 acres) of right of way that is no longer needed for transportation or maintenance purposes. The property will be conveyed at fair market value in accordance with C.R.S. 43-2-210(5).

**Action**

CDOT Region 2 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 136,780 sq. ft. (3.14 acres) of right of way that is no longer needed for transportation or maintenance purposes.

**Background**

Parcels 4-EX, 6-EX, 8-EX, and 9-EX were acquired in 2012 for the design-build realignment project at I-25 and Ilex St. in Pueblo, CO. The final alignment and design left these excess parcels that CDOT no longer needs, as no highway improvements have been or will be built on the parcels. The project participated in a voluntary cleanup through the Colorado Department of Public Health and Environment, due to the level of soil contamination in the project area. Parcels 4-EX, 6-EX, and 9-EX are under environmental covenants, restricting their use and requiring a materials management plan for any excavation. These covenants are recorded and will run with the land. CDPHE is aware of CDOT's intention to dispose of these parcels and is coordinating with CDOT in the process. The Attorney General's Office has approved Notices of Environmental Use Restrictions for the parcels, which will be disclosed to potential purchasers.

Parcel 4-EX only has value to one abutting owner, who desires to purchase the parcel for fair market value. He is aware of the environmental covenants. Parcels 6-EX, 8-EX, and 9-EX have value to more than one adjacent owner and will be sold for fair market value using the right of first refusal process prescribed by C.R.S. 43-1-210(5). Parcels 8-EX and 9-EX will be sold together.

**Next Steps**

Upon approval of the Transportation Commission, CDOT will sell the parcels in accordance with C.R.S. 43-1-210(5). CDOT will execute quitclaim deeds to convey the subject properties in exchange for fair market value. The deeds will be recorded in the office of the Pueblo County Clerk and Recorder. Funds from the disposal shall be disbursed in accordance with Section 7.2.16 of the CDOT Right of Way Manual.

**Attachments**

Exhibits Depicting the Disposal Property





17666 - Ilex Disposals

9-EX 8-EX

4-EX

6-EX





MEMORANDUM

TO: TRANSPORTATION COMMISSION (TC)  
 FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT  
 DATE: AUGUST 18, 2022  
 SUBJECT: HINSDALE COUNTY MATCH REDUCTION REQUEST, MULTIMODAL  
 TRANSPORTATION & MITIGATION OPTIONS FUND

**Purpose**

To consider a request from Hinsdale County for a reduction of the required Match Funding Rate on a local Multimodal Transportation & Mitigation Options Fund (MMOF) project.

**Action**

CDOT Staff recommends the Transportation Commission adopt a Resolution to eliminate the Match Funding Rate requirement on Hinsdale County’s proposed MMOF project.

**Background**

The MMOF program, governed by Title 43-4-1103(1) of the Colorado Revised Statutes, requires projects to be funded by other matching sources in an amount that is equal to or greater than the MMOF award. The TC is also permitted to adopt a formula for reducing or exempting this minimum 50% match requirement for local governments or agencies due to their size or any other special circumstance. In December 2021, the TC adopted Resolution 2021-12-10 which automatically reduced or eliminated these match requirements for the majority of Colorado’s counties and cities. The formula, which is based on economic indicators that demonstrate the fiscal hardship of local governments, grants counties and cities either a match rate reduced to 25% or it eliminates their match requirement altogether.

In addition to reducing match requirements by formula, the statutes permit the TC to grant further match reductions beyond this formula on individual projects if those reductions are recommended by CDOT staff. Applicants seeking reduced match rates beyond those given by the TC formula must obtain the approval and support of the TPR awarding the local MMOF funds in their planning region based on a demonstration of special circumstances or economic conditions.

The Gunnison Valley TPR has submitted a request for reduced match rates on a project awarded to Hinsdale County indicating it has determined the eliminated rate is justified and in the best interest of their region and the applicant.

Attached to this memo is the Gunnison Valley TPR’s and the applicant’s supporting documents submitted on behalf of the project described below:

Planning Region	Sponsor	Project Name	Required Match Rate	Requested Match Rate
Gunnison Valley TPR	Hinsdale County	County Road 30 bike/ped lane install and chip seal	25%	0%

**Recommendation**

Unless particularly unique circumstances exist, CDOT Staff generally defer to the TPRs as the Local MMOF awarding agency to determine the best use of its allocated MMOF funding and to determine the merits of individual match reductions beyond



those granted by the TC formula. Therefore, CDOT recommends the TC adopt the proposed Resolution granting the eliminated match rate.

**Options**

- Adopt the proposed Resolution approving the recommended Match Funding Rate elimination
- Deny the Match Funding Rate elimination

**Attachments**

Draft TC Resolution

TPR/MPO Chair letter supporting match reduction

Project applicant letter requesting and justifying match elimination





STATE OF  
COLORADO

Snow - CDOT, Michael <michael.snow@state.co.us>

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## Reduction in Match

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**Dcn Vince Rogalski** <vrogal@montrose.net>  
To: "Snow - CDOT, Michael" <michael.snow@state.co.us>  
Cc: Michelle Haynes <mhaynes@region10.net>

Sat, Jul 16, 2022 at 2:45 PM

Michael:

The Gunnison Valley Transportation Planning Region Officially supports the request of Hinsdale County for a reduction in match to 0%. The project is titled "Hinsdale County Road 30 Bike Lane Installation and Chip Seal Overlay". The TPR approved the original request at the TPR meeting on May 12, 2022 (that was for reduction to 10%) recorded in the Minutes of that date. The Project was approved with a discussion of a revision of the original Match reduction to 0% which is forthcoming. The project approval occurred at the TPR Meeting of July 14, 2022.

Vince Rogalski  
Chair: Gunnison Valley Transportation Planning Region  
Cell: 970-209-0380





311 N. Henson St. Lake City, Colorado 81235 970-944-2225 [www.hinsdalecountycolorado.us](http://www.hinsdalecountycolorado.us)

July 20, 2022

Transportation Commission of Colorado, Colorado Department of Transportation (CDOT)  
Multi-Modal Opportunity Fund (MMOF) full waiver match request from Hinsdale County

Hinsdale County respectfully requests a full waiver of the required 25% match for the MMOF grant request submitted to chip-seal 4 miles of County Road 30 installing bike/pedestrian lanes.

- Hinsdale County is 96% public land. With such a limited private property tax base, we rely on grant funding assistance. The tourist-based economy relies on outdoor recreational opportunities and creates direct impacts on infrastructure such as access roads.
- The tourism-seasons of 2020 and 2021 saw an increase of 40-50% tourist traffic above historical numbers while international travel was limited. This substantial increase in tourism further impacted degraded infrastructure. The year-round population for Hinsdale County is 771 with the estimated second-home, summer population of 3,000 and approximately 150,000 visitors.
- The 2019 300-year avalanche events and subsequent potential flooding incidents created significant damage to County roadways. The State of Colorado and federal partners assisted with emergencies; additional spending of Hinsdale County's reserves was required.
- The Town of Lake City has been identified as a Disadvantaged Community (DAC) per Colorado Department of Public Health & the Environment (CDPHE) guidelines for Water & Sewer projects and following grant hearings for reduced match.
- Hinsdale County received a daycare construction grant under the Community Development Block Grant (CDBG) program following an income survey of users (51%+ low to moderate).
- The Hinsdale County RE-1 School District has Free and Reduced Lunch program for 35% of enrolled and qualified students.
- Hinsdale County has been identified as a Rural Enhanced Enterprise Zone which comes with tax-incentives for qualifying organizations/businesses due to economic conditions.
- Hinsdale County received a waiver of required match with Search and Rescue (SAR) state of Colorado grants during the 2022 grant cycle.
- Hinsdale County received a reduced match to 10% for a backcountry ambulance following a financial audit for the Emergency Medical and Trauma Services (EMTS) program for Colorado.
- Hinsdale County's Road & Bridge department conducted reshaping and widening road work and preparation estimated at \$75,000 value and anticipates traffic control and assistance during this proposed project valued at \$100,000.

Thank you for your consideration of this request.

Respectfully,

  
Kristine Borchers, Commissioner

  
Robert Hurd, Commissioner

  
Greg Levine, Commissioner

cc: Michelle Haynes, Region 10; Vince Rogalski, Gunnison Valley Transportation Planning Region (TPR)



# COLORADO

## Department of Transportation

Division of Transit & Rail

2829 W. Howard Place 4<sup>th</sup> Floor  
Denver, CO 80204

TO: Transportation Commission  
FROM: Amber Blake, Director, Division of Transit and Rail  
DATE: August 18, 2022  
RE: Rail Abandonments and the Potential for Rail Acquisitions Report to TLRC (SB 37 Report)

### Purpose

Required by Senate Bill 37 (SB 37), the Executive Director makes a report to the Transportation Legislation Review Committee (TLRC) of the State Legislature each year. This memo summarizes the report findings and recommendations.

### Action

Act on Consent Agenda, Proposed Resolution #6

### Background

Each year the SB 37 Report provides an update on possible rail line abandonments and opportunities for rail line acquisitions.

### Details

**Burnham Yard (UP):** CDOT and Colorado High Performance Transportation Enterprise (HPTE), d.b.a. Colorado Transportation Investment Office (CTIO) successfully negotiated the purchase with UP to acquire the Burnham Yard. After some delays brought on by the COVID-19 pandemic, HPTE was successful in obtaining financing for the purchase price and closed on the property on May 19, 2021. Under the deal, CDOT will pay UP \$50 million for the property, with CDOT and HPTE each providing \$7.5 million—for a total of \$15 million—and the remainder being financed through a bank loan. Since the purchase, CDOT has assumed responsibility for the property and has completed an initial cleanup and preservation of historic structures.

CTIO, in partnership with CDOT and the FRPR Team plans to begin environmental, planning, and engineering efforts starting in summer of 2022. This will involve design of the realigned Consolidated Main Line (CML), environmental impacts determination and mitigation, local small area planning in coordination with the City and County of Denver, and coordination with RTD for the eventual sale of right-of-way on the eastern face of the property. This planning and engineering effort is partially funded and will proceed to the extent that the current funding permits.

