Colorado Transportation Commission

Schedule & Agenda May 18-19, 2022

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

<u>Yessica Holquin</u> 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/meetingagenda.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.

TRANSPORT	TATION COMMISSION WORKSHOPS
Wednesday,	May 18, 2022
11:00 a.m.	Commissioner Lunch (optional)
11:30 a.m.	Executive Session: Executive Session with Office of State Auditor (OSA) to update/discuss Performance Audit of CDOT's Alternative Delivery Program (Keith Stefanik and Jeff Sudmeier) – CLOSED TO THE PUBLIC/NOT BROADCAST
12:00 p.m.	Right of Way Workshop (Steve Harelson)
12:15 p.m.	Budget Workshop (Jeff Sudmeier & Bethany Nicholas)
12:45 p.m.	Floyd Hill Project Update (Joint TC/BTE Board Workshop) (Kurt Kionka and Jeff Sudmeier)
1:15 p.m.	Bustang Expansion Program (Amber Blake)
1:45 p.m.	GHG Mitigation Measures PD Workshop (Rebecca White and Theresa Takushi)
2:45 p.m.	Bridge and Tunnel Enterprise Workshop (Jerad Esquibel and Patrick Holinda) Page 1 of 360

3:30 p.m. OIM Committee Meeting - Electrification and Energy Project Updates (Kay Kelly and Mike King) ARC Meeting (Frank Spinelli) 4:15 p.m. 5:00 p.m. Adjournment TRANSPORTATION COMMISSION MEETING Thursday, May 19, 2022 Commissioner Breakfast 8:00 a.m. 9:00 a.m. 1. Call to Order, Roll Call 9:05 a.m. 2. Public Comments 9:45 a.m. 3. Comments of the Chair and Individual Commissioners 4. Executive Director's Management Report (Shoshana Lew) 10:15 a.m. 10:20 a.m. 5. Chief Engineer's Report (Steve Harelson) 10:25 a.m. 6. CTIO (Formerly HPTE) Director's Report (Nick Farber) 10:30 a.m. 7. FHWA Division Administrator Report (Liz Cramer, Program Delivery Team Leader) 10:35 a.m. 8. STAC Report (Vincent Rogalski) 10:40 a.m. 9. Legislative Report (Andy Karsian) 10:45 a.m. 10. Act on Consent Agenda a) Proposed Resolution #1: Approve the Regular Meeting Minutes of April 20, 2022 (Herman Stockinger) b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson) c) Proposed Resolution #3: Parcel 46-EX and 47-EX Property Disposal (Jessica Myklebust) d) Proposed Resolution #4: Parcel 5Rev-EX Property Disposal (Jessica Myklebust) e) Proposed Resolution #5: Former Boyero Maintenance Site Property Disposal Proposed Resolution #6: SH 52 Parcels 10-EX and 11-EX Property Disposal 12. Discuss and Act on Proposed Resolution #7: Advancing Year 4 funding for ROW 10:50 a.m. acquisitions for I-25 through Pueblo New Freeway Project from the 10-Year Plan (Rebecca White) 13. Discuss and Act on Proposed Resolution #8: 8th Budget Supplement of FY 2022 10:55 a.m. (Jeff Sudmeier and Bethany Nicholas) 11:00 a.m. 14. Discuss and Act on Proposed Resolution #9: Greeley HQ COP Defeasance -Collateral Release for SB267 COPs (Jeff Sudmeier) 11:05 a.m. 15. Discuss and Act on Proposed Resolution #10: Bustang Expansion Program (Amber Blake) Page 2 of 360

- 11:10 a.m. 16. Discuss and Act on Proposed Resolution #11: Adopt FY2023 FY2026 Statewide Transportation Improvement Program (STIP) (Rebecca White and Jamie Collins)
- 11:15 a.m. 17. Discuss and Act on Proposed Resolution #12: FY 2022/23 Tolling Operations and Maintenance Intra-Agency Agreement Between CDOT and CTIO (Piper Darlington)
- 11:20 a.m. 18. Discuss and Act on Proposed Resolution #13: GHG Mitigation Measures PD (Rebecca White and Theresa Takushi)
- 11:25 a.m. 19. Discuss and Act on Proposed Resolution #14: Condemnation (Steve Harelson)
- 11:30 a.m. 20. Other Matters
 - Chair Appoints nominating committee for Chair, Vice Chair and Secretary
- 11:35 a.m. 21. Adjournment

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Est. Start Time: 11:35 a.m.

BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS MEETING

Thursday, May 19, 2022

- 11:35 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 March17, 2022 (Herman Stockinger)
 - 4. Discuss and Act on Proposed Resolution #BTE2: Bridge & Tunnel Enterprise 9th Budget Supplement for FY'22 (Jeff Sudmeier)
 - 5. Discuss and Act on Proposed Resolution #BTE3: Bridge and Tunnel Enterprise MEGA/INFRA/RURAL Grant Funding Commitment (Jeff Sudmeier)
 - 6. Other Matters
 - 7. Adjournment

INFO ONLY

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Central 70 Quarterly Status Update (Bob Hays)
- Bridge & Tunnel Enterprise Q3 FY2022 Quarterly Report (Jerad Esquibel)
- DTR Quarterly Reports (3rd Qtr) (Amber Blake)
- 10-Year Plan Update Memo Only (Rebecca White)
- Grants Memo (Hannah Reed)
- ARC Approved Minutes June 16, 2021

Post-Amerco Real Property Condemnation Authorization Requests May 19, 2022 Transportation Commission Meeting

Region 4 - Condemnation Authorization Requests

Transportation Commission District	Project Name	Project #	Project Code	Parcel #	Parcel Size	Property Owner(s)	Valuation Amount	Chief Engineer's Cost Estimate (CECE), Appraisal (A) or Waiver Valuation (WV)	Date of Valuation	Owner's Current Counter-Offer	TC Acquisition Resolution Number (If Applicable)	TC Condemnation Resolution Number
5	I-25 Express Lanes SH7 to SH1	NHPP 0253-270	22831	AP-RW-631 REV AP-AC-631	12,594 sq.ft.	Norman C. Reichardt	\$94,300.00	Appraisal	March 2, 2022	N/A - None Provided	TC 19-07-03 TC 21-02-09	
5	I-25 Express Lanes SH7 to SH2	NHPP 0253-271	22831	AP-RW-626 REV AP-TE-626 REV AP-TE-626A AP-AC-626	7,932sf 6,161sf 3,169sf	Murdock Properties, LLC a Colorado Limited Liability Company	\$46,400.00	Appraisal	March 2, 2022	N/A - None Provided	TC 19-07-03 TC 21-04-06	
5	I-25 Express Lanes SH7 to SH3	NHPP 0253-272	22831	AP-RW-628 REV AP-PE-628 AP-TE-628 REV AP-TE-628A AP-AC-628	29,055sf 1,461sf 4,393sf 7,338sf	Murdock Properties, LLC a Colorado Limited Liability Company	\$194,700.00	Appraisal	March 2, 2022	N/A - None Provided	TC 19-07-03 TC 21-04-06	
5	I-25 Express Lanes SH7 to SH4	NHPP 0253-273	22831	AP-RW-633 REV AP-RW-634 REV AP-RW-633 AP-AC-634	11,626sf 8,764sf	Murdock Properties, LLC a Colorado Limited Liability Company	\$247,700.00	Appraisal	March 2, 2022	N/A - None Provided	TC 19-07-03 TC 21-04-06	

Right of Way Plan Key - Common Parcel Designations											
RW - XXX Partial or Complete Parcel Acquisition	XXX - RM	Remnant Parcel	TE - XXX	Temporary Easement	UE - XXX	Utility Easement	PE - XXX	Permanent Easement	AP - XXX	Early Acquisition (Advance of Plans)	



Office of the Chief Engineer 2829 W. Howard Place, Suite 562 Denver, CO 80204

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: STEPHEN HARELSON, P.E., CHIEF ENGINEER Harelson

Digitally signed by Stephen Harelson Date: 2022.05.06 15:23:29 -06'00'

DATE: May 6, 2022

SUBJECT: REPORT PURSUANT TO COLORADO REVISED STATUTES, \$43-1-208 REGARDING

PROJECT NUMBER NHPP 0253-270, 22831, I-25 EXPRESS LANES FROM SH7 TO

SH1, SEGMENT 6, SEEKING APPROVAL TO INITIATE AND CONDUCT

CONDEMNATION PROCEEDINGS

Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes ("C.R.S."), Section 43-1-208(1). On July 18, 2019, and December 4, 2020, the AP Exhibits for the subject ownerships for I-25 Express Lanes from SH7 to SH1 (Project Number NHPP 0253-270) were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange or negotiations with the with the landowner(s) listed below.

Unfortunately, after engaging in negotiations, CDOT and the landowner(s) were unable to reach a resolution. As a result, CDOT seeks Transportation Commission approval to initiate and conduct condemnation proceedings pursuant to C.R.S., Section 38-1-101 *et seq*. for the properties listed below.

The project I-25 Express Lanes from SH7 to SH1, Segment 6 ("Project") is necessary for widening and improving I-25 including the addition of a northbound and southbound express lane and reconstructing the SH56 and SH60 interchanges. This will improve safety and improve connectivity for the community and is therefore, desirable.

Overview of Properties Previously Approved for Negotiation

There are four fee simple acquisitions, one permanent easement and four temporary easements previously approved for negotiation.

The property owners will be informed of the Transportation Commission meeting on May 18, 2022 and May 19, 2022 through a letter sent to the owner and the owner's attorney on or before May 6, 2022.

1. Date of ROW Plan Authorization: December 4, 2020 Address: 6545 E. Highway 60, Loveland, CO 80537

Landowner Name(s): Murdock Properties, a Colorado limited liability company; Wyco Pipe Line Company PPRPL, LLC (easement holder), Poudre Valley Rural Electric Association, Inc. (easement holder), HDDS, LLC (lessee).

Current Size of Property: 162,914 s.f./3.74 net acres (per CDOT appraisal)

Proposed Size of Acquisition: AP-RW-626 REV - 7,932 s.f./0.182 acres

AP-TE-626 REV - 6,161 s.f./0.141 acres AP-TE-626A - 3,169 s.f./0.073 acres

AP-AC-626

Purpose of Parcels Necessary for Project:

- AP-RW-626 REV: 7,932 s.f. \$36,487 Fee simple acquisition for permanent widening and associated appurtenances.
- AP-TE-626 REV: 6,161 s.f. \$5,791 Temporary easement for activities associated with reconstructing drainage or irrigation facilities and may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar & lumber, temporary parking for vehicles and equipment, and temporary construction access, including haul roads.
 For a period of two years.
- AP-TE-626A: 3,169 s.f. \$2,979 Temporary easement for activities associated with reconstructing drainage or irrigation facilities and may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar & lumber, temporary parking for vehicles and equipment, and temporary construction access, including haul roads.

For a period of two years.

Value of improvements and associated damages for Ownership: \$1,057 improvements (no damages).

Estimated Property Value, Damages and Benefits (if any): - No damages, Total for Ownership, \$46,314 rounded to \$46,400.

Method to Determine Property Value, Damages and Benefits (if any): Value was based on appraisal by Charles Nelson, MAI dated March 2, 2022.

Date of Initial Offer: January 15, 2021.

Date of Revised Offer: April 22, 2022.

Summary of Counteroffers: The landowner and their representation have declined to provide a counteroffer at this time. They have not provided a completed appraisal to date and have indicated that they do not intend to present an appraisal until court proceedings. This parcel was previously authorized for condemnation by Resolution #TC-2021-04-06. The owners expressed specific concerns regarding access impacts due to a cul-de-sac originally proposed north of the property along South Larimer County Road 5 ("Original Design"). In a good faith effort to address the concerns of the landowners, the Region declined to move forward with the Original Design and ultimately redesigned the project to include design and funding for a round-about at the intersection of South County Road 5 and East County Road 16 that will maintain the ability to accommodate access. The Region is resubmitting this parcel for condemnation based on the identified redesign.

There are no active discussions with other interest holders.

2. Date of ROW Plan Authorization: December 4, 2020 Address: 6503 E. Highway 60, Loveland, CO 80637

Landowner Name (s): Murdock Properties, a Colorado limited liability company; Wyco Pipe Line Company PPRPL, LLC (easement holder), US WEST Communications, Inc. (easement holder), The Harry Lateral Ditch Company(easement holder), ETI Equipment (lessee), PRS, Inc. (lessee), United Automobile Recovery (UAR Direct, LLC) (lessee). Current Size of Property: 413,820 s.f./9.5 acres (per CDOT appraisal)

Proposed Size of Acquisition: AP-RW-628 REV2 - 29,055 s.f./0.667 acres

AP-PE-628 - 1,461 s.f./0.034 AC AP-TE-628 REV - 4,393 s.f./0.101 AC AP-TE-628A - 7,338 s.f./0.168 AC AP-AC-628 REV

Purpose of Parcels Necessary for Project:

- AP-RW-628 REV2: 29,055 s.f. \$133,653 Fee simple acquisition for construction, use and maintenance of roadway drainage.
- AP-PE-628: 1,461 s.f. \$6,385 Permanent easement for permanent placement, construction, use and maintenance of roadway improvements, including drainage facilities, and all associated appurtenances.
- AP-TE-628 REV: 4,393 s.f. \$4,129 Temporary easement for activities associated with reconstructing drainage or irrigation facilities and may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar, and lumber, temporary parking for vehicles and equipment, and temporary construction access, including haul roads.
 For a period of two years.
- AP-TE-628A: 7,338 s.f. \$6,898 Temporary easement for activities associated with reconstructing water line and driveway and may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar, and lumber, temporary parking for vehicles and equipment, and temporary construction access, including haul roads.
 For a period of two years.

Value of improvements and associated damages for Ownership: \$43,560 (\$41,137 for improvements, \$2,423 damages cost to cure).

Estimated Property Value, Damages and Benefits (if any): Total for Ownership, \$194,625 rounded to \$194,700.

Method to Determine Property Value, Damages and Benefits (if any): Value was based on appraisal by Charles Nelson, MAI, dated March 2, 2022.

Date of Initial Offer: January 11, 2021.

Date of Revised Offer: April 22, 2022.

Summary of Counteroffers: The landowner and their representation have declined to provide a counteroffer at this time. They have not provided a completed appraisal to date and have indicated that they do not intend to present an appraisal until court proceedings. This parcel was previously authorized for condemnation by Resolution #TC-2021-04-06. The owners and their legal representation expressed specific concerns regarding access impacts due to a cul-de-sac originally proposed north of the property along South Larimer County Road 5 ("Original Design"). In a good faith effort to address these concerns, the Region declined to move forward with the Original Design and ultimately redesigned the project to include design and funding for a round-about at the intersection of South County Road 5 and East County Road 16 that will maintain the ability to accommodate access and resulted in the need to acquire

less property from the landowner. The Region is resubmitting this parcel for condemnation based on the identified redesign.

CDOT is actively coordinating with the Harry Lateral Ditch and performing work in their facility on their behalf. CDOT is working with ETI Equipment and United Automobile Recovery (UAR Direct, LLC) to relocate personal property. CDOT has not coordinated with other interest holders.

3. Date of ROW Plan Authorization: December 4, 2020 Address: R68W, 6th PM, SEC. 35, T5N, LOTS 1, 2 Mecham Subdivision, NW ¼ SEC. 35, T5N

Landowner Name(s): Murdock Properties, a Colorado limited liability company; Wyco Pipe Line Company (easement holder), Rocky Mountain Pipeline System, LLC (easement holder), Swift Built Trailers (lessee) and Murdock Trailer Sales (lessee). Current Size of Property: 240,077 s.f./5.51 acres (per CDOT appraisal)

Proposed Size of Acquisition: AP-RW-633 REV 11,626 s.f./0.267 acres

AP-RW-634 REV 8,764 s.f./0.201 acres

AP-AC-633 and AP-AC-634

Purpose of Parcels Necessary for Project:

- AP-RW-633 REV: 11,626 s.f. \$53,480 Fee simple acquisition for construction, use and maintenance of roadway drainage.
- AP-RW-634 REV: 8,764 s.f. \$40,314 Fee simple acquisition for construction, use and maintenance of roadway drainage.

Value of improvements and associated damages for Ownership: \$153,901 (\$106,500 improvements; \$47,401 damages cost to cure)

Estimated Property Value, Damages and Benefits (if any): Total for Ownership: \$247,695 rounded to \$247,700.

Method to Determine Property Value, Damages and Benefits (if any): Value was based on appraisal by Charles Nelson, MAI, dated March 2, 2022.

Date of Initial Offer: February 5, 2021.

Date of Revised Offer: April 22, 2022.

Summary of Counteroffers: The landowner and their representation have declined to provide a counteroffer at this time. They have not provided a completed appraisal to date and have indicated that they do not intend to present an appraisal until court proceedings. This parcel was previously authorized for condemnation by Resolution #TC-2021-04-06. The owners expressed specific concerns regarding access impacts due to a cul-de-sac originally proposed north of the property along South Larimer County Road 5 ("Original Design"). In a good faith effort to address the concerns of the landowners, the Region declined to move forward with the Original Design and ultimately redesigned the project to include design and funding for a round-about at the intersection of South County Road 5 and East County Road 16 that will maintain the ability to accommodate access. The Region is resubmitting this parcel for condemnation based on the identified redesign.

CDOT is coordinating with Swift Built Trailers and Murdock Trailer Sales for personal relocations. CDOT has not coordinated with other interest holders.

Attachments Proposed Resolution Right-of-Way Plans Legal Descriptions Contact Summary



Office of the Chief Engineer 2829 W. Howard Place, Suite 562 Denver, CO 80204

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: STEPHEN HARELSON, P.E., CHIEF ENGINEER

Stephen Harelson

Digitally signed by Stephen Harelson Date: 2022.05.06 15:24:53 -06'00'

DATE: May 3, 2022

SUBJECT: REPORT PURSUANT TO COLORADO REVISED STATUTES, \$43-1-208 REGARDING

PROJECT NUMBER NHPP 0253-270, 22831, SEEKING APPROVAL TO INITIATE AND

CONDUCT CONDEMNATION PROCEEDINGS

Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes ("C.R.S."), Section 43-1-208(1). On March 21, 2019 and July 18, 2019, the AP Exhibits for the subject ownerships for I-25 Express Lanes from SH7 to SH1 (Project Number NHPP 0253-270) were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange or negotiations with the with the landowner(s) listed below.

Unfortunately, after engaging in negotiations, CDOT and the landowner(s) were unable to reach a resolution. As a result, CDOT seeks Transportation Commission approval to initiate and conduct condemnation proceedings pursuant to C.R.S., Section 38-1-101 *et seq.* for the properties listed below.

The project I-25 Express Lanes from SH7 to SH1, Segment 6 ("Project") is necessary for widening and improving I-25 including the addition of a northbound and southbound express lane and reconstructing the SH56 and SH60 interchanges. This will improve safety and improve connectivity for the community and is therefore, desirable.

Overview of Properties Previously Approved for Negotiation

There is one fee simple acquisition previously approved for negotiation.

The property owners will be informed of the Transportation Commission meeting on May 18, 2022 and May 19, 2022 through a letter sent to the owner and the owner's attorney on or before May 6, 2022.

Date of ROW Plan Authorization: December 4, 2020
 Address: 3814 S County Road 5, Loveland, CO 80537
 Landowner Name(s): Norman C. Reichardt; Northstar Homes (owned by landowner)
 Current Size of Property: 146,381 s.f./3.360 acres

Proposed Size of Acquisition: AP-RW-631 REV 12,594 s.f./0.289 acres Purpose of Parcels Necessary for Project:

 AP-RW-631 REV: 12,594 s.f. - \$57,932 - Fee simple acquisition for improvements associated with widening and improving I-25 including drainage.

Impacted improvements include fencing (408 l.f. barbed wire on steel posts), fencing (31 l.f. mesh wire on steel posts), electrical panel/conduit and trenching, medium bushes (2), sign (double faced, illuminated).

Value of improvements for Ownership: \$35,162.

Estimated Property Value, Damages and Benefits (if any): \$1,190 - Total for Ownership, \$94,284 rounded to \$94,300.

Method to Determine Property Value, Damages and Benefits (if any): Value was based on appraisal by Charles Nelson, dated March 2, 2022.

Date of Initial Offer: November 5, 2020.

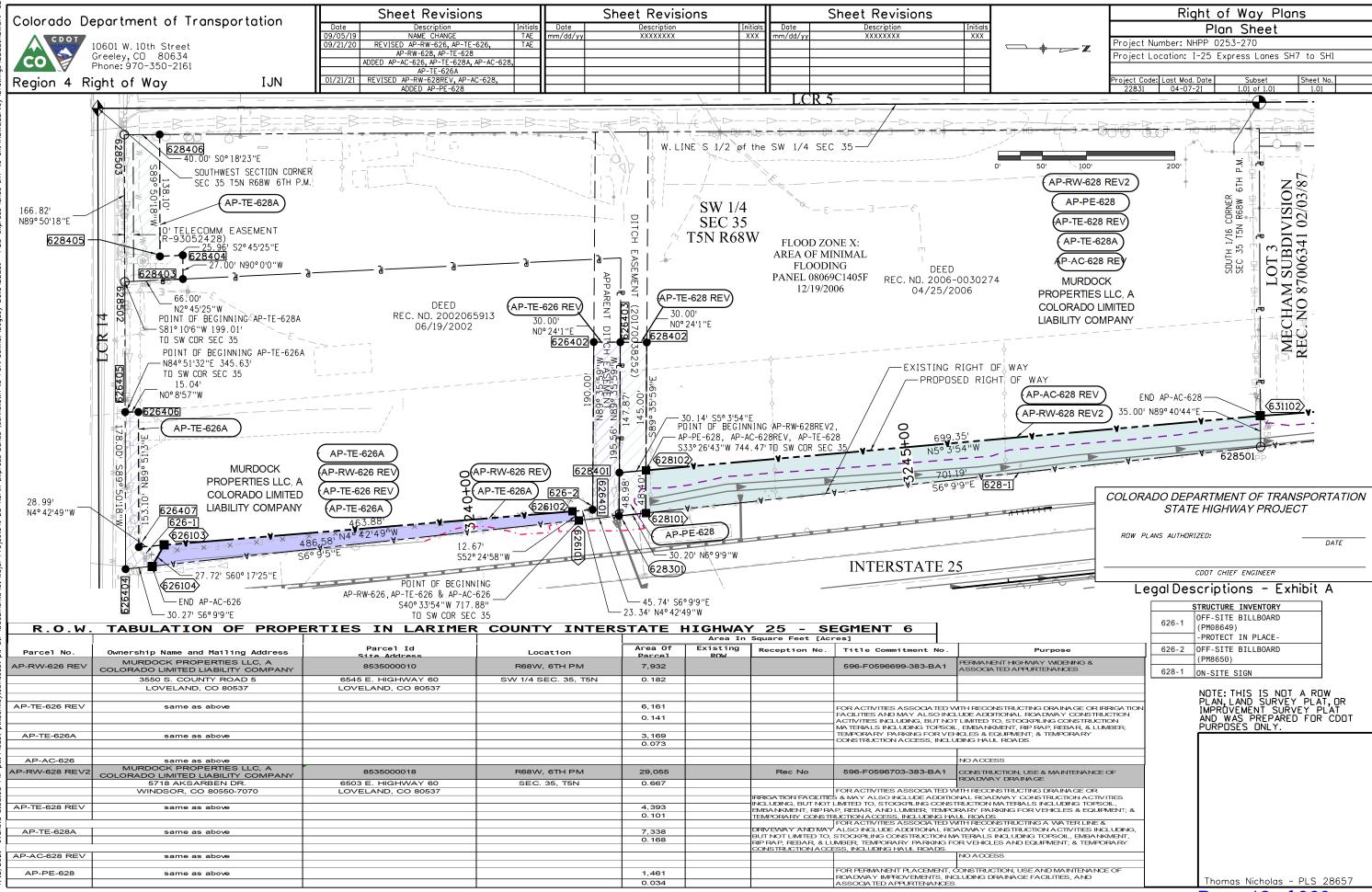
Date of Revised Offer: April 22, 2022.

