

Colorado Transportation Commission

Schedule & Agenda
February 16-17, 2022

Due to the ongoing COVID-19 Situation,
the Transportation Commission workshops and meeting will occur ONLINE only.

For link to youtube meeting access please see website:
<http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html>

Kathy Hall, Chair

Grand Junction, District 7

Yessica Holquin

Denver, District 1

Don Stanton, Vice-Chair

Arvada, District 2

Eula Adams

Arapahoe County, District 3

Karen Stuart

Broomfield, District 4

Kathleen Bracke

Fort Collins, District 5

Barbara Vasquez

Cowdrey, District 6

Mark Garcia

Pagosa Springs, District 8

Lisa Hickey

Colorado Springs, District 9

Terry Hart

Pueblo, District 10

Gary Beedy

Genoa, District 11

THE CHAIRWOMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

TRANSPORTATION COMMISSION WORKSHOPS

Wednesday, February 16, 2022

- 12:00 p.m. **Executive Session** with Office of State Auditor (OSA) to discuss Performance Audit of CDOT's Alternative Delivery Program (Keith Stefanik and Jeff Sudmeier) – Closed to the public
- 1:00 p.m. FY23 Final Budget Allocation Plan (Jeff Sudmeier and Bethany Nicholas)
- 1:30 p.m. 10-Year Plan Update and Fiscal Constraint and Financial Considerations (Rebecca White and Amber Blake)
- 2:30 p.m. Cottonwood Pass ROW and Conceptual Funding Request (Stephen Harelson)
- 2:45 p.m. FTA 5311 Distribution Methodology (Amber Blake)
- 3:30 p.m. MPO Modeling Support (Rebecca White and Erik Sabina)

- 3:50 p.m. GHG Policy Directive Status Update (Rebecca White)
- 4:10 p.m. OIM Committee Meeting - Mobility Services Projects (Kay Kelly, Lisa Streisfeld, John Featherstone)
- 5:00 p.m. Region 1 - I-70 and Denver West Truck Emergency Escape Ramp (Mike Keleman)
(depending on length of workshops, this may be moved to Thursday after the Bridge and Tunnel Enterprise Board Meeting)
- 5:15 p.m. Adjournment

TRANSPORTATION COMMISSION MEETING

Thursday, February 17, 2022

- 8:00 a.m. Commissioner Breakfast (online only)
- 9:00 a.m. 1. Call to Order, Roll Call
- 9:05 a.m. 2. Public Comments
- 9:20 a.m. 3. Comments of the Chair and Individual Commissioners
- 9:35 a.m. 4. Executive Director's Management Report (Shoshana Lew)
- 9:40 a.m. 5. Chief Engineer's Report (Steve Harelson)
- 9:45 a.m. 6. CTIO (Formerly HPTE) Director's Report (Nick Farber)
- 9:50 a.m. 7. FHWA Division Administrator Report (John Cater)
- 9:55 a.m. 8. STAC Report (Vincent Rogalski)
- 10:00 a.m. 9. Legislative Report (Andy Karsian)
- 10:10 a.m. 10. Act on Consent Agenda
 - a) Proposed Resolution #1: Approve the Regular Meeting Minutes of January 20, 2022 (Herman Stockinger)
 - b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- 10:15 a.m. 11. Discuss and Act on Proposed Resolution #3: 8th Budget Amendment of FY 2022 (Jeff Sudmeier and Bethany Nicholas)
- 10:20 a.m. 12. Discuss and Act on Proposed Resolution #4: 6th Budget Supplement of FY 2022
- 10:25 a.m. 14. Discuss and Act on Proposed Resolution #5: MPO Modeling Support (Rebecca White and Erik Sabina)
- 10:30 a.m. 15. Recognitions
- 10:30 a.m. 16. Other Matters
- 10:30 a.m. 17. Adjournment

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

BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS MEETING

Thursday, February 17, 2022

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

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

3. Act on Consent Agenda

- Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of January 20, 2022 (Herman Stockinger)

5. Bridge Enterprise Q2 FY2022 Quarterly Report (Jerad Equibel)

6. Other Matters

7. Adjournment

TRANSPORTATION COMMISSION WORKSHOPS (continued)

Thursday, February 17, 2022

10:45 a.m. USDOT Presentation on National Roadway Safety Strategy

11:30 a.m. Adjournment

INFO ONLY

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Central 70 Quarterly Update (Bob Hays)
- DTR - Super Call (Amber Blake)
- DTR - Quarterly Reports (2nd Qtr) (Amber Blake)
- Bridge & Tunnel Enterprise FY2021-22 Annual Financial Statements (Kay Hruska)
- SIB Account Mid-Year Update (Jeff Sudmeier)
- 2021 Hinsdale County OHV Report (Mike Goolsby)



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: FEBRUARY 16, 2022
SUBJECT: FY 2021-22 BUDGET AMENDMENT

Purpose

To review the sixth budget amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0.

Action

The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) review and approve the sixth budget amendment to the FY 2021-22 Annual Budget. The sixth amendment consists of one item that requires TC approval, described below, resulting in the reallocation of \$1.0 million from TC Program Reserve to Strategic Projects to provide funding for improvements to Cottonwood Pass, which requires rigorous right of way analysis and conceptual design.

Budget Amendment

Cottonwood Pass ROW and Conceptual Design Funding Request

Staff is requesting to transfer \$1,000,000 from TC Program Reserve to Strategic Projects, where funds will be used for right of way mapping and conceptual design for Cottonwood Pass. Since the summer of 2021, staff has been working to identify improvements to Cottonwood Pass to provide an alternate route to Glenwood Canyon. Preliminary public meetings were held in Glenwood Springs and in Eagle. Eagle County identified six proposed spot locations for improvements, with a conceptual cost of approximately \$15 million. Garfield County has analyzed three potential routes with packages of improvements on each similar in scope to the Eagle County improvements. Although preliminary research has been performed on right of way ownership in both counties, additional funds are needed to procure a contract to perform the right of way analysis and conduct design feasibility. See Cottonwood Pass memo for additional detail.

The sixth budget amendment reallocates \$1,000,000 from TC Program Reserve (Line 69) to Strategic Projects (Line 18).

Next Steps

Options and Recommendation

1. Approve proposed Budget Amendment (see Proposed Resolution # 3) -- STAFF RECOMMENDATION
2. Approve a portion of the proposed budget amendment.
3. Request additional information and defer action to a subsequent month.

Attachments

- Attachment A - FY 2021-22 Amended Revenue Allocation Plan

Attachment A: FY 2021-22 CDOT AMENDED ANNUAL BUDGET (February 2022)

Line	Budget Category / Program	Rollforward from FY20-21	FY 2021-22 Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY22 Program Budget Available including Changes	Directed By	Funding Source
1 COLORADO DEPARTMENT OF TRANSPORTATION									
2	Capital Construction	\$776.1 M	\$972.3 M	\$1.0 M	\$206.7 M	-\$6.3 M	\$1,949.8 M		
3	Asset Management	\$36.8 M	\$336.1 M	\$0.0 M	\$0.0 M	\$15.5 M	\$388.5 M		
4	Surface Treatment	\$11.8 M	\$223.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$235.1 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.5 M	\$61.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$62.4 M	TC	FHWA / SH / SB 09-108
6	System Operations-AM	\$1.3 M	\$34.3 M	\$0.0 M	\$0.0 M	-\$1.0 M	\$34.7 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.1 M	\$10.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.2 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$2.3 M	\$6.5 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$8.2 M	TC	FHWA / SH
9	Emergency Relief	\$20.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.1 M	\$37.9 M	FR	FHWA
10	Safety	\$16.9 M	\$115.3 M	\$0.0 M	\$18.0 M	-\$18.1 M	\$132.1 M		
11	Highway Safety Improvement Program	\$4.6 M	\$33.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$37.7 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	\$0.0 M	\$3.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$3.6 M	FR	FHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$2.0 M	TC	FHWA / SH
14	FASTER Safety	\$12.3 M	\$69.2 M	\$0.0 M	\$18.0 M	-\$17.9 M	\$81.6 M	TC	SB 09-108
15	ADA Compliance	\$0.0 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.2 M	TC	FHWA / SH
16	Mobility	\$722.4 M	\$520.9 M	\$1.0 M	\$188.7 M	-\$3.7 M	\$1,429.2 M		
17	Regional Priority Program	\$0.0 M	\$48.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$48.4 M	TC	FHWA / SH
*18	Strategic Projects	\$678.9 M	\$450.0 M	\$1.0 M	\$188.7 M	-\$2.5 M	\$1,316.1 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$43.4 M	\$22.5 M	\$0.0 M	\$0.0 M	-\$1.2 M	\$64.7 M	FR	FHWA / SH
20	Maintenance and Operations	\$30.8 M	\$347.7 M	\$0.0 M	\$7.3 M	\$4.6 M	\$385.4 M		
21	Asset Management	\$27.4 M	\$312.3 M	\$0.0 M	\$13.8 M	\$6.3 M	\$354.7 M		
22	Maintenance Program Areas	\$4.1 M	\$263.5 M	\$0.0 M	\$9.5 M	\$0.0 M	\$277.1 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$0.0 M	\$9.5 M	\$0.0 M	\$49.8 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$21.4 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.8 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.4 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$79.1 M	TC	SH
29	Traffic Services	\$0.0 M	\$69.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$69.0 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.5 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$16.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes	\$0.0 M	\$5.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.0 M	TC	SH
33	Property	\$0.7 M	\$19.9 M	\$0.0 M	\$0.0 M	\$5.4 M	\$26.0 M	TC	SH
34	Capital Equipment	\$8.7 M	\$23.9 M	\$0.0 M	\$4.3 M	\$0.9 M	\$37.8 M	TC	SH
35	Maintenance Reserve Fund	\$13.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.9 M	TC	SH
36	Safety	\$3.2 M	\$11.4 M	\$0.0 M	-\$6.5 M	-\$1.4 M	\$6.7 M		
37	Strategic Safety Program	\$3.2 M	\$11.4 M	\$0.0 M	-\$6.5 M	-\$1.4 M	\$6.7 M	TC	FHWA / SH
38	Mobility	\$0.3 M	\$24.0 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$24.0 M		
39	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$13.8 M	TC	SH
40	ITS Investments	\$0.3 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.2 M	TC	FHWA / SH
41	Multimodal Services	\$154.0 M	\$69.8 M	\$0.0 M	\$36.5 M	-\$0.5 M	\$259.9 M		
42	Mobility	\$154.0 M	\$69.8 M	\$0.0 M	\$36.5 M	-\$0.5 M	\$259.9 M		
43	Innovative Mobility Programs	\$14.9 M	\$11.1 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$26.0 M	TC	FHWA / SH
**44	Strategic Transit and Multimodal Projects	\$126.3 M	\$50.0 M	\$0.0 M	\$22.0 M	\$0.5 M	\$198.8 M	SL	SB 17-267
45	Rail Commission	\$0.6 M	\$0.4 M	\$0.0 M	\$14.5 M	\$0.0 M	\$15.5 M	SL	SL
46	Bustang	\$12.3 M	\$8.3 M	\$0.0 M	\$0.0 M	-\$1.0 M	\$19.6 M	TC	SB 09-108 / Fare Rev.
47	Suballocated Programs	\$557.6 M	\$224.1 M	\$0.0 M	\$136.8 M	-\$8.4 M	\$910.2 M		
48	Aeronautics	\$16.6 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.8 M	\$36.6 M		
49	Aviation System Programs	\$16.6 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.8 M	\$36.6 M	AB	SA
50	Highway	\$280.3 M	\$126.5 M	\$0.0 M	\$0.0 M	-\$6.7 M	\$400.1 M		
51	STP-Metro	\$205.9 M	\$56.0 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$261.2 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	\$55.7 M	\$50.7 M	\$0.0 M	\$0.0 M	-\$6.0 M	\$100.4 M	FR	FHWA / LOC
53	Metropolitan Planning	\$1.3 M	\$9.2 M	\$0.0 M	\$0.0 M	-\$0.5 M	\$10.0 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program	\$17.4 M	\$10.6 M	\$0.0 M	\$0.0 M	\$0.5 M	\$28.5 M	TC / FR	FHWA / SH / LOC
55	Transit and Multimodal	\$260.7 M	\$78.4 M	\$0.0 M	\$136.8 M	-\$2.4 M	\$473.4 M		
56	Recreational Trails	\$2.6 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$1.1 M	\$3.1 M	FR	FHWA
57	Safe Routes to School	\$9.3 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.5 M	TC	FHWA
58	Transportation Alternatives Program	\$27.6 M	\$12.0 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$38.8 M	FR	FHWA / LOC
59	Transit Grant Programs	\$160.2 M	\$61.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$221.9 M	FR / SL / TC	FTA / LOC / SB 09-108
**60	Multimodal Options Program	\$60.9 M	\$0.0 M	\$0.0 M	\$136.8 M	-\$0.5 M	\$197.2 M	TC/SL	SB 19-125
61	Administration & Agency Operations	\$11.2 M	\$102.7 M	\$0.0 M	\$8.2 M	\$0.9 M	\$123.0 M		
62	Agency Operations	\$8.6 M	\$62.6 M	\$0.0 M	\$7.8 M	-\$2.3 M	\$76.7 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration	\$0.0 M	\$37.5 M	\$0.0 M	\$0.4 M	\$0.0 M	\$37.9 M	SL	SH
64	Project Initiatives	\$2.6 M	\$2.6 M	\$0.0 M	\$0.0 M	\$3.2 M	\$8.4 M	TC	SH
65	Debt Service	\$64.8 M	\$9.6 M	\$0.0 M	\$124.0 M	\$142.1 M	\$340.5 M		
66	Debt Service	\$64.8 M	\$9.6 M	\$0.0 M	\$124.0 M	\$142.1 M	\$340.5 M	DS	FHWA / SH
67	Contingency Reserve	\$83.9 M	\$0.0 M	-\$1.0 M	-\$14.8 M	\$38.4 M	\$106.5 M		
68	Contingency Fund	\$64.6 M	\$0.0 M	\$0.0 M	-\$6.0 M	-\$0.1 M	\$58.5 M	TC	FHWA / SH
69	Reserve Fund	\$19.4 M	\$0.0 M	-\$1.0 M	-\$8.8 M	\$38.5 M	\$48.0 M	TC	FHWA / SH
70	Other Programs	\$31.3 M	\$24.8 M	\$0.0 M	\$3.0 M	\$1.1 M	\$60.2 M		
71	Safety Education	\$22.5 M	\$9.9 M	\$0.0 M	\$3.0 M	\$0.9 M	\$36.3 M	TC/FR	NHTSA / SSE
72	Planning and Research	\$4.1 M	\$14.7 M	\$0.0 M	\$0.0 M	\$0.2 M	\$19.0 M	FR	FHWA / SH
73	State Infrastructure Bank	\$4.62 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.8 M	TC	SIB
74	TOTAL - CDOT	\$1,709.7 M	\$1,751.1 M	\$0.0 M	\$507.7 M	\$171.9 M	\$4,140.5 M		

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

76 COLORADO BRIDGE ENTERPRISE									
77	Capital Construction	\$21.2 M	\$105.8 M	\$0.0 M	\$0.0 M	-\$10.1 M	\$116.8 M		
78	Asset Management	\$21.2 M	\$105.8 M	\$0.0 M	\$0.0 M	-\$10.1 M	\$116.8 M		
79	Bridge Enterprise Projects-CBE	\$21.2 M	\$105.8 M	\$0.0 M	\$0.0 M	-\$10.1 M	\$116.8 M	BEB	SB 09-108
80	Maintenance and Operations	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.1 M		
81	Asset Management	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.1 M		
82	Maintenance and Preservation-CBE	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.1 M	BEB	SB 09-108
83	Administration & Agency Operations	\$3.2 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.1 M		
84	Agency Operations-CBE	\$3.2 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.1 M	BEB	SB 09-108
85	Debt Service	\$0.6 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$9.1 M	\$8.7 M		
86	Debt Service-CBE	\$0.6 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$9.1 M	\$8.7 M	BEB	FHWA / SH
87	TOTAL - BRIDGE ENTERPRISE	\$25.7 M	\$125.3 M	\$0.0 M	\$0.0 M	-\$19.3 M	\$131.7 M		

88 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE									
89	Maintenance and Operations	\$59.2 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.5 M	\$69.6 M		
90	Express Lanes Operations-HPTE	\$59.2 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.5 M	\$69.6 M	HPTEB	Tolls / Managed Lanes Revenue
91	Administration & Agency Operations	\$4.5 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.3 M	\$8.8 M		
92	Agency Operations-HPTE	\$4.5 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.3 M	\$8.8 M	HPTEB	Fee for Service
93	Debt Service	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M		
94	Debt Service-HPTE	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M	HPTEB	Fee for Service
95	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	\$63.6 M	\$22.7 M	\$0.0 M	\$0.0 M	\$0.7 M	\$87.1 M		
96	TOTAL - CDOT AND ENTERPRISES	\$1,799.0 M	\$1,899.2 M	\$0.0 M	\$507.7 M	\$153.4 M	\$4,359.3 M		

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

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



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: FEBRUARY 16, 2022
SUBJECT: FY 2022-23 FINAL ANNUAL BUDGET ALLOCATION PLAN

Purpose

To review the FY 2022-23 Final Annual Budget Allocation Plan, set for adoption in March 2022.

Action

The Division of Accounting and Finance (DAF) is requesting that the Transportation Commission (TC) review the FY 2022-23 Final Annual Budget Allocation Plan and provide feedback to the Department in preparation for the March 2022 meeting when the FY 2022-23 Final Annual Budget will be presented to the TC for adoption.

The draft FY 2022-23 Final Budget Allocation Plan (narrative and appendices) can be found on the CDOT website here: <https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy2022-2023-final-budget-allocation-plan>.

FY 2022-23 Final Annual Budget

The total revenue available for allocation in the FY 2022-23 Final Annual Budget Allocation Plan for CDOT and the Enterprises is \$1,667.8 million. For CDOT, this is about \$184.0 million more than the revenue allocated in the Proposed Budget as a result of the Infrastructure Investment and Jobs Act (IIJA). The impact of the IIJA is explained in more detail below.

Since the Proposed Budget was adopted in November 2021, staff worked with division and region staff to finalize budget allocations which includes updating allocations with dedicated revenue sources to match the revenue forecast, updating allocations that are established through the asset management budget setting process, updating statewide common policies, etc. Highlights of the FY 2022-23 Budget include the following:

- **Faster Safety Program (Line 15):** Senate Bill 21-260 temporarily reduces the Road Safety Surcharge fee for two years which would result in a nearly 50% reduction to the program's allocation for FY 2022-23. Therefore, the FY 2022-23 Annual Budget includes a \$34.4 million backfill of state funds to keep the program's budget whole at \$69.2 million. To accomplish this, staff did not allocate additional revenue to the Maintenance Reserve Fund (line 36), the TC Contingency Fund (Line 73), or the Debt Service line (71) for FY 2022-23. It is anticipated that these lines will have roll forwards from FY 2021-22 of approximately \$12 million, \$25 million, and \$223.5 million, respectively, which should provide an adequate budget for FY 2022-23. Staff will monitor reserve balances during FY 2021-22, as well as future revenue forecasts, to determine if adjustments are needed.
- **Maintenance Program Areas (Line 23):** Pursuant to HB 20-1153, Colorado Partnership for Quality Jobs and Services Act, the state entered into a partnership agreement with Colorado WINS that



requires annual 3% salary increases for all state employees, as well as changes to on-call and shift differential pay. The on-call and shift differential changes will impact CDOT's maintenance workers in particular, and estimated impact is \$2 million annually. Combined with an estimated impact of \$3 million for salary increases, the total impact to MLOS is estimated at \$5 million for FY 2022-23.

Additionally, as discussed with the TC in the fall, the Department plans to increase salaries for TMs beginning in FY 2021-22 to address issues with recruitment and retention, and the ongoing impact of that is estimated at \$3.5 million. To partially address these impacts, the FY 2022-23 Final Budget includes approx. \$6.0 million above the Asset Management planning budget that was previously approved by the TC, for a total allocation of \$273.8 million. Staff will monitor MLOS spending in FY 2022-23 and may return to the TC to request funding from the TC Program Reserve if the \$6.0 million increase isn't sufficient.

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, or the IIJA. The IIJA includes a reauthorization of surface transportation funding over five years and authorizes \$550 billion in new federal infrastructure investment over federal fiscal years 2022 through 2026. This includes an increased level of funding to existing US Department of Transportation (USDOT) formula programs, funding for new formula programs, and several new grant funding opportunities. The Department estimates that it will receive a total of \$3.9 billion over five years under the IIJA, of which approximately \$209.9 million per year is new funding. This includes an average increase of \$116.9 million per year to existing federal-aid highway programs over the previous FAST Act and \$93.1 million to four new programs: Carbon Reduction Program; the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program; the National Electric Vehicle Formula Program; and the FHWA Bridge Program. Federal transit funding to Colorado would also increase by about \$140 million to \$183.0 million per year for five years.

For FY 2022-23, FHWA apportionments to Colorado under the IIJA total \$787.1 million, which is \$189.1 million in new funding. After accounting for the Department's assumption for obligation limitation, new FHWA apportionments total \$735.9 million, which is \$179.8 million over the Proposed Budget that was approved by the TC in November 2021. With anticipated local match, total new funding in the FY 2022-23 Revenue Allocation Plan is \$184.0 million.

Changes to Revenue Allocation Plan

The new funding is reflected in the FY 2022-23 Revenue Allocation Plan (see Attachment A). To ensure transparency around the new programs and spending, staff added several new budget lines and renamed lines to more accurately report on funding that is allocated to the Department's 10 Year Plan. The new lines include:

- **10 Year Plan Projects - Capital AM** - this is a new line that includes the new Bridge Formula Program and the PROTECT Formula Program, as well as any additional flexible FHWA revenue that the Transportation Commission may choose to allocate for capital projects that relate to asset management.
- **10 Year Plan Projects - Capital Mobility** - this line was renamed from "Strategic Projects" to enhance transparency around allocations available for the Department's 10 Year Plan. This line includes the remaining flexible revenue from STBG and NHPP that is available under the IIJA, as well as funds that will roll forward from previous years from SB267 COPs.



- **National Electric Vehicle Program** - this is a new line for the National Electric Vehicle formula program that was created under the IIJA.
- **Carbon Reduction Program - CDOT** - this is a new line for the new Carbon Reduction Program that was created by the IIJA. Funding is apportioned by formula and includes a suballocated portion. This line is for the CDOT-directed funds.
- **10 Year Plan Projects - Multimodal** - This line was previously called “Strategic Transit and Multimodal Projects” and includes statewide transit funding from SB 17-267 and CDOT’s portion of the Multimodal Transportation Options Program funds. It could also include any additional flexible FHWA revenue that the Transportation Commission may choose to allocate in the future for multimodal projects.
- **Multimodal Options Program - Local** - this line includes the 85% local share of the Multimodal Transportation Options Program.
- **Carbon Reduction Program - Local** - this line houses the suballocated portion of the new Carbon Reduction Program.

Additionally, the Multimodal Services section of the report was renamed, “Multimodal Services and Electrification” to reflect the allocations more accurately in this section.

Decision Items

During the FY 2022-23 budget-building process, CDOT divisions and regions requested decision items, which are requests for funding that represent a significant change to a division’s current program (eg. new or expanded programs or investments). In accordance with Policy Directive (PD) 703.0, decision item requests of less than \$1 million are reviewed and subject to approval by the EMT, while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2022.

For FY 2022-23, there is one decision item approved by the EMT that requires additional approval by the TC based on the request amount:

- Region 4 requests a \$3.2 million increase to the Construction Engineering (CE) budget, for a total budget of \$25.8 million in FY 2022-23. The current FY 2021-22 budget of \$22.6 million will not be sufficient based on the anticipated FY 2022-23 construction program which includes several large SB267 projects that are in full construction. Please refer to the attached memo for additional information.

Additional Changes Before Adoption in March 2022

The Department anticipates the following changes for the Final FY 2022-23 Annual Budget prior to its adoption in March 2022:

- The Revenue Allocation Plan will be updated to include estimated roll-forwards for FY 2021-22 to provide the complete budget that is available for planning and programming in FY 2022-23.
- If the Board for either the Clean Transit Enterprise or the Nonattainment Area Air Pollution Mitigation Enterprise adopts a budget plan prior to the TC’s adoption of the FY 2022-23 Final Budget in March 2022, staff will update the Final Budget to reflect approved budget allocations. For now, budget allocations for the Enterprises are reflected as “TBD”.

Options and Recommendation

The TC is being asked to review the Final Budget Allocation Plan and consider the proposed changes and provide input on any additional changes that the Commission would like DAF to incorporate before the Budget is adopted in March 2022.



1. Direct staff to return in March for adoption of the FY 2022-23 Final Annual Budget Allocation Plan, without changes. (Staff Recommendation)
2. Direct staff to return in March for adoption of the FY 2022-23 Final Annual Budget Allocation Plan with changes requested by the TC.

Next Steps

In March 2022, the TC will be asked to review and adopt the FY 2022-23 Final Annual Budget Allocation Plan.

Attachments

Attachment A - FY 2022-23 Revenue Allocation Plan

Attachment B - CE Increase Request Memo

Attachment C - Presentation



FY 2022-23 Revenue Allocation Plan

Line	Budget Category / Program	Estimated Rollforward from FY 2021-22*	FY 2021-22 Final Allocation Plan	FY 2022-23 Proposed Allocation Plan	FY 2022-23 Final Allocation Plan	FY 2022-23 Total Final Available Budget	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION							
2	Capital Construction	\$0.0 M	\$972.3 M	\$517.9 M	\$647.9 M	\$647.9 M		
3	Asset Management	\$0.0 M	\$336.1 M	\$330.1 M	\$392.3 M	\$392.3 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$225.6 M	\$225.6 M	\$225.6 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$61.9 M	\$61.2 M	\$62.5 M	\$62.5 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$0.0 M	\$34.3 M	\$26.9 M	\$26.9 M	\$26.9 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital AM	\$0.0 M	\$0.0 M	\$0.0 M	\$60.9 M	\$60.9 M	TC / FR	FHWA
11	Safety	\$0.0 M	\$115.3 M	\$115.3 M	\$121.5 M	\$121.5 M		
12	Highway Safety Improvement Program	\$0.0 M	\$33.1 M	\$32.9 M	\$39.4 M	\$39.4 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.6 M	\$3.8 M	\$3.6 M	\$3.6 M	FR	FHWA / SH
14	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.2 M	\$2.2 M	TC	FHWA / SH
15	FASTER Safety	\$0.0 M	\$69.2 M	\$69.2 M	\$69.2 M	\$69.2 M	TC	SB 09-108
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
17	Mobility	\$0.0 M	\$520.9 M	\$72.5 M	\$134.1 M	\$134.1 M		
18	Regional Priority Program	\$0.0 M	\$48.4 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$450.0 M	\$0.0 M	\$63.5 M	\$63.5 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$0.0 M	\$22.5 M	\$22.5 M	\$20.7 M	\$20.7 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$12.0 M	\$347.7 M	\$367.7 M	\$372.3 M	\$384.3 M		
22	Asset Management	\$12.0 M	\$312.3 M	\$335.6 M	\$336.1 M	\$348.1 M		
23	Maintenance Program Areas	\$0.0 M	\$263.5 M	\$271.3 M	\$273.8 M	\$273.8 M		
24	Roadway Surface	\$0.0 M	\$40.4 M	\$40.6 M	\$40.9 M	\$40.9 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$21.4 M	\$21.9 M	\$22.1 M	\$22.1 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$9.8 M	\$10.1 M	\$10.2 M	\$10.2 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.4 M	\$5.6 M	\$5.6 M	\$5.6 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$4.0 M	\$4.9 M	\$5.0 M	\$5.0 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$79.1 M	\$83.5 M	\$84.3 M	\$84.3 M	TC	SH
30	Traffic Services	\$0.0 M	\$69.0 M	\$70.1 M	\$70.7 M	\$70.7 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$17.8 M	\$18.0 M	\$18.0 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$16.8 M	\$16.9 M	\$17.0 M	\$17.0 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$5.0 M	\$13.0 M	\$11.0 M	\$11.0 M	TC	SH
34	Property	\$0.0 M	\$19.9 M	\$27.9 M	\$27.9 M	\$27.9 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.9 M	\$23.4 M	\$23.4 M	\$23.4 M	TC	SH
**36	Maintenance Reserve Fund	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
37	Safety	\$0.0 M	\$11.4 M	\$11.4 M	\$12.2 M	\$12.2 M		
38	Strategic Safety Program	\$0.0 M	\$11.4 M	\$11.4 M	\$12.2 M	\$12.2 M	TC	FHWA / SH
39	Mobility	\$0.0 M	\$24.0 M	\$20.7 M	\$24.0 M	\$24.0 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$10.7 M	\$14.0 M	\$14.0 M	TC	SH
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$0.0 M	\$69.8 M	\$22.1 M	\$41.9 M	\$41.9 M		
43	Mobility	\$0.0 M	\$69.8 M	\$22.1 M	\$41.9 M	\$41.9 M		
44	Innovative Mobility Programs	\$0.0 M	\$11.1 M	\$11.6 M	\$8.9 M	\$8.9 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$0.0 M	\$0.0 M	\$11.3 M	\$11.3 M	FR	FHWA
46	Carbon Reduction Program - CDOT	\$0.0 M	\$0.0 M	\$0.0 M	\$10.2 M	\$10.2 M	FR	FHWA
47	10 Year Plan Projects - Multimodal	\$0.0 M	\$50.0 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	FHWA / SB 17-267, SB 21-260
48	Rail Commission	\$0.0 M	\$0.4 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
49	Bustang	\$0.0 M	\$8.3 M	\$7.9 M	\$8.8 M	\$8.8 M	TC	SB 09-108 / Fare Rev.
50	Suballocated Programs	\$0.0 M	\$224.1 M	\$255.3 M	\$288.0 M	\$288.0 M		
51	Aeronautics	\$0.0 M	\$19.3 M	\$34.3 M	\$34.3 M	\$34.3 M		
52	Aviation System Program	\$0.0 M	\$19.3 M	\$34.3 M	\$34.3 M	\$34.3 M	AB	SA
53	Highway	\$0.0 M	\$126.5 M	\$126.1 M	\$143.9 M	\$143.9 M		
54	STBG-Urban (STP-Metro)	\$0.0 M	\$56.0 M	\$55.9 M	\$61.9 M	\$61.9 M	FR	FHWA / LOC
55	Congestion Mitigation and Air Quality	\$0.0 M	\$50.7 M	\$50.7 M	\$51.7 M	\$51.7 M	FR	FHWA / LOC
56	Metropolitan Planning	\$0.0 M	\$9.2 M	\$9.2 M	\$10.7 M	\$10.7 M	FR	FHWA / FTA / LOC
57	Off-System Bridge Program	\$0.0 M	\$10.6 M	\$10.4 M	\$19.5 M	\$19.5 M	TC / FR	FHWA / SH / LOC
58	Transit and Multimodal	\$0.0 M	\$78.4 M	\$94.9 M	\$109.8 M	\$109.8 M		
59	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	FHWA
60	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FHWA / LOC
61	Transportation Alternatives Program	\$0.0 M	\$12.0 M	\$12.5 M	\$21.5 M	\$21.5 M	FR	FHWA / LOC
62	Transit Grant Programs	\$0.0 M	\$61.7 M	\$62.0 M	\$61.0 M	\$61.0 M	FR / SL / TC	FTA / LOC / SB 09-108
63	Multimodal Options Program - Local	\$0.0 M	\$0.0 M	\$15.0 M	\$15.0 M	\$15.0 M	SL	SB 21-260
64	Carbon Reduction Program - Local	\$0.0 M	\$0.0 M	\$0.0 M	\$6.9 M	\$6.9 M	FR	FHWA / LOC
65	Revitalizing Main Streets Program	\$0.0 M	\$0.0 M	\$0.7 M	\$0.7 M	\$0.7 M	SL / TC	SB 21-260
66	Administration & Agency Operations	\$0.0 M	\$102.7 M	\$108.3 M	\$105.3 M	\$105.3 M		
67	Agency Operations	\$0.0 M	\$62.6 M	\$62.6 M	\$59.7 M	\$59.7 M	TC / AB	FHWA / SH / SA / SB 09-108
68	Administration	\$0.0 M	\$37.5 M	\$43.1 M	\$42.9 M	\$42.9 M	SL	SH
69	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	SH
70	Debt Service	\$223.5 M	\$9.6 M	\$0.0 M	\$0.0 M	\$223.5 M		
71	Debt Service	\$223.5 M	\$9.6 M	\$0.0 M	\$0.0 M	\$223.5 M	DS	SH
72	Contingency Reserve	\$50.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$50.0 M		
73	Contingency Fund	\$25.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$25.0 M	TC	FHWA / SH
74	Reserve Fund	\$25.0 M	\$0.0 M	\$1.9 M	\$0.0 M	\$25.0 M	TC	FHWA / SH
75	Other Programs	\$0.0 M	\$24.8 M	\$27.5 M	\$29.5 M	\$29.5 M		
76	Safety Education	\$0.0 M	\$9.9 M	\$13.3 M	\$14.1 M	\$14.1 M	TC/FR	NHTSA / SSE
77	Planning and Research	\$0.0 M	\$14.7 M	\$14.0 M	\$15.1 M	\$15.1 M	FR	FHWA / SH
78	State Infrastructure Bank	\$0.0 M	\$0.2 M	\$0.3 M	\$0.3 M	\$0.3 M	TC	SIB
79	TOTAL - CDOT	\$285.5 M	\$1,751.1 M	\$1,300.8 M	\$1,484.9 M	\$1,770.4 M		

Key to Acronyms:

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

80 COLORADO BRIDGE & TUNNEL ENTERPRISE							
81	Capital Construction	\$0.0 M	\$105.8 M	\$125.6 M	\$94.5 M	\$94.5 M	
82	Asset Management	\$0.0 M	\$105.8 M	\$125.6 M	\$94.5 M	\$94.5 M	
83	Bridge Enterprise Projects	\$0.0 M	\$105.8 M	\$125.6 M	\$94.5 M	\$94.5 M	BEB SB 09-108, SB 21-260
84	Maintenance and Operations	\$0.0 M	\$0.5 M	\$0.5 M	\$0.8 M	\$0.8 M	
85	Asset Management	\$0.0 M	\$0.5 M	\$0.5 M	\$0.8 M	\$0.8 M	
86	Maintenance and Preservation	\$0.0 M	\$0.5 M	\$0.5 M	\$0.8 M	\$0.8 M	BEB SB 09-108
87	Administration & Agency Operations	\$0.0 M	\$1.9 M	\$1.9 M	\$1.9 M	\$1.9 M	
88	Agency Operations-CBE	\$0.0 M	\$1.9 M	\$1.9 M	\$1.9 M	\$1.9 M	BEB SB 09-108
89	Debt Service	\$0.0 M	\$17.2 M	\$17.2 M	\$48.0 M	\$48.0 M	
90	Debt Service-CBE	\$0.0 M	\$17.2 M	\$17.2 M	\$48.0 M	\$48.0 M	BEB FHWA / SH
91	TOTAL - BRIDGE & TUNNEL ENTERPRISE	\$0.0 M	\$125.3 M	\$145.2 M	\$145.2 M	\$145.2 M	

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

100 CLEAN TRANSIT ENTERPRISE							
101	Maintenance and Operations	\$0.0 M	\$0.0 M	\$8.3 M	\$8.3 M	\$8.3 M	
102	tbd	\$0.0 M	\$0.0 M	\$8.3 M	\$8.3 M	\$8.3 M	CTB SB 21-260
103	Administration & Agency Operations	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	
104	Agency Operations - Clean Transit	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTB SB 21-260
105	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	
106	Debt Service - Clean Transit	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTB SB 21-260
107	TOTAL - CLEAN TRANSIT ENTERPRISE	\$0.0 M	\$0.0 M	\$8.3 M	\$8.3 M	\$8.3 M	

108 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE							
109	Maintenance and Operations	\$0.0 M	\$0.0 M	\$7.1 M	\$7.1 M	\$7.1 M	
110	tbd	\$0.0 M	\$0.0 M	\$7.1 M	\$7.1 M	\$7.1 M	NAAPMEB SB 21-260
111	Administration & Agency Operations	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	
112	Agency Operations - Nonattainment	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB SB 21-260
113	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	
114	Debt Service - Nonattainment	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB SB 21-260
115	TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE	\$0.0 M	\$0.0 M	\$7.1 M	\$7.1 M	\$7.1 M	
116	TOTAL - CDOT AND ENTERPRISES	\$285.5 M	\$1,899.2 M	\$1,483.8 M	\$1,667.8 M	\$1,953.3 M	

*Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year. Estimated Roll forward budget will be incorporated prior to finalizing the FY 2023 budget, and updated after the close of FY 2022.

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



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: STEPHEN HARRELSON, CHIEF ENGINEER
DATE: FEBRUARY 16, 2022
SUBJECT: FY 2022-23 DECISION ITEM - REGION 4 CONSTRUCTION ENGINEERING

Purpose

Reconcile Region 4 Construction Engineering (CE) budget to reflect expected construction in FY 2022-23.

Action

Region 4 is requesting that the Transportation Commission (TC) approve an increase to the construction engineering budget of \$3.18 Million dollars in FY 2022-23.

Background

In CY 2021, CDOT's construction expenditures totaled approximately \$694 M. In CY 2022, it is expected that these expenditures will exceed \$1.0 B, due to the influx of spending via SB 260 and a "peaking" of several in progress SB 267 projects. CDOT's Program Reporting and Transparency Office (PRTTO) monitors expected project cash flows on a statewide basis, as well as a regional basis. In reviewing the data, it is expected that Region 4 will spend approximately \$100 M more in FY 2022-23 than they spent in FY 2021-22. CE expenditures support the construction management, inspection and testing of CDOT construction projects. Construction budgets include funding for the CE pool that pays for the Construction Engineering of a project. As progress payments are made to the contractor, CE costs are assessed against the project to recoup pool expenditures. However, in instances where construction expenditures are rapidly increasing, existing planned levels of CE budget can be inadequate to pay the expected construction management, inspection and testing expenses in the new fiscal year. Each region evaluated their upcoming construction, and requested a budget to fulfill these project responsibilities. Because of several factors in project scheduling, Region 4 expects to proportionally spend more this year than last. This has nothing to do with regional equity-but rather is an example of the somewhat random nature of the way projects are phased and how project expenditures are shaped in time. Other regions are experiencing similar ebbs and flows, but those changes can be accommodated using budget actions that are below the threshold of commission approval.

Details

Region 4 expended \$234 M in CY 2021 on construction projects. In CY 2022, they expect to spend \$336 M. With a presumed 10% spend on Construction Engineering, Region 4 is expecting to spend \$33.6 M on CE. Based on the current level in their CE pool, they estimate an additional \$3.181 M will be required to ensure the balance in their CE pool can meet the expected Construction Engineering commitments for FY 2022-23.

Next Steps

Approve the \$3.181 M increase to the Region 4 CE Pool in FY 2022-23.

Attachments

None





COLORADO

Department of Transportation

February 2022 TC Workshop *FY23 Final Annual Budget Allocation Plan*



- FY23 Final Budget Allocation Plan
- FY23 Sources and Uses of Revenue
- FY23 Budget Highlights
 - FASTER Safety Program
 - MLOS
 - Infrastructure Investment & Jobs Act
- FY23 Decision Items
- Timeline and Next Steps





FY 2022-23 Revenue Allocation Plan

FY 2022-23 Revenue Allocation Plan

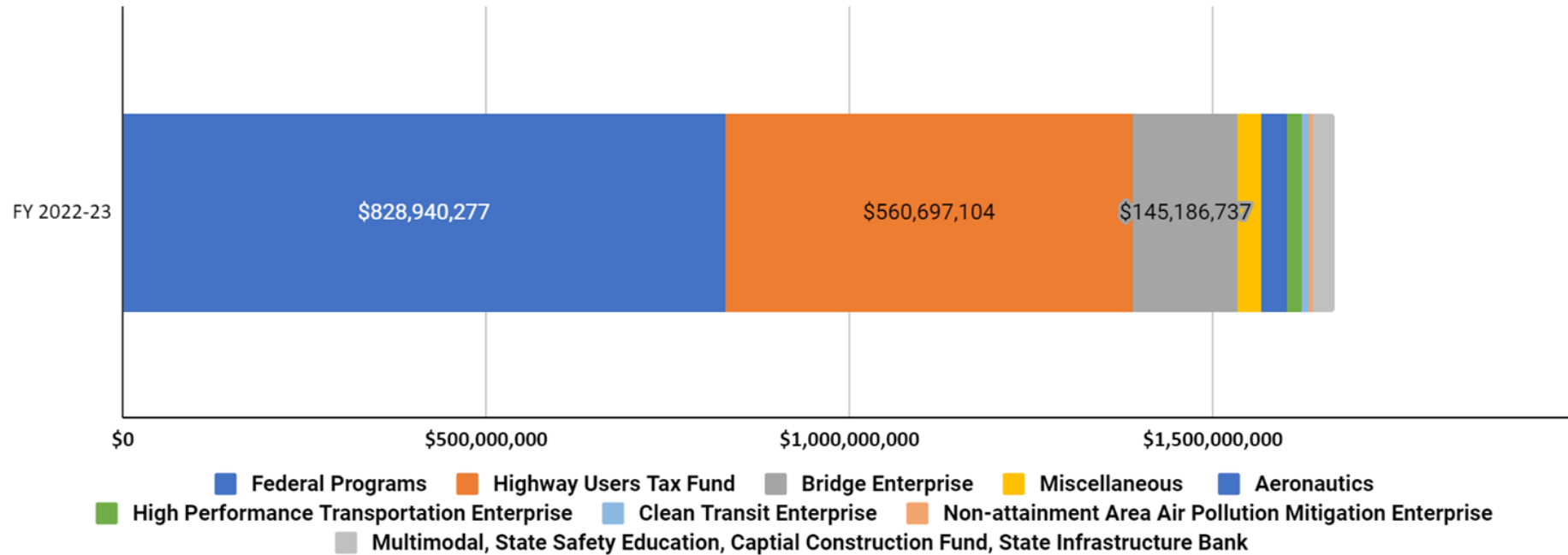
Line	Budget Category / Program	Estimated Rollforward from FY 2021-22*	FY 2021-22 Final Allocation Plan	FY 2022-23 Proposed Allocation Plan	FY 2022-23 Final Allocation Plan	FY 2022-23 Total Final Available Budget	Directed By	Funding Source
1 COLORADO DEPARTMENT OF TRANSPORTATION								
2	Capital Construction	\$0.0 M	\$972.3 M	\$517.9 M	\$647.9 M	\$647.9 M		
3	Asset Management	\$0.0 M	\$396.1 M	\$390.1 M	\$392.3 M	\$392.3 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$225.6 M	\$225.6 M	\$225.6 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$61.9 M	\$61.2 M	\$61.5 M	\$61.5 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$0.0 M	\$14.3 M	\$16.9 M	\$16.9 M	\$16.9 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital AM	\$0.0 M	\$0.0 M	\$0.0 M	\$60.9 M	\$60.9 M	TC / FR	FHWA
11	Safety	\$0.0 M	\$135.9 M	\$135.9 M	\$135.9 M	\$135.9 M		
12	Highway Safety Improvement Program	\$0.0 M	\$32.9 M	\$32.9 M	\$32.9 M	\$32.9 M	FR	FHWA / SH
13	Railway/Highway Crossings Program	\$0.0 M	\$3.8 M	\$3.8 M	\$3.8 M	\$3.8 M	FR	FHWA / SH
14	Hot Spots	\$0.0 M	\$1.2 M	\$1.2 M	\$1.2 M	\$1.2 M	TC	FHWA / SH
15	FASTER Safety	\$0.0 M	\$69.2 M	\$69.2 M	\$69.2 M	\$69.2 M	TC	SB 09-108
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
17	Mobility	\$0.0 M	\$60.9 M	\$72.5 M	\$104.1 M	\$104.1 M		
18	Regional Priority Program	\$0.0 M	\$48.4 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$490.0 M	\$0.0 M	\$63.5 M	\$63.5 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$0.0 M	\$22.5 M	\$22.5 M	\$20.7 M	\$20.7 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$12.0 M	\$947.7 M	\$967.7 M	\$972.3 M	\$984.3 M		
22	Asset Management	\$12.0 M	\$932.3 M	\$936.6 M	\$946.1 M	\$946.1 M		
23	Maintenance Program Areas	\$0.0 M	\$163.2 M	\$271.3 M	\$273.8 M	\$273.8 M		
24	Roadway Surface	\$0.0 M	\$40.4 M	\$40.6 M	\$40.9 M	\$40.9 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$21.4 M	\$21.9 M	\$22.1 M	\$22.1 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$9.8 M	\$10.1 M	\$10.2 M	\$10.2 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.4 M	\$5.6 M	\$5.6 M	\$5.6 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$4.0 M	\$4.9 M	\$5.0 M	\$5.0 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$79.5 M	\$83.9 M	\$84.3 M	\$84.3 M	TC	SH
30	Traffic Services	\$0.0 M	\$69.0 M	\$70.1 M	\$70.7 M	\$70.7 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$17.3 M	\$17.8 M	\$18.0 M	\$18.0 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$16.8 M	\$16.9 M	\$17.0 M	\$17.0 M	TC	SH
33	Express Lane Corridor Maintenance and Operation	\$0.0 M	\$5.0 M	\$13.0 M	\$11.0 M	\$11.0 M	TC	SH
34	Property	\$0.0 M	\$19.9 M	\$27.9 M	\$27.9 M	\$27.9 M		
35	Capital Equipment	\$0.0 M	\$23.9 M	\$23.4 M	\$23.4 M	\$23.4 M	TC	SH
**36	Maintenance Reserve Fund	\$0.0 M	\$0.0 M	\$0.0 M	\$10.0 M	\$10.0 M	TC	SH
37	Safety	\$0.0 M	\$11.4 M	\$11.4 M	\$12.2 M	\$12.2 M		
38	Strategic Safety Program	\$0.0 M	\$11.4 M	\$11.4 M	\$12.2 M	\$12.2 M	TC	FHWA / SH
39	Mobility	\$0.0 M	\$24.0 M	\$20.7 M	\$24.0 M	\$24.0 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$14.0 M	\$14.0 M	\$14.0 M	TC	SH
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$0.0 M	\$69.9 M	\$22.1 M	\$41.9 M	\$41.9 M		
43	Mobility	\$0.0 M	\$69.9 M	\$22.1 M	\$41.9 M	\$41.9 M		
44	Innovative Mobility Programs	\$0.0 M	\$11.3 M	\$11.6 M	\$9.9 M	\$9.9 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$0.0 M	\$0.0 M	\$11.3 M	\$11.3 M	FR	FHWA
46	Carbon Reduction Program - CDOT	\$0.0 M	\$0.0 M	\$0.0 M	\$10.2 M	\$10.2 M	FR	FHWA
47	10 Year Plan Projects - Multimodal	\$0.0 M	\$50.0 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	FHWA / SB 17-267, SB 21-260
48	Rail Commission	\$0.0 M	\$0.4 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
49	Bustane	\$0.0 M	\$0.8 M	\$7.9 M	\$8.8 M	\$8.8 M	TC	SB 09-108 / Fare Rev.
50	Subsidized Programs	\$0.0 M	\$204.3 M	\$204.3 M	\$204.0 M	\$204.0 M		
51	Aeronautics	\$0.0 M	\$19.3 M	\$34.3 M	\$34.3 M	\$34.3 M		
52	Aviation System Program	\$0.0 M	\$19.3 M	\$34.3 M	\$34.3 M	\$34.3 M	AB	SA
53	Highway	\$0.0 M	\$126.5 M	\$126.1 M	\$143.9 M	\$143.9 M		
54	STB-Urban (STP-Metro)	\$0.0 M	\$56.0 M	\$55.9 M	\$61.9 M	\$61.9 M	FR	FHWA / LOC
55	Congestion Mitigation and Air Quality	\$0.0 M	\$50.7 M	\$50.7 M	\$50.7 M	\$50.7 M	FR	FHWA / LOC
56	Metropolitan Planning	\$0.0 M	\$9.2 M	\$9.2 M	\$10.7 M	\$10.7 M	FR	FHWA / PTA / LOC
57	DP-System Bridge Program	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC / FR	FHWA / SH / LOC
58	Transit and Multimodal	\$0.0 M	\$78.8 M	\$78.8 M	\$108.6 M	\$108.6 M		
59	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	FHWA
60	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FHWA / LOC
61	Transportation Alternatives Program	\$0.0 M	\$12.0 M	\$12.0 M	\$12.5 M	\$12.5 M	FR	FHWA / LOC
62	Transit Grant Programs	\$0.0 M	\$61.7 M	\$61.0 M	\$61.0 M	\$61.0 M	FR / SL / TC	FTA / LOC / SB 09-108
63	Multimodal Options Program - Local	\$0.0 M	\$0.0 M	\$15.0 M	\$15.0 M	\$15.0 M	SL	SB 21-260
64	Carbon Reduction Program - Local	\$0.0 M	\$0.0 M	\$6.9 M	\$6.9 M	\$6.9 M		
65	Revitalizing Main Streets Program	\$0.0 M	\$0.0 M	\$0.7 M	\$0.7 M	\$0.7 M	SL / TC	SB 21-260
66	Administration & Agency Operations	\$0.0 M	\$102.7 M	\$102.3 M	\$102.3 M	\$102.3 M		
67	Agency Operations	\$0.0 M	\$62.6 M	\$62.6 M	\$59.7 M	\$59.7 M	TC / AB	FHWA / SH / SA / SB 09-108
68	Administration	\$0.0 M	\$37.5 M	\$49.5 M	\$42.9 M	\$42.9 M	SL	SH
69	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	SH
70	Debt Service	\$223.5 M	\$99.4 M	\$0.0 M	\$0.0 M	\$223.5 M		
71	Debt Service	\$223.5 M	\$99.4 M	\$0.0 M	\$0.0 M	\$223.5 M	SS	SH
72	Contingency Reserve	\$50.0 M	\$0.0 M	\$1.0 M	\$0.0 M	\$50.0 M		
73	Contingency Fund	\$23.0 M	\$0.0 M	\$0.0 M	\$23.0 M	\$23.0 M	TC	FHWA / SH
74	Reserve Fund	\$23.0 M	\$0.0 M	\$1.9 M	\$0.0 M	\$23.0 M	TC	FHWA / SH
75	Other Programs	\$0.0 M	\$24.8 M	\$27.5 M	\$29.5 M	\$29.5 M		
76	Safety Education	\$0.0 M	\$9.9 M	\$13.3 M	\$14.1 M	\$14.1 M	TC/FR	NHTSA / SSE
77	Planning and Research	\$0.0 M	\$14.7 M	\$14.0 M	\$13.1 M	\$13.1 M	FR	FHWA / LOC
78	State Infrastructure Bank	\$0.0 M	\$0.3 M	\$0.3 M	\$0.3 M	\$0.3 M		
79	TOTAL - CDOT	\$265.5 M	\$1,753.3 M	\$1,900.9 M	\$1,406.9 M	\$1,728.6 M		

- Balanced using September 2021 revenue forecast
- Flexible revenue allocated based on FY22 budget amounts with some adjustments
- Inflexible revenue automatically adjusted based on FY23 revenue forecast
- Asset Management and Maintenance programs funded according to the FY23 Asset Management Planning Totals, approved by the TC in August 2017
- Budget Impacts of the Infrastructure and Investment Jobs Act incorporated; new lines added (see slide 9)
- The narrative and appendices can be found on the CDOT website:
- <https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy2022-2023-final-budget-allocation-plan>



FY 2021-22 Sources of Revenue

FY 2022-23 Sources

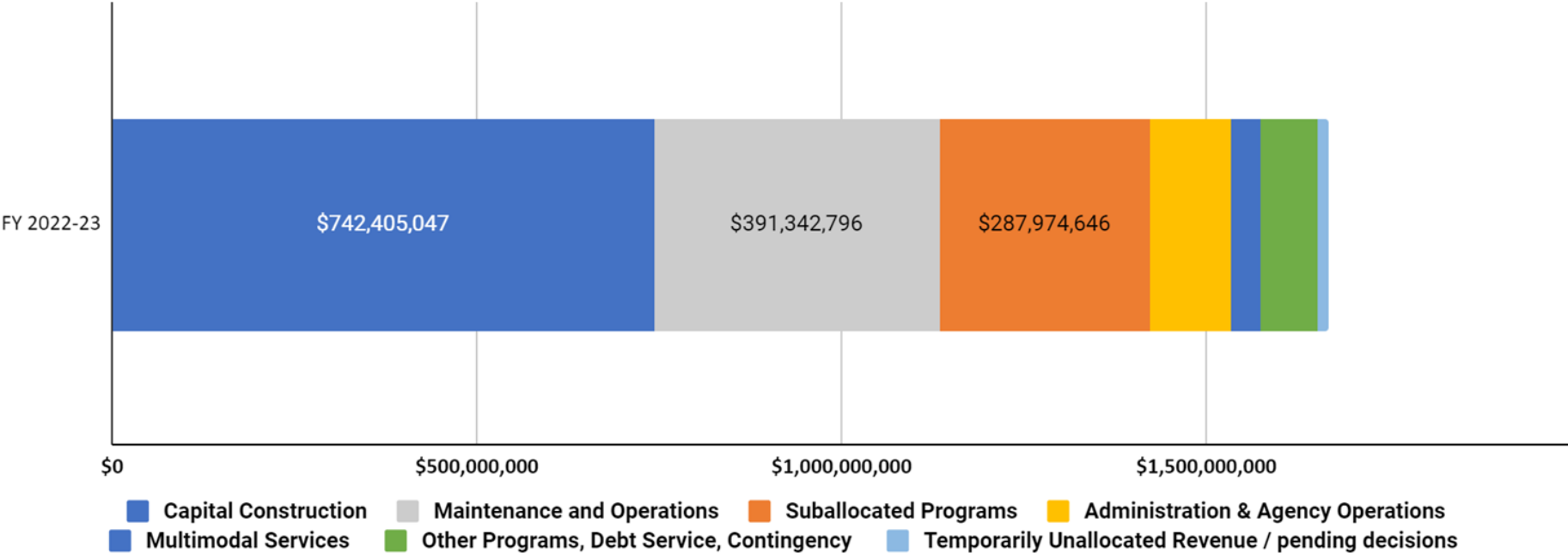


Total -
\$1,667.8 billion



FY 2021-22 Uses of Revenue

FY 2022-23 Uses



Total -
\$1,667.8 billion



FASTER Safety Program Backfill

The Revenue Allocation Plan reflects a budget of \$69.2 million for the FASTER Safety Program which includes a backfill in state funds of \$34.4 million.