*Recommendation: As CDOT and Colorado Transportation Investment Office (CTIO) work to begin the planning and engineering efforts supporting the potential relocation of the Consolidated Main Line (CML) through the former Burnham Yard, CDOT HQ and Front Range Passenger Rail staff will continue to monitor and support those efforts.*

**Tennessee Pass (UP):** Although no freight has been shipped across the full Tennessee Pass Line since 1996, recent conversations with the UP indicate that they do not intend to abandon this line in the near future. The Royal Gorge Route Railroad currently offers scenic, tourist rail trips on 12 miles of the Tennessee Pass Line west of Cañon City. CDOT often receives inquiries from parties interested in operating commuter and/or tourist operations on the line. Additionally, the line is considered desirable by bicyclists as a rail-to-trail corridor and was identified as one of 16 priority trails by Governor Hickenlooper in 2016. The Department of Natural Resources has also been working to make use of the line's right-of-way by "railbanking" which would allow interim use of the property for biking while preserving the right-of-way for future resumed rail use. Any arrangements by UP to resume freight service on the line would preclude other uses such as railbanking.

In December 2020, Colorado Midland & Pacific Railway Company (CMP), a subsidiary of Rio Grande Pacific Corporation, entered into a commercial agreement with UP for the potential use of the corridor for commuter passenger services over the pass. However, CMP's filing for common carrier authority was rejected by the U.S. Surface Transportation Board (STB) on March 25, 2021, over environmental and safety concerns. CMP stated that they are currently reviewing the ruling and considering the next steps.

*Recommendation: CDOT is recommending continued monitoring of activities on the Tennessee Pass. CDOT will closely monitor the progress of any developments. If this line is abandoned, the state should consider purchasing it to preserve for freight and/or passenger service in the future.*

**Fort Collins Branch Line (UP):** The Fort Collins Branch line is a line that runs southeast from Fort Collins to Milliken and Dent, then east to La Salle. It is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor and was identified as part of the preferred alternative in the North Front Range Transportation Alternatives Feasibility Study (NFRFAS, March 2000). This line does not appear to be at risk of abandonment at this time. However, it should be noted that this branch line was not included in the Preferred Alternative of the North I-25 Environmental Impact Statement (EIS) (December 2011), though that EIS recommends a new commuter rail line connecting the commuter rail line in Longmont and the north end of the RTD FasTracks North Metro Line.

*Recommendation: CDOT should continue to monitor activities on the Fort Collins Branch Line. If this line is abandoned, the state should consider purchasing it to preserve for freight and/or passenger service in the future.*

**San Luis & Rio Grande Railroad:** In September 2019, SLRG was placed in receivership, which is an alternative to bankruptcy during which SLRG continued operating. Leading up to receivership, SLRG had struggled with rising maintenance needs and logistics difficulties with access to the national rail network. In late 2019 the receivership was ended and SLRG was placed into involuntary bankruptcy. Communications with the bankruptcy trustee in September 2021 indicate that negotiations with a potential buyer are at the final stages and the sale of SLRG is expected to be complete in mid to late 2022. The new owner will continue freight operations and determine if there is any potential for revival of passenger excursion service.

*Recommendation: CDOT will continue to monitor this railroad as it continues to move through the sale process. Should the sale of the Railroad successfully occur, the state should reach out to the new owner and explore ways to support them to improve the state of good repair and ensure future success on the line.*

#### Next Steps

CDOT staff will continue to monitor and report on abandonment activity and potential rail line acquisitions, notifying the Executive Director and Transportation Commission as appropriate, should any activities occur prior to the next annual report. As appropriate, the Executive Director will advise the Governor and the State Legislature.

#### Attachments

Previous SB 37 reports can be found on the CDOT web site at:

<https://www.codot.gov/programs/transitandrail/plans-studies-reports/report-to-the-transportation-legislation-review-committee-on-rail-abandonments-and-the-potential-for-rail-line-acquisitions>





**REPORT TO THE TRANSPORTATION LEGISLATION  
REVIEW COMMITTEE  
ON  
RAIL ABANDONMENTS  
AND THE POTENTIAL FOR RAIL LINE  
ACQUISITIONS**

**PREPARED BY  
THE COLORADO DEPARTMENT OF TRANSPORTATION**



**COLORADO**  
Department of Transportation

**SEPTEMBER 2022**



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## INTRODUCTION

The purpose of this report is to provide the Transportation Legislation Review Committee (TLRC) with the Colorado Department of Transportation's (CDOT) report on rail abandonments and recommendations relative to possible rail line acquisitions. This is the 25th report submitted by the Executive Director of CDOT to the TLRC on rail abandonment pursuant to 43-1-1303 (3) C.R.S.

Over the course of the past year, there have been a few notable developments pertaining to rail abandonments or potential rail line acquisitions within Colorado.

As reported in previous SB 37 Reports, Union Pacific (UP) Railroad's Burnham Yard in central Denver holds great potential opportunities in the yard, adjacent tracks, and surrounding right-of-way and property, prompting CDOT and the Colorado High Performance Transportation Enterprise (HPTE), (d.b.a. Colorado Transportation Investment Office (CTIO)) to purchase the property in May 2021. The primary purpose of the acquisition is to enable potential improvements to the transportation infrastructure in central Denver, notably including increased capacity for Regional Transportation District's (RTD) light rail lines, future development opportunities for the City and County of Denver, and preservation of right-of-way for future Front Range Passenger Rail, and mitigation of critical safety and congestion concerns on Interstate 25. Such an expansion is predicated on the relocation of the Consolidated Main Line (CML).

The Tennessee Pass Line, also owned by UP, is included in this report. UP has not expressed any intentions of abandoning the line, even though it has not operated freight trains on the line in many years. However, several groups, both private and public, have inquired about utilizing the line for tourist train operations and bicycle trails. One group, who has entered into a commercial agreement with UP, is currently in the process of reviewing their rejected application by the U.S. Surface Transportation Board (STB) over environmental and safety concerns, and refile in the future for potential passenger operations. UP's Fort Collins Branch remains in this report as well, but no changes in its status have occurred in the past year.

South-central Colorado's San Luis & Rio Grande (SLRG) Railroad, owned by Iowa Pacific Holdings, was placed in receivership in September 2019, and was involuntarily placed into bankruptcy at the end of 2019, with the line operating normally throughout the bankruptcy process. Sale to a potential buyer is expected to be complete in 2022. The buyer will continue freight operations on the railroad. The short line freight railroad plays a critical role in the region's economy, with shipments of agricultural and mining products and rail car storage.

Many of the general rail planning activities, which have appeared in prior reports, are no longer included in this report. Rail planning activities are documented in the 2018 State Freight and Passenger Rail Plan, which was approved by the Transportation Commission of Colorado in August 2018 and accepted by the FRA in December 2018. An update to the Rail Plan is kicking off in 2022 and will be completed in mid-2023.

**Part I** provides **Background Information** on Colorado’s rail system and Legislative and Transportation Commission actions. **Part II** describes **Abandonment Activities**, which have occurred over the past year. **Part III** lists the **Recommendations** of CDOT.

## PART I: BACKGROUND

### Rail System in Colorado

The Colorado rail system currently includes both a freight rail network and a limited passenger rail network. The role of the railroads and rail transportation in the state is to provide efficient and safe transportation choices for the movement of goods and people while connecting effectively to other transportation modes. The rail system in the state is an interconnected component of much larger regional, national, and global multimodal transportation systems and economies.

Rail infrastructure in Colorado provided the first major addition of transportation infrastructure to the Rocky Mountain west, as lines were initially constructed south from Cheyenne to connect to Denver. Mining and agricultural booms helped the network expand and lay the foundation for much of the cities and towns in the Front Range and across the state.

Currently, 14 privately owned freight railroads operate in Colorado. These railroads own more than 2,800 miles of track in the state and currently operate on 2,684 miles of those tracks. This represents about 1.9 percent of the nation's 140,000 miles of network track. The extent of this network is also reflected in the fact that 48 of Colorado's 64 counties are directly served by the freight rail network. There are two Class I railroads in Colorado, BNSF Railway and Union Pacific (UP). Combined, they operate over 80 percent of the freight track miles and carry most of the rail freight in the state.

In addition, there are 12 short line railroads in Colorado comprising 20 percent of freight track miles in the state. They primarily provide localized service with connections to the Class I railroads. They principally serve the agricultural industry, as well as the oil & gas industry, and are very valuable assets to both local and statewide economies.

The passenger rail system in Colorado is presently very limited. Outside of the Regional Transportation District's (RTD) light rail and commuter rail lines in the Denver metro area, Amtrak and Rocky Mountaineer Railroad provide passenger rail service through the state

Amtrak's two passenger routes use existing freight tracks and rely on freight railroad infrastructure to be maintained and/or upgraded for efficient service. These two routes are:

- The California Zephyr, which runs daily between Chicago and San Francisco. Colorado stops include Fort Morgan, Denver, Fraser/Winter Park, Granby, Glenwood Springs, and Grand Junction. This service operates over UP track from Utah to Denver, and BNSF Railway track eastward of Denver.
- The Southwest Chief runs daily between Chicago and Los Angeles. Colorado stops include Lamar, La Junta, and Trinidad. Much of this service operates over BNSF Railway track.

The Rocky Mountaineer Railroad, a Canada-based company, began offering its Rockies to the Red Rocks luxury passenger rail service in 2021. The company launched the route with a preview season of 40 departures across 10 weeks, from August 15 to October 23, 2021. It runs on existing freight railroads. It is a two-day journey between Denver, Colorado and Moab, Utah with an overnight stop in Glenwood Springs, Colorado.