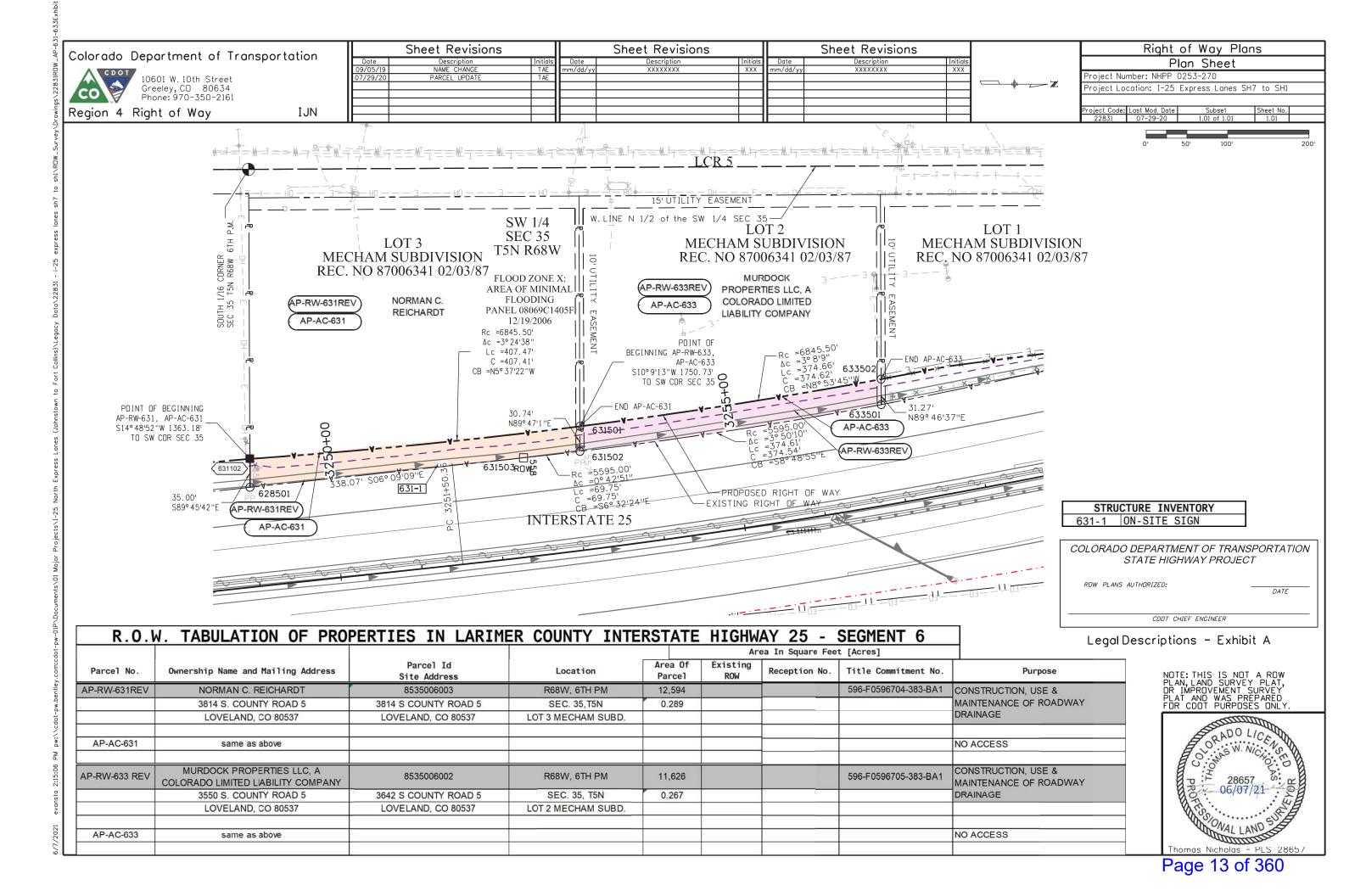
Summary of Counteroffers: The landowner and their representation have declined to provide a counteroffer at this time. They have not provided a completed appraisal to date and have indicated that they do not intend to present an appraisal until court proceedings. This parcel was previously authorized for condemnation by Resolution #TC-2021-02-09. The owners expressed specific concerns regarding access impacts due to a cul-de-sac originally proposed north of the property along South Larimer County Road 5 ("Original Design"). Specifically, the owners and their legal representation expressed concern that the Original Design would limit the landowners ability to move resale modular homes to and from the site due to the turning movements and the size of the tractor-trailers required to move the modular homes. In a good faith effort to address the concerns of the landowners, the Region declined to move forward with the Original Design and ultimately redesigned the project to include design and funding for a round-about at the intersection of South County Road 5 and East County Road 16 that will maintain the ability to accommodate the delivery of the modular homes to the subject site. The Region is resubmitting this parcel for condemnation based on the identified redesign.

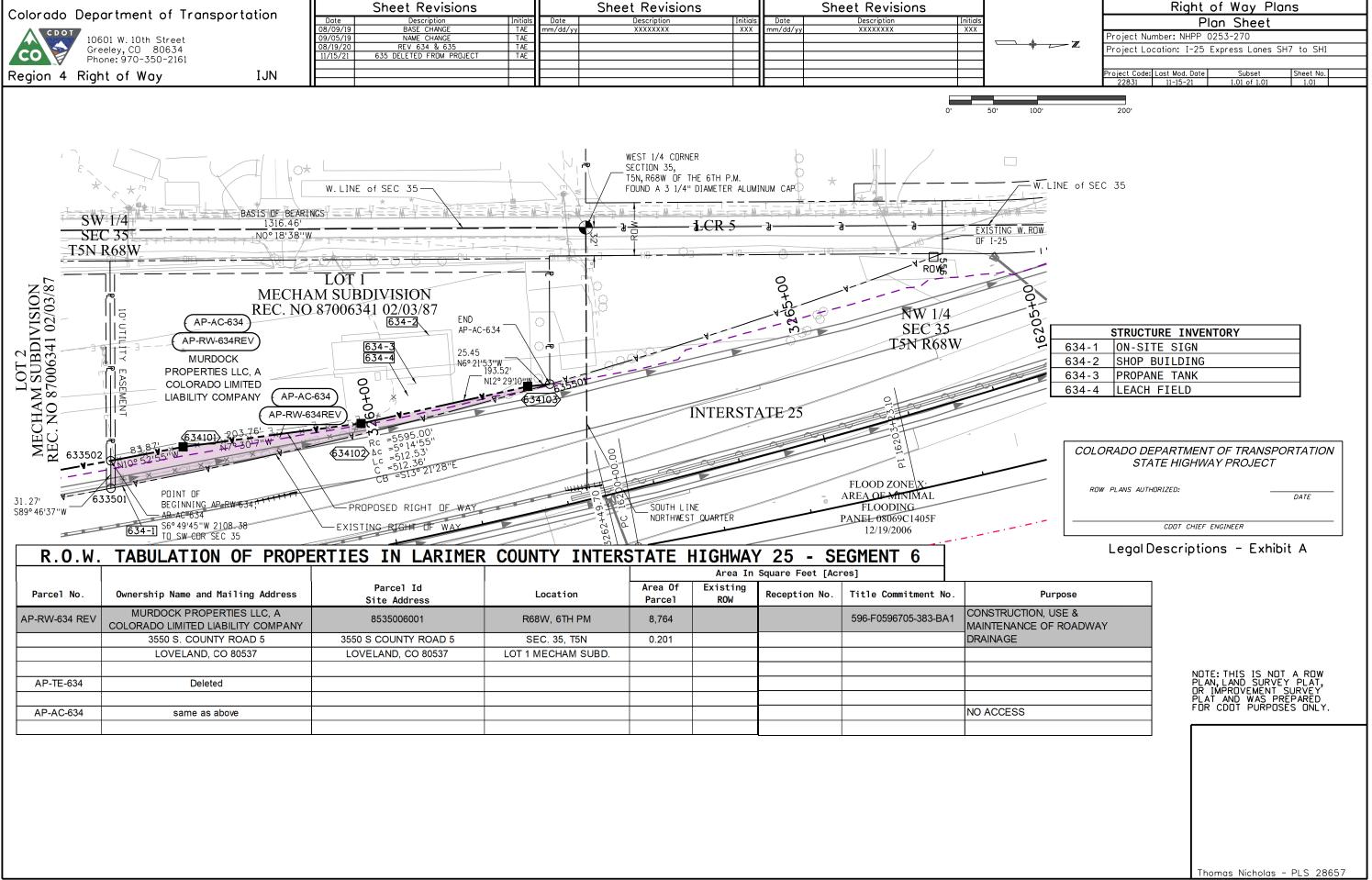
The double-sided illuminated sign was owned by Lamar Outdoor Advertising and CDOT has concluded a settlement with Lamar for the acquisition of that sign.

There are no active discussions with other interest holders.

Attachments Proposed Resolution Right-of-Way Plans Legal Descriptions Contact Summary







TO BE ACQUIRED

Advanced Parcel Number: AP-AC-626

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270 PARCEL NUMBER: AP-AC-626 PROJECT CODE: 22831 DATE: September 21, 2020 ACCESS DESCRIPTION

EACH AND EVERY RIGHT OR RIGHTS OF ACCESS OF THE GRANTOR to and from any part of the right-of-way of Colorado Interstate Highway No. 25, a freeway established according to the laws of the State of Colorado, and from and to any part of the real property of the Grantor in the Southwest quarter of Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado abutting upon said Highway, along and across the access line or lines described as follows:

NHPP 0253-270 AP-AC-626 Westerly Line (Proj. No.) (Parcel No.) Location of Line

Commencing at a point, whence the Southwest corner of said Section 35 bears S. 40°33'54" W., a distance of 717.88 feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence S. 52°24'58" W., a distance of 12.67 feet;
- 2. Thence S. 04°42'49" E., a distance of 463.88 feet;
- 3. Thence S. 60°17′25″ E., a distance of 27.72 feet, said point being the end of this access limitation;

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

NO ACCESS POINT

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



TO BE ACQUIRED

Advanced Parcel Number: AP-RW-626 REV

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-RW-626 REV
PROJECT CODE: 22831
DATE: June 7, 2021
DESCRIPTION

A tract or parcel of land No. AP-RW-626 REV of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 7,932 sq. ft. (0.182 acres), more or less, in Section 35, Township 5 N, Range 68 W, of the 6th Principal Meridian, in Larimer County, Colorado, said tract or parcel being more particularly described as follows:

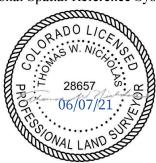
Commencing at a point on the existing Westerly Right of Way line of Interstate 25, whence the Southwest corner of said Section 35 bears S. 40°33'54" W., a distance of 717.88 feet, being the TRUE POINT OF BEGINNING;

- 1. Thence along said Right-of-Way, S. 06°09'05" E., a distance of 486.58 feet;
- 2. Thence leaving said Right-of-Way, N. 60°17'25" W., a distance of 27.72 feet;
- 3. Thence N. 04°42'49" W., a distance of 463.88 feet;
- 4. Thence N. 52°24'58" E., a distance of 12.67 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 7,932 sq. ft. (0.182 acres), more or less.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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



TO BE ACQUIRED

Advanced Parcel Number: AP-TE-626

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270 TEMPORARY EASEMENT NUMBER: AP-TE-626 PROJECT CODE: DATE: April 7, 2021 DESCRIPTION

A Temporary Easement No. AP-TE-626 of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 6,161 sq. ft. (0.141 acres), more or less, in Section 35, Township 5 N, Range 68 W, of the 6th Principal Meridian, in Larimer County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at a point on the existing Right-of-Way of I-25 and the Easterly line of a parcel that is described in a deed found in the Larimer County Records at Rec. No. 2002065913, dated 06/19/2002, whence the Southwest corner of said Section 35 bears S40°33'54"W 717.88 feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence leaving said line and Right-of-Way, S. 52°24'58" W., a distance of 12.67 feet;
- 2. Thence N. 04°42'49" W., a distance of 23.34 feet;
- 3. Thence N. 89°35'59" W., a distance of 190.00 feet;
- 4. Thence N. 00°24'01" E., a distance of 30.00 feet;
- 5. Thence S. 89°35'59" E., a distance of 196.85 feet;
- 6. Thence S. 06°09'09" E., a distance of 45.74 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described Temporary Easement contains 6,161 sq. ft. (0.141 acres), more or less.

The purpose of the above-described Temporary Easement is for the for activities associated with reconstructing drainage or irrigation facilities and may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar, & lumber; temporary parking for vehicles & equipment; & temporary construction access, including haul roads.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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

TO BE ACQUIRED

Advanced Parcel Number: AP-TE-626A

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270 TEMPORARY EASEMENT NUMBER: AP_TE-626A PROJECT CODE: DATE: April 7, 2021 DESCRIPTION

A Temporary Easement No. AP_TE-626A of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 3,169 sq. ft. (0.073 acres), more or less, in Section 35, Township 5 N, Range 68 W, of the 6th Principal Meridian, in Larimer County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at a point, on the existing Northerly Right of Way line of Larimer County Road 14 and the Southerly line of a parcel that is described in a deed found in the Larimer County Records at REC. NO. 2002065913 dated 06/19/2002, whence the Southwest corner of said Section 35 bears S84°51'32"W 345.63 feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence N. 00°08'57" W., a distance of 15.04 feet;
- 2. Thence N. 89°51'03" E., a distance of 153.10 feet;
- 3. Thence N. 04°42'49" W., a distance of 28.99 feet;
- 4. Thence S. 60°17'25" E., a distance of 27.72 feet to a point on the existing Right-of-Way of I-25 and the Easterly line of said parcel;
- 5. Thence along said Right-of-Way, S. 06°09'09" E., a distance of 30.27 feet to the intersection of said I-25 Right-of-Way and Larimer County Road 14 Right-of-Way, also being the Southerly corner of said parcel;
- 6. Thence along said Larimer County Road 14 Right-of-Way, S. 89°50'18" W., a distance of 178.00 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described Temporary Easement contains 3,169 sq. ft. (0.073 acres), more or less.

The purpose of the above-described Temporary Easement is for the for activities associated with reconstructing drainage or irrigation facilities and may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar, & lumber; temporary parking for vehicles & equipment; & temporary construction access, including haul roads.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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

TO BE ACQUIRED

Advanced Parcel Number: AP-AC-628REV

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270 PARCEL NUMBER: AP-AC-628REV

PROJECT CODE: 22831 DATE: January 20, 2021 ACCESS DESCRIPTION

EACH AND EVERY RIGHT OR RIGHTS OF ACCESS OF THE GRANTOR to and from any part of the right-of-way of Colorado Interstate Highway No. 25, a freeway established according to the laws of the State of Colorado, and from and to any part of the real property of the Grantor in the Southwest quarter of Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado abutting upon said Highway, along and across the access line or lines described as follows:

NHPP 0253-270 AP-AC-628 Westerly Line (Proj. No.) (Parcel No.) Location of Line

Commencing at a point, whence the Southwest corner of said Section 35 bears S33°26'43"W, a distance of 744.47' feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence N. 05°3'55" W., a distance of 699.35 feet to a point on the South line of Lot 3 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987, said point being the end of this access limitation;

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

NO ACCESS POINT

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

TO BE ACQUIRED

Advanced Parcel Number: AP-PE-628

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-PE-628
PROJECT CODE: 22831
DATE: January 20, 2021
DESCRIPTION

A tract or parcel of land No. AP-PE-628 of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 1,461 sq. ft. (0.034 acres), more or less, in Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point, whence the Southwest corner of said Section 35 bears S33°26'43"W, a distance of 744.47' feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence S. 89°35'59" E., a distance of 48.40 feet to a point on the existing Westerly line of Interstate 25 Right-of-Way;
- 2. Thence along said Right-of-Way, S. 06°09'09" E., a distance of 30.20 feet to the Southeast corner of a parcel as described in the records of Larimer county at Rec. No. 2006-0030274, dated April 25, 2006;
- 3. Thence leaving said Right-of-Way and along the South line of said Parcel, N. 89°35'59" W., a distance of 48.98 feet;
- 4. Thence leaving said South line, N. 05°03'55" W., a distance of 30.14 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described Permanent Easement contains 1,461 sq. ft. (0.034 acres), more or less.

The purpose of the above-described Permanent Easement is For permanent placement, construction, use and maintenance of roadway improvements, including drainage facilities, and associated appurtenances.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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



TO BE ACQUIRED

Advanced Parcel Number: AP-RW-628 REV2

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-RW-628 REV2
PROJECT CODE: 22831
DATE: January 20, 2021
DESCRIPTION

A tract or parcel of land No. AP-RW-628 REV2 of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 29,055 sq. ft. (0.667 acres), more or less, in Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado, said tract or parcel being more particularly described as follows:

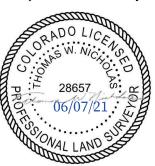
Commencing at a point, whence the Southwest corner of said Section 35 bears S33°26'43"W, a distance of 744.47' feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence N. 05°3'55" W., a distance of 699.35 feet to a point on the South line of Lot 3 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987;
- 2. Thence N. 89°40'44" E., a distance of 35.00 feet to a point on the existing Westerly line of Interstate 25 Right-of-Way;
- 3. Thence along said Right-of-Way, S. 06°09'09" E., a distance of 701.19 feet
- 4. Thence leaving said Right-of-Way, N. 89°35'59" W., a distance of 48.40 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 29,055 sq. ft. (0.667 acres), more or less.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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



TO BE ACQUIRED

Advanced Parcel Number: AP-TE-628

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270 TEMPORARY EASEMENT NUMBER: AP-TE-628 PROJECT CODE: DATE: April 7, 2021 DESCRIPTION

A Temporary Easement No. AP-TE-628 of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 4,393 sq. ft. (0.101 acres), more or less, in Section 35, Township 5 N, Range 68 W, of the 6th Principal Meridian, in Larimer County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at a point inside a parcel as described in the records of Larimer County at the deed found at Rec. No. 2006-0030274 dated 04/25/2006, whence the Southwest corner of said Section 35 bears S33°26'43"W 744.47 feet, said point also being the TRUE POINT OF BEGINNING;

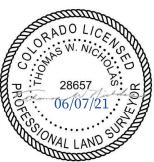
- 1. Thence S. 05°03'54" E., a distance of 30.14 feet, to a point that on a Southerly line of said parcel;
- 2. Thence along said Southerly line, N. 89°35'59" W., a distance of 147.87;
- 3. Thence leaving said line, Southerly line, N. 00°24'01" E., a distance of 30.00 feet;
- 4. Thence S. 89°35'59" E., a distance of 145.00 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described Temporary Easement contains 4,393 sq. ft. (0.101 acres), more or less.

The purpose of the above-described Temporary Easement is for the for activities associated with reconstructing drainage or irrigation facilities & may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar, and lumber; temporary parking for vehicles & equipment; & temporary construction access, including haul roads.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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



TO BE ACQUIRED

Advanced Parcel Number: AP-TE-628A

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270 TEMPORARY EASEMENT NUMBER: AP-TE-628A PROJECT CODE: DATE: April 7, 2021 DESCRIPTION

A Temporary Easement No. AP-TE-628A of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 7,338 sq. ft. (0.168 acres), more or less, in Section 35, Township 5 N, Range 68 W, of the 6th Principal Meridian, in Larimer County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at a Southeasterly corner of a parcel that is described in the records of Larimer County in a deed at Rec. No. 2006-0030274 04/25/2006 and a point on the Northerly Right-of-Way of Larimer County Road 14, whence the Southwest corner of said Section 35 bears S81°10'6"W 199.01 feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence along said Right-of-Way and a Southerly line of said parcel, S. 89°50'18" W., a distance of 166.82 feet to a Southwest corner of said parcel;
- 2. Thence along the a Westerly line of said parcel and the Easterly Right-of-Way of Larimer County Road 5, N. 00°18'23" W., a distance of 40.00 feet;
- 3. Thence leaving said line and Right-of-Way, N. 89°50'18" E., a distance of 138.10 feet;
- 4. Thence N. 02°45'25" W., a distance of 25.96 feet;
- 5. Thence N. 89°50'18" E., a distance of 27.00 feet to a point on a Easterly line of said parcel;
- 6. Thence along said Easterly line, S. 02°45'25" E., a distance of 66.00 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described Temporary Easement contains 7,338 sq. ft. (0.168 acres), more or less.

The purpose of the above-described Temporary Easement is for the for activities associated with reconstructing a water line & driveway and may also include additional roadway construction activities including, but not limited to, stockpiling construction materials including topsoil, embankment, rip rap, rebar, & lumber; temporary parking for vehicles and equipment; & temporary construction access, including haul roads.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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

TO BE ACQUIRED

Advanced Parcel Number: AP-AC-631

FROM

NORMAN C. REICHARDT

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-AC-631
PROJECT CODE: 22831
DATE: April 20, 2020
ACCESS DESCRIPTION

EACH AND EVERY RIGHT OR RIGHTS OF ACCESS OF THE GRANTOR to and from any part of the right-of-way of Colorado Interstate Highway No. 25, a freeway established according to the laws of the State of Colorado, and from and to any part of the real property of the Grantor in the Southwest quarter Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado abutting upon said Highway, along and across the access line or lines described as follows:

NHPP 0253-270 AP-AC-631 Westerly Line (Proj. No.) (Parcel No.) Location of Line

Commencing at a point on the South line of Lot 3 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987, whence the Southwest corner of said Section 35 bears S. 14°48'52" W., a distance of 1363.18 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence leaving the South line of said Lot 3, on the arc of a curve to the left, a radius of 6,845.50 feet, a central angle of 03°24'38", a distance of 407.47 feet, (a chord bearing N. 05°37'22" W., a distance of 407.41 feet), to a point on the South line of Lot 2 of Mecham Subdivision, said point being the end of this access limitation;

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

NO ACCESS POINT

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

TO BE ACQUIRED

Advanced Parcel Number: AP-RW-631 REV

FROM

NORMAN C. REICHARDT

FOR

Project Code: 22831

Project Number: NHPP 0253-270

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-RW-631 REV
PROJECT CODE: 22831
DATE: April 20, 2020
DESCRIPTION

A tract or parcel of land No. AP-RW-631 REV of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 12,594 sq. ft. (0.289 acres), more or less, in Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point on the South line of Lot 3 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987, whence the Southwest corner of said Section 35 bears S. 14°48'52" W., a distance of 1363.18 feet, said point also being the TRUE POINT OF BEGINNING:

- 1. Thence leaving the South line of said Lot 3, on the arc of a curve to the left, a radius of 6,845.50 feet, a central angle of 03°24'38", a distance of 407.47 feet, (a chord bearing N. 05°37'22" W., a distance of 407.41 feet), to a point on the South line of Lot 2 of Mecham Subdivision;
- 2. Thence along the South line of said Lot 2, N. 89°47'01" E., a distance of 30.74 feet to a point on the existing Westerly line of Interstate 25 Right-of-Way;
- 3. Thence along said Right-of-Way and on the arc of a curve to the right, a radius of 5,595.00 feet, a central angle of 00°42'51", a distance of 69.75 feet, (a chord bearing S. 06°32'24" E., a distance of 69.75 feet);
- 4. Thence S. 06°09'09" E., a distance of 338.07 feet, to a point on the South line of said Lot 3;
- 5. Thence along the South line of said Lot 3, S. 89°45'42" W., a distance of 35.00 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 12,594 sq. ft. (0.289 acres), more or less.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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

COLORADO DEPARTMENT OF TRANSPORTATION REAL PROPERTY

TO BE ACQUIRED

Advanced Parcel Number: AP-AC-633

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

Location: I-25 Express Lanes SH7 to SH1

EXHIBIT "B"

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-AC-633
PROJECT CODE: 22831
DATE: April 20, 2020
ACCESS DESCRIPTION

EACH AND EVERY RIGHT OR RIGHTS OF ACCESS OF THE GRANTOR to and from any part of the right-of-way of Colorado Interstate Highway No. 25, a freeway established according to the laws of the State of Colorado, and from and to any part of the real property of the Grantor in the Southwest quarter in Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado abutting upon said Highway, along and across the access line or lines described as follows:

NHPP 0253-270 AP-AC-633 Westerly Line (Proj. No.) (Parcel No.) Location of Line

Commencing at a point on the South line of Lot 2 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987, whence the Southwest corner of said Section 35 bears S. 10°9'13" W., a distance of 1750.73 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence leaving the South line of said Lot 2, on the arc of a curve to the left, a radius of 6,845.50 feet, a central angle of 03°08'09", a distance of 374.66 feet, (a chord bearing N. 08°53'45" W., a distance of 374.62 feet); to a point on the South line of Lot 1 of Mecham Subdivision, said point being the end of this access limitation;

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

NO ACCESS POINT

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

COLORADO DEPARTMENT OF TRANSPORTATION REAL PROPERTY

TO BE ACQUIRED

Advanced Parcel Number: AP-RW-633 REV

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

Location: I-25 Express Lanes SH7 to SH1

EXHIBIT "A"

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-RW-633 REV
PROJECT CODE: 22831
DATE: April 20, 2020
DESCRIPTION

A tract or parcel of land No. AP-RW-633 REV of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 11,626 sq. ft. (0.267 acres), more or less, in Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point on the South line of Lot 2 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987, whence the Southwest corner of said Section 35 bears S. 10°9'13" W., a distance of 1750.73 feet, said point also being the TRUE POINT OF BEGINNING:

- 1. Thence leaving the South line of said Lot 2, on the arc of a curve to the left, a radius of 6,845.50 feet, a central angle of 03°08'09", a distance of 374.66 feet, (a chord bearing N. 08°53'45" W., a distance of 374.62 feet); to a point on the South line of Lot 1 of Mecham Subdivision;
- 2. Thence along the South line of said Lot 1, N. 89°46'37" E., a distance of 31.27 feet to a point on the existing Westerly line of Interstate 25 Right-of-Way;
- 3. Thence along said Right-of-Way and on the arc of a curve to the right, a radius of 5,595.00 feet, a central angle of 03°50'10", a distance of 374.61 feet, (a chord bearing S. 08°48'55" E., a distance of 374.54 feet), to a point on the South line of said Lot 2:
- 4. Thence along the South line of said Lot 2, S. 89°47'01" W., a distance of 30.74 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 11,626 sq. ft. (0.267 acres), more or less.