Where did that budget come from?

Line	Budget Line	Initial Allocation	Adjustment	Current Allocation
14	FASTER Safety	\$34.8 million	\$34.4 million	\$69.2 million
35	Maintenance Reserve Fund	\$12.0 million	(\$12.0) million	\$0
67	Debt Service	\$9.0 million	(\$9.0) million	\$0
69	Contingency Fund	\$15.0 million	(\$15.0) million	\$0
23	MLOS (see slide 8 for more detail)	\$275.2 million	\$1.6 million	\$273.8 million

The initial \$9.0 million allocation for Debt Service was for HQ Building COPs. Of the \$9.0 million, \$7.4 million was used to increase the FASTER Safety Program Budget and the remaining \$1.6 million was allocated to MLOS (see slide 8).



Anticipated FY 2021-22 Roll Forwards

Staff anticipates that FY 2021-22 roll forwards will be available to fund the following budget lines in FY 2022-23:

Line	Budget Line	FY 2021-22 Estimated Roll Forward	FY 2022-23 Final Allocation Plan	FY 2022-23 Total Final Available Budget
35	Maintenance Reserve Fund	\$12.0M	\$0	\$12.0M
67	Debt Service	\$223.5M	\$0	\$223.5M
69	Contingency Fund	\$25.0M	\$0	\$25.0M
70	Reserve Fund	\$25.0M	\$0	\$25.0M

These are reflected in the FY 2022-23 Revenue Allocation Plan, which will be updated with estimated FY 2021-22 roll forwards for all program before the Final Budget is adopted in March 2022.



FY 2022-23 MLOS Allocations

The FY 2022-23 Allocation to MLOS is \$273.8 million

	FY 2022-23 Budget Requested	FY 2022-23 Budget Allocated
Base FY 2022-23 MLOS Allocation per Asset Management	\$267.8 million	\$267.8 million
+ Ongoing impact of salary increases for TM1s	\$3.5 million	\$3.5 million
+ Impact of Partnership Agreement - 3% Annual Salary Increases	\$3.0 million	\$2.5 million
+ Impact of Partnership Agreement - On Call Pay and Shift Differential	\$2.0 million	\$0 million
Total Budget	\$276.3 million	\$273.8 million

To partially address these impacts, the FY 2022-23 Final Budget includes approx. \$6.0 million above the Asset Management planning budget that was previously approved by the TC, for a total allocation of \$273.8 million.

Staff will monitor MLOS spending in FY 2022-23 and may return to the TC to request funding from the TC Program Reserve if the \$6.0 million increase isn't sufficient.



Infrastructure Investment and Jobs Act (IIJA)

Total new funding resulting from the IIJA for FY23 is \$184.0 million

Increased Funding to Existing Flexible Programs (STBG and NHPP)	\$64.3 million
Increased Funding to Existing Inflexible / Dedicated Programs (e.g. HSIP, CMAQ, Bridge Off-system, TAP, etc.)	\$32.7 million
New Programs:	
- Bridge Formula Program	\$38.3 million
- PROTECT Program	\$17.6 million
- National Electric Vehicle Program	\$11.3 million
- Carbon Reduction Program	\$15.6 million
Estimated Local Match	\$4.2 million
Total New Funding for FY23	\$184.0 million



Structural Changes to the One Sheet

10 Year Plan Projects - Capital AM
(Line 10) - **\$60.9M**

- PROTECT Program
- Bridge Formula Program
- Flexible STBG and NHPP revenue

10 Year Plan Projects - Capital Mobility
(Line 19) - **\$63.5M**

- Formerly "Strategic Projects"
- one-time SB001, SB267, SB260 from prior years
- Flexible STBG and NHPP revenue

National Electric Vehicle Program
(Line 45) - **\$11.3M**

- National Electric Vehicle Program

Carbon Reduction Program - CDOT
(Line 46) - **\$10.2M**

- CDOT portion of the Carbon Reduction Program

10 Year Plan Projects - Multimodal
(Line 47) - **\$2.6M**

- Formerly "Strategic Transit and Multimodal" - SB267 from prior years and CDOT portion of Multimodal Transportation Options Program
- Flexible STBG and NHPP revenue

Carbon Reduction Program - Local
(Line 64) - **\$6.9M**

- Suballocated portion of the Carbon Reduction Program



FY23 Decision Items

Per PD 703.0 Decision Items:

- less than \$1 million are reviewed and subject to approval by the Executive Management Team (EMT)
 - Notable new program costs over \$500,000 at staff discretion should be provided to the TC as an Information Item
- \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2022

The EMT approved one decision item for Region 4 that also requires approval by the TC:

Region 4 requested an increase of \$3.2 million to its Construction Engineering budget to accommodate the anticipated projects, including several large SB267 projects that will be in full construction in FY 2022-23.





Timeline and Next Steps

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

- February 2022: DAF will incorporate estimated FY 2021-22 roll forwards into the Revenue Allocation Plan, and any changes to allocations for the new Enterprises, if allocation decisions are made.
- March 2022: The Commission will be asked to review and adopt the FY 2021-22 Final Annual Budget Allocation Plan.
- April 2022: The approved FY 2022-23 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.





COLORADO

Department of Transportation

Division of Transportation Development
2829 W. Howard Place
Denver, CO 80204-2305

DATE: February 16, 2022
TO: Transportation Commission
FROM: Rebecca White, Director, Division of Transportation Development (DTD)
Marissa Gaughan, Manager, Multimodal Planning Branch, DTD
Amber Blake, Director, Division of Transit and Rail
SUBJECT: 10-Year Plan Update

Purpose

The purpose of this memo is to provide the Transportation Commission with an update on the 10-Year Plan financial considerations.

Action

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

Background

The 10-Year Plan is being updated to reflect state SB260 and federal infrastructure bill revenues, along with the recently adopted GHG pollution reduction planning rules, and the progress thus far in delivering the original first four years of the 10-Year Plan.

Details

CDOT has made considerable progress in delivering the first four years of the 10-Year Plan while being able to closely adhere to the original regional equity targets set at the beginning of the planning process. Additionally, the Department is also on track to meet the rural paving and asset management goals for the first four years of the 10-Year Plan. As we work to update the plan for the reasons noted above, staff is considering the following for future funding distributions:

Transit Allocation Target

Based on the January discussion at STAC and TC, staff supports retaining a 10% minimum for transit.

Transit Equity Target

Staff will present two options for transit equity. The staff recommendation is to use one formula for highway and transit.

- Option 1 - Use MMOF Formula: For the original four year list, transit equity targets were set using the Multimodal and Mitigation Options Fund (MMOF), adjusted so that rural Transportation Planning Regions (TPRs) would receive a minimum 25% allocation— a requirement of SB 267 that a minimum of 25% of the funding go to rural areas. If we continue using separate equity targets for transit, the transit equity targets will need to be updated based on the new MMOF formula adopted by the Transportation Commission in January 2022.
- Option 2 - Use Regional Priority Program (RPP) Midpoint Formula: Highway equity targets are based on the RPP midpoint formula. This option would use the RPP midpoint formula to determine equity for both highway and transit.

Rural Paving Target

Based on the discussion at STAC and TC, staff recommends retaining the 25% rural pavement investment target and maintaining the focus on non-interstates. The existing plan was built with this target so the primary focus would be on delivering the rural paving project already identified.

FY 23-26 Financial Considerations

The process of updating the 10-year plan requires aligning new and multiple streams of revenue with the projects identified in the plan. This includes identifying a new set of four-year priorities, updating cost estimates and re-confirming existing projects. While the numbers are preliminary estimates, staff is looking at a fiscal constraint of \$325M/yr on average statewide for the next four year list (FY 23-27). Those dollars will be further leveraged with enterprise funding and financing. Colorado is also well positioned to receive federal grants for many of our projects.

Next Steps:

Staff will continue working with MPOs and TPRs to determine the next side of priorities for the new four-year list (FY 23-26), and ensure the 10-Year Plan complies with the new greenhouse gas requirements. In March, staff will return to discuss greenhouse gas mitigation strategies.

Attachments

10-Year Plan Update Presentation



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Department of Transportation

10 Year Plan Update

Statewide Transportation Advisory Committee
Colorado Transportation Commission

February 2022
Page 28 of 243



In updating the plan, our top priorities are to:

1. Fully deliver on the original 4-yr priority list (FY 19-22) and to “close out” regional equity across this period.
 - \$380 M for FY 22, including 10% minimum to transit

1. Build the next 4-yr priority list (FY 23-26)
 - \$325 M / year on average, including 10% minimum to transit

Funding assumptions include:

- SB 267 COPs
- SB 260 HUTF
- SB 260 State MMOF
- SB 260 Non-Attainment Enterprise
- STBG (IIJA)
- Flexible funding and specific funding for bridges and risk/resiliency (IIJA)
- Utilize financing to leverage additional federal funding



Completing the original 4-yr priority list (FY 19-22)

Region	FY22 Total	FY 22 Proposed Transit \$
1	\$133,380,508	\$37,170,000
2	\$74,101,909	\$11,300,000
3	\$54,910,261	\$3,500,000
4	\$88,956,774	\$3,325,000
5	\$28,650,548	\$TBD
Totals	\$380,000,000	TBD

- Regional equity was to be achieved over the 4 year horizon.
 - Amounts shown here reach full equity for highway allocations according to the RPP midpoint formula.
 - Transit allocations are still TBD because we must also reach full equity for transit, which is tracked using the MMOF formula. The final FY 22 transit allocations will achieve full equity over the 4 year horizon for transit.
- As the 4th issuance of COPs is expected to result in ~\$630M (including interest), the remaining balance (~\$250M) will be rolled into delivering the next four years of the plan.
- Final project decisions (in particular for transit) are subject to change as we continue the planning process.



Building the Next Four Years: Distribution Considerations

1. Retaining minimum transit funding target of 10%.

- Based on the discussion at STAC and TC, staff supports retaining a 10% minimum for transit.
- Funds are “off the top”.
- Staff is committed to build a multimodal system and select projects in coordination with transit needs.

2. Establishing a single equity formula for highway and transit.

- In the following slides, staff will present two scenarios to show what this would look like in practice. The staff recommendation is to use one formula for highway and transit.



Updated Transit Equity Targets

- When the plan was originally adopted in 2019, transit targets were set using the MMOF distribution formula for transit dollars, adjusted so that rural areas would receive a minimum 25% allocation.
- SB260 expanded MMOF. The resulting process to distribute those dollars led to an updated formula which Commission recently adopted.
- The table here applies this updated formula to the transit dollars for the plan.

10% Transit Breakdown <u>MMOF</u>		
Region	Previous Equity %	Updated Equity %
1	44.33%	49.49%
2	17.04%	15.80%
3	12.84%	11.93%
4	21.20%	17.59%
5	4.59%	5.19%
Totals	100%	100%



Transit Regional Equity Options

10% Transit Breakdown <u>RPP Midpoint</u>		
Region	FY23-26 \$	Equity Target %
1	\$44,499,000	34.23%
2	\$24,661,000	18.97%
3	\$19,591,000	15.07%
4	\$31,031,000	23.87%
5	\$10,218,000	7.86%
Totals	\$130,000,000	100%

10% Transit Breakdown <u>MMOF</u>		
Region	FY23-26 \$	Equity Target %
1	\$64,337,000	49.49%
2	\$20,540,000	15.80%
3	\$15,509,000	11.93%
4	\$22,867,000	17.59%
5	\$6,747,000	5.19%
Totals	\$130,000,000	100%



3. Retaining 25% rural pavement investment target and maintaining focus on non-interstates.

- 25% from “highway” funding allocation
- Existing plan was built with this target in place, so primary focus would be on delivering rural paving projects already identified.

Example of Rural Paving Projects in the Plan Currently

		Type	Cost	Funding	Funding	YRS 1-2	YR 3	YR 4	YRS 5-10	Project ID
Highway & Transit– Region 3 (continued)										
CO 13	CO 13 Fortification Creek*	H	\$10.8 M	\$10.8 M		\$10.8 M				0038
	CO 13 GarCo Rio Blanco Hill*	H	\$29 M	\$29 M				\$29 M		0037
	CO 13 Rio Blanco*	H	\$18.3 M	\$18.3 M		\$18.3 M				0088
	CO 13 Wyoming South*	H	\$32.2 M	\$32.2 M		\$32.2 M				0089
CO 14	CO 14 Grizzly Ranch North	RP	\$7 M	\$7 M				\$7 M		0052
CO 64	CO 64 Meeker West*	RP	\$6 M	\$6 M		\$6 M				0046
	CO 64 East of Rangely	RP	\$4.5 M	\$4.5 M					\$4.5 M	2659
CO 65	CO 65 between CO 92 and Orchard City	RP	\$5.67 M	\$5.67 M					\$5.67 M	2645
	CO 65 Grand Mesa	RP	\$6.63 M	\$6.63 M					\$6.63 M	2651



Building the Next 4-yr Priority List (FY 23-26)

Regional Breakdown - FY 23-26: \$325 M / year on average, 10% transit

Capital Breakdown		
Region	FY23-26 \$	Equity Target %
1	\$400,491,000	34.23%
2	\$221,949,000	18.97%
3	\$176,319,000	15.07%
4	\$279,279,000	23.87%
5	\$91,962,000	7.86%
Totals	\$1,170,000,000	100%

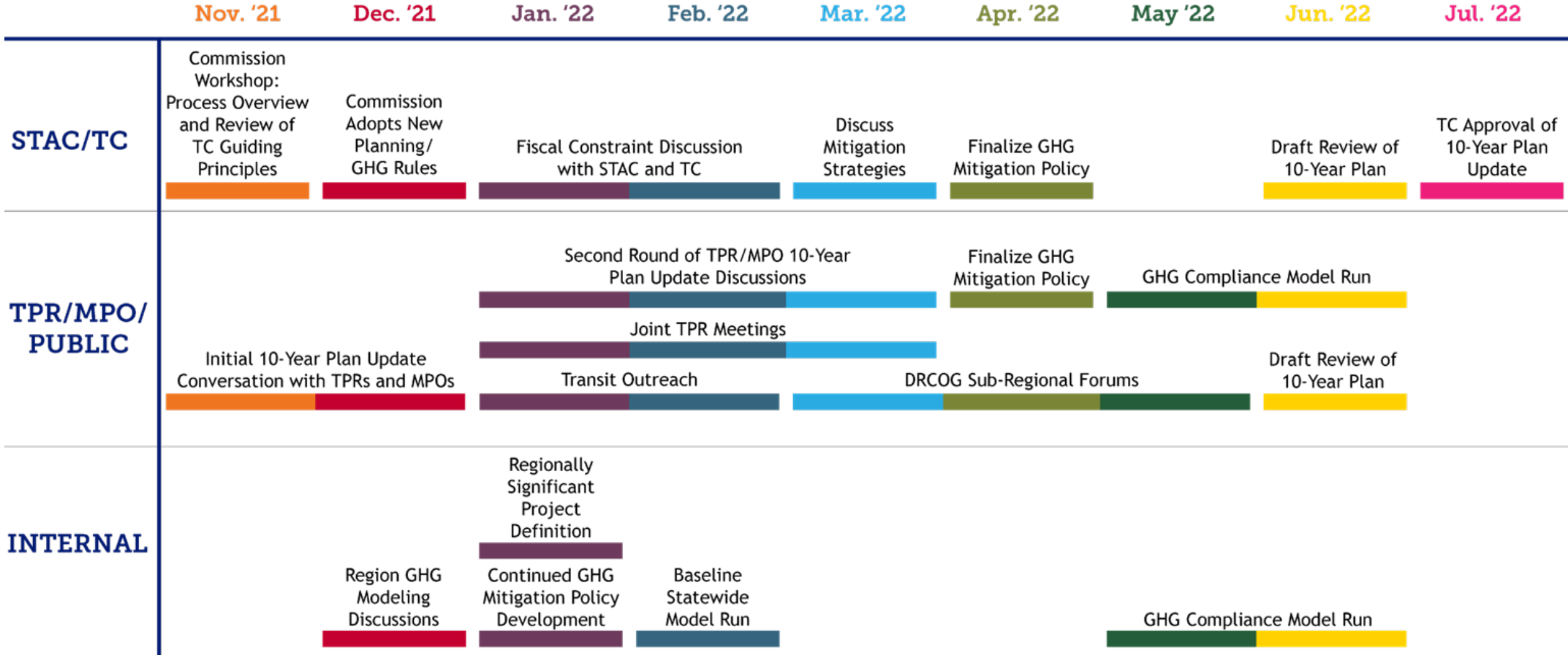
+

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Totals	\$130,000,000	100%

In keeping with past practice, CDOT would work to achieve equity over the four-year period (allowing regions to receive more/less funding in certain years depending on project readiness, etc.)



10-Year Plan Update Timeline





Next Steps

- Regions are working with MPOs and TPRs now to discuss next set of priority projects.
- Through these conversations, “out year” projects will also be updated and re-confirmed.
- Modeling and Regional staff are already coordinating to be ready to conduct the GHG compliance modeling run.



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10 Year Plan Update

Statewide Transportation Advisory Committee
Colorado Transportation Commission

February 2022
Page 38 of 243



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2. Establishing a single equity formula for highway and transit.

- In the following slides, staff will present two scenarios to show what this would look like in practice. The staff recommendation is to use one formula for highway and transit.



Updated Transit Equity Targets

- When the plan was originally adopted in 2019, transit targets were set using the MMOF distribution formula for transit dollars, adjusted so that rural areas would receive a minimum 25% allocation.
- SB260 expanded MMOF. The resulting process to distribute those dollars led to an updated formula which Commission recently adopted.
- The table here applies this updated formula to the transit dollars for the plan.

10% Transit Breakdown <u>MMOF</u>		
Region	Previous Equity %	Updated Equity %
1	44.33%	49.49%
2	17.04%	15.80%
3	12.84%	11.93%
4	21.20%	17.59%
5	4.59%	5.19%
Totals	100%	100%



Transit Regional Equity Options

10% Transit Breakdown <u>RPP Midpoint</u>		
Region	FY23-26 \$	Equity Target %
1	\$44,499,000	34.23%
2	\$24,661,000	18.97%
3	\$19,591,000	15.07%
4	\$31,031,000	23.87%
5	\$10,218,000	7.86%
Totals	\$130,000,000	100%

10% Transit Breakdown <u>MMOF</u>		
Region	FY23-26 \$	Equity Target %
1	\$64,337,000	49.49%
2	\$20,540,000	15.80%
3	\$15,509,000	11.93%
4	\$22,867,000	17.59%
5	\$6,747,000	5.19%
Totals	\$130,000,000	100%



3. Retaining 25% rural pavement investment target and maintaining focus on non-interstates.

- 25% from “highway” funding allocation
- Existing plan was built with this target in place, so primary focus would be on delivering rural paving projects already identified.

Example of Rural Paving Projects in the Plan Currently

		Type	Cost	Funding	Funding	YRS 1-2	YR 3	YR 4	YRS 5-10	Project ID
Highway & Transit– Region 3 (continued)										
CO 13	CO 13 Fortification Creek*	H	\$10.8 M	\$10.8 M		\$10.8 M				0038
	CO 13 GarCo Rio Blanco Hill*	H	\$29 M	\$29 M				\$29 M		0037
	CO 13 Rio Blanco*	H	\$18.3 M	\$18.3 M		\$18.3 M				0088
	CO 13 Wyoming South*	H	\$32.2 M	\$32.2 M		\$32.2 M				0089
CO 14	CO 14 Grizzly Ranch North	RP	\$7 M	\$7 M				\$7 M		0052
CO 64	CO 64 Meeker West*	RP	\$6 M	\$6 M		\$6 M				0046
	CO 64 East of Rangely	RP	\$4.5 M	\$4.5 M					\$4.5 M	2659
CO 65	CO 65 between CO 92 and Orchard City	RP	\$5.67 M	\$5.67 M					\$5.67 M	2645
	CO 65 Grand Mesa	RP	\$6.63 M	\$6.63 M					\$6.63 M	2651



Building the Next 4-yr Priority List (FY 23-26)

Regional Breakdown - FY 23-26: \$325 M / year on average, 10% transit

Capital Breakdown		
Region	FY23-26 \$	Equity Target %
1	\$400,491,000	34.23%
2	\$221,949,000	18.97%
3	\$176,319,000	15.07%
4	\$279,279,000	23.87%
5	\$91,962,000	7.86%
Totals	\$1,170,000,000	100%

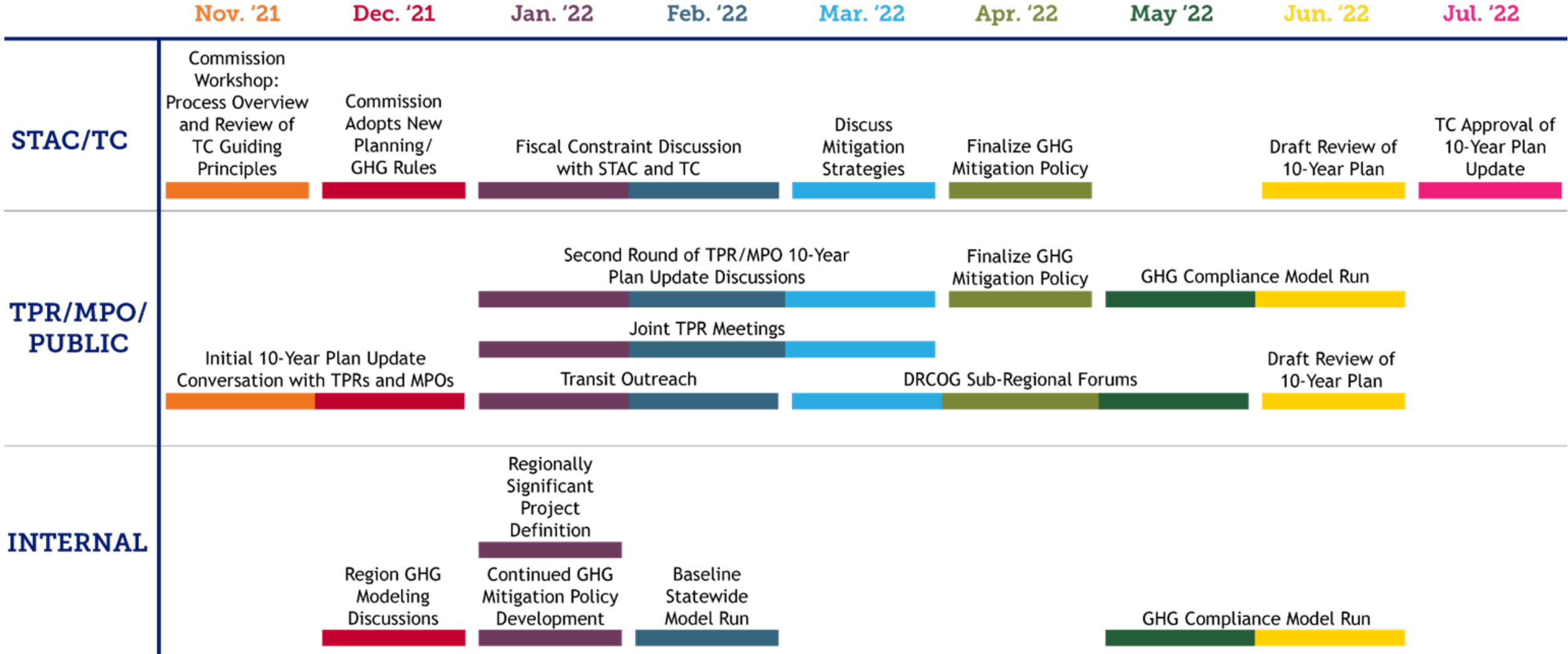
+

10% Transit Breakdown <u>RPP Midpoint</u>		
Region	FY23-26 \$	Equity Target %
1	\$44,499,000	34.23%
2	\$24,661,000	18.97%
3	\$19,591,000	15.07%
4	\$31,031,000	23.87%
5	\$10,218,000	7.86%
Totals	\$130,000,000	100%

In keeping with past practice, CDOT would work to achieve equity over the four-year period (allowing regions to receive more/less funding in certain years depending on project readiness, etc.)



10-Year Plan Update Timeline





Next Steps

- Regions are working with MPOs and TPRs now to discuss next set of priority projects.
- Through these conversations, “out year” projects will also be updated and re-confirmed.
- Modeling and Regional staff are already coordinating to be ready to conduct the GHG compliance modeling run.



MEMORANDUM

Date February 17, 2022
To: Transportation Commission
From: Stephen Harelson, PE
Chief Engineer

PURPOSE

Update Commission on Cottonwood Pass and obtain funding for Right of Way mapping.

ACTION

Approval of Budget Action providing \$1 Million to allow Region 3 staff to contract ROW mapping and advance Context Sensitive Solutions (CSS) process to advance design of interim and long-term improvements.

BACKGROUND

Since late last summer, CDOT staff has been working to identify improvements to Cottonwood Pass to provide an improved alternate route to Glenwood Canyon. We have had two meetings, one in Glenwood Springs and one in Eagle. Staff from both counties, and many affected municipalities, and members of the public attended both. Eagle County has proposed 6 spot locations for improvements-with a conceptual cost of approximately \$15 Million. Garfield County has analyzed three potential routes in their county-with packages of improvements on each similar in scope to the Eagle County improvements. Garfield's preferred alternative is to improve the "Catherine's Store" road, which is the most southerly of the three alternatives. Preliminary research has been performed on right of way ownership in both counties. Much of the route is what is known as "prescriptive right" which means the right of way exists only where the road exists. In many areas, there is no formal boundary platted-and establishing the right of way for the existing road will require some serious work. Areas where curves are to be softened, or the road is to be widened will require right of way acquisition, above and beyond the formal establishment of the existing prescriptive right ROW lines. Both counties seek to improve the route as a county road, and do not want to transform it into a state highway. There are varying opinions regarding the ultimate width of the route, and/or shoulders, the design speed of the curves, and the suitability of any improvements for truck traffic.

Aside from the spot improvements identified by both counties, CDOT has had conversations with Eagle County stakeholders regarding the possibility of improving an existing road down Cottonwood Creek,



and extending that road to an interchange on I-70-rather than improving the Blue Hill portion of the existing route. Cottonwood Creek is one drainage west of where the Cottonwood Pass road currently terminates in Gypsum. Improving this existing road eliminates the need to improve the most difficult area on the existing route. This alternative would also take traffic away from downtown Gypsum, and instead carry it through a less developed area. CDOT plans to continue to pursue this alternative and determine its feasibility.

DETAILS

CDOT needs funding to perform more rigorous right of way analysis, and to advance the design concepts presented by Eagle and Garfield Counties. In the coming weeks, a contract will be procured to perform the right of way analysis. CDOT's stewardship agreement with FHWA mandates that any Right of Way acquisition be performed in accordance with the Uniform Act-which establishes protocols for the purchase of Right of Way. Under the terms of the Uniform Act, Right of Way acquisition can be expected to take over a year, once the limits of the purchase are determined. While some minor improvements are possible this summer, the wholesale improvements requiring ROW purchase will not be possible prior to the summer of 2023.

NEXT STEPS

Approve the Budget Action to move the \$1.0 M to the fund ROW mapping and continued CSS and conceptual roadway planning.

ATTACHMENTS

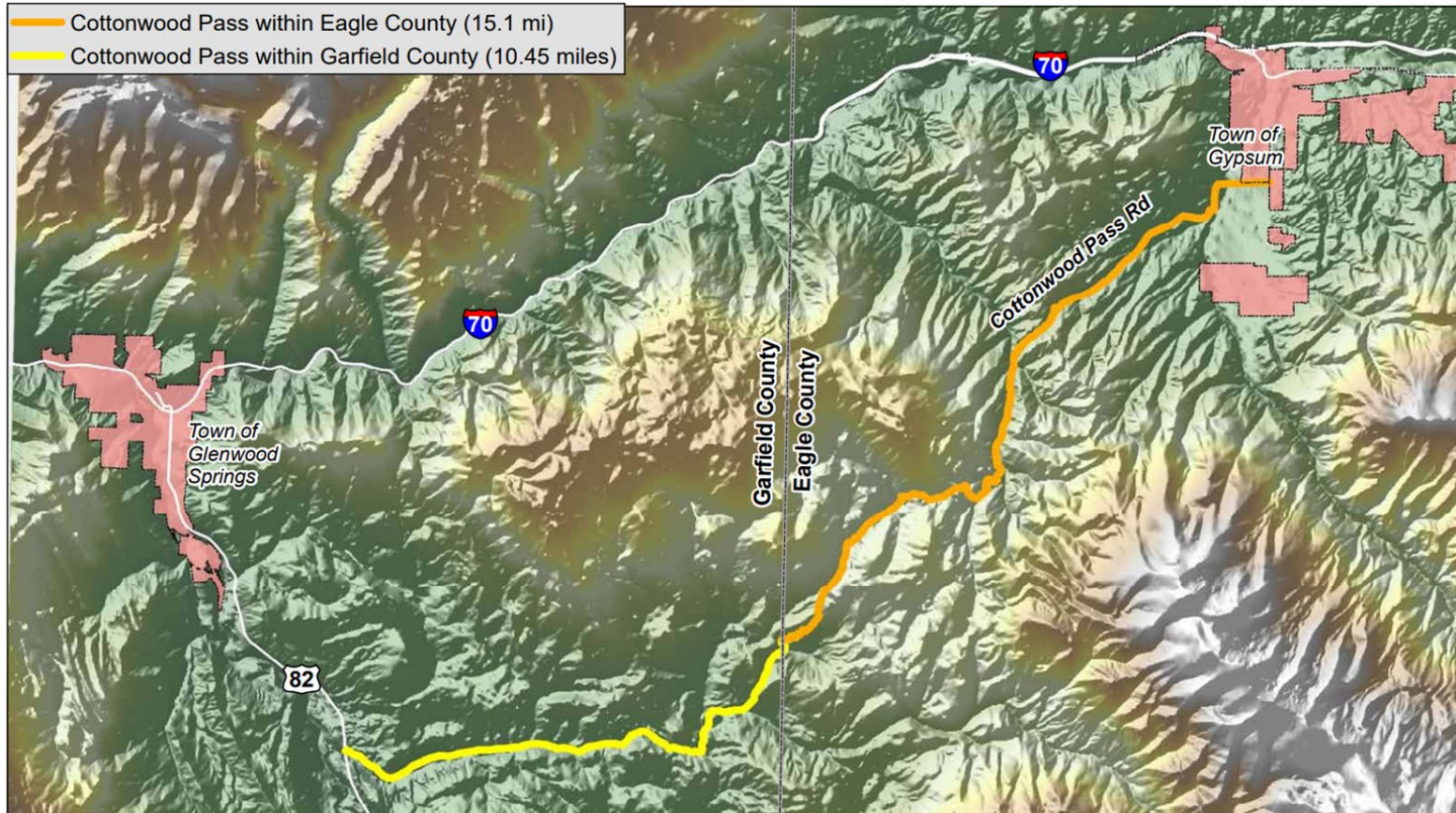
Power Point Presentation "Cottonwood Funding."





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Planning and Designing an Alternate Route for Glenwood Canyon



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The Present State

Because of natural hazards, I-70 through Glenwood experiences significant (greater than 1 week) closures three or four times a decade.

The shortest existing alternate route suitable for much of the Interstate Traffic is a 2.5 hour minimum detour via SH 13, SH 40 and SH 9.

An alternate detour on the state highway system (SH 82) is impossible to traverse for truck traffic, and is closed in winter.

Several dirt roads provide detours, but they in no way can carry interstate traffic. The shortest of these is Cottonwood Pass, which connects the Roaring Fork Valley to Gypsum.

ER Funding Opportunities

In the Emergency Declaration last summer, CDOT inserted a \$50M placeholder for purposes of a resilient alternate route.

Discussions with FHWA indicate that the amount that could be spent on such improvements would likely be capped at the Present Value of direct costs (not user costs) expended on the closure, at the frequency of the closure.

It is believed that the PV calculated under this direction would be in the neighborhood of \$5-6 M.



Resiliency Funding Opportunities

The Bipartisan Infrastructure Law includes both programmatic and grant funding opportunities for resiliency items.



Cottonwood Pass Conversations

Two meetings were held in October/November in Glenwood Springs and Eagle to discuss improvements to Cottonwood Pass.

The existing route is a county road, owned and maintained by Garfield and Eagle County.

Both Counties seek improvements, but both desire the road to remain under county control.

The meetings concluded with the desire to enter into a Context Sensitive Solutions (CSS) process to identify both immediate Safety and Operational Improvements, as well as exploring other long-term solutions to improving the route.



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Safety and Operational Improvements

Eagle County has identified six locations on the Eagle County portion of the pass that would benefit from geometric improvements to the roadway.

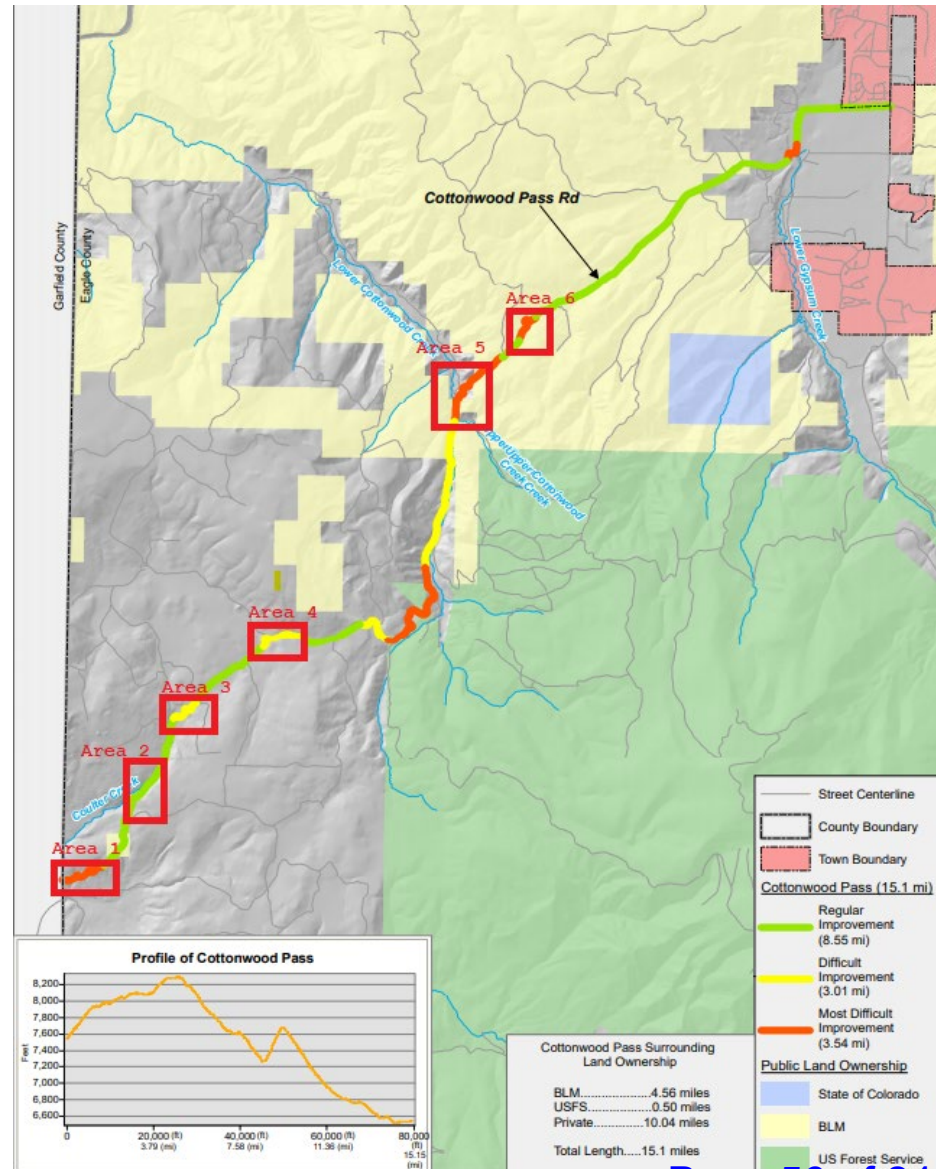
Garfield County identified three alternatives, with the Catherine's Store Road as their preferred alternative-with 8 locations that would benefit from Geometric improvements to the roadway.



Eagle County Improvement Locations

Areas 1-4 and 6 are
widening and curve
straightening.

Area 5 is major
reconstruction of Blue Hill





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Blue Hill Segment

Crosses divide from
Cottonwood Creek to
Gypsum Creek

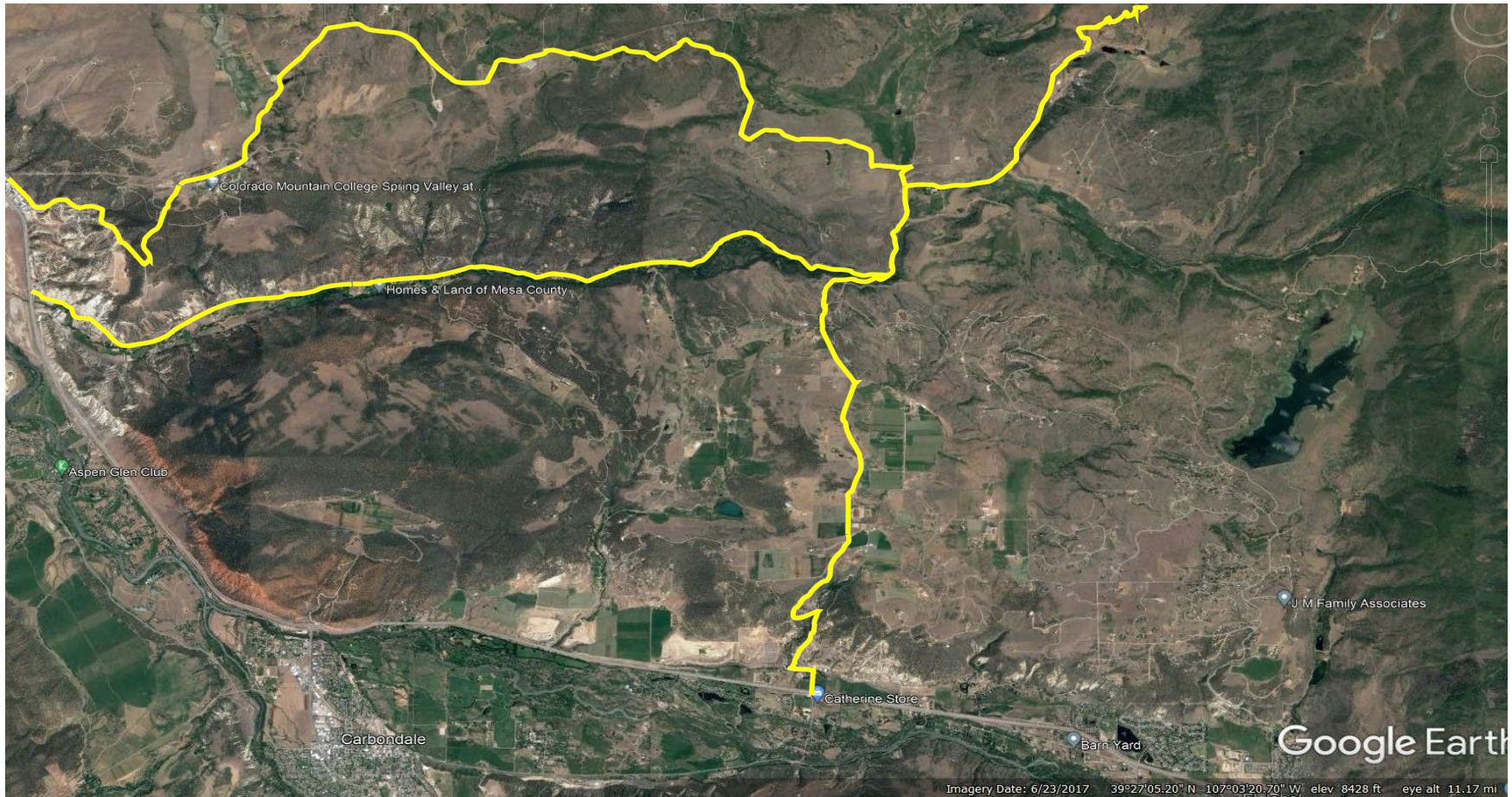
\$5 M Conceptual Cost



Image Landsat / Copernicus



Garfield County Alternatives



Right of Way

Much of the route, in both counties, is owned through a mechanism known as Prescriptive Right-i.e. the road is owned by virtue of its location. There is no formal property line. The route passes both through private and public land (USFS and BLM)

In order to widen the route, or soften curves, Right of Way must be mapped. Such mapping will be the basis for any Right of Way acquisition.



Immediate Need

\$1 M dollar budget to perform Right of Way Mapping and advance the CSS process to advance the conceptual designs.

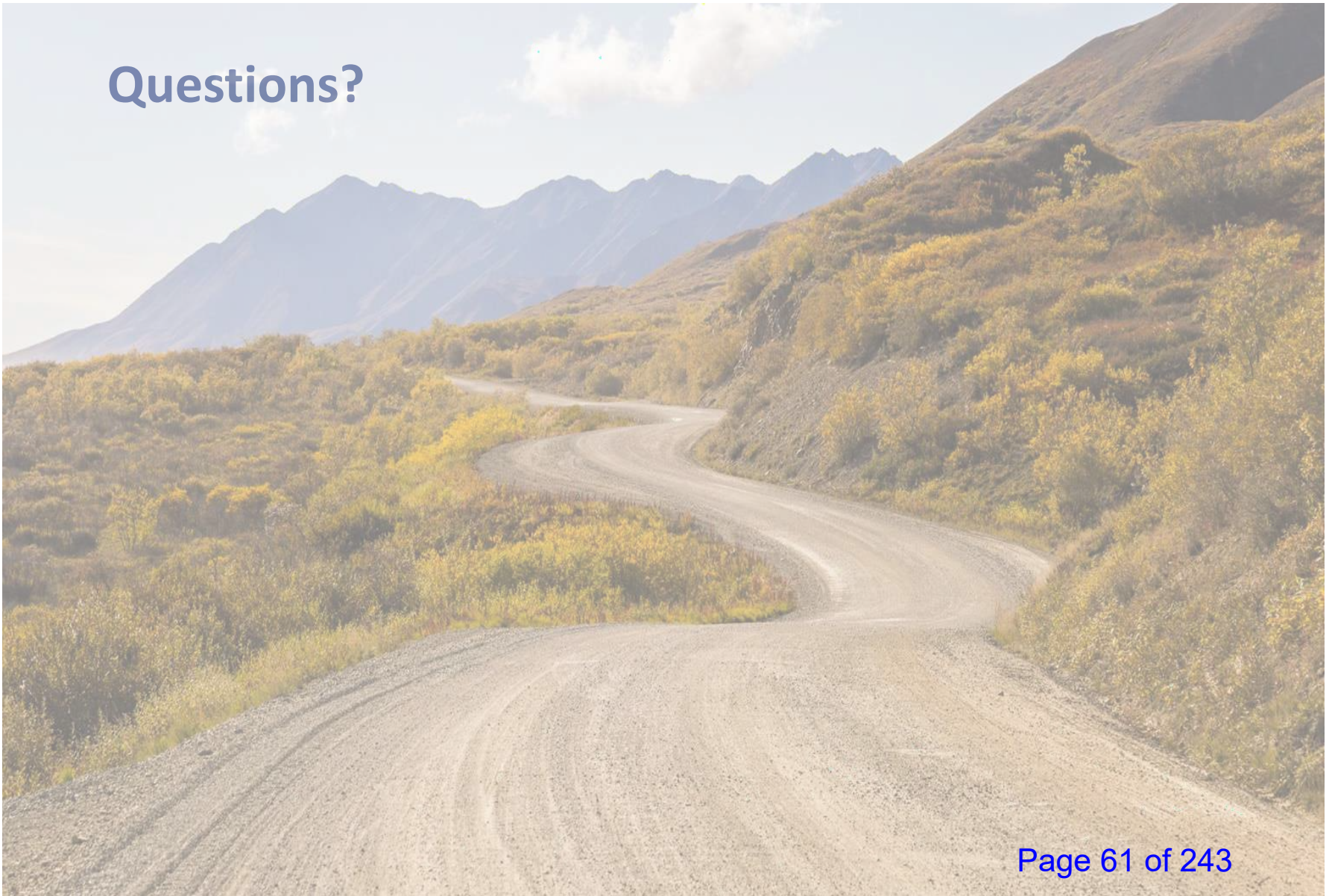
Eagle Residency in Region 3 would issue a Task Order immediately and complete the ROW mapping this summer.



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Questions?





DATE: February 16, 2022
TO: Transportation Commission
FROM: Amber Blake, Director - Division of Transit and Rail
Qing Lin, Programming Unit Manager, Division of Transit and Rail
Peter Hadley, Transit and Rail Planner, Division of Transit and Rail
Nate Vander Broek, Bicycle Pedestrian Manager, Division of Transportation Development
RE: FTA 5311 Rural Administration and Operating Baseline Funding Methodology for FY 2023-2028

Purpose

This memo outlines a new approach to the FTA 5311 Rural Administration and Operating distribution, by establishing a five-year baseline funding methodology to ensure stable funding to 5311 operators, ensure funding for transit expansions, allow for funding availability to new 5311 agencies, and allow for funding to improve the state of good repair for rural transit agencies.

Action

This is an informational workshop for the Transportation Commission (TC) in preparation for an action item requesting the approval of a distribution methodology for FTA 5311 funds 2023-2028 at a future Transportation Commission Meeting.

Background

- In 2016, The Division of Transit and Rail (DTR) began a two-year effort to create a 5311 operating assistance redistribution formula methodology with the Transit and Rail Advisory Committee (TRAC) and a newly formed 5311 methodology subcommittee of TRAC.
- In 2017, DTR and the TRAC subcommittee reached consensus on a new distribution methodology.
- On 4/20/2017, TC approved the methodology, based on agency size and equity considerations, for 2018 5311 operating funds distribution.
- On 3/3/2018, TC approved a 5-year transition plan which covers 2019 to 2023 based on the formula methodology. The transition plan allowed local agencies to adjust to the increase or decrease in funding level through a six-year period (1+5 years, 2018 to 2023).
- DTR has implemented the approved distribution formula to Colorado 5311 transit operators over the last 5 years.
- The only major issue reported on the new methodology was a protest from the City of Durango due to the formula creating a 54% funding cut, which resulted in a significant reduction in service.
- Over the past years, 6 new agencies have applied and were awarded FTA 5311 operating funds.

Details

- DTR is in the process of preparing for the 2023 Call for projects which is expected to be released in May 2022.
- The purpose of the baseline funding methodology is to ensure a base level of funding to existing 5311 transit agencies, to allow funding for strategic transit service enhancements, and to allow available funding for new agencies to enter the 5311 program.
- In developing this recommendation, DTR Staff interviewed 5311 operators who anticipated a significant increase or decrease in funding in 2023 based on the original formula.
- Staff conducted a 5 year fiscal analysis to ensure baseline funding levels could be met. The 5 year financial analysis included the following assumptions:
 - 20% increase on 2022 5311 apportionment and 2% annual increases for the following years. (Awaiting FTA apportionment)

- Roll forward \$6 million State Admin funds from CARES Act for the next 5 years, \$1.2 million each year.
- Retain \$7 million from 2022 5311 funds for the next 5 years' capital needs, distributing \$1.4 million each year.
- Staff presented this recommendation to TRAC on January 14th. TRAC unanimously supported the baseline funding methodology.

Recommendation

- DTR staff proposes and recommends a formula modification to 5311 annual distributions to establish a baseline funding methodology for the next five years (2023-2028):
 - Agencies expecting an award increase will receive the full anticipated amount per the original formula.
 - Agencies expecting an award decrease will remain at 2022 funding levels per the original formula.
 - Total operating and admin awards to existing transit agencies will result in an 8% increase over 2022 (Year 5) formula funding levels. **Attachment 1**
 - Over the next 5 years a 2% annual increase will be applied to operating allocations/baseline funding levels.
- DTR Staff will begin evaluating this scenario and the baseline funding levels in 2024, to ensure the 5311 methodology is meeting the goals of ensuring baseline funding, funding strategic transit expansion, and allowing funding for new 5311 transit operators.
- 2024-2027 DTR Staff will work with transit agencies to evaluate the effectiveness of the baseline funding levels and any necessary changes to the methodology.
- DTR Staff will bring any necessary changes to the methodology to the Transportation Commission for years 2028-2032 in 2027.

Benefits

- The proposed methodology and five-year financial plan provide sustainable funding levels to maintain this scenario over the next five years, moreover, this scenario also provides available funds necessary to fund new agencies, expand existing services and to meet a state of good repair.
- The establishment of baseline funding will streamline the annual call for projects. Existing 5311 agencies will not be required to submit a full application. Instead, 5311 agencies will only need to update agency information and certify the services and programs they provide with 5311 funding.
- This new process will streamline the award and contracting process and allow resources to focus on new agencies or existing agencies seeking expansion.

Next Steps

- Transportation Commission workshop February 2022.
- Seek Transportation Commission approval in March/April 2022.
- Release the 2023 Call for Projects in late May 2022.
- Execute 5311 Admin and Operating contracts prior to January 1, 2023.

Attachments

Baseline Allocation for 2023

Presentation - TC 5311 Distribution Baseline Funding

Attachment 1 Baseline Funding Methodology Allocations 2023

Agency	Size Category	Orig Formula Year 5 (2022)	Orig Formula Year 6 (2023)	Baseline Methodology Year 6 (2023)	Increases maintained in baseline funding	Decreases avoided in baseline funding methodology
Archuleta County	Very Small	\$ 93,438	\$ 93,438	\$ 93,438	\$ -	\$ -
Dolores County Seniors	Very Small	\$ 53,806	\$ 83,160	\$ 83,160	\$ 29,354	\$ -
Disability Services, Inc.	Very Small	\$ 59,300	\$ 59,300	\$ 59,300	\$ -	\$ -
La Junta	Very Small	\$ 103,980	\$ 175,725	\$ 175,725	\$ 71,745	\$ -
Montezuma County Seniors	Very Small	\$ 96,806	\$ 156,520	\$ 156,520	\$ 59,714	\$ -
Bent County	Small	\$ 162,881	\$ 279,187	\$ 279,187	\$ 116,306	\$ -
Clear Creek County	Small	\$ 135,722	\$ 145,289	\$ 145,289	\$ 9,567	\$ -
Cripple Creek	Small	\$ 239,205	\$ 266,189	\$ 266,189	\$ 26,984	\$ -
East Central COG	Small	\$ 189,595	\$ 189,595	\$ 189,595	\$ -	\$ -
Jefferson County SRC	Small	\$ 294,847	\$ 294,847	\$ 294,847	\$ -	\$ -
Lake County	Small	\$ 132,441	\$ 132,441	\$ 132,441	\$ -	\$ -
Park County	Small	\$ 45,000	\$ 45,000	\$ 45,000	\$ -	\$ -
Neighbor to Neighbor - Eagle Line	Small	\$ 68,500	\$ 68,500	\$ 68,500	\$ -	\$ -
Neighbor to Neighbor	Small	\$ 148,314	\$ 148,314	\$ 148,314	\$ -	\$ -
Prowers County	Small	\$ 215,927	\$ 215,927	\$ 215,927	\$ -	\$ -
SCCOG	Small	\$ 325,446	\$ 325,446	\$ 325,446	\$ -	\$ -
SUCAP	Small	\$ 246,144	\$ 247,300	\$ 247,300	\$ 1,156	\$ -
Teller Senior Coalition	Small	\$ 126,744	\$ 126,744	\$ 126,744	\$ -	\$ -
Upper Arkansas Area COG	Small	\$ 282,425	\$ 321,939	\$ 321,939	\$ 39,514	\$ -
Via Mobility	Small	\$ 308,936	\$ 308,936	\$ 308,936	\$ -	\$ -
Estes Park	Medium	\$ 35,000	\$ 35,000	\$ 35,000	\$ -	\$ -
All Points Transit	Medium	\$ 358,909	\$ 466,491	\$ 466,491	\$ 107,582	\$ -
Avon	Medium	\$ 245,980	\$ 245,980	\$ 245,980	\$ -	\$ -
Black Hawk - Central City	Medium	\$ 112,884	\$ 112,884	\$ 112,884	\$ -	\$ -
Crested Butte	Medium	\$ 300,787	\$ 300,787	\$ 300,787	\$ -	\$ -
Glenwood Springs	Medium	\$ 314,716	\$ 314,716	\$ 314,716	\$ -	\$ -
SMART	Medium	\$ 182,160	\$ 182,160	\$ 182,160	\$ -	\$ -
Gunnison Valley RTA	Medium	\$ 242,618	\$ 242,618	\$ 242,618	\$ -	\$ -
NECALG	Medium	\$ 476,072	\$ 476,072	\$ 476,072	\$ -	\$ -
SRDA	Medium	\$ 102,853	\$ 159,995	\$ 159,995	\$ 57,142	\$ -
Telluride	Medium	\$ 149,260	\$ 145,892	\$ 149,260	\$ -	\$ 3,369
Breckenridge	Large	\$ 240,142	\$ 330,868	\$ 330,868	\$ 90,727	\$ -
Durango	Large	\$ 787,043	\$ 413,095	\$ 787,043	\$ -	\$ 373,948
Snowmass	Large	\$ 359,598	\$ 458,527	\$ 458,527	\$ 98,930	\$ -
Steamboat Springs	Large	\$ 461,397	\$ 454,095	\$ 461,397	\$ -	\$ 7,302
Winter Park	Large	\$ 226,203	\$ 358,501	\$ 358,501	\$ 132,298	\$ -
Eagle County	Very Large	\$ 420,790	\$ 420,790	\$ 420,790	\$ -	\$ -
Mountain Village	Very Large	\$ 133,354	\$ 133,354	\$ 133,354	\$ -	\$ -
RFTA	Very Large	\$ 1,201,678	\$ 1,201,678	\$ 1,201,678	\$ -	\$ -
Town of Vail	Very Large	\$ 229,274	\$ 229,274	\$ 229,274	\$ -	\$ -
Summit County	Very Large	\$ 466,716	\$ 466,716	\$ 466,716	\$ -	\$ -
Total		\$ 10,376,892	\$ 10,833,291	\$ 11,217,909	\$ 841,017	\$ 384,618



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Department of Transportation
Division of Transit & Rail

FTA 5311 Rural Operating Funding Distribution Transportation Commission Workshop

February 16, 2022



- Overview of FTA funding the Division of Transit and Rail administrators
- FTA 5311 Rural Admin and Operating
- Background on existing distribution methodology
- Recommendation - Baseline funding methodology “Blue Sikes”



The Division of Transit and Rail at a Glance

The Division of Transit and Rail (DTR) was created by state legislation in 2009.
Per Colorado Statute (CRS 43-1-117.5)

“The Transit & Rail Division shall be responsible for the planning, development, operation, and integration of transit and rail into the statewide transportation system; [and] shall in coordination with other transit and rail providers, plan, promote, and implement investments in transit and rail services statewide.”