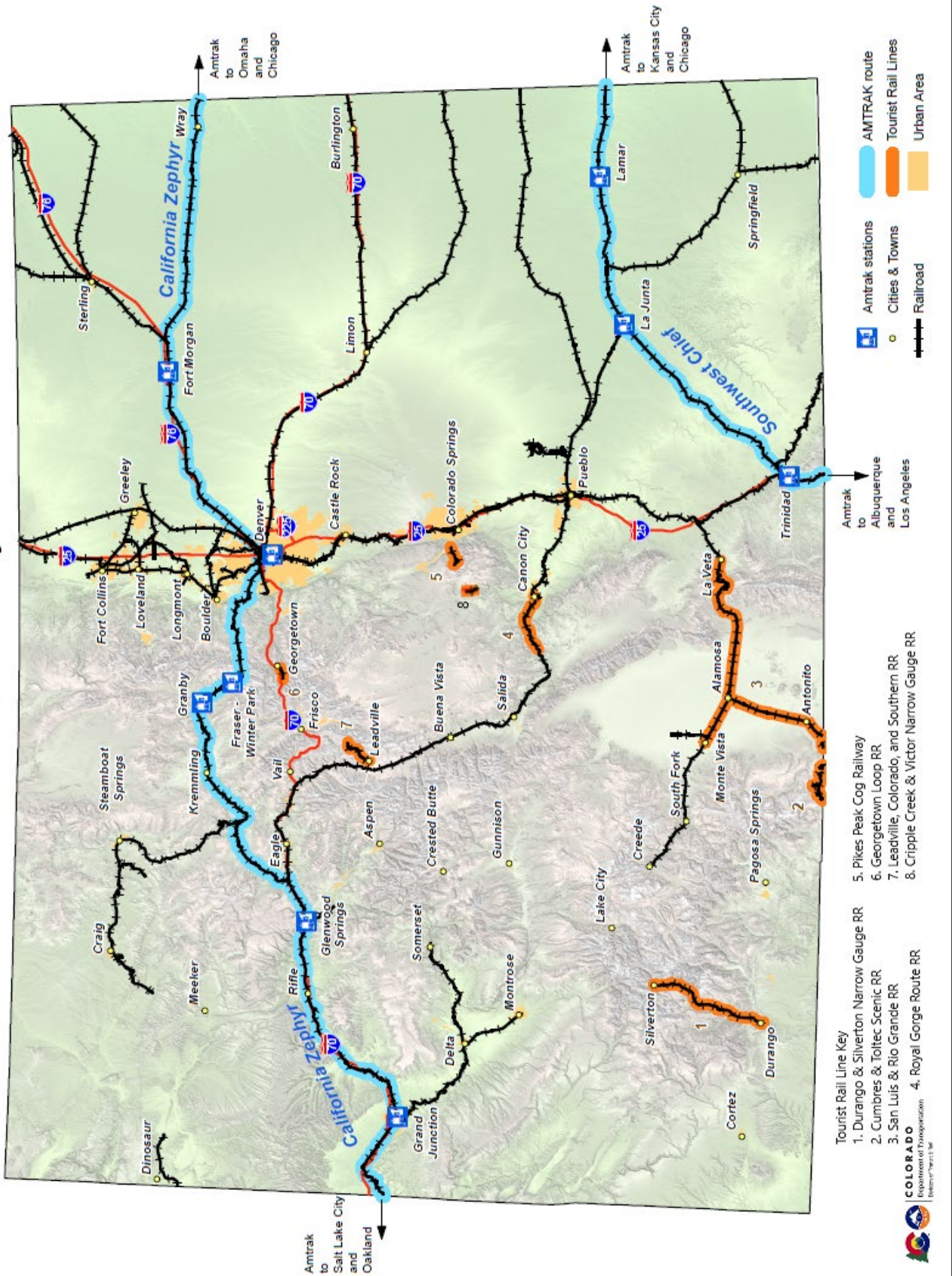


Colorado had two additional Amtrak routes discontinued in 1997 due to reductions in federal funds. These two trains were the Pioneer, operating between Denver and Seattle, and the Desert Wind, operating between Denver and Los Angeles by way of Salt Lake City and Las Vegas.

Colorado has eight tourist railroads that showcase Colorado's history and offer trips through Colorado's scenic outdoors. These scenic & tourist lines are in Cripple Creek/Victor, Durango/Silverton, Georgetown, Leadville, Manitou Springs/Colorado Springs, Cañon City, Alamosa, and one between Antonito and Chama, New Mexico. Most of the tourist railroads were temporarily closed due to the COVID-19 pandemic but resumed service in the summer of 2021. One tourist railroad—the Rio Grande Scenic Railroad—suspended service indefinitely in 2019 while its parent company is in bankruptcy.

The Manitou & Pikes Peak Cog Railway closed during the 2018 season due to disrepair. The railway officially reopened May 20, 2021, with entirely rebuilt track, new rolling stock, and a remodeled depot complex and summit station. The schedule of service varies according to the season. During the summer 2021 season, the railway operated 8 am to 9 pm, with departures every 40 minutes until 5:20 pm.

# Colorado Rail System



## Colorado Legislative Actions

### 1997 SB 37 / CRS 43-1-13-3: CDOT Report to Legislature

In 1997, the General Assembly enacted Senate Bill (SB) 37, concerning the disposition of abandoned freight and passenger railroad rights-of-way in Colorado. According to this legislation and resulting state statute (CRS Title 43, Part 13 - Acquisition of Abandoned Railroad Rights-of-Way, 43-1-1303 rev. 2013), an existing rail line, railroad right-of-way, or an abandoned railroad right-of-way is eligible for acquisition by CDOT, if the Executive Director determines it serves one or more of the following purposes:

- (1) Preservation of the rail line for freight or passenger service;
- (2) Maintenance of a rail corridor for future transportation purposes or interim recreational purposes;
- (3) Access to surrounding state manufacturing facilities, agricultural areas, or other locales that may be adversely affected by the loss of rail service or loss of railroad corridor; or
- (4) Any public use of the rail line or railroad right-of-way that is compatible with the future use as a railroad or other transportation system.

The legislation also requires the Transportation Commission of Colorado (Transportation Commission) to review any property determined to be eligible for acquisition and approve the acquisition before the Executive Director submits the prioritized list of rail lines or rights-of-way to be acquired to the Transportation Legislation Review Committee (TLRC) ((43-1-1303) (2)). CDOT Policy Directive 1607 (PD 1607) and the State Freight & Passenger Rail Plan, both described further below, are Transportation Commission and staff-level implementation of the SB 37 legislation.

43-1-1308 C.R.S., states, “the members of the TLRC shall make a written report setting forth its recommendations, findings, and comments as to each recommendation for the acquisition of railroad rights-of-way and their uses and submit the report to the General Assembly.”

43-1-1301(3) C.R.S., stipulates that the “Executive Director shall submit a prioritized list with recommendations to the TLRC concerning the railroad rights-of-way or rail lines to be acquired by the state and their proposed use.”

### 2017 SB 17-153 / CRS 43-4-1001: Southwest Chief and Front Range Passenger Rail Commission

On May 22, 2017, Governor Hickenlooper signed into law this replacement and expansion of the former Southwest Chief Commission. In addition to CRS 43-4-1001, the bill amended sections of law pertaining to the relationship of this Commission with CDOT. See 24-1-128.7 8(a) and 8(b).

This SWCFRPR Commission had a two-part responsibility:

- (1) Assume and complete the mission of the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair & Maintenance Commission,

as it existed prior to July 1, 2017, by continuing to coordinate and oversee efforts by the State and local governments and cooperate with the states of Kansas and New Mexico, Amtrak, and BNSF Railway to ensure that the track repairs and upgrades required for the continuation of existing Southwest Chief Rail Service in Colorado are completed, that such service is extended to Pueblo, and that benefits of extending such service to Walsenburg are fully explored; AND

- (2) Facilitate the future of Front Range Passenger Rail and, in so doing, to specifically develop draft legislation to facilitate the development of a Front Range passenger rail system that provides passenger rail service in and along the Interstate 25 (I-25) corridor and that is a well-integrated component of a modern, efficient, and cost-effective multimodal transportation system.

More information on the Southwest Chief & Front Range Passenger Rail Commission's work can be found at these websites:

<https://www.codot.gov/about/southwest-chief-commission-front-range-passenger-rail>

<https://www.frontrangepassengerrail.com/>

The Front Range Passenger Rail District succeeded the Southwest Chief and Front Range Passenger Rail Commission after its creation in May 2022 (see below).

### **2021 SB 21-238 / CRS 32-22-102: Creation of Front Range Passenger Rail District**

On June 30, 2021, Governor Polis signed into law the creation of The Front Range Passenger Rail District as the successor to the SWCFRPR Commission. This bill allowed for the creation of a rail district along the Front Range, the largest special district in the state, for the purpose of designing, developing, financing, constructing, operating, and maintaining an interconnected passenger rail system along the Front Range.

The area that comprises the district extends from Wyoming to New Mexico and includes:

- The entirety of the City and County of Broomfield and the City and County of Denver;
- All areas within Adams, Arapahoe, Boulder, Douglas, El Paso, Huerfano, Jefferson, Larimer, Las Animas, Pueblo, and Weld counties that are located within the territory of a metropolitan planning organization (MPO);
- All areas within Huerfano, Las Animas, and Pueblo counties that are not located within the territory of a MPO and are located within a county precinct that is located wholly or partly within five miles of the public right-of-way of I-25; and
- All areas within Larimer and Weld counties that are not located within the territory of a MPO and are located within a county precinct that is north of the city of Fort Collins and is located wholly or partly within five miles of the public right-of-way of I-25.