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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

COLORADO DEPARTMENT OF TRANSPORTATION REAL PROPERTY

TO BE ACQUIRED

Advanced Parcel Number: AP-AC-634

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

Location: I-25 Express Lanes SH7 to SH1

EXHIBIT "B"

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-AC-634
PROJECT CODE: 22831
DATE: August 19, 2020
ACCESS DESCRIPTION

EACH AND EVERY RIGHT OR RIGHTS OF ACCESS OF THE GRANTOR to and from any part of the right-of-way of Colorado Interstate Highway No. 25, a freeway established according to the laws of the State of Colorado, and from and to any part of the real property of the Grantor in the Southwest quarter of Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado abutting upon said Highway, along and across the access line or lines described as follows:

NHPP 0253-270	AP-AC-634	Westerly Line
(Proj. No.)	(Parcel No.)	Location of Line

Commencing at a point on the South line of Lot 1 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987, whence the Southwest corner of said Section 35 bears S. 6°49'45" 'W., a distance of 2108.38 feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence N 10°52'55", a distance of 83.87 feet;
- 2. Thence N. 07°30'06.69" W., a distance of 203.76 feet;
- 3. Thence N. 12°29'09.64" W., a distance of 193.52 feet;
- 4. Thence N. 06°21'53" W., a distance of 25.45 feet, to a point on the North line of Lot 1 of Mecham Subdivision and a point on the existing Westerly line of Interstate 25 Right-of-Way, said point being the end of this access limitation;

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

NO ACCESS POINT

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

COLORADO DEPARTMENT OF TRANSPORTATION REAL PROPERTY

TO BE ACQUIRED

Advanced Parcel Number: AP-RW-634 REV

FROM

MURDOCK PROPERTIES LLC, A COLORADO LIMITED LIABILITY COMPANY

FOR

Project Code: 22831

Project Number: NHPP 0253-270

Location: I-25 Express Lanes SH7 to SH1

EXHIBIT "A"

PROJECT NUMBER: NHPP 0253-270
PARCEL NUMBER: AP-RW-634 REV
PROJECT CODE: 22831
DATE: August 19, 2020
DESCRIPTION

A tract or parcel of land No. AP-RW-634 REV of the Department of Transportation, State of Colorado Project No. NHPP 0253-270 containing 8,764 sq. ft. (0.201 acres), more or less, in Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian, in Larimer County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point on the South line of Lot 1 of Mecham Subdivision as described in the records of Larimer County at Rec. No 87006341 dated February 03, 1987, whence the Southwest corner of said Section 35 bears S. 6°49'45" 'W., a distance of 2108.38 feet, said point also being the TRUE POINT OF BEGINNING;

- 1. Thence leaving the South line of said Lot 1, Thence N. 10°52'55" W., a distance of 83.87 feet;
- 2. Thence N. 07°30'07" W., a distance of 203.76 feet;
- 3. Thence N. 12°29'10" W., a distance of 193.52 feet;
- 4. Thence N. 06°21'53" W., a distance of 25.45 feet, to a point on the North line of Lot 1 of Mecham Subdivision and a point on the existing Westerly line of Interstate 25 Right-of-Way;
- 5. Thence along said Right-of-Way and on the arc of a curve to the right, a radius of 5,595.00 feet, a central angle of 05°14'55", a distance of 512.53 feet, (a chord bearing S. 13°21'28" E., a distance of 512.36 feet), to a point on the South line of said Lot 1;
- 6. Thence along the South line of said Lot 1, S. 89°46'37" W., a distance of 31.27 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 8,764 sq. ft. (0.201 acres), more or less...

Basis of Bearings: All bearings are based on the West line of the South half of the Southwest Quarter of said Section 35, Township 5 North, Range 68 West, of the 6th Principal Meridian being monumented at the Southwest corner of Section 35, by a found 2 1/2" diameter aluminum cap stamped "INTERMIL T5N R68W SC T4N R68W PLS 12374" and the South 1/16th Corner, by a found 2 1/2 aluminum cap stamped "LS S 1/16 S34 S35 1998 12374". With a grid bearing between of N. 00°18'24" W., a distance of 1316.34 feet as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

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

Colorado Department of Transportation

Condemnation Authorization Contact Summary

Project Code: 22831

Owner: Murdock Properties, LLC.

The following is a summary of communications which have taken place between CDOT and/or its representatives and the above referenced owner related to the acquisition of the above described parcels. This summary is prepared to assist the Transportation Commission in considering CDOT's request for authorization to initiate and conduct condemnation proceedings.

Date	Contact Description	Amount/Description
9/20/2019	First Contact w/Property Owner	Phone call with Owner
10/02/2019	Discussion of CDOT Project	NOI
1/11/2021	CDOT Offer	\$243,861
N/A	Owner Counter-Offer	N/A
4/22/2022	CDOT Revised Offer	\$488,800
5/6/2022	Last Contact w/Property Owner	TC Notice

Number of Property Owner Contacts Attempted: 53

Number of Successful Property Owner Contacts: 44

Matters Discussed During Property Owner Contacts (check all that apply)

✓ Access

√ Valuation

✓ Owner Appraisal Reimbursement

✓ Project Timeline

✓ Design

✓ CDOT Processes

Other Specify here: Access Letter

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Colorado Department of Transportation

Condemnation Authorization Contact Summary

Project Code: 22831

Parcel: AP-RW-631 REV, AP-AC-631

Owner: Norman C. Reichardt

The following is a summary of communications which have taken place between CDOT and/or its representatives and the above referenced owner related to the acquisition of the above described parcels. This summary is prepared to assist the Transportation Commission in considering CDOT's request for authorization to initiate and conduct condemnation proceedings.

Date	Contact Description	Amount/Description
10/02/2019	First Contact w/Property Owner	Meeting with Owner
10/04/2019	Discussion of CDOT Project	NOI
11/5/2020	CDOT Offer	\$57,932
N/A	Owner Counter-Offer	N/A
4/22/2022	CDOT Revised Offer	\$94,300
5/6/2022	Last Contact w/Property Owner	TC Notice

Number of Property Owner Contacts Attempted:	42	
Number of Successful Property Owner Contacts:	33	

Matters Discussed During Property Owner Contacts (check all that apply)

✓ Access

√ Valuation

✓ Owner Appraisal Reimbursement

✓ Project Timeline

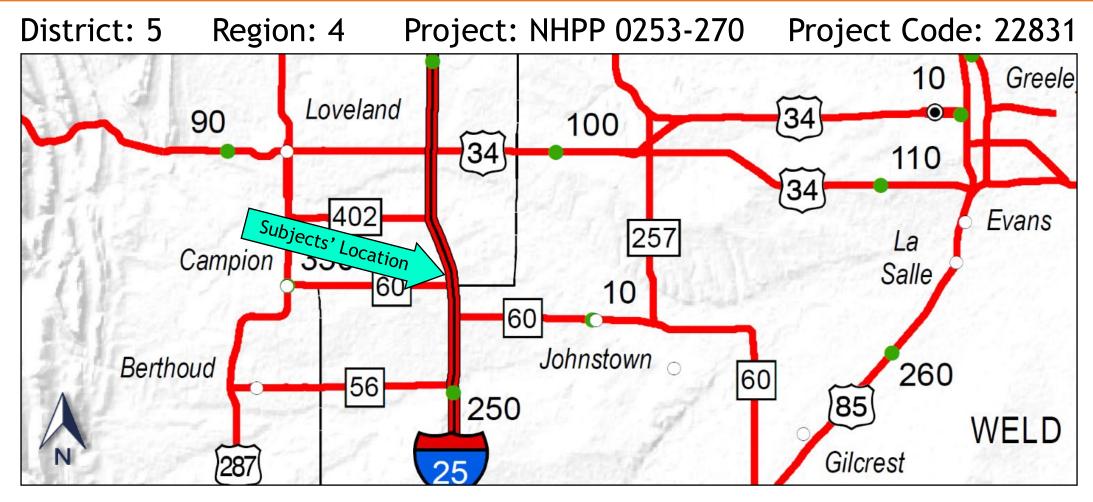
✓ Design

✓ CDOT Processes

Other Specify here: Permission to Enter, Special Use Permit,Access

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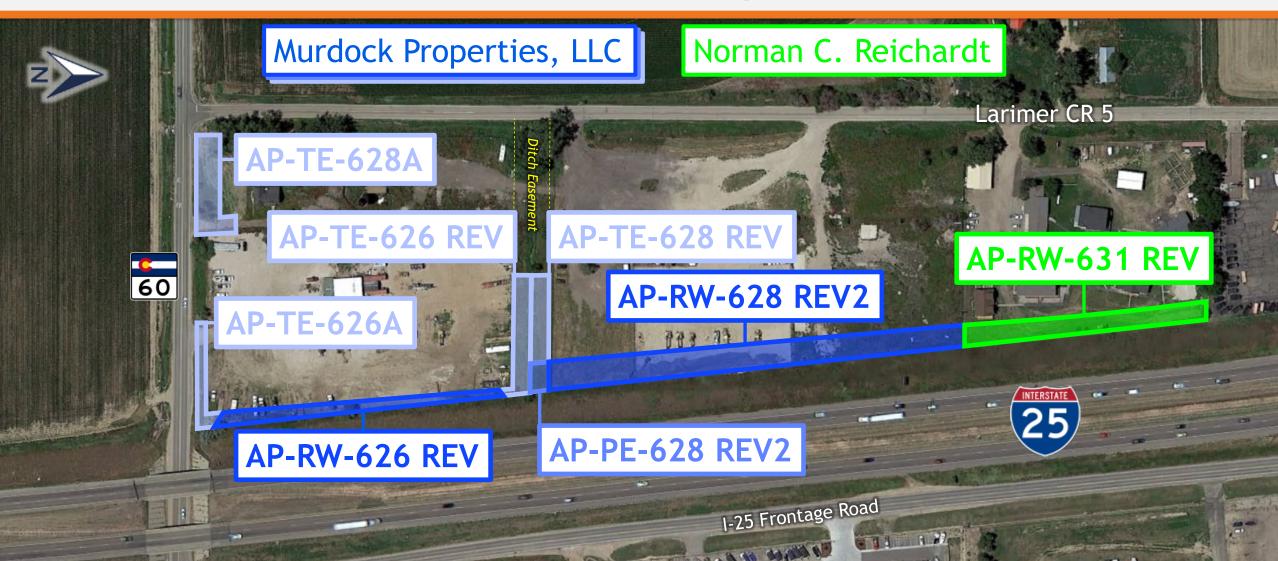
Owners: Murdock Properties, LLC; Norman C. Reichardt

Project Purpose: Improve safety & improve connectivity for the community 47 of 360





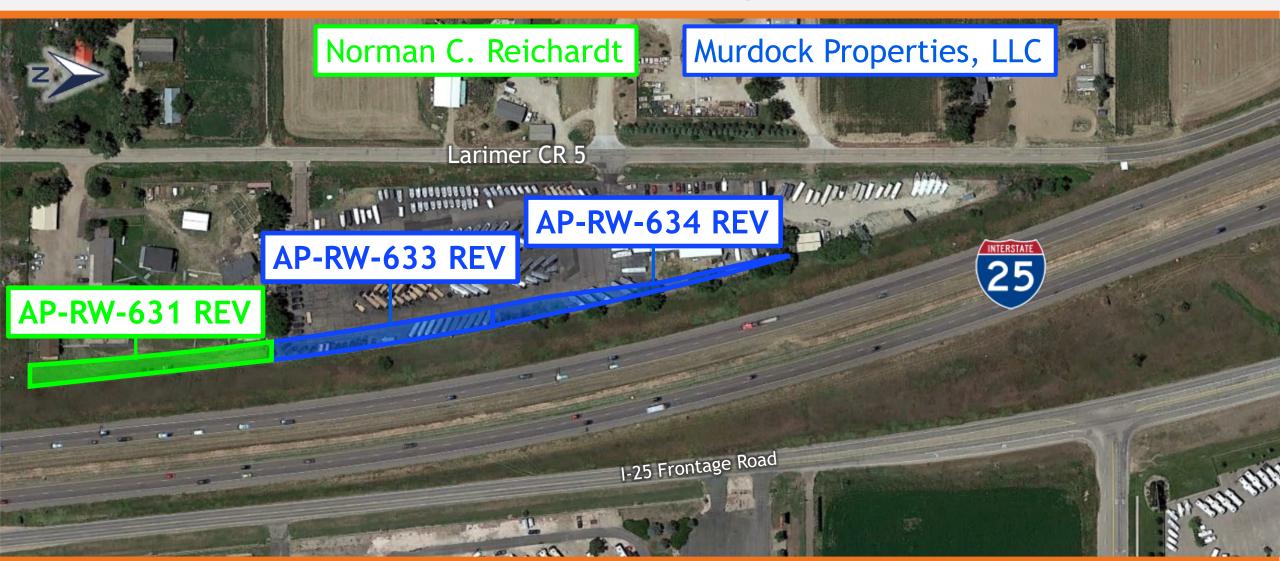




Location of Subject Parcels (South)

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Location of Murdock, Reichardt Parcels and Redesigned Traffic Percele 1360



Murdock Properties, LLC- Parcels AP-RW-626 REV, AP-TE-626 REV, AP-TE-626A, AP-RW-628 REV2, AP-PE-628, AP-TE-628 REV, AP-TE-628A, AP-RW-633 REV, AP-RW-634 REV

OFFERS	DATE	AMOUNT
Notice of Interest to Acquire	October 10, 2019	N/A
CDOT Appraisals	Feb 19, Feb 14, Jan 7, 2021	\$508,600 (combined)
CDOT Offer	March 9, 2021	\$508,600
TC Condemnation Authorization*	February 18, 2021	
2 nd CDOT Appraisals (Redesign)	March 2, 2022 (all)	\$488,800 (combined)
Revised CDOT Offer	April 22, 2022	\$488,800

^{*}April 15, 2021 - Murdock parcels were previously authorized for condemnation by Resolution #TC-2021-04-06.



Norman C. Reichardt - Parcel AP-RW-631 REV

OFFERS	DATE	AMOUNT
Notice of Interest to Acquire	October 4, 2019	N/A
CDOT Appraisal	July 24, 2020	\$85,150
CDOT Initial Offer	November 5, 2020	\$85,150
CDOT Last Written Offer	January 13, 2020	\$85,150
TC Condemnation Authorization	February 18, 2021	
2 nd CDOT Appraisal (Redesign)	March 2, 2022	\$94,300
CDOT Revised Offer	April 22, 2022	\$94,300

^{*}February 18, 2021 - Reichardt parcel was previously authorized for condemnation by Resolution #TC-2021-02-09.



- Both landowners have declined to provide a counteroffer at this time.
- Owners have not provided completed appraisals to date; they do not intend to share their appraisals until court proceedings
- Owners expressed concern that the original design would limit the ability to move resale modular homes to and from the site due to the turning movements and the size of the tractor-trailers required.
- Region declined to move forward with the previous condemnation and redesigned the project to include design and funding for a round-about at the intersection of South County Road 5 and East County Road 16 (north of properties) that will maintain the ability to accommodate the delivery of the modular homes to the subject site.



MEMORANDUM

TO: THE TRANSPORTION COMMISSION

FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER

BETHANY NICHOLAS, BUDGET DIRECTOR

DATE: MAY 19, 2022

SUBJECT: BUDGET WORKSHOP

CC:

Purpose:

No budget amendments to the FY 2021-22 CDOT Budget are proposed in May. The Budget Workshop will instead focus on two topics, subject to separate memorandums and resolutions:

- Cash defeasance of a portion of the outstanding Series 2017 COPs to include the Greeley HQ Property in the collateral for the Series 2022 COPs. See attached memorandum.
- Advancement of an additional "Year 4" SB 267 project. See memorandum "Request for Advancing \$2.5 million in funding for ROW acquisitions for I-25 through Pueblo New Freeway Project"

Action:

CDOT staff is seeking approval of Proposed Resolution #9 - COP Series 2017 Defeasance and Proposed Resolution #7 - Advancing Year 4 Funding I-25 New Pueblo Freeway.



MEMORANDUM

TO: THE TRANSPORTION COMMISSION

FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER

BETHANY NICHOLAS, BUDGET DIRECTOR

DATE: MAY 19, 2022

SUBJECT: RELEASE OF GREELEY HQ PROPERTY FOR SB17-267 COLLATERAL

CC:

Purpose:

In order to support the Treasurer's Office in identifying a sufficient amount of collateral for the final tranche of the SB17-267 Series 2022 Rural Colorado COPs (the "Series 2022 COPs"), the Colorado Department of Transportation ("CDOT") was approached by Treasury to consider defeasing a portion of the remaining outstanding CDOT Series 2017 Certificates of Participation (the "Series 2017 COPs"). The Series 2017 COPs were originally issued to finance the construction of Region 2 & Region 4 HQ facilities in Pueblo and Greeley respectively. By cash defeasing \$13.7 million of the outstanding Series 2017 COPs, the Greeley facility can be released from the prior lease and added to the collateral pool for the Series 2022 COPs.

Action:

CDOT staff is seeking approval of Proposed Resolution #9 authorizing the cash defeasance of a portion of the outstanding Series 2017 COPs to include the Greeley HQ Property in the collateral for the Series 2022 COPs.

Background:

SB17-267 authorized the issuance of \$2 billion of Certificates of Participation ("COPs") to primarily finance highway improvements throughout Colorado. COPs are structured as a lease, with collateral serving as additional security for investors, in roughly the same amount of COPs issued. Identifying a sufficient amount of collateral from available State property for the final \$500 million Series 2022 COPs has been challenging.

By cash defeasing \$13.7 million of the Series 2017 COPs from funds already budgeted for COP payments, the Greeley HQ Property will add roughly \$17.745 million in collateral for the Series 2022 COPs. CDOT will use approximately \$14.9 million to purchase US Treasuries and fund an escrow to redeem a pro-rata portion of the

outstanding Series 2017 COPs. Through this cash defeasance, CDOT will also reduce future annual lease payments on the Series 2017 COPs by \$1.07 million through 2041.

Proposed Resolution #9 Approves CDOT's exercise of its purchase option for the Greeley HQ property, authorizes a cash defeasance of the portion of the Series 2017 COPs attributable to the property to complete the release, and declares the Commission's intent that said defeasance will accomplish a remedial action to release the property from certain federal income tax restrictions to which the property is currently subject due to the use of the 2017 COPs to finance its construction.

Options/Decision Matrix:

- 1. **Staff Recommendation**: Approve resolution to defease a portion of the Series 2017 COPs and release the Greeley HQ Property
- 2. Do not approve resolution, requiring the State to find alternative collateral

Next Steps:

- Bid escrow securities to defease outstanding Series 2017 COPs
- Close and fund escrow to redeem Series 2017 COPs and release Greeley HQ Property
- File certificate of anticipatory remedial action notice to IRS
- Price and Close Series 2022 Rural Colorado COPs in June 2022

Attachments:

A. Proposed Resolution #9



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION

BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS

FROM: KURT KIONKA, FLOYD HILL PROJECT DIRECTOR

JEFF SUDMEIER, CHIEF FINANCIAL OFFICER

DATE: MAY 18, 2022

SUBJECT: FLOYD HILL PROJECT UPDATE WORKSHOP

Purpose

The Floyd Hill Project Team & Chief Financial Officer have prepared this joint workshop to provide a project update for the Transportation Commission (TC) and Bridge and Tunnel Enterprise (BTE) Board of Directors (Board). This update will provide an overview of project progress and funding status.

Action

Staff will request Board approval of Proposed Resolution BTE#03: FY2022 Multimodal Project Discretionary Grant Opportunity. This resolution commits \$260M of BTE funds to the project in principle, which will be allocated if a grant is awarded.

Background

Project Overview

The Floyd Hill to Veterans Memorial Tunnels project is on I-70 West of Denver Metro in Clear Creek and Jefferson Counties. This corridor is critical for commuters, recreational travelers and commerce and is the primary east-west route in Colorado. The core purpose of the project is to make the following key improvements in this segment of the I-70 corridor, including:

- Improve travel time reliability, safety, and mobility
- Address deficient infrastructure
- Improve multi-modal connectivity
- Provide alternate routes for emergencies or severe weather

Two Alternatives with a No Build Alternative are considered in an Environmental Assessment (EA):

- Canyon Viaduct Alternative
- Tunnel Alternative

The project is currently only moving forward with the Canyon Viaduct Alternative, which is the preferred alternative in the EA.

Project Status

- Final Design underway
- EA signed in summer of 2021
- Project total cost for the Canyon Viaduct alternative is estimated at \$700M
- Project has selected Construction Manager/General Contractor (CMGC) for the project Delivery
- Project is submitting a Grant Application for MEGA, INFRA and RURAL in May 2022
- Strong stakeholder and public support

Proposed Project Schedule

- Environmental Decision Document late 2022
- Final Design 2022 through 2024
- Construction 2023 through 2027

Project Funding

The total project cost is estimated at \$700M, including early projects, and the current strategy is to deliver the project in three main severable packages using CM/GC project delivery. The project has identified \$460M in total funding, including \$135M in SB17-267 strategic funds and estimated Enterprise financing.

Currently, it is anticipated that BTE and CTIO will partner to finance approximately \$325M in project costs based on the results of the Floyd Hill Funding Gap Study and preliminary BTE eligibility reviews. This total includes a maximum of \$260M in BTE eligible project scope to address two deficient bridges based on preliminary cost estimates. Various financing options are being evaluated by the Enterprises and a project funding plan will be completed once the scope, cost, and schedule of the project's construction packages are more clearly defined.

To address the remaining \$240M funding gap, CDOT is planning to submit a common application for the three funding programs, MEGA, INFRA, and RURAL, which are combined under the Multimodal Project Discretionary Grant Opportunity (MPDG). Based on the key program objectives for the MPDG, Enterprise participation is expected to strengthen the Department's application by leveraging innovative financing/funding streams and showing collaboration between multiple funding partners and project stakeholders.

Next Steps

- 1) Staff will return to the BTE Board with a request to approve Resolution BTE#3 to commit \$260M in BTE funds to the project in principle, which will be allocated if a grant is awarded.
- 2) The project team will continue work to advance the design of the project and will return to the TC/BTE Board with additional progress updates as critical project milestones are achieved.
- 3) The Enterprises will continue to evaluate various financing options and will return to their respective Boards to review viable financing strategies.