- DTR administers and provides oversight of FTA and State Funds to 81 transit agencies across the state.
- 2019-2021
 - 19% increase in subrecipients (68-81) between 2019-2021
 - 234% increase in funds distributed and administered by DTR 2019-2021
 - 88% increase in grant agreements awarded



FTA Transit Funding Overview

Transit Funding Sources	2019 (68 Subrecipients)		2020 (74 Subrecipients)		2021 (81 Subrecipients)	
	# of Grant Agreements	\$ Million Distribution	# of Grant Agreements	\$ Million Distribution	# of Grant Agreements	\$ Million Distribution
FASTER	31	\$8.2	39	\$10.4	32	\$8.2
SB1 MMOF	0	\$0.0	0	\$0.0	24	\$27.0
SB228	6	\$2.3	9	\$1.9	1	\$0.2
SB267	0	\$0.0	17	\$39.0	35	\$17.8
Settlement	0	\$0.0	11	\$13.8	5	\$1.3
Vulnerable & Senior Funds	0	\$0.0	0	\$0.0	21	\$1.0
FTA-5304	7	\$0.3	5	\$0.4	10	\$0.5
FTA-5310	28	\$4.6	40	\$5.9	2	\$2.0
FTA-5311	34	\$13.0	44	\$12.0	44	\$12.0
FTA-5311 CARE and CRRSAA	0	\$0.0	42	\$35.0	42	\$78.1
FTA-5312 (City of Boulder)	1	\$0.3	0	\$0.0	0	\$0.0
FTA-5339 (a)	7	\$6.7	7	\$5.3	12	\$4.5
FTA-5339 (b)	7	\$16.4	6	\$3.3	Pending	Pending
FTA-5339 ©	0	\$0.0	1	\$1.6	Pending	Pending
Total	121	\$62.3	221	\$193.7	228	\$208.1



FTA Transit Funding Overview

There are two types of FTA grant programs

- Each grant program has its own set of criteria, eligibilities, and rules.

Discretionary

- Grants made through a competitive process.
- Discretionary funds may be subject to annual appropriations.

Formula Funds

- Formula funds are a set amount of funds that are distributed annually.
- Formula funds are guaranteed.

FTA funds are handled as direct grants, whereas FHWA reimburses State's expenses.



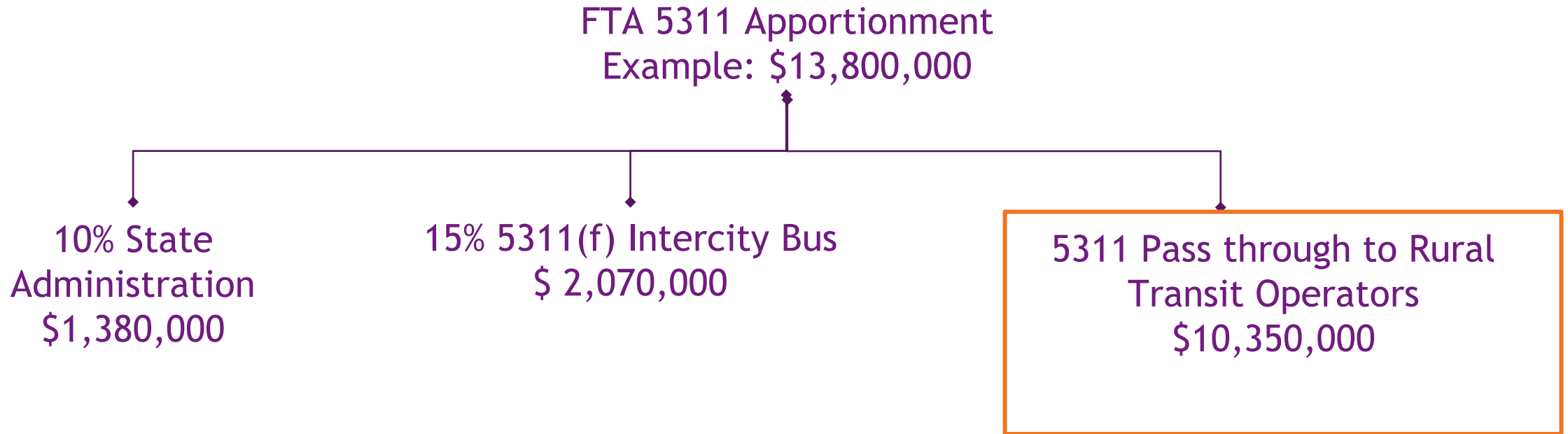
FTA Transit Funding Overview

DTR passes through the following FTA Funds:

- **5304 - Statewide Planning**
- **5310 - Enhanced Mobility for Seniors and Individual with Disabilities**
 - Capital, Mobility Management, Operating
- **5311 - Rural Area Formula Program**
 - **5311 - Operating and Admin, Capital (fleet, facilities, equipment)**
 - 5311(b)(3) - Rural Transit Assistance Program (RTAP)
 - 5311(f) - Intercity Bus (Bustang, Outrider)
- **5312 - Research, Development, Demonstration, and Development**
- **5339 - Bus and Bus Facilities Formula Program**
 - 5339(a) - formula pass through for Rural and Small Urban
 - **5339(b) - Discretionary Program (competitive)**
 - **5339(c) - Low or No Emissions Vehicles (competitive)**



FTA Transit Funding Overview : 5311 Funds



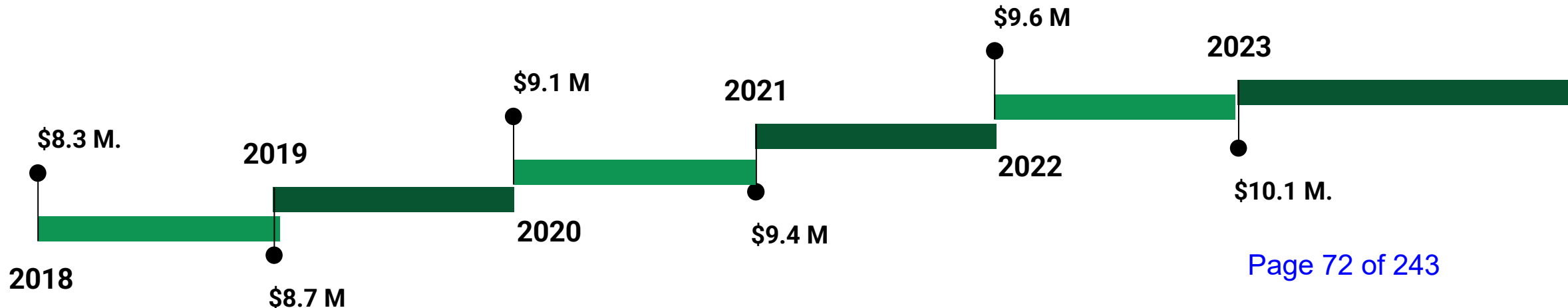
- 5311 - Rural Area Formula Program Eligible Projects
 - Operating and Administration
 - Capital (fleet, facilities, equipment)



Current 5311 Distribution Methodology -Background

Development of the existing 2018 Formula

- 2016-2018 DTR led a two year effort to establish a re-distribution formula for 5311 Operating funds.
- Intent to establish a formula to re-distribute funding to existing agencies that would allow for new agencies to enter the 5311 program.
- March 2018, TRAC recommended and TC approved the a formula and transition plan.





Current 5311 Distribution Methodology -Background

Impacts of the 2018 Formula

- Approved formula resulted in agencies receiving increase in 5311 funding and agencies who received a decrease in 5311 funding.
 - 28 agencies received an increase (1-151%)
 - 5 agencies received a decrease (-2 - -54%)
- 5 year transition plan, with incremental decrease/increases was implemented.
- The reduction in funding resulted in significant service cuts for at least one agency.
- We are now in year 5 of the transition plan.
- TC resolution requires staff to revisit the formula prior to year 6.



Why Shift the Methodology?

Alignment with TC Guiding Principles

- **Safety** - State of Good Repair, Safety and Security Projects
- **Mobility** - GHG Reduction, Congestion Mitigation, Access (maintain and expand services)
- **Economic Vitality** - Social Equity, Service expansions, connectivity
- **Asset Management** - State of Good Repair
- **Strategic Nature** - Action towards achieving statewide Transit Vision, Sustainability, Efficiency

Entering Year 5 of transition plan

Continuous Improvement

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Potential Criteria Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.	Potential Criteria Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, such as supporting business, freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Potential Criteria Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Potential Criteria Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Potential Criteria Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits Reduction of Greenhouse Gas Emissions	Economic Impacts Statewide Equity Social Equity	Asset Management / Preservation Benefits Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships Short term projects vs. Accommodating Long-Term Projects trends How does the system look in 30 years and how does this project fit in?	Is the project consistent with the 2045 Statewide and Regional Plans and the projects identified as part of that collaborative process? Regional flexibility / Collaborative agreement on smaller scale projects included in the 10-year Plan



Sustainability, Efficiency, and Reliability

- **A successful methodology will:**
 - Provide stable and reliable baseline funding to existing transit agencies
 - Provide funding for expansion and new services
 - Provide funding for Capital/Rolling Stock Replacement
 - Improve process and efficiency for CDOT and Local Agency Staff





Assumptions:

- 20% increase in 5311 apportionment
- Roll forward \$6M State Admin funds from CARES Act (Use these funds to cover State Admin for next 5 years)
- Reserve \$7M from 2022 regular 5311 funds and spread \$1.4 M/year for the next five years capital needs (State of Good Repair)

Analysis demonstrated methodology is sustainable:

- Baseline funding, with 2% annual increase to each agency for next 5 years
- Additional funds available to accommodate new agencies and service expansions
- Funds available to improve state of good repair and fund vehicle expansion



Agency interviews

Staff interviewed agencies anticipating significant increases and/or decreases in 2023 funding as a result of the existing formula methodology:

- La Junta
- Bent County
- All Points Transit
- Breckenridge
- Snowmass
- Durango

What we heard:

- Ridership is recovering, services will expand.
- Stimulus funding has allowed agencies to maintain services.
- Agencies hope that emergency funds will be extended into 2023.
- Agencies are hesitant to turn down funding, but in some cases acknowledged that money is still on the table because of stimulus funding.



TRAC Approval

- Presented 5311 Baseline Funding Distribution Methodology (Blue Skies Scenario) to TRAC in January 2022
- Unanimous support from TRAC Members





Blue Skies Scenario - Win-Win

Baseline Formula (Attachment 1)

- Agencies expecting an increase in funding receive the full anticipated amount
- Agencies expecting a decrease in funding remain at 2022 funding levels

New Agency/Expansion/Capital (NOFA)

- Funding reserved for service enhancements and strategic expansions
- Funding available for new agencies
- Funding available for rolling stock replacement and expansion

Increased efficiency for CDOT staff and Agencies



- Seek Transportation Commission approval in March/April 2022.
- Release the 2023 Call for Projects in late April/early May.
- Execute 5311 Operating contracts prior to January 1, 2023.
- Begin evaluation of baseline funding levels, 2024.





Questions and Feedback





COLORADO
Department of
Transportation

DATE: February 16, 2022

TO: Transportation Commission

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

SUBJECT: Policy Directive Development - GHG Mitigation Measures & Update on Compliance with GHG Pollution Reduction Standard

Purpose

This memo provides an update on the status of the development of the Policy Directive on GHG Emissions Mitigation Measures and an update on the progress towards compliance for the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning.

Action

N/A

Background

As outlined in the Rule, approved by the Commission in December, Section 8.02.4: “By May 1, 2022, CDOT in consultation with the MPOs shall establish an ongoing administrative process and guidelines, through a public process, for selecting, measuring, confirming, verifying, and reporting GHG Mitigation Measures.” CDOT staff intend to bring a “Mitigations Policy Directive” to the Transportation Commission for approval at the April Commission meeting. This workshop, and a planned March workshop, are intended to share progress on the development of this important policy.

Details

CDOT staff has been working with the Ad Hoc Agency Coordination Committee to develop the GHG Mitigation Policy Directive. Staff has also been continuously working

with the Metropolitan Planning Organizations and other stakeholders to discuss modeling and GHG Mitigation measures/methodology.

CDOT has made significant progress since the GHG Rule adoption including modeling work, formation of the Interagency Coordination Team (IACT), preparing draft Mitigation Policy Documents, and working with other states who are interested in learning more about the GHG Rule.

Additionally, with the leadership of the Ad Hoc Agency Coordination Team, CDOT is developing a Draft Policy Directive which provides an overarching framework which explains the process for determining, validating and tracking mitigations. A parallel Procedural Directive will list the specific mitigations and calculation procedures.

Next Steps

Development of this Policy Directive is an important piece of the implementing the GHG Rule. By October 1, 2022, CDOT must update their 10-Year Plan, DRCOG and NFRMPO will update their Regional Transportation Plans (RTP) pursuant to the requirements of the rule and demonstrate compliance with the GHG reduction levels. Each agency must submit a GHG Transportation Report to the Commission, demonstrating the emissions analysis for their regions and if necessary, a Mitigation Action Plan which details mitigation measures used to help them meet their reduction levels.



GHG Pollution Standard for Transportation Planning

Transportation Commission - February 2022

Page 84 of 243



- 1. Current Schedule and Milestones**
- 2. Progress Since Rule Adoption**
 - Modeling Work
 - Interagency Coordination Team (IACT) formation
 - States reaching out to us (CA, WA, OR, NM)
 - Preparing Mitigation Policy Documents
- 3. Mitigation Development**
 - Structure
 - Stakeholder Outreach
 - MPO Input and Key Issues



Progress Since Rule Adoption

GHG Modeling Timeline

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Review Baseline Projects	█	█										
Coding Baseline Network	█	█										
First round of baseline model runs		█	█									
Baseline GHG Analysis- Moves Runs			█									
TC adopts the GHG Mitigation Policy				█								
TPRs/MPOs submit updated 10 Yrs Plans		█	█	█								
1st round of GHG Compliance model runs				█	█							
1st round of GHG Analysis- Moves Runs				█	█							
Second round of GHG Compliance model runs					█							
2nd round of GHG Analysis- Moves Runs					█							
Submit GHG results to APCD for verification (May 31)					█							
Submit GHG Transportation Report and Mitigation Action Plan (if applicable) to TC						█						
Draft Review 10-Year Plan							█					
STAC Review and TC Approval of 10-Year Plan							█					



Mitigation Development

DRAFT	January 2022	February 2022	March 2022	April 2022	May 2022
Strategy Steps for GHG Mitigation Policy					Policy in place
Ad Hoc Update					
Bi-Monthly meeting with Working group					
Environmental Groups					
Additional Stakeholder Involvement					
STAC					
TC		Workshop	Workshop	Final Policy Directive	



Modeling Approach

- Model current 10-year plan (“baseline” or “no action”)
- Regions/TPRs/planners develop an updated plan (“compliance” or “action” run)
- CDOT model covers the entire state
- CDOT responsibility under the GHG rule covers only non-MPO areas
- Modelers “subtract out” MPO areas to calculate GHG totals in the rest of the state



Progress Since Rule Adoption

Interagency Consultation Team (IACT) Formation

- “Works collaboratively and consults appropriately to approve modifications to Regionally Significant definitions, and address classification of projects as Regionally Significant, modeling assumptions, and projects that reduce GHG emissions”
- First meeting Feb. 10
- **Members**
 - John Adams, PACOG
 - Suzette Mallette/Medora/Becky, NFRMPO
 - John Liosatos, PPACG
 - Dana Brosig, GVMPO
 - Ron Papsdorf, DRCOG
 - Clay Clarke (CDPHE)
 - Kelly Blynn (CEO)
 - Rebecca White (CDOT)



Rule outlines GHG Mitigation Measures

- 1.18 Greenhouse Gas (GHG) Mitigation Measures - **non-Regionally Significant Project** strategies that reduce transportation GHG pollution and help meet the GHG Reduction Levels.
- 8.02.4 **By May 1, 2022**, CDOT in consultation with the MPOs shall establish an ongoing administrative process and guidelines, through a public process, for selecting, measuring, confirming, verifying, and reporting GHG Mitigation Measures. CDOT and MPOs may incorporate one or more GHG Mitigation Measures into their plans in order to assist in meeting the Regional GHG Planning Reduction Levels in Table 1. Such a process and guidelines shall include, but not be limited to, how CDOT and MPOs should determine the relative benefits and impacts of GHG Mitigation Measures, and measure and prioritize localized benefits to communities and Disproportionately Impacted Communities in particular. The mitigation credit awarded to a specific solution shall consider both regional and community benefits.
- 8.02.6.3 If GHG Mitigation Measures are needed to count toward the GHG Reduction Levels in Table 1, the MPO or CDOT may submit a **Mitigation Action Plan** that identifies GHG Mitigation Measures, if any, needed to meet the GHG Reduction Levels within Table 1. The Mitigation Action Plan shall include ...Sections



GHG Mitigation Policy/Procedural Development

- Policy Directive
 - Overarching framework
 - Explains intent of mitigations
 - Scoring criteria
 - Define regionally significant for CDOT
- Procedural Directive
 - Lists actual GHG Mitigation Measures
 - How to calculate GHG impact of mitigation measure
 - Actual scoring matrix



Core Sections of the GHG Mitigations Policy Directive

Policy Directive Draft Conceptual Approach

- **Selecting GHG Mitigation Measures**
 - Understanding what parameters are important in order to quantify GHG emissions
- **Scoring framework for the GHG Mitigation Measure**
 - Allows for ranges of emissions for each mitigation
 - Could create incentives (higher score) for applying reductions to DI communities, earlier action, other elements
- **Developing a Mitigation Action Plan**
 - What needs to be included to show progress
- **Submitting a GHG Status Report**
- **Process for approving New GHG Mitigation Measures**
 - Over time new measures may come to the forefront
- **Process for analyzing the efficacy of Existing Mitigation Measures**
 - Identifying some on the ground metrics that would help show that the measures are making an impact over time.



MPO Input and Key Issues

- Autonomy vs centralized evaluation
- Phased approach to approving mitigations
- Scoring
- Equity multiplier



Calculating GHG impact of Mitigation Measures

- Compiled GHG emission formulas for over 40 mitigation measures in 8 categories:
 - Transit
 - Land Use
 - Ped/Bike
 - Parking Management
 - Med/Heavy ZEV
 - Clean Construction
 - TDM
 - Operational
- CDOT modeling team: Are these mitigation measures best suited for off model calculations? Or can they be incorporated into transportation models?
- Spreadsheet being contributed to by two consulting firms: WSP and Cambridge Systematics, and other stakeholders



MEMORANDUM

DATE: February 17, 2022
TO: Innovative Mobility Committee
FROM: Kay Kelly, Chief, Office of Innovative Mobility
John Featherstone, Project Coordinator
Lisa Streisfeld, Assistant Director of Mobility Services
SUBJECT: Mobility Services Program Briefing

Purpose

This memorandum shall provide an update on current and planned activities within the Mobility Services Program of the Office of Innovative Mobility.

Action

None requested.

Background

In 2019, CDOT established the Office of Innovative Mobility to engage existing and emerging technologies to improve mobility choice, reduce congestion, and reduce greenhouse gas emissions. The four pillars of OIM include the Division of Transit and Rail, Electrification and Energy, Mobility Technology and Mobility Services. The Mobility Services team has 2 Full Time Employees (FTEs) and 1.5 interns. The Mobility Services' work plan contains three focus areas: (1) Strategic Transportation Demand Management (TDM), (2) Mobility Data Integration, and (3) Emerging Mobility.

Strategic TDM seeks to improve management of the operational demand on the existing transportation network. The goals of strategic TDM are to improve mobility, reduce congestion and reduce emissions. Methods include offering choice in mode, vehicle type, route, day or time of travel. Strategies may include promotion of traditional options: transit, biking, carpooling, vanpooling, or walking. Emerging strategies may include micromobility, micro transit, improvement of last mile connections, real time traveler information, and dynamic pricing of resources.

Projects under Strategic TDM include the TDM Grants for the Transportation Management Organizations (TMOs), Seed Funding Grants for new TDM programs and TDM Innovation Grants. CDOT has also engaged in educational outreach with the November 2021 TDM Conference held in cooperation with the Association of Commuter Transportation (ACT). Other efforts include coordination with stakeholders to enhance TDM strategies across the state, CDOT employee-based TDM efforts, and provision of technical assistance to the CDOT Regions to include TDM Plans in corridor studies and in project delivery.

Mobility Data Integration seeks the ability to gather, collate and analyze data to improve mobility choice, to improve efficiency of the transportation network, and to connect stakeholders to CDOT's data. To complete





this effort, CDOT has a contract with the Denver Regional Council of Governments to obtain the Ride Report micromobility data. Secondly, Mobility Services has provided technical assistance to the Division of Transit and Rail on the Connected Colorado project. Connected Colorado will construct a digital mobility platform to enhance the user's ability to plan a transit ride using multiple transit agencies services, book a connecting through ticket, and pay for the ticket on one centralized web based application (app). Connected Colorado will collate data (called General Transit Feed Specification [GTFS]) from the transit agencies in the state. Phase 1 of the project will commence in March 2022 with Bustang and three other transit agencies (Clear Creek County, Winter Park Transit and ECO Transit) to be part of the pilot deployment focusing along I-70. Phase 1 is estimated to be completed in a year (approximately March 2023) from the notice to proceed with the vendor in which the application (app) would "go live". Upon successful demonstration of the initial phase, other transit agencies will be added in future phases starting in mid-calendar year 2023.

Emerging mobility seeks to harness new technologies to demonstrate innovation and improve modal connectivity. Under this program, Mobility Services will deliver a shared micromobility pilot project with E-bikes. The project is planned to be deployed in the Summer of 2022 in cooperation with Colorado State Parks in order to reduce vehicle miles traveled within the state park and secondly to offer the public an opportunity to experience E-bikes within a safe environment.

Next Steps

Mobility Services will continue to complete programs in the work plan for the remainder of FY22 and will incorporate feedback and lessons learned into FY23 programming. The Office of Innovative Mobility will present the FY23 work plan to the Commission in spring 2022.

Attachments

- Attachment A - 2022-02-17 TC OIM Committee Meeting - Mobility Services
- Attachment B - OIM Printable Fact Sheet





COLORADO

Department of Transportation

Innovative Mobility Committee

February 2022
Page 97 of 243



Innovative Mobility Committee Agenda

- Opening Remarks by Committee Co-chairs:
Commissioner Bracke and Commissioner Vasquez
- Chief's Report: Kay Kelly
- Mobility Services Project Updates:
Lisa Streisfeld and John Featherstone
 - Strategic TDM Grant Program
 - Complementary TDM Efforts
 - Connected Colorado
 - Micromobility
- Q&A

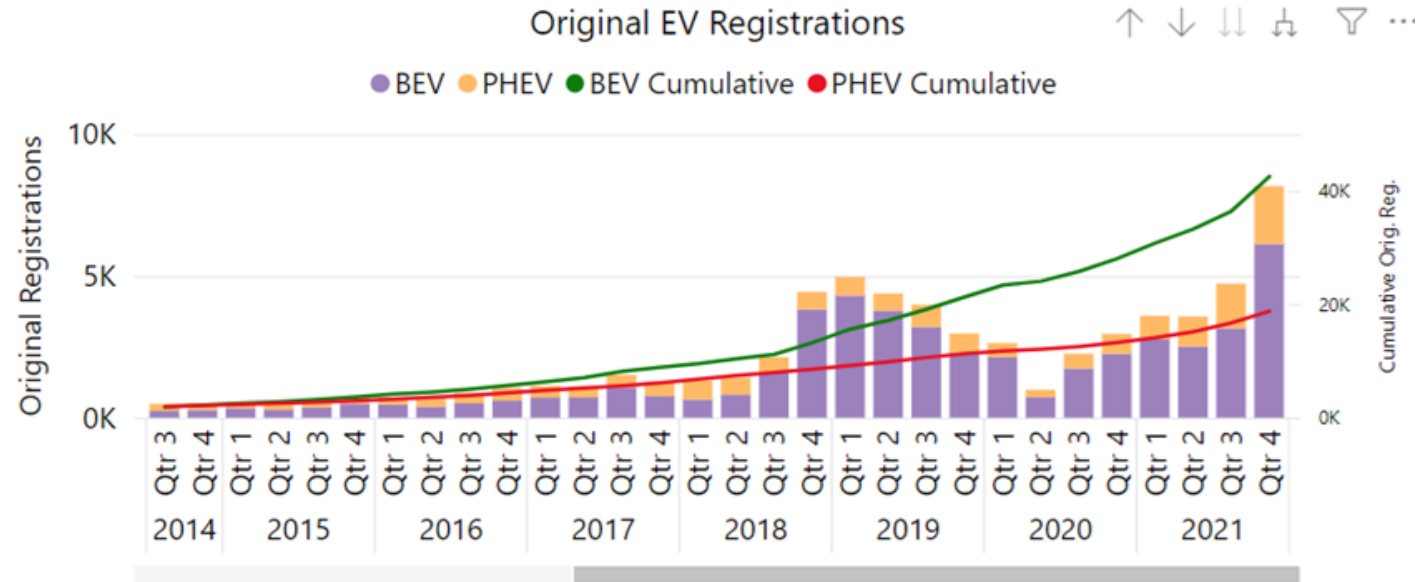
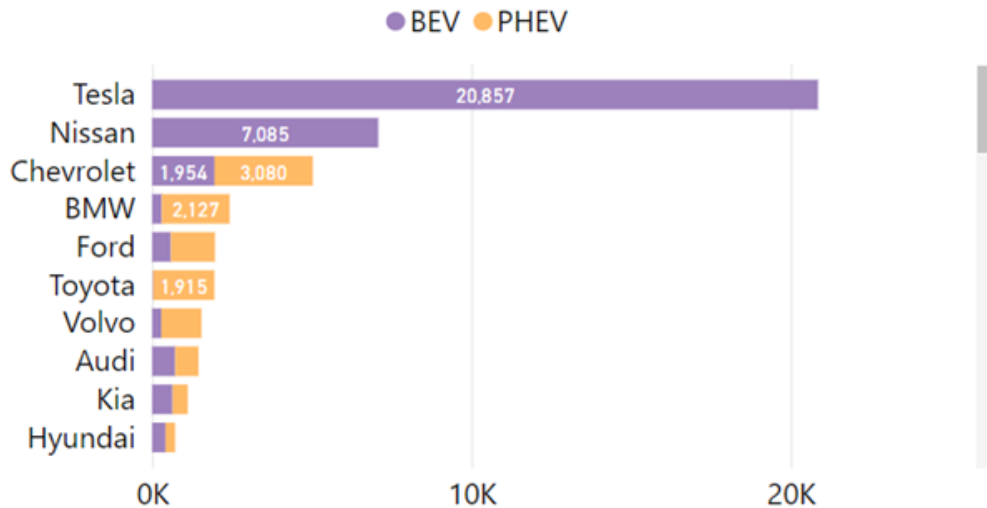




Innovative Mobility Data Point

% of new light-duty vehicle registrations that were EVs in the final months of 2021:
 7.5% in September... 9.6% in October... 10.8% in November... 12.8% in December!

EVs on the Road by Use Case, Make, Model and Technology





COLORADO

Department of Transportation

Office of Innovative Mobility

FACT SHEET

OUR MISSION

To reduce pollution in our air and congestion on our roads by expanding multimodal transportation options, using traditional as well as emerging mobility technologies.

WHO WE ARE

The Colorado Department of Transportation's (CDOT's) Office of Innovative Mobility works to expand mobility options through ridesharing, electrification and other emerging technologies.

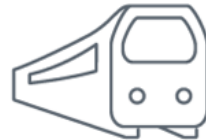
The office supports all types of transportation options, especially those that help reduce congestion by avoiding single occupancy vehicle use. Through these initiatives, the office hopes to reduce total vehicle miles traveled per capita in the state and looks to curb the growth of greenhouse gas- and ozone-causing emissions from transportation-related activities.



WHAT WE DO: OUR PROGRAMS

DIVISION OF TRANSIT AND RAIL

The Division of Transit and Rail (DTR) works with other transit and rail providers to plan, promote and implement investments in transit and rail services statewide. To accomplish this, DTR developed the Colorado State Freight and Passenger Rail Plan as well as the Statewide Transit Plan to identify transit and passenger rail needs and priorities.



Project Snapshot: Bustang Interregional Express Bus Service

Bustang is CDOT's bus service that connects urbanized areas across the State. Bustang primarily provides express service along four lines (the North, West, South, and Center Lines), but it also operates specialty services including seasonal services as well as an interregional lifeline transit service, Bustang Outrider, to serve rural Colorado. Bustang continues to add new routes, providing more people with mobility options.

ELECTRIFICATION AND ENERGY

The Electrification program works to facilitate the expansion of both electric vehicles (EVs) and infrastructure across Colorado. For example, the program develops and implements zero emission vehicle (ZEV) standards to ensure Coloradans have greater, more affordable choices in EV models.



Additionally, Electrification staff produce and administer strategies to push sustainable transportation forward, such as the Colorado EV Plan. They also engage with transit agencies to support the transition to electric transit buses.

Project Snapshot: Electrifying Colorado's Scenic and Historic Byways

The Electrification program is collaborating with CDOT's Destination Development to help communities install and promote EV charging stations along all 26 scenic and historic byways that traverse Colorado. Not only does byway electrification attract new residents and out-of-state tourists alike to explore our beautiful regions, it also protects local air quality by allowing visitors to opt for this clean method of transportation.

MOBILITY SERVICES

Mobility Services explores ways to make transportation efficient and more accessible to underserved populations by conducting research, deploying new technologies, analyzing data and piloting new programs. Among other goals, it aims to address traffic congestion by identifying and launching transportation demand management (TDM) efforts, including enhancing transit ridership and encouraging walking and biking; develop guidelines to help communities implement micromobility strategies; coordinate the development of mobility hubs; and study tools to create a universal payment or navigation app for transit and other mobility providers.



Project Snapshot: Connecting Colorado with an All-in-One App

CDOT is collaborating with statewide transit providers to develop a digital mobility hub platform called Connected Colorado that helps coordinate regional transit using real-time travel data. The digital platform aims to make travel easier for users by providing centralized trip planning, improve partnerships among transit providers and increase equitable transit access in rural communities – all of which reduces emissions by increasing transit usage.

MOBILITY TECHNOLOGY

The Mobility Technology program guides Colorado's strategy and policy on connected, autonomous and emerging transportation technologies. With support from Colorado State Patrol and Department of Revenue, the program leads the Autonomous Mobility Task Force, which develops Colorado's roadmap strategy for piloting connected and autonomous vehicles, including data collection and usage. It also explores ways to enhance safety in existing mobility options through new technologies, such as Advanced Driver Assistance Systems in Bustang vehicles, and it leverages CDOT staff and resources to demonstrate new technologies.



Project Snapshot: Protecting Lives with Autonomous Truck-Mounted Attenuators

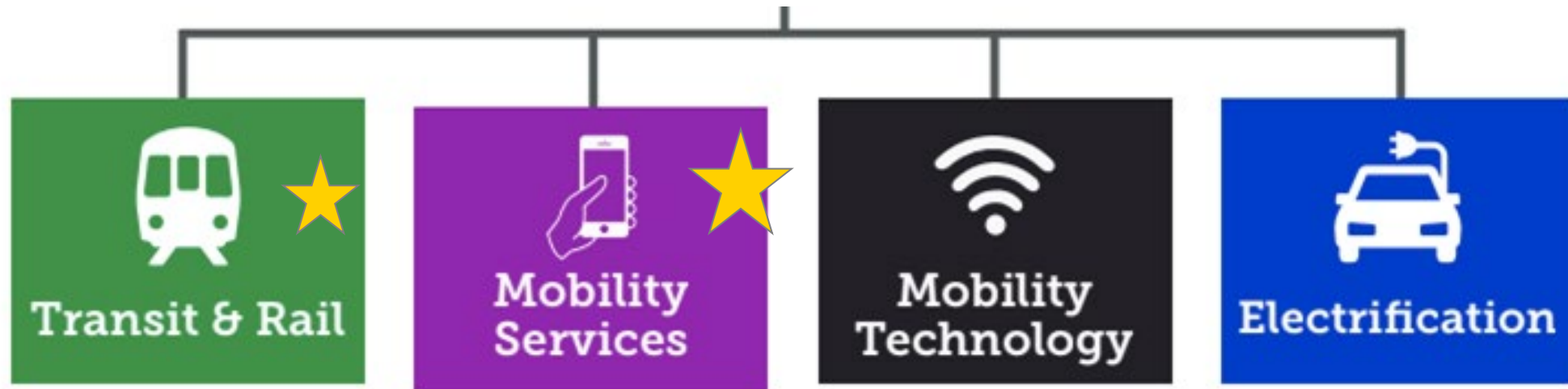
In 2018, CDOT embarked on a program to remove the vehicle operator from its attenuator vehicles, which are designed to absorb impact from a crash while in work zones and maintenance operations. By retrofitting two truck-mounted attenuators in its fleet with automated driving system technology, the vehicles can be operated without a human, reducing risk of injury and death in operators.

Contact us at dot_innovativemobility@state.co.us or visit codot.gov/programs/innovativemobility to learn more!



Office of Innovative Mobility

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



- Strategic TDM (TDM Grant Portfolio)
- Emerging Mobility (Micromobility Project)
- Mobility Data Integration (Connected Colorado w/ DTR)



What is Transportation Demand Management?

Transportation Demand Management (TDM) is an umbrella term for the application of strategies and policies that facilitate more efficient use of our limited transportation resources. These typically fall into three categories:



CAPACITY CREATION

Reallocation of road space to more efficient modes, increased levels of transit service, etc.



NETWORK MANAGEMENT

Transit timetable changes, active traffic management strategies, etc.



TRAVELER BEHAVIOR CHANGE

Efforts that reduce unnecessary trips, shift trips away from single occupancy vehicles, redirect trips to less congested corridors and retime trips away from peak travel times.



TMO Support Grants

- Helping existing TMOs expand their reach and impact
- Baselineing and measuring progress toward TDM goals

TDM Seed Funding Grants

- Providing resources for new TMOs to form in currently un-represented areas of the state

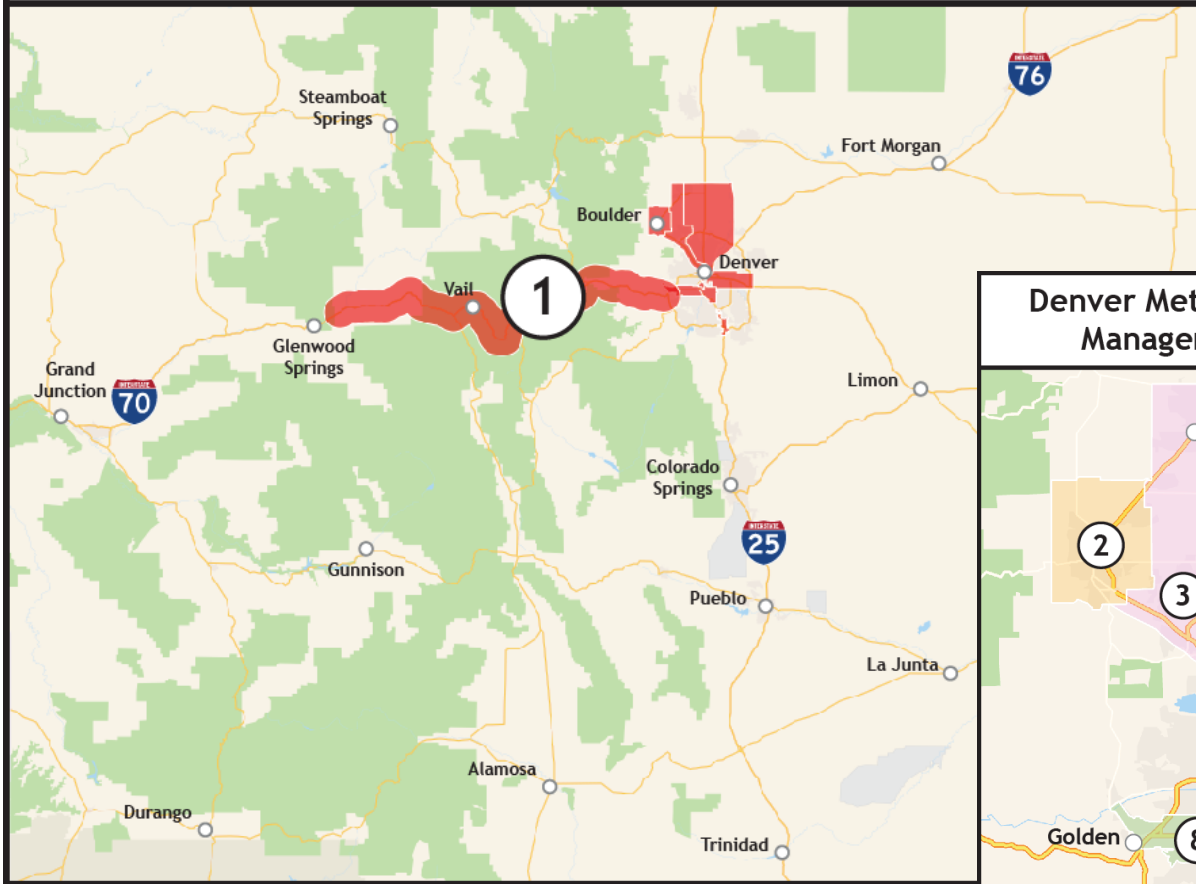
TDM Innovation Grants

- Incentivizing innovative ideas that reach new audiences or address current TDM gaps
- Scaling up existing best practices to expand their impact



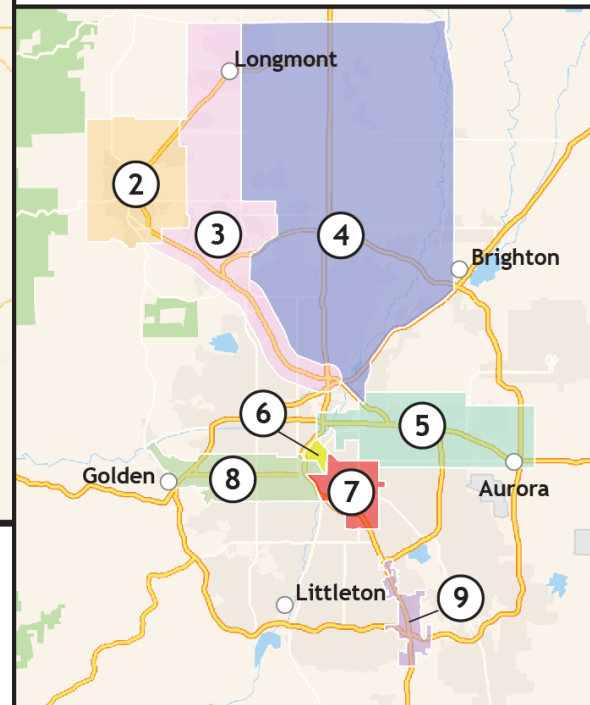
TMO Support Grants - Awarded Summer 2021

Colorado Transportation Management Organizations



- Awards made to all 9 existing TMOs
- \$60,000 per TMO
- 1 year performance period
- Final report requirement to assess impact

Denver Metro Area Transportation Management Organizations

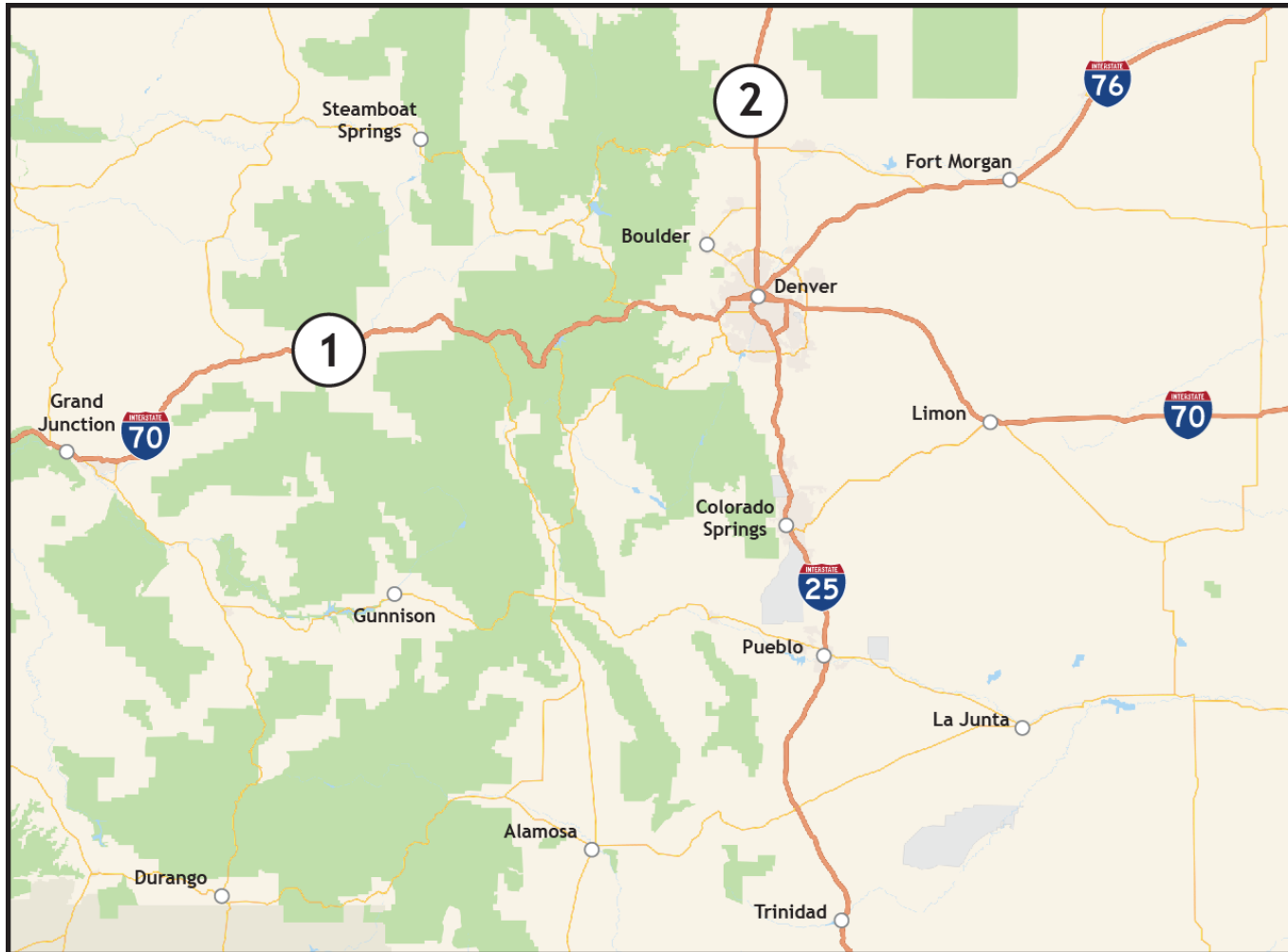


- | | |
|---|--------------------------------------|
| 1 | I-70 Coalition |
| 2 | Boulder Transportation Connections |
| 3 | Commuting Solutions |
| 4 | Smart Commute Metro North |
| 5 | Northeast Transportation Connections |
| 6 | Downtown Denver Partnership |
| 7 | Transportation Solutions |
| 8 | West Corridor TMA |
| 9 | Denver South |



TMO Seed-Funding Grants - Awarded January 2022

\$145,000 awarded across two, two-year awards.



1
City of Glenwood Springs
Creating a Transportation Management Organization for Glenwood Springs

2
City of Fort Collins
Shift Your Ride TDM Program



Glenwood Springs Transportation Management Organization



Award: \$64,000 over two years

Focus Area: City of Glenwood Springs

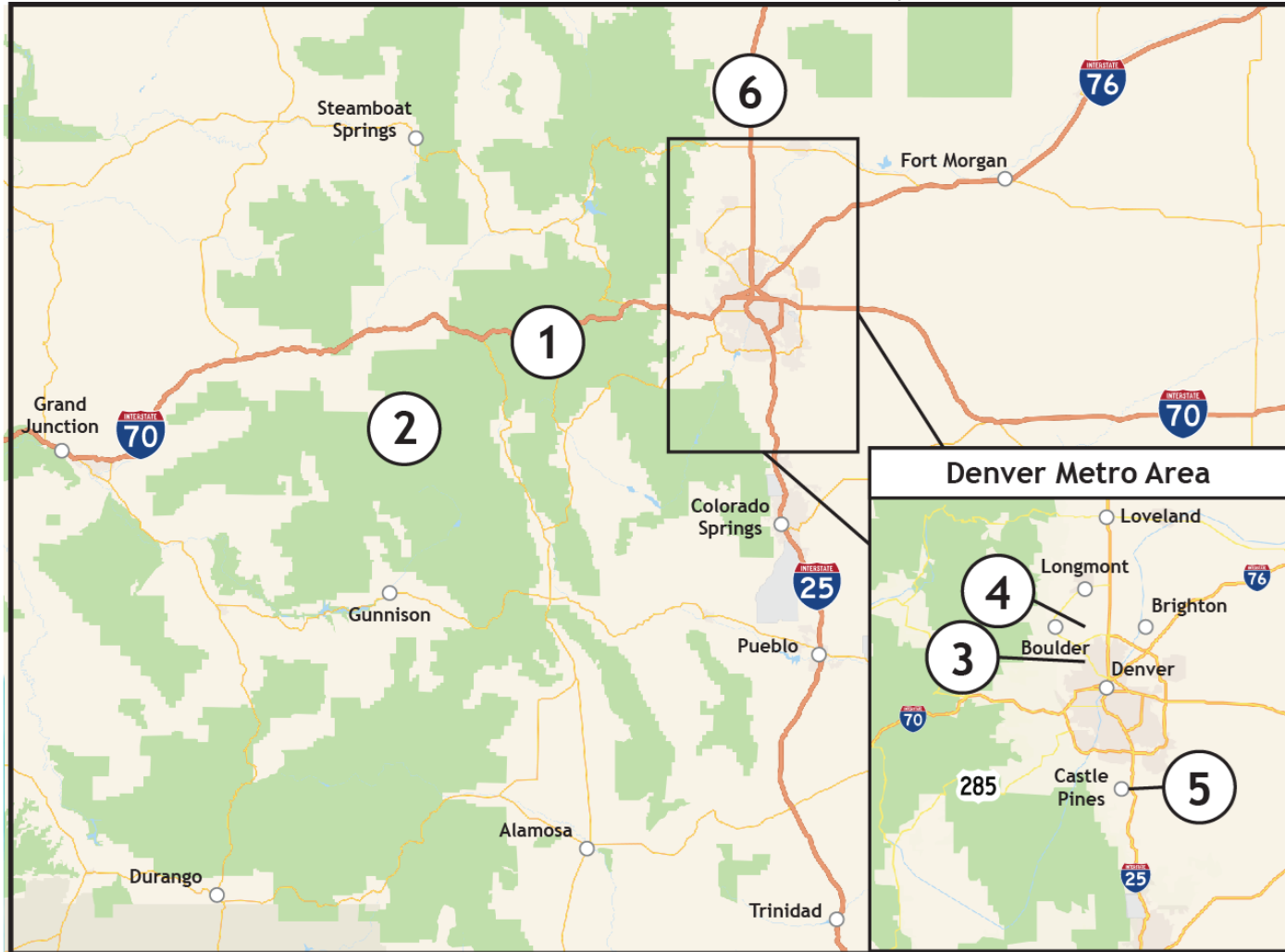
Project Overview:

- Grounded in the recommendations of the recent Multimodal Options for a Vibrant Economy (MOVE) Study completed alongside RFTA.



Innovation Grants - Awarded January 2022

\$347,000 awarded across seven, one-year awards.



- ① **Summit County**
Trailhead Shuttle Program
- ② **City of Aspen**
Microtransit Pilot & E-Bike Share
- ③ **Colorado Carshare**
Electric Carshare in Underserved Communities
- ④ **Commuting Solutions**
TDM Policy and Development Toolkits
- ⑤ **City of Castle Pines**
Transit Connection Study
- ⑥ **Colorado State University**
CSU TDM Plan & Case Study
- ⑦ **Colorado Forum**
Driving Change Guidebook (Statewide)



EV Car Share for Underserved Communities



Award: \$50,000 over one year

Focus Area: Denver Metro affordable housing and TBD mountain communities

Project Overview:

- Expansion of a program - piloted with DHA in 2021 - to provide electric car share programs and infrastructure to affordable housing communities.
- Initial launch focused on Louisville, Longmont, Boulder, and Denver.



Summit County Trailhead Shuttle

Award: \$50,000 over one year

Focus Area: Summit County

Project Overview:

- Successful pilot for trailhead shuttles in Summer 2021 at Quandary Peak and McCullough Gulch.
- Expansion to other trailheads.
- Demonstrate model for other areas facing recreational congestion.





Strategic TDM Grant Program Summary

The Pillars of Strategic TDM

**Enhance &
Expand
Existing Efforts**

TMO Support Grant

**Create
New Capacities**

Seed Funding Grant

**Demonstrate
& Scale
Best Practices**

Innovation Grant

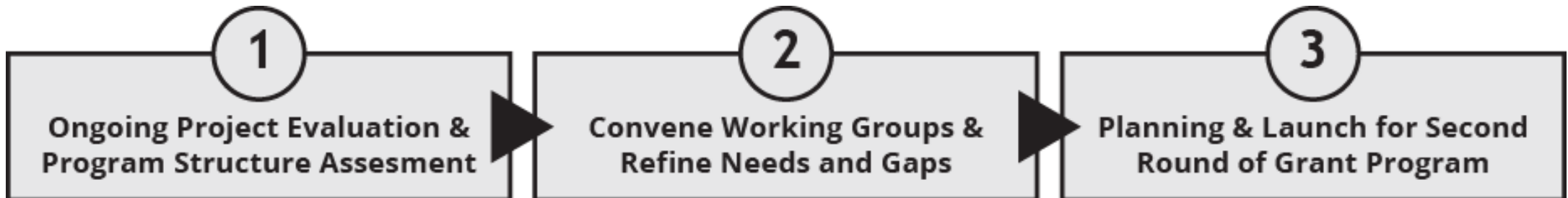
**Establish a
Network**



Strategic TDM Grant Program: Next Steps

Establishing a Network

- CDOT is at its best when it leverages its role as a convener to make disparate efforts greater than the sum of their parts.
- In late 2021, OIM started laying the foundations with the first **Statewide TDM Conference**.
- In early 2022, we will build on this work through the creation of **Strategic TDM Work Groups**.