The district is governed by a Board of Directors that is composed of:

- Six voting members appointed by the Governor and confirmed by Senate

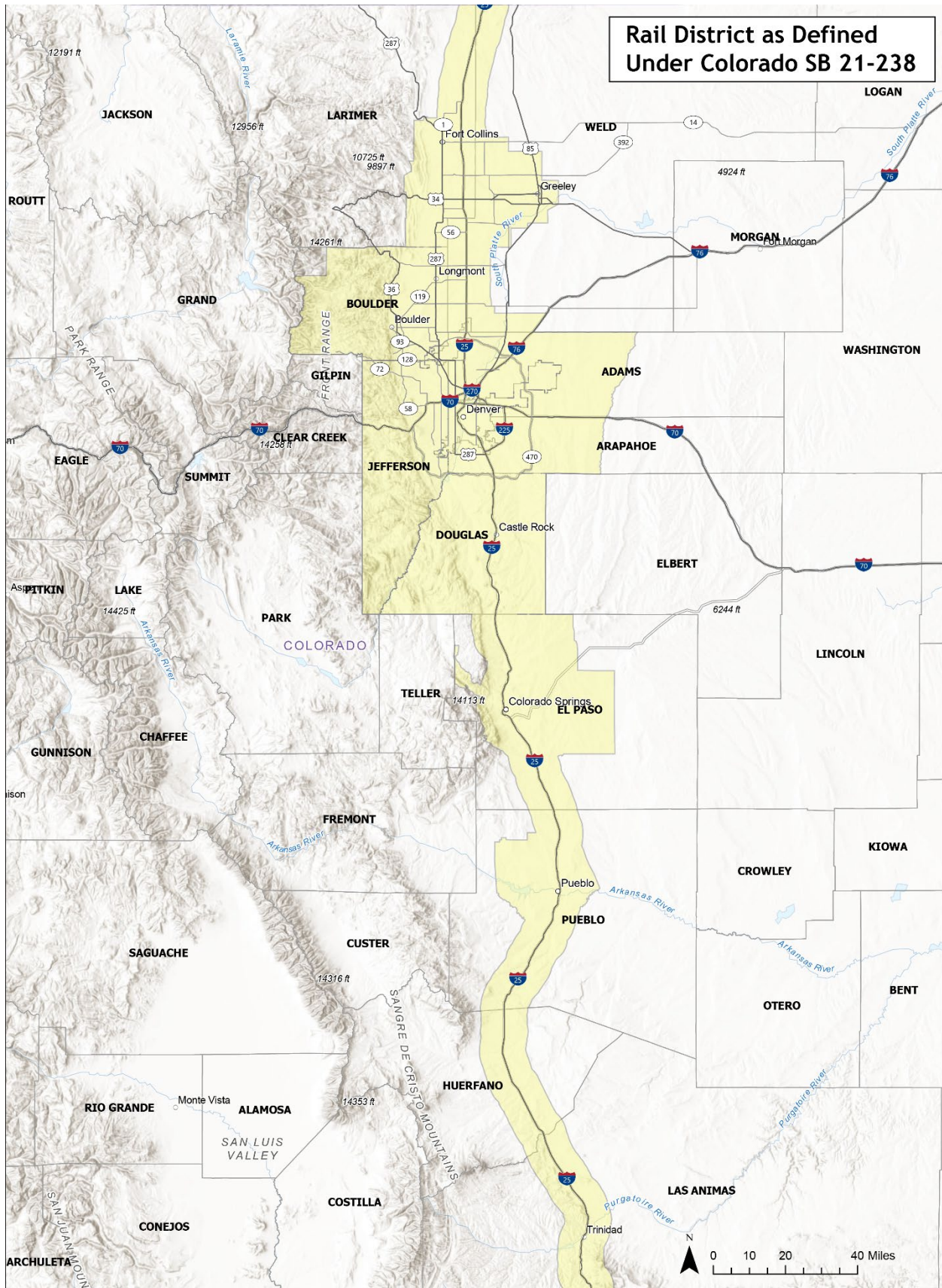


- 10 voting MPO/COG representatives confirmed by Senate:
  - Four members from MPOs representing more than 1.5 million residents (DRCOG)
  - Four members from MPOs representing more than 500,000 residents (PPACG, NFRMPO)
  - One member from PACOG
  - One member from SCCOG
- One voting director appointed by the CDOT Executive Director
- Multiple non-voting members:
  - BNSF Railway
  - Union Pacific Railroad (UP)
  - Amtrak
  - Regional Transportation District (RTD)
  - I-70 Mountain Corridor Coalition
  - Wyoming
  - New Mexico

The Board of Directors of the rail district has the ability to:

- (1) Ask voters who reside within the district to vote on sales and use taxes;
- (2) Create station area improvement districts to cover the cost of construction, operation, and maintenance of the station, but only with approval of property owners within a two-mile radius of the proposed station;
- (3) Enter into public-private partnerships; and
- (4) Employ its own personnel and contract with public or private entities for the operation and maintenance of the Front Range Passenger Rail.

The Board of Directors has begun meeting and is proceeding through the early steps for organizational development and creation. For more information, see <https://www.frontrangepassengerrail.com/frpr>.



## Past Transportation Commission Actions

*The Transportation Commission believes that certain significant rail corridors represent an irreplaceable state transportation resource and that it is critical to preserve them because once they are lost, the cost of recreating equivalent corridors in the future will be prohibitive.*

In June 2000, the Transportation Commission first approved a **Rail Corridor Preservation Policy, also known as CDOT PD 1607**. The policy directive was updated and approved by the Transportation Commission in August 2014. As updated, PD 1607 states the reasons why rail transportation is important to Colorado.

To facilitate a more comprehensive examination of which rail corridors are of interest to the state, the Transportation Commission directed CDOT staff to identify significant rail corridors. In November 2000, CDOT prepared a list of **State Significant Rail Corridors**, which were adopted by the Transportation Commission as part of the Statewide Transportation Plan. The criteria used to identify these State Significant Rail Corridors included existing and potential future demand for passenger and freight services and local/regional support for the preservation of the corridor.

CDOT is responsible to maintain the Colorado Freight and Passenger Rail Plan (FPRP), which was last updated in 2018. Federal Railroad Administration requirements mandate each state's plan to be updated every four years. The Rail Plan serves as a framework for future freight and passenger rail planning in Colorado. It contains the most recent information concerning the forecasted growth of freight and passenger rail operations and includes an updated short-term (four-year) investment plan, and a long-term (20-year) investment vision. The Rail Plan identifies the state's priority strategies and actions to implement them. The updated Rail Plan is expected to be completed by mid-2023.

## **PART II: ABANDONMENT ACTIVITY “WATCH LIST”**

When a rail line is not economically viable to operate, the result is often either (1) the sale of the line, usually from the two Class I railroads (Union Pacific (UP) and/or BNSF Railway), to small, regional railroad companies; or (2) a formal request for abandonment to the U.S. Surface Transportation Board (STB) by the owner of the rail line. Rather than abandon a line, a larger railroad company will usually solicit bidders for the purchase of the line by a short line operator or regional railroad to maintain rail service along the line. These smaller railroad companies usually have lower operating costs and do not need the same volume of business on the line as the larger railroads to be profitable.

The ability to respond quickly to a potential abandonment can be an important factor in ensuring corridor preservation: once a Request to Abandon has been formally filed with the STB, abandonment can take place in as little as 90 days.

The issue of rail lines being abandoned is of statewide importance due to the impact these abandonments may have on the remainder of the transportation system. As lines are lost, the freight that was being moved by rail must then be moved by truck, causing additional deterioration (e.g., pavement surface condition and/or increased traffic volumes) of the local roadways and/or state highways. In addition, some businesses cannot survive without access to a rail line, thereby causing these businesses either to relocate to another area in the state or to move out of state, resulting in negative local or statewide economic impacts. The loss of a rail line additionally precludes the potential for passenger service to be added as a multi-modal transportation choice. In addition, once a railroad corridor is abandoned, it is unlikely it will be returned to rail service or be available for any transportation purpose, especially if the rail tracks are salvaged and the right-of-way is sold or reverts to adjoining property owners.

CDOT will continue to monitor short line railroads in the state to ascertain their current financial status and to examine the prospects for their continued survival because they continue to be an important part of Colorado’s future.

### **Burnham Yard (UP)**

In November 2015, UP made the decision to close and sell the Burnham Shop repair yard in central Denver due to a decline in coal shipments and a desire to consolidate maintenance activities. Adjacent to the Burnham Yard, in the area between US-6 and Alameda Avenue, is Interstate 25 (I-25) which has been identified by both the Valley Highway Environmental Impact Statement (Valley Highway EIS) and the I-25 Central Planning and Environmental Linkages Study as having a need for both additional capacity and geometric changes to correct short weaves and merges. The ability to implement these improvements to I-25 is significantly constrained by the Consolidated Main Line (CML) to the east and the South Platte River to the west.

The Burnham Yard site provides an opportunity to realign the CML away from I-25 and into the former yard site, freeing up right-of-way and providing opportunity to secure additional right-of-way for future rail projects of both Regional Transportation District (RTD) and potential Front Range Passenger Rail.





- Smaller local or early-action projects may also be necessary to correct some issues at low cost, and can provide improvements to corridor permeability without precluding future projects; and
- CDOT's purchase of the Burnham Yard from UP would facilitate the relocation of the CML and industrial businesses nearby to accommodate improvements to I-25.

The relevance to CDOT's broader mission and partners of this site are as follows:

- For RTD, it is of importance to their ability to expand light rail operations. To expand service for both central downtown and Denver Union Station destinations, RTD needs four main tracks in this area. Although RTD does not need the entire Burnham Yard site, it would benefit from a right-of-way purchase west of, and along the existing light rail and Mariposa facility site.
- For intercity / Front Range commuter rail purposes, a 60- to 80-foot right-of-way would be required. This can be co-located with the realigned CML but would need to have sufficient tracks to accommodate both FRPR and freight trains without delaying either. This would be in addition to RTD's needs.
- Private railways also stand to gain from a relocation of the CML, which would eliminate major at-grade crossings over Kalamath and Santa Fe Streets. The elimination of these crossings would also improve traffic flow and safety for drivers using those streets, which are major commuter routes into and out of downtown Denver.
- It is also of importance because it could potentially relieve freight train stoppages through commercial and residential properties in Lower Downtown Denver. Freight rail shipments stage or hold trains in or near downtown to sequence the movements of trains south of Denver, over Monument Hill / Palmer Divide.