Attachments

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Attachment A: Floyd Hill Project Update Workshop

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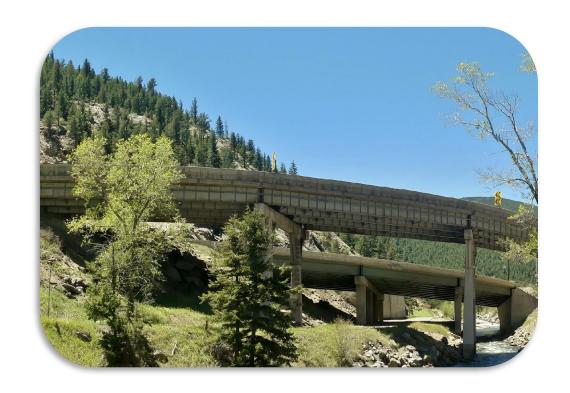
TC/BTE Board Joint Workshop Floyd Hill Project Update





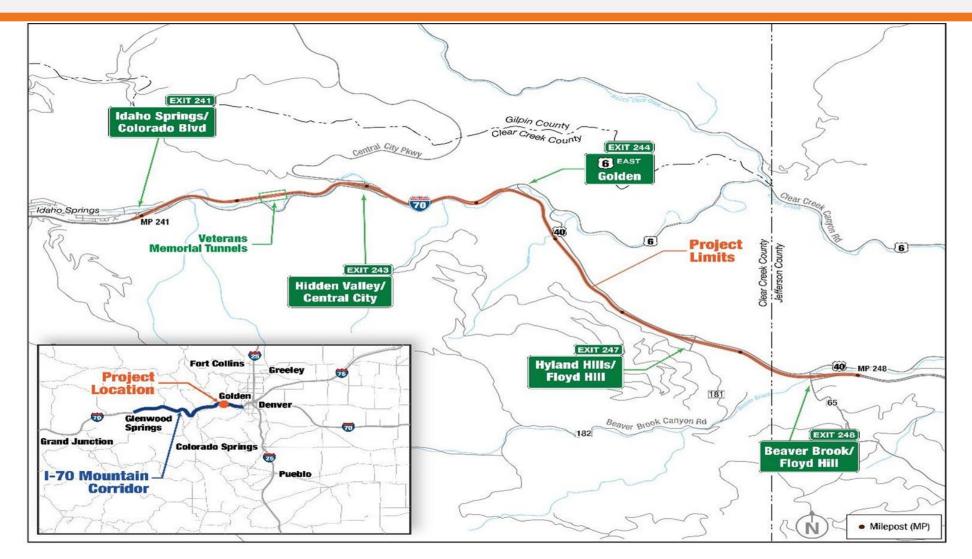
Workshop Agenda

- 1. Project Limits, Background and Current Project Status
- 2. CM/GC Delivery Benefits
- 4. EA Preferred Alternative Walkthrough
- 5. Funding Update
- 6. Next Steps





Project Limits





Project Background

I-70 Mountain Corridor Programmatic Environmental Impact Statement

- Record of Decision (ROD) June 2011
- •Summer 2017 CDOT & FHWA began phase two studying this section of I-70

Floyd Current Hill Project Status

- Preliminary design complete (20% Level)
- Final Design underway
- •CM/GC approved as the Delivery Method
- Construction Manager on board
- Final Design Underway

May 18, 2022





Project Background

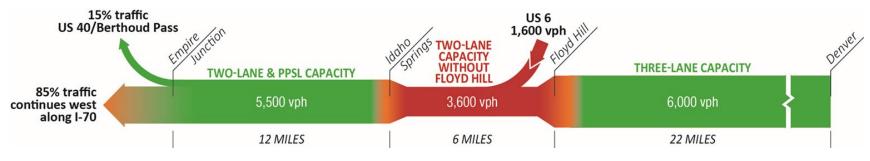
Project Major Features

- Westbound I-70 reconstruction with addition of third travel lane
- Replacement of two Bridge Enterprise eligible bridges
- Westbound and eastbound I-70 curve flattening and safety improvements
- Interchange and intersection improvements throughout project
- Greenway improvements
- Frontage road addition between Central City Parkway and US 6 Interchanges
- Wildlife safety mitigation improvements, including wildlife crossings and fencing
- Eastbound I-70 climbing lane for heavy commercial or slow-moving vehicles



Project Benefits

- Improves safety
- Eliminates historic westbound I-70 bottleneck at top of Floyd Hill
- Reduces congestion on adjacent local transportation system
- Replaces two bridges eliminating long standing maintenance issues and impacts to travelling public required to maintain these bridges
- Ties to the westbound Mountain express lane to provide continuous capacity from Denver to Empire Junction (US 40)
- Reduces animal vehicle collisions
- Reduces travel time by over an hour through project area during peak period travel times







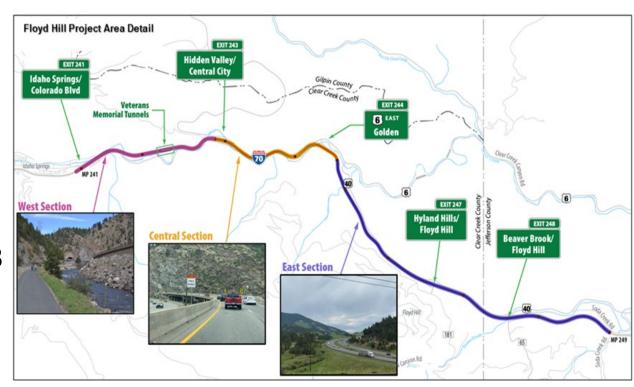
I-70 Floyd Construction Update

Contract Update:

- Atkins Design Contract underway
- Kraemer CM Contract underway

Construction Phasing Package Update:

- Package 1 Estimated Construction Spring 2023
- Package 2 Estimated Construction Fall 2023
- Package 3 Estimated Construction Early 2024





CM/GC Delivery Benefits

- Early contractor input on project packaging, cost, and schedule
 - Initial project cost model complete
 - Project packaging approach in development
- Project innovations
 - Evaluation of alignment innovations proposed by CM
 - Ability to incorporate construction efficiency in design

Early identification of project risks and ability to mitigate



Preferred Alternative - Floyd Hill to US 6



East Section: From the Bottom of Floyd Hill Looking East



Preferred Alternative - US 6 to Hidden Valley



Central Section: Bottom of Floyd Hill Looking West



Preferred Alternative - US 6 to Hidden Valley



Central Section: Sawmill Gulch Looking West



Preferred Alternative - US 6 to Hidden Valley



Central Section: Looking west at Hidden Valley/Central City Parkway



Preferred Alternative -Hidden Valley to Veterans Memorial Tunnels



West Section: Looking west at Veterans Memorial Tunnels



Stakeholder Engagement -Context Sensitive Solutions (CSS) Overview)







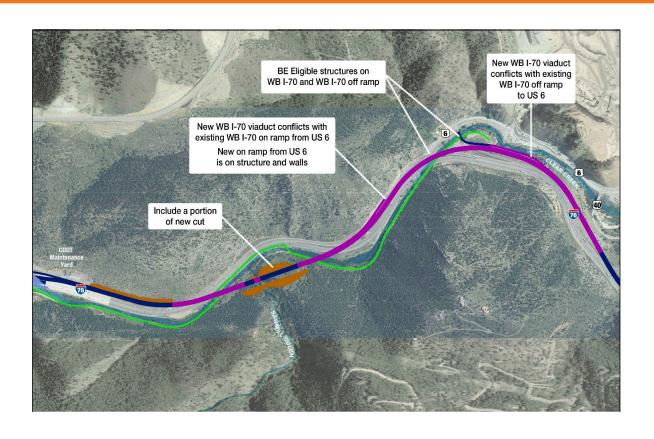


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BTE Eligibility Overview

Item	Cost
Final Design	
ROW / Utilities	\$ 2,800,000
Design	\$ 12,700,000
Design Engineering Subtotal	\$ 15,500,000
Construction	
WB I-70 (F-15-BL)	\$ 160,000,000
WB I-70 Off Ramp to US 6 (F-15-BM)	\$ 21,500,000
Off Structure Tie in Impacts	\$ 35,000,000
Construction Management	\$ 28,000,000
Construction Subtotal	\$ 244,500,000
Program Cost - 2020 Dollars No Escalation	\$ 260,000,000



- Major elements include two major BE eligible structures and tie ins for the new structures
- Maximum BE contribution based on eligibility criteria is \$260M



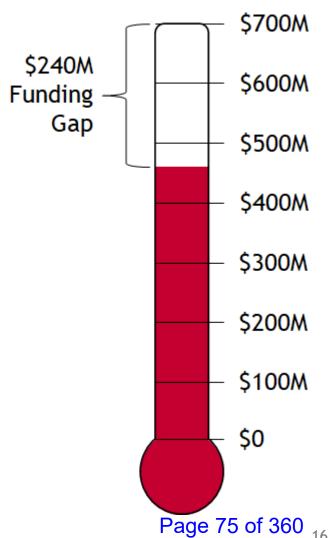
I-70 Floyd Hill Funding Status

Project Cost Summary (\$ in Millions)

Cost Element	Early Projects	Floyd Hill	Total Project
Preconstruction	\$5.0	\$39.0	\$44.0
Construction Management	\$2.5	\$34.0	\$36.5
CDOT Indirects	\$2.5	\$71.0	\$73.5
Construction	\$21.0	\$525.0	\$546.0
Total Cost	\$31.0	\$669.0	\$700.0

Project Funding Summary (\$ in Millions)

Source	Contributions
Senate Bill (SB) 267 - Year 3	\$135.0
CTIO Financing (Estimated)	\$260.0
BTE (Estimated)	\$65.0
Total Funding	\$460.0





Addressing the Funding Gap

- Notice of Funding Opportunity released for the Multimodal Project Discretionary Grant Opportunity (MPDG) released March 2022
- Solicits applications for three different funding opportunities
- Floyd Hill is expected to be competitive for all three:
 - MEGA, INFRA and RURAL
- A successful grant application could potentially fully fund the project
- A BTE funding commitment strengthens the application by:
 - Increasing the state funding match
 - Leveraging innovative financing/funding streams
 - Showing collaboration between multiple funding partners/stakeholders



Financing Options

As the scope, cost, and schedule of construction packages is finalized, the Enterprises will be assessing potential financing options based on the numerous dynamic factors:

- Market conditions
- Cost of capital/issuance
- Financing term
- Timing of funding needs
- Financing capacity
- Availability of BTE pay-as-you-go revenues
- Impacts to future BTE program funding capacity
- Funding needs for the remaining of the BTE statewide project portfolio



Next Steps

- Board approval of the commitment in principle for \$260 maximum in BTE matching funds for the grant applications
- Applications will be submitted for the Multimodal Project Discretionary Grant Opportunity (prior to 5/23)
- Evaluation of contractor proposed alignment innovations
- Final Design of P{package 1 (AD Spring 2023)
- NEPA decision document expected in Fall 2022
- BTE will return to the Board to discuss financing options once the scope, cost, and schedule of the construction packages is finalized



Division of Transit and Rail 2829 W. Howard Place Denver, CO 80204-2305

DATE: May 18, 2022

TO: Transportation Commission

FROM: Amber Blake, Director, Division of Transit and Rail

SUBJECT: Bustang Service Expansion

Purpose

The purpose of this memo is to provide the Transportation Commission (TC) with an update on Bustang and planned service expansion as the result of SB 180 and dedicated state funding for State Transit Operations and Maintenance independent of the 10 Year Plan.

Action

Seeking Transportation Commission approval of the proposed phased approach to expanding Bustang Services in the I-25 and I-70 corridors.

Background

In 2009, the Colorado General Assembly created the Division of Transit and Rail. The Primary functions at the time were to serve as a pass-through agency administering FTA and State transit funds to local agencies, conduct statewide transit and rail planning, and to work towards integration of transit into the statewide transportation system. As part of the integration of transit into the state transportation system, CDOT launched Bustang service in the I-25 and I-70 corridors, in 2015. The core Bustang service was an immediate success and provided much needed transit services in these interstate corridors. In 2018, Bustang Outrider services were launched across the state, bringing rural connections to the Bustang I-70 and I-25 service.

In March of 2020, the COVID-19 Pandemic shut down transit services around the world, including the Bustang family of services. Bustang Services were reinstated in January of 2021 and have seen a steady increase in ridership. Ridership is exceeding expectations and is currently at 75% pre-COVID levels of service overall. The West Line along I-70 was at 136% pre-pandemic ridership as of March 2022.

<u>Details</u>

Dedicating the State's portion of the MMOF funds to State Transit Operations and Maintenance ensures that existing Bustang Family of services; the operation and maintenance of the State's Mobility Hubs, and future expansions of Bustang Family of services can continue as an integral part of Colorado's transportation system. Moreover, \$30M in direct funding for expansion of Bustang I-25 and I-70 service for a 3-year pilot program from the legislature with the passage of SB-180 is allowing CDOT to "go big" by expanding Bustang to attract additional travelers into a transit option on our busiest interstate corridors. Additional funding may be available through other sources, which, along with MMOF funding, ensures that options are available for long-term sustainable funding.

The Bustang expansion proposal includes a phased approach to implement enhanced levels of service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility to residents and visitors of Colorado. Furthermore, by providing more frequent and convenient transit service in these critical transit corridors, this service expansion will reduce air pollution, smog and help Colorado meet our GHG goals.

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Along with the service expansion, a comprehensive media campaign will be developed to increase public awareness of Bustang as a convenient travel option and to help in building and sustaining ridership throughout the 3-year pilot program.

A three-phase implementation is proposed for this service expansion as illustrated in the table below:

Corridor	Existing Service	Phase 1	Phase 2	Phase 3
I-25 North Fort Collins to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-25 South Colorado Springs to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-70 West Grand Junction to Denver*	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	9-10 Daily Round Trips Grand Junction and Denver*	13-15 Daily Round Trips Grand Junction and Deriver*

This approach increases Bustang I-25 North/South service by 100% on weekdays, and 200% weekend service over the three-year period. The service levels along I-70 are increased by approximately 250% over the three-year period.

The first phase will be implemented in the Fall of 2022. Phase 2 is planned to begin in the late fall/winter of 2023, and Phase 3 will be implemented in the fall/winter of 2024.

Attachments:

Presentation





Department of Transportation

Bustang Services: Expansion Program Transportation Commission

May 18, 2022

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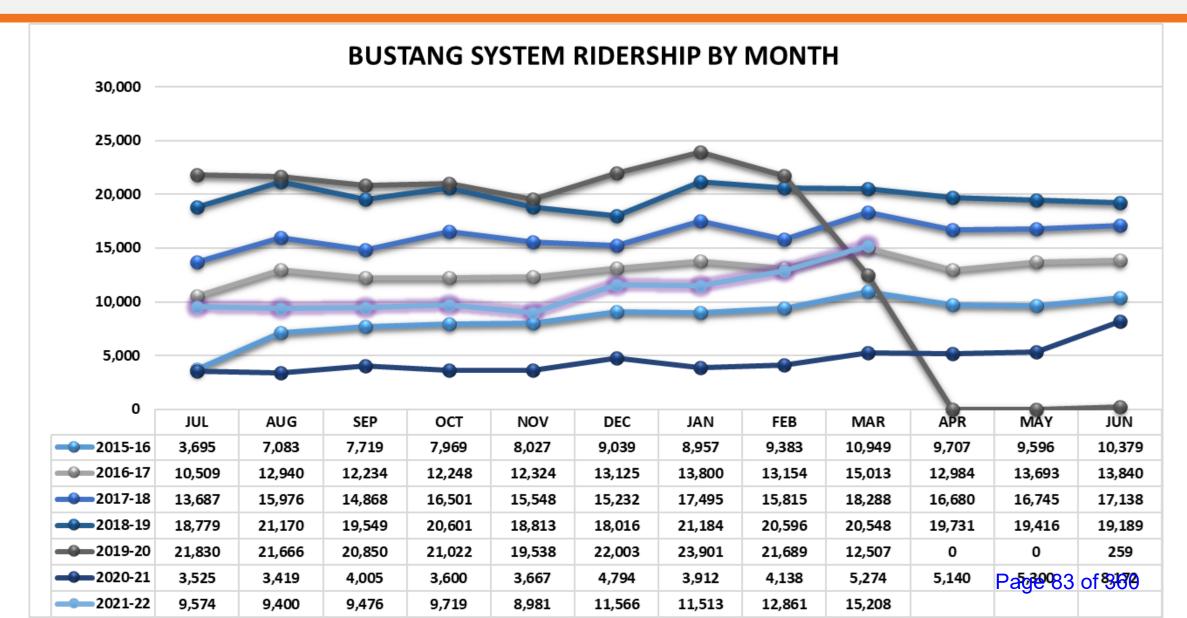
Background and inception of Colorado's State Transit Service:

- In 2009, the Colorado General Assembly created the Division of Transit and Rail.
- Primary functions at the time were to serve as a passthrough agency administering FTA and State transit funds to local agencies, conduct statewide transit and rail planning, & to work towards integration of transit into statewide transportation system.
- In 2015, Bustang service launched in the I-25 and I-70 corridors.
- In 2018, Bustang Outrider services launched across the state bringing rural connections to the state service.



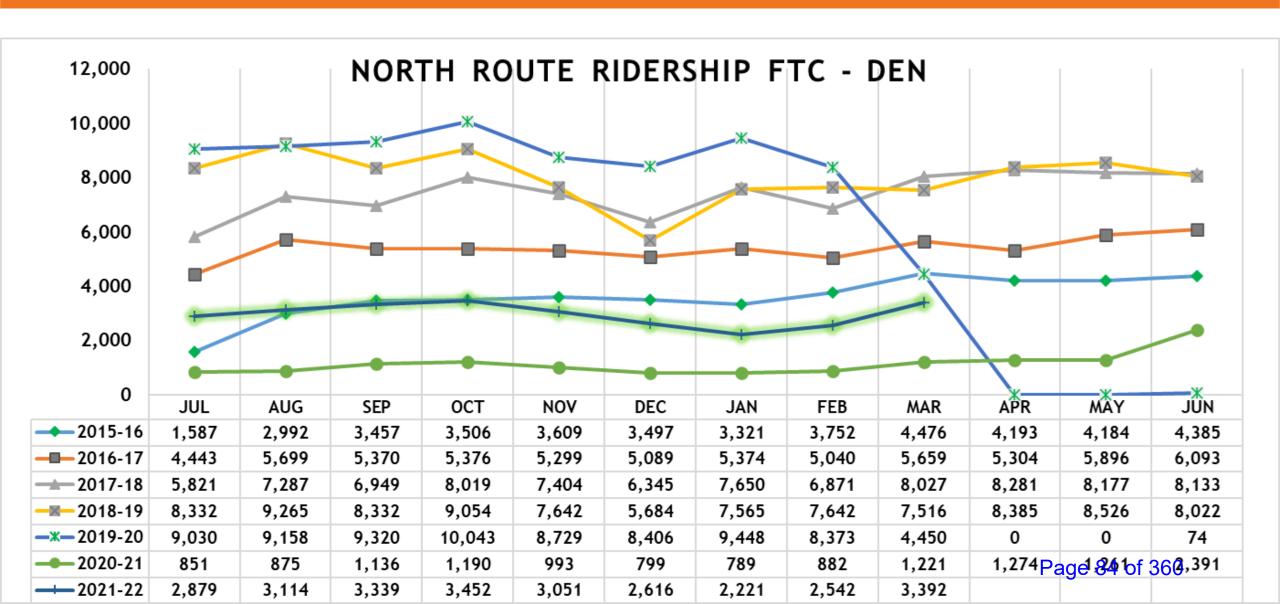


Bustang Service Overview



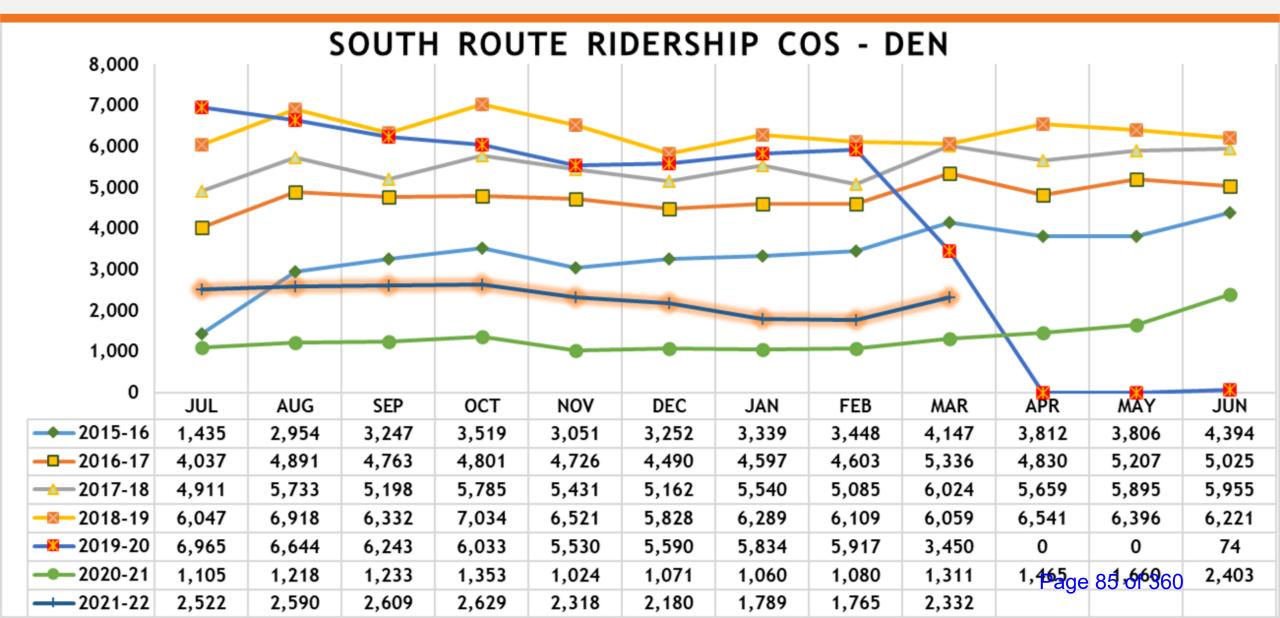


Existing Bustang Service I-25 North Line



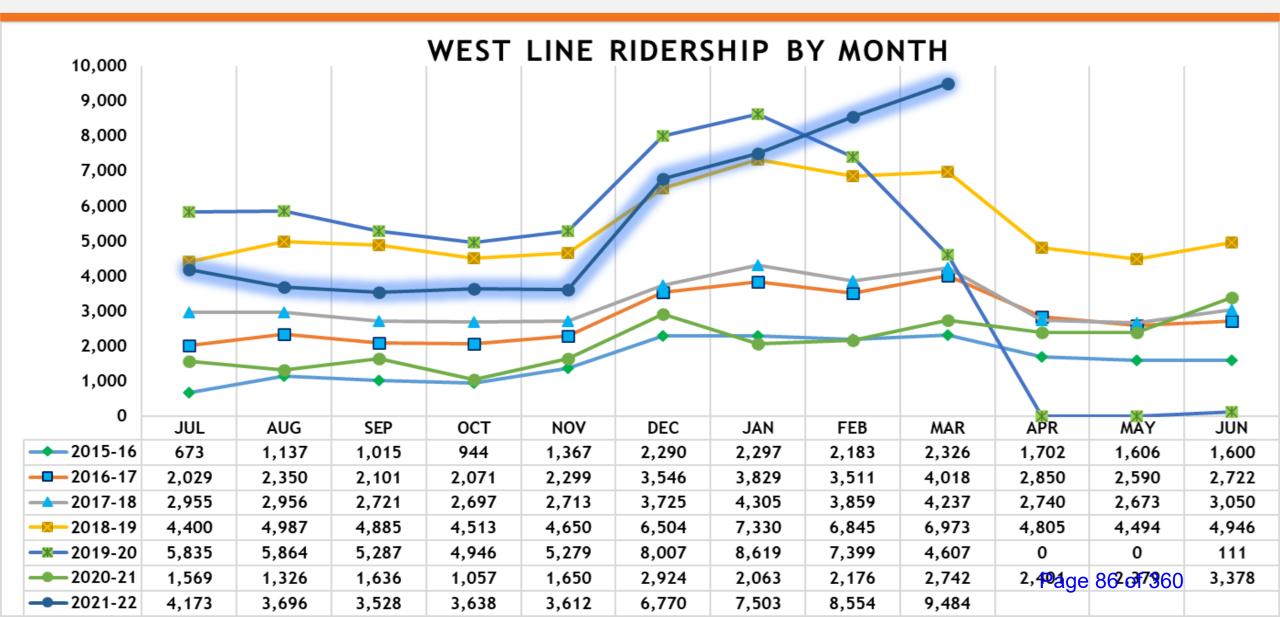


Existing Bustang Service I-25 South Line



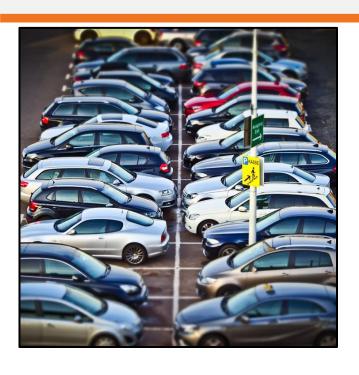


Existing Bustang Service I-70 West Line

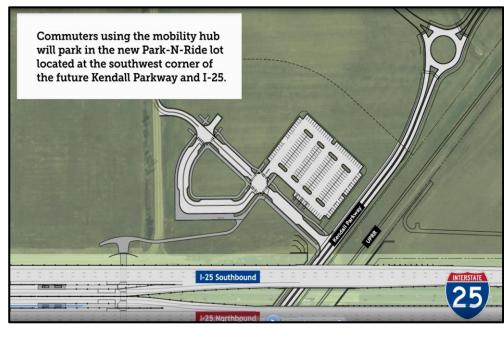




Local Community Benefits of Bustang







Plans for Loveland Centerra Park and Ride

REDUCE DOWNTOWN PARKING NEEDS

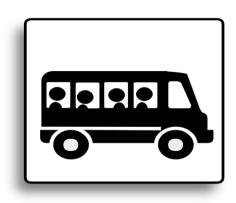
- 1. Reduces impervious surface area
- 2. Land designated for higher value use

REDUCE LOCAL STREET **CONGESTION FROM VEHICLES TROLLING FOR PARKING**

PROMOTE ECONOMIC **DEVELOPMENT AT TRANSIT STOPS**

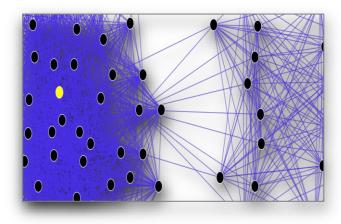


Statewide Benefits of Bustang Expansion

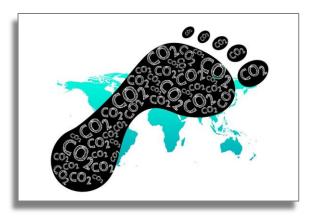


CAPACITY ENHANCEMENT

Hourly service moves more people per vehicle mile traveled



NETWORK MANAGEMENT Reduces congestion caused by passenger vehicles



GREENHOUSE GAS EMISSION REDUCTION

Expansion Proposal for Bustang Transit Services







- CDOT is proposing to "go big" by expanding Bustang for a three year period in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.
- The proposal includes new, enhanced service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility for existing riders.
- A comprehensive media campaign will be included to increase public awareness of Bustang as a travel option and to assist in building and sustaining ridership throughout the pilot.
- This three year time period provides a sufficient opportunity to test this concept and prove its viability and value to Colorado.