Additional CDOT TDM Efforts

Staff Technical Support for TDM in PD 1601 Interchange Approvals

I-70/Harvest House/Aerotropolis Interchange

I-70/Quail Run

I-25/Crystal Valley Interchange

Staff Technical Assistance for Mobility Hubs

CDOT Employee TDM

Ecopass reinstatement

Guaranteed Ride Home Program through DRCOG

Transit reimbursement for CDOT Full Time Employees across the

state

Bicycle Commuter Benefit \$60 every quarter for staff cycling to

work

CDOT website updated with commuting options

Employee orientation to include commuting information

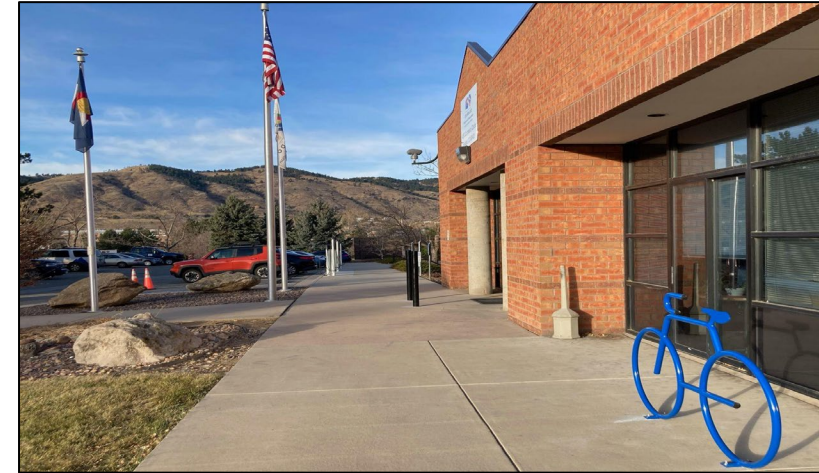
EV charging accessibility for staff

Vanpool options

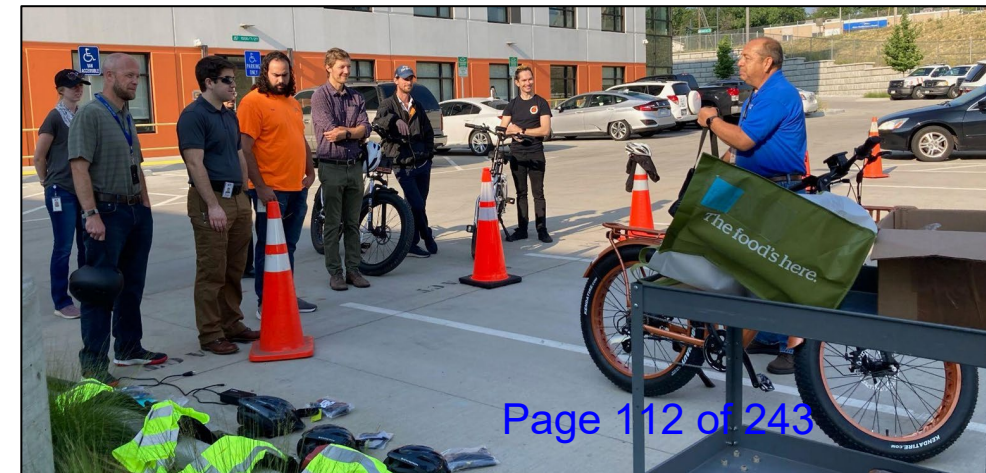
6 E-bikes for staff travel to meetings

Conducted E-bike training

Bike racks and lockers



New bike rack a CDOT Traffic Management Center/Region 1 in Corporate Circle Office in Golden



CDOT Light Duty Fleet Manager Training staff on using new e-bikes at HQ R1 Office

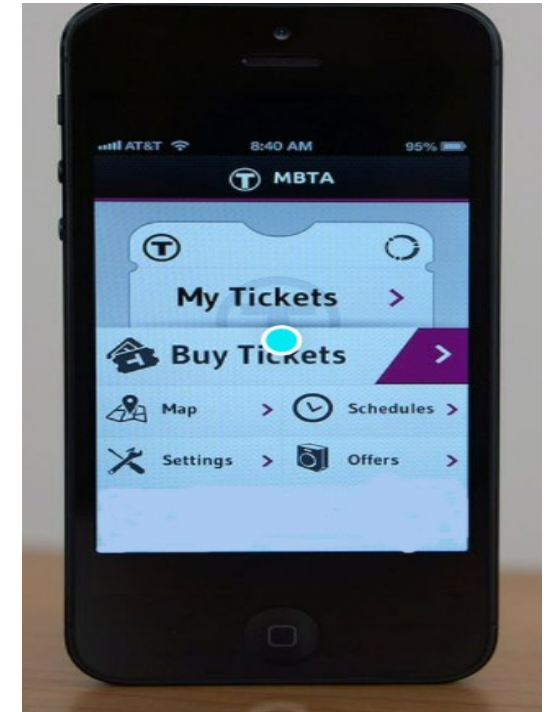


Connected Colorado: Planning & Stakeholder Coordination

1. Assist riders in transit accessibility and connectivity
 - a. Locating transit stops
 - b. Finding transit with bike racks or wheel chair lifts
 - c. Planning a trip across several transit providers across Colorado
 - d. Booking and paying for the ticket
 - e. Monitoring arrival/departure times of transit rides

1. Assist CDOT and local transit providers in decreasing congestion and emissions
 - a. Ridership data trends across several providers
 - b. Electronic/digital fare collection
 - c. Understanding real time schedules for Bustang Family of transit services

1. Formed an Advisory Committee with local stakeholder transit agencies, I-70 Coalition, CASTA, Colorado Association of Ski Towns, North Front Range MPO



**CONNECTED
COLORADO**

A digital mobility platform/app for smart phones and web access



Connected Colorado: Application Development

- 4. Completed competitive selection for vendor and writing contract
- 4. Estimated notice to proceed with vendor in March 2022
- 4. First phase with Bustang, Clear Creek County, Winter Park Transit and ECO Transit
- 4. Estimated go live with app March 2023
- 4. Future stages to integrate with other rural and urban transit providers and to connect with first/last mile mobility services



**CONNECTED
COLORADO**



Micro Mobility Demonstration Project

Purpose:

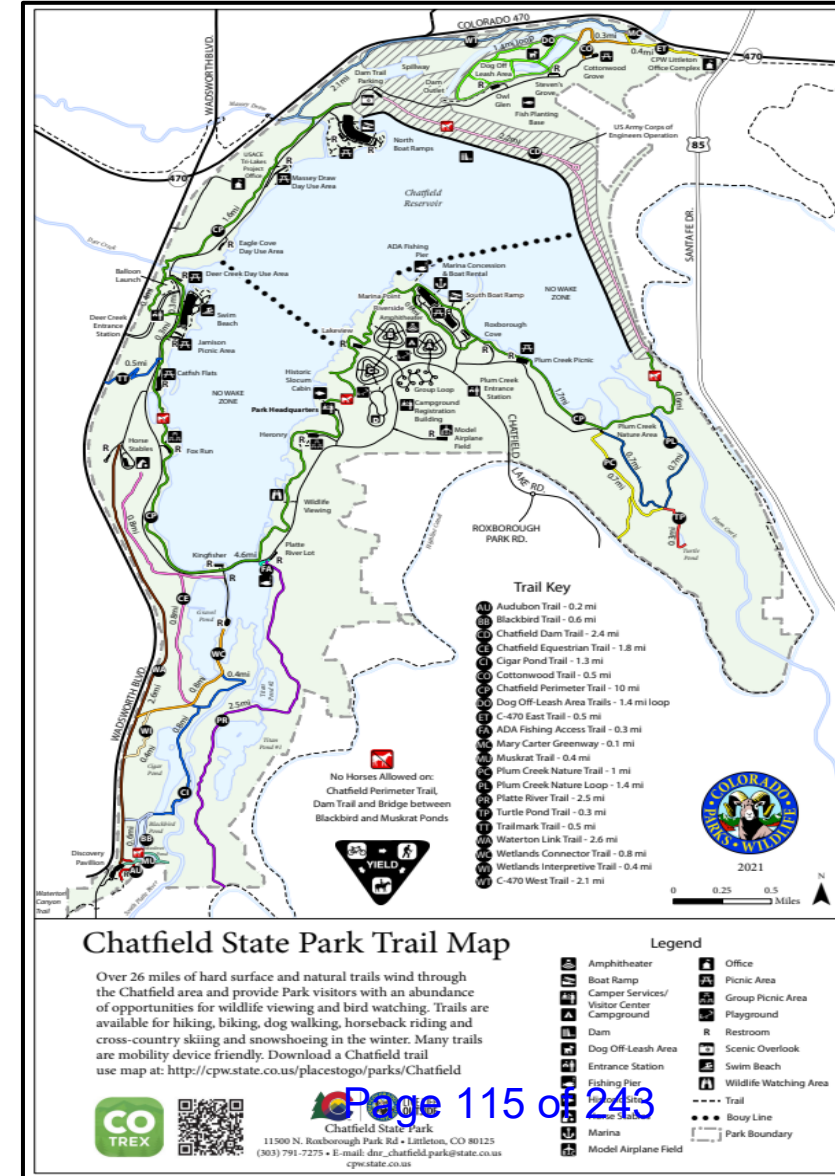
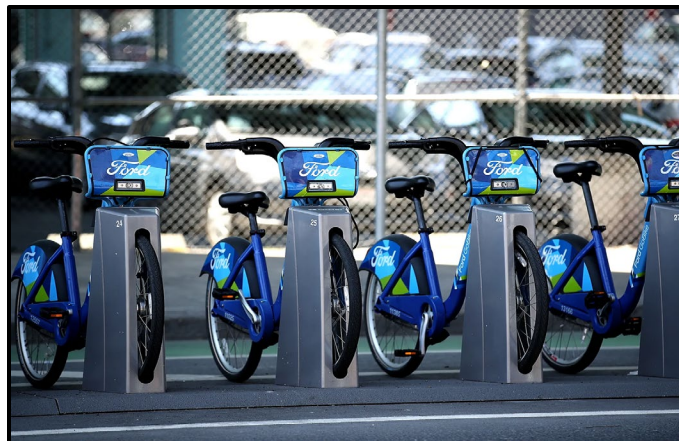
- Reduce vehicle miles travelled and greenhouse gas emissions
- Gather data on trips, distances, demographics, user satisfaction
- Controlled environment to give people exposure to e-bikes

Activities:

- Coordinating with Colorado State Parks on preferred location based upon several evaluation criteria
- Collating literature review on other park projects
- Preparing scope of work for request for proposal from vendors

Schedule:

- Goal to deploy summer of 2022 and operate for 12 months





Future Work/Next Steps

- Continued efforts on executing FY22 work plans
- OIM FY23 budget presentation in Spring 2022
- Future focus on strategic planning and measurements of success
 - Data collection and analysis
 - Qualitative interviews





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Questions/Discussion





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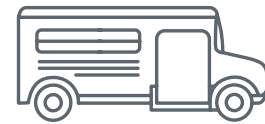
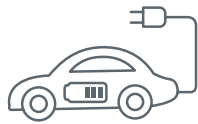
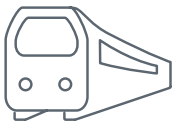
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WHO WE ARE

The Colorado Department of Transportation's (CDOT's) Office of Innovative Mobility works to expand mobility options through ridesharing, electrification and other emerging technologies. The office supports all types of transportation options, especially those that help reduce congestion by avoiding single occupancy vehicle use. Through these initiatives, the office hopes to reduce total vehicle miles traveled per capita in the state and looks to curb the growth of greenhouse gas- and ozone-causing emissions from transportation-related activities.



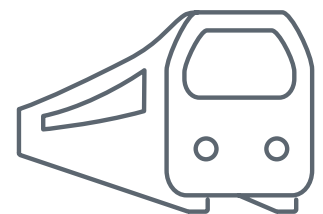
WHAT WE DO: OUR PROGRAMS

DIVISION OF TRANSIT AND RAIL

The Division of Transit and Rail (DTR) works with other transit and rail providers to plan, promote and implement investments in transit and rail services statewide. To accomplish this, DTR developed the Colorado State Freight and Passenger Rail Plan as well as the Statewide Transit Plan to identify transit and passenger rail needs and priorities.

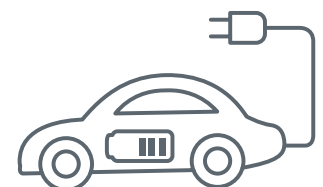
Project Snapshot: Bustang Interregional Express Bus Service

Bustang is CDOT's bus service that connects urbanized areas across the State. Bustang primarily provides express service along four lines (the North, West, South, and Center Lines), but it also operates specialty services including seasonal services as well as an interregional lifeline transit service, Bustang Outrider, to serve rural Colorado. Bustang continues to add new routes, providing more people with mobility options.



ELECTRIFICATION AND ENERGY

The Electrification program works to facilitate the expansion of both electric vehicles (EVs) and infrastructure across Colorado. For example, the program develops and implements zero emission vehicle (ZEV) standards to ensure Coloradans have greater, more affordable choices in EV models.



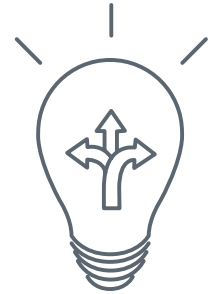
Additionally, Electrification staff produce and administer strategies to push sustainable transportation forward, such as the Colorado EV Plan. They also engage with transit agencies to support the transition to electric transit buses.

Project Snapshot: Electrifying Colorado's Scenic and Historic Byways

The Electrification program is collaborating with CDOT's Destination Development to help communities install and promote EV charging stations along all 26 scenic and historic byways that traverse Colorado. Not only does byway electrification attract new residents and out-of-state tourists alike to explore our beautiful regions, it also protects local air quality by allowing visitors to opt for this clean method of transportation.

MOBILITY SERVICES

Mobility Services explores ways to make transportation efficient and more accessible to underserved populations by conducting research, deploying new technologies, analyzing data and piloting new programs. Among other goals, it aims to address traffic congestion by identifying and launching transportation demand management (TDM) efforts, including enhancing transit ridership and encouraging walking and biking; develop guidelines to help communities implement micromobility strategies; coordinate the development of mobility hubs; and study tools to create a universal payment or navigation app for transit and other mobility providers.



Project Snapshot: Connecting Colorado with an All-in-One App

CDOT is collaborating with statewide transit providers to develop a digital mobility hub platform called Connected Colorado that helps coordinate regional transit using real-time travel data. The digital platform aims to make travel easier for users by providing centralized trip planning, improve partnerships among transit providers and increase equitable transit access in rural communities – all of which reduces emissions by increasing transit usage.

MOBILITY TECHNOLOGY

The Mobility Technology program guides Colorado's strategy and policy on connected, autonomous and emerging transportation technologies. With support from Colorado State Patrol and Department of Revenue, the program leads the Autonomous Mobility Task Force, which develops Colorado's roadmap strategy for piloting connected and autonomous vehicles, including data collection and usage. It also explores ways to enhance safety in existing mobility options through new technologies, such as Advanced Driver Assistance Systems in Bustang vehicles, and it leverages CDOT staff and resources to demonstrate new technologies.



Project Snapshot: Protecting Lives with Autonomous Truck-Mounted Attenuators

In 2018, CDOT embarked on a program to remove the vehicle operator from its attenuator vehicles, which are designed to absorb impact from a crash while in work zones and maintenance operations. By retrofitting two truck-mounted attenuators in its fleet with automated driving system technology, the vehicles can be operated without a human, reducing risk of injury and death in operators.

Contact us at dot_innovativemobility@state.co.us or visit codot.gov/programs/innovativemobility to learn more!



DATE: February 17, 2022
TO: Transportation Commission
FROM: Jessica Myklebust, R1 RTD
Mike Keleman, R1 West Program Engineer

SUBJECT: Project Update: I-70 and Denver West Emergency Escape Ramp

Purpose

The purpose of this presentation is to update the Transportation Commission on the status of the proposed escape ramp located on eastbound I-70 near the C-470 interchange.

Action

No action is required at this time.

Background

Historically this location experiences semi-trailers with hot brakes and even at times complete trailer fires. Additionally, the April 2019 crash at Denver West that resulted in 4 fatalities further highlighted the need for an escape ramp at the junction of the mountainous terrain coming East on I-70, entering into potential urban traffic.

Details

CDOT staff have scoped the escape ramp project and will detail the draft design and construction for the ramp, as well as funding needs and gaps for the \$13 million project.

Next Steps:

Expected advertisement in Summer, 2022 with construction this Fall.

Attachments

PowerPoint presentation



Project Goals

- April 2019 Crash at Denver West highlighted safety need at junction of mountainous terrain with urban traffic backups
- New Emergency Escape Ramp (EER) to provide redundant safety facilities
- Existing Mt. Vernon Ramp - Identified sight distance issues and underutilization
- Opportunity to improve signing and technology to promote usage when needed

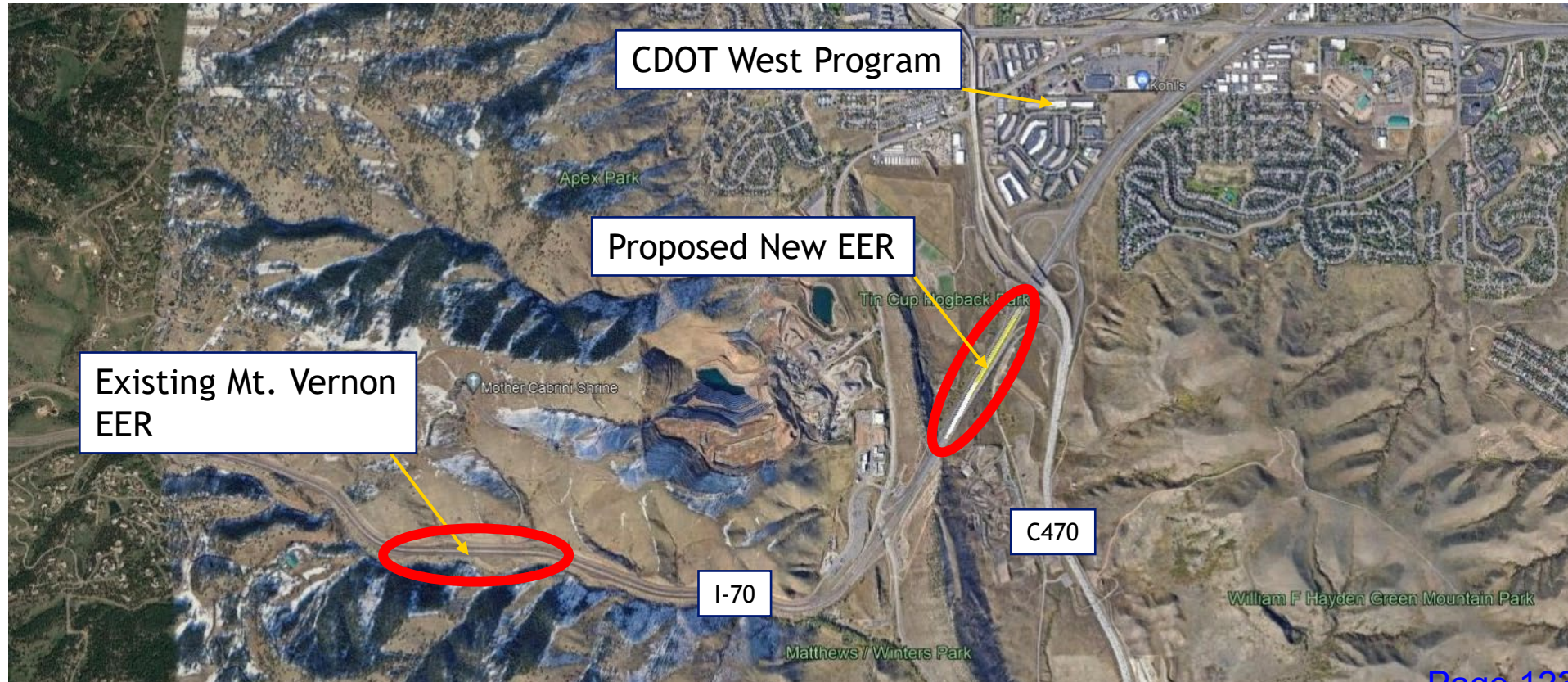




23772_I-70 and Denver West Emergency Escape Ramp

Project Scope

- Design/Construct New Escape Ramp between Morrison Exit (259) and Denver West Exit (263)
- Design/Construct improvements to existing Mt. Vernon Escape Ramp
- Signing and Technology





Background and Current Status

- Stantec Location Evaluation
 - June 2020- March 2021
- Muller Alternative Screening with Project Leadership Team
 - June 2021 to December 2021
 - Context Sensitive Solution process ongoing throughout project lifecycle
- Preliminary Design
 - December 2021 to Present





Location Evaluation and Alternative Screening

Stantec Location Evaluation

- Two Preferred Locations
 - Median: Between C470 and HWY 6
 - Median: Between Morrison and C470

Muller Alternative Screening

- Performed by Muller Engineering
- Analyzed two Stantec Locations
- Added Right Shoulder Locations (4)
- Robust Selection Criteria

**New Ramp Location:
Median between Morrison and
C470.**

	Criteria	Description
Selection Criteria	Advance Visibility of Entry Point	Is there sufficient decision sight distance for the horizontal and vertical conditions in advance of the entry point?
	Clarity of Guidance for Driver in Distress	Is access to the ramp visually clear, and made obvious through exit signing, as to minimize the possibility of missing the ramp?
	Entry Maneuver Simple for Driver in Distress	Can the driver make a direct or late entry into the escape ramp?
	Affected by Mainline Queuing	Is the location/use of the ramp negatively impacted by heavy mainline traffic volumes and mainline entrance/exit maneuvers?
	Safety of Mainline Traffic	Will the construction of an EER have a potential to decrease safety for mainline traffic?
Other Considerations	Expected Damage to Truck Using Facility	Level of damage and whether truck is recoverable
	Clearance Time (Recovery to Usable Condition)	How long will it take to clear a vehicle and other hazardous conditions from the EER?
	1st Responder Access	Can first responders easily and quickly access the vehicle in the ramp, as well as exit the ramp in a safe manner?
	Cost of Construction	Level of construction costs for alternative
	Cost of Maintenance	Level of maintenance costs for alternative



23772_I-70 and Denver West Emergency Escape Ramp

Context Sensitive Solutions and Decision Document

Meetings Held

- Project Leadership Team - 3 Total
- Issue Task Force - 1 Total
- Driver Survey with 1,100 responses

Project Leadership Team Members

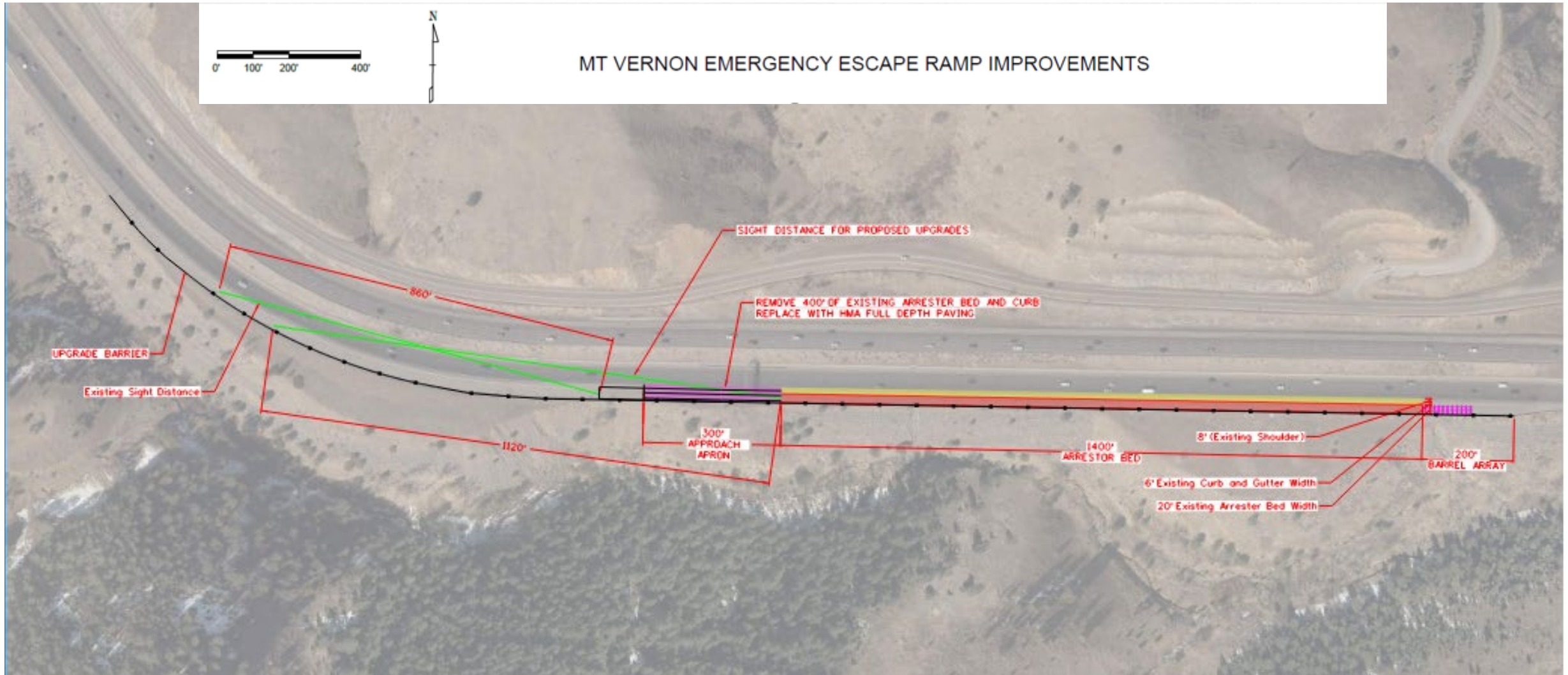
- CDOT - Incident Command, Maintenance, Traffic, Utilities, Freight
- CMCA
- FHWA
- Local First Responders - CSP, Fire
- I-70 Coalition
- Local Government and Organizations - JeffCo, CARE

Decision Document

- Draft out for Review
- Project Team - Moving forward with Median Location between Morrison and C470 (MP 259.5)



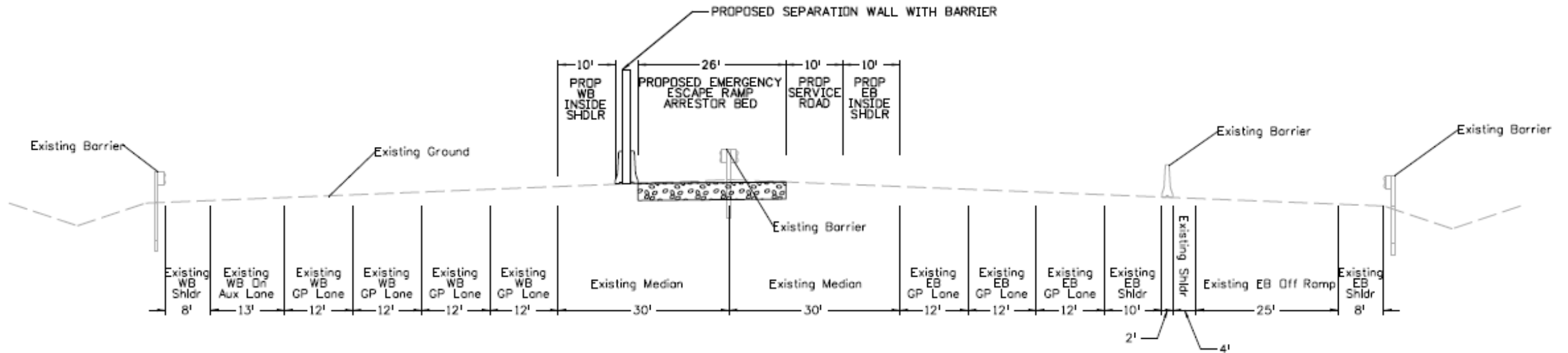
23772_I-70 and Denver West Emergency Escape Ramp





23772_I-70 and Denver West Emergency Escape Ramp

Proposed Median Location Typical Section





23772_I-70 and Denver West Emergency Escape Ramp

What's Next

- Moving forward with Preliminary Design
- Estimated Construction Cost \$13M:
 - \$7M of FASTER identified
 - \$6M funding gap
- FIR 30% Design Feb. 2022
- Ad - Late Summer 2022
- Construction - Fall 2022



The Transportation Commission Workshops took place on Wednesday, January 19, 2022, and the Regular Meeting was held on Thursday, January 20, 2022. These meetings were held in a virtual format on in an abundance of caution due to the COVID-19 pandemic.

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

Transportation Commission Workshops Wednesday, January 19, 2022, 1:00 pm – 5:00 pm

Call to Order, Roll Call:

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

Eisenhower Johnson Memorial Tunnel (EJMT) Project Needs Workshop (Jerad Esquibel and Neil Retzer)

Purpose: With the passage of SB21-260, the legacy Colorado Bridge Enterprise's scope was expanded to include tunnel projects. This workshop is intended to provide an overview of the existing maintenance and repair backlog at the Eisenhower Johnson Memorial Tunnel (EJMT) facility and ongoing efforts by CDOT and the Bridge and Tunnel Enterprise (BTE) to maintain this asset in a state of good repair.

Action: No approval action is being requested this month. Staff are requesting Board feedback on the proposed projects and potential BTE program funding contributions.

Discussion Summary:

- The EJMT tunnels require approximately \$150 million of maintenance need and has been identified as the number one priority need in the tunnel asset class. Commissioners discussed how the BTE prioritizes needs and whether the enterprise receives enough funding for maintenance to ensure there aren't failures that cause serious safety issues or damage.

Floyd Hill Project Scope Discussion (Steve Harelson and Keith Stefanik)

Purpose: The purpose of this TC workshop is to clarify the scope of the I-70 Floyd Hill to Veterans Memorial Tunnels Project (Project) utilizing the Construction Manager/General Contractor (CM/GC) as the main Alternative Delivery Method. To provide clarity, the use of CM/GC as the main Alternative Delivery Method is for the full scope of the Project, both westbound and eastbound directions.

Action: The TC is asked to adopt a resolution that supports the clarification of the CM/GC method for the entire project.

Discussion:

- Senate Bill 2021-260 requires additional transparency and accountability requirements for this alternative delivery method, which are being met as staff conduct the procurement. Including the additional eastbound portion in this now is anticipated to save \$100 million overall compared to estimates if it was advertised later and separately.

10-Year Plan Update and Fiscal Constraint (Rebecca White)

Purpose: The purpose of this workshop is to provide the TC with an update on the 10-Year Plan financial considerations.

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

Discussion:

- Staff recommended changing the rural pavement category for future years in the Plan to include rural interstate to address the prolonged history of poor rural interstate pavement condition. Some were concerned that the rural interstates, if added to the rural paving portion of the Plan, would take up the lion share of funding, which would negatively impact the other rural roadways without also adding additional funding to the rural paving program.
- Staff also recommended eliminating the 10% minimum for transit in the Plan and instead include transit investments within overall Plan equity targets. Commissioners discussed how this might affect the planned transit investment in rural areas where transit is generally less viable as a mobility solution and need than in urban areas. Emphasis was made that transit projects should be continually reassessed to ensure the planned investments reflect current needs while also considering how to plan for the future of transit.
- Commissioners discussed the importance of identifying the safety components of all projects, but to also clarify that the responsibility to attain the zero-deaths target is everyone's responsibility, but CDOT can and should do more.

Multimodal Options Fund (MMOF) Distribution Formula for Local Dollars (Rebecca White, Amber Blake)

Purpose: To review and consider adoption of an updated formula for distribution of local Multimodal Transportation & Mitigation Options Fund (MMOF) funding to the Transportation Planning Regions (TPRs). This briefing and discussion was a follow up on the previous discussion on this topic at the November 2021 TC meeting.

Action: The TC is requested to review the recommendations of the STAC, Transit and Rail Advisory Committee (TRAC) and MMOF Advisory Committee and adopt by resolution an updated distribution formula for Local MMOF funding.

Discussion:

- No further discussion or questions.

Bustang/Pegasus Update (Amber Blake)

Purpose: The purpose of this memo is to provide an update on the upcoming Pegasus service.

Action: Informational only - no action is required.

Discussion:

- Staff indicated that due to market delays on the delivery of some transit vehicles, the Pegasus service expansion between Denver and Avon will begin in April 2022. Commission had questions about the per-rider cost of Bustang services generally. Staff will follow up to provide that information.
- CDOT continues progress to procure consultant support for the development of the Connected Colorado systems that would enable transit users to plan and book fully integrated and connected transit routes. This system will also provide CDOT information to help identify where there are major voids in the routes that connect regional to local transit services.

Freight Committee: Truck Parking and NHFP Funding (Craig Hurst)

Purpose: The purpose of this workshop/Committee meeting is to update the Freight, Regional, and Interstate Mobility Committee on the progress made related to the Truck Parking Public Private Partnership (P3).

Action: TC is asked for concurrence on this month's budget supplement on utilizing National Highway Freight Program (NHFP) Funding in the amount of \$2 million dollars for the SH79 over I-70 Bridge design as CDOT's contribution to the Truck Parking P3 Initiative.

Discussion:

- The Town of Bennett is expected to adopt a resolution demonstrating intent to partner with CDOT and the Love's Truck Stop to build additional truck parking capacity at this location.
- A similar future partnership opportunity exists in the north Pueblo area where the existing Pinon Rest Stop exists.

Transportation Commission Regular Meeting Thursday, January 20, 2022, 9:00 am to 10:30 am

Call to Order, Roll Call:

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

Public Comments

Provided to the Commission in writing prior to the meeting:

- Marie Venner, of Venner Consulting, testified on behalf of multiple statewide faith coalitions, community groups to the importance that statewide efforts achieve real equity. She suggested that Colorado refocus and learn from how California has tackled the issue. She believes that investment should be focused on the rural road resurfacing needs, and that it is critical to reprioritize projects. The state can't afford lane widening even when classified as safety projects. Colorado Law committed to reducing pollution by 26%. This should be achieved by having road builders focus on resurfacing. As a researcher she knows the ample evidence showing that widening increases pollution. The model is not adequately accounting for induced demand, and needs to be recalibrated. But the list we are building right now is what matters most. It's time to focus more on new strategies such as broadband, and the state should only allow projects that improve accessibility and mobility, air quality, and they should be at the top of the list for the next 10 years. Reorient funds to serve full range of access including the 20%-40% of each community that doesn't drive.
- The two written comments that were received were entered into the record: One was from Tom Quinn on 1216-21, and the other was on 1218-21 from Dennis A.

Comments of the Chair and Individual Commissioners

- Commissioner Stuart: Thanked Paul Jesaitis for his service to CDOT as the Region 1 RTD. He did an extraordinary job for Region 1 during his long tenure. She acknowledged Marilen Reimer of American Council of Engineering Companies (ACEC), who is retiring and was the recipient of Women's Transportation Seminar's (WTS's) Woman of the Year award.
- Commissioner Adams: Commended Paul Jesaitis for his remarkable service, and welcomed Marsha Nelson to CDOT, noting how pleased he is with her addition to the team to address how much more that still needs to be done for disadvantaged communities. He also pointed out the far-reaching impacts of diminishing voting rights nationally and at the state level. He acknowledged that roads are paved and open because of CDOT's efforts, and expressed appreciation for all that work. Commended fellow

Commissioners for all of their expertise, dedication, and commitment, and remarked on how inspiring it is to him to ensure roads safer for all of us.

- Commissioner Hart: Wished everyone a happy new year and expressed optimism that the year ahead will be a great year with an end to COVID. Looking forward to working on the TC in 2022.
- Commissioner Holguin: Commented on the rising fatality rates, noting that 672 fatalities are way too many. She noted that speeds are also increasing, and that it will take a collective effort to ensure that we are doing what we can about this. Wants to increase awareness.
- Commissioner Vasquez: Brought wildlife mitigation efforts into focus, and is happy to see better integration of wildlife mitigation structures, and have seen them successfully implemented in a number of settings. One thing to acknowledge is the management of the land surrounding the structures. As part of statewide planning process, Colorado Parks and Wildlife (CPW) is trying to finalize an effort to map pinch points, and thinks the TC should see these maps and see how they can integrate with the 10-Year Plan projects.
- Commissioner Garcia: Echoed Commissioner Holguin's comments on safety. He thanked CDOT for all of their work clearing the roads, especially on Wolf Creek Pass, that got over 10 feet of snow during the storm.
- Commissioner Hickey: Thanked CDOT staff for the CO 115 presentation in January. It was well received. Designs are focused on improving safety, and safety is a priority. Commissioner Hickey would like to see legislation focused on tackling safety, with particular attention to improving access points to highways, and thinks there needs to be more consideration as they can really cause a lot of safety problems. Consider more education about poor driver behavior. Safety of law enforcement and construction workers should be paramount in these considerations.
- Commissioner Bracke: Echoed fellow Commissioner's safety concerns, and noted the importance of focusing on all of three of the "E's" (education, engineering, enforcement). Thanked Region 4 and HQ staff for helping in response to the Marshall Fire. She noted that it will be a long road to recovery. She pointed out that CDOT was there from the beginning in helping with evacuation and ongoing services to provide, and thanked all at CDOT involved in supporting those efforts. It was a combination of horrific event and heroic efforts. This latest wildfire in Colorado, a historic event, emphasizes why transportation is so important for a stronger and more resilient environment for all communities. Recognized the Region 4 team for all progress on I-25. Can see the improvements every day. Also pointed out what a great experience it was to watch the PBS documentary on the archeology around the US 550/US160 project.
- Commissioner Beedy: Stressed the need to increase funding for maintenance line items given the higher inflation rates, and also noted that there was a need to start to look for more funding that could be dedicated to maintenance needs. While he applauds efforts to take another look at the 10-Year Plan, he feels CDOT is falling short on investment for day-to-day needs.
- Commissioner Stanton (Vice Chair): Remarked on what a big loss Paul Jesaitis's departure is for CDOT. He enjoyed the documentary on US550/160 as well. He echoed Commissioner Holguin's comments on fatalities, and noted that 37% of the crashes involved impaired driving. In Region 1 young drivers were involved in 11 deaths. He also pointed out the new national roadway safety strategy to improve safety on roads.
- Commissioner Hall (Chair): Observed the wonderful snow, and severe ice, and a provided a shout out to John Lorme, CDOT Division of Maintenance and Operations Director on how they did an excellent job maintaining the roads, so people can get out to go skiing.

Executive Director's Management Report (Shoshana Lew)

- Recognized maintenance work crews for their work in keeping roads open over the holiday snowstorm, noting that the advanced planning, coordination, and leadership from John Lorme and Sean Wilson enabled such an effective response.
- Remarked on all the good projects accomplished over the last construction season, and pointed to Region 3 as a great example. While there are a lot of challenges ahead it is promising to see all of the progress that has been made.

Chief Engineer's Report (Steve Harelson)

- Paul Jesaitis has had an outstanding career, worked closely with Steve prior to his time as Director. Paul did great work as the Castlewood Canyon engineer, where Chief Engineer Harelson got to work alongside Paul. Paul has also worked at Caltrans and FHWA. Paul was always someone that could be depended on for an answer to complex problems when needed.
- Attention was given to a program called 2D quick checks, used to model rivers and bridge scour. Models are always imperfect and sometimes useful at best, but this model is incredibly useful to CDOT despite its imperfections. The tool models water flows in rivers in more than one dimension, which is very difficult to do computationally, but very useful because it shows where eddies occur. Three folks have been working on developing a protocol to do this analysis. It takes 30 hours to run, but does a lot to armor the bridge foundation.
- Engineer's book club of the month is by a physicist, Richard Feynman, who worked on the Manhattan Project, the Challenger, and wrote two books in the 80s about the importance of recognizing how little is known when applying the scientific method. While the scientific method can lead us to the truth, the basic philosophy is that we don't know anything. Just when you think you have gotten it figured out, you always have to look for how it could be wrong. "Surely, You're joking Mr. Feynman" is the book of the month.

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

- The Board discussed HB 22-1074 to prohibit vehicles on the Mountain Express lanes when closed and prohibiting oversized vehicles from using, as there have been a lot of violations. While we have been lucky to have avoid any accidents so far, it's only a matter of time before it results in disastrous consequences. Right now, there is no ability to charge fines or penalties when closed, but the proposed legislation would give the board the ability to set fines for such violations. They are also working on technology to automate enforcement of cars avoiding toll.
- The HPT Board approved the 3rd amendment to the public tolling agreement. They are also working to extend the E-470 public highway tolling authority tolling service agreement to every three years.
- January semi-annual report Intra-Agency Agreement (IAA) update: They continue to work on congestion management, they provide subject matter expertise, and over last six months the developed and led a toll lane equity program. This work included numerous meetings with stakeholders and will have more on that program at next month's workshop. They also worked very closely on an operations and maintenance inspection framework. They worked on the Transportation Infrastructure Finance and Innovation Act (TIFIA) I-25 north loan, and preparing for the Federal/Colfax interchange< which will kick off next month.
- The ROADIS, USA unsolicited proposal is due next week, but they can request more time if needed.

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

- John showed a picture of a ROD signing event for the Central 70 project that was 5 years ago, and noted that only 2 of those staff in the picture are still with CDOT, so important to recognize that things change quickly. This demonstrates that making improvements requires quick action.
- Brought attention to the Everyday Counts (EDC) program on its 6th phase. It includes 8 initiatives to encourage integrating proven technologies that are out there that could be implemented to improve things. The first is crowdsourcing data to improve operations. Second, using digital as-builts; third, applying next generation traffic incident management. So, taking the management on interstates to the rest of the system; fourth, target overlay solutions to be more precise than what we are doing to get longer life out of overlays. The fifth initiative is using ultra-high concrete bridge preservation and repair to use high performance concrete; sixth, is virtual public Involvement strategies, and leveraging those technologies to reach everyone.
- He also recognized Paul Jesaitis for his service, and noted that Paul used to work at FHWA.

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

- Herman Stockinger gave an update on personnel changes, including new staff, Marsha Nelson, CDOT Branch of Environmental Justice and Equity Manager, and Hannah Reed, CDOT Office of Policy and

Government Relations Grant Writer. They talked about Federal grants coming, and asked if STAC members could contact CDOT to coordinate on those when contemplating applications.

- The 10 Year Plan, the Marshall Fire, construction studies, driver shortages, and safety concerns were all topics of discussion.
- Legislative Report: They are working with the Colorado Legislative Joint Budget Committee (JBC) on getting spending authority for Multimodal Transportation and Mitigation Options Fund (MMOF) dollars. They are also working on a DUI law, Burnham Yard and getting more funding for the RMS program.
- Federal Infrastructure Bill update: Bridge formula will now make off-system bridges eligible for federal funding.
- 10-Year Plan and Fiscal Constraint: One thing that STAC is concerned about, which drove the discussion was elimination of the 10% set aside, and will be talking and voting on it next month. Also, the inclusion of interstates in the 25% set aside for rural resurfacing. It's time to reopen the conversation about regional equity with regard to the Regional Priority Program (RPP) formula.
- Fiscal Constraint: STAC members are still concerned that they can't proceed without fiscal constraint. Region 3 is going to have a meeting on Monday about how to go forward without that, but would really like to see dollar amounts allocated to each region to move forward with planning.
- Skipped GHG update on the final plan for the overview of rulemaking.
- Recognized Dean Bressler's contributions to STAC and his remarkable career, prior to retiring from Grand Valley MPO as a Senior Engineer in Transportation Planning.
- Revitalizing Main Streets (RMS) discussion: The Notice of Funding Opportunity (NOFO) went out in December, and the smaller grants will be available in the early part of February.

Act on Consent Agenda – Passed unanimously on January 20, 2022. Motion by Commissioner Hart, and Second by Commissioner Hickey.

- a) Proposed Resolution #1: Approve the Regular Meeting Minutes of December 16, 2021 (Herman Stockinger)
- b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- c) Proposed Resolution #3: US Highway 40 Parcel 38 Rev-EX Disposal, Region 1 (Acting RTD)
- d) Proposed Resolution #4: Logan and Buchtel Parcel 835-EX Disposal, Region 1 (Acting RTD)

Discuss and Act on Proposed Resolution #5: 7th Budget Supplement of FY 2022 (Jeff Sudmeier) – Motion by Commissioner Beedy, and Second by Commissioner Adams – Passed unanimously on January 20, 2022.

- The request is from Region 4 to increase the budget on a bridge project with due to higher than anticipated pricing from bidders. The Region doesn't anticipate better results from re-advertising. The second request is to approve \$2 million in National Highway Freight Program (NHFP) funding for Region 1 and the Town of Bennett to design new bridge structures to provide access to a truck parking facility. The Freight Advisory Council (FAC) has recommended approval.

Discuss and Act on Proposed Resolution #6: Floyd Hill Project Scope (Steve Harelson and Keith Stefanik) – Motion by Commissioner Vasquez, and Second by Commissioner Stanton – Passed unanimously on January 20, 2022.

- This resolution updates the general contractor as the main alternative delivery method of the project, and clarifies the scope of the project. As background, the TC previously requested approval of this type of alternative delivery in June. Since then, a lot has changed with the project and the federal funding bills, and issued Requests for Proposals (RFPs) to allow CDOT to solicit services for the full project with the deadline of September 2022. They are requesting an update to that resolution to clarify the scope for westbound and eastbound of Floyd Hill.

Discuss and Act on Proposed Resolution #7: MMOF Distribution Formula for Local Dollars (Rebecca White and Amber Blake) – Motion by Commissioner Stanton, and Second by Commissioner Stuart – Passed Unanimously on January 20, 2022.

- No presentation or discussion. Referred to previous discussion

Recognitions:

- None

Other Matters:

- None

Meeting Adjourned at: 10:06 am



COLORADO
Department of Transportation
Office of the Chief Engineer

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

Memorandum

TO: Transportation Commission

FROM: Marci Gray & Lauren Cabot

DATE: February 3, 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





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: FEBRUARY 17, 2022
SUBJECT: EIGHTH BUDGET SUPPLEMENT - FY 2021-2022

Statewide

\$4,616,519 - **Intelligent Transportation Systems - ITS EQUIPMENT UPGRADE AT EJMT**- Request additional funding to award project 23838. The difference in initial cost estimate to bid costs for this project are largely in the LED traffic and lane use control devices, variable signs, and restricted working hours and higher than anticipated traffic control cost for the construction. The overall engineer’s estimate for the bid was based on historical data from similar projects with comparable quantities. The lane use control signal LED (double face) and variable message sign led (double face) items price was affected by limited interest from the subtracting community along with phasing of the project and restricted working hours. As these types of items for tunnels are so infrequently bid, there is limited historical pricing information. The traffic control management item price was affected by limited subcontractor interest. Bid pricing was also affected by the specialized nature of the work along with the impact of the remote project location and night work required to close lanes. Readvertisement would risk delaying the project, and it is unlikely to result in more competition or reduced pricing.

ITS EQUIPMENT UPGRADE AT EJMT
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment Percent		
Design	<i>Intelligent Transp Sys</i>	\$325,939	\$0	\$0	\$0		\$325,939	\$162,682
	Total Design	\$325,939	\$0	\$0	\$0	0%	\$325,939	\$162,682
Misc	<i>Tunnel Construction</i>	\$75,000	\$0	\$0	\$0		\$75,000	\$0
	<i>Intelligent Transp Sys</i>	\$193,000	\$0	\$0	\$0		\$193,000	\$0
	Total Design	\$268,000	\$0	\$0	\$0	0%	\$268,000	\$0
Construction	<i>Tunnel Construction</i>	\$653,188	\$0	\$0	\$0		\$653,188	\$0
	<i>Strategic Projects</i>	\$6,000,000	\$0	\$0	\$0		\$6,000,000	\$0
	<i>Intelligent Transp Sys</i>	\$0	\$0	\$4,616,519	\$4,616,519		\$4,616,519	\$0
	Total Construction	\$6,653,188	\$0	\$4,616,519	\$4,616,519	\$0	\$11,269,707	\$0
	Total Project	\$7,247,127	\$0	\$4,616,519	\$4,616,519	64%	\$11,863,646	\$162,682

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



Following Item is Informational Only

\$555,550 - Transportation Commission Contingency Reserve - I-25 North: SH 402 to SH 14 -
 An approximate 12,000-gallon diesel fuel spill occurred within an active construction project in the early morning hours of March 20, 2021. As is typical, the Contractor was called out to help repair/replace roadway features that were damaged due to the accident as well as provide traffic control for detours of both Northbound and Southbound I-25 which were closed between SH 402 and US 34 for 36 hours. The Contractor's efforts were two-fold; 1) An emergency response which lasted from March 20 to March 27, 2021, and 2) An ongoing coordination, management, and inspection effort in conjunction with the EPA, CDPHE, Larimer County Health Department and Colorado State Patrol (Hazmat) which lasted from March 28 to June 11, 2021. The costs are expected to be recouped through an insurance claim; however, the funds are required immediately to make payment to contractor without burdening the remaining project budget. As funds are collected from the claim, they will be reimbursed to the Transportation Commission Contingency Reserve.

Per Policy Directive 703.0, use of Transportation Commission Contingency Reserve funds under \$1M for manmade or natural emergencies does not require TC approval.

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21</i>		\$48,025,918	
July-21	<i>Balance 1S22</i>		\$48,043,920	
August-21	<i>Balance 2S22</i>		\$31,971,890	
September-21	<i>Balance 3S22</i>		\$31,971,890	
October-21	<i>Balance 4S22</i>		\$31,971,890	
November-21	<i>Balance 5S22</i>		\$31,973,906	
December-21	<i>Balance 6S22</i>		\$31,900,607	
January-22	<i>Balance 7S22</i>		\$31,879,892	
	<i>Return savings from 2013 Flood Projects</i>	\$244,659		1000296247
	<i>Reimbursement by Federal ER for Grizzly Creek Fire</i>	\$5,112,541		1000297299
	<i>Diesel Spill Cleanup I-25 North</i>	\$ (555,550)		Pending
February-22	<i>Pending Balance 8S22</i>		\$36,681,542	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	<i>Balance 12S21</i>		\$1,000,000	
July-21	<i>Balance 1S22</i>		\$1,000,000	
August-21	<i>Balance 2S22</i>		\$1,000,000	
September-21	<i>Balance 3S22</i>		\$1,000,000	
October-21	<i>Balance 4S22</i>		\$1,000,000	
November-21	<i>Balance 5S22</i>		\$1,000,000	
December-21	<i>Balance 6S22</i>		\$1,000,000	
January-22	<i>Balance 7S22</i>		\$1,000,000	
February-22	<i>Pending Balance 8S22</i>		\$1,000,000	



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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	Balance 12S21		\$17,558,266	
July-21	Balance 1S22		\$17,199,014	
August-21	Balance 2S22		\$16,199,014	
September-21	Balance 3S22		\$16,199,014	
October-21	Balance 4S22		\$46,692,784	
November-21	Balance 5S22		\$46,692,784	
December-21	Balance 6S22		\$45,992,784	
January-22	Balance 7S22		\$45,992,784	
	Cottonwood Pass ROW	\$ (1,000,000)		Pending
February-22	Pending Balance 8S22		\$44,992,784	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	Balance 12S21		\$13,863,597	
July-21	Balance 1S22		\$13,863,597	
August-21	Balance 2S22		\$13,863,597	
September-21	Balance 3S22		\$13,863,597	
October-21	Balance 4S22		\$13,863,597	
November-21	Balance 5S22		\$13,863,597	
December-21	Balance 6S22		\$13,863,597	
January-22	Balance 7S22		\$13,863,597	
February-22	Pending Balance 8S22		\$13,863,597	

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

September 11, 2013 Flood Related Monthly Activity

State Reg	Highway	Mileposts	Project Description	County	Total Budget TCCRF
036B	7.700	8.000	PR US 36 Phase 3	Larimer	\$ 244,659
Total					\$ 244,659

Spring 2015 Flood Related Monthly Activity

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

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting

\$ 244,659



FY 2021-2022 Contingency Reserve Fund Balance Projection		
January		
TC Contingency Balance (Emergencies)	\$32,879,892	
<i>Pending Requests:</i>		
Return Savings from 2013 Flood Event Projects	\$244,659	
Reimbursement of Federal ER funds for Grizzly Creek Fire	\$5,112,541	
Diesel Spill Cleanup I-25 North	(\$555,550)	
Pending February		
TC Contingency Reserve Balance	\$37,681,541	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
State Match for Emergency Relief/Permanent Recovery	(\$2,000,000)	(\$5,000,000)
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
I-70 Glenwood Canyon Slides Repayment	\$0	\$10,000,000
Projected FY 2021-2022 YE Contingency Balance	\$35,681,541	\$42,681,541
TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2022	\$10,681,541	\$17,681,541

FY 2021-2022 Program Reserve Fund Balance Projection		
January		
TC Program Reserve Balance	\$45,992,784	
<i>Pending Requests:</i>		
Cottonwood Pass ROW	(\$1,000,000)	
Pending February		
TC Program Reserve Fund Balance	\$44,992,784	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
Reimbursement for US85 Settlement Loan Region 4	\$18,060,000	\$18,060,000
FRPR Loan Repayment	\$1,620,000	\$1,620,000
Projected FY 2021-2022 YE Program Reserve Balance	\$64,672,784	\$64,672,784

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



Colorado Bridge and Tunnel Enterprise Board
Meeting Minutes
January 20, 2021

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

AND: Staff members, organization representatives, and broadcast publicly

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

In January, the Bridge and Tunnel Enterprise Board of Directors

- Approved Resolution #BTE1, the minutes from the December Board Meeting
- Approved Resolution #BTE2, 6th Budget Supplement
- Approved Resolution #BTE3, Amend Bylaws and Articles of Organization



COLORADO
Department of Transportation
 Statewide Bridge and Tunnel Enterprise

2829 W Howard Place
 Denver, CO 80204-2305

MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: FEBRUARY 17, 2022
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FISCAL YEAR 2022-23 FINAL ANNUAL BUDGET ALLOCATION PLAN

Purpose:

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2022-23 Final Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and approval.

Action:

The Board is being asked to review a FY 2022-23 Final Annual Budget Allocation Plan.

Background:

In November 2021, the BTE Board approved resolution #BTE-2021-11-03, adopting a Final Proposed Annual Budget Plan for FY 2022-23. In coordination with the Office of Financial Management and Budget (OFMB). BTE staff has reviewed current revenue projections and proposed allocations to determine if any changes need to be made and is presenting a FY 2022-23 Final Annual Budget Allocation Plan.

Details:

Estimated Bridge and Tunnel Enterprises revenues for FY 2022-23 are \$145.2 million. This total includes \$20.1 million in forecast revenues from the Bridge and Tunnel Impact Fee and Retail Delivery Fee created with the passage of Senate Bill (SB) 21-260 Sustainability of the Transportation System. There have been no changes to the FY 2022-23 revenue projections presented to the Board in November 2021. Staff also reviewed the proposed allocations and have increased line 13 by \$4,370 to account to for additional staff compensation costs due to common policy adjustments. No additional changes have been made. Overall projected revenues have been allocated to the following budget categories in the FY 2022-23 budget for Fund 538:

- *Line 19: \$1,613,833 for Administrative & Operating Activities.* Funding in the category is used for costs related to annual staffing, program management and financing programs. Staff are currently working to identify the level of internal and consultant staffing needed to stand-up and operate the newly created tunnel portion of the Enterprise while still supporting the ongoing base bridge program. While a plan is still being finalized, staff anticipates that any additional level of effort can be accommodated within the proposed budget.
- *Line 23: \$320,000 for Support Services.* Support services funding allows BTE to provide supplemental staffing or services on an as-needed or short-term basis thereby enabling BTE eligible projects and the BTE program to meet required schedules. An example of an activity



performed under this category is scoping work, which is the process of evaluating BTE eligible structures to establish a scope of work for an upcoming project, developing an initial cost estimate, identifying potential project risks, and recommending a course of action to streamline project delivery and maximize return on investment.

- *Line 27: \$750,000 for Maintenance.* BTE is responsible for paying CDOT to perform routine maintenance of all BTE bridges on its behalf. Major activities include snow removal, sweeping and trash removal. The FY 2022-23 budget allocation has been determined using factors such as the age and level of maintenance required for the existing population of BTE bridges well as structures that are forecasted to be transferred from CDOT to BTE.
- *Line 31: \$0 for Bridge Preservation.* In FY 2012-13 a Pilot Preservation Agreement (Agreement) was executed between the legacy Bridge Enterprise (BE) program and CDOT to initiate a Pilot Bridge Preservation Program. Per the Agreement, BE would be budgeting \$100,000 for exploring preservation techniques on BE bridges. Currently, BTE has a prior year bridge preservation budget balance available to use and will not be allocating any additional funding in FY 2022-23. In past years, BTE has used these funds to participate in various efforts with CDOT including:
 - A parolee preventative maintenance program with CDOT maintenance;
 - A study of Floyd Hill, (structure F-15-BL) with CDOT Staff Bridge Branch, including purchasing sensors and monitoring equipment to obtain data regarding bridge stability in order to determine if there is any action required to keep the existing structure in service; and
 - A pilot project with Staff Bridge Branch to develop a new split timber stringer repair specification with the goals of: evaluating the potential of the repair specification to meet BTE goals for structure rehabilitations, reducing future maintenance costs by eliminating emergency repairs due to progressive failure, and increasing the load carrying capacity of the existing structures to remove load restrictions on key freight corridors throughout the state.
- *Line 36: \$48,036,249 for Debt Service and Availability Payments.* Funding in this category includes payments for the Series 2019A refunded bonds, the 2010A bond issuance and the BTE share of the Central 70 availability payment for FY 2022-23.
- *Line 40: \$94,466,655 for the Bridge and Tunnel Enterprise Construction Program.* This funding will be used to program projects based on the BTE Four-Year Plan and Statewide Transportation Improvement Plan (STIP). Requests to allocate this funding to individual BTE projects will be brought before the Board of Directors via the monthly budget supplement process. A key item to note, staff anticipates bringing a budget supplement request to use FY 2022-23 BTE Construction Program funds to budget the \$30.3 million in Central 70 contingency funds previously authorized by the Board under Resolution #BE-17-11-1.

Options and Recommendations:

1. Direct staff to return in March for adoption of the FY 2022-23 Final Annual Budget Allocation Plan, without changes. **Staff Recommendation.**
2. Direct staff to return in March for adoption of the FY 2022-23 Final Annual Budget Allocation Plan with changes requested by the Board.

Next Steps:

Staff will return in March for approval and adoption of a FY 2022-23 Final Annual Budget Allocation Plan.