### Acquisition

CDOT Region 1 and the Colorado High Performance Transportation Enterprise (HPTE), doing business as the Colorado Transportation Investment Office (CTIO) successfully negotiated the purchase with UP to acquire the Burnham Yard. After some delays brought on by the COVID-19 pandemic, HPTE purchased the property on May 19, 2021. Under the deal, CDOT will pay UP \$50 million for the property, with CDOT Region 1 and HPTE each providing \$7.5 million—for a total of \$15 million—and the remainder being financed through a bank loan. Since the purchase, CDOT has assumed responsibility for the property and completed an effort of cleanup and preservation of historic structures.

### Next Steps

In partnership with the Office of Economic Development and International Trade (OEDIT), CDOT and CTIO have initiated a planning study to identify technically feasible alignment options, identify early environmental impacts and begin early planning efforts to identify remnant parcels and secure right of way for rail infrastructure. Additional planning and environmental efforts will continue after this study, in close coordination with the Front Range Passenger Rail project and local stakeholders.

## **Tennessee Pass Line (UP)**

The Tennessee Pass line runs 178 miles from near Gypsum, through Eagle, Edwards, Avon, and Minturn, under Tennessee Pass (by tunnel) and along the Arkansas River via Leadville, Buena Vista, Salida, and Cañon City to Pueblo. The Tennessee Pass line has been identified as significant to CDOT because of its potential to carry both passengers and freight, and because it is the only existing trans-mountain alternative in Colorado to the Moffat Tunnel line, which often runs near capacity. The Tennessee Pass Line may serve as an alternate route as trans-mountain rail demand grows due to increased development on the Western Slope or if the Moffat Tunnel were damaged or closed for any reason. Such an event would have a significant impact on Colorado, particularly on the Western Slope, since the railroads would be forced to move freight through Wyoming.

The Royal Gorge Route Railroad currently offers scenic, tourist rail trips on 12 miles of the Tennessee Pass Line west of Cañon City. CDOT often receives inquiries from parties interested in operating commuter and/or tourist operations on the line. Additionally, the line is considered desirable by bicyclists as a rail-to-trail corridor and was identified as one of 16 priority trails by Governor Hickenlooper in 2016. The Department of Natural Resources has also been working to make use of the line's right-of-way by "railbanking" which would allow interim use of the property for biking while preserving the right-of-way for future resumed rail use. Any arrangements by UP to resume freight service on the line would preclude other uses such as railbanking. Although no freight has been shipped across the full Tennessee Pass Line since 1996, recent conversations with the UP indicate that they do not intend to abandon this line in the near future.

In December 2020, Colorado Midland & Pacific Railway Company (CMP), a subsidiary of Rio Grande Pacific Corporation, entered into a commercial agreement with UP for the potential use of the corridor for commuter passenger services over the pass. However, CMP's filing for common carrier authority was rejected by the STB on March 25, 2021, over environmental and safety concerns. CMP stated that they are currently reviewing the ruling and considering the next steps.

## **Fort Collins Branch Line (UP)**

The Fort Collins Branch line is a line that runs southeast from Fort Collins to Milliken and Dent, then east to La Salle. It is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor and was identified as part of the preferred alternative in the North Front Range Transportation Alternatives Feasibility Study (NFRTAFS, March 2000). This line does not appear to be at risk of abandonment at this time. However, it should be noted that this branch line was not included in the Preferred Alternative of the North I-25 Environmental Impact Statement (December 2011), though that EIS recommends a new commuter rail line connecting the commuter rail line in Longmont and the north end of the RTD FasTracks North Metro Line. Recent conversations with the UP indicate that they do not intend to abandon this line in the near future. CDOT will continue to monitor activities on this rail line, but it will not be considered a potential line for acquisition until such time as conditions may warrant.

## **San Luis & Rio Grande Railroad (Iowa Pacific)**

The San Luis & Rio Grande Railroad (SLRG) runs west from a connection with the UP Railroad at Walsenburg, Colorado, over the Sangre de Cristo Mountains at La Veta Pass and into the San

Luis Valley. At Alamosa, the railroad splits with a branch extending south to Antonito, Colorado just north of the New Mexico border, and northwest to South Fork. SLRG owns approximately 150 route miles of track, 126 miles of which are currently operated. Scenic passenger service was also offered on the line by the Rio Grande Scenic Railroad (RGSR) from 2006 to 2019, but the service was ended indefinitely when the SLRG went into receivership.

In September 2019, SLRG was placed in receivership, which is an alternative to bankruptcy during which SLRG continued operating. Leading up to receivership, SLRG had struggled with rising maintenance needs and logistics difficulties with access to the national rail network. In late 2019 the receivership was ended and SLRG was placed into involuntary bankruptcy. Communications with the bankruptcy trustee in September 2021 indicate that negotiations with a potential buyer are at the final stages and the sale of SLRG is expected to be complete in 2022. The new owner will continue freight operations and determine if there is any potential for revival of passenger excursion service.

## Southwest Chief

Amtrak's long-distance route, the Southwest Chief, is included in this 2022 SB37 report to highlight completed projects to replace and update track infrastructure to secure the safe operation of this route.

The following projects are underway or have been funded to rehabilitate BNSF Railway track used by the Southwest Chief in Colorado. These projects use a combination of funding from FRA, state DOTs, and other partners:

- 2017 TIGER IX FRA grant for the Amtrak Southwest Chief Stabilization Project in Kansas, Colorado, and New Mexico. This \$25.2m project is complete.
- 2018 CRISI FRA grant to install Positive Train Control (PTC) on tracks from Dodge City, Kansas, to Las Animas, Colorado. This \$11.45m project is complete.
- 2020 FRA CRISI grant to update the rail infrastructure between Trinidad, Colorado and Lamy, New Mexico. This project is being led by the New Mexico DOT and will partially complete critical replacement of track to secure safe operation of the route over Raton Pass.
- 2021 RAISE grant to restore the BNSF La Junta Subdivision of the Southwest Chief. Scope includes design and construction. Trinidad is the grantee and is in early planning stages.

## Towner Line

While not presently under the direct concern for abandonment, the Towner Line has been subject to review and action in relation to service at the Surface Transportation Board.

The Towner Line runs from Towner, CO to NA Junction, where the line intersects with the BNSF Pueblo Subdivision. The line was initially built by Missouri Pacific (MoPac) and became property of the Union Pacific with the purchase of the MoPac in 1997.

See the 2017 and preceding SB-37 reports for details on the sequence of events of CDOT Acquisition, then lease, then attempts to abandon by the lessee, resulting in the eventual sale of the line to the Colorado Pacific Railroad.



The Colorado Pacific Railroad initially contracted with the Kansas & Oklahoma Railroad (a subsidiary of Watco) to operate the Towner Line, an extension of K&O operations ending in Towner. Colorado Pacific chose not to renew this operating contract in December of 2021 and is beginning operations on the line themselves.

On April 21, 2022, Kansas & Oklahoma Railroad, (K&O), filed a petition with the STB under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to discontinue service over the Towner Line. This petition to the STB would end the common carrier obligation of K&O, with the Colorado Pacific beginning operations independently. No customers would be without service, and the line would not be abandoned.

## PART III: RECOMMENDATIONS

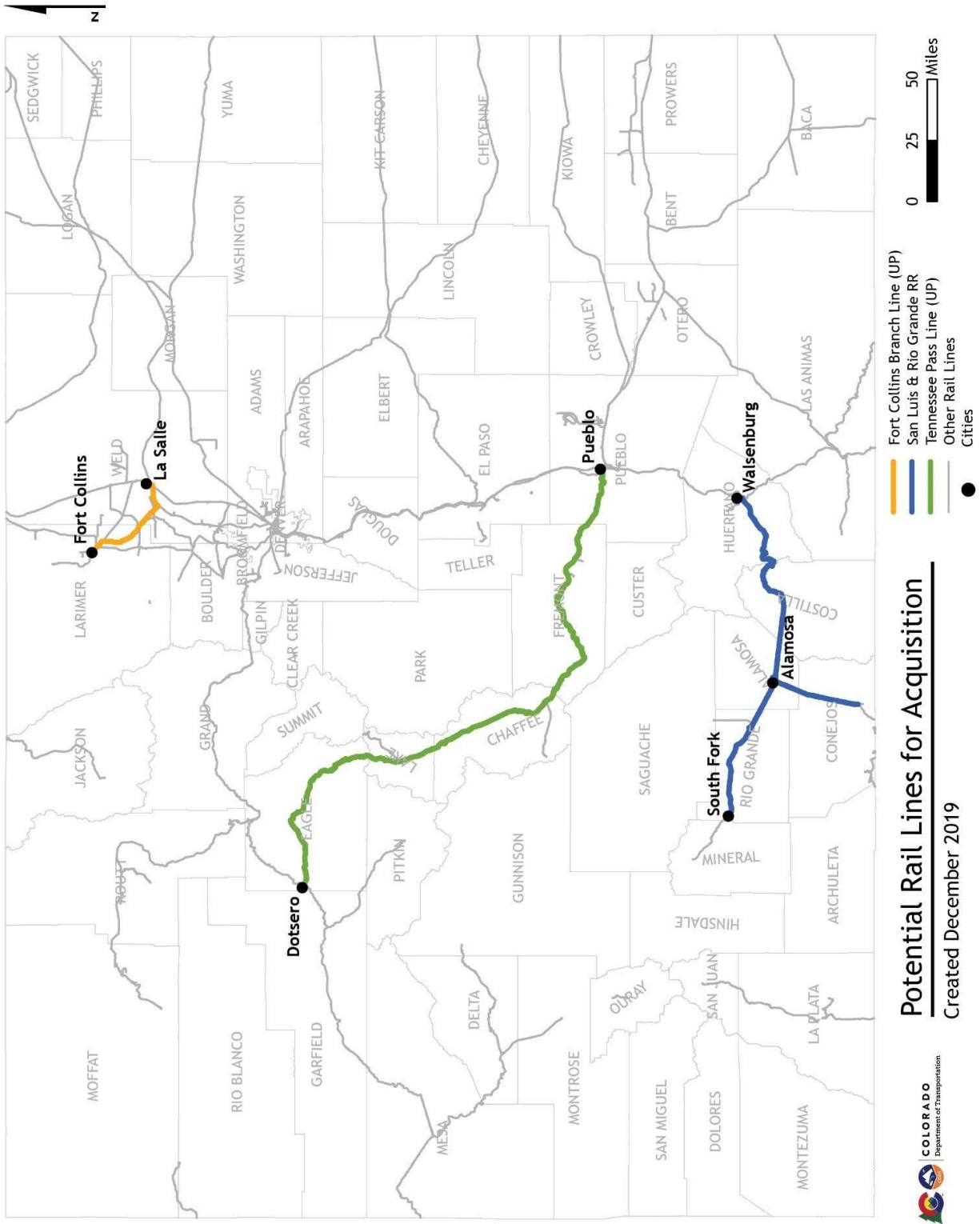
There are no major rail lines in Colorado which have been abandoned in the past year that impact the state's transportation system. CDOT is recommending the following actions as noted below:

### Abandonment/Acquisition Recommendations

CDOT and CTIO should advance work on planning and engineering efforts in support of the potential relocation of the Consolidated Main Line (CML) through the former Burnham Yard.