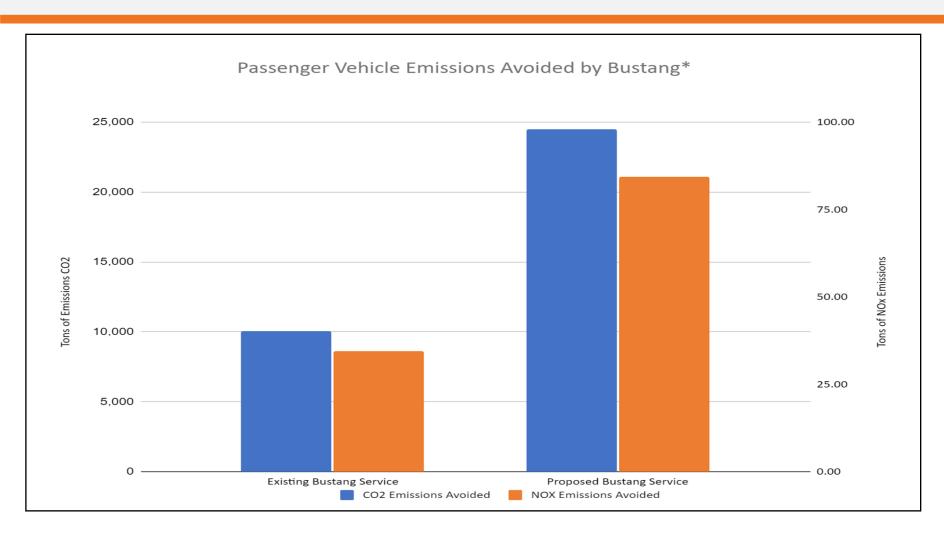
Expansion Components

Corridor	Existing Service	Phase 1 2022	Phase 2 2023	Phase 3 2024
I-25 North Fort Collins to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-25 South Colorado Springs to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-70 West Grand Junction to Denver*	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	9-10 Daily Round Trips Grand Junction and Denver*	13-15 Daily Round Trips Grand Junction and Denver*

^{*}Pegasus to supplement on weekends and Holidays to the Mountain Corridor ADD SLIDE W%



Greenhouse Gas/Ozone Emission Reduction Potential



Annually:

- / Removes over 600,400 passenger vehicles on the highway network
- √ Reduces 49.7 tons of NO_X from passenger vehicles
- Reduces 14,400 tons of CO₂ emissions from passenger vehicles

Assumptions:

One passenger vehicle mile traveled produces 404 grams of CO_2 and 1.39 grams of NO_x Transit vehicle occupancy of 75% for a 32-passenger bus Average passenger distance traveled of 100 miles



Budget Proposal (FY22-26)

Expenditures:

Existing Service Cost*: \$73,531,531

Existing Funding**: \$50,302,255

Need for Transit O/M ***: \$61,500,000

Rolling stock: \$11,300,000

Total: Transit Need:

All numbers are estimates and subject to change *Assumes 3% annual operating cost increase

** Funding sources include: FASTER Transit, Farebox Revenue, FTA 5311(f), partnerships for Snowstang

***Assumes 30% farebox recovery and 3% annual operating cost increase

Secured Revenues:

\$30,000,000 Legislative Proposal:

State MMOF:

\$42,000,000

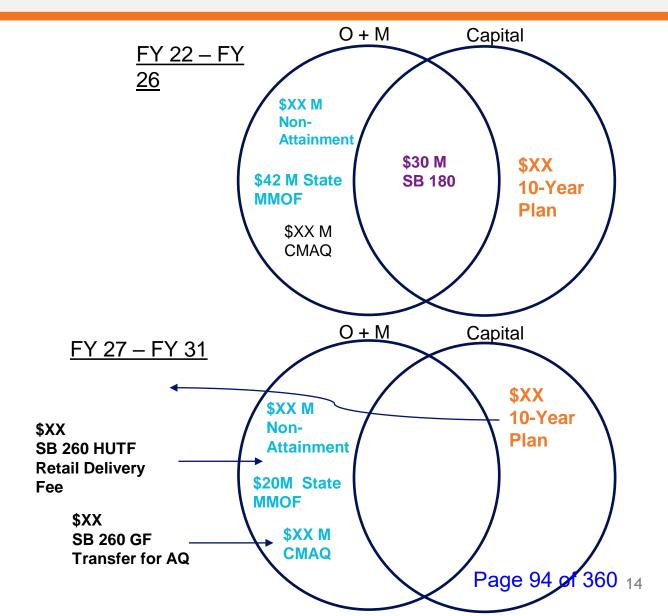
\$72,000,000 Total secured revenue:

Other potential sources of revenue: Non-Attainment Enterprise, 10 Year Plan (Rolling Stock), & Congestion Mitigation Air Quality (CMAQ) funds.



Budget Proposal (FY22-26)

- In general, capital needs associated with Bustang will be funded through the 10-Year Plan.
- Legislative funding and the <u>state</u> share of MMOF are more than adequate to meet Bustang O&M needs over the next four years.
- The drop off in MMOF funding after FY26
 will require bringing in additional transiteligible funding sources (currently assumed
 as part of funding for the 10-Year Plan).
- CMAQ and Non-Attainment Enterprise sources can supplement and accelerate/expand deployment or reduce the need from other sources in subsequent years.





Phased Implementation - Bustang Expansion

2022	2023	2024	2025	2026
 Refine service phasing and execution Develop marketing campaign Kick off Phase 1 expansion (Fall 2022) 	 Outreach and education Phase 2 expansion (Summer 2023) 	 Outreach and education Phase 3 expansion (Summer 2024) Service assessment and refinement 	 Refine service as needed. Outreach and education Service assessment and refinement 	 Conclude pilot service and assess next steps



Questions and Discussion





DATE: May 18, 2022

TO: Transportation Commission

FROM: Rebecca White, Director, Division of Transportation Development

Theresa Takushi, Greenhouse Gas Program Specialist

Herman Stockinger, Deputy Director

SUBJECT: GHG Mitigation Measures Policy Directive

Purpose

This memo provides an update on the development of the GHG Mitigation Measures Policy Directive (PD 1610) which is provided on the May TC agenda for adoption.

Action

Adopt PD-1610 via Commission resolution

Background

The GHG Rule requires that "...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" (Section 8.02.4).

This month, CDOT staff will present an updated Draft GHG Mitigation Measures Policy Directive including updates to Appendix A with specific GHG Mitigation measures. The Transportation Commission is asked to consider the PD for approval at the May Commission meeting.

Details

The Commission's Ad Hoc Agency Coordination Committee has been involved in every stage of the Policy Directive development. Additionally, staff sought input from the Metropolitan Planning Organizations, the State Interagency Consultation Team, and other stakeholders and provided for a 45-day review by the Air Pollution Control Division as required in the Rule.

Following the March and April Transportation Commission workshops, and with specific guidance from the Ad Hoc Committee, CDOT staff is now bringing forward the final Draft Policy Directive which includes both a broader framework and guidance as well as an Appendix listing specific GHG Mitigation Measures, their scores, and the calculation methodology behind the scores. The calculation methodology outlined is based on the state of the practice and cites the best thinking and information on this work available nationwide. The scores associated with each GHG Mitigation Measure are based on actual GHG reductions, where 1 point is equivalent to 1 ton of CO2 reduced.

The main sections of the Draft Policy Directive include:

- 1. Process for Establishing GHG Mitigation Measures
- 2. Broad overview of scoring approach for GHG Mitigation Measures
- 3. Mitigation Action Plan Requirements
- 4. Mitigation Action Plan Status Report
- 5. Appendix Approved GHG Mitigation Measures

Next Steps

Development of this Policy Directive is a critical component of implementing the GHG Rule. By October 1, 2022, CDOT, DRCOG and NFRMPO must update their plans 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.

Attachments

- Slide presentation
- Draft GHG Policy Directive including Appendix A (GHG Mitigation Measures)
- Comment letter from the Air Pollution Control Division





GHG Pollution Standard for Transportation Planning:
Policy Directive 1610.0
May, 2022

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GHG Mitigations Background

- GHG mitigation strategies are a key concept within the GHG Rule providing another pathway toward meeting the GHG reduction levels in the Rule.
- GHG Mitigation Measures are those that can't be effectively modeled YET or are too small to be captured.
- At March's Transportation Commission meeting it was decided that all of this detailed work would live in a single Policy Directive to be adopted by the Commission.
- This Policy has been drafted as Policy Directive 1610.0.



Structure of Proposed Final PD 1610.0

Narrative

- A. Overall Process for Establishing GHG Mitigation Measures
- B. Process for Scoring Approved Mitigation Measures
- c. GHG Mitigation Action Plan Requirements
- D. GHG Mitigation Measure Status Report

Appendix A

Table 1: Measures and points/metric in each compliance year

Tables 2-8: Point estimate calculation methodologies for each category

Table 9: Sources



Mitigation Categories - and some examples

Bike/Ped

- Build new bike lanes and sidewalks
- "Complete Streets" reconstruction

Transit

- New/expanded bus service
- Reduce transit fares

MD/HD Electrification

 Rebates/incentives for depot charging

Travel Demand Management

- Telework
- Commute Trip Reduction programs

Operations

- -Retime/optimize arterial signals
- -Roundabouts

Parking Management

- -Additional fee on parking
- -Unbundle residential parking

Land Use

- -Increase residential density
- -Increase job density

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Stakeholder Involvement

- Staff has been following the process outlined in the Rule in developing this PD as well as engaging broadly with stakeholders in the same spirit that guided the Rule's development.
- Interagency Consultation Team (MPOs, CEO, CDPHE, CDOT and local representatives)
 - Established in Rule
 - Consulted regularly throughout PD development
 - Will be asked on 5/16 to provide a recommendation to the Commission on the PD
- Review by the Air Pollution Control Division
 - 45-day review period per Rule
 - Drafts and updates provided to Division beginning on 3/24
 - On 5/4 staff received a formal response letter from APCD with requested changes and clarifications
- Other stakeholder engagement
 - Weekly meetings with CDPHE/APCD and CEO
 - Presentations and conversations with STAC, MPO committees, non-profits, etc
 - Internal meetings with CDOT regions and divisions



Stakeholder Input

APCD Comments

- More specificity around timeline for determining effectiveness of measures
 - Evaluation of GHG effectiveness against predicted achievement required by end of 2026
- Include more info/definitions within tables on specific measures and methodology
 - Accepted
- Ensure measures are "tracked" over time
 - Additional detailed requirements for Mitigation Action Plan (Table 2)
- Demonstrate additionality (measures don't double count reductions)
 - New language added to Table 2 defining how additionality is determined (in reference to GHG Roadmap)



Stakeholder Input

IACT

- Flexibility to use measures not contemplated in "Appendix A" of PD
 - Mitigation Measures outside Appendix A may be included in a Mitigation Action Plan if verified as outlined in a new section (provision will be revisited in one year to see if necessary and beneficial)
- Take credit for independent local measures
 - Local, independent measures can be included IF listed within Appendix A and is considered additional if it is not currently listed as a specific and quantified action in the GHG Roadmap
- Allow for local and program specific info to be included in methodology
 - Provided as easy-to-use tool in transit
 - Also created process to substitute specific local data for the inputs and parameters that form the basis of the calculation methodologies of the strategies in Appendix A
- Ability to have minor changes made to Appendix A without TC approval
 - Not accepted, all changes constitute an amendment
- Maximize number of measures
 - Approx 50 included



Stakeholder Input

- Other Input
 - Remove light duty electrification measures
 - Accepted
 - Require some connection to local measures and geographic nexus between mitigation and projects
 - For future discussion; difficult given long-term nature of plans
 - Include minimum standards for bike lanes
 - Consider for next update
 - Set timeline for including methods to prioritize localized benefits to DICs
 - Resolution commits to amendment by end of 2022
 - Inclusion of induced demand when assigning scores to operational measures
 - Included for signal timing, roundabouts have no data to show travel time savings
 - Clean construction measures need further review
 - Removed for current version; will be developed with CDOT staff



Status & Next Steps

The PD reflects substantial effort and stakeholdering over the last several months and staff believes it is ready for TC review and adoption.

Commission adoption this month provides certainty for the three agencies required to comply with the Rule by October 1, 2022.

- By October 1,2022, CDOT, DRCOG and NFRMPO must update their plans 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.



Status & Next Steps

Because this work is without precedent, staff anticipates that a series of amendments will be needed over the coming months and years as we receive better information and experience implementing the PD. This effort could be seen as a series of "phases":

Phase I - May 2022 - PD adopted by TC establishing overall guidance, structure and a detailed and quantified list of approx 50 measures.

Possible small amendments in June if necessary

Phase 2 - December 2022 - PD amended to include:

- Equity scoring/considerations
- New measures identified by agencies or through research
- Modifications/error corrections
 - Phase 3 2023 Amendments based on implementation experience
 - Phase 4 2024/2025 Amendments based on PACOG/PPACG/GVMPO input
- Phase 6 2026/2027 Amendments based on evaluation of real-world

effectiveness Page 109 of 360



Questions?
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DRAFT May 11, 2022

COLORADO DEPARTMENT OF TRANSPORTATION			X POLICY DIRECTIVE □ PROCEDURAL DIRECTIVE		
Subject	Greenhouse G	as Mitigation M	Ieasures	1610.0	
Effective Supersedes Originating Office 5/01/22 New Division of Transportation Development				nt	

I. PURPOSE

The purpose of this Policy Directive is to fulfill the requirements of the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (the Rule), which directs the Colorado Department of Transportation (CDOT), in consultation with the Metropolitan Planning Organizations (MPOs), to establish an ongoing administrative process and guidelines for selecting, measuring, confirming, verifying, and reporting Greenhouse Gas (GHG) Mitigation Measures. CDOT and MPOs may use GHG Mitigation Measures in order to assist them in meeting the Regional GHG Planning Reduction Levels in 2 CCR 601-22. This Policy Directive sets forth the intent and principles of GHG mitigations and the process for establishing, tracking, and verifying mitigation measures. It further establishes the quantification methodology and the associated GHG reductions/scores for each measure.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106 (8)(a), C.R.S. § 43-1-128, C.R.S.

2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (the "Rule").

III. APPLICABILITY

This Policy Directive shall apply to all CDOT Divisions, Regions, Branches, and Offices as well as to the state's current five MPOs: Denver Regional Council of Governments (DRCOG), North Front Range Metropolitan Planning Organization (NFRMPO), Pikes Peak Area Council of Governments (PPACG), Grand Valley Metropolitan Planning Organization (GVMPO), and

1610.0

Pueblo Area Council of Governments (PACOG), as well as any MPOs created during the lifetime of the Rule.

IV. BACKGROUND

The broad purpose of this Policy Directive is to help achieve the objectives of the Rule, which is intended to reduce greenhouse gas (GHG) emissions from the transportation sector. Specifically, the Policy Directive fulfills the following requirement within 2 CCR 601-22, 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 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 shall 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."

GHG Mitigation Measures are an important, but voluntary, component of the Rule as they provide an additional option to demonstrate compliance with the GHG Reduction Levels (Table 1). For this reason, the GHG reductions achieved by Mitigation Measures must be real, additional, quantifiable, and verifiable. GHG Mitigation Measure will be considered additional if it is not currently listed as a specific and quantified action in the GHG Roadmap or captured in an agency's model. The Mitigation Measures included in this Policy Directive--and the scores or reduction levels assigned to these measures--are based on the best available research, calculation methodology and forecasting tools available nationwide.

It also is important to understand how Mitigation Measures relate to transportation plans ("Applicable Planning Documents" in the Rule), which include a range of projects-- from roadway expansions to new transit and bike lanes. The Rule requires CDOT and MPOs to model "at a minimum... Regionally Significant Projects" to demonstrate compliance. The words "at a minimum" give the flexibility to model projects that are <u>not</u> Regionally Significant. This approach has the benefit of providing a full analysis of all the projects within a plan and, further, of realizing the benefits of a model to capture the interrelationships of these strategies across the transportation network. However, not all projects can be accurately modeled yet. This is either because they are too small to be detected within a model (e.g. a segment of bike lane)

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or are beyond the current overall capability of an agency's model. Thus, this Policy largely focuses on GHG Mitigation Measures that cannot yet be accurately quantified within CDOT or an MPO's travel demand modeling runs. The Commission recognizes that this dynamic will change over time. As models continue to improve, transportation system elements currently treated as mitigation measures may be incorporated into the models which may require amendments to this Policy.

V. DEFINITIONS

The defined terms in this Policy Directive have the same meaning as in the Rule except as explicitly set forth herein. Some definitions are repeated here for convenience.

"Applicable Planning Document", as stated in the Rule (1.02), are MPO Fiscally Constrained Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) for MPOs in Non-Attainment Areas, CDOT's 10-Year Plan and Four-Year Prioritized Plan in Non-MPO areas, and amendments to the MPO RTPs and CDOT's 10-Year Plan and Four-Year Prioritized Plan in Non-MPO areas that include the addition of Regionally Significant Projects.

"Disproportionately Impacted Communities", as stated in the Rule (1.11), is defined in § 24-38.5-302(3), C.R.S. as a community that is in a census block group, as determined in accordance with the most recent United States Decennial Census where the proportion of households that are low income is greater than forty percent (40%), the proportion of households that identify as minority is greater than forty percent (40%), or the proportion of households that are housing cost-burdened is greater than forty percent (40%).

"Greenhouse Gas (GHG)", as stated in the Rule (1.16), are pollutants that are anthropogenic (man-made) emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride

"Greenhouse Gas (GHG) Mitigation Measures", as stated in the Rule (1.18) or "Mitigation Measures", are non-Regionally Significant Project strategies that reduce transportation GHG pollution and help meet the GHG Reduction Levels.

"Greenhouse Gas (GHG) Reduction Level", as stated in the Rule (1.17), is the amount of the GHG expressed as CO2e reduced that CDOT and MPOs must attain through transportation planning.

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GHG Mitigation Measures Policy Directive

"GHG Transportation Report" is the report that is required to be submitted as part of the Rule which shows compliance toward meeting the reductions levels.

"Metropolitan Planning Organization" or "MPO", as stated in the Rule (1.28), is an organization designated by agreement among the units of general purpose local governments and the Governor, charged to develop the Regional Transportation Plans (RTPs) and programs in a Metropolitan Planning Area pursuant to 23 U.S.C. § 134. Colorado currently includes five designated MPOs: DRCOG, PPACG, PACOG, GVMPO and NFRMPO.

"Mitigation Action Plan" (MAP) is an element of the GHG Transportation Report that specifies which GHG Mitigation Measures shall be implemented that help achieve the GHG Reduction Levels.

"Off-Model" means tools are better suited to use independent of the travel model, including calculation methodology in order to quantify or estimate the effects of GHG reductions.

"Policy Directive" is a document adopted by the Transportation Commission that specifies organizational and Commission goals and policies and is used to help implement the Rule.

"Regionally Significant Project", as stated in the Rule (1.42), is a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network or state transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Modifications of this definition shall be allowed if approved by the State Interagency Consultation Team. If the MPOs have received approval from the Environmental Protection Agency (EPA) to use a different definition of regionally significant project as defined in 40 C.F.R. § 93.101, the State Interagency Consultation Team will accept the modified definition. Necessary specificity for MPO Models or the Statewide Travel Model will be approved by the State Interagency Consultation Team. The Transportation Commission may issue guidance for implementation of this definition based on population density or other defined factors from time to time.

"State Interagency Consultation Team" (IACT), as stated in the Rule (1.44), consists of the Division Director or the Division Director's designee, the Colorado Department of Public Health and Environment (CDPHE) Director of Air Pollution Control Division or the Director's designee, the Director of each MPO or their designee, and the Colorado Energy Office Director

1610.0

or Director's designee. The Division Director may appoint additional member(s) from outside of these organizations. The State Interagency Consultation Team works collaboratively and consults appropriately to approve modifications to Regionally Significant definitions, to address classification of projects as Regionally Significant, and to consult on issues that may arise regarding modeling assumptions and projects that reduce GHG emissions.

VI. POLICY

The Transportation Commission adopts the processes and priorities stated herein to guide the development of GHG Mitigation Measures, the approval of new GHG Mitigation Measures, the elements of a Mitigation Action Plan and GHG Mitigation Measure Status Report, and the analysis of the efficacy of GHG Mitigation Measures. Due to the evolving nature of evaluation techniques it is expected that this Policy may be reviewed and amended in the early months and years of its adoption.

A. Overall Process for Establishing GHG Mitigation Measures

This Policy Directive includes a list of approved GHG Mitigation Measures (Appendix A) that have been reviewed, vetted, and scored by the Department's subject matter experts, reviewed by the Interagency Consultation Team, and provided to the Air Pollution Control Division as required by the Rule, Section 8.04.2.

This Policy recognizes the need to balance appropriate analytical rigor around the expected reductions of GHG Mitigation Measures with encouraging new ideas and adapting to advancements in measurement methodologies. Further, the Commission recognizes that in the early compliance period for the Rule, MPOs may identify valid and quantifiable mitigation measures that are not contemplated in Appendix A. Thus, this Policy provides two pathways for including mitigation measures in a MAP: 1) Using an approved measure listed in Appendix A or 2) Proposing a new measure so long as the process outlined below for validating and reviewing a measure is followed.

A locally-driven project, not otherwise prompted or developed as a result of CDOT or MPO action (e.g. funded or directly incentivized) may be included in the Mitigation Action Plan if it is a Mitigation Measure contained in Appendix A of this Policy.

1. Proposing and Approving New GHG Mitigation Measures

i. Inclusion in Appendix A:

Any individual or organization may nominate a new GHG Mitigation Measure for review and potential approval. CDOT shall develop an online form on CDOT's website to receive these nominations. Staff, in consultation with the Transportation Commission, reserves the discretion to prioritize newly nominated GHG Mitigation Measures based on the information available and the effort required to assess.

Additionally, CDOT staff will establish a regular process of inventorying best practices from around the country with a focus on identifying a range of effective GHG Mitigation Measures for urban, suburban, and rural contexts throughout the state. Staff shall engage CDOT's Environmental Justice branch in this process to help ensure that GHG Mitigation Measures and policy updates are regularly adapted to, and developed with, input from Disproportionately Impacted Communities.

In order to be included in Appendix A as an approved GHG Mitigation Measure, all new measures must follow the process outlined below:

- Assessment by CDOT GHG Program staff according to the framework listed in Table 1. The individual or group submitting the new measure shall be expected to provide, to the extent possible, this information and data upon submission of a proposed GHG Mitigation Measure.
- Review and recommendation by the Interagency Consultation Team.
- Confirmation and verification by the Air Pollution Control Division (APCD) (as required by 8.04.2).
- Approval by the Transportation Commission for incorporation into Appendix A.