Attachment:

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 FY 2022-23 Final Annual Budget Allocation Plan



Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Annual Budget Allocation Plan
Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538

Line Item	Budget Item	Estimated Revenues	Draft Allocations
1	Estimated Fiscal Year 2022-23 Revenue		
2	FASTER Bridge Safety Surcharge Fee	\$ 109,000,000	
3	Bridge & Tunnel Impact Fee	\$ 12,680,000	
4	Bridge & Tunnel Retail Delivery Fee	\$ 7,452,296	
5	Interest Earnings	\$ 1,280,000	
6	US Treasury Subsidy for Build America Bonds	\$ 5,148,202	
7	Federal Funds for 2010A Bond Debt Service	\$ 9,626,239	
8	Total Estimated Revenue	\$ 145,186,737	
9			
10	Estimated Allocations		
11	Administrative & Operating Activities (Cost Centers B8800-538 and B88AD-538)		
12	Bridge and Tunnel Enterprise Program Management		\$ (1,300,000)
13	CDOT Staff Compensation		\$ (124,833)
14	Attorney General Legal Services		\$ (40,000)
15	Annual Audit		\$ (35,000)
16	Operating Expenses		\$ (4,000)
17	Trustee Fee		\$ (10,000)
18	Other consulting		\$ (100,000)
19	Total Administrative & Operating Activities		\$ (1,613,833)
20			
21	Support Services (Cost Center B88SP-538)		
22	Additional Project and Program Support Services		\$ (320,000)
23	Total Support Services		\$ (320,000)
24			
25	Maintenance (Cost Center B88MS-538)		
26	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ (750,000)
27	Total Maintenance		\$ (750,000)
28			
29	Preservation (Cost Center B88BP-538)		
30	Bridge and Tunnel Preservation		\$ -
31	Total Preservation		\$ -
32			
33	Debt Service and Availability Payments		
34	2010A and 2019A Bond Debt Service		\$ (17,181,000)
35	Central 70 Availability Payment		\$ (30,855,249)
36	Total Debt Service and Availability Payments		\$ (48,036,249)
37			
38	Construction Program		
39	Funding for Bridge and Tunnel Enterprise Projects		\$ (94,466,655)
40	Total Construction Program		\$ (94,466,655)
41			
	Total Fund 538 FY 2021-22 Revenues	\$ 145,186,737	
	Total Fund 538 FY 2021-22 Allocations		\$ (145,186,737)
	Remaining Unbudgeted Funds		\$ -





MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JERAD ESQUIBEL, DIRECTOR OF PROJECT SUPPORT
DATE: FEBRUARY 17TH, 2022
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE Q2 FY2022 QUARTERLY REPORT

Purpose

The Bridge & Tunnel Enterprise (BTE) staff has prepared this quarterly program report to provide the BTE Board of Directors an update of recent program activities. Summarized below are the elements contained in the report. The report is also available in its entirety at: <https://www.codot.gov/programs/BridgeEnterprise/QuarterlyReports/FY2022-quarterly-reports>.

Action

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

Background

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

During the quarter, staff continued to develop the internal process and controls required to successfully leverage the new sustainable revenue sources provided by SB21-260 to improve the condition of bridge and tunnel assets statewide. The Bridge and Tunnel Impact Fee and the Bridge and Tunnel Retail Delivery Fee are expected to start producing revenue for the program in early FY23. It is estimated that the new fees will bring approximately \$522M of additional revenue into the program over the 10-year phase in period.

BTE will utilize the additional revenue to support the delivery of the CDOT 10-year Strategic Project Pipeline (CDOT 10-year Plan) by advancing funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado’s transportation network.

Eisenhower-Johnson Memorial Tunnels

The total cost of the projects needed to address current existing maintenance and repair backlog at EJMT is estimated at \$150M. The passage of SB21-260 reduced the unfunded backlog of projects down to \$100M by providing dedicated funds intended to accelerate the highest priority EJMT projects through a \$50M one-time allocation. BTE’s anticipated new revenue from the Bridge and Tunnel Impact Fee and the Retail Delivery Fee authorized by SB21-260 is currently being explored as a viable option to provide the additional funding needed to deliver the unfunded CDOT 10-year Plan commitments.

Program Progress

In Q2 FY2022, BTE Staff continued to make progress addressing the state’s “Poor” bridge population. During this period, design funding was increased for two structures and construction funding was established for six structures, including four structures in the Region 1 Bridge Deck Safety and Preservation Program. One structure completed construction.

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

Structure ID	Region	County	Facility Carried over	Featured Intersection	Phase	Budget
F-12-AS/AT	3	Eagle	I-70 ML	EBND & WBND over Polk Creek	Design	\$2,024,400

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

Structure ID	Region	County	Facility Carried over	Featured Intersection	Phase	Budget
E-16-HE/HF	1	Jefferson	I-70 ML	EBND & WBND over West 32 nd Ave	Const.	\$15,644,500
E-17-GV/GW	1	Adams	I-76 ML	EBND & WBND over York Street	Const.	\$13,311,000



D-03-A	3	Rio Blanco	SH 64 ML over White River	Const.	\$8,858,400
D-04-G	3	Rio Blanco	SH 64 ML over Strawberry Creek	Const.	

Construction was completed for one structure.

Old Structure ID	New Structure ID	Region	County	Facility Carried over Featured Intersection
H-19-C	024G331948BL	2	El Paso	US 24 ML over Draw

Bridge Prioritization Plan Update

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

Structure ID	Region	County	Facility Carried over Featured Intersection
E-17-HC	1	Adams	Dahlia Street over I-76 ML
F-18-AR	1	Arapahoe	I-70 ML WBND over County Roads 26N, 105
F-18-AS	1	Arapahoe	I-70 ML EBND over County Roads 26N, 105
F-18-AT	1	Arapahoe	I-70 ML WBND over County Roads 28N, 113
F-18-AV	1	Arapahoe	I-70 ML EBND over County Roads 28N, 113
F-19-AL	1	Arapahoe	I-70 ML WBND over County Roads 31N, 125
F-19-AM	1	Arapahoe	I-70 ML EBND over County Roads 31N, 125
D-11-N	3	Grand	SH 9 ML over UPRR
H-07-F	3	Pitkins	SH 133 ML over Crystal River
B-27-A	4	Phillips	US 6 ML over Frenchman Creek
D-15-AZ	4	Boulder	US 36 ML EBND over US 36 Spur/Baseline Rd

Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 31 bridge projects that will rehabilitate or replace 69 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide.

Program Schedule Update

The overall monthly program Schedule Performance Index (SPI) for Q2 FY2022 remained constant at 1.00, primarily due to the performance of completed projects. An active project SPI above 0.90 generally indicates that projects are being executed efficiently. This key performance indicator is used by program staff to monitor projects that have the potential to fall behind their baseline schedule. The overall and active SPI for the BTE program is well above the program goal of 0.90.

Month	Overall SPI	Active SPI
October	1.00	0.97
November	1.00	0.97
December	1.00	0.96

Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since September 30, 2021, the budget and encumbrance balances have decreased by \$52,503.

Program Financial Information

Actual FASTER revenues as of the close of Q2 FY2022 were \$56.8M, which is \$0.7M above the FY2022 historical rate of revenue collection at Q2 based on a revenue budget of \$110.0M. The revenue budget was based on the February 2021 revenue forecast.

Attachments

Attachment A: Q2 FY2022 Quarterly Report





STATEWIDE BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT



INTRODUCTION 4

PROGRAM HIGHLIGHTS 5

 SB21-260 and the Creation of the Statewide Bridge and Tunnel Enterprise 5

 Region 1 Bridge Deck Safety and Preservation Program 5

PROGRAM PROGRESS UPDATES 6

 Statewide On-System Tunnel Overview 8

 Eisenhower-Johnson Memorial Tunnels 8

 Tunnel Inventory 9

 FASTER Eligible Bridge Structure Population 11

 Active Project Portfolio 12

 Program Schedule 12

 Bridge Prioritization Plan 13

PROGRAM AND PROJECT UPDATES 14

 Central 70 Project 14

 Region 2 CBC Program 15

 Region 4/1 Rural Bridge Replacement Program 15

 Floyd Hill 15

 I-70 Vail Pass Safety and Operations Improvement 16

 Split Timber Girder Repair Pilot Project 16

BUDGET AND ENCUMBRANCES 17

FINANCIAL INFORMATION 18

APPENDICES 21

 Appendix A - Prioritization Plan 21

 Appendix B - Program Allocation Plan 25

 Appendix C - Four Year Quarterly Cash Flow Graph 29

- Image 1.** Hanging Lake Tunnels in Garfield County
- Image 2.** Veterans Memorial Tunnels in Clear Creek County
- Image 3 & 4.** Deteriorated Concrete on I-76 over York Street in Adams County
- Image 5.** I-70 ML over West 32nd Ave in Jefferson County
- Image 6.** I-76 ML over York Street in Adams County
- Image 7.** SH 64 over White River in Rio Blanco County
- Image 8.** SH 64 over Strawberry Creek in Rio Blanco County
- Image 9 & 10.** Old Structure US 24 ML over Draw in El Paso County (H-19-C)
- Image 11 & 12.** New Structure US 24 ML over Draw in El Paso County (024G331948BL)
- Image 13 & 14.** Eisenhower-Johnson Memorial Tunnels in Summit County
- Image 15-17.** Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements
- Image 18 & 19.** I-70 ML Tunnel WBND & EBND in Garfield County (F-07-Q & F-07-R)
- Image 20.** Statewide On-System Tunnel Inventory Map
- Image 21.** Snow Shed in Mineral County (O-09-K)
- Image 22.** SH 14 Tunnel in Larimer County (B-15-E)
- Image 23.** Map of BTE Active Project Portfolio
- Image 24.** Aerial View of the UPRR Structure
- Image 25.** Setting the Girders for the Lowered Eastbound I-70 Lanes
- Image 26.** Construction of the Lowered Eastbound I-70 Lanes
- Image 27.** US 24 ML over Draw in Teller County (I-15-AO)
- Image 28.** I-70 Service RD over Draw in Arapahoe County (F-20-L)
- Image 29.** I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)
- Image 30.** I-70 over Polk Creek in Eagle County (F-12-AS)
- Image 31.** US 50 ML over Draw in Fremont County (K-13-O)

Table 1. Structures with Design Phase Funding Increases in Q2 FY2022

Table 2. Structures Funded for Construction in Q2 FY2022

Table 3. Structures that Completed Construction in Q2 FY2022

Table 4. Statewide On-System Tunnel Inventory

Table 5. Project Status of FASTER Eligible Structures as of Q2 FY2022

Table 6. Overall and Active Project SPI by Month

Table 7. New FASTER Eligible Structures

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

Table 9. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

Table 10. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

Figure A. Current Status of FASTER Eligible Bridge Structures

Figure B. Historic Status of FASTER Eligible Bridge Structures

Figure C. Forecast vs Actual FASTER Revenue Comparison

Figure D. Total Program Financial Performance

This report is the 43rd Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE). This Report outlines the progress and accomplishments associated with the BTE Program for work completed during October, November, and December of 2021; which coincides with the second quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q2 FY2022). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, SB21-260, program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q2 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 42nd Bridge and Tunnel Enterprise Quarterly report (Q1 FY2022).
- Received Board approval for the 3rd Budget Supplement of FY2022 to establish construction phase funding for three projects:
 - I-70 EBND & WBND over West 32nd Avenue (E-16-HE/HF)
 - SH 64 over White River & SH 64 over Strawberry Creek (D-03-A & D-04-G)
 - SH 92 over Gunnison River (I-05-V)
- Received Board approval for the 4th Budget Supplement of FY2022 to establish construction phase funding for one project:
 - I-76 EBND & WBND over York Street (E-17-GV/GW).
- Received Board approval for the 5th Budget Supplement of FY2022 to increase the design phase funding for one project:
 - I-70 EBND & WBND over Polk Creek (F-12-AS/AT).
- Approved the Final Proposed Annual Budget for FY2022-23.
- Continued planning and outreach work to modify the base program to stand up and organize the newly created Statewide Bridge and Tunnel Enterprise in response to the passage of SB21-260.
 - Developed program vision statement and goals
 - Continued revisions to program governing documents
 - Continued evaluation of the program eligibility requirements and investment strategy for tunnel projects
 - Continued development of revised program accounting polices
- Supported CDOT with the ongoing development of the CDOT 10-year strategic project pipeline and evaluated strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
- Performed maintenance on the program baseline cost estimate.
- Continued evaluation of funding scenarios for BTE eligible components of projects on the approved SB267/ SB260 project list, including further evaluation of a high-level funding plan for the Floyd Hill project and repairs to the Eisenhower-Johnson Memorial tunnel.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed in October, November, and December of 2021, and conducted the regularly scheduled Schedule Change Control Board meeting.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.
- Continued development of new programmatic risk management tools, which include the Cost and Schedule Risk Assessments tools and the Risk-Informed Financial Planning Model.
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan.
- Drafted, finalized, and distributed the January 2022 BTE Bridge Prioritization Plan (advanced to the Q2 FY2022 Quarterly Report for expedited distribution).

PROGRAM HIGHLIGHTS

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

During the quarter, staff continued to develop the internal process and controls required to successfully leverage the new sustainable revenue sources provided by SB21-260 to improve the condition of bridge and tunnel assets state-wide. The Bridge and Tunnel Impact Fee and the Bridge and Tunnel Retail Delivery Fee are expected to start producing revenue for the program in early FY23. It is estimated that the new fees will bring approximately \$522M of additional revenue into the program over the 10-year phase in period.

BTE will utilize the additional revenue to support the delivery of the CDOT 10-year Strategic Project Pipeline (CDOT 10-year Plan) by advancing funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado's transportation network. A more detailed writeup of program activities related to the new legislation can be found on page 8 of this report.



Image 1. Hanging Lake Tunnels in Garfield County



Image 2. Veterans Memorial Tunnels in Clear Creek County

Region 1 Bridge Deck Safety and Preservation Program

Staff bridge has identified 61 bridges in Region 1 with aging deteriorated concrete bridge decks. This quarter, BTE continued to make progress towards enhancing the safety of these critical bridges by funding the replacement of four of the bridges. In total, BTE has committed to funding 15 of these structures with potential funding being evaluated for six additional bridges.

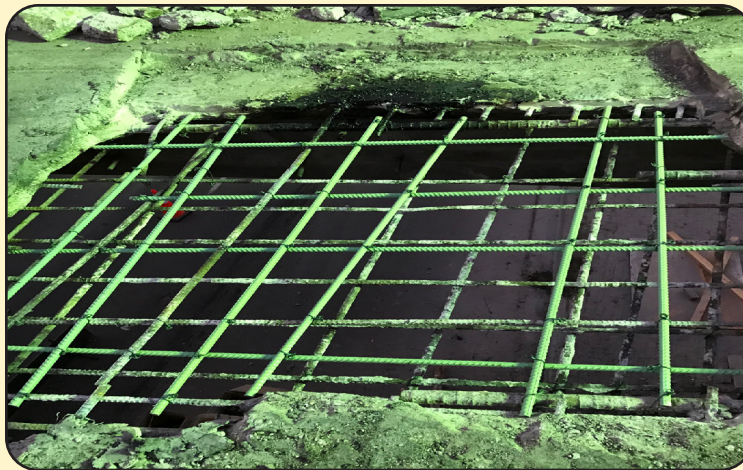


Image 3 & 4. Deteriorated Concrete on I-76 over York Street in Adams County

PROGRAM PROGRESS UPDATES

In Q2 FY2022, staff continued to make progress addressing the state’s “Poor” bridge population and standing up the newly created BTE in accordance with SB21-260. A summary of these activities and other program progress updates are provided below.

During this period, the BTE Board of Directors (Board) approved a design phase budget increase for the I-70 Vail Pass Safety and Operations Improvement project to advance the design from preliminary level to final design. The project includes the full replacement of both the I-70 westbound structure (F-12-AT) and the eastbound structure (F-12-AS). Detailed background information on the project and other project milestones can be found in the Program and Project Updates section of this report.

Table 1. Structures with Design Phase Funding Increases in Q2 FY2022

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

During this period, the BTE Board approved the establishment of construction phase funding for the projects itemized below.

Table 2. Structures Funded for Construction in Q2 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-HE/HF	1	I-70 EBND & WBND ML over West 32nd Ave	Jefferson
E-17-GV/GW	1	I-76 EBND & WBND ML over York Street	Adams
D-03-A	3	SH 64 ML over White River	Rio Blanco
D-04-G	3	SH 64 ML over Strawberry Creek	Rio Blanco



Image 5. I-70 ML over West 32nd Ave in Jefferson County



Image 6. I-76 ML over York Street in Adams County



Image 7. SH 64 over White River in Rio Blanco County



Image 8. SH 64 over Strawberry Creek in Rio Blanco County

During this period, one structure completed construction, US 24 ML over Draw in El Paso County (New minor structure 024G331948BL, old structure ID: H-19-C).

Table 3. Structures that Completed Construction in Q2 FY2022

Old Bridge ID	Region	Facility Carried over Featured Intersection	County
H-19-C	2	US 24 ML over Draw	El Paso



Image 9 & 10. Old Structure US 24 ML over Draw in El Paso County (H-19-C)



Image 11 & 12. New Minor Structure US 24 ML over Draw in El Paso County (024G331948BL)

Statewide On-System Tunnel Overview

While CDOT staff have successfully leveraged existing maintenance and asset management budgets to operate and maintain on-system (CDOT-owned) tunnels statewide, long-term funding shortfalls for the tunnel asset class has resulted in critical tunnel systems, such as ventilation, power, ITS, and fire suppression, remaining in service beyond their intended service life. Reliance on aging, obsolete systems has resulted in significant pressure on existing asset management budgets and often results in service disruptions which impact intra and inter-state commerce and the traveling public. Delivering the tunnel repairs and upgrades identified in the CDOT 10-year Plan will help to lower the risks associated with the aging infrastructure by addressing known deficiencies and building resiliency into the tunnel network.

Eisenhower-Johnson Memorial Tunnels

Throughout the quarter, BTE has held a series of meetings with its working group of statewide stakeholders and the CDOT Executive Management Team to discuss tunnel projects on the CDOT 10-year plan and the most pressing needs of the tunnel asset class. Through this process, repairs and upgrades to the Eisenhower Johnson Memorial Tunnels (EJMT) were identified as the highest priority.

The total cost of the projects needed to address current existing maintenance and repair backlog at EJMT is estimated at \$150M. The passage of SB21-260 reduced the unfunded backlog of projects down to \$100M by providing dedicated funds intended to accelerate the highest priority EJMT projects through a \$50M one-time allocation. BTE's anticipated new revenue from the Bridge and Tunnel Impact Fee and the Retail Delivery Fee authorized by SB21-260 is currently being explored as a viable option to provide the additional funding needed to deliver the unfunded CDOT 10-year Plan commitments.



Image 13 & 14. Eisenhower-Johnson Memorial Tunnels in Summit County



Image 15-17. Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements

Tunnel Inventory

There are a total of 22 CDOT owned (on-system) tunnels throughout the state. This count includes five tunnels considered “complex” (continuous operations and/or monitoring, active safety systems) and two snow sheds which are located in Region 5. The state tunnel network totals over 37,000 linear feet, with approximately 48% of that total represented by EJMT. The average age of the tunnels are nearing 60 years.

General information and location data on each of the on-system tunnels can be found in Table 4 and Images 18-22.

Table 4. Statewide On-System Tunnel Inventory

Tunnel ID	Region	Facility and Feature Intersected	County	Length	Year Built
F-15-AW	1	US 6 ML Tunnel NO 3	Jefferson	769	1957
F-15-AX	1	US 6 ML Tunnel NO 2	Jefferson	1,068	1941
F-15-AY	1	US 6 ML over Tunnel NO 1	Jefferson	883	1951
F-15-DM	1	I-70 ML Tunnel WBND	Clear Creek	725	2015
F-15-DN	1	I-70 ML Tunnel EBND	Clear Creek	665	2015
F-15-X	1	US 6 ML Tunnel NO 6	Clear Creek	588	1939
F-15-Y	1	US 6 ML Tunnel NO 5	Clear Creek	411	1939
F-07-Q	3	I-70 ML Tunnel WBND	Garfield	1,045	1965
F-07-R	3	I-70 ML Tunnel EBND	Garfield	1,045	1965
F-08-AP	3	I-70 ML Tunnel EBND	Garfield	4,001	1992
F-08-AQ	3	I-70 ML Tunnel WBND	Garfield	4,001	1992
F-08-AT	3	I-70 ML Tunnel WBND	Garfield	582	1989
F-13-X	3	Johnson I-70 ML Tunnel EBND	Summit	8,961	1979
F-13-Y	3	Eisenhower I-70 ML Tunnel WBND	Summit	8,943	1973
H-03-BT	3	Beavertail I-70 ML Tunnel WBND	Mesa	625	1986
H-03-BU	3	Beavertail I-70 ML Tunnel EBND	Mesa	615	1986
B-15-E	4	SH 14 Tunnel	Larimer	95	1929
D-15-AS	4	SH 119 Tunnel	Boulder	350	1953
L-06-P	5	US 550 ML Tunnel	Ouray	165	1942
M-06-AG	5	Riverside Slide Snowshed	Ouray	180	1985
N-09-F	5	US 160 ML Wolf Creek Pass	Mineral	1,026	2002
O-09-K	5	Snow Shed	Mineral	379	1965



Image 18 & 19. I-70 ML Tunnel WBND & EBND in Garfield County (F-07-Q & F-07-R)

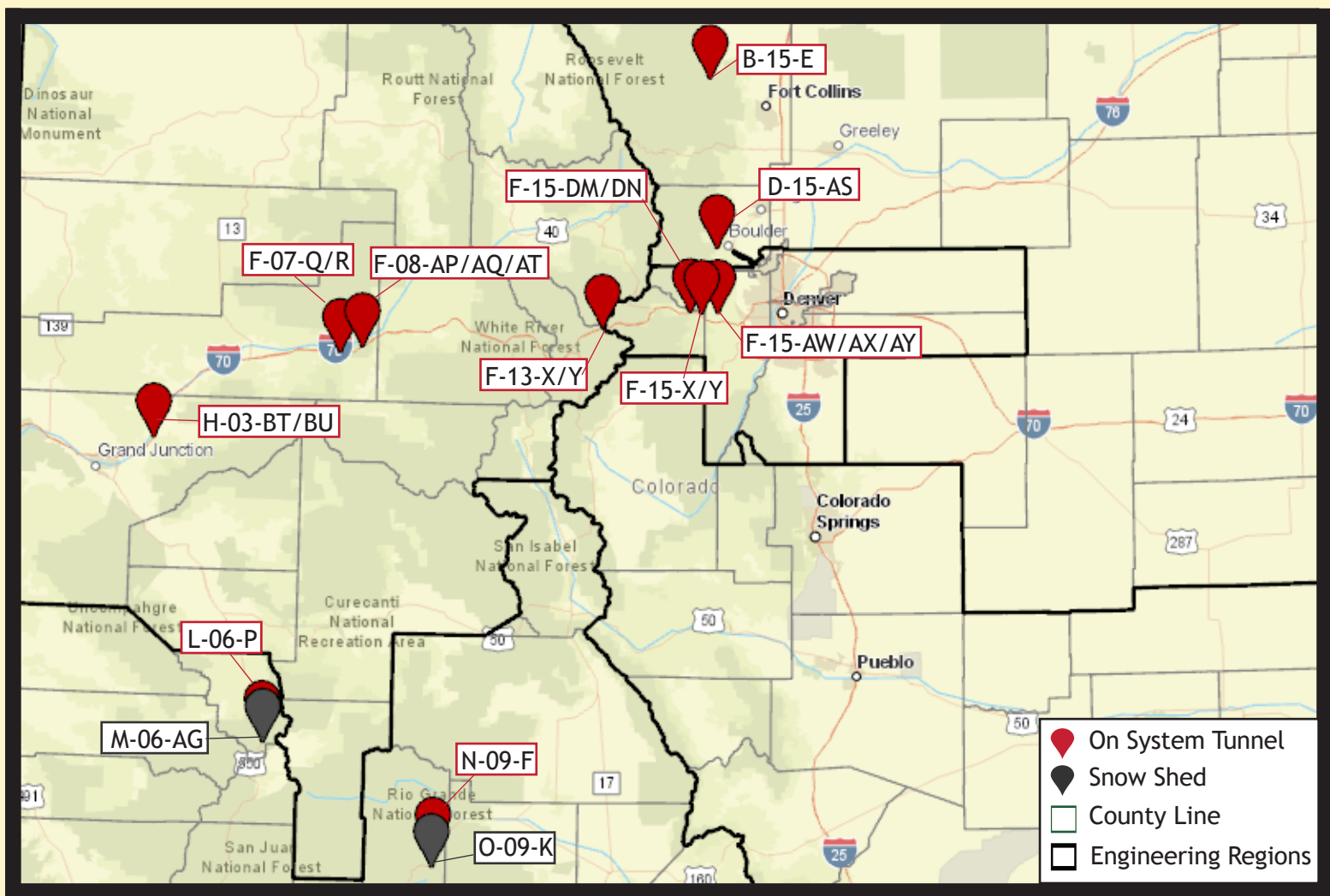


Image 20. Statewide On-System Tunnel Inventory Map



Image 21. Snow Shed in Mineral County (O-09-K)

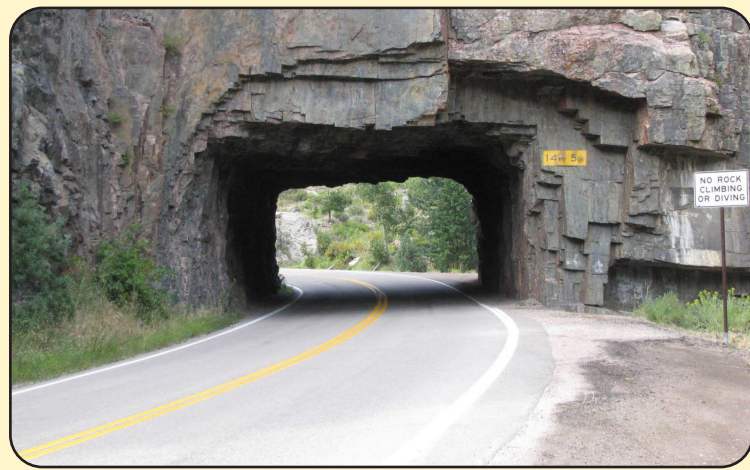


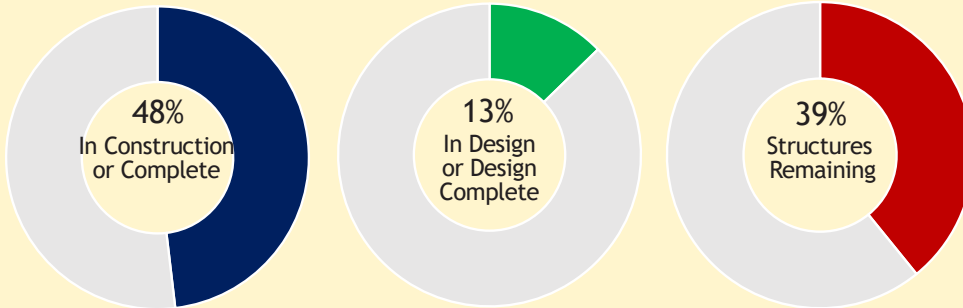
Image 22. SH 14 Tunnel in Larimer County (B-15-E)

FASTER Bridge Eligible Structure Population

Q2 FY2022 Project Status Updates

- 3 structures started design (A-27-A, B-27-D, & B-27-F)
- 3 structures started construction (I-05-V & I-17-GQ/GR)
- 1 structure completed construction (H-19-C)
- 11 structures were added to the FASTER eligible population
- 5 structures completed design (E-16-HE/HF, and Package #1 of the Eastern Plains Bundle C-22-K, D-24-O, & D-25-E)

Other relevant Q2 FY2022 FASTER eligible bridge statistics are as follows:



Project Status	Q2 FY2022 # of Structures
Remaining	157
In Design	45
Design Complete	6
In Construction	18
Projects Completed	175
Total	401

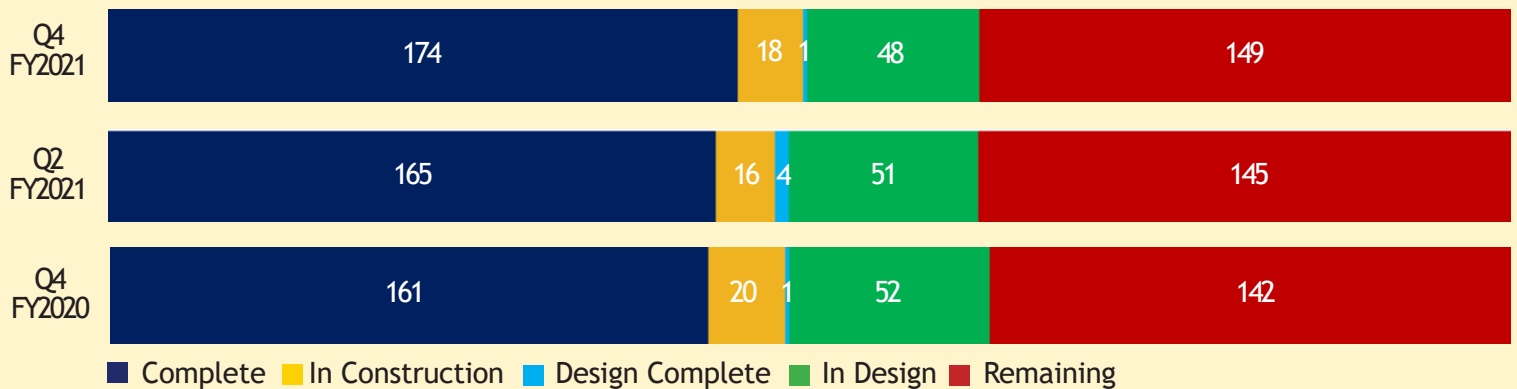
Table 5. Project Status of FASTER Eligible Structures as of Q2 FY2022

- 2.1 million square feet of “poor” rated deck area has been addressed since program inception statewide

Figure A. Current Status of FASTER Eligible Bridge Structures



Figure B. Historic Status of FASTER Eligible Bridge Structures



Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 31 bridge projects that will rehabilitate or replace 69 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects.

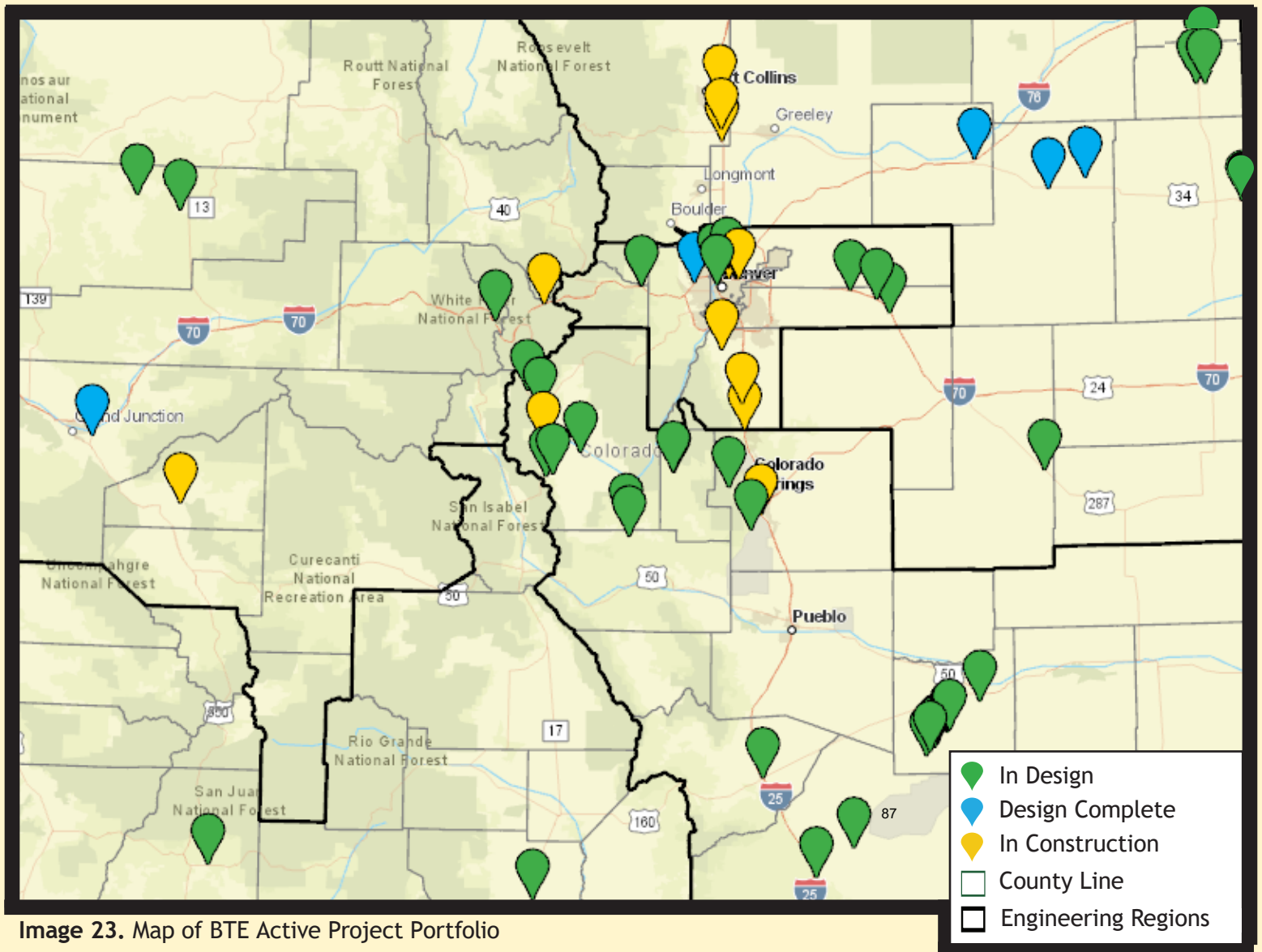


Image 23. Map of BTE Active Project Portfolio

Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q2 FY2022 remained constant at 1.00, primarily due to the performance of completed projects. An active project SPI above 0.90 generally indicates that projects are being executed efficiently. This key performance indicator is used by program staff to monitor projects that have the potential to fall behind their baseline schedule. The program overall and active monthly SPI for Q2 FY2022 is listed to the right.

Month	Overall SPI	Active SPI
October	1.00	0.97
November	1.00	0.97
December	1.00	0.96

Table 6. Overall and Active Project SPI by Month

The overall SPI for the BTE Program is 1.00, which is well above the 0.90 BTE Program goal.

Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan¹ in January 2022 based on the updated “poor” list released by CDOT Staff Bridge. This information was advanced to the Q2 FY2022 report for expedited distribution. Pursuant to this update, 11 structures became eligible for the program and can be found in Table 7. In accordance with PD BE16.1, and with input from Region staff and Staff Bridge, BTE staff performed a programmatic analysis of all remaining statewide BTE eligible structures in order to produce a tiered list of priority statewide projects.

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

Table 7. New FASTER Eligible Structures

Bridge ID	Region	Facility over Featured Intersection	County
E-17-HC	1	Dahlia Street over I-76 ML	Adams
F-18-AR	1	I-70 ML WBND over County Road 26N, 105	Arapahoe
F-18-AS	1	I-70 ML EBND over County Road 26N, 105	Arapahoe
F-18-AT	1	I-70 ML WBND over County Road 28N, 113	Arapahoe
F-18-AV	1	I-70 ML EBND over County Road 28N, 113	Arapahoe
F-19-AL	1	I-70 ML WBND over County Road 31N, 125	Arapahoe
F-19-AM	1	I-70 ML EBND over County Road 31N, 125	Arapahoe
D-11-N	3	SH 9 ML over UPRR	Grand
H-07-F	3	SH 133 ML over Crystal River	Pitkin
B-27-A	4	US 6 ML over Frenchman Creek	Phillips
D-15-AZ	4	US 36 ML EBND over US 36 Spur/Baseline Rd	Boulder

¹ Reference Appendix A for the (Bridge) Prioritization Plan

PROGRAM AND PROJECT UPDATES

Central 70 Project

The BTE Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Six BTE eligible structures are being addressed by the project, including “the Viaduct” (I-70 over US6, UPRR and CCD St.). These structures represented nearly 30% of BTE’s statewide eligible bridge deck area. Additionally, “the Viaduct” was identified as one of the 30 worst bridges in the state when the Enterprise was created in 2009 and was the last of the 30 worst bridges to be addressed. The demolition of the Viaduct has officially removed nearly 570,000 sq.ft. of poor-rated bridge deck area and significantly reduced the statewide percentage of poor deck area on the National Highway System (NHS).

The statistics shown to the right provide a high level overview of overall project progress to date.

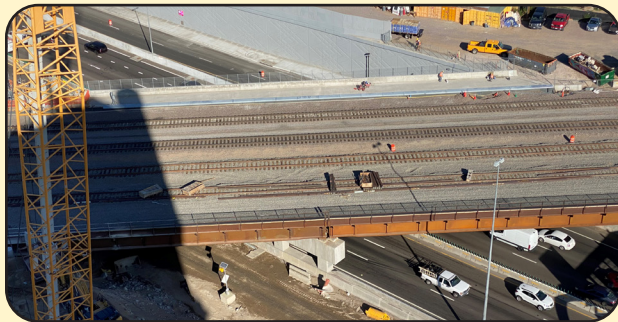
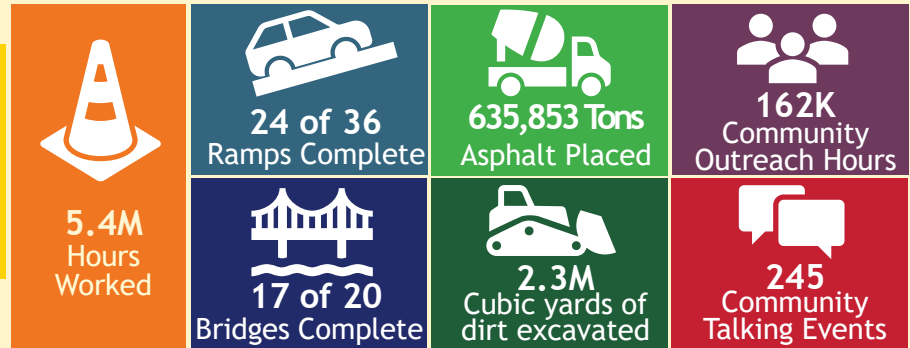


Image 24. Aerial View of the UPRR Structure



Image 25. Setting the Girders for the Lowered Eastbound I-70 Lanes



Image 26. Construction of the Lowered Eastbound I-70 Lanes

In Q2 FY2022, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following were completed during this quarter:

- Temporary ramp to Steele Street opened to traffic from Eastbound (EB) I-70.
- Completed the concrete pour for the I-70 bridge deck over Brighton Boulevard.
- Continue working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Completed the construction of the box culvert from York Street to Union Pacific Railroad (UPRR).
- Placed UPRR in final track configuration on the bridge over I-70.
- York Street/UPRR crossing was reopened to traffic.
- Began soil cement and asphalt paving in the new EB I-70 mainline lanes from Colorado Boulevard to Brighton Boulevard.
- Completed the placement of Cover girders over the future EB I-70 lanes.
- Began placement of Mechanical, Electrical and Plumbing (MEP) systems at the EB Cover.
- Began construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Began soil mixing for EB I-70 lanes from Clayton Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Completed the majority of the east end concrete panel and repairs from Peoria Street to Pena Boulevard.
- Began construction on the far west end sign structures and roadway finishes.
- Opened EB Colorado Boulevard Off-Ramp from I-70.

Region 2 CBC Program

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



Image 27. US 24 ML over Draw in Teller County (I-15-AO)

Program Updates

- Construction funding was established in April 2021.
- FHWA approval of the final project Addendum was received in August 2021.
- Construction Management (CM) services consultant selection was completed.
- Notice of award was provided to the Design-Build team and contract negotiations are ongoing.

Region 4/1 Rural Bridge Replacement Program

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



Image 28. I-70 Service RD over Draw in Arapahoe County (F-20-L)

Program Updates

- 100% design for Package #1 is complete.
- FIR level design for remaining packages is complete.
- Construction funding was established for Package #1 in August 2021.
- Construction Agreed Price (CAP) negotiations for Package #1 were completed.
- Project will be delivered in three packages with 60% design for Package #2 expected in Q3 FY2022.

Floyd Hill

This corridor improvement project includes the replacement of two BTE eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. CDOT has committed approximately \$200M in strategic funding to the project, however a significant funding gap still exists. BTE, CTIO, and CDOT are evaluating potential alternatives to eliminate the funding gap.



Image 29. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

Project Updates

- BTE has completed an analysis of potential funding scenarios for FASTER eligible project components.
- The use of CM/GC project delivery was approved by the Transportation Commission in June 2021.
- The Environmental Assessment (EA) was released for the 60 day public comment period in August 2021.
- Preliminary design is complete.
- Selection of a construction manager and final design consultant is expected in Q3 FY2022.

I-70 Vail Pass Safety and Operations Improvement

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



Image 30. I-70 EB over Polk Creek in Eagle County (F-12-AS)

Project Updates

- Value engineering proposal suggested including F-12-AT.
- The BTE Board approved an increase to the maximum BTE funding commitment in order to add the westbound structure (F-12-AT) to the project scope.
- Funding was approved to advance F-12-AT through final design in December 2021.
- Construction of F-12-AT is scheduled to begin in Q4 FY2022.

Split Timber Girder Repair Pilot Project

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



Image 31. US 50 ML over Draw in Fremont County (K-13-O)

Program Updates

- Pilot projects for the regions have been identified and funding has been distributed to regional pools.
- All materials have been delivered for the pilot repair projects in Regions 2,3, and 5.
- Region 3 is working through environmental clearances.
- Regions 2 & 5 completed the repairs on their pilot structures.
- Section 7 maintenance developed several installation innovations, including skid-steer mounted rollers, a jack spreader, and shim install helpers that greatly streamlined installation.

BUDGET AND ENCUMBRANCES

Bridge and Tunnel Enterprise staff continues to coordinate with the CDOT Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 8 shows the encumbrance and budget balances as of December 31, 2021, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project debudget and closure. This guidance has defined substantial completion as project final acceptance.

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

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	646,914	22,692	1	2
3	-	-	0	0
4	7,215	102	1	1
5	-	-	0	0
Total	654,129	22,794	2	3
% of Total Current Program	0.58%	0.02%	6.45%	4.9%
Previous Quarter (Q4 FY2021)	701,319	28,107		
Difference	-47,190	-5,313		

Since September 30, 2021 the budget and encumbrance balances have decreased by \$52,503.

Removed/Closed Out	Additions
None	None

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of December 31, 2021.

- The program has multiple funding sources including proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bank loan, and other funds which are primarily Federal. In addition, BTE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through December 31, 2021, a total of approximately \$1,559.1M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,312.6M and \$136.8M (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2022) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 9. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q1 FY2022	Total Q4 FY2021
Budget	\$307.9	\$1,134.3	\$40.7	\$76.2	\$1,559.1	\$1,520.9
Expenditures	\$307.9	\$897.9	\$40.7	\$66.1	\$1,312.6	\$1,212.4
Encumbrances	\$0.0	\$126.3	\$0.0	\$10.5	\$136.8	\$84.7

The Bridge and Tunnel Enterprise program currently consists of 193 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count remained the same as last quarter, Q1 FY2022. The current programmed amount for these 193 structures is approximately \$1,759.1M. Table 7 below provides an itemization of current funding sources for the Bridge and Tunnel Enterprise program.

Table 10. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$1,334.3	\$116.9	\$9.8	\$1,759.1

The Program Allocation Plan² tracks BE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2022 through FY2025, and includes budget adjustments that have not been posted as of December 31, 2021. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BE program are \$1,759.1M, an increase of \$11.5M from the \$1,747.6M total liability reported on September 30, 2021. This is primarily the result of updated estimates and budget actions.

The Four-Year Quarterly Cash Flow Projection³ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BTE liabilities and the timing of milestone payments for the Central 70 project are defined by the Amended and Restated IAA between CDOT, HPTE, BTE and updated milestone forecasts are incorporated in the cash flow. This forecast model also considers Resolution BE 15-8-2 which sets parameters for the use of BTE funds during the construction period of the Central 70 project. In addition, the forecast contains the Capital Performance (Availability) Payment, which grows at 2% per year. Also, the cash flow now includes Bridge and Tunnel fees that were established by SB21-260. Collection of these fees is anticipated to begin in FY2023.

Bridge and Tunnel Enterprise has forecast the cash balance to decrease by approximately \$144.4M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (January 2022 through December 2025), down to \$57.2M. To date, Central 70 Milestone Payments 2A, and 3, 2B, 4A and 4B have been made. Due to the inflow of the new Bridge and Tunnel fees, the cash balance is forecast to fall at slower rate than originally forecast. These higher cash balances will be drawn down as the tunnel projects for the Eisenhower/Johnson Memorial Tunnel and other CDOT 10-year Plan projects progress.

² Reference Appendix B for the Program Allocation Plan

³ Reference Appendix C for the Four-Year Quarterly Cash Flow Projection

BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. In accordance with the Amended and Restated IAA, and updated milestone payments, the final milestone and substantial completion payments are both scheduled in January 2023. In accordance with Resolution BE-17-11-1, the contingency for the BTE share of potential supervening events has been included in the cash drawdown forecast. BTE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

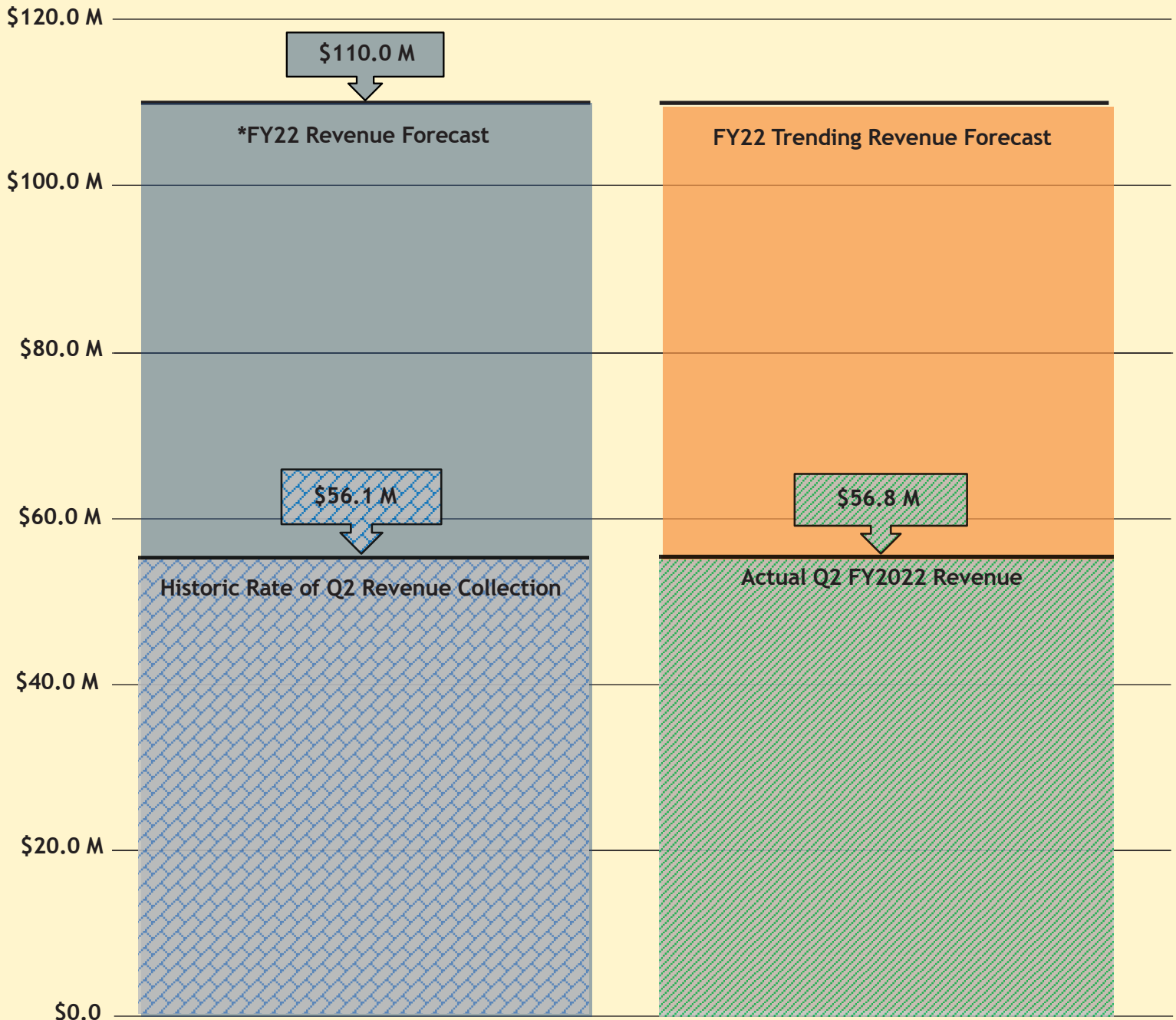
As of Q2 FY2022, actual YTD BTE revenues were \$56.8M, which is \$0.7M above the historical rate of collection when applied to the FY2022 revenue budget of \$110.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise
 Forecast vs Actual Revenue Comparison



*Information Provided by OFMB



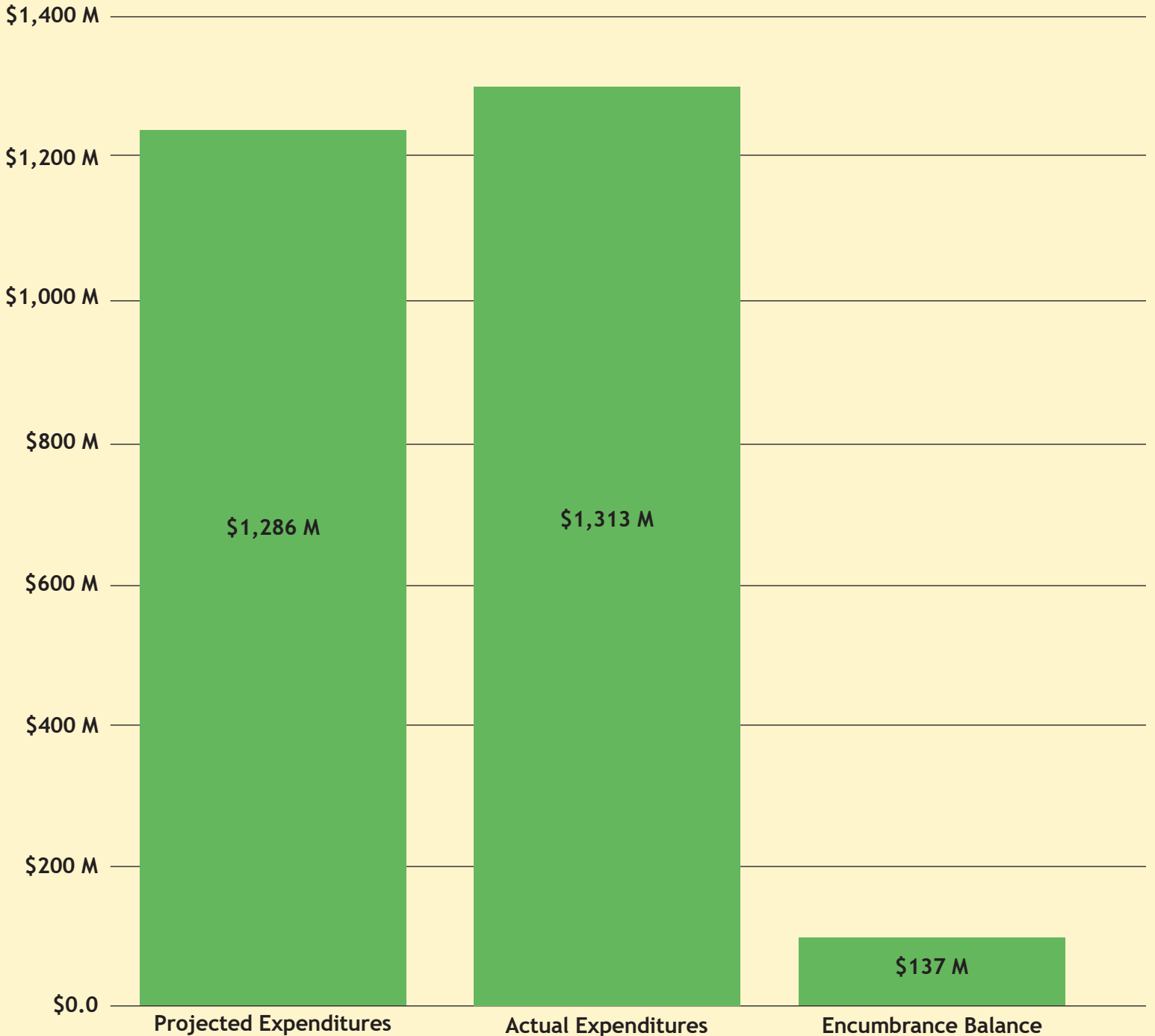
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,286M on December 31, 2021, an increase of \$72M since September 30, 2021. Actual LTD expenditures as of December 31, 2021 are \$1,313M as compared to \$1,212M on September 30, 2021, an increase of \$101M or 8.3%. This primarily due to the Central 70 Milestone Payments 2B, 4A and 4B. The current encumbrance balance is \$137M, an increase of \$52M since September 30, 2021, primarily due to projects that have been awarded.