In addition, CDOT should monitor activities on the Tennessee Pass and the Fort Collins Branch Lines. While there is no indication that Union Pacific (UP) will abandon these lines in the near future, the Tennessee Pass Line has not been used for freight movements in over 15 years and interest has been expressed for other uses, such as passenger train service and a bicycle trail. An application by the Colorado Midland & Pacific Railway Company (CMP) to the Surface Transportation Board was rejected in 2021, and they are reviewing next steps in their plans for future operations on the Tennessee Pass line. CDOT will closely monitor the progress of any developments. *If either of these lines is abandoned, the state should consider purchasing them to preserve them for freight and/or passenger service in the future.*

The sale of the San Luis & Rio Grande Railroad is expected to be complete by mid to late 2022. CDOT will continue to monitor this railroad as it continues to move through the sale process. *Should the sale of the Railroad successfully occur, the state should reach out to the new owner and explore ways to support them to improve the state of good repair and ensure future success on the line.*



**TO:** Transportation Commission of Colorado  
**FROM:** Chief Equity Officer, Marsha Nelson  
**DATE:** 8.18.22  
**SUBJECT:** FTA 3-YEAR DBE GOAL FOR FFY 2023-2025

### Purpose

CDOT is in the process of updating its 3-year DBE goal methodology for the Federal Transit Administration (FTA) for federal fiscal years (FFY) 2023-2025, which is separate from the DBE goal methodology for FHWA that was presented to the Transportation Commission last year. CDOT's DBE goal methodology for FTA is 100% race-neutral, which means that CDOT does not set DBE contract goals on FTA-assisted contracts. CDOT is requesting concurrence from the Transportation Commission with the proposed goal of 2.44%.

### Action

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### Next Steps

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### Attachments

Draft Transportation Commission Resolution for the adoption of DBE Goals on FTA-funded contracts for FFY 2023-2025.

Small Business and Diversity Committee Meeting Minutes – July 2022



## Small Business and Diversity Committee Meeting Minutes - July 20, 2022

Meeting called to order by meeting chair Commissioner Vasquez

### Members present:

Chair- Commissioner Vasquez  
Commissioner Adams  
Commissioner Beedy  
Commissioner Garcia  
Commissioner Hickey  
Commissioner Holguin  
Steve Harleson - CDOT Chief Engineer  
Marsha Nelson - CDOT Chief Equity Officer  
Anna Mariotti - Civil Rights & Business Resource Center  
Jun Arcilla - Civil Rights & Business Resource Center  
Marie Nakagawa - Civil Rights & Business Resource Center  
Chessie Price - Civil Rights & Business Resource Center  
Amber Blake - Division of Transit & Rail  
Jeff Sudmeier - CDOT Chief Financial Officer

**Topic:** Triennial FTA Statewide DBE Goal Methodology

**Presenter:** Jun Arcilla

**Overview:** Explaining the process for setting the triennial FTA statewide DBE goal and next steps for adopting the methodology.

- Overview of DBE program
- Overview of setting Triennial FTA DBE goal
  - FFY23-25 set at 2.44% with public comment period ending 7.21.22
  - Outlined the differences between FTA & FHWA funds and how those differences are seen in the triennial DBE goals
- Questions
  - Commissioner Holguin: How did we do against the 2.5% goal?
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    - Marsha: That's a great question. We are working on this. I'll discuss later in the presentation, but I am working on creating equity toolkits statewide, particularly through Local Agencies, that help firms understand the

importance of getting certified. We can also partner with other organizations, absolutely.

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- Jeff: CDOT FTA funds received are about \$40 million dollars per year, most of which are not directly administered by CDOT. So, whatever target you set here, it's more about local agencies complying than CDOT.
  - Jun: Yes. Also, certain FTA expenditures are excluded. Such as buying buses.
  - Amber: I also want to touch on expenditures that are not eligible DBE opportunities, such as printing services & signage. I'm excited that we can start to look at DBE goals for grant opportunities. We don't know that funding now, so we can't include it in our methodology at this point but will be looking at them.

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- Commissioner Bracke: That’s understandable. Is there a way to incentivize firms working on projects?
  - Jun: Often times people associate the DBE program with contract goals. FTA program is currently race neutral which means we don’t set DBE goals on FTA contracts. We are open to discussing incentives.
  - Anna: We’ll get into the ESB program in a little bit. We, as a state agency, have much more room to utilize that program, but it requires time and resources. We have the rules and framework in place, but need resources.
- Masha: Commissioner Adams, I hear you 100%. I think higher goals are great, but it’s also an issue of ensuring capacity and availability is there. I don’t want to put a goal on a project that is so high it is unsuccessful. That’s why it’s important to work with CDOT staff and local agencies on how to build other small business programs and build the pool for all of us.

**Topic:** Sustainable Equity Beyond Compliance

**Presenters:** Marsha Nelson & Anna Mariotti

**Subtopics:**

Understanding Civil Rights Compliance - Anna Mariotti

- Current structure includes project delivery compliance and external programs
- Compliance changes, it evolves, as laws change. For example, SB 19-196 now requires certified payroll on all CDOT projects, regardless of funding type.
  - When you look at this as “check the box”, these boxes are constantly moving.
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- If all you are doing is meeting compliance, then you haven’t even addressed equity. That is what I hope this branch is able to do, go beyond compliance. Thank you to Director Lew and the commission. By creating this branch and this position, what you have done is plant a seed. It’s the start of going beyond compliance.

- I represent CDOT on the Environment Justice (EJ) Task Force. There are many recommendations on how organizations work on EJ. I am learning the process and how it is directly tied to our community. It's essential that we define equity as an agency.
- Create the foundation
  - How do we define transportation equity for our agency & how do we apply it to all areas, it is not a vacuum.
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  - Building & supporting internal & external stakeholders
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- Sustainable Equity Ecosystem
  - This is the goal
  - Compliance feeds this ecosystem because equity & compliance work together.
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- Civil Rights compliance is 1/3 of this branch. You can see areas where we can build our ESB program. It has been built but how do we improve it?
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### Questions/Comments

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- Commissioner Beedy: We as an agency need to make sure we are streamlining things so small businesses can meet new and changing requirements.

**Meeting adjourned**

**TO:** Transportation Commission of Colorado  
**FROM:** Chief Equity Officer, Marsha Nelson  
**DATE:** 8.18.22  
**SUBJECT:** FTA 3-YEAR DBE GOAL FOR FFY 2023-2025

### Purpose

CDOT is in the process of updating its 3-year DBE goal methodology for the Federal Transit Administration (FTA) for federal fiscal years (FFY) 2023-2025, which is separate from the DBE goal methodology for FHWA that was presented to the Transportation Commission last year. CDOT's DBE goal methodology for FTA is 100% race-neutral, which means that CDOT does not set DBE contract goals on FTA-assisted contracts. CDOT is requesting concurrence from the Transportation Commission with the proposed goal of 2.44%.

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Small Business and Diversity Committee Meeting Minutes – July 2022

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**Meeting adjourned**



**MEMORANDUM**

**TO: THE TRANSPORTATION COMMISSION**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**BETHANY NICHOLAS, BUDGET DIRECTOR**  
**DATE: AUGUST 18, 2022**  
**SUBJECT: SECOND BUDGET SUPPLEMENT - FY 2022-2023**

**REGION 4**

\$1,000,000 - Contingency Reserve -WCR 34 over North I-25 (MP 245, Mead Exit, Segment 5) - On August 8, 2022 at approximately 6:00 pm, a truck hauling a backhoe travelling northbound struck the WCR 34 (Structure No. D-17-DC) overpass bridge in lane 2 of I-25. Funds will be used to proceed toward reopening with one lane configuration which includes netting the bridge from below to eliminate debris from falling on I-25 from vibration of live traffic on the bridge deck above. Additionally, barrier and traffic control barricades and signs will be required to provide WB single lane movement across the bridge.