Subject	Number
GHG Mitigation Measures Policy Directive	1610.0

Table 1: Framework for Submitting New GHG Mitigation Measures

New GHG Mitigation Measure Submission Components	Description of New GHG Mitigation Measure
Strategy Description	 Describe the overall strategy, including: The nexus with the transportation sector Description of what the strategy achieves or implements Description of how the strategy reduces CO2e emissions If possible, identification of how the strategy is not already reflectedor cannot be accurately measured by land use and travel modeling tools, thus warranting an off-model estimate of CO2e emission reductions Description of additionality. A GHG Mitigation Measure will be considered additional if it is not currently listed as a specific and quantified action in the GHG Roadmap or captured in an agency's modeling.
Quantification Methodology	Describe the methodology for quantifying CO2e emissions reductions from the strategy, including: • Empirical evidence supported by verifiable data sources • Clearly document all assumptions, sources of data, and calculations
Challenges and Constraints	Potential challenges and constraints with quantifying and implementing strategy

ii. Including a Mitigation Measure in a MAP not included in Appendix A. If a GHG Mitigation Measure is not included in Appendix A, but submitted as part of a MAP, such measures must include the information in Table 1 and follow the process outlined below. CDOT staff shall work expeditiously to review new mitigation measures and support each submittal through this process.

- Assessment by CDOT GHG Program staff according to the framework listed in Table 1.
- Review and approval by the Interagency Consultation Team.
- Confirmation and verification by the Air Pollution Control Division (APCD) (as required by 8.04.2).

The Commission shall revisit this provision by May, 2023 to determine its necessity and effectiveness based on the experience of the initial compliance period (i.e. October 2022 deadline).

Number

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B. Process for Scoring Approved GHG Mitigation Measure

Approved GHG Mitigation Measures will be scored and the scores included in Appendix A. The scoring is related to the ability of a GHG Mitigation Measure to reduce GHG emissions relative to a certain metric (e.g. per mile of bike lane). It also provides a way to distinguish and value the location and context of Mitigation Measures.

The scores are based on the following factors:

- 1. Metric (e.g. per mile of bike lane)
- 2. Points/metric
- 3. Additional multipliers
- 4. Adjustment for effectiveness over time, and
- 5. A total expected lifetime of each measure

C. GHG Mitigation Action Plan

Subsection 8.02.6.3 of the Rule states as follows: "If (GHG) Mitigation Measure(s) 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 Transportation Commission will evaluate Mitigation Action Plans and determine their sufficiency to assure that the Plan meets the GHG Reduction Levels needed for compliance.

The following information must be included in a Mitigation Action Plan:

- a. GHG Emissions Reductions: Summary of emissions analysis from GHG Transportation Report, including the estimated gap to achieve the GHG Reduction Levels specified for each horizon year.
- b. GHG Mitigation Measure Summary/Description: Each measure shall include the following details as listed in Table 2.

Table 2: Description for Each Mitigation Measure

Component	Description of information to be submitted with application.				
Measure Description	A description of the measure, including scale, location, and how it would affect travel activities expected to result in GHG reductions.				
Timing	Anticipated start date, completion date, and dates of any other key milestones.				

GHG Reductions	If using the points as set up in Appendix A, record the GHG reductions and associated technical data in each year of the project's lifetime. If agencies would like to substitute specific local data for the inputs or parameters that form the basis of the calculation methodologies of the strategies in Appendix A, document the GHG reductions and associated technical data. Agencies shall work with CDOT technical staff to verify the new technical data inputs. If using a GHG Mitigation Measure that is not included in Appendix A, document the GHG reductions and associated technical data listed in Table 1 used to calculate the GHG emissions reductions of the strategy. The TC notes that there is a risk of disapproval under this scenario due to the TC reviewing without the benefit of being pre-approved through the Appendix A process.
Co-benefits	Quantification, where possible, of specific co-benefits including reduction of co-pollutants (PM2.5, NOx, etc.) as well as travel impacts (changes to VMT, pedestrian/bike use, transit ridership, etc. as applicable), for each relevant compliance year in the project's lifetime.
Benefits to Disproportionately Impacted Communities	A description of the benefits to Disproportionately Impacted Communities and stakeholder engagement conducted with those communities. Include an accounting of the amount of mitigation dollars directly spent inor designed to serveDisproportionately Impacted Communities as a subset of total dollars.
Measure Origin and History	Include a description of the origin of the measure, including, where applicable, the role of the MPO or CDOT. Description must explain how the Measure is additional per the guidance provided above. A GHG Mitigation Measure will be considered additional if it is not currently listed as a specific and quantified action in the GHG Roadmap or captured in an agency's modeling. A locally-driven project, not otherwise prompted or developed as a result of CDOT or MPO action (e.g. funded or directly incentivized) may be included in the Mitigation Action Plan if it is a Mitigation Measure contained in Appendix A of this Policy. If a project was specifically identified in a previous fiscally constrained plan as of January 30, 2022, it is not eligible as a GHG Mitigation Measure in a new plan UNLESS the new GHG Mitigation Measure is funded from a pool of non-specific projects (and not otherwise modeled in a previous plan), in which case it may be used as a GHG Mitigation Measure in the new plan.
Funding/ Resources/ Partnerships	Funding source(s), including if those funds are confirmed if any partnerships have been made or in-kind/matches are included.
Other Info As Needed	Any other relevant information that may be needed for thorough review of the proposed GHG Mitigation Measure.

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D. GHG Mitigation Measure Status Reports and Follow-Up Analysis.

1. Submitting a GHG Mitigation Measure Status Report.

Following the approval of a GHG Mitigation Action Plan, CDOT and the MPOs are required to submit an annual status report for each GHG Mitigation Measure to the Transportation Commission starting on April 1 of each calendar year subsequent to the approval of the MAP The following information shall be included in each status report (as outlined in the Rule):

- The implementation timelines;
- The current status
- For measures that are in progress or completed, quantification of the annual benefit of such measures
- For measures that are delayed, canceled, or substituted, an explanation of why
 that decision was made and, how these measures or the equivalent will be
 achieved
- For measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities

If an agency fails to implement or find a substitute for a delayed or canceled GHG Mitigation Measure, the Commission will need to consider whether an Applicable Planning Document is in compliance, as per subsection 8.02.6.4 of the Rule. The Commission shall consider failure to submit reports and any analysis therein in subsequent review of future plans presented for consideration.

2. Analyzing the Efficacy of GHG Mitigation Measures.

CDOT shall create a process to evaluate the effectiveness of implemented GHG Mitigation Measures against predicted achievement of those measures by no later than the end of 2026 and annually thereafter if needed. Such analysis shall be provided to the Interagency Consultation Team for their review and consideration as to whether this information merits a change to the score applied to relevant measure(s). The

Commission shall incorporate subsequent review and revisions into this Policy Directive. Further, CDOT and MPOs shall conduct ongoing review in advance of the next plan update in order to better understand how GHG Mitigation Measures are being developed and implemented.

V. IMPLEMENTATION PLAN

This Policy Directive shall be effective immediately upon approval by the Transportation Commission.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

VI. REVIEW DATE

This Directive shall be reviewed by January	, 2023, following the adoption of various
transportation plans in 2022.	
Herman Stockinger Transportation Commission Secretary	Date of Approval

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APPENDIX A.

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Table 1. GHG Mitigation Measures and their points/metric in each compliance year.

Project Type	Metric	Project Lifetime (Years) ¹	I	Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
Pedestrian/Bicycle							
Bike lane/facility - core urban ⁴			23	19	9		2.0 – separated / protected lane or bike
Bike lane/facility - urban	Miles of two way facility built between plan year		12	10	5		boulevard
Bike lane/facility – suburban	1 and evaluation year		4	3	1		1.5 – within mixed-use district or ½ mi of transit
Bike lane/facility – rural			1	1	1	1	station or school
Sidewalk/pedestrian facility - core urban			25	21	10		1.5 – within mixed-use district or ½ mi of transit station or school

^{. . . .}

¹ Lifetime Effectiveness of GHG Mitigation Measures: The table lists the number of years after implementation or expenditure for which a strategy remains effective. Some infrastructure projects have long lasting effects, while other programs must be annually reinstated e.g., transit operations and parking pricing. For those programs that must be annually reinstated, agencies may take credit for as many years as the applicable planning document commits to funding said program. An agency may take credit for the GHG reductions of a given project over its lifetime effectiveness.

² 1 point corresponds to 1 metric ton of CO2 reduced. Agencies may take partial credit for any of these measures, i.e. if an agency builds half a mile of bike lane in an urban area, it may take half the points (6 points).

³ Year of emissions factor basis for points: now-2024: 2025; 2025-2030: 2030; 2031-2040: 2040; and 2041-2050: 2050.

⁴ For pedestrian and bicycle facilities,"core urban" corresponds to census tract or block group population density of greater than 10,000, "urban" to density between 4,000 and 10,000 persons per square mile; "suburban" to density between 500 and 4,000 persons per square mile; and "rural" to density of less than 500 persons per square mile. "Sharrows" are not considered bike facilities in this application; however, a bike boulevard (low-volume street that includes pavement markings, signage, and traffic calming measures) is considered a bike facility. A "mixed-use district" is a street along which both residential and commercial (including retail) uses are permitted by zoning and where multiple non-residential uses (including retail) are present or planned.

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Project Type	Metric	Project Lifetime (Years) ¹	Points/ Metric ² Now - 2024 ³	Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
Sidewalk/ pedestrian facility - urban			8	6	3	1	
Sidewalk/ pedestrian facility - suburban			1	1	1	1	
Sidewalk/ pedestrian facility – rural]		1	1	1	1	
Shared-use path ⁵ - core urban			75	63	29	11	
Shared-use path - urban			34	29	13	5	
Shared-use path – suburban		20	9	7	3	1	
Shared-use path – rural		30	2	1	1	1	
"Complete Streets" reconstruction - core urban			48	40	19		2.0 – separated / protected lane or bike boulevard vs. bike lane
"Complete Streets" reconstruction - urban			20	17	8	3	1.5 – within mixed-use district or ½ mi of transit station or school

⁵ A shared use path is a facility that is physically separated from motorized vehicular traffic by an open space or barrier, either within the highway right-of-way or within an independent right of way, and with minimal cross flow by motor vehicles. Shared use paths should have a minimum width of 8' for two way traffic, while 10 - 12' is desired.

⁶ Reconstruct streets to include or enhance bicycle and pedestrian facilities as well as transit priority treatments if appropriate.

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Project Type	Metric	Project Lifetime (Years) ¹	Points/ Metric ² <u>Now - 2024³</u>	Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
"Complete Streets" reconstruction - suburban			4	4	1	1	
Bikeshare	Per 100 vehicles in service in evaluation	2	16	14	6	2	
Scooter share	year		16	13	6	2	
Transit							
New/increased fixed-route transit service ⁷ -electric	Per 1,000 additional vehicle revenue-hours ⁸ in evaluation year ⁹	1	27	23	11	4	
New/increased fixed-route transit service -electric/diesel fleet average			7	18	11	4	
Reduce transit fares 25%	Per million annual trips current ridership base		62	52	24	9	
Reduce transit fares 50%			124	104	49	19	

⁷ Some new transit projects may yield higher GHG reductions if the agency supplies local specific data. CDOT and the MPOs may use the "Transit GHG Mitigation Measure User Input Tool" found on the CDOT GHG webpage as an alternative to the points in this table when evaluating the GHG reductions impact of new or expanded transit services.

⁸ Expressing service expansion in vehicle-hours captures a wide range of specific actions including adding route-miles, reducing headways, and extending service hours or days. Ridership elasticities are available to relate to overall service metrics, but will be less available for more specific actions. Data to support ridership response to other improvements (e.g., bus stops and other amenities) will be less available.

⁹ "Evaluation year" is the year for which projected GHG mitigation is being compared against a target, i.e., 2025, 2030, 2040, 2050.

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Project Type	Metric	Project Lifetime (Years) ¹	Points/ Metric ² <u>Now - 2024</u> ³	Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
Free fares			247	208	97	37	
Implement bus priority treatments ¹⁰	Per 1,000 vehicle revenue-miles per weekday of affected service in evaluation year	30	34	24	10	4	
Transportation Demand Management							
Trip Reduction program ¹¹ - voluntary	Per 1,000 covered employees	1	96	81	38	14	
Trip Reduction marketing	Per program \$1,000 expenditure in evaluation year		2	2	1	1	

¹⁰ Infrastructure and/or operational improvements to reduce run times and improve reliability. These may include transit signal priority, queue jump lanes, exclusive bus lanes, bulb-outs, and/or other treatments. Bus priority treatments will need to meet minimum standards, e.g., anticipated >+10% travel time reduction on high-frequency (<=20 min headway) routes.

¹¹ Minimum requirements for such programs include staff dedicated to performing outreach to employers to promote and provide information on travel options for employees; resources for employers to communicate travel options to employees (e.g., websites, flyers, social media, trip planning tools, model telework policies, vanpool support); guaranteed ride home program; ride matching platform; incentives for participation (e.g., prizes, recognition); and support for measuring and tracking performance (e.g., participation in alternative mode use) via apps or surveys.

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Project Type	Metric	Project Lifetime (Years) ¹	Points/ Metric ² Now - 2024 ³	Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
Employer sponsored vanpool	per new vanpool in evaluation year		1	1	1	1	
Employer sponsored vanpool - electric	per new vanpool in evaluation year		7	6	, 3	1	
Carshare program	# of cars provided in evaluation year		14	12	5	2	3.0 for EVs
Telework	Per 100 employees teleworking additional 1 day/week	1	22	18	9	3	
Broadband Expansion	Per 100 new households served	30	40	34	16	6	
Traffic Operations ¹²							
Retime/optimize arterial signals	Per 10,000 AADT per signal optimized within five years prior to evaluation year	5	55	47	28	19	

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¹² The Rule requires that any operational GHG Mitigation Measure take into consideration induced demand. Table 6 in the Appendix demonstrates how the points for retiming/optimizing arterial signals were calculated with an induced demand factor. At this time, there is no conclusive evidence that roundabouts offer any travel time savings to drivers, thus induced demand is not a factor in this strategy.

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Project Type	Metric	Project Lifetime (Years) ¹	Points/ Metric ² Now - 2024 ³	Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
Replace signalized intersection with roundabout	Per 10,000 AADT per roundabout	30	243	208	106	37	
Parking Management							
Eliminate residential parking minimums and set low maximum levels ¹³ - core urban	per 1,000 DUs that can be built in rezoned area between current year and evaluation year	30	1,364	1,150	534	205	
Eliminate residential parking minimums and set low maximum levels - urban			1,425	1,201	558	214	
Eliminate residential parking minimums and set low maximum levels - suburban			1,637	1,380	641	246	
Reduce or eliminate residential parking minimums and set moderate maximum levels ¹⁴ - core urban			682	575	267	103	
Reduce or eliminate residential parking minimums and set moderate maximum levels - urban			712	601	279	107	

 $^{^{13}}$ Maximums: no more than 0.75 (1 bed/studio/efficiency), 1.0 (2 bed), and 1.25 (3+ bed). 14 Maximums: no more than 1.0 (1 bed/studio/efficiency), 1.5 (2 bed), and 1.75 (3+ bed).

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Project Type	Metric	Project Lifetime (Years) ¹	Points/ Metric ² <u>Now - 2024</u> ³	Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
Reduce or eliminate residential parking minimums and set moderate maximum levels - suburban			818	690	321	123	
Unbundle residential parking ¹⁵	per 1,000 parking spaces rented for at least \$100 per month in evaluation year	1	160	134	62	25	
Additional tax or fee on public and/or private parking	Per 1,000 parking spaces per daily \$1 fee in evaluation year	1	167	141	65	25	
Land Use							
Increase residential density	Per acre rezoned from <10 units/acre to at least 15-25 units/acre meeting "smart growth" criteria	30	24	20	9	4	
Increase job density	Per acre rezoned from <0.5 FAR to at least 1.0	30	20	16	8	3	

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¹⁵ This measure unbundles a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost. Unbundling may not be available to all residential developments, depending on funding sources.

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Project Type	Metric	Project Lifetime (Years) ¹		Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
	FAR meeting "smart growth" criteria						
Mixed-use Transit-Oriented Development	Per acre of area rezoned for mixed-use TOD accommodating at least 25 residential units/acre and 150 jobs/acre, within 1/2 mile of fixed-guideway transit station	30	53	45	21	8	
MD/HD ¹⁶							
Replace diesel transit buses with battery-electric buses			92	85	-	-	
Replace diesel transit buses with hybrid diesel-electric buses	Number of new vehicles introduced		15	14	-	-	
Replace diesel transit buses with RNG bus	between current year and evaluation year [5]	<u>12</u>	37	34	-	-	
Replace diesel school buses with electric buses			12	11	10	10	

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¹⁶ Strategies in this category will need to be recalibrated or reconsidered if an overlapping regulation is passed at the state level, such as the Advanced Clean Trucking rule.

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Metric			Points/ Metric 2025-2030	Points/ Metric 2031-2040	Points/ Metric 2041-2050	Additional Multipliers
Number of chargers		19	17	15	15	
- Number of chargers		32	30	27	27	
Number of new electric		19	17	15	15	
trucks / trucks introduced between current year and evaluation year		32	30	27	27	
Number of refueling stations	30	45	250	420	420	Use 2040 values if hydrogen is produced from renewables
	Number of chargers Number of new electric trucks / trucks introduced between current year and evaluation year Number of refueling	Number of chargers Number of new electric trucks / trucks introduced between current year and evaluation year Number of refueling	Lifetime (Years) ¹ Metric ² Now - 2024 ³ Number of chargers Number of new electric trucks / trucks introduced between current year and evaluation year Number of refueling 30 45	Lifetime (Years)1 Metric2 Now - 20243 2025-2030	Lifetime (Years)¹ Metric² Now - 2024³ Metric 2025-2030 Metric 2031-2040 Number of chargers 19 17 15 32 30 27 Number of new electric trucks / trucks introduced between current year and evaluation year 32 30 27 Number of refueling 30 45 250 420	Lifetime (Years) Metric Metric 2025-2030 2031-2040 2041-2050

Strategies in this category will be added in 2023.

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Legend for Calculation Methodologies Table

output (points)
future years copied from base year
User input

Table 2. GHG Point Estimate Calculation Methodologies - Pedestrian and Bicycle Strategies

		Value				
Ref	Parameter	2025	2030	2040	2050 S	ource/Calculation
Parame	eters Common Across Strategies					
Α	grams CO2 per vehicle-mile (auto)	303	256	119	46 C	DOT (2021) - high EV scenario
Prior di	ive mode share of new bikers/walk	ers				
B1	Owned bikes	60%			T	ransportation Investment Strategy Tool, Table A.4
B2	Shared bikes and scooters	40%			В	suehler et al (2019), Mobility Lab (2019), NABSA (2020), Ramboll (2020),
					N	ЛасArthur et al (2018)
В3	Walkers	40%				
					_	
	trip length (mi)					
Average	e trip length (mi)	2.3			20	009 National Household Travel Survey
Average C1		2.3 0.7				009 National Household Travel Survey 009 National Household Travel Survey
	Bike				20	
Average C1 C2	Bike Walk	0.7			2(P	009 National Household Travel Survey

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Per New Facility-Mile:	New Bicyclists (Daily)	New Walkers (Daily)	Displaced Auto Miles/yr	
Bike lane/facility - core urban	150		75,555	New users: Transportation Investment Strategy Tool documentation, Table A.4
Bike lane/facility - urban	80		40,296	Displaced auto miles: New users * C1 * B1 * D
Bike lane/facility – suburban	25		12,593	
Bike lane/facility – rural	5		2,519	
Sidewalk/ pedestrian facility - core urban		798	81,556	New users: Transportation Investment Strategy Tool documentation, Table 4.11
Sidewalk/ pedestrian facility - urban		247	25,243	Displaced auto miles: New users * C1 * B1 * D
Sidewalk/ pedestrian facility - suburban		13	1,329	
Sidewalk/ pedestrian facility – rural		2	204	
Shared-use path - core urban	327	798	246,266	New bicyclists: Transportation Investment Strategy Tool documentation, Table A.4
Shared-use path - urban	174	247	113,089	New walkers: Same as sidewalk/pedestrian facility
Shared-use path – suburban	55	13	28,780	Displaced auto miles: New users * C1 * B1 * D
Shared-use path – rural	11	2	5,695	
"Complete Streets" reconstruction - core urban	150	798	157,111	= Sum of value for bike lane + pedestrian improvements
"Complete Streets" reconstruction - urban	80	247	65,539	
"Complete Streets" reconstruction – suburban	25	13	13,921	

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Per New Shared Vehicle:	Trips per Day	Annual Person- Miles	Displaced Auto Miles		
Shared bike	2.6	1329	531		Trips per day: PBOT (2020) and NABSA (2020)
Scooter	3.2	1285	514		Annual person-miles: Trips per day * [C3 or C4]* 365
					Displaced auto miles: Annual person-miles * B2
Change in tons CO2 per new facility-mile (annual):	2025	2030	2040	2050	
Bike lane/facility - core urban	(22.9)	(19.3)	(9.0)	(3.5)	= Displaced auto miles * A / 1000000
Bike lane/facility - urban	(12.2)	(10.3)	(4.8)	(1.9)	
Bike lane/facility – suburban	(3.8)	(3.2)	(1.5)	(0.6)	
Bike lane/facility – rural	(0.8)	(0.6)	(0.3)	(0.1)	
Sidewalk/ pedestrian facility - core urban	(24.7)	(20.9)	(9.7)	(3.8)	
Sidewalk/ pedestrian facility - urban	(7.6)	(6.5)	(3.0)	(1.2)	
Sidewalk/ pedestrian facility - suburban	(0.4)	(0.3)		(0.1)	
Sidewalk/ pedestrian facility – rural	(0.1)	(0.1)	(0.0)	(0.0)	
Shared-use path - core urban	(74.6)	(63.0)	(29.3)	(11.3)	
Shared-use path - urban	(34.3)	(29.0)	(13.5)	(5.2)	
Shared-use path – suburban	(8.7)	(7.4)	(3.4)	(1.3)	
Shared-use path – rural	(1.7)	(1.5)	(0.7)	(0.3)	
"Complete Streets" reconstruction - core urban	(47.6)	(40.2)	(18.7)	(7.2)	

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"Complete Streets"			<i>,</i> ,	,,	
	(19.9)	(16.8)	(7.8)	(3.0)	
reconstruction – suburban	(4.2)	(3.6)	(1.7)	(0.6)	
Change in tons CO2 per 100					
new shared vehicles (annual):	2025	2030	2040	2050	Source/Calculation
Shared bike	(16.1)	(13.6)	(6.3)	(2.4)	= Displaced auto miles * A / 1000000
Scooter	(15.6)	(13.2)	(6.1)	(2.4)	
Points per new facility-mile:	2025	2030	2040	2050	
Piko lano/facility coro urban					Providing a minimum of 1 point, with the expectation to improve these values as
Bike latte/facility - core dibati	23	19	9	3	more Colorado specific data becomes available.
Bike lane/facility - urban	12	10	5	2	
Bike lane/facility – suburban	4	3	1	1	
Bike lane/facility – rural	1	1	1	1	
Sidewalk/ pedestrian facility -					
core urban	25	21	10	4	
Sidewalk/ pedestrian facility -					
urban	8	6	3	1	
Sidewalk/ pedestrian facility -					
	1	1	1	1	
Sidewalk/ pedestrian facility –					
rural	1	1	1	1	
Shared-use path - core urban	75	63	29	11	
Shared-use path - urban	34	29	13	5	
Shared-use path – suburban	9	7	3	1	
Shared-use path – rural	2	1	1	1	
	reconstruction - urban "Complete Streets" reconstruction – suburban Change in tons CO2 per 100 new shared vehicles (annual): Shared bike Scooter Points per new facility-mile: Bike lane/facility - core urban Bike lane/facility - urban Bike lane/facility - rural Sidewalk/ pedestrian facility - core urban Sidewalk/ pedestrian facility - urban Sidewalk/ pedestrian facility - urban Sidewalk/ pedestrian facility - suburban Shared-use path - core urban Shared-use path - urban Shared-use path - suburban	reconstruction - urban "Complete Streets" reconstruction — suburban (4.2) Change in tons CO2 per 100 new shared vehicles (annual): Shared bike (16.1) Scooter Points per new facility-mile: Bike lane/facility - core urban Bike lane/facility — suburban Bike lane/facility — rural Sidewalk/ pedestrian facility — core urban Sidewalk/ pedestrian facility — suburban Sidewalk/ pedestrian facility — suburban	reconstruction - urban "Complete Streets" reconstruction - suburban (4.2) (3.6) Change in tons CO2 per 100 new shared vehicles (annual): Shared bike (16.1) (13.6) Scooter (15.6) (13.2) Points per new facility-mile: Bike lane/facility - core urban Bike lane/facility - urban Bike lane/facility - suburban Bike lane/facility - rural Sidewalk/ pedestrian facility - core urban Sidewalk/ pedestrian facility - suburban Shared-use path - core urban Shared-use path - suburban 9 75	reconstruction - urban "Complete Streets" reconstruction – suburban (4.2) (3.6) (1.7) Change in tons CO2 per 100 new shared vehicles (annual): Shared bike (16.1) (13.6) (6.3) Scooter (15.6) (13.2) (6.1) Points per new facility-mile: Points per new facility - core urban Bike lane/facility - urban Bike lane/facility - suburban Bike lane/facility - rural Sidewalk/ pedestrian facility - core urban Sidewalk/ pedestrian facility - urban	reconstruction - urban "Complete Streets" reconstruction – suburban (4.2) (3.6) (1.7) (0.6) Change in tons CO2 per 100 new shared vehicles (annual): Shared bike (16.1) (13.6) (6.3) (2.4) Scooter (15.6) (13.2) (6.1) (2.4) Points per new facility-mile: Points per new facility - urban Bike lane/facility - urban Bike lane/facility - suburban Bike lane/facility - rural Bike lane/facility - rural Sidewalk/ pedestrian facility - urban Sidewalk/ pedestrian facility - urban