Figure D. Total Program Financial Performance



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Program Performance
 ITD - As of December 31, 2021



APPENDIX A: BRIDGE PRIORITIZATION PLAN



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan February 2022

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier						
In Design	D-04-G	3	SH 64 ML over STRAWBERRY CREEK	Green	Green	Green
In Design	D-03-A	3	SH 64 ML over WHITE RIVER	Green	Green	Green
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW	Green	Yellow	Green
In Design	D-24-O	4	US 34 ML over DRAW	Green	Yellow	Green
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER	Green	Yellow	Green
In Design	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL	Green	Yellow	Green
In Design	D-25-E	4	SH 61 ML over SURVEYOR CREEK	Green	Yellow	Green
In Design	F-12-AS	3	I 70 ML EBND over POLK CREEK	Green	Yellow	Green
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK	Green	Yellow	Green
In Design	F-12-AT	3	I 70 ML WBND over POLK CREEK	Green	Yellow	Green
In Design	F-16-O	1	US 6 ML over SH 121 ML	Green	Yellow	Yellow
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML	Green	Orange	Green
In Design	E-16-FZ	1	I 70 ML over HARLAN STREET	Green	Orange	Green
In Design	A-27-A	4	US 385 ML over DRAW	Green	Orange	Green
In Design	B-27-F	4	US 6 ML over DRAW	Green	Orange	Green
Remaining	B-27-A	4	US 6 ML over FRENCHMAN CREEK	Green	Orange	Yellow
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR	Green	Orange	Yellow
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML	Green	Orange	Yellow
Remaining	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	Green	Orange	Yellow
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML	Green	Orange	Yellow
Remaining	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	Green	Orange	Yellow
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML	Green	Orange	Yellow
In Design	K-18-L	2	US 50 ML over FOUNTAIN CREEK	Green	Orange	Yellow
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK	Green	Orange	Yellow
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE RD	Green	Orange	Yellow
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE RD	Green	Orange	Yellow
Remaining	E-16-JL	1	I 70 ML WBND over SH 72 ML	Green	Orange	Yellow
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE	Green	Orange	Yellow
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	Green	Orange	Yellow
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML	Green	Orange	Yellow
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	Green	Orange	Yellow
Remaining	C-22-BG	4	I 76 ML EBND over US 34 SPUR	Green	Orange	Yellow
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	Green	Orange	Yellow
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	Green	Orange	Yellow
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	Green	Orange	Yellow
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML	Green	Orange	Yellow
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK	Green	Orange	Yellow
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH	Green	Orange	Orange
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	Green	Orange	Orange
Remaining	B-18-I	4	SH 14 ML over EATON DITCH	Green	Orange	Orange
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK	Green	Orange	Orange
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105	Green	Orange	Orange
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL	Green	Orange	Orange
Remaining	G-17-AL	1	SH 105 ML over DRAW	Green	Orange	Orange
Remaining	M-16-D	2	SH 69 ML over DRAW	Green	Orange	Orange
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105	Green	Orange	Orange
Remaining	F-18-AT	1	I-70 WBND over COUNTY ROADS 28N, 113	Green	Orange	Orange
Remaining	F-18-AV	1	I-70 EBND over COUNTY ROADS 28N, 113	Green	Orange	Orange



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-19-AL	1	I-70 ML WBND over COUNTY ROADS 31N, 125	Green	Orange	Orange
Remaining	F-19-AM	1	I-70 ML EBND over COUNTY ROADS 31N, 125	Green	Orange	Orange
Remaining	L-22-V	2	SH 109 ML over DRAW	Green	Orange	Orange
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197	Green	Orange	Orange
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR	Green	Orange	Orange
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH	Green	Orange	Orange
Remaining	E-16-JT	1	I 76 ML EBND over MARSHALL STREET	Green	Orange	Orange
Remaining	E-16-JV	1	I 76 ML EBND RAMP to SH 121 ML	Green	Orange	Orange
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML	Green	Orange	Orange
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK	Green	Orange	Orange
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK	Green	Orange	Orange
Remaining	E-16-JU	1	I 76 ML WBND over MARSHALL STREET	Green	Orange	Orange
Remaining	E-16-JW	1	I 76 ML WBND RAMP to SH 121 ML	Green	Orange	Orange
Remaining	F-22-V	4	US 36 ML over VEGA CREEK	Green	Orange	Orange
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK	Green	Orange	Orange
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH	Green	Orange	Orange
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML	Green	Orange	Orange
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR	Green	Orange	Orange
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK	Green	Orange	Orange
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK	Green	Orange	Orange
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK	Green	Orange	Orange
Remaining	D-15-AZ	4	US 36 ML EBND over US 36 SPUR/BASELINE RD	Green	Orange	Orange
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR	Green	Orange	Orange
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH	Green	Orange	Orange
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK	Green	Orange	Orange
Second Tier						
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER	Yellow	Green	Orange
In Design	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	Yellow	Yellow	Green
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Yellow	Yellow	Green
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	Yellow	Yellow	Yellow
In Design	J-17-X	2	SH 115 ML over ROCK CREEK	Yellow	Yellow	Yellow
Remaining	F-06-A	3	US 6 ML over ELK CREEK	Yellow	Orange	Green
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK	Yellow	Orange	Green
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	Yellow	Orange	Yellow
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK	Yellow	Orange	Yellow
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	Yellow	Orange	Yellow
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT	Yellow	Orange	Yellow
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND	Yellow	Orange	Yellow
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK	Yellow	Orange	Yellow
Remaining	F-19-F	1	US 36 ML over DRAW	Yellow	Orange	Yellow
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR	Yellow	Orange	Yellow
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR	Yellow	Orange	Yellow
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I-25 ML	Yellow	Orange	Yellow
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL	Yellow	Orange	Yellow
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML	Yellow	Orange	Yellow
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK	Yellow	Orange	Yellow
Remaining	I-17-H	2	US 24 BUSINESS RT over FOUNTAIN CREEK	Yellow	Orange	Yellow
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUVRE RIVER	Yellow	Orange	Yellow
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER	Yellow	Orange	Yellow



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH	Yellow	Orange	Orange
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML	Yellow	Orange	Orange
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT	Yellow	Orange	Orange
Remaining	K-13-O	2	US 50 ML over DRAW	Yellow	Orange	Orange
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK	Yellow	Orange	Orange
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK	Yellow	Orange	Orange
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR	Yellow	Orange	Orange
Remaining	E-17-HC	1	DAHLIA STREET over I-76 ML	Yellow	Orange	Orange
Remaining	K-19-W	2	US 50 SERVICE ROAD over BNSF RR	Yellow	Orange	Orange
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK	Yellow	Orange	Orange
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK	Yellow	Orange	Orange
Remaining	O-26-I	2	US 160 ML over DRAW	Yellow	Orange	Orange
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK	Yellow	Orange	Orange
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK	Yellow	Orange	Orange
Remaining	G-11-T	3	US 24 ML over UP RR	Yellow	Orange	Orange
Remaining	D-11-N	3	SH 9 ML over UPRR	Yellow	Orange	Orange
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML	Yellow	Orange	Orange
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK	Yellow	Orange	Orange
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUVRE RIVER	Yellow	Orange	Orange
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH	Yellow	Orange	Orange
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK	Yellow	Orange	Orange
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML	Yellow	Orange	Orange
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER	Yellow	Orange	Orange
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL	Yellow	Orange	Orange
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK	Yellow	Orange	Orange
Remaining	M-16-Q	2	SH 69 ML over DRAW	Yellow	Orange	Orange
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK	Yellow	Orange	Orange
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR	Yellow	Orange	Orange
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1	Yellow	Orange	Orange
Remaining	F-16-GG	1	PERRY STREET over US 6 ML	Yellow	Orange	Orange
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK	Yellow	Orange	Orange
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK	Yellow	Orange	Orange
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL	Yellow	Orange	Orange
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK	Yellow	Orange	Orange
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH	Yellow	Orange	Orange
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR	Yellow	Orange	Orange
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER	Yellow	Orange	Orange
Third Tier						
In Design	E-16-LT	1	I 76 ML EBND over CLEAR CREEK	Orange	Green	Green
In Design	E-16-LU	1	I 76 ML WBND over CLEAR CREEK	Orange	Green	Green
Design Complete	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER	Orange	Green	Green
In Design	I-24-N	4	US 40 ML over DRAW	Orange	Yellow	Green
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML	Orange	Yellow	Yellow
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK	Orange	Orange	Yellow
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	Orange	Orange	Yellow
In Design	K-18-J	2	US 50 ML over I 25 ML	Orange	Orange	Yellow
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	Orange	Orange	Yellow
Remaining	E-17-IC	1	YORK STREET over I 270 ML	Orange	Orange	Yellow
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML	Orange	Orange	Yellow



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	G-22-H	4	US 24 ML over DRAW			
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK			
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER			
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL			
Remaining	J-12-AJ	5	US 285 ML over DRAW			
Remaining	P-19-G_MINOR	2	SH 239 ML over CANAL			
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR			
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK			
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML			
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK			
Remaining	E-16-MO	1	44th AVE over I 25 ML			
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER			
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK			
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK			
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER			
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
Remaining	H-07-F	3	SH 133 ML over CRYSTAL RIVER			
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML			
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK			
Remaining	K-15-G	2	US 50 ML over DRAW			
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK			
Remaining	K-14-B	2	US 50 ML over OAK CREEK			
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER			
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CREEK			
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL			
Remaining	G-22-BB	4	SH 71 ML over I 70 ML			
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER			
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML			
Remaining	L-19-F	2	US 50 BUS RT. over DRAW			
Remaining	D-16-CV	4	SH 157 ML over BNSF RR			
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO			
Remaining	E-12-I	3	SH 9 ML over BLUE RIVER			
Remaining	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK			
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR			
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML			
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR			



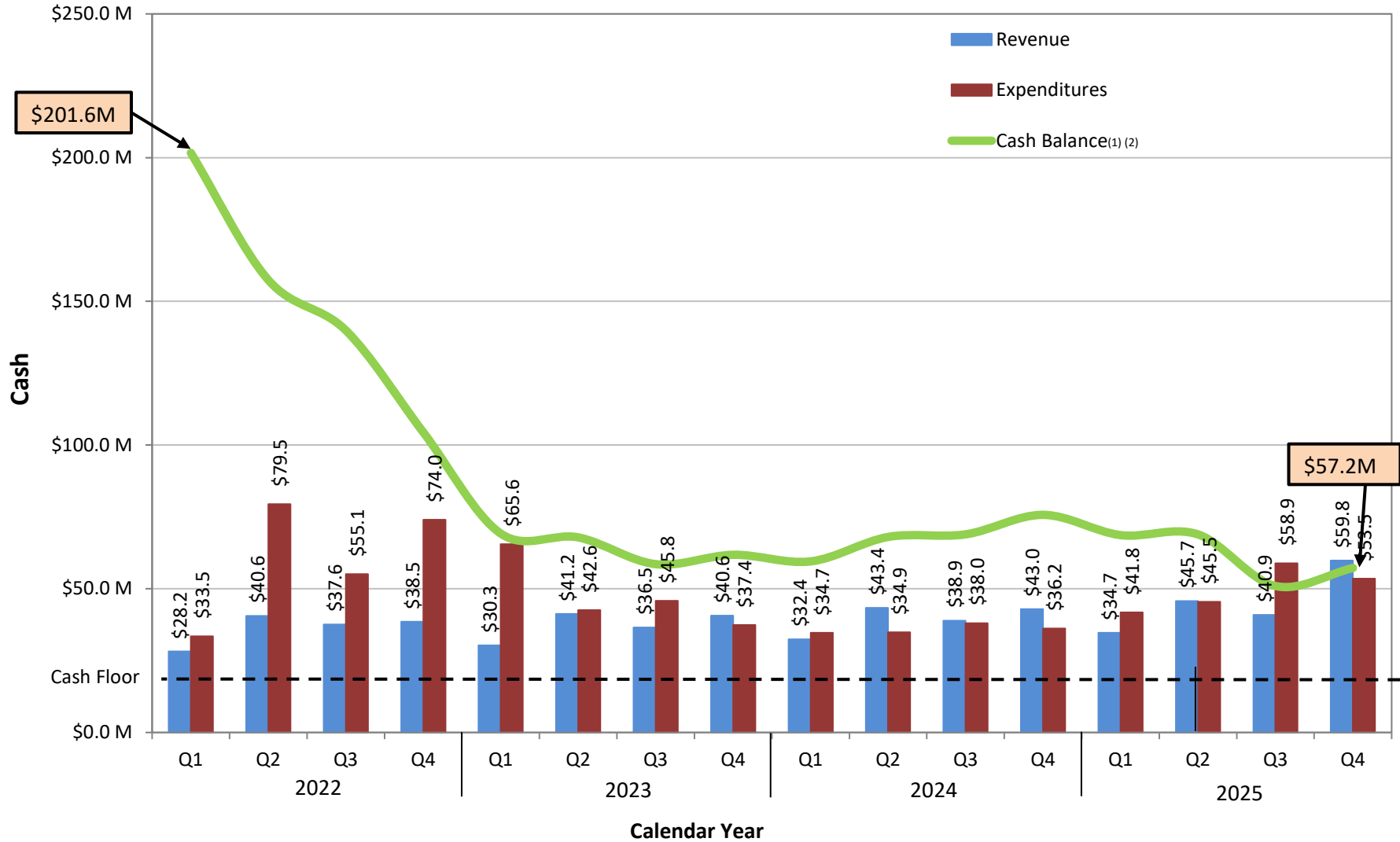
Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 31,571,599	\$ -	\$ -	\$ -	\$ 31,571,599	\$ 38,807,618
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	\$ 25,139,799	-	-	-	25,139,799	11,163,136	-	-	-	11,163,136	\$ 36,302,935
FASTER	\$ -	299,468,417	-	-	299,468,417	-	1,034,828,821	-	-	1,034,828,821	\$ 1,334,297,238
Bank of America Loan	\$ 12,030,650	-	-	-	12,030,650	28,668,324	-	-	-	28,668,324	\$ 40,698,974
2010 Bonds	\$ -	-	52,835,939	-	52,835,939	-	-	245,307,666	-	245,307,666	\$ 298,143,605
Bond Interest	\$ -	-	-	546,911	546,911	-	-	-	9,279,210	9,279,210	\$ 9,826,121
Future Funds	\$ -	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 45,331,986	\$ 299,468,417	\$ 52,835,939	\$ 546,911	\$ 398,183,253	\$ 71,546,886	\$ 1,034,828,821	\$ 245,307,666	\$ 9,279,210	\$ 1,360,962,583	\$ 1,759,145,836

APPENDIX C: FOUR YEAR QUARTERLY CASH FLOW PROJECTION



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Colorado Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection



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



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: FEBRUARY 17, 2022
SUBJECT: MONTHLY CASH BALANCE UPDATE

Purpose

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

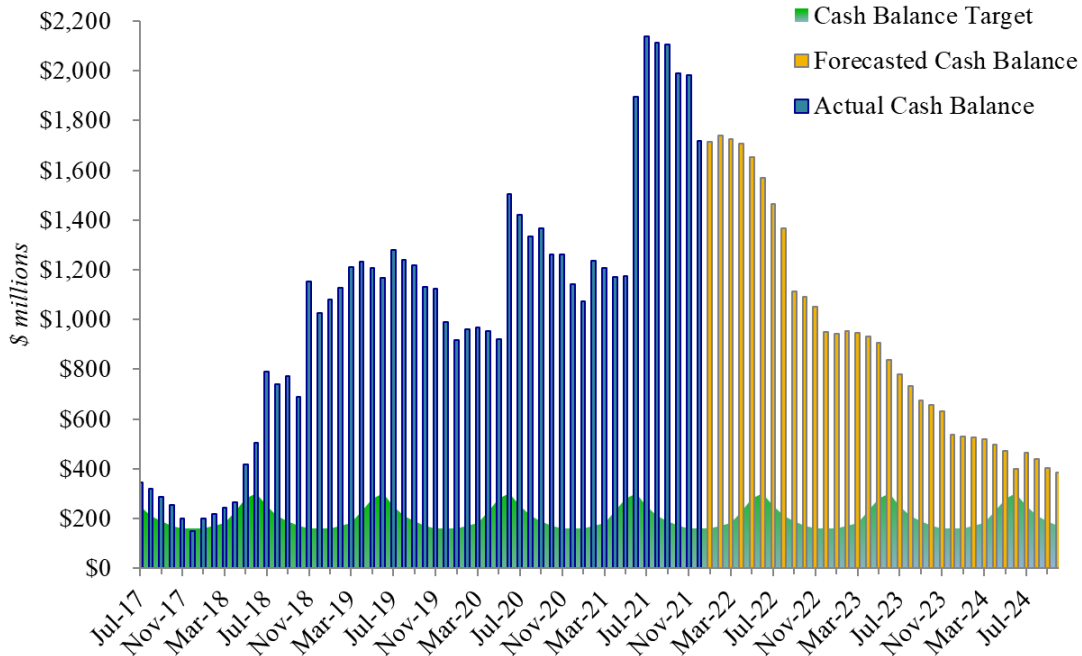
Action

No action is requested or required at this time.

Background

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

Figure 1 – Fund 400 Cash Forecast





Summary

Due to the events in response to the global COVID-19 pandemic, the Department anticipated a significant and immediate impact to revenue collections, followed by a longer downturn overall. The current forecast continues to assume a 2.5% reduction in pre-pandemic monthly gross gallons of gasoline consumed from July 2021 through June 2022. Staff will modify fuel sale assumptions as traffic patterns continue to adjust.

The actual closing cash balance for December 2021 was \$1.72 billion; \$1.56 billion above that month's cash balance target of \$160 million. December's cash balance is comprised of \$760 million in the State Highway Fund, and \$959 million in the Senate Bill 267 trustee account. December's closing cash balance for the State Highway Fund is \$154 million lower than November's forecast of that balance due to higher than expected construction expenditures.

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

Cash Revenues

The forecast of revenues and capital proceeds includes:

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

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

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

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

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

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

The forecast does not include \$500 million of revenues in FY22 from SB 17-267 COP proceeds. The cash balance forecast continues to report on only projects and revenues related to the State Highway Fund, and does not include revenue and expenditures associated with any pre-existing or new enterprises created through SB 21-260, including:

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

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





Cash Payments to Construction Contractors

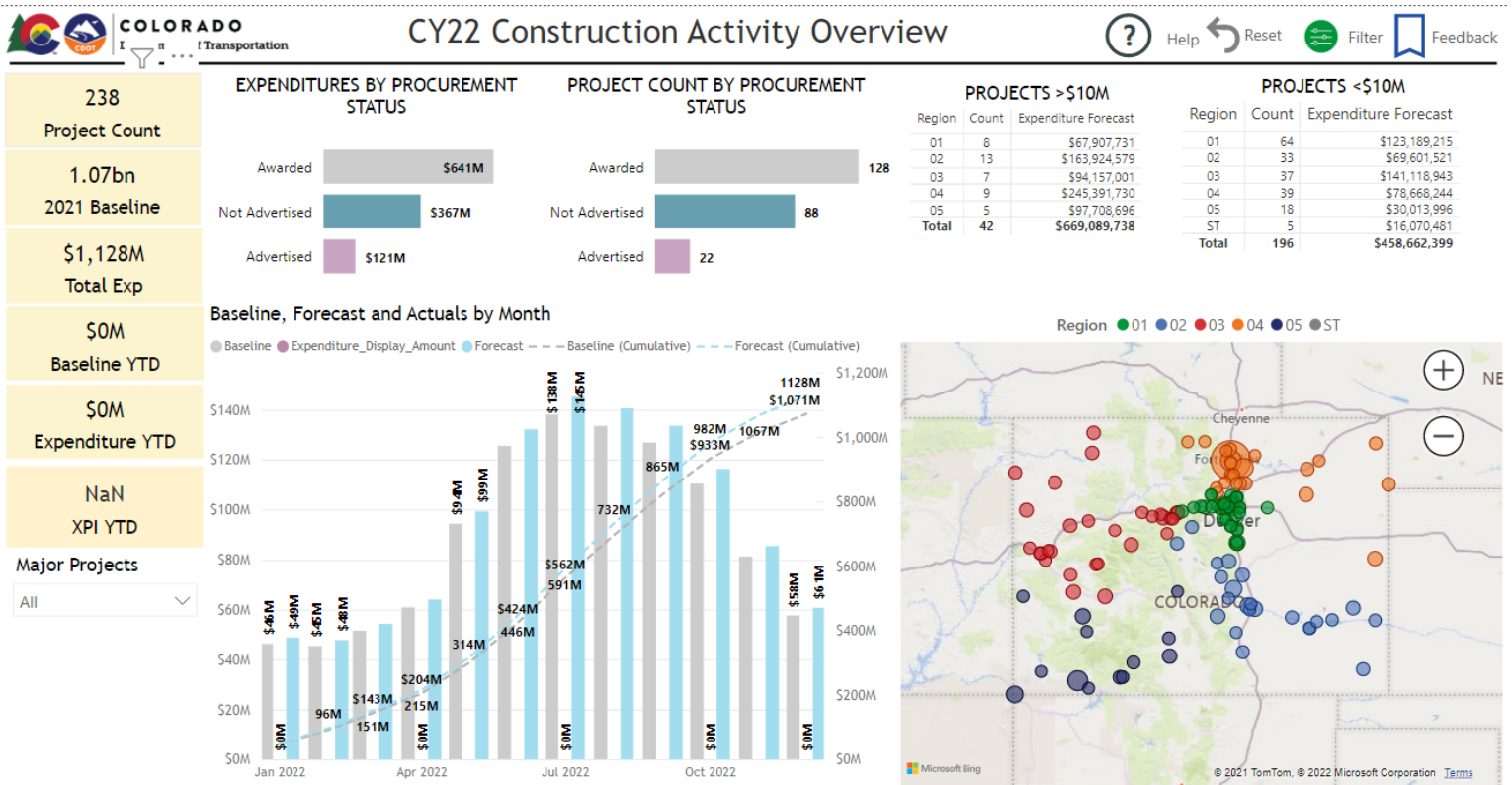
The current forecast of payments to construction contractors under state contracts (grants paid out under inter-government agreements for construction are accounted for elsewhere in the expenditure forecast) from Fund 400 is shown in Figure 2 below.

Figure 2 – Forecasted Payments - Existing and New Construction Contracts

\$ millions	CY 2017 (actual)	CY 2018 (actual)	CY 2019 (actual)	CY 2020 (actual)	CY 2021 (forecast)	CY 2022 (forecast)	CY 2023 (forecast)	CY 2024 (forecast)
Expenditures	\$642	\$578	\$669	\$774	\$714	\$1050.3	\$700	\$553

Based the December month end SAP data CDOT construction expenditures was \$694M which correlated to a XPI of .88 (actual expenditures vs. baseline).

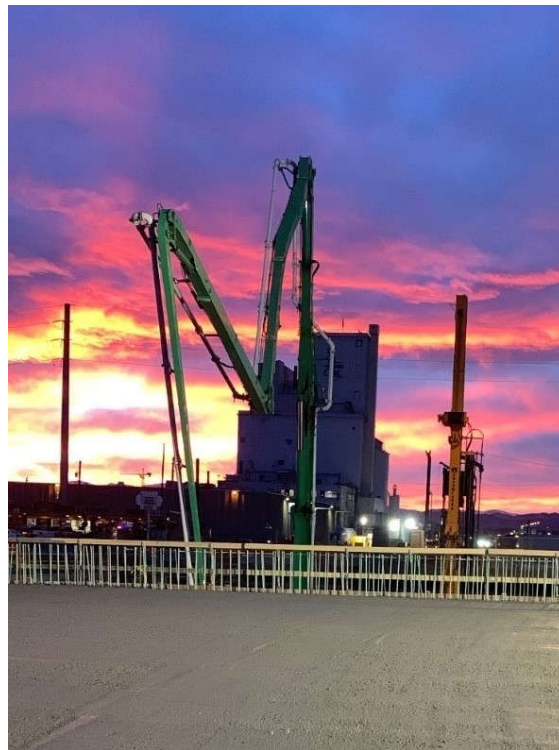
The graph below details CY22 baseline, forecast, and actual expenditures (based on December month end SAP data). CDOT's construction contractor expenditures for CY22 is forecasted to be \$1.128bn, as indicated below. The current baseline is \$1.07bn.





Quarterly Status Report

October 2021 through December 2021



PREPARED BY:



COLORADO
Department of Transportation

IN CONSULTATION WITH:



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: January 24, 2022

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

FROM: Robert Hays, Project Director, Central 70 Project

SUBJECT: Quarterly Update

PROJECT PROGRESS

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

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

ACTION

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

BACKGROUND

Per the Amended and Restated Central 70 Project Intra-Agency Agreement (IAA) dated September 14, 2021, the Central 70 Project Director shall provide quarterly updates to the Transportation Commission, Colorado Bridge and Tunnel Enterprise (BE) Board of Directors, and the Colorado High Performance Transportation Enterprise (HPTE) Board of Directors through Final Acceptance.

MATTERS REQUIRING POLICY INPUT

None at this time.

COMPLETED MILESTONES THIS QUARTER

October 2021 through December 2021

- Temporary ramp to Steele Street opened to traffic from Eastbound (EB) I-70.
- Completed the concrete pour for the I-70 bridge deck over Brighton Boulevard.
- Continue working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Complete the construction of the box culvert from York Street to Union Pacific Railroad (UPRR).
- Placed UPRR in final track configuration on the bridge over I-70.
- York Street/UPRR crossing was reopened to traffic.
- Began soil cement and asphalt paving in the new EB I-70 mainline lanes from Colorado Boulevard to Brighton Boulevard.
- Completed the placement of Cover girders over the future EB I-70 lanes.

- Began placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover
- Began construction on the Fire Control Center (FCC) room for the EB I-70 lanes
- Began soil mixing for EB I-70 lanes from Clayton Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Completed the majority of the east end concrete panel and repairs from Peoria Street to Pena Boulevard.
- Began construction on the far west end sign structures and roadway finishes.
- Opened EB Colorado Boulevard Off-Ramp from I-70.

UPCOMING MILESTONES

January 2022 through March 2022

- Continue work on bridge finishes for the I-70 bridge over Brighton Boulevard.
- Began replacing Stapleton Drive signage throughout the project limits in accordance with Transportation Commission directive.
- Continue working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Install jet fans on EB I-70 Cover.
- Continue construction of the City and County of Denver (CCD) portion of the Cover Building.
- Traffic switch for EB I-70 from Steele St to Colorado Blvd to begin tolling configuration and testing.
- Continue reconstruction of the Swansea parking lot and playground.
- Complete all portions of the UPRR bridge.
- Continue installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and begin installing permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Complete construction of Airport Node building.
- Complete EB I-70 Cover deck pours and begin garden roof assembly waterproofing.
- Begin Cover retaining walls and miscellaneous concrete work.
- Continue construction of drainage, walls, utilities, roadway, and paving for future EB I-70.
- Continue construction of East 46th Avenue South, including roadway, utilities, and drainage.
- Complete construction of the intersection at York Street and East 47th Avenue.
- Completion of work in the Brighton East and West ponds.
- Continue placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover
- Completion of construction on the Fire Control Center (FCC) room for the EB I-70 lanes
- Continue soil mixing for EB lanes from Columbine Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Continue the placement of wall panels from Colorado Boulevard to Brighton in EB lowered section as walls are completed.

- Complete various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continue construction on the far west end sign structures and roadway finishes.
- Begin repairs to the York Street over I-70 bridge.
- Complete drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Complete remaining work at Safeway property adjacent to the Colorado Boulevard on-ramp to EB I-70.
- Begin review of As-Built plans for the east segment of the Project.

LAWSUIT UPDATE

All lawsuits associated with the Project to date have been resolved.

As part of the settlement agreement with the Sierra Club plaintiffs (Sierra Club, Elyria and Swansea Neighborhood Association, Chaffee Park Neighborhood Association, and Colorado Latino Forum), CDOT funded a health study of the Elyria-Swansea neighborhoods. The Colorado Department of Public Health and Environment (CDPHE) is leading this effort on behalf of the State. Currently CDPHE is working to get Colorado State University (CSU) under contract to perform the study.

ISSUES

Milestone 1 was previously achieved by KMP on December 9, 2019. The Enterprises issued a change order to KMP to correct drainage and cross slope issues on I-70 east of I-225 and this work is nearing completion, with only minor elements remaining to complete. KMP continues to work on remaining Milestone 1 punch list items with an anticipated completion in Summer 2022.

The Enterprises and KMP are in the process of implementing lessons learned from the Westbound (WB) I-70 Cover commissioning process for the Cover over EB I-70 (scheduled for summer 2022). The structure for the Cover over EB I-70 is nearing completion and installation of lighting, fire-life safety, and other systems has commenced. Engagement with the Denver Fire Department (DFD) is on-going.

The Enterprises, KMP, and the City and County of Denver continue to work through design and submittal comments on the Cover Top from Denver Parks and Recreation and other City entities. All parties continue to work together making progress towards resolution of these comments.

KMP is in the process of finalizing Revised Baseline Schedule 6 (RBS6) which re-sequences and accelerates the Work in the lowered section to achieve Substantial Completion in December 2022. The Enterprises will review this schedule upon submittal by KMP.

During the month of March 2020, a global pandemic (COVID-19) was declared by the World Health Organization (WHO). Federal, State, and Local leaders have all implemented mitigation

measures to reduce the spread of COVID-19. These measures have ultimately reduced physical contact and person to person interactions.

As of this Quarter, the impacts of COVID-19 have increased in the community with new variants spreading. Vaccinations are readily available, and all members of the project are encouraged to get vaccinated. At the project level, safety precautions such as face masks and social distancing continue to be implemented for all staff (regardless of vaccine status) to ensure the safety of all workers. Both KMP and the Enterprises are requiring all staff to work remotely if they are feeling ill, regardless of symptoms. KMP continues to update the Safety Management Plan for the project to address the current safety protocols. The Enterprises and KMP continue to use a hybrid model of operations (KMP staff has returned to the project office full time, while CDOT staff are working from the project office 3 days a week and limiting capacity to 50% or less). However, large project meetings have returned to a virtual format to minimize the potential for COVID-19 transmission.

COVID-19 continues to be monitored by the Enterprises but has not impacted the project schedule at this time. KMP has indicated that some supply chain issues with raw materials for girders, ITS/CCTV equipment, and other project elements exist, but KMP to date has been able to either identify alternate suppliers or accommodate extended procurement timeframes within the project schedule.

Supervening Events (SE) are summarized in the table below (shading indicates the SE is closed). Only one SE (Recognized Hazardous Materials at Steele Street) has not been resolved at this time. KMP is waiting to complete the excavation in this location to determine the full limits of the impacted area but is not anticipating a financial or schedule impact to the Project.

SEN #	Description	Date Received from KMP	Type of SEN	Status
1	UPRR Agreement Delay, Request for Extension to Detailed Supervening Event Submission	04/25/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
2	UPRR Phase 0 Work Delay	03/23/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
3	UPRR Work Performance Schedule	03/23/2018	Delay Relief Event	Withdrawn by KMP
4	Section 232 Steel and Aluminum Tariffs	08/13/2018	Relief Event	Resolved with 2 nd Amendment to the Project Agreement
5	Swansea Asbestos Containing Material	07/07/2018	Comp Event	Change Order was executed on 09/03/2019
6	AP-83 Asbestos Containing Material	10/10/2018	Comp Event	Withdrawn by KMP
7	Sand Creek Bridge	11/20/2018	Comp Event	Change Order was executed on 05/06/2020
8	UPRR Crossing Diaphragm Spacing	12/17/2018	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement

SEN #	Description	Date Received from KMP	Type of SEN	Status
9	Structure E-17-FX Viaduct	12/17/2018	Comp Event	Withdrawn by KMP
10	UPRR Transverse Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
11	UPRR Underside Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
12	UPRR Drip Plates	02/22/2019	Comp and Relief Event	Withdrawn by KMP
13	UPRR Bearings	02/22/2019	Comp and Relief Event	Withdrawn by KMP
14	UPRR Impact Loading	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
15	UPRR Rebar Detailing	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
16	Severe Weather Event - Bomb Cyclone	03/27/2019	Relief Event	Withdrawn by KMP
17	UPRR Shoring	03/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
18	UPRR Shoring Unexcused RR delay	03/28/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
19	AP-102 Hazardous Material	03/27/2019	Comp Event	Withdrawn by KMP
20	Reserved			Not submitted to Enterprises
21	UPRR Steel Notes	05/02/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
22	UPRR Steel Notes Relief	05/02/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
23	Recognized Hazardous Material (RHM) 46 th and Steele Southwest Gore Asbestos	05/29/2019	Comp Event	Waiting on detailed SE submission by KMP
24	UPRR Crossing Diaphragm Spacing	06/14/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 8
25	UPRR Transverse Plate Welding	06/19/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 10
26	UPRR Underside Plate Welding	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 11.
27	Reserved			Not submitted to Enterprises
28	Reserved			Not submitted to Enterprises
29	UPRR Impact Loading	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 14.

SEN #	Description	Date Received from KMP	Type of SEN	Status
30	UPRR Rebar Detailing	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 15.
31	UPRR Drainage Review	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
32	UPRR Drainage Review	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 31.
33	UPRR Unreasonableness	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
34	UPRR Unreasonableness	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 33.
35	Fire Department Review	12/26/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement.
36	Fire Department Review	12/26/2019	Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 35.
37	Discovery of Recognized Hazardous Material – Dahlia & Stapleton ACM	01/31/2020	Comp Event	Withdrawn by KMP
38	Enterprises’ Failure to Grant and Extension of Time	04/14/2020	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
39	Swansea School Asbestos Containing Material – Phase 2	05/04/2020	Comp Event	Change Order was executed on 09/13/2021.
40	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Comp Event	Withdrawn by KMP
41	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Force Majeure, Delay and Relief Events,	Withdrawn by KMP
42	Discovery of Recognized Hazardous Material – 46 th & Jackson RHM	06/15/2020	Comp Event	Withdrawn by KMP
43	Discovery of Recognized Hazardous Material – 46 th & Pilot ACM	07/30/2020	Comp Event	Withdrawn by KMP

SCHEDULE STATUS

KMP reported that the Project is 84.5% complete through December 2021. Design is 100% complete and construction is 82.9%.

The Enterprises conditionally accepted Revised Baseline Schedule 5 (RBS5) in September 2021 which incorporated the new and revised Milestones into the project schedule. The schedule

information below reflects RBS5 and incorporates the new Substantial Completion date of February 16, 2023, that was captured in the Fourth Amendment to the Project Agreement. As mentioned previously, KMP is working on Revised Baseline Schedule 6 (RBS6) which would improve on the Milestone and Substantial Completion dates shown in RBS5. The Critical Path of the Project begins with the installation of the cover fire protection system for the EB I-70 Cover, followed by systems testing and cover systems commissioning. EB I-70 traffic is then placed into the future EB lanes of the lowered section in August 2022. After EB I-70 traffic is placed into the future EB lanes, median barrier construction will be completed east of Brighton Boulevard and west of Colorado Boulevard where temporary ramps are currently in place for the temporary I-70 head-to-head condition, and top lift paving will be performed in the WB I-70 lanes in the lowered section.

Following completion of this work, Punch List will be completed, and Substantial Completion will be achieved in late January 2023.

The table below provides a summary of the current status of the project Completion Milestones.

Event	Baseline Date	Forecast Date	Status
Commercial Close	11/21/2017	NA	Completed - 11/21/2017
Financial Close	12/21/2017	NA	Completed - 12/21/2017
NTP1	02/09/2018	NA	Completed - 02/09/2018
NTP2	06/01/2018	NA	Completed - 07/10/2018
NTP3 (Snow and Ice Control Services)	07/01/2018	NA	Completed - 07/18/2018
Payment Milestone 1 (Sand Creek Bridge to Chambers Road)	12/09/2019	NA	Completed 12/09/2019
Milestone 2A* (WB I-70 between Monaco and Colorado; outside bridge decks complete)	11/10/2020	N/A	Completed 11/05/2020
Milestone 2B* (Sta 2091+00 (Dahlia Street) to Sand Creek Bridge)	09/29/2021	N/A	Completed 09/29/2021
Payment Milestone 3* (UPRR Phase 4B, switch SY-112 to new bridge)	10/17/2020	N/A	Completed 10/17/2020
Payment Milestone 4A* (UPRR Phase 5)	09/26/2021	N/A	Completed 09/26/2021
Payment Milestone 4B* (Viaduct Demolition)	12/20/2021	N/A	Completed 09/29/2021
Payment Milestone 5A* (Cover Girders, EB Colorado Off-Ramp, EB I-70 Mass Excavation)	03/25/2022	02/03/2022	50 days

Payment Milestone 5B* (EB I-70 between Brighton Boulevard to Dahlia Street, UPRR Phase 6, WB I-70 SMA Paving)	10/28/2022	10/11/2022	17 days
Payment Milestone 6* (Cover Top, 46 th Avenue South)	11/23/2022	10/20/2022	34 days
Commence Intelligent Transportation System(s) (ITS)/Tolling Testing/Integration	02/15/2023	12/19/2022	58 days
Substantial Completion	02/16/2023	01/31/2023	16 days
Final Acceptance	07/29/2023	07/13/2023	16 days
Design/Build Phase Close-out**	01/29/2024	01/13/2024	16 days
*Modified as part of the Fourth Amendment to the Project Agreement. ** Completion of Final project documentation.			

BUDGET STATUS

The project budget reflects the 2021 Annual Update to the Financial Plan that was approved by FHWA in March 2021.

Enterprises Costs Estimate	Amount
Environmental Phase	\$40.7M
Procurement Phase	\$81.9M
Delivery Phase	\$61.2M
Miscellaneous Enterprise Reserve*	\$9.1M
ROW Phase	\$117.0M
Utility Phase	\$34.8M
Enterprises Construction Contingency	\$45.9M
Enterprises Construction Total	\$381.5M

*Included in Delivery Phase Amount

Included in the funds listed in the above table, the Enterprises have established an Enterprises Construction Contingency (funded by the Department and Colorado Bridge and Tunnel Enterprise) to cover additional costs due to Supervening Events and Change Orders during the construction phase of the Project. Per the Project Agreement, the Enterprises have the option of paying KMP for changes via a lump sum payment or by adjusting the annual availability payment. The current balance of this contingency fund is provided in the table below.

While this table currently indicates a negative balance for the Project Contingency at Substantial Completion, the Enterprises are in the process of reallocating funds from cost underruns in the Utility and Delivery Phases of the Project to supplement the Project Contingency. The Utility Phase of the Project has realized cost savings due to the Burlington Northern Sante Fe (BNSF) and UPRR railroad agreement actual construction costs being lower than originally estimated. The Miscellaneous Enterprise Reserve from the Delivery Phase is also anticipated to remain unused based on actual costs to date. The Enterprises currently forecast these cost underruns in the Utility and Delivery Phases to be around \$21 Million total and will

be available prior to the Settlement Agreement payments to KMP being due at Substantial Completion. The Project has sufficient budget to cover all identified costs.

Contingency	Amount (in millions)
Enterprises Change Order/Supervening Event Initial Contingency	\$45.9M
Executed Change Orders – Previous	\$26.7M
Executed Change Orders – Current Quarter	\$0.2M
Settlement Agreement	\$7.6M
2021 Settlement Agreement (Base)	\$12.5M
2021 Settlement Agreement (Incentive)	\$2.5M
Tolling Services Agreement (TSA) & Low-Income Tolling Administration Contribution to HPTE	\$5.0M
Remaining Enterprises Change Order/Supervening Event Contingency Balance	(\$8.6M)

CONTRACT CHANGE NOTICES

As of December 31, 2021, the Enterprises have executed (111) Change Orders, issued (69) Enterprise Change Notices, received (36) KMP Change Notices, issued (29) Directive Letters, received (40) Supervening Event Notices, received (38) Preliminary Supervening Event Submissions, and received (23) Detailed Supervening Event Submissions. The change orders executed to date have had a net cost of \$26.8 million to the Project.

No claims have been filed by KMP against the Project. In accordance with the 2021 Settlement Agreement, the Enterprises and KMP have terminated the process for the DRP to review the SEs related to the UPRR and withdrew the associated Notices of Reference.

QUALITY

KMP is responsible for implementation and maintenance of an effective quality program to manage, control, document and ensure KMP compliance with all obligations and requirements in the Central 70 Project Agreement. The Enterprises implement the quality oversight program to monitor KMP’s quality program but are not responsible for implementation of KMP’s quality program. However, the Enterprises retain the responsibility for acceptance of the work based on the assessment and test results of the quality oversight program summarized below.

Owner Verification Testing: Other than as detailed in the Enterprises’ Quality Report to the Federal Highway Administration (FHWA), the Enterprises’ Owner Verification Testing (OVT) program has statistically verified and validated that all materials placed by KMP are in full conformance with Project Agreement requirements.

Independent Assurance Testing (IAT): The Enterprises’ IAT program tests each OVT and Independent Quality Control (IQC) tester for each test procedure at least once per year. The Enterprises have determined that all Owner Verification and KMP IQC testers are qualified to test on the Project through September 2021.

Construction Verification Inspections (CVI): The Enterprises’ CVIs evaluate KMP compliance with Project Agreement (PA) requirements by assessing a risk-based percentage of their Construction Work. All non-conforming work identified by the Enterprise is resolved through KMP’s nonconformance report closure process. From October 2021 through December 2021, the Enterprises’ conducted 122 CVIs, yielding a 100 percent overall conformance percentage. For the entire project through December 2021, the Enterprises’ have conducted 2,420 CVIs, yielding a 95 percent overall conformance percentage. KMP continues to perform well for permanent construction work such as Electrical/ITS, Structures, Walls, Roadway, Earthwork, Cover, and Utilities. KMP has substantially improved their implementation of temporary work, as the Department has seen a notable reduction in Nonconformance Notices issued in 2021. All nonconforming construction work identified by either KMP or the Enterprises has been properly addressed through the Nonconformance Reports (NCR) process.

Project Management Process Audits: The Enterprises’ Project Management Process Audits evaluate KMP compliance with the PA and processes prescribed in KMP’s approved Management Plans. From October 2021 through December 2021, the Enterprises’ conducted 19 process audits, yielding a 90% percent overall conformance percentage (excluding civil rights audits). For the entire Project through December 2021, the Enterprises’ conducted 664 process audits, yielding a 90 percent overall conformance percentage (excluding civil rights audit). Notable and outstanding process quality issues for this reporting period are presented below.

Element	Process	Issue	Status
Construction Quality Management	Cover MEP Systems – Requirements Traceability Matrix (RTM)	On 06/03/2021 the Enterprises requested that KMP develop a corrective action plan to address systemic Nonconforming Work related to Schedule 10, Section 12.22 traceability and management of the Cover MEP System requirements.	In August 2021, the Department Approved KMPs corrective action plan to address this issue. The Department feels that the RTM task force has put KMP back on track. To close the corrective action, KMP must demonstrate successful implementation of the plan by holding successful Pre-Activity Meetings for the upcoming Cover MEP work on the south bore. The Department expects that this will be closed in early 2022. OPEN

Element	Process	Issue	Status
Construction Quality Management	As-Built Verification for Invert Elevations of Drainage Structures	KMP found that multiple drainage structures along the Fixed Firefighting Suppression drainage system were out of tolerance, leading to negative flow. In September 2021, KMP notified the Department that they do not have records verifying the invert elevations of all the other drainage structures that they had placed on the Project.	In September 2021, the Department Approved KMPs corrective action plan to address this issue. KMP plans to go back and re-survey all invert elevations for previously placed structures. They will also revise the PC Drainage checklist to ensure that they document invert elevations before building on top of the structures. OPEN
Operations and Maintenance	Maintenance Management Plan (MMP)	In October 2021, the Department issued a nonconformance notice showing that KMP was not performing Cover Systems Inspections per the frequencies prescribed in the MMP/ Tunnel Operations, Maintenance, Inspection and Evaluation Manual (TOMIE).	As of the end of November 2021, KMP has caught up with all the missing inspections. For closure of the CAR, KMP needs to continue conducting all inspections for three more months. Department expects that this will be closed in early 2022. OPEN
Operations and Maintenance	Operations and Maintenance Quality Management Plan (OMQMP)	KMP issued a corrective action to address the OMQMP and discrepancies between what was detailed in the plan and what has been implemented in the field. This Corrective Action was developed in response to various deficiencies in implementation observed in the field.	For Closure, KMP needs to resubmit the OMQMP and then properly implement the plan for a quarter. As of December 2021, KMP has still not resubmitted the OMQMP. Department expects that this Corrective Action will be open through the spring of 2022.

Design Verification Reviews (DVR): The Enterprises’ DVRs evaluate KMP compliance with PA requirements by assessing KMP’s design plans and other deliverables. From October 2021 through December 2021, the Enterprises’ conducted 34 DVRs yielding a 93 percent overall conformance percentage. For the entire Project, the Enterprises conducted 1,241 reviews, yielding an 85 percent overall conformance percentage. All noncompliant design identified by the Enterprises is resolved prior to KMP releasing the plans for construction. Additionally, KMP and the Enterprises issue NCRs for design issues that are identified during performance of construction work. The nonconforming design is then resolved prior to construction acceptance. Since there has not been any known noncompliant design incorporated into the permanent work, there are not any notable design issues identified by the Enterprises and/or KMP for this reporting period.

MAINTENANCE/TRAFFIC ISSUES

The focus of routine maintenance work for this reporting period included flexible and rigid pavement patching, fence repair, vegetation control, litter control, sweeping cycle, traffic services inspections, guardrail repair, graffiti removal, single-post and multi-post sign repair and resolution of any safety critical or hazardous defects which occurred during the reporting period.

The construction assessment team has been performing weekly assessments of the Maintenance of Traffic (MOT)/Method(s) of Handling Traffic (MHT) setups. Any issues are being communicated with and addressed by KMP.

SAFETY ISSUES

KMP had one recordable event for this quarter, bringing the total to 12 for the project. “Play of the Day” meetings are held daily, and safety topics are discussed with the crews. KMP performs after-incident investigations and discusses root cause and preventative measures for each incident. KMP continues to perform “Safety Adventures” where a discipline goes and audits an operation daily and discusses their findings during the “Play of the Day” meeting. These include best practices, lessons learned and issues that were found.

Safety Patrol responded to 1,090 events during this reporting period. This total includes 248 crash/incidents.

CIVIL RIGHTS STATUS

Small Business Disadvantaged Business Enterprise (DBE)/ Emerging Small Business (ESB) Goals

Design Status through the 4th Quarter 2021: KMP’s DBE goal for the design is 11.6% (\$7.03 million). KMP has commitments to DBE design firms of 12.89% (\$7.81 million) and payments to DBE design firms of 12.40% (\$7.50 million); the commitment amount exceeds the KMP DBE goal for the design period. KMP’s ESB goal for the design period is 3.0% (\$1.8 million). KMP has commitments to ESB design firms of 9.17% (\$5.55 million) and payments to DBE design firms of 9% (\$5.45 million); the commitments and payments exceed the ESB goal for design for the Project.

Construction Status through the 4th Quarter 2021: KMP’s DBE goal for the construction is 12.5% (\$92.9 million). KMP has commitments to DBE construction firms of 17.55% (\$130.5 million) and payments of 15.93% (\$118.5 million); this exceeds the KMP DBE goal for the construction period. KMP’s ESB goal for the construction period is 3.0% (\$22.3 million). KMP has commitments to ESB construction firms of 10.02% (\$74.5 million) and payments of 7.80% (\$57.97 million); this exceeds KMP’s ESB goal for construction for the Project.

Workforce Development Program and Goals

The WORKNOW program combines construction workforce training and supportive service programs into one coordinated program. The Central 70 Project is a founding partner of WORKNOW. For further information on the WORKNOW Program please go to: <https://worknow.org/accomplishments-to-date/>

During the COVID-19 crisis, coordination with WORKNOW regarding virtual outreach increased. WORKNOW continued providing services to both employed and laid off construction workers, while enacting proper health mitigation measures. In partnership with WORKNOW, the Central 70 team developed a workforce presentation that has been shared during virtual Community Office Hours and other virtual hiring events

KMP and its subcontractors have enrolled local hires for both professional services and construction. They have enrolled 689 local hires to date. This quarter, KMP met the Local Hire Goal by recording 939,453 Local Hire hours with more than 50% of those hours completed by New Hires. KMP is now tracking additional New Hire hours to achieve the additional New Hire financial incentive.

KMP has enrolled 265 On-the-Job Training (OJT) participants since inception. To date, 390,693 OJT hours have been reported. Based on hours reported, the OJT Goal of 200,000 hours has been met.

MITIGATION/COMMUNITY COMMITMENTS STATUS

As of the date of this report, all the identified Record of Decision (ROD) mitigation measures are either in progress or completed.

The ROD included 146 mitigation commitments to be completed as part of the project. The mitigation commitments are being completed in conjunction with the construction work and are being tracked by the Enterprises and KMP in the Monthly Environmental Status Report (ESR). Reevaluation #12 added one mitigation measure for impacts that may occur due to maintenance, emergency or other circumstances during the operations and maintenance period to the 4-acre recreation area on top of the lowered section. There are no additional Reevaluations in process at this time. This Project is unique in that the core feature of the project—lowering the highway and constructing a Cover/park that will link the two sides of the community back together—was developed to address Environmental Justice (EJ) concerns that arose from original highway construction back in the 1960s. In addition to the Cover and park, the Central 70 Project includes other unique EJ mitigations such as the recognition of the importance of the Swansea Elementary School as a community center. These mitigations include two new early childhood education classrooms, a new heating and air conditioning (HVAC) system, new exterior windows and doors, a relocated and renovated main entrance and administration offices, and a new playground at the Swansea Elementary School. The table below provides the status of the EJ mitigations.

Mitigation	Status	Notes
Targeted assistance to crucial businesses to remain in the neighborhood.	Complete	Assistance was provided to all businesses that were displaced by the project per the Uniform Act. All impacted businesses have been completed and reestablished in their new location per the Uniform Act. KMP will continue the Community Outreach for businesses within the project area.
Provide funding to assist displacees with financial counseling and procurement of financing.	Complete	Funding has been provided through Community Resources and Housing Development Corporation (CRHDC)
Provide before, during, and after environmental sampling to assure the project has not caused re-contamination of residential properties.	Complete	Pre-construction soil sampling on seven residential properties was completed in June 2018. During construction soil sampling on seven residential properties was completed in August 2020.
Mitigate noise and dust impacts by providing residents living adjacent to the project new storm windows, furnace filters, and air conditioning units.	Complete	Assessments and installations of improvements were completed on 03/14/2019. Ongoing warranty work and energy credits will continue through the Construction Period.
Fresh Food Access – Provide \$100,000 to Denver Office of Economic Developments Globeville Elyria-Swansea (GES) Healthy Food Challenge.	Complete	The Enterprises transferred funds to the City and County of Denver in early November 2018; an initial report was received by the Enterprises in July 2019.
Provide \$2M in funding to support affordable housing in Elyria and Swansea neighborhoods.	Complete	The Enterprises transferred funds to Brothers Redevelopment in late November 2018; quarterly reports began in 2019.
Monetary Incentive for Managed Lanes	In Progress	HPTE finalizing details of GES low income program.
Swansea Elementary Phase 1	Complete	Retrofit school building with new classrooms, windows, doors, and HVAC system
Swansea Elementary Phase 2	Complete	Modify outdoor areas around school to provide playground, parking, and access roads during construction period.
Swansea Elementary Phase 3	Complete	Construct temporary outdoor features including playground, parking, and access roads.
Swansea Elementary Phase 4	Design Complete	To be constructed by KMP along with the Cover. Anticipated to complete in 2022.

COMMUNITY ENGAGEMENT

The Enterprises, supported by KMP, is responsible for communicating with citizens, the media, public officials and other stakeholders regarding the Project. Public information efforts

continue to take a two-pronged approach by focusing outreach on commuters and residents through various social media outlets, ongoing presentations and check-in calls. The Public Information (PI) team has continued using various outreach tools to alert the public about upcoming traffic and construction impacts.

The PI team wrapped up the year with a Year in Review fact sheet and press release highlighting the milestones and accomplishments of 2021. Nearly 650 hours were spent in business and community outreach throughout the year. To date, nearly 2.3 million cubic yards of dirt have been excavated and 635,853 tons of asphalt have been placed. This information was distributed through CDOT press releases, social media and the project website.

In keeping with the spirit of giving back to the community during the holidays, the Central 70 Project team partnered with the Samaritan House, a ministry located near Dahlia Street, to collect coats and blankets for those in need. In addition, the team donated more than 50 items to the Toys for Tots program.

The team continued a hybrid of in-person and virtual community office hours, with Chips & Chat and Coffee & Chat remaining virtual due to the increased participation compared to when the meetings were held in person prior to COVID-19.



COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: February 2022
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
Qing Lin, Programming Unit Manager, Division of Transit & Rail
SUBJECT: 2022 Super Call Status Update

Purpose

To update the Transportation Commission on the progress on the 2022 Super Call transit project selection status.

Action

Information and feedback only.

Background

DTR released the very first Super Call for 2022 Operating, Capital and Planning projects, with a Notice of Funding Availability (NOFA) sent statewide on June 1st, 2021. With this notice, DTR announced the availability of over \$32.3M in State and Federal funds. Applications had dispersed due dates, with the final application due date for capital applications of Sept 3, 2021.

Details

A total of 127 applications were received with over \$70 M grant funding requests, which far exceeded the funding availability. Capital requests were four times the amount available, demonstrating a very strong demand from our Colorado Transit Agencies, as we continue to recover from the impacts COVID-19 had on our transit systems.

- DTR staff led and facilitated evaluation committees for operating, capital and planning project selection.
- A total of 14 FTA 5310 projects were awarded. Including, 9 mobility management projects and 5 operating projects. These projects were funded using CRRSAA, ARP 5310 and regular 5310 funds.
- A total of 14 Planning projects were awarded. This included 10 FTA 5304 projects and 4 ZEV transition planning projects.
- Forty-one FTA 5311 operating projects were funded through 2021 FTA 5311 ARP funds.
- To date, a total of \$17,450,597 FTA and State transit funds for sixty-nine 2022 operating and planning projects have been approved and awarded to transit agencies statewide.
- The capital project evaluation is still underway. The project selection process has been impacted by two significant factors: 1) FTA program apportionments are currently under a 4 month continuing resolution of the FAST Act and is awaiting the apportionments to the formula program from the recently passed Bipartisan Infrastructure Bill; and 2) supply chain issues have significantly impacted (increased) vehicle prices which has resulted in the need to work with agencies to determine how to best move forward with award levels.

Key Benefits

Award of these projects will enhance access for people in rural and small urbanized areas to health care, shopping, education, recreation, public services, and employment by encouraging the

development, maintenance, improvement, and use of public transportation services; and improve Colorado's State of Good Repair, particularly in rural and small urbanized areas.

Next Steps

DTR staff will continue working with agencies and make a final determination for the capital awards. Staff will continue to move forward with contracting the projects that were awarded for planning, operating, and mobility management as listed in Attachment 1.