*Per Policy Directive 703.0, this project is being included in the Budget Supplement as it requests the use of Contingency Reserve equal to or greater than \$1 million.*

**Transportation Commission Contingency Reserve Fund Reconciliation  
 Second Supplement FY 2023 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-22	Balance 12S21		\$33,005,416	
July-22	Pending Balance 1S23		\$32,405,631	
	Weld County Road 34 Emergency Bridge Repair	\$ (1,000,000)		Pending
August-22	Pending Balance 2S23		\$31,405,631	

**Transportation Commission Program Reserve Fund Reconciliation  
 Second Supplement FY 2023 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-22	Balance 12S22		\$45,008,409	
July-22	Balance 1S23		\$41,622,106	
	Return of OJT Advancement upon FHWA Reimbursement	\$ 130,273		1000305102/100030535
August-22	Pending Balance 2S23		\$41,752,379	





**Transportation Commission Maintenance Reserve Reconciliation  
Second Supplement FY 2023 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-22	<i>Balance 12S22</i>		<b>\$6,993,697</b>	
July-22	<i>Balance 1S23</i>		<b>\$12,000,000</b>	
	<i>No Pending Requests</i>			
August-22	<i>Pending Balance 2S23</i>		<b>\$12,000,000</b>	



FY 2022-2023 Contingency Reserve Fund Balance Projection		
July		
TC Contingency Balance (Emergencies)	\$32,405,632	
<i>Pending Requests:</i>		
Weld County Road 34 Emergency Bridge Repair	(\$1,000,000)	
Pending August		
TC Contingency Reserve Balance	\$31,405,632	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
I-70 Glenwood Canyon Slides Repayment	\$0	\$14,250,000
Projected FY 2022-2023 YE Contingency Balance	\$31,405,632	\$45,655,632
<i>TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2023</i>	<i>\$6,405,632</i>	<i>\$20,655,632</i>

FY 2022-2023 Program Reserve Fund Balance Projection		
July		
TC Program Reserve Balance	\$41,622,106	
<i>Pending Requests:</i>		
Return of OJT Advancement upon FHWA Reimbursement	\$130,273	
Pending August		
TC Program Reserve Fund Balance	\$41,752,379	
<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 2022-2023 YE Program Reserve Balance	\$59,812,379	\$59,812,379

FY 2022-2023 Maintenance Reserve Fund Balance Projection		
July		
TC Maintenance Reserve Balance	\$12,000,000	
<i>Pending Requests:</i>		
No Pending Requests	\$0	
Pending August		
TC Maintenance Reserve Fund Balance	\$12,000,000	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
Projected FY 2022-2023 YE Maintenance Reserve Balance	\$12,000,000	\$12,000,000





DATE: August 18, 2022

TO: Transportation Commission

FROM: Heather Paddock, P.E. Region 4 Transportation Director

SUBJECT: Emergency Funding Request for WCR 34 over North I-25 (MP 245, Mead Exit, Segment 5)

Purpose

This memo is to provide a summary of the accident that occurred August 8, 2022 and to provide current status of the structural integrity of the bridge, I-25 and the status of our method of handling traffic.

Action

CDOT R4 is requesting \$1 million of emergency funding to restore essential traffic on WCR34.

Background

On August 8, 2022 at approximately 6:00 pm, a truck hauling a backhoe travelling northbound struck the WCR 34 (Structure No. D-17-DC) overpass bridge in lane 2 of I-25. As a result of the impact, the driver of the car following the truck and backhoe was killed from falling bridge debris. Currently, I-25 is open NB and SB, WCR34 is closed across I-25, off and on ramps are operational.

Details

The bridge sustained severe damage to two of the four bridge girders. The bridge is constructed with four continuous parabolic tee girders, integral to the deck and pier caps. Two of the four girders are compromised, representing 50% of the supporting superstructure in span 3. Pavement on mainline I-25 was also damaged because of the backhoe skidding and spilling diesel on the roadway.

Immediately following the accident, I-25 was closed to assess the bridge damage and perform an accident investigation. Sizeable concrete pieces and substantial rebar was pulled from two of the four bridge girders located above the northbound lanes. CDOT maintenance forces were able to cut the rebar and scale the loose concrete. Staff bridge inspected the bridge and determined mainline I-25 traffic would be safe travelling underneath the overpass, but no traffic should travel on WCR 34 over the damaged portion of the bridge until further analysis could be performed.

Region 4 has requested and initiated the use of emergency contracting to restore essential traffic back to a bi-directional configuration. This requested has been authorized by the Chief Engineer and is currently being utilized.





Staff bridge and R4 staff have identified a three phased approach.

Phase 1: Determine if bridge can be opened in a one lane configuration with existing bridge conditions.

Phase 2: Repair the bridge in kind to get two lanes of traffic open, back to its original configuration.

Phase 3: Replace the bridge in kind but to its ultimate location for the future widening of I-25 (seg 5).

It has been analyzed and determined that the bridge is structural sufficient to move to Phase 1 with minimal repair work required. This will include netting the bridge from below to eliminate debris from falling on I-25 from vibration of live traffic on the bridge deck above. Additionally, barrier and traffic control barricades and signs will be required to provide WB single lane movement across the bridge.

The Weld County Road 34 bridge is scheduled to be replaced within the Segment 5 portion of the I-25 corridor project. The time frame for this replacement is within two (2) to four (4) years. Therefore, the Phase 2 portion of this emergency project is being thoroughly evaluated on a cost benefit basis. This cost analysis will influence the determination if Phase 3 is the most cost effective solution. Dependent on analysis Phase 2 or 3 will be requested and implemented under this emergency project.

#### Key Benefits

CDOT R4 maintainance will perform Phase 1 repairs

Providing/restoring primary access to the Town of Mead

Providing continuous access to the traveling public and promenint businesses (FedEx)

Providing safety measures for approximately 84,000 vehicular travelers along the I-25 corridor

#### Next Steps

Upon approval of the Transportation Commission, CDOT will utilize emergency funds to complete Phase 1 and advance design for Phase 2 and/or Phase 3. Emergency funding will be used for construction of Phase 2, if determined a vital and cost effective solution.

#### Attachments

A PowerPoint will be presented at Transportation Commission workshop.







# R2 Clean up Event April 18



**COLORADO**

Department of Transportation



# One Team, One Goal

## Just the Facts

- How it started
- Planning
- Implementation
- 130 Non-maintenance registration
  - ✓ South Program Engineering
  - ✓ Planning and Environmental
  - ✓ Right of Way
  - ✓ Business Office
  - ✓ Traffic
  - ✓ Local Agency
  - ✓ Administration
  - ✓ OIT
  - ✓ Finals
  - ✓ Storeroom
  - ✓ Utilities
  - ✓ Joint Operations Center
  - ✓ North Program Engineering
  - ✓ Permits
  - ✓ Survey
  - ✓ Mechanics
  - ✓ Civil Rights
  - ✓ Materials
  - ✓ Communications
  - ✓ Safety
  - ✓ Executive Management Team







# One Team, One Goal

## Locations

- Pueblo
- Colorado Springs
- Fairplay
- Trinidad
- Lamar
- La Junta

## Road Ways

- I-25
- I-25, US 24
- US 285
- I-25
- US 287
- US 50







# One Team, One Goal

## Locations

- Pueblo
- Colorado Springs
- Fairplay
- Trinidad
- Lamar
- La Junta

## Bags

- 800
- 1174
- 418
- 300
- 300
- 200

3,165







# One Team, One Goal

Thank you! They did a great job in Park County!

Looking good!

Thank you CDOT workers your the best

Your work is greatly appreciated 🙏 thank you for your time and efforts

Thank you to everyone involved!

THANK YOU!!! I just wanted to say THANK YOU SO MUCH for cleaning the litter along the highway, 25 looks 1000x better. I had noticed on my way from work, then heard on the radio about the clean-up and new initiative for sweepers and more frequent clean up. I wish it wasn't an issue, but people are lazy and disrespectful. We (my family included) really appreciate the clean up! :)





# One Team, One Goal



Colorado Department of Transportation worker Jemoah Cross picks up an old gas can alongside Interstate 25. The city of Colorado Springs announced a new initiative to combat litter on Monday amid a cleanup effort in El Paso County. (Photo by Jerilee Bennett, The Gazette)

56° FOX 13 NEWS NOW

**TOP STORIES**

### Trash cleanup on southern Colorado's major roadways

by: Ashley Eberhardt  
Posted: Apr 18, 2022 / 03:55 PM MDT  
Updated: Apr 18, 2022 / 03:55 PM MDT

SHARE

SOUTHERN COLORADO — The Colorado Department of Transportation (CDOT) undertook a massive cleanup effort on Monday from the New Mexico border all the way to Monument, but they are urging the public to help mitigate a growing problem.

CDOT has seen an increase of trash on roadways and heard complaints from the community, and in response, asked a majority of their Region 2 employees to spend a portion of their day collecting trash.

## CDOT sends entire southeast workforce out to clean up trash along I-25



COLORADO SPRINGS, Colo. (KRDO) -- Anywhere you drive along Interstate 25 in Colorado, seems to be littered with trash. The Colorado Department of Transportation says their offices have been inundated with calls about the problem, which is why on Monday — they pulled every worker out of the Southeast Region office to help clean.

- [CDOT FB post](#)
- [Gazette Article](#)
- [KRDO Story](#)
- [KXRM Story](#)
- [KOAA](#)

Colorado Department of Transportation  
April 18 at 4:01 PM

alikin' trash 🧑‍🌾 🧑‍🌾 🧑‍🌾 ... More than 100 non-maintenance employees joined forces with our maintenance crews to collect trash and debris along I-25, US 50, US 285 and US 287 in southeast Colorado today 4/18/2022. Areas covered included Colorado Springs, Pueblo, Trinidad, Fairplay, Lamar and La Junta. Early estimates are #TeamCDOT collected more than 1,000 bags of trash to help kick off #EarthDay celebrations across #ColorfulColorado this week.

In 2021, Southeast CDOT spent over \$1.3 million on trash collection. We would love to spend those dollars elsewhere! Please do your part to keep CDOT maintenance working on roadway safety, not trash collection. Tag your trash, cover your loads, report illegal dumping and get involved with Adopt-a-Highway. More info: <https://www.codot.gov/programs/adopt-a-highway>. #WholeSystemWholeSafety #SoutheastColorado

665 75 Comments 56 Shares





One Team, One Goal

# Thank you!



**Colorado Bridge and Tunnel Enterprise Board**  
**Meeting Minutes**  
**July 21, 2022**

PRESENT:           Yessica Holguin, District 1  
                  Don Stanton, Chair, District 2  
                  Eula Adams, District 3  
                  Karen Stuart, District 4  
                  Kathleen Bracke, District 5  
                  Barbara Vasquez, District 6  
                  Kathy Hall, District 7  
                  Mark Garcia, District 8  
                  Lisa Hickey, District 9  
                  Terry Hart, District 10  
                  Gary Beedy, Vice Chair, District 11

AND: Staff members, organization representatives, and broadcast publicly

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

In June, the Bridge and Tunnel Enterprise Board of Directors:

- Approved Resolution #BTE1: the minutes from the June Board Meeting
- Approved Resolution #BTE2: Bridge & Tunnel Enterprise 1<sup>st</sup> Budget Supplement for FY'23
- Approved Resolution #BTE3: BTE Federal Bridge Improvement Program Grant Funding Commitment





**MEMORANDUM**

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**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: AUGUST 18, 2022**  
**SUBJECT: SECOND SUPPLEMENT TO THE FISCAL YEAR 2022-23 BRIDGE AND TUNNEL ENTERPRISE BUDGET**

**Purpose**

This month the Bridge Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request to establish the construction phase for N-17-AD (I-25 ML southbound over US 160 ML, RR Spur) located in Region 2.