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"Complete Streets"					
reconstruction - core urban	48	40	19	7	
"Complete Streets"					
reconstruction - urban	20	17	8	3	
"Complete Streets"					
reconstruction – suburban	4	4	2	1	
Points per 100 new shared					
vehicles:	2025	2030	2040	2050	
Shared bike	16	14	6	2	
Scooter	16	13	6	2	

Table 3. GHG Point Estimate Calculation Methodologies - Transit Strategies

TRANSI	T STRATEGIES				
			Value		
Ref	Parameter	2025	2030	2040	2050 Metric; Source/Calculation
Parame	eters Common Across Strategies				
	Vehicle revenue-miles per revenue-l	nour			
A1	Fixed-route bus	13.0	13.0	13.0	13.0 NTD (2019), Colorado agencies
A2	Demand-response bus	13.7	13.7	13.7	13.7 NTD (2019), Colorado agencies
	Passenger-miles per vehicle-mile				
B1	Fixed-route bus	11.5	11.5	11.5	11.5 NTD (2019), Colorado agencies - Rapid Bus (RB) service
B2	Demand-response bus	3.5	3.5	3.5	3.5 NTD (2019), Colorado agencies
	grams CO2 per vehicle-mile				
C1	Fixed-route bus	1,555	399	-	- CDOT (2021) - high bus electrification (100% electric by 2033)
C2	Demand-response bus	619	159	-	- 2019 based on medium truck MPG from AEO, future years adjusted proportional to fixed-route bus

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C3	Auto	303	256	119	46	CDOT (2021) - high bus electrification
	grams CO2 per vehicle-hour					
C4	Fixed-route bus	3,966	1,018	-	-	CS (2021), scaled by g/mi from CBA analysis for future years
D	Prior drive mode share of new riders	60%	60%	60%	60%	CS (2021)
	Average trip length (mi) - unlinked					
F1	Fixed-route bus	4.5	4.5	4.5	4.5	FHWA CMAQ Calculator Toolkit
-2	Demand-response bus	4.5	4.59	4.5	4.5	Assumed same as fixed-route
G	Annualization factor	300	300	300	300	
	New/increased fixed-route bus service - urban/suburban					1,000 new vehicle revenue-hours
	Tons CO2 per new VRH					
	Displaced auto	(27.2)	(23.0)	(10.7)	(4.1)	= 1000 * A1 * B1 * C3 * D / 1000000
	New bus (fleet average)	20.2	5.2	-	-	= 1000 * C1 * A1 * / 1000000
	New bus (electric)	-	- /	_	-	
	Net (fleet average bus)	(7.0)	(17.8)	(10.7)	(4.1)	= new bus + displaced auto
	Net (electric bus)	(27.2)	(23.0)	(10.7)	(4.1)	
	Points per new 1,000 VRH (fleet average bus)	7	18	11	4	
	Points per new 1,000 VRH (electric bus)	27	23	11	4	
	New/increased demand-response bus service - urban/suburban					1,000 new vehicle revenue-hours
	Tons CO2 per new VRH					Calculation from above data:
	New bus	8.5	2.2	-	-	= C2 * A2 / 1000

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Displaced auto	(8.7)	(7.4)	(3.4)	(1.3)	= A1 * B1 * C3 * D / 1000
Net	(0.2)	(5.2)	(3.4)	(1.3)	= new bus + displaced auto
Points per new 1,000 VRH	-	5	3	1	
Reduce transit fares					1 million base annual trips
Fare elasticity	-0.3	-0.3	-0.3	-0.3	TCRP Report 95, Chapter 12; CAPCOA (2021)
Effects per million annual trip base @ 100% fare reduction (annual)					
New trips	300,000	300,000	300,000	300,000	= 1000 * -(fare elasticity)
Change in auto VMT	(813,600	(813,600)	(813,600	(813,600	= new riders * F1 * D
Change in tons CO2	(246.6)	(207.9)	(96.6)	(37.1)	= change in auto VMT * C3 / 1000000
Points per million trips - free fares	247	208	97	37	
Points per million trips - 50% fare reduction	124	104	49	19	
Points per million trips - 25% fare reduction	62	52	24	9	
Implement bus priority treatments					Affected 1,000 VRM per weekday
Bus travel time elasticity	-0.4	-0.4	-0.4	-0.4	TCRP Report 95, Chapter 12
Typical travel time change (%)	-10%	-10%	-10%	-10%	CAPCOA (2021)
Effects per 1,000 affected VRM (annual)					
New bus passenger-miles	138,000	138,000	138,000	138,000	= B1 * elasticity * travel time change * G * 1000
Change in auto VMT	(82,800)	(82,800)	(82,800)	(82,800)	= new passenger-mi * D
Change in auto emissions (t CO2)	(25)	(21)	(10)	(4)	= change in auto VMT * C3 / 1000000
Change in bus idle emissions (t	(9)	(2)	-	-	
					!

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CO2)					
Change in tons CO2	(34)	(24)	(10)	(4)	
Points per 1,000 affected weekday VRM	34	24	10	4	
User-input method for new transit					
service					
Planned new annual vehicle					Agency service plan
revenue-miles					
Anticipated new ridership (annual unlinked trips)					Agency estimate based on survey, model, or similar service
Anticipated share of new riders					Agency estimate based on rider surveys or local mode share
who previously drove or used a taxi/TNC					Use 60% if no local data available.
Average unlinked trip length of					Agency estimate based on rider surveys, models, or data. Us
new riders (mi)					4.52 if no local data available.
Transit vehicle size					Agency service plan
Transit vehicle technology					Agency service plan
Average load factor for new service	13.6	13.6	13.6	13.6	= new riders * trip length / new revenue-miles
Change in annual auto VMT	(1,464,48	(1,610,92	(1,772,02	(1,949,22	= new riders * trip length * prior drive mode share
	0)	8)	1)	3)	
Change in annual tons CO2					
Displaced auto	(444)	(412)	(211)	(90)	= change in auto VMT * C3 / 1000000
New bus service	280	79	-	-	= 1000 * C1 * A1 * / 1000000
Net change	(164)	(333)	(211)	(90)	= new bus + displaced auto
Points	164	333	211	90	

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Table 4. GHG Point Estimate Calculation Methodologies - Parking Management Strategies

PARKI	NG STRATEGIES					
			Value	e		
Ref	Parameter	2025	2030	2040	2050	Metric; Source/Calculation
	Parameters Common Across Strategies					
Α	grams CO2 per vehicle-mile (auto)	303	256	119	46	CDOT (2021) - high EV scenario
В	Average trip length (mi) - all purposes	10.5				FHWA (2018), Table 6b
С	Annualization factor	300				
	Annual miles driven					
D1	Per vehicle	10,450				CDOT (2021)
D2	Per household	19,642				FHWA (2018), based on 2017 NHTS
D3	Per worker (commuting)	6,400				2017 NHTS work trip length * 2 * 250
	Additional Fee on Parking					Per 1,000 covered spaces per daily dollar fee
	Elasticity of driving w/r/t fuel price	-0.12				Small and van Dender (2007)
	Price of gasoline (\$/gal)	\$ 3.11				AEO 2022 Reference case for 2021
	Average mpg	23.8				AEO 2020 Reference Case, Table 7
	\$1 parking fee equivalent cost per mile	\$ 0.10				\$1.00 / B
	\$1 parking fee equivalent cost per gallon	\$ 2.27				= Cost per mile * miles per gallon
	Leakage factor (destination change)	0%				Placeholder for people to shift trip destination rather than paying
						fee. No good research.
	% VMT change for affected trips	-9%				= Fee cost per gallon / gas cost per gallon * elasticity
	Trips per covered space per day	2.0				Assumes 1 round trip to a workplace or home. For short-term
						parking, fee is prorated.
	Change in annual VMT per space per \$	(551)	(551)	(551)	(551)	

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Change in annual tons CO2 per 100 spaces per \$	(167.0)	(141.1)	(65.6)	(25.3)	= Change in VMT * 1000 * A / 1000000
Points per 1,000 spaces per \$ daily fee	167	141	66	25	
Unbundle Residential Parking					Per 1,000 covered spaces @ \$100/mo
Annual parking cost per space	\$ 1,200				= \$100 * 12
Annual vehicle cost	\$ 9,666				AAA (2021)
Elasticity of vehicle ownership with respect to total vehicle cost	(0.4)				Litman (2021)
Adjustment factor from vehicle ownership to VMT	1.01				FHWA (2017), as cited in CAPCOA (2021)
Percent reduction in miles per vehicle	-5.0%				= (parking cost) / (vehicle cost) * elasticity * adjustment factor
Change in annual VMT per space per \$100/mo	(524)	(524)	(524)	(524)	= D1 * percent reduction
Change in annual tons CO2 per 1,000 space per \$	(158.8)	(134.2)	(62.4)	(24.1)	= Change in VMT * 1000 * A / 1000000
Points per 1,000 spaces per \$100 monthly cost	159	134	62	24	
Eliminate minimum and set low maximum levels (residential)					Per 1,000 dwelling unit (DU)
Change in annual VMT per DU for a 1-space					
reduction					
Urban core	(4,500)				CS analysis using sample projects from the King County (WA)
					Right Size Parking Calculator (https://rightsizeparking.org/)

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(4,700)

Urban

Suburban	(5,400)				
Change in annual tons CO2 per 1,000 DU					= Change in VMT * 1000 * A / 1000000
Urban core	(1,364)	(1,150)	(534)	(205)	
Urban	(1,425)	(1,201)	(558)	(214)	
Suburban	(1,637)	(1,380)	(641)	(246)	
Points per 1,000 DU					
Urban core	1,364	1,150	534	205	
Urban	1,425	1,201	558	214	
Suburban	1,638	1,380	641	246	
Eliminate minimum and set moderate					Per 1,000 dwelling unit (DU)
maximum levels (residential)					
Change in annual VMT per DU for a 1-space					
reduction					
Urban core	(2,250)				CS analysis using sample projects from the King County (WA)
					Right Size Parking Calculator (https://rightsizeparking.org/)
Urban	(2,350)				assuming that typical parking is 2+ space/unit for 2+ bedroom
Suburban	(2,700)				
Change in annual tons CO2 per 1,000 DU					= Change in VMT * 1000 * A / 1000000
Urban core	(682)	(575)	(267)	(103)	

assuming that typical parking is 2+ space/unit for 2+ bedroom

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Urban	(712)	(601)	(279)	(107)	
Suburban	(818)	(690)	(321)	(123)	
Points per 1,000 DU					
Urban core	682	575	267	103	
Urban	712	601	279	107	
Suburban	818	690	321	123	

Table 5. GHG Point Estimate Calculation Methodologies - Travel Demand Management Strategies

TRAV	EL DEMAND MANAGEMENT STRATEGIES					
		Value				
Ref	Parameter	2025	2030	2040	2050	Metric; Source/Calculation
	Parameters Common Across Strategies	5				
	grams CO2 per vehicle-mile					
A1	Auto	303	256	119	46	CDOT (2021) - high EV scenario
A2	Vanpool	758	639	250	38	Base year assumed 10 mpg, future year efficiency/electrification adjustments proportional to auto
	Average work trip length (mi)					
B1	Auto	12.7	12.7	12.7	12.7	FHWA (2018), Table 26
B2	Vanpool	25	25	25	25	TCRP Report 95, Chapter 5. Typical average length is close to 25 miles (p. 5-13, Table 5-5)
С	Annualization factor	250	250	250	250	TCRP Report 95, Chapter 5, Table 5-6

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Trip Reduction Program - Voluntary					Per Program \$1,000
Change in annual VMT per program \$	-100				MWCOG (2009), as analyzed by CS for Colorado DOT (2010) and updated 2022
Change in annual tons CO2 per \$1,000	-30.3	-25.6	-11.9	-4.6	= Change in VMT * 1000 * A1 / 1000000
Points per program \$1,000	30	26	12	5	
Trip Reduction Program - Marketing					Per Program \$1,000
Annual VMT reduced per program \$	7	7	7	7	MWCOG (2009), as analyzed by CS for Colorado DOT (2010 and updated 2022
Change in annual tons CO2 per \$	-2.1	-1.8	-0.8	-0.3	= Change in VMT * 1000 * A1 / 1000000
Points per program \$1,000	2	2	1	-	
Employer Sponsored Vanpool					Per New Vanpool
Average vanpool occupancy	5.8	5.8	5.8	5.8	CDOT (2019), total participants / total vans
Prior drive mode share of new vanpoolers	65%	65%	65%	65%	TCRP Report 95, Chapter 5, p. 5-34. Total prior auto drivers counting in carpool drivers, are in the 45 to over 65% range
Vanpool circuity factor	1.2	1.2	1.2	1.2	Estimate
Annual VMT change per new vanpool					
Annual VMT change per new vanpool Auto	-23,563	-23,563	-23,563	-23,563	= occupancy * prior drive mode share * B1 * C

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Auto	-7.1	-6.0	-2.8	-1.1	= Change in auto VMT * A1 / 1000000
Vanpool	5.7	4.8	1.9	0.3	= Change in vanpool VMT * A2 / 1000000
Net	-1.5	-1.2	-0.9	-0.8	= Sum of auto and vanpool change
Points per new vanpool	1	1	1	1	
Carshare					Per # cars provided
Households served per car	15				Litman (2018) - typically 10-20 members per vehicle
Annual VMT reduction per HH served	3,000				Litman (2018) - carshare HHs are typically lower mileage HH who reduce travel 50% (6,000 to 3,000 annual miles)
Change in annual CO2 per car (tons)	-14	-12	-5	-2	

Table 6. GHG Point Estimate Calculation Methodologies - Traffic Operation Strategies

PARKIN	ARKING STRATEGIES									
		Value								
Ref	Parameter	2025	2030	2040	2050	Metric; Source/Calculation				
	Parameters Common Across Strategi	es								
	grams CO2 per vehicle-mile (auto)	303	256	119	46	CDOT (2021) - high EV scenario				
	grams CO2 per vehicle-mile (heavy truck)	1,307	1,199	1,074	1,074	Based on AEO forecast mpg (no electrification)				
	CO2 fraction from heavy vehicles (2019)	21%				National average based on AEO data				

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kg CO2 per hour of delay (all traffic)	3.5	2.9	1.7	1.0	2019 based on TTI (2021), future years adjusted by relative efficiency improvement of autos and heavy trucks
Retime/optimize arterial signals					Per 10,000 AADT per signal
Sample corridor length (mi)	1.0				Assumption
Signals per mile	2.0				Assumption
Baseline corridor travel speed (mph)	20.0				Assumption
Corridor travel time change (%)	-12%				USDOT (2010), p. 4-24: travel time reductions of 8-25% possible for preset signals, or 8-41% for actuated signals
New corridor travel speed (mph)	22.7				Calculation
Average daily arterial traffic volume at signal	10,000				Assumption
Change in travel time per vehicle (hours)	-0.006				Calculation
Daily total delay reduction (hours)	(60)				Calculation
Induced travel elasticity (% change in VMT with respect to % change in travel time)	-0.3				[U.K.] Highways Agency (1997), recommended value of -0.20 to -0.33 for "urban areas with low modal competition, or interurban"; Barr (2000), -0.3 to -0.5
New volume	10,360				= Volume + [Volume * % travel time change * elasticity]
Annual change in tons CO2 per signal					
From delay reduction	(76.7)	(63.5)	(37.0)	(22.4)	= Delay reduction * CO2/hour * 365 / 1000
From VMT increase	19.9	16.8	7.8	3.0	= Volume change * miles/signal * g/mi [auto] * 365 / 1000000
Net CO2 change	(56.7)	(46.7)	(29.2)	(19.4)	
Points per signal per 10,000 AADT	57	47	29	19	

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Roundabout					Per 10,000 AADT per roundabout
CO2 change, kg/vehicle	(0.07)				Calculated from data in Hu et al (2014), adjusted for ratio of 2025
					to 2012 emissions based on AEO data
Annual vehicles	3,650,000				= 10,000 * 365
CO2 change, tons/year/10,000 AADT	(243)	(200)	(102)	(34)	= Vehicles * kg/vehicle / 1000
Points per roundabout per 10,000					
AADT	243	200	102	34	

Table 7. GHG Point Estimate Calculation Methodologies - Land Use Strategies

LAND U	SE STRATEGIES					
			Valu	ie		
Ref	Parameter	2025	2030	2040	2050	Metric; Source/Calculation
	Parameters Common Across Strategies					
Α	grams CO2 per vehicle-mile (auto)	303	256	119	46	CDOT (2021) - high EV scenario
В	Average trip length (mi) - all purposes	10.5				2017 NHTS Trends, Table 6b
С	Annualization factor	300				
	Annual miles driven					
D1	Per vehicle	10,450				CDOT (2021)
D2	Per household	19,642				FHWA (2018), based on 2017 NHTS
D3	Per worker (commuting)	6,400				2017 NHTS work trip length * 2 * 250
	Increase Residential Density					Per acre rezoned from <10 units/acre to at least 15-25
						units/acre meeting "smart growth" criteria
	Elasticity of VMT with respect to	(0.22)				Stevens (2016), as cited in CAPCOA (2021)
	residential density					

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Change in annual VMT per residential	(4,321)				= D2 * elasticity * 100% density increase (assumes typical
unit					density 9 units/ac per CAPCOA is doubled to 18 units/ac)
Change in annual CO2 (tons) per rezoned	-23.6	-19.9	-9.3	-3.6	= Change in VMT/unit * A * 18 / 1000000
acre					
Points per rezoned acre	24	20	9	4	
Increase Job Density					Per acre rezoned from <0.5 FAR to at least 1.0 FAR meeting
					"smart growth" criteria
Elasticity of VMT with respect to job	(0.07)				Stevens (2016), as cited in CAPCOA (2021)
density					
Square feet of building space per	300				CAPCOA (2021)
employee					
Employees per acre at 1.0 FAR	145				43,560 / square feet/employee
Annual work trip VMT per employee					
Baseline	6,350				= TDM-B1 * TDM-C * 2
Change from rezoning	(445)				= Baseline VMT * elasticity * 100% density increase
Change in annual CO2 (tons) per rezoned	-19.6	-16.5	-7.7	-3.0	= Change in VMT/employee * employees/acre * A / 1000000
acre					
Points per rezoned acre	20	17	8	3	
Mixed-use Transit-Oriented					Per acre of area rezoned for mixed-use TOD accommodating at
Development (higher intensity)					least 25 residential units/acre and 150 jobs/acre, within 1/2
					mile of fixed-guideway transit station
Change in annual VMT per rezoned acre	(174,706				= Change in VMT/unit * 25 + change in VMT/employee * 150
)				
Change in annual CO2 (tons) per rezoned	-52.9	-44.7	-20.8	-8.0	= Change in VMT/acre * A / 1000000
5ge aaa. 552 (tos, per rezonea	52.5				

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acre					
Points per rezoned acre	53	45	21	8	
Mixed-use Transit-Oriented					Per acre of area rezoned for mixed-use TOD accommodating at
Development (moderate intensity)					least 15 residential units/acre and 100 jobs/acre, within 1/2
					mile of high-frequency bus transit or fixed-guideway station
Change in annual VMT per rezoned acre	(109,269				= Change in VMT/unit * 15 + change in VMT/employee * 100
Change in annual CO2 (tons) per rezoned	-43.1	-36.4	-16.9	-6.5	= Combined effect for increasing residential density + increasing
acre					job density
Points per rezoned acre	43	36	17	7	

Table 8. GHG Point Estimate Calculation Methodologies - MD/HD Strategies

	FICATION & ZEV STRATEGIES				•	
			Valu	ue		
Ref	Parameter	2025	2030	2040	2050	Metric; Source/Calculation
	grams CO2 per vehicle-mile					
	Auto - gas	326	303	277	266	CDOT (2021)
	Auto - electric	-	-	-	-	Excluding electricity sector emissions
	Transit bus - diesel	2,945	2,698	2,405	2,347	CDOT (2021)
	Transit bus - hybrid-electric	2,454	2,248	2,004	1,956	20% efficiency improvement
	Transit bus - RNG	1,774	1,626	1,449	1,414	Calculated based on 0.60 ratio of CNG to diesel direct CO2 emissions per unit energy
	Transit bus - electric	-	-	-	-	Excluding electricity sector emissions
	School bus - diesel	1,243	1,150	1,007	1,007	AFDC school bus mpg for 2017, future year adjustments for Federal MHDV rule, 10.15 kg CO2/gal
	School bus - electric	-	-	-	-	Excluding electricity sector emissions

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Medium truck - diesel	1,011	936	809	809	AEO medium truck mpg for base year, future year adjustments for Federal MHDV rule, 10.15 kg CO2/gal
Medium truck - electric	-	-	-	-	Excluding electricity sector emissions
Heavy truck - diesel	1,286	1,199	1,074	1,074	AEO heavy truck mpg for base year, future year adjustments for Federal MHDV rule, 10.15 kg CO2/gal
Heavy truck - electric	-	-	-	-	Excluding electricity sector emissions
Heavy truck - H2 fuel cell	-	-	-	-	Excluding electricity sector emissions
Miles per vehicle per year					
Auto	10,450				CDOT (2021)
Transit bus					
	31,396				CDOT (2021)
School bus	9,939				U.S. EPA (2016): 9,939 mi/year, from the 1997 School Bus Fleet Fact Book
Medium truck	18,387				Computed from Argonne National Lab - VISION model (2019) data
Heavy truck (electric)	25,185				69 miles per day for class 7 delivery truck (Gao et al. 2017) - local food delivery
Heavy truck (H2 FC)	41,628				Argonne VISION model, computed average for Class 7/8 truck
CO2 change per vehicle (tons/yea		(0.0)	(2.0)	(2.0)	
Auto electric	(3.4)	(3.2)	(2.9)		= miles per year * (g/mi[electric] - g/mi[gas])
Transit bus hybrid	(15.4)	(14.1)	(12.6)	(12.3)	= miles per year * (g/mi[hybrid] - g/mi[diesel])
Transit bus CNG	(36.8)	(33.7)	(30.0)	(29.3)	= miles per year * (g/mi[CNG] - g/mi[diesel])
Transit bus all-electric	(92.5)	(84.7)	(75.5)	(73.7)	= miles per year * (g/mi[electric] - g/mi[diesel])
School bus electric	(12.4)	(11.4)	(10.0)	(10.0)	= miles per year * (g/mi[electric] - g/mi[diesel])
Medium truck electric	(18.6)	(17.2)	(14.9)	(14.9)	= miles per year * (g/mi[electric] - g/mi[diesel])
Heavy truck electric	(32.4)	(30.2)	(27.0)	(27.0)	= miles per year * (g/mi[electric] - g/mi[diesel])

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P	oints per new vehicle					Per vehicle replacing a diesel vehicle
А	auto electric	3	3	3	3	
Т	ransit bus hybrid	15	14	13	12	
Т	ransit bus CNG	37	34	30	29	
Т	ransit bus all-electric	92	85	76	74	
S	chool bus electric	12	11	10	10	
N	Лedium truck electric	19	17	15	15	
Н	leavy truck electric	32	30	27	27	
Н	lydrogen Refueling Stations					Per station
U	Jtilization rate	10%	30%	30%	30%	RMI (2020): 10% in 5-year term, 30% long-term for DCFC, assumed same for H2
Т	ime to refuel (hrs)	0.17	0.17	0.17	0.17	
D	Paily service time (hrs)	16	16	16	16	RMI (2020): most DCFC demand between 6 am and 10 pm, assumed same for H2
	lumber of vehicles served per station ler day	9.6	28.8	28.8	28.8	= Service time / time to refuel * utilization rate
Н	12 % renewable (vs. natural gas)	10%	40%	100%	100%	Assumption
Н	12 carbon intensity, g CO2/MJ					
С	Compressed, central NG reform	115.6	115.6	115.6	115.6	CARB (2015) value of 152.5 life-cycle, deflated based on ratio of direct to life-cycle for diesel
С	Compressed, on-site renewable	62.1	62.1	62.1	62.1	CARB (2015) value of 62.1 life-cycle, deflated based on ratio of direct to life-cycle for diesel
V	Veighted average	110.3	94.2	62.1	62.1	Calculated
Н	12 carbon intensity, g CO2/GDE	14,994	12,811	8,446	8,446	= g CO2/MJ * 136 MJ/GDE [GDE = gallon diesel equivalent]
Н	leavy truck diesel mi/gallon	6.8	7.5	8.4	8.5	AEO, 2019 Reference Case
Н	12/diesel energy efficiency ratio (EER)	2.0	2.0	2.0	2.0	GREET model, v.2020

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Heavy truck H2 g CO2/mi	1,103	854	503	497	= g CO2/GDE / mi/gal / EER
CO2 change (tons/year):					
per H2 truck served	(4.6)	(8.7)	(14.4)	(14.5)	= Miles/year/vehicle * g/mile / 1000000
per H2 station	(44.4)	(250.2)	(414.4)	(418.7)	= CO2 change/truck * trucks/charger
Points per new station	44	250	414	419	

Table 8. GHG Point Estimate Calculation Methodologies - Sources

Short Name	Citation	Web Link
AAA (2021)	AAA (2021). Your Driving Costs.	https://newsroom.aaa.com/wp-content/uploads/2021/08/2021-Y
		DC-Brochure-Live.pdf
AEO	U.S. Department of Energy, Annual Energy Outlook Reference	https://www.eia.gov/outlooks/aeo/
	Case, 2019 or 2022	
AFDC	Alternative Fuels Data Center	https://afdc.energy.gov/
Barr (2000)	Barr, L.C. (2000). "Testing for the significance of induced	https://journals.sagepub.com/doi/10.3141/1706-01
	highway travel demand in metropolitan areas", Transportation	
	Research Record: Journal of the Transportation Research Board,	
	vol. 1706.	
Buehler (2012)	Buehler, R., and J. Pucher (2012). "Cycling to Work in 90 Large	https://www.saferoutespartnership.org/resources/journal-article/
	American Cities: New Evidence on the Role of Bike Paths and	cycling-work-90-large-american-cities
	Lanes." Transportation 39:409–432.	
CAPCOA (2021)	California Air Pollution Control Officers Association (2021).	https://www.airquality.org/ClimateChange/Documents/Handbook
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May 4, 2022

Lisa Hickey, Commissioner
Herman Stockinger, Commission Secretary
Transportation Commission

Rebecca White, Director, Division of Transportation Development Colorado Department of Transportation

RE: Air Pollution Control Division's Comments on the Transportation Commission's Greenhouse Gas Mitigation Measures Policy Directive

The Air Pollution Control Division ("APCD") in the Colorado Department of Public Health and Environment ("CDPHE") appreciates the opportunity to provide comments on the Transportation Commission's Greenhouse Gas ("GHG") Mitigation Measures Policy Directive ("PD"). APCD thanks Colorado Department of Transportation (CDOT) staff for their work on the PD thus far and for their continued collaboration on transportation planning to reduce GHG emissions and improve air quality. Further, APCD appreciates CDOT's interagency consultation during the development of the PD.