Attachments

2022 5311 and 5310 operating, 5304 and ZEV planning award list



2022 Super Call Award List

Table 1: 2022 5311 Admin & Operating Awards			
Applicant	Award	Local Match	Total Project Cost
All Points	\$ 527,914	\$ -	\$ 527,914
Archuleta County	\$ 137,437	\$ -	\$ 137,437
Avon	\$ 361,808	\$ -	\$ 361,808
Bent County	\$ 239,579	\$ -	\$ 239,579
Black Hawk-Central City	\$ 166,039	\$ -	\$ 166,039
Breckenridge	\$ 353,221	\$ -	\$ 353,221
Clear Creek County SRC	\$ 199,631	\$ -	\$ 199,631
Crested Butte	\$ 442,423	\$ -	\$ 442,423
Cripple Creek	\$ 351,843	\$ -	\$ 351,843
Disability Services, Inc. dba Envida	\$ 87,223	\$ -	\$ 87,223
Dolores County	\$ 79,142	\$ -	\$ 79,142
Durango, City of	\$ 1,157,650	\$ -	\$ 1,157,650
Eagle County	\$ 618,934	\$ -	\$ 618,934
East Central COG	\$ 278,872	\$ -	\$ 278,872
Estes Park	\$ 51,481	\$ -	\$ 51,481
Glenwood Springs	\$ 462,911	\$ -	\$ 462,911
Gunnison Valley RTA	\$ 356,863	\$ -	\$ 356,863
Jefferson County (Via Mobility)	\$ 433,686	\$ -	\$ 433,686
La Junta	\$ 152,943	\$ -	\$ 152,943
Lake County	\$ 194,805	\$ -	\$ 194,805
Montezuma County Seniors	\$ 142,390	\$ -	\$ 142,390
Mountain Village	\$ 196,148	\$ -	\$ 196,148

NECALG	\$ 700,247	\$ -	\$ 700,247
Neighbor to Neighbor (Eagle Line)	\$ 100,756	\$ -	\$ 100,756
Neighbor to Neighbor	\$ 218,153	\$ -	\$ 218,153
Park County	\$ 66,190	\$ -	\$ 66,190
Prowers County	\$ 317,604	\$ -	\$ 317,604
RFTA	\$ 1,767,530	\$ -	\$ 1,767,530
SCCOG	\$ 478,694	\$ -	\$ 478,694
SMART	\$ 267,936	\$ -	\$ 267,936
Snowmass Village	\$ 528,927	\$ -	\$ 528,927
SRDA	\$ 151,285	\$ -	\$ 151,285
Steamboat Springs	\$ 678,662	\$ -	\$ 678,662
SOCOCAA	\$ 362,050	\$ -	\$ 362,050
Summit County (Summit Stage)	\$ 686,486	\$ -	\$ 686,486
Teller Senior Coalition	\$ 186,426	\$ -	\$ 186,426
Telluride	\$ 219,544	\$ -	\$ 219,544
Upper Arkansas Area COG	\$ 415,415	\$ -	\$ 415,415
Vail	\$ 337,234	\$ -	\$ 337,234
Via Mobility	\$ 454,409	\$ -	\$ 454,409
Winter Park	\$ 332,719	\$ -	\$ 332,719
Total	\$ 15,263,212	\$ -	\$ 15,263,212

Table 2: 2022 5310 Operating Awards

Agency	Award	Local Match	Total Project Cost
Mountain Family Center	\$ 50,000	\$ -	\$ 50,000
Northwest Colorado Center for Independence (NWCCI)	\$ 66,676	\$ -	\$ 66,676

Southwest Center for Independence	\$ 65,000	\$ -	\$ 65,000
Senior Resource Development Agency, Pueblo, Inc. (Pueblo SRDA)	\$ 85,000	\$ -	\$ 85,000
Via Mobility Services	\$ 481,080	\$ -	\$ 481,080
Total	\$ 382,765	\$ -	\$ 382,765

Table 3: 2022 5310 Mobility Management Awards

Agency	Award	Local Match	Total Project Amount
Durango, City of	\$ 73,500	\$ 18,375	\$ 91,875
Montrose County Senior Citizens Transportations, Inc.	\$ 111,040	\$ 27,760	\$ 138,800
North Front Range MPO (NFRMPO)	\$ 28,400	\$ 7,100	\$ 35,500
Northwest Colorado Council of Governments (NWCCOG)	\$ 97,480	\$ 24,370	\$ 121,850
Southeast Colorado Enterprise Development	\$ 59,260	\$ 14,815	\$ 74,075
Southwest Colorado Council of Governments (SWCCOG)	\$ 42,300	\$ 10,575	\$ 52,875
Mesa County	\$ 61,400	\$ 15,350	\$ 76,750
North Front Range MPO (NFRMPO)	\$ 115,000	\$ 28,750	\$ 143,750
Via Mobility Services	\$ 573,240	\$ 143,310	\$ 716,550
Total	\$ 1,161,620	\$ 290,405	\$ 1,452,025

Table 4: 5304 Planning Awards

Applicant	Award	Local Match	Total Project Cost
City of Craig	\$ 40,000	\$ 10,000	\$ 50,000

Clear Creek County	\$ 40,000	\$ 10,000	\$ 50,000
City of Colorado Springs	\$ 40,000	\$ 10,000	\$ 50,000
Disability Services (Envida)	\$ 52,000	\$ 13,000	\$ 65,000
Glenwood Springs	\$ 32,000	\$ 8,000	\$ 40,000
Montezuma County	\$ 40,000	\$ 10,000	\$ 50,000
Routt County Government	\$ 40,000	\$ 10,000	\$ 50,000
Steamboat Springs	\$ 40,000	\$ 10,000	\$ 50,000
Town of Avon	\$ 96,000	\$ 24,000	\$ 120,000
Town of Winter Park	\$ 48,000	\$ 12,000	\$ 60,000
Total	\$ 468,000	\$ 117,000	\$ 585,000

Table 5: ZEV Awards

Applicant	Award	Local Match	Total Project Cost
Town of Breckenridge	\$ 40,000	\$ 5,000	\$ 45,000
City of Loveland Transit (COLT)	\$ 45,000	\$ 4,500	\$ 49,500
Developmental Disabilities Resource Center (DDRC)	\$ 45,000	\$ 5,000	\$ 50,000
Mountain Metropolitan Transit (MMT) - City of Colorado Springs	\$ 45,000	\$ 5,000	\$ 50,000
Total	\$ 175,000	\$ 19,500	\$ 194,500



COLORADO
Department of Transportation

Division of Transit & Rail

2829 W. Howard Pl
Denver, CO 80204

DATE: February 17, 2022
TO: Transportation Commission
FROM: Amber Blake, Director - Division of Transit and Rail
 Mike Timlin, Senior Manager of Mobility Operations
 Kyle French, Bus Operations Manager
 Brandon Najdovski, Bus Operations Specialist
RE: Bustang Quarterly Update - FY 2021/22 Q2

Purpose

The purpose of this memo is to provide the FY21/22 second quarter Bustang update on operational & performance measures.

Action

Informational only, no action required.

Background

The Bustang interregional express bus service went into operation in July 2015. PD 1605 requires the Division of Transit & Rail (DTR) to quarterly report operational and performance measures. This update covers the second quarter of FY2021/22, October 1 to December 31, 2021.

Details

2021-22 Quarter 2

	Q2 Oct-Dec 2020	Q2 Oct-Dec 2021	Variance 2020 vs 2021	%	FY Jul 2020-Dec 2020	FY Jul 2021-Dec 2021	YTD Variance 2020-21 vs 2021-22	%	Oct-21	Nov-21	Dec-21
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Bustang System

Revenue Riders	12,187	30,266	18,079	148%	23,078	58,716	35,638	154%	9,719	8,981	11,566
Revenue	\$147,277	\$336,092	\$188,815	128%	\$281,102	\$648,218	\$367,116	131%	\$105,390	\$92,758	\$137,945
Cumulative Avg. Fare	\$12.08	\$11.10	-\$0.98	-8%	\$12.18	\$11.04	(\$1.14)	-9%	\$10.84	\$10.33	\$11.93
Cost per Passenger	\$60.42	\$42.04	-\$18.38	-30%	\$64.11	\$41.34	(\$22.77)	-36%	\$42.04	\$42.68	\$40.78
Load Factor	26%	23%	-3%	-11%	23%	24%	1%	3%	24%	22%	24%
Farebox Recovery Ratio	20%	26%	6%	32%	19%	27%	8%	41%	26%	24%	29%

South Route

Revenue Riders	3,740	6,866	3,126	84%	7,004	17,321	10,317	147%	2,539	2,228	2,099
Revenue	\$43,029	\$74,961	\$31,932	74%	\$84,460	\$208,297	\$123,837	147%	\$27,505	\$22,763	\$24,693
Cumulative Avg. Fare	\$11.51	\$10.92	-\$0.59	-5%	\$12.06	\$12.03	-\$0.03	0%	\$10.83	\$10.22	\$11.76
Cost per Passenger	\$71.91	\$50.90	-\$21.01	-29%	\$70.93	\$54.11	-\$16.83	-24%	\$47.41	\$50.11	\$55.73
Load Factor	17%	15%	-2%	-11%	16%	16%	0%	1%	17%	15%	13%
Farebox Recovery Ratio	16%	21%	5%	34%	17%	22%	5%	31%	23%	20%	21%

North Route

Revenue Riders	3,371	9,119	5,748	171%	5,784	17,795	12,011	208%	3,452	3,051	2,616
Revenue	\$36,162	\$100,100	\$63,938	177%	\$70,793	\$204,013	\$133,220	188%	\$37,279	\$31,568	\$31,252
Cumulative Avg. Fare	\$10.73	\$10.98	\$0.25	2%	\$12.24	\$11.46	-\$0.77	-6%	\$10.80	\$10.35	\$11.95
Cost per Passenger	\$71.52	\$29.05	-\$42.47	-59%	\$81.60	\$30.25	-\$51.34	-63%	\$26.06	\$27.34	\$35.05
Load Factor	15%	20%	5%	36%	14%	21%	7%	48%	23%	21%	17%
Farebox Recovery Ratio	15%	38%	23%	152%	15%	38%	23%	153%	41%	38%	34%

West Route

Revenue Riders	5,076	14,020	8,944	176%	10,288	31,289	21,001	204%	3,638	3,612	6,770
Revenue	\$68,087	\$157,743	\$89,656	132%	\$125,849	\$364,023	\$238,174	189%	\$39,431	\$37,318	\$80,994
Cumulative Avg. Fare	\$17.55	\$11.25	-\$6.30	-36%	\$12.23	\$11.63	-\$0.60	-5%	\$10.84	\$10.33	\$11.96
Cost per Passenger	\$46.25	\$38.34	-\$7.91	-17%	\$47.05	\$42.04	-\$5.01	-11%	\$41.79	\$41.56	\$32.13
Load Factor	46%	46%	0%	0%	39%	43%	4%	10%	38%	39%	61%
Farebox Recovery Ratio	29%	29%	0%	1%	26%	28%	2%	6%	26%	25%	37%

DTC

Revenue Riders		261				293			90	90	81
Revenue		\$3,289				\$3,634			\$1,174	\$1,108	\$1,006
Cumulative Avg. Fare		\$12.60				\$12.40			\$13.05	\$12.32	\$12.42
Cost per Passenger		\$340.38				\$335.01			\$304.65	\$290.98	\$479.53
Load Factor		2%				2%			2%	2%	2%
Farebox Recovery Ratio		4%				4%			4%	4%	3%

FY 2021-22 - Cost Per Passenger - \$40.89; Net (Minus Fare Box) - \$29.85
 System Average Passengers per 51 seat bus - 22

Bustang saw a slight decrease in unlinked passenger trips across both North and South Lines due in part to the COVID Omicron variant as we transitioned into the winter season. The West Line saw the typical seasonal increases associated with winter recreational activities and holiday travel. Heavy snowfall over the month of December impacted services with heavy delays on the West Line caused by inclement weather and several closures along I-70, particularly through Glenwood Canyon and along Vail Pass. To mitigate these impacts, extra coaches were deployed whenever possible to accommodate the ridership demand. The late December snow resulted in reduced operational efficiency.

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

- System - 96.15%
- West Line - 93.24%
- North Line - 98.20%
- South Line - 92.77%
- DTC - 97.35%

West Line - The introduction of the second round trip between Grand Junction and Denver has been a success and riders are quickly adopting the service increase. Overall West Line ridership continues to trend strongly with December ridership at nearly 85% of pre-pandemic levels.

RamsRoute - Promotion of this service to CSU students on campus continued.

Bustang to Broncos - With the football season at an end, service demands and conditions will be evaluated in preparation for service planning for next season.

Snowstang - Given pandemic ridership trends, Snowstang service has been successful. Ridership numbers show growth month over month. To boost Snowstang ridership, we have marketed buy-one-get-one tickets for the season as well as promoting family usage by allowing children under the age of twelve to ride free with an accompanying adult. Currently, two resorts have partnered with CDOT to allow lift ticket purchases through RideBustang.com, resulting in an 8% commission to CDOT for the sale.

Bustang to Estes Park - The planning phase has begun for the summer of 2022 service with the City of Estes Park, Rocky Mountain National Park, local stakeholders, and those of our partners involved.

Quarterly Safety/Collisions - During the quarter, Bustang was involved in two preventable, two non-preventable, and one undetermined accident. This puts Bustang at a preventable accident rate of .7 per 100,000 operating miles, a drastic improvement from the previous quarter. We will continue to monitor our contractor's progress on their safety program for its success and reduction of preventable accidents.

<u>Date</u>	<u>Bus#</u>	<u>Location</u>	<u>Comment</u>	<u>Preventable (Y/N/U)</u>
10/19/2021	38005	DEN - Lincoln/Colfax	Sideswipped a parked vehicle.	Y
11/09/2021	38007	FTCO - I-25/Harmony	Sideswipped by a passing vehicle.	N
11/09/2021	38021	Unknown	Damage found on vehicle.	U
12/21/2021	38004	Monument - SB I-25	Sideswipped by a passing vehicle.	N
12/22/2021	38009	COS - Bijou MF	Made contact with garage door.	Y

INIT Intelligent Transportation Project - With all CAD/AVL equipment installed fleet-wide and both the End User Acceptance Testing and 60-day pilot period complete, we are now adapting to full ITCS integration in Bustang operations. We also continue to work with RTD to integrate the ITCS system further through the Bustang ecosystem, including adding connections to fare revenue and digital signage equipment, for better accuracy and operator ease.

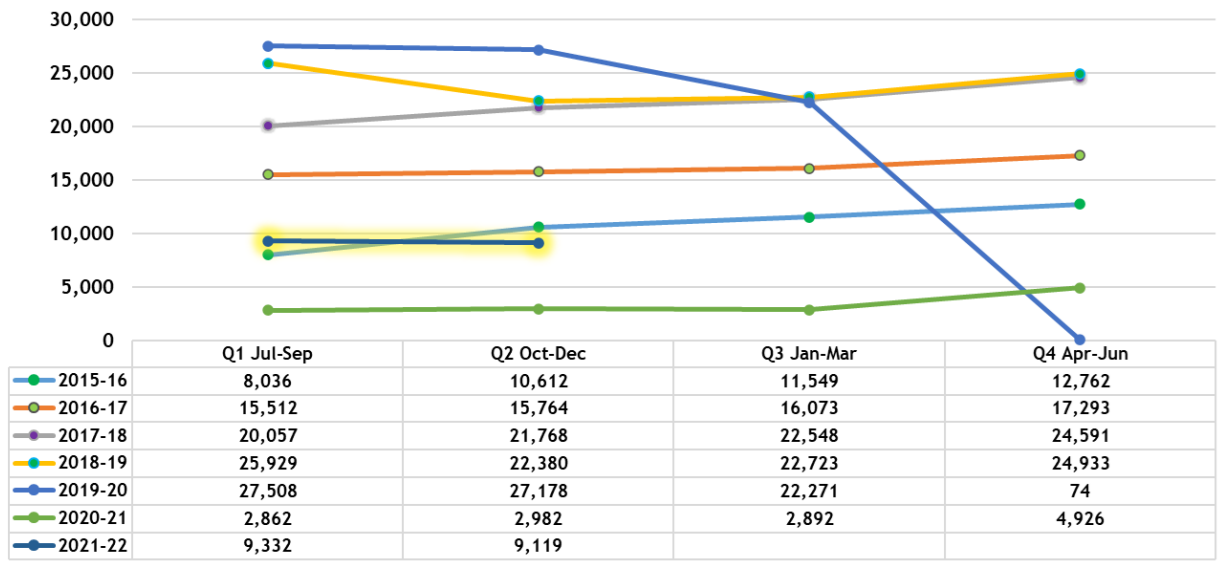
Customer Comments

- Commendations on Snowstang services with inquiries about further expansion of the program and its origin points.
- Positive reviews of our services have been regularly coming in on our social media, Yelp, and Google, and the Bustang team continues to receive kudos and interest on the system at the events we attend.
- Interest in currently operating and upcoming phase III and IV Outrider routes.

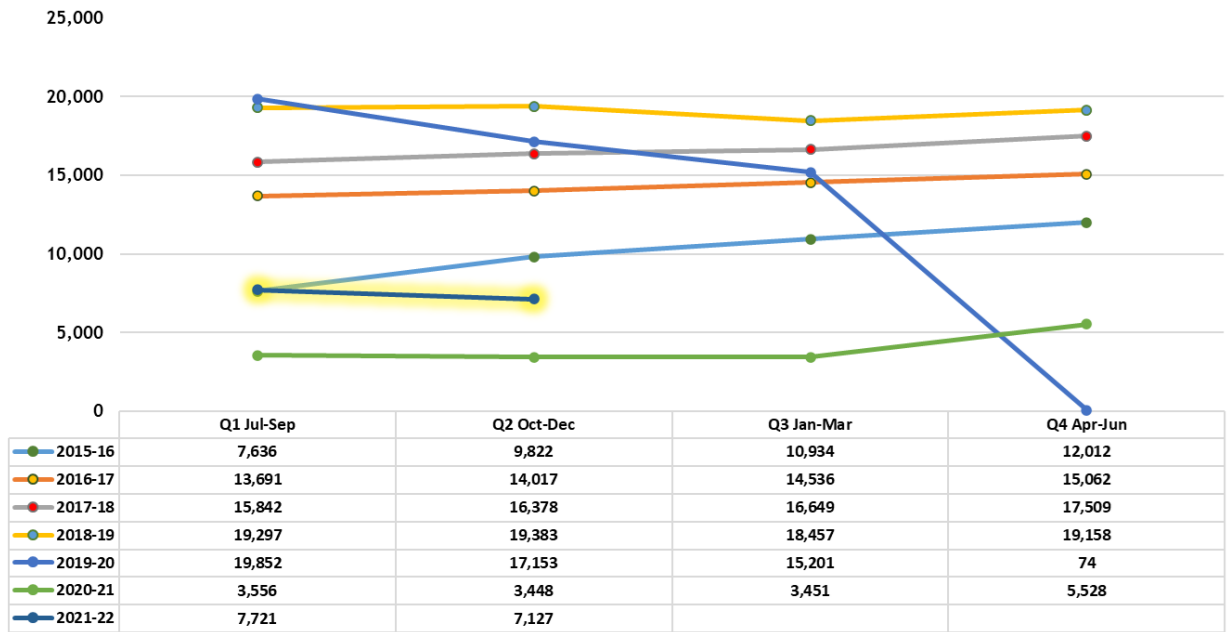
Next Steps

- Begin efforts on the Bustang website redesign for customer convenience and optimization.
- Continue preparation for the full execution and roll out of Bustang Pegasus.
- Finish equipment set up and utilization of the Bijou Street Maintenance Facility.
- Review of increased safety and training efforts by our contractor and efficiency measures of the program.

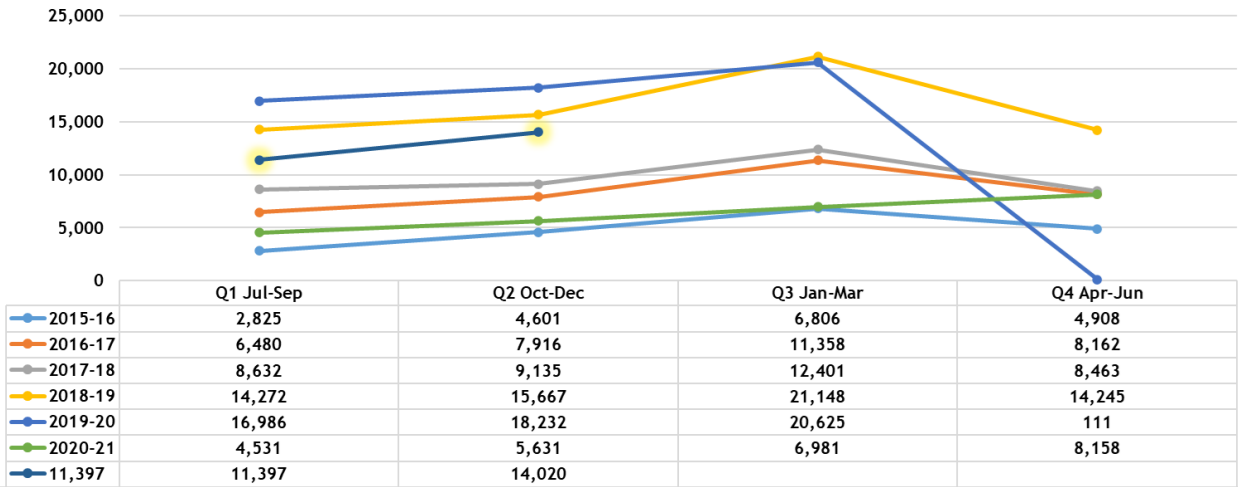
NORTH ROUTE RIDERSHIP QUARTERLY COMPARISON



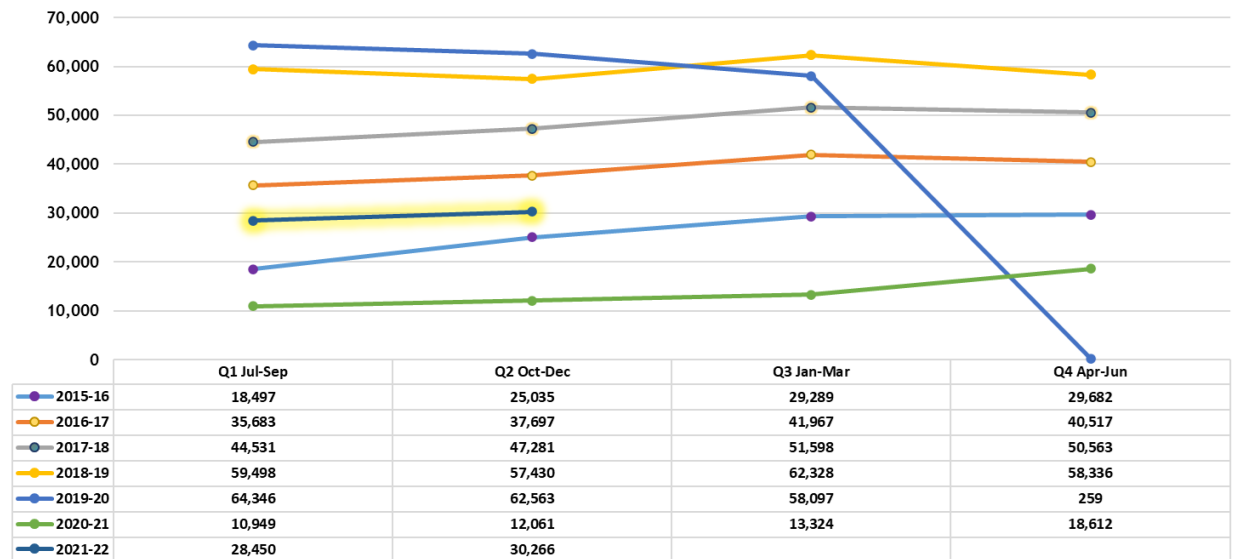
SOUTH ROUTE RIDERSHIP QUARTERLY COMPARISON



WEST ROUTE RIDERSHIP QUARTERLY COMPARISON



BUSTANG SYSTEM RIDERSHIP QUARTERLY COMPARISON



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

DATE: February 16, 2022
TO: Transportation Commission
FROM: Amber Blake, Director - Division of Transit & Rail
Michael Timlin - Senior Manager of Mobility Operations & Deputy Division Director
Kyle French, Bus Operations Manager - Division of Transit & Rail
Jeff Prillwitz, Bus Operations Coordinator - Division of Transit & Rail
RE: Bustang Outrider Quarterly Q2 FY 2021-22

Purpose

The purpose of this memo is to provide a quarterly and fiscal year-end Bustang Outrider update on operational and performance measures for the 2nd Quarter, fiscal year ending on December 31, 2021.

Action

Informational only, no action is required.

Background

The Bustang Outrider rural regional bus service began operation in On January 2, 2018, with a Lamar- Pueblo route operated by Senior Resource Development Agency (SRDA) of Pueblo, Inc. Outrider is funded through FTA 5311(f) funds, rather than state FASTER funds. The service is generally contracted as a pass-through grant agreement rather than a direct operational agreement with specific requirements. FTA rules allow local cash match to be replaced by “in-kind” contributions from private intercity bus unsubsidized miles operated or Transportation Development Credits (TDC) from FHWA “toll credits” flexed to FTA projects. Due to the large reduction of service by the intercity bus carriers within Colorado the “in-kind” contributions based on unsubsidized miles is no longer available. All Bustang Outrider routes are now using Transportation Development Credits.

Bustang Outrider provides essential transit services between rural and urban community service centers, and provides connections to the national intercity bus network. Bustang Outrider is considered, and is marketed as an “offspring” brand to the parent Bustang system. A separate Bustang Outrider update accompanies the quarterly Bustang update.

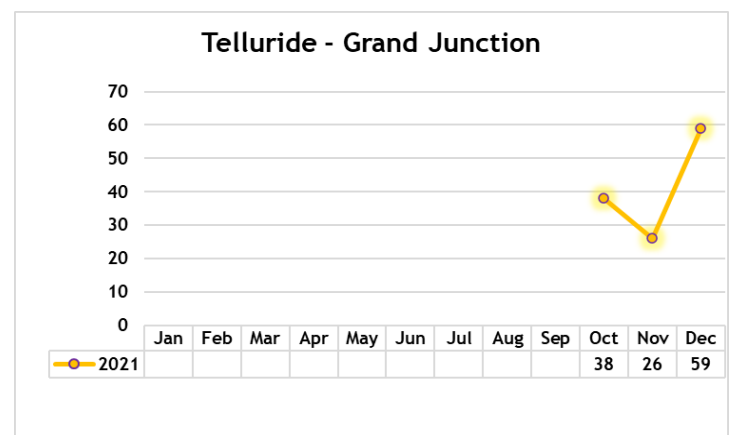
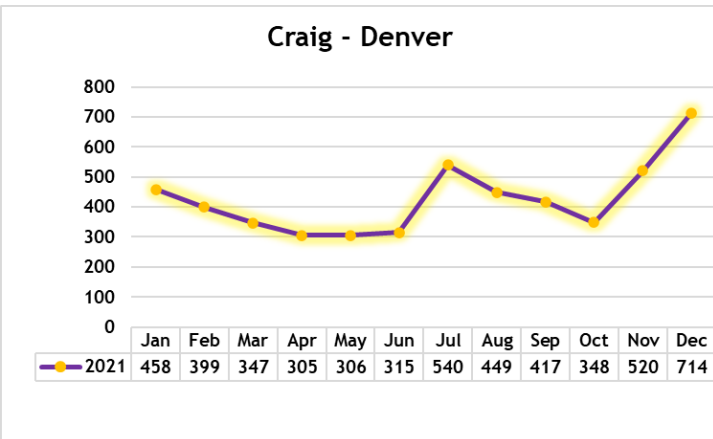
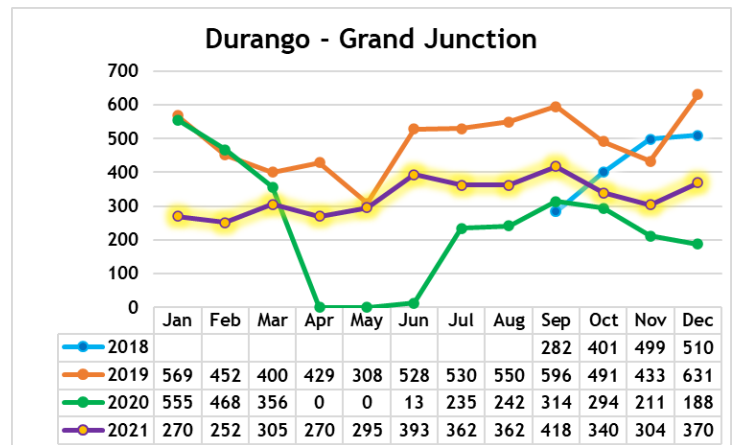
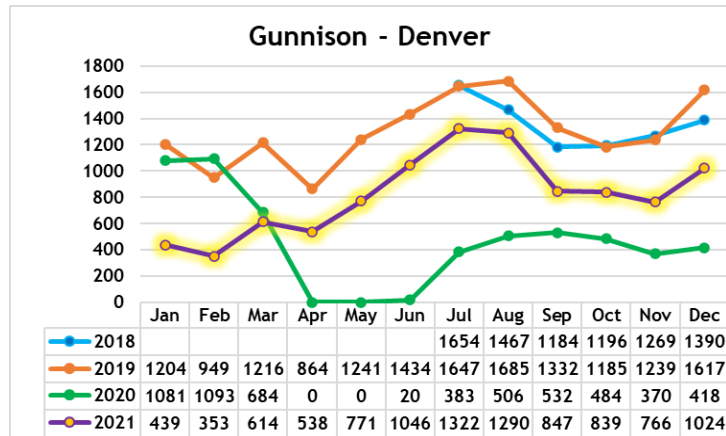
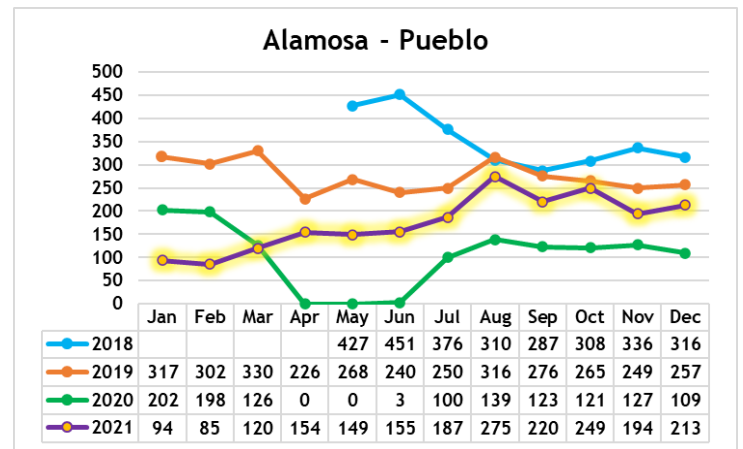
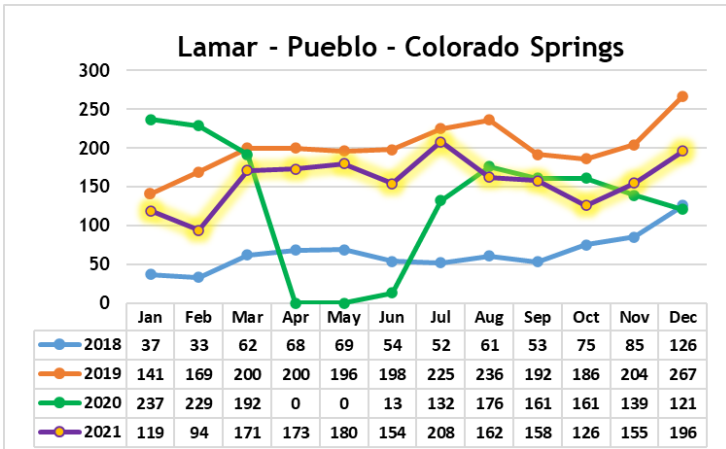
The Phase II and III routes in Operation are:

- Lamar - Colorado Springs in revenue service Monday through Friday except major holidays and operated by Senior Resource Development Agency of Pueblo, Inc. (SRDA)
- Alamosa - Salida -Pueblo is in revenue service daily and is also operated by SRDA.
- Gunnison - Salida- Denver is operating in revenue service daily and is operated by Alpine Express Shuttle.
- Durango - Grand Junction has transitioned to Outrider from Roadrunner operating in revenue service daily by Southern Colorado Community Action Agency (SoCoCAA)
- Craig - Denver is in revenue service five days a week and is operated by Greyhound
- Telluride - Grand Junction is in revenue service five days a week and is operated by Alpine Express Shuttle.

The Phase III routes preparing to launch (with a start goal of Q3 FY 2021-2022, pending vehicle delivery) are:

- Sterling - Denver / Greeley will travel between Sterling and Greeley on Monday, Wednesday, and Friday, traveling via Ft. Morgan, and between Sterling and Denver on Tuesday and Thursday, traveling via Aurora, and will be operated by the Northeastern Colorado Association of Local Governments (NECALG).
- Trinidad - Pueblo is anticipated to begin service with the Sterling line, operated by the Southern Colorado Collaboration of Governments.

Details
RIDERSHIP



Service was paused on March 29, 2020 by the Governor’s “Safer at Home” Executive Order, then allowed to resume service on June 28, 2020 after review and approval of Bustang’s “Safe Transport Operating Plan” by the Colorado Department of Public Health & Environment. Ridership has been steadily increasing since the resumption of service and is approaching pre-COVID levels.

PHASE III PLANNING- Stakeholder outreach has been completed on the final four proposed routes that were presented to the Transportation Commission in December 2019 (discussion), and received approval in January 2020. The four Outrider routes to be implemented in 2021 and 2022 are:

- Sterling -Greeley and Denver via I-76 & US 34 (route will operate Sterling - Greeley on Monday, Wednesday and Friday. Sterling - Denver on Tuesday and Thursday) Tentative service start date in early 2022.
- Trinidad - Pueblo via I-25. Tentative service start in early 2022.

- Grand Junction - Telluride via US 550. Began revenue service on September 27, 2021.
- Craig - Denver via US 40 & I-70 West began revenue service on January 1, 2021.
- Service stops and schedules have been determined for all Phase III routes.

The nationwide delay in deliveries of heavy-duty vehicles has impacted the start of the Sterling - Greeley and Denver service and the Trinidad - Pueblo service. Buses for these routes were originally scheduled for delivery in March of 2021. Delivery was made in the last part of August 2021. Inspections of the delivered buses showed serious quality issues with the vehicle roofs. These problems necessitated the return of the bus to the manufacturer for repairs. Buses were returned to Denver late in December of 2021. However, there are serious problems with the paint on the repaired roofs and Davey Coach will be re-painting the buses locally. Tentative, final delivery will be late March of 2022.

Next Steps

- Ace Express has been awarded the contract to operate the Craig to Denver route starting January 1, 2022.
- Calendar year 2022 operating grant agreements have been awarded to all Outrider operators. American Rescue Plan Act (ARPA) funding will be used for operations of these routes.
- Schedules and service stops for the Sterling to Greeley/Denver and Trinidad to Pueblo routes have been completed. Service start is planned for the spring of 2022.
- The Lamar to Pueblo route will start operating 7 days a week beginning January 1, 2022.
- Expand Gunnison - Denver service to the community of Crested Butte. Possible summer stop at Monarch Crest which will complement the winter stop at Monarch Mountain Ski Area.
- Service to the Grand Junction Airport with the Durango - Grand Junction Bustang Outrider Service starting February 2022. Telluride to Grand Junction route will continue to service the Grand Junction Airport.
- AECOM to continue survey of all Bustang Outrider routes for stop improvements including shelters, service stop signs. ADA compliance and wayfinding signs. Relocate several Outrider service stops in order to better service the local communities.
- Gunnison to Denver route, the service stop for Buena Vista is now located on public property at Main St. and Railroad Avenue. Previous locations in Johnson Village suffered from poor location and issues with private property owners. In early 2022 the service stop in Fairplay will move in order to better connect with Summit Stage service to Summit County.



COLORADO
Department of Transportation

Division of Transit & Rail
 2829 W. Howard Place, 4th Floor
 Denver, CO 80204

DATE: February 2022
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
 Qing Lin, Programming Unit Manager, Division of Transit & Rail
 Moira Moon, Interim Project coordination Unit Manager, Design of Transit & Rail

SUBJECT: Transit Grants Quarterly Report

Purpose

The memo provides the Transportation Commission with a quarterly update on the Transit Grants Program, with data reflective of the quarter ending December 31, 2021.

Action

For information only. No action needed.

Background

Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue”, update June 4, 2020: states that; “The Mobility Systems Committee shall review quarterly reports submitted by Division of Transit and Rail which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding”.

FTA Circular 5010.1E requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR’s) and Milestone/Progress Reports (MPR’s). This information is assembled by members of the Division of Transit & Rail (DTR), the Business Office within the Division of Accounting and Finance (DAF), and the Office of Financial Management & Budget (OFMB). This same information is being shared with TRAC as well.

Details

Table 1 provides a summary of all projects and the status of contracting and spending, by year of funding.

Table 1: Financial Trends from Budget to Expenditure

Funding Source & Year	Annual Budget	Total Available Including Roll-Over	% Contracted This Qtr Ending 9/30/2021	% Spent This Qtr Ending 9/30/2021	% Contracted This Qtr Ending 12/31/2021	% Spent This Qtr Ending 12/31/2021
FASTER SFY 2016-17	\$15 M	\$17 M	100%	97%	100%	100%
FASTER SFY 2017-18	\$15 M	\$17 M	100%	90%	100%	90%
FASTER SFY 2018-19	\$15 M	\$18.5 M	100%	98%	100%	98%
FASTER SFY 2019-20	\$15 M	\$18.3 M	100%	71%	100%	72%
FTA FFY 2016-17	\$18.1 M	\$18.9 M	100%	100%	100%	100%
FTA FFY 2017-18	\$20.7 M	\$22.6 M	100%	100%	100%	100%
FTA FFY 2018-19	\$21.9 M	\$25.1 M	100%	92%	100%	92%
FTA FFY 2019-20	\$62.8M	\$63.3 M	100%	80%	100%	82%

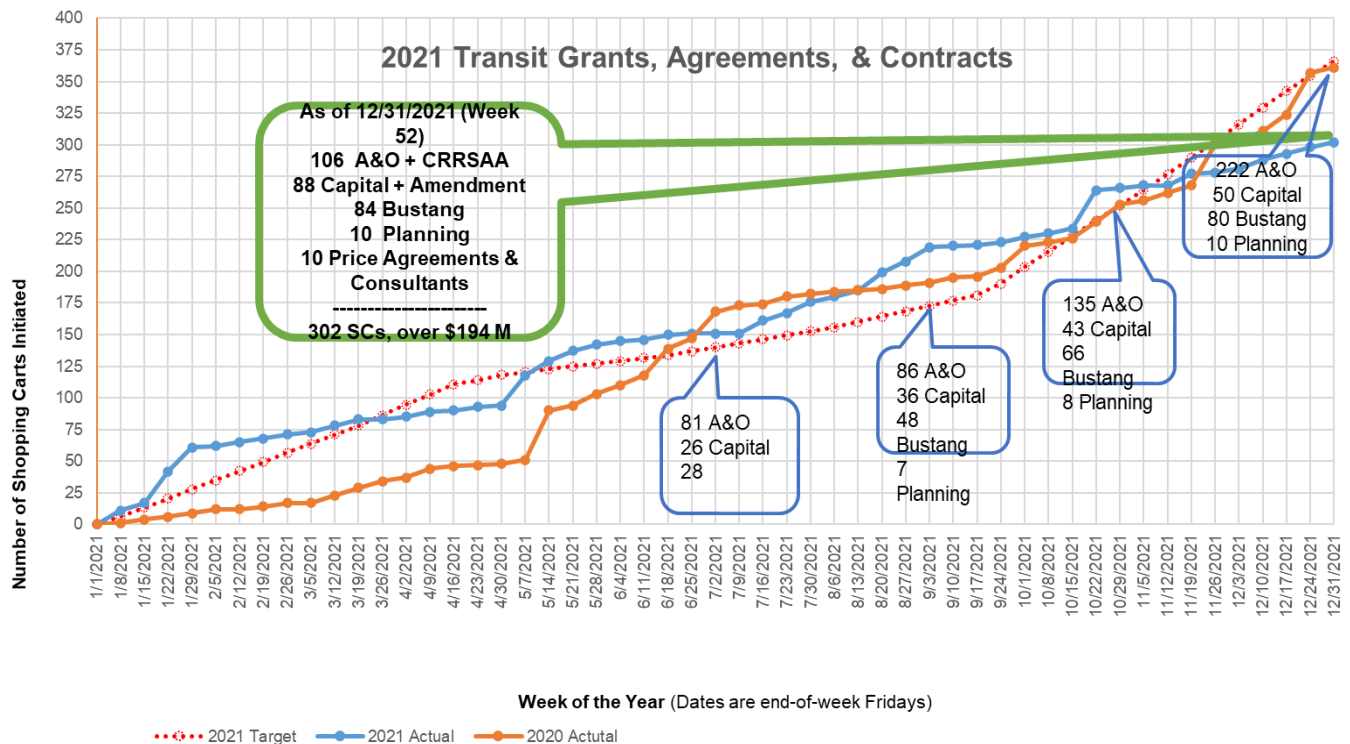
Notes:

Budgeted and Total Available Amounts here do not include local matching dollars.
 SFY = State Fiscal Year July 1 - June 30, FFY = Federal Fiscal Year October 1 - September 30.

PD 704 asks DTR to regularly identify projects that are experiencing significant changes to scope, schedule, or budget. Once identified, DTR staff then can apply more project management controls, offer more technical assistance, or it can serve as an advance notice to the TRAC and Mobility Systems Committee that some projects may be subject to PD 703's rules regarding budget changes. Table 2 presents the highlights for relevant projects and agencies, updated through December 31, 2021.

Project	Change being Experienced	Description / Response
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - \$330,920	The project was withdrawn from the City of Trinidad in Oct. 2016. A scaled-down passenger shelter will be completed with Amtrak to close the mitigation obligations incurred by CDOT when I-25 was reconstructed. The cost is expected to be significantly less than the original version.	CDOT has agreed upon payout terms. Amtrak is updating cost estimates for cost escalation that may have occurred during the COVID Pandemic. This project appears headed toward final contracting and closure at this time.
RTD FASTER projects: 1) RTD 2017 Mineral PnR Bridge Rehab and 2) RTD 2017 Thornton PnR Passenger Amenities 3) RTD 2018 US36 and Sheridan PnR	The projects are making slow progress. CDOT meets with RTD quarterly on these projects.	<ol style="list-style-type: none"> 1) Awaiting confirmation from RTD that they were paid. Once confirmation is received this project will be closed. 2) IGA has been sent to RTD for review. 3) IGA needs to be confirmed as executed but all environmental information has been submitted.

Transit Grant Contracting & Invoicing Performance



Data Source: SAP Shopping Cart Monitor, Updated through 12/31/2021

Figure 1 provides graphic representation of the timely contracts goal. The dashed line (empty markers) is the target trend line. The solid line (solid markers) is the 2021 progress from January 1 through December 31, 2021. The 2021 progress stands at 302 of the forecast 360 contracts to be delivered for the calendar year.

Table 3: Summary of Grant Contracting & Invoicing Performance	
Goal Area	Results
Timely Contracts	Normal Year: 175 to 200 Grant Agreements, Contracts, & Extensions 2018 Goal: 198 contracts & extensions met, 290 for calendar year 2018. 2019 Goal: 300 contracts & extensions, 289 for calendar year 2019. 2020 Goal: 400 contracts & extensions, 361 for calendar year 2022. 2021 Goal: 360 contracts & extensions, 302 for calendar year 2021
Timely Payments (Average Days ≤ 30 Days)	25 days to payment, average for SFY July 1 2017 - Jun 30, 2018 32 days to payment, average for SFY July 1 2018 - Jun 30, 2019 25 days to payment, average for SFY July 1 2019 - Jun 30, 2020 24 days to payment, average for SFY July 1 2020 - Jun 30, 2021
No Statutory Violations	1 Statutory Violations in calendar year 2018 1 Statutory Violation in calendar year 2019 0 Statutory Violation in calendar year 2020 0 Statutory Violation in calendar year 2021

Next Steps

The next quarterly report will be available for the May meeting, reporting on the period ending March 31, 2022

Attachments:

None



COLORADO
Department of Transportation

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

DATE: February 17, 2022
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
Brian Saller, Capital Infrastructure Project Manager, Division of Transit & Rail
SUBJECT: Senate Bill 228 Status Report

Purpose

The purpose of this memo is to provide an update on SB 228 transit projects approved for Years 1, 2, and 3 through the reporting period ending December 31, 2021.

Action

Informational only, no action required.

Background

Senate Bill 228 (SB 228) provided CDOT with \$200M in new revenue in FY 2016, \$79M in FY 2017, and \$79M in FY 2018. At least 10% (approximately \$35.8M = \$20M + \$7.9M + \$7.9M) must be dedicated to transit. The SB 228 program must be used for strategic, TC-approved projects with statewide or regional significance.

In August 2016, the Transportation Commission approved \$20M in commitments toward a list consisting mainly of Park-n-Ride investments around the state, and bus purchases for rural regional services now branded as “Bustang Outrider”. Two of the earlier projects were withdrawn, and the funds were reprogrammed.

In November 2017, the Commission approved \$9.9M in projects which consisted of bus purchases, match for rail improvements, and funds for local agency capital purchases (\$7.9M Year 2 funds, +\$2.0M re-programmed from Year 1 funds). In August 2018, the Commission approved \$10.9M in projects which consisted of bus purchases, local agency capital purchases, and Park-n-Ride investments.

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

Details

SB 228 Project Update

The following table provides a brief description of each project and its current status. A more detailed schedule is included as an attachment.

SB 228 YEAR 1		
Project	Description	Status
Program and Construction Management (\$2.0 M)	Consultant assistance for project development and program/construction management for the SB 228 transit projects.	COMPLETED
Winter Park Express Platform (\$1.5 M)	Project to construct the Winter Park Express platform and related railroad improvements. CDOT partnered with Winter Park Resort, Amtrak and the UP.	COMPLETED
Bus Purchases (\$2.5 M)	Purchase of branded over-the-road coaches for Outrider.	COMPLETED
Centerra-Loveland Mobility Hub (\$5.0 M)	Part of a much larger project to build managed lanes from Loveland to Ft. Collins. Includes a center median Bustang station and a new Park-n-Ride at Kendall Parkway and I-25. The station is now known as the Centerra-Loveland Mobility Hub.	Construction in progress. Anticipated completion in Fall 2024.
Woodmen Road Park-n-Ride Replacement (\$3.0 M)	Relocation and construction of the primary Bustang bus stop and Park-n-Ride in Colorado Springs.	WITHDRAWN Negotiations with the property owner of the identified site failed. CDOT will explore other methods to increase parking capacity of the existing site. The funds were re-programmed for Year 3 projects.
San Miguel County Park-n-Ride (\$1.5 M)	Design and construction of a new Park-n-Ride outside of Telluride that will serve local and regional transit services.	COMPLETED
Frisco Transit Center - Phase 1 (\$2.5 M)	Rehabilitation and expansion of a transit center in Frisco which serves local routes, Bustang, Greyhound, and private car rental businesses.	COMPLETED
Rifle Park-n-Ride (\$2.0 M)	Relocation and expansion of a Park-n-Ride to better serve local and regional transit, and future Bustang service.	WITHDRAWN City officials encountered obstacles in working with the property owner of the preferred site and providing funds for off-site improvements associated with the Park-n-Ride. The funds were re-programmed for Year 2 projects.

SB 228 YEAR 2		
Project	Description	Status
Bus Purchases (\$2.4 M)	Four coaches to expand Bustang service to Grand Junction and meet system demand in other parts of the state.	COMPLETED

SB 228 YEAR 2		
TIGER 9 Match (\$1.0 M)	CDOT portion of local matching funds for TIGER 9 Southwest Chief for route restoration and repair.	The TIGER 9 application was successful. The FRA agreement was executed in August. Most of the rail re-lay work in Colorado and Kansas was complete by October, with switches and crossings still to go. New Mexico segment starts at a later date.
Local Agency State of Good Repair (\$6.5 M)	Funds available for local transit agency capital needs (bus replacements, transit stops, etc.).	To date, \$5.8 M has been awarded to local capital projects. Additional awards planned for Years 4 and 5 of the Local Agency State of Good Repair program.

SB 228 YEAR 3		
Project	Description	Status
Bus Purchases (\$3.2 M)	Five coaches to expand Bustang service. Two for the Bustang West line, one for the Bustang North line, and two in support of the South I-25 Gap Project.	COMPLETED
Local Agency State of Good Repair (\$3.5 M)	Funds available for local transit agency capital needs (bus replacements, transit stops, etc.). Funds will be drawn down over a two-year period.	To date, \$5.8 M has been awarded to local capital projects. Additional awards planned for Years 4 and 5.
Pueblo Mobility Hub - Design (\$0.5 M)	A Park-n-Ride in North Pueblo to accommodate intercity, regional, and local transit services.	Preliminary design in progress.
Tejon Park-n-Ride (\$0.5 M)	Minor improvements to CDOT owned Park-n-Ride to better accommodate intercity and local transit services.	
Bustang Fleet Replacement Fund (\$2.5 M)	Funds Bus Replacement budget for approximately 2 years.	TC approved funding in May 2019. Money was deposited into the bus replacement fund.
Program and Construction Management (\$0.7 M)	Consultant assistance for project development and program/construction management for the Front Range Passenger Rail effort.	COMPLETED

Next Steps

The Division of Transit and Rail will continue to advance the approved SB 228 projects and provide quarterly progress updates to the Transportation Commission and the Transit & Rail Advisory Committee.

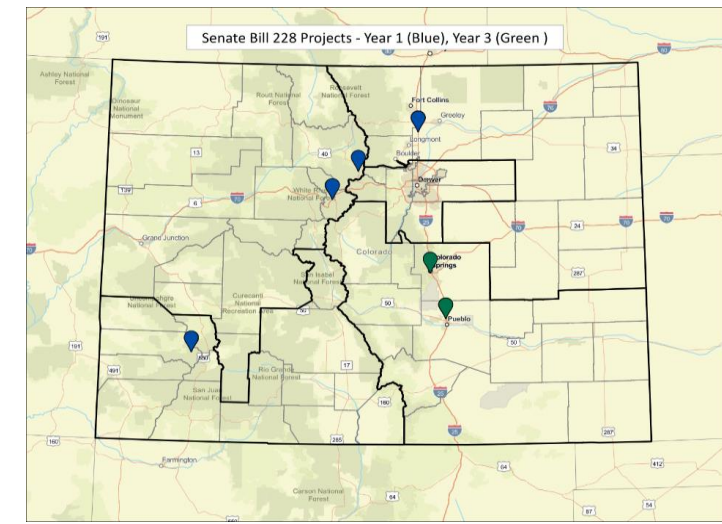
Attachments

Strategic Transit Projects (SB 228) - Transit Program Roadmap

Strategic Transit Projects (SB 228) - Transit Program Roadmap

Senate Bill 09-228 (SB-228) provided \$35.8M for transit projects starting in Fiscal Year 2015-16.

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the project map to the right.

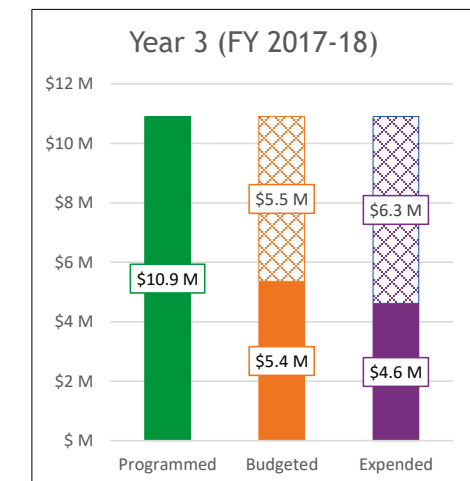
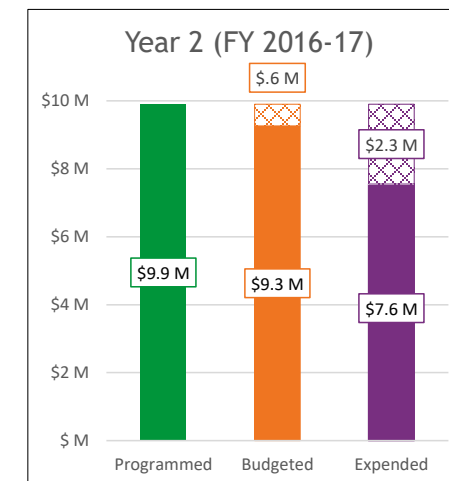
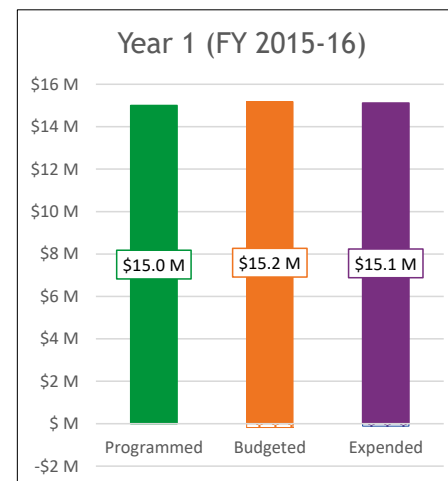


Senate Bill 228: Year 1 Allocation (\$15.0M Total, \$9.8M Complete)																		
Programmed	Project Description	Region	2022				2023				2024				2025			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$2.0 M	Program and Construction Management (SB 228 and SB 267)	All	COMPLETED															
\$1.5 M	Winter Park Express Platform	3	COMPLETED															
\$2.5 M	Bus Purchases	Various	COMPLETED															
\$5.0 M	Centerra-Loveland Mobility Hub	4	[Gantt chart showing construction from Jan 2022 to Jun 2023]															
\$0.0 M	Woodmen Road Park-n-Ride Replacement	2	WITHDRAWN															
\$1.5 M	San Miguel County Park-n-Ride	5	COMPLETED															
\$2.5 M	Frisco Transit Center - Phase 1	3	COMPLETED															
\$0.0 M	Rifle Park-n-Ride	3	WITHDRAWN															

Senate Bill 228: Year 2 Allocation (\$9.9M Total, \$6.5M Complete) *Includes \$7.9M from Year 2 plus \$2.0M from Year 1																		
Programmed	Project Description	Region	2021				2022				2023				2024			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$2.4 M	Bustang Capital Needs	Various	COMPLETED															
\$1.0 M	TIGER 9 Match	2	IN PROGRESS															
\$6.5 M	Local Agency State of Good Repair	Various	IN PROGRESS															

Senate Bill 228: Year 3 Allocation (\$10.9M Total, \$3.5M Complete) *Includes \$7.9M from Year 3 plus \$3.6M from Year 1																		
Programmed	Project Description	Region	2021				2022				2023				2024			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$3.2 M	Bus Purchases	Various	COMPLETED															
\$3.5 M	Local Agency State of Good Repair	Various	[Gantt chart showing construction from Jan 2022 to Jun 2023]															
\$0.5 M	North Pueblo Mobility Hub (Design)	2	[Gantt chart showing design from Jan 2022 to Jun 2023]															
\$0.5 M	Tejon Park-n-Ride	2	[Gantt chart showing design from Jan 2022 to Jun 2023]															
\$2.5 M	Bustang Fleet Replacement Fund	Various	IN PROGRESS															
\$0.7 M	Program and Construction Management (Front Range Passenger Rail)	All	COMPLETED															

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





COLORADO
Department of Transportation

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

DATE: February 17, 2022
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
Brian Saller, Capital Infrastructure Project Manager, Division of Transit & Rail
SUBJECT: Senate Bill 267 Status Report

Purpose

The purpose of this memo is to provide an update on SB 267 transit projects approved for Years 1, 2 and 3 through the reporting period ending December 31, 2021.