**Action**

Staff is requesting Board approval of Proposed Resolution #BTE-2, the second budget supplement to the Fiscal Year 2022-23 BTE budget.

**Background**

Region 2: To establish the construction phase budget for N-17-AD.

Request to establish the construction phase budget for the replacement of the N-17-AD, I-25 ML SB over US 160 ML, RR Spur. N-17-AD is a top tier structure in the July 2022 BTE Bridge Prioritization Plan with a current substructure rating of “4”. A structural element rating of “4” results in an overall “poor” condition rating and designates the bridge as eligible for BTE funding. Based on the most recent bridge inspection report, the existing substructure shows signs of advanced section loss, concrete deterioration, and spalling. Severe spalling and exposed rebar with corrosion is present at the pier caps, pier columns and crash walls between pier columns. Shear cracking in the pier caps and numerous areas of failing concrete repairs from previous rehabilitation projects have also been documented.

In addition to the poor substructure condition, the bridge deck has documented spalling and cracking with areas of efflorescence and rust staining on the underside of the deck along with exposed rebar. Over the last decade, the structure has required significant maintenance resources to stay in operation. Reconstruction of the bridge will improve safety and operations of the I-25 corridor through southern Colorado by eliminating the need for planned and unplanned (emergency) repairs to the existing bridge and allowing for the deceleration lane for the I-25 southbound to US 160 movement and the bridge shoulders to be constructed to current design standards.



I-25 ML SB over US 160 ML, RR Spur in Huerfano County  
 (Old N-17-AD) (New N-17-ADA) (SAP Project # 22350/1000...)  
 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 2023	FY 2024	FY 2025			
ROW	<i>FASTER Bridge Funds</i>	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 5,511
	<b>Total ROW</b>	<b>\$ 12,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,000</b>	<b>\$ 5,511</b>
Utilities	<i>FASTER Bridge Funds</i>	\$ 241,685	\$ -	\$ -	\$ -	\$ -	\$ 241,685	\$ -
	<b>Total Utilities</b>	<b>\$ 241,685</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 241,685</b>	<b>\$ -</b>
Design	<i>FASTER Bridge Funds</i>	\$ 1,282,500	\$ -	\$ -	\$ -	\$ -	\$ 1,282,500	\$ 1,218,954
	<b>Total Design</b>	<b>\$ 1,282,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,282,500</b>	<b>\$ 1,218,954</b>
Construction	<i>FASTER Bridge Funds</i>	\$ -	\$ 4,227,900	\$ 15,904,700	\$ -	\$ 20,132,600	\$ 20,132,600	\$ 16,502
	<b>Total Construction</b>	<b>\$ -</b>	<b>\$ 4,227,900</b>	<b>\$ 15,904,700</b>	<b>\$ -</b>	<b>\$ 20,132,600</b>	<b>\$ 20,132,600</b>	<b>\$ 16,502</b>
<b>Total Project Budget</b>		<b>\$ 1,536,185</b>	<b>\$ 4,227,900</b>	<b>\$ 15,904,700</b>	<b>\$ -</b>	<b>\$ 20,132,600</b>	<b>\$ 21,668,785</b>	<b>\$ 1,240,967</b>
			Year of Expenditure			Total Request		
			FY 2023	FY 2024	FY 2025			
			\$4,277,900	\$15,452,100	\$402,600		<b>\$20,132,600</b>	

**Next Steps**

Approval of the budget supplement and Proposed Resolution #BTE-2 will provide the necessary budget to allow N-17-AD to proceed to advertisement.





**MEMORANDUM**

**TO: BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: AUGUST 18, 2022**  
**SUBJECT: RESOLUTION TO APPROVE BRIDGE AND TUNNEL ENTERPRISE FEDERAL BRIDGE INVESTMENT PROGRAM GRANT FUNDING COMMITMENT**

**Purpose**

The Statewide Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution committing Statewide Bridge and Tunnel (BTE) funding for the replacement of one BTE eligible structure as state match funding for the USDOT Bridge Investment Program (BIP).

**Action**

Staff is requesting Board approval of Proposed Resolution #BTE 3: Committing BTE funds for the Fiscal Year (FY) 2022 Bridge Investment Program Discretionary Grant Opportunity

**Background**

In June 2022, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the BIP. The BIP provides grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. Staff performed a statewide evaluation to identify projects with the highest probability of award based on the evaluation criteria outlined in the NOFO. Through this process, the project described in this memo was identified as a top candidate for submission. The project was vetted by the Executive Management Team, and is a high priority for Region 5, CDOT, BTE, and other numerous other project stakeholders. Additionally, the project is included in the most recent CDOT 10-Year Plan and aligned with the Department's strategic vision.

The NOFO establishes three BIP funding categories: (1) Large Bridge Projects for projects with total eligible project costs of greater than \$100 million, (2) Bridge Projects for projects with total eligible project costs of \$100 million or less, and (3) Planning Projects for planning, feasibility analysis, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the BIP. Staff is bringing one recommended project for the Bridge Project category to the Board in August due to the upcoming application deadline of September 8, 2022. In July, staff requested, and received Board approval, to commit BTE state match funding for projects in the BIP Large Bridge Project and Planning Project categories. There is no limit to the number of applications that can be submitted for each funding category under the BIP program.

**Details**

**Region 5: US 160 Safety and Mobility Project – Elmore's Corner - US 160 over the Florida River Bridge**

The US 160 Elmore's Corner East project will correct operational and safety problems that have been identified along US 160 from the intersection of US 160 and SH 172 to the intersection of US 160 and La Plata County Road 225. The general purpose of the project as outlined in the 2006 Final Environmental Impact Statement (EIS) is to



increase travel efficiency/capacity to meet current and future needs, to improve safety for the traveling public by reducing the number and severity of accidents, and to control access to the interstate. The project team is currently performing a re-evaluation of the EIS Preferred Alternative that will effectively address the safety, capacity, and mobility issues with a smaller roadway footprint. The total project length is approximately 2.6-miles. Structure P-05-B is bridge within the project limits that will be reconstructed in order to improve safety for the traveling public by addressing the substandard geometry of the existing bridge and incorporating a wildlife underpass as defined in the EIS.

<u>Structure ID</u>	<u>Description</u>	<u>County</u>	<u>Deck Area (sq. ft.)</u>	<u>BTE Prioritization Tier</u>
P-05-B	US 160 ML over Florida River	La Plata	3,541	3rd

Bridge P-05-B is a 3-span steel girder bridge constructed in 1953. The bridge has a cast-in-place concrete deck with an asphalt wearing surface. Although the bridge is not currently in poor condition, it does maintain its eligibility for BTE funds under legacy program criteria. The bridge was rated as functionally obsolete with a National Bridge Inventory (NBI) Item 67 (Structural evaluation) and a NBI Item 68 (Deck geometry), score of 3. According to NBI, a coding score of 3 assigns a description that the bridge is “Basically intolerable, requiring high priority of corrective action”. Although the bridge is rated in the third tier of the BTE prioritization plan, staff recommend accelerating the replacement of the structure to leverage the economies of scale through participation in the larger project and to capitalize on potential grant funding.

BTE staff is requesting \$10M maximum in BTE state match funding to replace bridge P-05-B in combination with the larger US 160 corridor project. Current BTE program forecasts indicate that this project can be accommodated on the current construction schedule (FY2024-25 through FY2025-26) using unprogrammed bridge safety surcharge and SB21-260 bridge and tunnel fee revenues. This project was also included in the Department’s submission for the Multimodal Project Discretionary Grant Opportunity (MPDG) in May 2022. If the project is awarded both grants, the BTE eligibility requirements will limit the Enterprise’s total project contribution to a maximum of \$10M in matching funds.

**Next Steps**

1. CDOT will submit a grant application for the projects in advance of the September 8, 2022, deadline.
2. If a grant is awarded, BTE staff will return to the Board requesting funding as part of the monthly budget supplement process.
3. If a grant is not awarded, CDOT and BTE will evaluate the viability of advancing this project to construction with other funding sources.







**MEMORANDUM**

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**TO: BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: PATRICK HOLINDA, BRIDGE AND TUNNEL ENTERPRISE MANAGER**  
**DATE: AUGUST 18, 2022**  
**SUBJECT: RECOGNITION OF THE NEW BRIDGE AND TUNNEL ENTERPRISE CHAIR, VICE CHAIR, AND SECRETARY**

**Purpose**

The Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution formally recognizing the election of the new Bridge and Tunnel Enterprise (BTE) Chair, Vice Chair, and Secretary.

**Action**

Staff is requesting Board approval of Proposed Resolution #BTE 4, recognizing the election of the new BTE Chair, Vice Chair, and Secretary for 2022-2023.

**Background**

Per the Statewide Bridge and Tunnel Enterprise Board Bylaws (Bylaws), the officers of BTE are identified as a Chair, Vice Chair, and Secretary, which are to be appointed through an annual election held annually in August. The Bylaws stipulate that the Chair and Vice Chair shall be members of the Board and that the Secretary shall not be a member of the Board.

At the June 2022 Transportation Commission (TC) meeting, the TC elected the 2022-2023 TC Chair, Vice Chair, and Secretary. Historically, the TC Chair and Vice Chair also served as the BTE Chair and Vice Chair. In addition, the TC Secretary also historically served as the BTE Secretary.

**Next Steps**

Board approval of the resolution acknowledging the new BTE Chair, Vice Chair, and Secretary for 2022-2023.