Action

Informational only, no action required.

Background

The state legislature provided new transportation funding through Senate Bill 17-267 (SB 267). SB 267 provides \$192M for strategic transit capital projects over four years beginning in FY 2019. SB 267 gives authority to the Colorado Transportation Commission to designate and select projects and requires that a minimum of 25% of SB 267 funds be spent in rural counties with fewer than 50,000 residents.

The strategic transit project portfolio, including project type, location, match requirements, etc., and the project selection criteria and ratings, were presented to the Transit and Rail Advisory Committee, the Statewide Transportation Advisory Committee, and the Transportation Commission in 2019. The Transit and Rail Advisory Committee and Transportation Commission also provided guidance on the project portfolio composition, favoring a mix of CDOT and partner capital projects, while still providing enough funding through the Capital Call for local agencies to make strategic investments to their transit infrastructure.

A list of proposed strategic transit projects covering Years 1 through 4 was presented to the Statewide Transportation Advisory Committee, the Transit and Rail Advisory Committee and the Transportation Commission in October and November 2019. This list included several previously approved projects, proposed CDOT and partner transit facility projects (50% match required), and allocations for remaining funds to be distributed to local agencies through upcoming Capital Calls (20% match required). On December 19, 2019, the Transportation Commission approved the complete SB 267 Transit Program for Years 1-4, totaling \$192M.

Senate Bill 267 provides four years of funding totaling \$210M for strategic transit investments, however, the funding is approved on a year-by-year basis. Through Q1 2019, Year 1 funds totaling \$42M had been received. Year 2 funds of \$50M were received at the end of Q2 2020, increasing available funding to \$92M. The bond sale in Year 2 garnered an extra \$6.0M for the Transit program which brought the funding total to \$98M. Year 3 funds of \$50M were received in Q2 2021. The bond sale in Year 3 garnered an extra \$12.0M for the Transit program which brought the funding total to \$160.0M.

Funding for Year 4, an additional \$50M, remains uncertain. Although the Transportation Commission voted to approve all four years of SB 267 projects in December for planning purposes, the Year 4 projects will be reevaluated when it is clear that such funding may become available.

Details

CDOT's Region and Division staff, as well as partner and local agency staff, will continue to advance the approved SB 267 projects. Progress resulting from this collaborative effort will be reported to the Transit & Rail Advisory Committee and the Transportation Commission throughout the duration of the program. The following table provides updates on individual SB 267 transit projects through December 30, 2021:

SB 267 YEAR 1		
Project	Description	Status
Bijou Street Storage & Maintenance Facility (\$3.00 M)	Design and construction of a new 10-bay Bustang facility located at the Region 2 Vehicle Storage Facility in central Colorado Springs.	COMPLETED
Cripple Creek Admin & Operations Facility (\$0.12 M)	Design of a new administrative/ operations facility that will provide a space for the transit division.	Design in progress and expected to complete in 2022.
Prowers County Bus Barn & Office Extension (\$0.11 M)	Construction of office space extension on existing bus storage facility.	Notice to Proceed issued 9/10/21.
Southwest Chief Thru-car Study - CRISI Grant Match (\$0.05 M)	CDOT portion to fund study to offer thru-car service on Southwest Chief to Pueblo and Colorado Springs. Total match money & grant totals \$450M.	COMPLETED
Frisco Transit Center - Phase 2 (\$3.44 M)	Construction of Phase 2 of the Frisco Transit Center. Serves Summit County's service to Leadville, Fairplay, Breckenridge, and Keystone.	Construction in progress and expected to complete in summer 2022.
RFTA Glenwood Maintenance Facility - Phase 3/7 (\$2.98 M)	Site work incl. building and foundation demolition, roadway realignment, earthmoving, and retaining walls construction. Scope revisions pending.	Construction is expected to begin Spring 2022 and complete in January 2024.
Winter Park Transit Maintenance Facility - Phase 1 (\$0.20 M)	Phase 1 - Design of a new transit storage, maintenance, and admin facility located in a rural area.	COMPLETED
Winter Park Transit Maintenance Facility - Phase 2 (\$2.60 M)	Phase 2 - Construction of a new transit storage, maintenance, and administration facility located in a rural area.	Project is over budget. City to apply for 5339(b) funding and look at alternatives to decrease construction cost.
Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor (\$1.5 M)	Arterial Transit & Bike/Ped Improvements combined with highway improvements.	Preliminary design in progress.
RFTA Aspen Maintenance Facility Improvement - Phase 9 (\$1.00 M)	Replacement of existing underground fuel tanks with new, double-walled tanks and monitoring systems, to reduce the risk of leak or spill.	COMPLETED
Summit County Transit Operations Center (\$0.43 M)	Design of a larger, upgraded facility necessary to accommodate all Summit Stage buses, support vehicles and offices.	Design in progress.
Firestone-Longmont - Phase 1 (\$6.72 M)	Design of interim configuration to expand the existing Park-n-Ride from 116 existing spaces to around 280 proposed spaces. Serves Bustang to Fort Collins and Denver.	Unspent funds for this project will be put towards a mobility hub project at Firestone-Longmont
Firestone-Longmont Mobility Hub (\$2.50 M)	Land purchase, design and construction for ultimate center-median configuration to be constructed as part of North I-25 Segment 4.	Design in progress.
Centerra-Loveland Mobility Hub (\$6.0 M)	Construction of center median Bustang station and Park-n-Ride. Part of Region 4 I-25 Segment 7 Managed Lanes project.	Construction in progress. Anticipated completion in Fall 2024.

SB 267 YEAR 1		
Project	Description	Status
Berthoud Mobility Hub (\$5.00 M)	Design and initial construction for ultimate center-loading express Bustang station constructed as part of North I-25 Segment 6.	Construction in progress. Anticipated completion in Fall 2024.
SH 119 BRT (\$2.0 M)	Contribution in support of RTD's FasTracks commitment to provide BRT between Boulder and Longmont.	Preliminary design in progress.
Poncha Springs Crossroads Welcome Center Improvements (\$0.00M)	Expansion and renovation of existing parking and transit facility adjacent to existing visitor center. At intersection of US 285 & US 50.	Project has been withdrawn.
SMART Administrative & Maintenance Facility (\$1.86M)	Purchase of Existing Real Property including buildings.	COMPLETED

SB 267 YEAR 2		
Project	Description	Status
Revitalizing Main Streets Program (\$26.00 M)	Contribution for design and construction of BRT elements. Total funding offered is \$77.50 M (includes highway \$).	Region 1 to manage this project. Awards have been made for full or partial funding of 30 projects located in 9 jurisdictions.
Burnham Yard - CRISI Grant Match (\$15.00 M)	Match toward CDOT purchase of decommissioned rail yard from UP to move consolidated main line eastward to accommodate various highway and rail expansion projects.	COMPLETED
Lone Tree Mobility Hub (\$2.00 M)	Site selection, design, and construction of a new transit station Lone Tree.	Design in progress.
Bustang Fleet Purchases (Region 1) (\$0.63 M)	Fleet purchases to support service at Castle Rock and/or Lone Tree.	Project has been approved by TC.
Idaho Springs Park-n-Ride (\$0.30 M)	Expanded Park-n-Ride with interchange improvements and slip ramps on I-70.	Preliminary design in progress.
Colorado Springs Transit Center (\$3.50 M)	Contribution to the construction of a new Downtown Transit Center at the northeast corner of Nevada Ave & Pikes Peak Ave that serves as a hub for Mountain Metro Transit local bus operations; Bustang and Greyhound intercity bus operations; taxis and TNCs; bikeshare; and pedestrians. Includes City-owned public parking & private residential, commercial and office development on upper floors.	Preliminary design in progress.
North Pueblo Mobility Hub (\$1.10 M)	ROW purchase, design and construction of new mobility hub in Pueblo with 100 - 200 parking spaces.	Preliminary design in progress.
South Central Storage and Maintenance Facility (\$0.20 M)	Land purchase, design and construction of new bus storage and maintenance facility for Trinidad would house SCCOG Transit and Phase 3 Outrider from Trinidad to Pueblo.	Preliminary design in progress.

SB 267 YEAR 2		
Project	Description	Status
Gunnison Valley RTA Storage Facility (\$0.80 M)	Design of new bus storage facility in Crested Butte for Mountain Express, GVRTA, and Bustang storage.	Design in progress.
Montrose Multimodal Transit Center (All Points Transit) (\$0.25 M)	Design and construction of a new multimodal transit center in Montrose for All Points Transit. Will also accommodate San Miguel Authority for Regional Transportation, and Outrider.	Preliminary design in progress. 5339(b) submitted in November 2021.
Grand Junction Mobility Hub (\$0.08 M)	Grant application, design, and construction of a new mobility hub in downtown Grand Junction.	Preliminary design in progress.
Western Slope Storage and Maintenance Facility (\$0.00 M)	Land purchase, design, and construction of new Bustang storage and maintenance facility near Montrose.	WITHDRAWN
Bustang Fleet Purchases (Region 4) (\$1.25 M)	Fleet purchases to support service at Firestone-Longmont Mobility Hub.	Project has been approved by TC.
Estes Park Transit Improvements (\$1.03 M)	Visitors Center/Transit Center Parking at US 36 & US 34.	Preliminary design in progress.
Firestone-Longmont - Phase 1 (Design) (\$0.10 M)	See description in Year 1 list.	See status in Year 1 list.
Durango Transit Capital Improvements (\$2.00 M)	Upgrade transit stops along US 550 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings.	RFP for design to be issued Summer 2022.
Pagosa Springs/Archuleta Multimodal Facility (\$1.08 M)	This new facility will be ADA compliant, open to the public and store vehicles under shelter.	RFP for design to be issued Spring 2022.
Buena Vista Park-n-Ride and Intermodal Facility (\$0.60 M)	Park-n-Ride and Intermodal Facility in Buena Vista (Gunnison-Denver Outrider Route).	Scoping in progress.
Bustang Outrider Improvements (\$2.97M)	Stops, shelters and minor roadway/sidewalk upgrades at numerous locations throughout Colorado.	Design standards have been developed. Scope development and refinement of each location is in progress.

SB 267 YEAR 3		
Project	Description	Status
Lone Tree Mobility Hub (\$8.00 M)	See description in Year 2 list.	See status in Year 2 list.
Idaho Springs Mobility Hub (\$4.10 M)	See description in Year 2 list.	See status in Year 2 list.
Bustang Fleet Purchases (Region 1) (\$3.80 M)	See description in Year 2 list.	See status in Year 2 list.
I-25 and SH 7 Interchange Mobility Hub (\$8.10 M)	Design and construction of slip ramps and a park-n-ride at the I-25 and SH 7 intersection.	RFP for design has been issued.
Bustang Heavy Maintenance Facility (\$0.50 M)	Design and construction of heavy maintenance equipment facility shared by Bustang and Region 1's maintenance fleet.	Planning in progress

SB 267 YEAR 3		
Project	Description	Status
Castle Rock Mobility Hub (Design) (\$0.30 M)	Site selection, design, and construction of a new transit station near Castle Rock.	Preliminary design in progress.
I-70 Bustang Pegasus Park-n-Rides (\$2.0M)	Construction of interim Park-n-Rides as part of the upcoming Floyd Hill improvements and service planning for Bustang Pegasus routes along I-70	Design of Floyd Hill location in progress.
North Pueblo Mobility Hub (\$4.90 M)	See description in Year 2 list.	See status in Year 2 list.
Pueblo Administrative and Maintenance Facility (\$2.18M)	Relocate and construct a facility for Pueblo Transit, with parking available for use by Bustang/Outrider. Match funds to leverage FTA 5339 funds.	City has applied for 5339(b) funds.
South Central Storage and Maintenance Facility (2.43M?)	See description in Year 2 list.	See status in Year 2 list.
Colorado Springs Transit Center (\$2.50 M)	See description in Year 2 list.	See status in Year 2 list.
Bustang Fleet Purchases (Region 2) (\$1.25 M)	Fleet purchases to support service at North Pueblo	Project has been approved by TC.
Southwest Chief Track Improvements - BUILD Grant Match (\$1.0 M)	CDOT portion of Southwest Chief track improvements - Rail replacement, turnouts and grade crossing replacements on La Junta Subdivision between Kansas and Colorado.	Project is nearly complete.
Woodmen Road Mobility Hub (\$0.60 M)	Expansion and/or relocation of Woodmen Road Bustang stop and mobility hub in Colorado Springs.	Scoping in progress.
Fairplay Mobility Hub (\$0.50 M)	Design and construction of new mobility hub and parking facility to connect Outrider routes along US-285. This location will serve Summit Stage in the future.	Scoping in progress.
Monument Park-n-Ride (Preconstruction) (\$0.10 M)	Design and construction of ADA improvements at Monument Park-n-Ride/Mobility Hub.	Scoping in progress.
Snowmass Transit Center (\$4.50 M)	New transit center at the central ski mountain area. This new facility will replace two transit centers built in 1969 and 1987, and will include approximately 150 parking spaces, on-route chargers for RFTA buses, and electric vehicle chargers for the public.	Project is over budget. Town to apply for 5339(b) funding.
Montrose Multimodal Transit Center (All Points Transit) (\$2.99 M)	See description in Year 2 list.	See status in Year 2 list.
Gunnison Valley RTA Storage Facility (\$0.90 M)	See description in Year 2 list.	See status in Year 2 list.
Grand Junction Mobility Hub (\$0.50 M)	See description in Year 2 list.	See status in Year 2 list.

SB 267 YEAR 3		
Project	Description	Status
Region 3 Outrider Storage in Montrose (\$0.50 M)	Storage for 2 to 4 Outrider buses in Region 3 Maintenance Yard.	Project has been approved by TC.
Firestone-Longmont Mobility Hub Access Improvements (\$2.00 M)	Design and construction of a full movement intersection to allow for left turns out of the park-n-ride.	Unspent funds for this project will be put towards a mobility hub project at Firestone-Longmont
Firestone-Longmont - Phase 2 (ROW) (\$1.0M)	See description in Year 1 list.	See status in Year 1 list.
Berthoud Mobility Hub (\$1.00 M)	See description in Year 1 list.	See status in Year 1 list.
Bustang Fleet Purchases (Region 4) (\$1.25 M)	See description in Year 2 list.	See status in Year 2 list.
Centerra-Loveland Mobility Hub (\$0.50 M)	See description in Year 1 list.	See status in Year 1 list.
Harmony Road Park-n-Ride Expansion (Preconstruction) (\$0.50 M)	Design to expand the existing Park-n-Ride at I-25 and Harmony in Fort Collins.	Scoping in progress.
Salida Transit Capital Improvements (\$0.48 M)	Design and construction of two bus stops, a protected pedestrian crossing, and pedestrian/ADA walkways along US 50 in Salida.	Preliminary design in progress.
Buena Vista Park-n-Ride and Intermodal Facility (\$0.44 M)	See description in Year 2 list.	See status in Year 2 list.
Poncha Springs Outrider Improvements (\$0.08 M)	Outrider stop improvements at Poncha Springs.	Project has been approved by TC.
Bustang Outrider Improvements (\$0.48 M)	See description in Year 2 list.	See status in Year 2 list.

Next Steps

The Division of Transit and Rail will continue to work on preconstruction activities as well as participate in project meetings through construction and provide quarterly updates to the Transit and Rail Advisory Committee and the Transportation Commission.

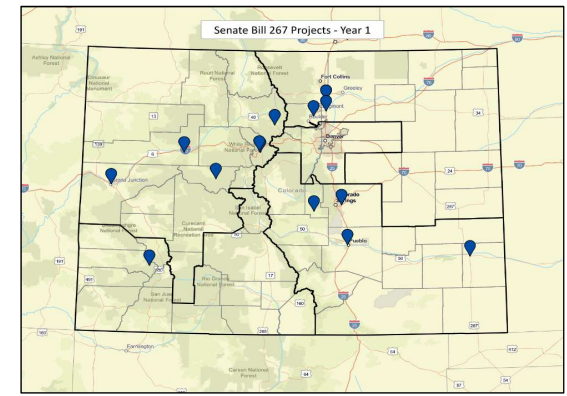
Attachments

Strategic Transit Projects (SB 267) - Transit Program Roadmap

Strategic Transit Projects (SB 267) - Transit Program Roadmap

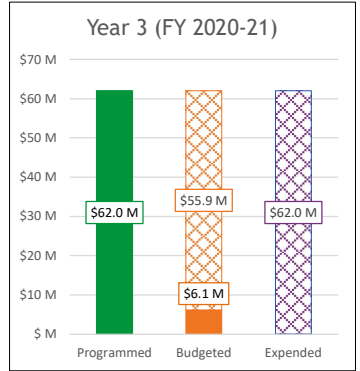
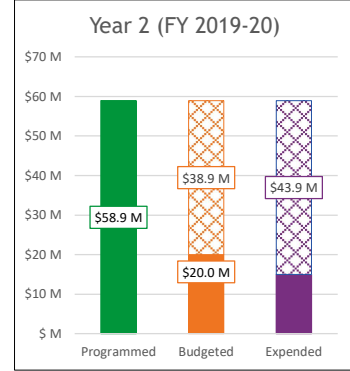
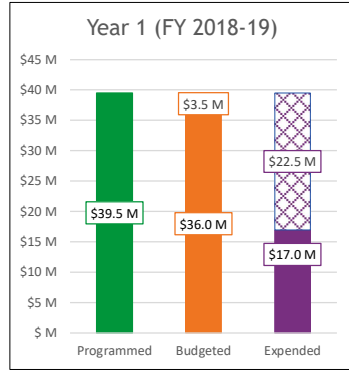
Senate Bill 17-267 (SB-267) provided up to \$188 M for transit projects starting in Fiscal Year 2018-19, with an additional \$10M to date from bond sale proceeds. As of this report, the first three fiscal years (\$148 M) have been released.

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the Year 1, 2 or 3 map to the right.



Senate Bill 267: Year 1 Allocation (\$39.5M Total, \$17.0M Complete)																		
Programmed	Project Description	Region	2022				2023				2024				2025			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$3.00 M	Bijou Street Storage and Maintenance Facility	2	COMPLETED															
\$0.12 M	Cripple Creek Administration and Operations Facility (Design)	2																
\$0.11 M	Prowers County Bus Barn Office Extension	2																
\$0.05 M	Southwest Chief Thru-Car Study - CRISI Grant Match	2	COMPLETED															
\$3.44 M	Frisco Transit Center - Phase 2	3																
\$2.98 M	RFTA Glenwood Maintenance Facility - Phase 3/7	3																
\$0.20 M	Winter Park Transit Maintenance Facility - Phase 1	3	COMPLETED															
\$2.60 M	Winter Park Transit Maintenance Facility - Phase 2	3																
\$1.50 M	Arterial Transit and Bike/Pedestrian Improvements on I-70 Bus./US 6 Corridor	3																
\$1.00 M	RFTA Aspen Maintenance Facility Improvement - Phase 9	3	COMPLETED															
\$0.43 M	Summit County Transit Operations Center Design and Engineering	3																
\$6.72 M	Firestone-Longmont - Phase 1	4	FUNDS MOVED TO FIRESTONE-LONGMONT MOBILITY HUB															
\$2.50 M	Firestone-Longmont Mobility Hub	4																
\$6.00 M	Centerra-Loveland Mobility Hub	4																
\$5.00 M	Berthoud Mobility Hub	4																
\$2.00 M	SH 119 BRT	4																
\$0.00 M	Poncha Springs Crossroads Welcome Center Improvements	5	WITHDRAWN															
\$1.86 M	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	5	COMPLETED															

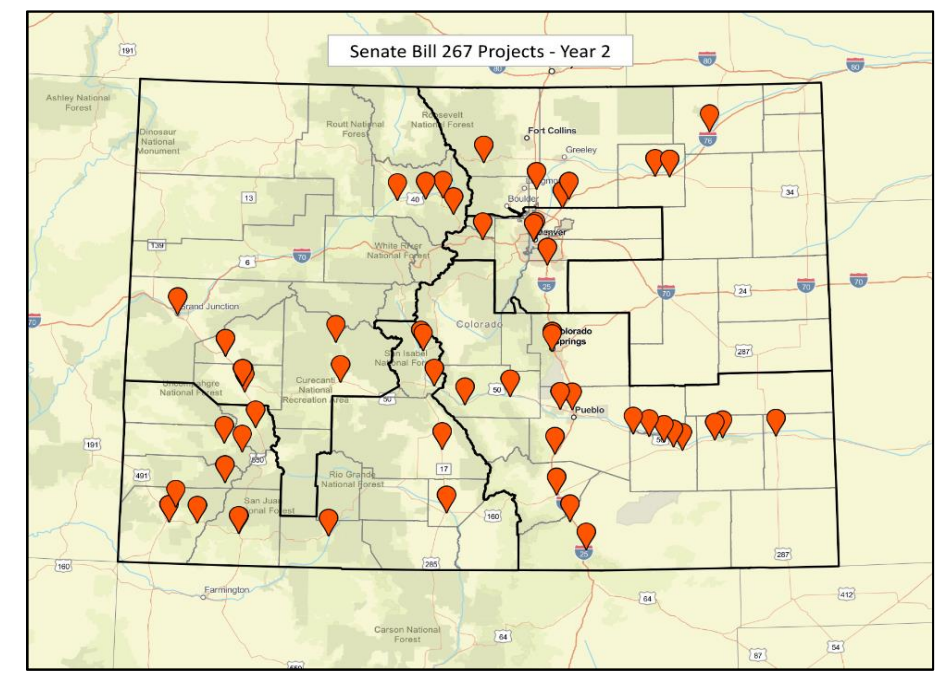
Legend	
	Planning
	Design / Environmental Clearance / ROW Acquisition
	Procurement
	Construction / Delivery
	Cash Contribution
	Program Management Activities
	Quarterly TC Meeting Report
	Bar Charts: Unprogrammed
	Bar Charts: Unbudgeted
	Bar Charts: Unexpended



Strategic Transit Projects (SB 267) - Transit Program Roadmap

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

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the Year 1, 2 or 3 map to the right.

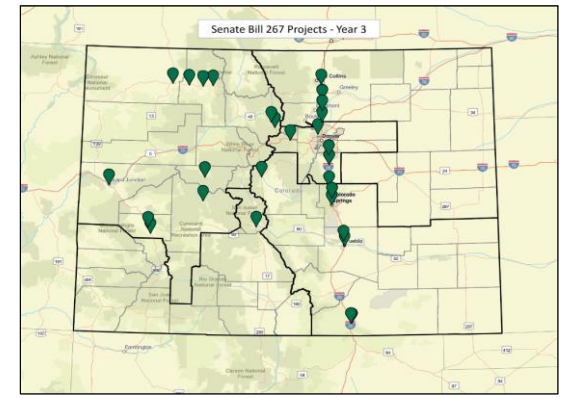


Senate Bill 267: Year 2 Allocation (\$58.9M Total, \$20.2M Complete)																			
Programmed	Project Description	Region	2022				2023				2024				2025				
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	
\$26.00 M	Revitalizing Main Streets Program	1																	IN PROGRESS
\$15.00 M	Burnham Yard - CRISI Grant Match	1																	COMPLETED
\$2.00 M	Lone Tree Mobility Hub	1	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.63 M	Bustang Fleet Purchases (Region 1)	1	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.30 M	Idaho Springs Mobility Hub	1	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$3.50 M	Colorado Springs Transit Center	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$1.10 M	North Pueblo Mobility Hub	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.60 M	Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manitou and Fowler	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.20 M	South Central Storage and Maintenance Facility	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.20 M	Outrider Improvements at Colorado City Corners, Walsenburg and Aguilar	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.16 M	Outrider Improvements at Canon City and Cotopaxi	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.08 M	Outrider Improvements at Pueblo West	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.08 M	Outrider Improvements at Tejon Park-n-Ride	2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.80 M	Gunnison Valley RTA Storage Facility	3	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.30 M	Outrider Improvements at Fraser, Granby, Kremmling and Hot Sulphur Springs	3	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.25 M	Outrider Improvements at Montrose, Delta and Gunnison	3	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.25 M	Montrose Multimodal Transit Center (All Points Transit)	3	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.08 M	Grand Junction Mobility Hub	3	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.00 M	Western Slope Storage and Maintenance Facility	3																	WITHDRAWN
\$1.25 M	Bustang Fleet Purchases (Region 4)	4	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$1.03 M	Estes Park Transit Improvements	4	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.24 M	Outrider Improvements at Brush, Fort Morgan and Hudson	4	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.10 M	Firestone-Longmont Mobility Hub Phase 1	4	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.08 M	Outrider Improvements at Sterling	4	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.08 M	Outrider Improvements at Lochbuie	4	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$2.00 M	Durango Transit Capital Improvements	5	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$1.08 M	Pagosa Springs/Archuleta Multimodal Facility	5	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.60 M	Buena Vista Park-n-Ride and Intermodal Facility	5	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.40 M	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	5	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.25 M	Outrider Improvements at Placerville, Ridgway and Telluride	5	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
\$0.25 M	Outrider Improvements at 3 locations between Alamosa and Buena Vista	5	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	

Strategic Transit Projects (SB 267) - Transit Program Roadmap

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

This program roadmap allows the Division of Transit and Rail to see remaining key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of upcoming milestones and decision points. Project locations are displayed on the Year 1, 2 or 3 map to the right.



Senate Bill 267: Year 3 Allocation (\$62M Total, \$0.4M Complete)																		
Programmed	Project Description	Region	2022				2023				2024				2025			
			Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$8.00 M	Lone Tree Mobility Hub	1																
\$4.13 M	Idaho Springs Mobility Hub	1																
\$3.80 M	Bustang Fleet Purchases (Region 1)	1																
\$8.10 M	I-25 and SH 7 Interchange Mobility Hub	1																
\$0.50 M	Bustang Heavy Maintenance Facility	1																
\$0.30 M	Castle Rock Mobility Hub	1																
\$2.00 M	I-70 Bustang Pegasus Park-n-Rides	1																
\$4.90 M	North Pueblo Mobility Hub	2																
\$2.18 M	Pueblo Administrative and Maintenance Facility	2																
\$2.43 M	South Central Storage and Maintenance Facility	2																
\$2.50 M	Colorado Springs Transit Center	2																
\$1.25 M	Bustang Fleet Purchases (Region 2)	2																
\$1.00 M	Southwest Chief Track Improvements - CRISI Grant Match	2																
\$0.60 M	Woodmen Road Mobility Hub	2																
\$0.50 M	Fairplay Mobility Hub	2																
\$0.10 M	Monument Park-n-Ride (Preconstruction)	2																
\$4.50 M	Snowmass Transit Center	3																
\$2.99 M	Montrose Multimodal Transit Center (All Points Transit)	3																
\$0.90 M	Gunnison Valley RTA Storage Facility	3																
\$0.50 M	Grand Junction Mobility Hub	3																
\$0.50 M	Region 3 Outrider Storage in Montrose	3																
\$0.32 M	Outrider Improvements at Steamboat Springs, Milner, Hayden and Craig	3																
\$0.16 M	Outrider Improvements at Winter Park and Tabernash	3																
\$1.00 M	Berthoud Mobility Hub	4																
\$1.00 M	Firestone-Longmont Mobility Hub	4																
\$2.00 M	Firestone-Longmont Mobility Hub Access Improvements	4																
\$1.25 M	Bustang Fleet Purchases (Region 4)	4																
\$0.50 M	Centerra-Loveland Mobility Hub	4																
\$0.50 M	Harmony Road Park-n-Ride Expansion (Preconstruction)	4																
\$0.30 M	Northern Colorado Maintenance Facility	4																
\$0.48 M	Salida Transit Capital Improvements	5																
\$0.44 M	Buena Vista Park-n-Ride and Intermodal Facility	5																
\$0.08 M	Poncha Springs Outrider Improvements	5																
\$2.30 M	Program and Construction Management	All																



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: KAY HRUSKA, ENTERPRISE CONTROLLER
JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: FEBRUARY 17, 2022
SUBJECT: ANNUAL AUDITED FINANCIAL STATEMENTS FOR FISCAL YEARS 2021 AND 2020

Purpose

To present the Bridge and Tunnel Enterprise (BTE) annual audited financial statements for Fiscal Years 2021 and 2020.

Action

No formal action is being requested. Informational only.

Background

On an annual basis, the Office of the State Auditor (OSA) engages an outside audit firm to conduct a financial and compliance audit of the BTE. For Fiscal Year 2020-21, OSA contracted with BKD, LLP to complete the annual audit. The purposes and the scope of the Fiscal Year 2020-21 audit were to:

- Express opinions on the financial statements of the Enterprise as of and for the years ended June 30, 2021 and 2020, including consideration of internal control over financial reporting as required by auditing standards.
- Review the Enterprise's compliance with rules and regulations governing the expenditure of federal and state funds for the year ended June 30, 2021.
- Issue a report on the Enterprise's internal control over financial reporting and on compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters based on our audit of the financial statements.

Details

BKD's report included an unmodified opinion of BTE's financial statements for the year ended June 30, 2021.

No instances of noncompliance considered material to the financial statements were disclosed by the audit. There were no prior year audit recommendation and significant audit adjustments proposed.

There was one finding related to BTE's exhibit documents. The exhibit documents provide fiscal year-end accounting information to the Office of the State Controller (OSC) for inclusion in the State's financial statements. Several exhibit documents were incorrectly prepared and submitted to Office of the State Auditor and to Office of the State Controller, thus resulting in an audit finding.

During Fiscal Year 2020-21 CDOT Center of Accounting experienced higher than typical turnover resulting in a number of vacant positions, Backup staff were not adequately assigned and trained on exhibit preparation. Limited staff with the requisite background and training were left to prepare and review the exhibits, and adequate supervisory review was not available in many cases.

BKD has the following recommendations to strengthen their internal controls over preparation and review by:



- Assigning back-up responsibilities for exhibit preparation and review to staff to allow for appropriate segregation of duties and review and appropriate delegation when turnover occurs.
- Appropriately training employees on exhibit preparation and reviews.
- Ensuring exhibits are reviewed prior to the submission to the Office of the State Controller

BTE and CDOT's Center of Accounting has agreed to implement these recommendations. CDOT's Center of Accounting will establish additional training on exhibit preparation and additional review prior to submission to the Office of the State Controller. Additional accounting staff are also being hired to support an increase volume and complexity, segregation of duties, and to provide greater opportunity for back up training as well.

Other Information:

The Fiscal Year 2021 and 2020 audited financial statements have been posted to BTE's website. If hard copies of the financial statements are desired, please contact Kay Hruska.





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: FEBRUARY 17, 2022
SUBJECT: STATE INFRASTRUCTURE BANK ACTIVITY REPORT FOR FISCAL YEAR 2021-22

Purpose

This memo summarizes information related to State Infrastructure Bank (SIB) activity for State FY 2021-22.

Action

This is for information purposes only. No action is requested or required at this time.

Background

The Division of Accounting and Finance (DAF) periodically prepares a financial summary of the Transportation Infrastructure Revolving Fund (Fund 715). OFMB presents the report to the Transportation Commission (TC) at their monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31st of the current State fiscal year.

Mid Year Summary

Assets

As of December 31, 2021, the Colorado SIB had \$29.7 million in total assets (see Table 1). Of the total assets, 78.3 percent (\$23.3 million) was attributed to the Aeronautics account and 21.7 percent (\$6.5 million) was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized, nor have any loans been made from those accounts.



Table 1: Colorado SIB Assets Summary, As of December 31, 2021

Overview of Colorado SIB Assets As Of 12/31/2021			
Assets	Aeronautics	Highways	Total
Cash:			
Fund 715	\$ 1,623,619	\$ 2,996,232	\$ 4,619,852
Authorized Federal Funds	\$ -	\$ -	\$ -
Amount Available to Loan	\$ 1,623,619	\$ 2,996,232	\$ 4,619,852
Accounts Receivable:			
Outstanding Loan Balances	\$ 21,636,606	\$ 3,454,796	\$ 25,091,402
Accrued Interest	\$ -	\$ -	\$ -
Total Accounts Receivable	\$ 21,636,606	\$ 3,454,796	\$ 25,091,402
Total Assets	\$ 23,260,226	\$ 6,451,028	\$ 29,711,254
Percent of Account/Fund Loaned	93.02%	53.55%	84.45%

As of December 31, 2021, there was a total of \$4.6 million available to loan, of which \$1.6 million was in the Aeronautics account and \$3.0 million was in the Highway account.

Loans

Currently, the Colorado SIB has seven outstanding loans totaling \$25.1 million (see Table 2). Five* loans are from the Aeronautics account, totaling \$21.6 million, and three* loans are from the Highway account totaling \$3.5 million. There were no loans paid in full in the first half of FY 2021-22. As of December 31, 2021, all Colorado SIB loans were current.

*Note: It should be noted that the Transportation Commission approved an \$8 million SIB loan at the January 2021 Transportation Commission meeting, utilizing both Aeronautics and Highway funds. However, this is one loan, using both SIB accounts.



Table 2: Colorado SIB Loan Summary, As of December 31, 2021

Colorado SIB Loans Summary As Of 12/31/2021								
	Original Loan	Balance Due	Debt Service	Interest Rate	Original Loan Date	Next Payment Due Date	Termination Date	Contract No.
Aeronautics Account:								
Colorado Springs	\$ 5,500,000	\$ 5,500,000	\$ 612,296	1.99%	3/3/2021	3/3/2022	3/3/2031	AVNFY2021-001
Colorado Springs	\$ 3,431,183	\$ 1,821,363	\$ 392,043	2.50%	5/26/2016	5/26/2022	5/26/2026	AVNFY2016-002
Colorado Springs	\$ 7,500,000	\$ 6,853,267	\$ 890,483	3.25%	1/3/2020	1/3/2022	1/3/2030	AVNFY2020-011
Arapahoe County Airport Authority	\$ 8,000,000	\$ 5,803,788	\$ 914,070	2.50%	6/1/2018	6/1/2022	6/1/2028	AVNFY2018-001
Rocky Mountain Metropolitan Airport	\$ 2,015,000	\$ 1,658,188	\$ 236,219	3.00%	3/25/2019	3/25/2022	3/25/2029	AVNFY2019-001
Total:	\$ 26,446,183	\$ 21,636,606	\$ 3,045,111					
Highway Account:								
Central City	\$ 1,521,693	\$ 654,082	\$ 173,867	2.50%	7/17/2015	7/17/2021	7/17/2025	HWYFY2016-001
Park County	\$ 566,500	\$ 300,713	\$ 64,728	2.50%	2/26/2016	2/26/2022	2/26/2026	HWYFY2016-002
Colorado Springs	\$ 2,500,000	\$ 2,500,000	\$ 278,316	1.99%	3/3/2021	3/3/2022	3/3/2031	HWYFY2021-001
Total:	\$ 4,588,193	\$ 3,454,796	\$ 516,911					
Grand Total:	\$ 31,034,376	\$ 25,091,402	\$ 3,562,023					

Interest Rate

The interest rate was raised starting July 1, 2018 to three (3%) percent for the first half of FY 2018-19, and increased to three and one quarter (3.25%) percent the second half of FY 2018-19. The Transportation Commission approved a rate reduction to two and one half (2.5%) percent in December, 2019, to be effective for the second half of FY 2019-20. The Transportation Commission then approved a subsequent rate reduction to two (2.0%) percent effective July 1, 2020, for the first half of FY 2020-21, and is currently in effect.

DAF continues to work with municipalities and the Division of Aeronautics to advertise the State Infrastructure Bank Program, including meeting with general use airports and presenting at the Colorado Airport Operators Association annual meeting.

Next Steps

OFMB Staff will provide the Commission a review of end of year FY 2021-22 SIB account activities in August 2022.





DATE: February 17, 2022
TO: Transportation Commission
FROM: Herman Stockinger, Director, Office of Policy & Government Relations
Mike Goolsby, RTD, Region 3
Zane Znamenacek, Traffic & Safety Program Manager, Region 3
SUBJECT: Hinsdale County/Town of Lake City 2021 OHV Pilot Project Report

Purpose

The purpose of this memo is to transmit the 2021 OHV Pilot Project Report.

Action

No action is required. The Special Use Permit allowing OHV's was signed on May 27, 2021 and expires on September 30, 2023. There is no request from Hinsdale County or the Town of Lake City to change the current conditions of the permit.

Background

On March 18, 2021, by TC Resolution 2021-03-10, the Transportation Commission approved the conditions for which a permit would be issued by CDOT to Hinsdale County to allow the operation of OHVs on a designated stretch of CO 149, including allowing the Pilot Program to run for a period of three years, including 2021, 2022 and 2023.

Details

Overall, the program went very well in 2021, and no accidents occurred with OHV's. That said, the Region 3 team is considering a few improvements for next summer, including implementing enhanced speed limit signage.

Next Steps:

None in 2022. We will anticipate a 2022 report in early 2023.

Attachments

2021 OHV Pilot Project Report

Hinsdale County/Town of Lake City

2021 OHV Pilot Project Report

Hinsdale County, Town of Lake City and CDOT partnered in 2019 and 2020 to allow Off-Highway Vehicles to travel on a portion of SH 149 that would allow them to travel along the entire Alpine Loop Scenic Byway. The Byway travels along CR 20 and CR 30 in Hinsdale County. Completion of the Byway requires travel along 2.26 miles of SH 149 and through the Town of Lake City.

In 2019 and 2020, the pilot project was implemented in Hinsdale County and Lake City through a Transportation Commission resolution and subsequent issuance of a Special Use Permit by CDOT. The permit allowed the pilot project to operate from May through September for both 2019 and 2020. The permit contains several special terms and conditions. Among them are requirements for highway signage and other safety improvements.

In the fall of 2020, Hinsdale County Commissioners and Town of Lake City Trustees agreed to request a new special use permit from CDOT that would allow for a three-year pilot project (2021, 2022 and 2023). This new permit would include the same requirements as the previous permit, along with several new requirements, including:

- Revised and additional signage
- Lowering the speed limit on a portion of the Pilot Project route
- Hinsdale County sheriff Office to hire two additional seasonal law enforcement offices
- Amending of Hinsdale County ordinance relating to use of OHVs to increase penalties and fines
- Increased education efforts to inform OHV riders
- A count of OHVs on the highway eight times during the Pilot Program seasonal period
- The ability for the public to provide feedback on the program via the Hinsdale County website

Yearly Pilot Project Review:

Following the seasonal end of the Pilot Program in 2021, a meeting was held with program partners to receive comments on the outcome of the summer. Attending the meeting were Hinsdale County Administrator, Town of Lake City Mayor, Hinsdale County Sheriff, CSP Officer, and Colorado Parks and Wildlife Officer. Comments from this meeting follow, along with additional comments that were provided by the local CDOT representative. In addition, OHV counts and comments were provided by the local volunteer Alpine Outdoor Association, along with public comments received via the Hinsdale County website.

Town of Lake City – Mayor Bruce Vierheller

- The program went well, it was a good season.
- Last year there were 10 violations, and there were more this year

- There were more OHVs this year and the Town Council appreciated the increased law enforcement.
- There are some issues with drivers of all kinds not stopping at the stop sign on the corner of CR20 and 1st Street and there are plans to put up a flashing stop sign and a “stop ahead” sign.
- There is about a mile of Town on Hwy 149 and there were some parking issues but no complaints.
- Concerned about 2022 because Silverton is banning OHVs in City Limits and people are saying that they won’t go to Silverton next year and will come to Lake City instead.

Hinsdale County – Administrator Sandy Hines

- Public comments on the program were solicited through the County website; not many comments were received. These comments are included in this report.
- The County put up the new speed limit signs and made sure they were up during the designated program period.
- Hinsdale County also made sure that all the directional signs for OHVs were up and turned the correct way.
- The County worked with a design consultant to produce education materials that included a poster, a flyer and take-away pamphlets. All business were offered the material in poster or flyer form. Businesses were also provided counter holders for the take-away pamphlets. The education program seemed to be very successful.
- The volunteer organization Alpine Outdoor Association (AOA) manned a booth throughout the summer that provided one-on-one information as well as copies of the educational material. This organization also completed the summer count of OHVs on Highway 149.
- Currently Hinsdale County has no suggestions for changes and received very few comments and complaints.

Colorado State Patrol – Officer James Saunders

- Congratulated the Hinsdale County Sheriff Department on a great job of enforcement.
- No CSP Officer issued a citation to any OHVs in Lake City or Hinsdale County during the 2021 Pilot Program.
- Saunders contacted the dispatch center and had them pull any information concerning ATV, OHV or Razor contacts and only two came up in 2021 through mid-October. One contact was in June and the complaint was that kids were driving an OHV with no helmets on Highway 149. The second was a complaint in August that a Honda OHV was driving on Highway 149 with no tags.
- OHVs, ATVs or Razors did not appear to be an issue in 2021.

- No recommendations for the program this year.

Hinsdale County Sheriff Chris Kambish

- By his observation believes there were an increase of OHVs this year.
- This summer there were four full-time deputies on duty and an Alpine Ranger, as well as two part-time deputies. This made a difference as far as enforcement. However, in 2022, Hinsdale County Sheriff Office will be back to four full time and one deputy dedicated to patrolling the Alpine Loop.
- Sheriff Office supports the AOA group and helps with education.
- No accidents on the State Highway and no injuries or fatalities.
- Complaints were down and with the amount of OHVs this summer he could employ an officer just for OHV enforcement.
- People use ignorance as a defense when being cited.
- There is a great amount of education out there and overall compliance has increased.
- Would like to discuss extending the northern boundary of the Hwy 149 route to Lynn Lane where the Toy Wash is located. Received many complaints from residents on Ocean Wave Dr. (at the north end of the route) about OHVs using Ocean Wave Dr. as a short cut to the Toy Wash.
- Contact statistics provided by Sheriff Kambish:
 - The included statistics account for all OHV contacts in the town of Lake City and in Hinsdale County, regardless of location. At this time, we are unable to separate statistics to include only those occurring within the boundaries of the pilot program.
 - A single contact may result in multiple items. For example, an OHV may be stopped for running a stop sign, and when contacted the Deputy discovers a second violation. The Deputy may issue both a citation and a warning, which would result in two items being documented (1 citation, 1 warning) for the one contact. In addition, citations or warnings with multiple violations are documented as 1 citation or warning. Generally, citations are issued when there are multiple violations.
 - There were 0 OHV accidents reported during the 2021 pilot window.
 - Town of Lake City
 - Contacts: 51
 - Citations: 30
 - Warnings: 26
 - Hinsdale County
 - Contacts: 103
 - Citations: 56

- Warnings: 53

Colorado Parks and Wildlife – Lucas Martin

- Wrote about the same amount of tickets as last year.
- Gave several tickets on Hwy 149 north of town, past the end of the Pilot Program route. OHV operators were coming down to the highway from Arrow Head Lodge on the Alpine Plateau Rd (CR 867) and said they were told that they could travel on Highway 149 south to Lake City (approximately ten miles).
- Made contact with several OHVs on Hwy 149 south of the Pilot Program route, around Spring Creek Pass. Lucas said he thinks they are coming from the Hermit Lakes subdivision off CR 520, and trying to find their way north to Lake City.
- Believes OHVs are thinking that they can travel on all of Highway 149.

CDOT – Local Operator RE Hall

- Getting requests for more speed limit signs near Vickers Ranch, at the southern end of Pilot Program route on Hwy 149. Traffic is driving above the speed limit of 30 mph, which is in effect during the seasonal time frame of the Pilot Program (Memorial Day to September 30). Outside of that time period, the speed limit is 35 mph. Speed limit signs are changed depending on what time of year it is.
- Suggested electronic speed limit signs for the southern end of the Pilot Program route on Hwy 149 to combat speeding during the Pilot Program timeframe.

Alpine Outdoor Association (AOA) Volunteer Education Group – Hector Gomez

- AOA volunteers manned an informational booth on Hwy 149 and 2nd Street in Lake City. In addition to counting OHVs on the highway, the group spoke with OHVs drivers, answering questions and providing educational materials.
- Feels the Pilot Program was a great success in 2021. The contacts we had with business owners while giving out educational material was greatly appreciated.
- Good response on the impact of educating and informing our visitors.
- This effort paid off on not having any issues on Hwy 149 during the busy summer.
- The group counted OHVs along the Hwy 149 Pilot Program route twice in June, July, August and September as per the agreement with CDOT. Counts are as follows:
 - June 15 - OHVs 87
 - June 22 - OHVs 108
 - June 29 - OHVs 102
 - July 20 - OHVs 354

- July 27 - OHVs 455
- August 10 - OHVs 753
- August 24 - OHVs 552
- September 7 - OHVs 205
- September 14 - OHVs 113

Public Comments

Hinsdale County solicited comments from the public through a link on the county website throughout the duration of the 2021 Pilot Program. This was publicized throughout the summer on the county's social media and through emails.

Comments that were submitted are included with this report as Attachment A.

Multiple comments regarding the Pilot Program were submitted by former Lake City resident Peter Nesbitt in the early summer. Many of these comments were sent directly to CDOT staff and members of the Transportation Commission, as well as Hinsdale County commissioners, Lake City Town Trustees and members of the Colorado state government. Since these comments were sent directly to CDOT, they are not included with this report.

Attachment A

Sandy Hines

From: Steven Rock <slrock@att.net>
Sent: Thursday, January 14, 2021 8:36 AM
To: CDOT Director Shoshana Lew; CDOT Region 3 Director Michael Goolsby; CDOT Project Engineer Zane Znamenacek; Transportation Commissioner Eula Adams; Transportation Commissioner Gary Beedy; Transportation Commissioner Kathleen Bracke; Transportation Commissioner Shannon Gifford; Transportation Commissioner Kathy Hall; Transportation Commissioner Don Stanton; Transportation Commissioner Karen Stuart; Commissioner.Stuart@state.co.us; Transportation Commissioner Bill Thiebaut; Transportation Commissioner Barbara Vasquez; Transportation Commissioner Sidney Zink; Transportation Commission Secretary Herman Stockinger; Transportation Commission Liason Jennifer Uebelher; Colorado Gov. Jared Polis; Colorado State Sen. Kerry Donovan; Colorado State Rep. Barbara McLachlan
Cc: Sandy Hines; Lake City Town Clerk; Peter Nesbitt
Subject: CDOT CO 149 Pilot Project

Dear Director Lew,

I am a summer resident of Hinsdale County and own two homes located on the Lake Fork of the Gunnison about 2 miles south of Lake City, CO. My family has been vacationing in Hinsdale County for over 70 years. I am writing to you today with great concern for the safety of my community, the quality of life in rural Colorado, and the protection of Colorado backcountry wilderness areas in Hinsdale, San Juan and Ouray Counties. These counties are connected via the *Alpine Loop*.

The CDOT CO149 Pilot Project ignores Colorado State law and allows OHVs to operate on the only State Highway that bisects Lake City and Hinsdale County. This CDOT project connects the *Alpine Loop*, thereby providing OHVs with greater access to our backcountry wilderness areas. This CDOT project also threatens public safety by allowing *off-highway vehicles* to co-mingle with other vehicles on a paved highways.

As the CDOT director with years of experience with transportation issues, you are certainly aware that OHVs are not legal or safe for highway use. These vehicles a) are not crash-test certified; b) have a propensity for rollover accidents due to their high-center of gravity; c) have a known tendency for loss-of-control events due to their off-highway tires that are not legal for use on State Highways; and d) create unsafe handling characteristics due to their locking differentials when allowed to operate on paved or hard-packed surfaces.

CDOT along with all elected officials in Hinsdale County and the Town of Lake City have been provided with many documents, studies and reports that enumerate the many reasons for not allowing OHVs to operate on Colorado State Highways. I strongly encourage CDOT managers and other elected officials to not ignore known safety issues by allowing this project to move forward.

While CDOT and our elected officials may have had the best of intentions with the CO149 Pilot Project, the unintended consequences of increased OHV traffic in our community and

backcountry wilderness areas have been devastating. County roads are in disrepair; the Alpine Loop saw increased damage; and fragile alpine tundra was irreparably damaged last year.

The Hinsdale County Sheriff is on-record with the fact that his office is unable to manage the increased levels of tourism in Lake City and Hinsdale County. In addition, the BLM and NFS are on record with their observations of damage to the Alpine Loop and adjacent wilderness areas.

Residents, 2nd-homeowners and tourists not using mechanized vehicles have repeatedly documented the adverse impact of dust, noise, traffic, parking and violations of Colorado law throughout our community. The portion of CO 149 encompassed by the Pilot Project runs directly through the Lake Fork Valley where my two properties are situated. Thus, the Pilot Project impacts me and my family every day of the summer due to increased noise and dust along with OHVs not staying on the legal designated routes and driving into residential and private property areas.

I urge you to terminate and not renew the CO149 Pilot Project in Lake City and Hinsdale County. The State of Colorado, CDOT and the Transportation Commission must devise a sustainable economic plan for remote mountain communities that does not involve a destructive and unsafe form of tourism.

Thank you for your consideration of these requests.

Sincerely,

Steven Rock

2261 and 2333 Vickers Lane

Lake City, CO 81235

Sandy Hines

From: Kristie Borchers
Sent: Friday, February 12, 2021 11:50 AM
To: Greg Levine; Robert Hurd; Sandy Hines
Cc: mike@gunnisonlaw.net
Subject: Call from Trout Unlimited representative Ty Churchwell

Hey, team -

I had a call this morning from Ty Churchwell of Trout Unlimited (you may remember him from a few years back working on Alpine Loop issues). His new role with TU is federal mining policies with fisheries/mine sites. We covered the following:

-upcoming Good Samaritan legislation; TU may want to do a short (10 minute) webinar for our commission and ask for potential support (I said I will connect him with our administrator for scheduling)

-Ute Ulay project update

-Ty congratulated us on the purchase of the peninsula

The reason for his call was to assure the Commissioners that Peter Nesbitt does not speak on behalf of Trout Unlimited; that Mr. Nesbitt recently joined TU and has now stepped outside the lines, including using TU in the subject line of emails. Mr. Nesbitt has been told by Trout Unlimited that he is not authorized to represent TU and has been directed back to local officials.

Trout Unlimited maintains the position that they are steering clear of the Pilot Program issue. They also continue to be involved with federal land management agencies for protection of the backcountry and addressing impacts there. I said that Hinsdale County is glad to partner with TU and the FS/BLM for impacts as well, as well as other potential projects. We spoke about submitted grants for further protection.

I told Ty that we had just received a response from a Lake City TU member to Mr. Nesbitt so I had just read the email that Peter sent out; Ty asked me to forward him the email exchange, which I did.

Let me know if you have any questions on this one

Yay to snow!!!!

Kristie

Kristie Borchers
Hinsdale County Commissioner
PO Box 277
Lake City, CO 81235
district2@hinsdalecountycolorado.us
970-596-9071

From: [Cristie Carstens Reeves](#)
To: [Ann McCorm](#)
Subject: OHV Project
Date: Tuesday, August 10, 2021 10:05:44 AM

While we are very appreciative of current OHV usage to complete the Alpine Loop, it would be nice to be able to access the Toy Wash on north hwy 149 without having to travel through 'neighborhood' dirt roads. Access to Transfer Station for trash would also be possible, encouraging OHV users to utilize that rather than using unauthorized or visitors center limited resources.

Thank you
Jack & Cristie Reeves
740 HCR 142

From: [Larry Skoch](#)
To: [Ann McCord](#)
Subject: OHVs
Date: Tuesday, August 10, 2021 3:59:02 PM

So much has been said about controversial OHV traffic in Lake City that anything new I might add would be redundant. In my opinion, it comes down to this: what is the vision for Lake City for our families, current and future ? For the sake of a few businesses that contend that OHV traffic is good, please consider these points: 1) Noise, pollution, safety (OHV owners manuals even warn against safety issues associated with driving in towns!), etc. ... may drive away better economic opportunities from seasonal and year-round homeowners, who look upon Lake City as a respite from their cities and “glam” venues like Aspen, Vail, etc.....even Crested Butte, Telluride, and most WY, Idaho and Montana tourists towns do not allow OHVs....why Lake City? Given our remote location (actually not much different than Crested Butte by air or Vail from Rifle airport), why not promote our town and the back country for OHVs, and the town for a) retirees- who may have money b) upscale professionals who would like a beautiful, quiet environment to work from home....these places and property values are exploding across the nation and COLORADO! If you want to escape the big city(like I did), why go to a “MAD MAX” venue in a place where “placid” would pull in more tourists....? Also, with the COVID deal, so many companies are learning employees can work from home....causing a big surge in mountain property values... Hard to understand....for my property value, that we do not take advantage of this (vs the type of one, two week tourists that tear up our roads and drive would-be residents away) I recommend “turn around” and don’t screw up our best economic advantages....

PS:

Sent from my iPad

From: [Judy Gray](#)
To: [Ann McCord](#)
Subject: OHV
Date: Friday, August 13, 2021 9:54:08 PM

The noise pollution from the ohv's is awful. I understand they are fun for many folks but I hope we can go back to "trailer to the trail". Also, stop promoting OHV use here. Word of mouth is providing plenty of advertisement. Our little town feels over run with OHV'S. Why not some compromise?

From: [David Cherry](#)
To: [Ann McCord](#)
Subject: RE: OHV Pilot Program
Date: Tuesday, September 28, 2021 1:02:24 PM

Dear Ann & Sandy: Thank you for your efforts to educate the operators of OHVs.

David Cherry

From: Ann McCord <office@hinsdalecountycolorado.us>
Sent: Tuesday, September 28, 2021 11:24 AM
To: Sandy Hines <administrator@hinsdalecountycolorado.us>
Subject: OHV Pilot Program

[*** This email originated from outside Hinsdale County - PLEASE USE CAUTION OPENING LINKS, ATTACHMENTS OR REPLYING ***]

Hey Folks!

The OHV Pilot program will end in two days!
Thursday, September 30, 2021 will be the last day of the year that OHVs will be allowed on State Highway 149.

Currently OHV's **are allowed** on State Highway 149 from the County Road 30 intersection south of town, to the Ocean Wave Drive intersection **ONLY**.

OHV's **are NEVER** allowed to travel on Hwy 149 past CR 30 to the south, or past the Lake City Bakery within the Town of Lake City.