GHG Mitigation Measures play an important role in CDOT's GHG Planning Standard (2 CCR 601-22). As the Colorado legislature has directed regarding other GHG reduction efforts, such reductions must be real, additional, quantifiable, permanent, verifiable, and enforceable. Similarly, it is important that any GHG mitigation measures incorporated into the GHG Planning Standard utilize these core principles.

CDOT provided the draft language of the PD to APCD on March 24, 2022, Appendix A on April 4, 2022, and updated versions of the PD and Appendix A on April 25, 2022 and May 2, 2022. We note that the following topics were presented by APCD and addressed as noted by CDOT



¹ See Colo. Rev. Stat. Ann. § 40-3.2-108(2)(o).

during interagency consultation and/or in the form of subsequent revisions to the PD and Appendix A.

Policy Directive Section	Question/Comment	Sufficiently Addressed	Partially Addressed	Not Addressed
Version 3/24/2022, Section IV.D.1.	For measures that are delayed, canceled, or substituted, an explanation of why that decision was made should apply regardless of whether this occurs in a Disproportionately Impacted Community.	x		
Version 3/24/2022, VI.D.2.	For analyzing the efficacy of GHG Mitigation Measures provide specificity on when the reviews will occur and how those will be completed. Additional comment provided below.		X (frequency of occurrence)	
Appendix A Mitigation Measures	Question/Comment	Sufficiently Addressed	Partially Addressed	Not Addressed
Replace government passenger vehicles with electric vehicles	Does this apply to all levels of government (Metropolitan Planning Organizations and CDOT)?	х		
Support medium and heavy truck fleet electrification	Needs to be better defined/explained.	х		
Support hydrogen refueling infrastructure	Are Metropolitan Planning Organizations and CDOT responsible for this?	х		
Commute Trip Reduction Program - voluntary	Discussed measurement of metric (expenditure vs. participation). Why is marketing included as a separate line?	х		
Employer sponsored vanpool	Why are the scores zero?	х		
Parking management	Is the smart growth maximum parking level a verifiable cap on the number of parking spots associated with a project?	x		
Parking management	Clarify scoring levels for parking measures and unbundled residential parking requirements.			х
GHG Point Estimate Calculation Methodologies - Pedestrian and Bicycle Strategies Table. Bike lane/facility - urban.	Why does this receive a minimum of 1 point, even if CO2 estimate rounds to 0 tons?			х



We look forward to receiving a response to items listed in the table above as partially or not addressed and we respectfully submit the following additional comments for your consideration. In the future, APCD requests a redline or track changes version reflecting updates to the PD and Appendix be provided by CDOT.

Additional Comments on the PD:

1. The following is stated in CDOT's GHG Planning Standard, Purpose of GHG Mitigation Measures section, page 6:2

"Verification: The mitigations should be able to be tracked, verified, and reported publicly to ensure real reductions in greenhouse gas emissions."

We note that while the PD includes elements that serve a similar function as tracking, the PD does not include specific guidance for tracking of mitigation measures, and that the word "tracking" was deleted from section I of the 4/14/2022 PD. We respectfully suggest the addition of language to address this, such as the blue text below:

"This Policy Directive sets forth the intent and principles of GHG mitigations, the process for establishing, <u>tracking and</u> verifying mitigation measures, the <u>calculation</u> quantification methodology for such measures and <u>the-associated</u> GHG reductions/scores, <u>and ensuring that such measures are completed</u>."

2. We respectfully suggest the following edits to section IV., paragraph two, page 2:

"GHG Mitigation Measures are an important, but voluntary, component of the Rule as they provide an additional option to demonstrate compliance with the GHG Reduction Levels (Table 1). For this reason, the GHG reductions achieved by Mitigation Measures must be real, additional, and quantifiable, permanent, verifiable, and enforceable. Additional means it is not already required under existing federal, state, or local law. The Mitigation Measures included in this Policy Directive--and the scores or reduction levels assigned to these measures--are based on the best available research, calculation methodology and forecasting tools available nationwide."

²2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions.



- 3. Section V., definition of "Off-Model", page 4. Specify if these measures cannot be modeled using traditional modeling.
- 4. Section VI., A., 1., bullet item 3, page 6. We appreciate this addition to have ACPD confirm and verify proposed GHG Mitigation Measures.
- 5. Section VI., C., Table 2, page 6. We note that Documentation and Implementation Tracking components were removed from this table. Are these components included elsewhere in the PD? If not, we recommend working these into the document, as they are important elements for analyzing the transportation system's impacts on achievement of the state's air quality goals.³
- 6. Section VI.D.1. Consider adding text describing how the Commission will ensure that mitigation measures or equivalent are implemented or that a process for this will be developed. Consider referencing or identifying section 8.05.02 of the GHG Planning Standard here.
- 7. Section VI.D.2. We appreciate the recent revision to this section and respectfully suggest the following edits:

"On a periodic basis, but no later than 2026 on the first occasion, CDOT shall evaluate the effectiveness of implemented GHG Mitigation Measures against predicted achievement of those measures by no later than the end of 2026 and at least annually thereafter. Such analysis shall be provided to the Interagency Coordination Team for their review and consideration as to whether this information merits a change to the score applied to relevant measure(s). The Commission shall incorporate subsequent review and revisions into this Policy Directive."

Additional Comments on Appendix A:

- 1. Consider numbering each mitigation measure, for ease of reference.
- 2. As discussed during interagency consultation, we recommend development of a Technical Support Document for the GHG Point Estimate Calculation Methodologies prior to first plan submissions, which can be revised later if necessary. This document could expand upon the information provided in the Appendix, explaining how the benefits were determined in a version that is easy to read and understand.
- 3. Interagency consultation also included discussion of removing electrification measures due to concerns that these measures would "double-count" the efforts underway in



³ See Colo. Rev. Stat. Ann. § 43-4-622 (3).

this area. We note that all electrification measures were removed from the 4/14/2022 version of the Appendix, and some electrifications were included in the 5/2/2022 version of the Appendix. We support adding medium- and heavy-duty electrification measures back into the appendix and welcome additional discussion of this topic. We also note that a CNG transit bus parameter was added to the electrification section of the 5/2/2022 GHG Mitigation Strategy Point Estimates spreadsheet and welcome an explanation for why this is included in the electrification section.

We look forward to our continued constructive involvement in this process. Thank you again for the opportunity to provide comments on the Transportation Commission's GHG Mitigation Measures PD. Please do not hesitate to contact us with any questions. In addition to including my email, michael.ogletree@state.co.us, please copy clay.clarke@state.co.us on any communication about this issue.

Sincerely,

Michael Ogletree

MOD

Director

Air Pollution Control Division

Colorado Department of Public Health & Environment

CC:

Shoshana Lew, Executive Director, CDOT
Theresa Takushi, GHG Program Specialist, CDOT
Shaun McGrath, Environmental Health & Protection Director, CDPHE
Trisha Oeth, Director of Environmental Policy, CDPHE
Jeremy Neustifter, Administrator, Air Quality Control Commission





MEMORANDUM

TO: BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS FROM: JERAD ESQUIBEL, BRIDGE & TUNNEL ENTERPRISE DIRECTOR

DATE: MAY 18, 2022

SUBJECT: STATEWIDE BRIDGE AND TUNNEL ENTERPRISE WORKSHOP

Purpose

Staff have prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or Enterprise) Board of Directors (Board) an overview of proposed revisions to Policy Directive (PD) BE16.0 "Oversight of Funding for State Bridges and Tunnels", the bridge and tunnel impact fee and bridge and tunnel retail delivery fee (bridge and tunnel fees) authorized by SB21-260, and program participation in the CDOT 10-year Vision Plan (10-year plan).

Action

No approval action is being requested this month. Staff requests Board feedback on revised PD BE16.0 "Oversight of Funding for State Bridges and Tunnels", the imposition of the bridge and tunnel fees, and ongoing program planning activities.

Background

PD BE16.0 establishes BTE program eligibility requirements and provides guidance to staff on project selection, project execution, and transparency. This directive was last updated and approved in March 2021, prior to passage of SB 21-260. The following key revisions are required to reflect the statute:

- Modification of the Enterprise's scope to include "tunnel projects" as defined in § 43-4-803(26.5), C.R.S.
- Re-naming of the Enterprise to the Statewide Bridge and Tunnel Enterprise
- Authorization for the Enterprise's Board to impose two additional fees to support its expanded scope:
 - Bridge and tunnel impact fee
 - Bridge and tunnel retail delivery fee
- Prioritization of 10-year plan projects (§ 43-4-217(1)(g)(I), C.R.S)

To support the Enterprise's newly expanded scope and the delivery of the 10-year plan, SB21-260 authorizes the Board to impose two new bridge and tunnel fees. The adoption of revisions to PD BE16.0 and the approval to impose of the bridge and tunnel fees will allow BTE to program available resources in accordance with the statute and to support CDOT with the funding and delivery of the 10-year plan.

Details

Key substantive revisions to PD BE16.0 include:

- Updating references to applicable state and federal statutes.
- Establishing project eligibility criteria for tunnels using the FHWA tunnel definition to eliminate ambiguity and promote consistency in the effective use of available revenues.
- Establishing that eligible tunnel projects are only authorized to receive funding through the bridge and tunnel impact fee and bridge and tunnel retail delivery fee.

- Establishing that eligible bridge projects are authorized to receive funding through the bridge safety surcharge, bridge and tunnel impact fee, and bridge and tunnel retail delivery fee.
- Establishing that a priority will be placed on funding CDOT 10-Year Plan projects when determining funding allocations for bridge and tunnel impact fee and bridge and tunnel retail delivery fee revenues in accordance with § 43-4-217(1)(g)(I), C.R.S.
- Establishing that the quantitative and qualitative analysis (as outlined in Procedural Directive BE16.1) used to determine statewide bridge priorities for bridge safety surcharge funding allocations now includes the identification and prioritization of 10-Year Plan projects to align the strategic direction of the Enterprise with CDOT.

With the approval of proposed revisions to PD BE16.0, the BTE eligible scope in the 10-year plan is forecast to include 64 designated bridges and several critical projects at the Eisenhower Johnson Memorial Tunnel (EJMT) facility (ref: Attachment A: BTE Eligible 10-year Plan Project Summary). The total estimated funding need for this scope of work is greater than \$1.1B over the 10-year planning period (FY2022-23 to FY2031-32). These projects will be prioritized in accordance with SB21-260, and it is anticipated that the bridge and tunnel fees, if imposed by the BTE Board, will be allocated to these projects.

The bridge and tunnel fee revenues are forecast to generate approximately \$522M over the 10-year phase in period at the maximum rates established by the Colorado General Assembly (ref: Attachment B: Fee Schedules) with fee collections starting in July 2022. By leveraging the combination of the bridge and tunnel fees and existing BTE revenues, it is forecast that the BTE eligible 10-year plan scope can be fully funded over a 10-year period, however, BTE may need to consider financing to facilitate timely completion of projects and to manage program cash flow. The development of a four-year BTE funding plan is still ongoing based on the following dynamic factors:

- Determination of BTE funding priorities based on the ongoing statewide planning process
- Ongoing refinements to cost, schedule, and delivery of 10-year plan projects
- Evaluation of financing needs
- Determination of a "right-sized" asset management project budget
- Determination of appropriate programmatic funding reserve levels to account for inflation, market volatility, and other factors

The approval to impose the bridge and tunnel fees will also allow the Enterprise to address the \$100M funding gap for the deferred maintenance and repair backlog at EJMT, which was reviewed with the Board in a January workshop. Accordingly, staff plan to bring a resolution to the Board to commit bridge and tunnel fee revenues to these critical projects in parallel with the resolution to impose the new fees.

Next Steps

- 1. Staff will incorporate feedback received from the Board and will return to the Board in June to request the approval of the following three resolutions:
 - a. To approve revisions to PD BE16.0 "Oversight of Funding for State Bridges and Tunnels"
 - b. To approve the imposition of the bridge and tunnel impact and bridge and tunnel retail delivery fees
 - c. To commit a maximum of \$100M to planned EJMT projects
- 2. Staff will return to the Board with a four-year funding plan for approval.
- 3. Staff will continue to bring monthly budget requests for individual projects to the Board for consideration as part of the monthly budget supplement process.

Attachments:

Attachment A: BTE Eligible 10-year Plan Project Summary

Attachment B: Bridge and Tunnel Impact Fee and Retail Delivery Fee Schedule

Attachment C: Statewide Bridge and Tunnel Enterprise Workshop



Attachment A: BTE Eligible 10-Year Plan Project Summary

Planning Project	Original Bridge Number	Facility Carried over Featured Intersection	Region	County	Original Deck Area (sq. ft.)	Parent Project	BTE Funding Allocated
0001	H-17-CH	I 25 ML NBND over COUNTY ROAD	1	DOUGLAS	3,927	I-25 South Gap	Construction
0001	H-17-CI	I 25 ML SBND over COUNTY ROAD	1	DOUGLAS	3,927	I-25 South Gap	Construction
0001	H-17-CF	COUNTY ROAD 404 over I 25 ML	1	EL PASO	7,147	I-25 South Gap	Construction
0002	E-17-AT	SH 6 ML over SAND CREEK	1	ADAMS	44,186	I-270 Improvements and Congestion Relief from I-76 to I-70	
0002	E-17-IC	YORK STREET over I 270 ML	1	ADAMS	17,390	I-270 Improvements and Congestion Relief from I-76 to I-70	
0002	E-17-ID	I 270 ML WBND over SOUTH PLATTE RIVER	1	ADAMS	12,518	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IE	I 270 ML EBND over SOUTH PLATTE RIVER	1	ADAMS	12,518	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IF	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	1	ADAMS	8,869	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IG	1 270 ML EBND over DITCH RD, BURLINGTON CANAL	1	ADAMS	8,869	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IG	I 270 ML WBND over SH 265 ML,UP RR,BNSF RR	1	ADAMS	14,951		
						I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IJ	I 270 ML WBND over SERVICE RD, BNSF RR	1	ADAMS	13,692	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0004	F-15-BL	I 70 ML WBND over US 6, CLEAR CREEK	1	CLEAR CREEK	18,428	I-70 West: Floyd Hill	Design
0004	F-15-BM	RAMP TO US 6 ML over CLEAR CREEK	1	CLEAR CREEK	5,488	I-70 West: Floyd Hill	Design
0008	H-13-A	US 285 ML over MIDDLE FK S.PLATTE RVR	2	PARK	2,077	US 285/CO 9 Intersection Improvement with Bridge Widening	Construction
0014	K-18-J	US 50 ML over I 25 ML	2	PUEBLO	12,360	I-25 through Pueblo New Freeway	
0014	K-18-L	US 50 ML over FOUNTAIN CREEK	2	PUEBLO	27,469	I-25 through Pueblo New Freeway	
0015	I-17-GQ	I 25 ML NBND over ACADEMY BLVD	2	EL PASO	13,584	I-25 and CO 94 Safety and Mobility Improvements	Construction
0015	I-17-GR	I 25 ML SBND over ACADEMY BLVD	2	EL PASO	13,584	I-25 and CO 94 Safety and Mobility Improvements	Construction
0018	J-17-X	SH 115 ML over ROCK CREEK	2	EL PASO	1,463	CO 115 Safety and Paving Improvements	
0042	F-12-AS	I 70 ML EBND over POLK CREEK	3	EAGLE	30,742	I-70 West: Vail Pass Safety Improvements – Phase 1	Design
0042	F-12-AT	I 70 ML WBND over POLK CREEK	3	EAGLE	30,763	I-70 West: Vail Pass Safety Improvements – Phase 1	Design
0058	B-16-AM	PROSPECT ROAD over I 25 ML	4	LARIMER	6,723	I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	Construction
0058	C-17-EL	I 25 ML over DRAW	4	LARIMER	1,596	I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	Construction
							Construction
0086	E-16-FZ	170 ML over HARLAN STREET	1	JEFFERSON	16,619	I-70/Harlan Bridge Replacement	
0087	E-16-JL	I 70 ML WBND over SH 72 ML	1	JEFFERSON	9,591	I-70 Corridor-West Metro Bridges (Ward Rd)	
1161	F-11-AO	I 70 ML EBND over TIMBER CREEK	3	EAGLE	9,505	I-70 West Vail Pass Auxiliary Lanes	
1161	F-11-AP	I 70 ML WBND over TIMBER CREEK	3	EAGLE	13,261	I-70 West Vail Pass Auxiliary Lanes	
1161	F-11-AT	I 70 ML WBND over BLACK GORE CREEK	3	EAGLE	14,876	I-70 West Vail Pass Auxiliary Lanes	
1334	P-05-B	US 160 ML over FLORIDA RIVER	5	LA PLATA	3,541	US 160 Elmore's Corner East	
1430	C-22-AY	I 76 ML WBND over BNSF RR, BEAVER CREEK	4	MORGAN	20,710	I-76 Reconstruction from Fort Morgan to Brush	
1430	C-22-BG	I 76 ML EBND over US 34 SPUR	4	MORGAN	8,277	I-76 Reconstruction from Fort Morgan to Brush	
2575	E-16-EO	SPEER BLVD SBND over I 25 ML	1	DENVER	12,002	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	Design
2575	E-16-EW	SPEER BLVD NBND over I 25 ML	1	DENVER	11,991	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	Design
2575	F-16-DA	23RD AVENUE over I 25 ML	1	DENVER	11,345	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	Design
2578	F-16-0	US 6 ML over SH 121 ML	1	JEFFERSON	21,065	US 6 and Wadsworth Boulevard Interchange	
2580	E-16-GX	I 70 ML WBND over SH 391 ML	1	JEFFERSON	7,965	I-70 and Kipling Street Interchange Right-of-Way	
2580	E-16-GY	I 70 ML EBND over SH 391 ML	1	JEFFERSON	7,955	I-70 and Kipling Street Interchange Right-of-Way	
2583	F-13-X	Johnson Tunnel (EBND)	1	SUMMIT	N/A	Eisenhower-Johnson Memorial Tunnel Maintenance	
2583	F-13-X		1	SUMMIT			
		Eisenhower Tunnel (WBND)			N/A	Eisenhower-Johnson Memorial Tunnel Maintenance	
2695	C-18-AP	WB 34 RMP TO SB 85 over US 85 BUSS RT	4	WELD	10,258	US 85 and US 34 Interchange	
2695	C-18-AV	US 34 ML EBND over RAMP TO US 85 SBND	4	WELD	9,117	US 85 and US 34 Interchange	
2697	E-16-HE	I 70 ML EBND over WEST 32ND AVE	1	JEFFERSON	8,321	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	E-16-HF	I 70 ML WBND over WEST 32ND AVE	1	JEFFERSON	8,331	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	E-16-HS	SH 121 ML SBND over US 287 ML, RR SPUR	1	BROOMFIELD	19,902	Regionwide Bridge Rehabilitation and Maintenance	
2697	E-16-JJ	RAMP TO I 70 EBND over I 70 ML	1	JEFFERSON	10,893	Regionwide Bridge Rehabilitation and Maintenance	
2697	E-17-GV	I 76 ML WBND over YORK STREET	1	ADAMS	5,304	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	E-17-GW	I 76 ML EBND over YORK STREET	1	ADAMS	5,304	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	F-15-D	I 70 FRONTAGE RD over CLEAR CREEK	1	CLEAR CREEK	3,910	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-15-Q	US 40 ML over BEAVER BROOK	1	JEFFERSON	1,636	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-16-BC	SH 88 ML over BEAR CREEK	1	ARAPAHOE	7,567	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-16-HI	I 70 ML WBND over US 40 ML	1	JEFFERSON	20,333	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-16-HK	I 70 ML WBND over WEST 20TH AVE	1	JEFFERSON	7,728	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-17-AA	SH 177 ML over LITTLE DRY CREEK	1	ARAPAHOE	5,608	Regionwide Bridge Rehabilitation and Maintenance	
	F-17-AA F-19-AF		1	ADAMS			
2697		COUNTY ROAD over LTO ML			7,296	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-19-AJ	I 70 STRASBURG SPU over UP RR	1	ARAPAHOE	4,542	Regionwide Bridge Rehabilitation and Maintenance	C
2697	F-19-E	US 36 ML over DRAW	1	ARAPAHOE	2,542	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	F-19-F	US 36 ML over DRAW	1	ARAPAHOE	3,379	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-BA	I 70 ML EBND over US 40 FRONTAGE ROAD	1	ARAPAHOE	3,927	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-BB	I 70 ML WBND over US 40 FRONTAGE RD	1	ARAPAHOE	3,927	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-C	I 70 SERVICE RD over RATTLESNAKE CREEK	1	ARAPAHOE	7,567	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-F	US 40 ML over EAST BIJOU CREEK	1	ARAPAHOE	15,952	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-J	US 40 ML over DRAW	1	ARAPAHOE	1,798	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	F-20-L	I 70 SERVICE RD over DRAW SR	1	ARAPAHOE	1,206	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	G-17-A	US 85 ML over SAND CREEK	1	DOUGLAS	4,833	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	G-17-AC	CR107 (Liggett RD) over I 25 ML	1	DOUGLAS	7,276	Regionwide Bridge Rehabilitation and Maintenance	
						J	
2697	G-17-AG	HAPPY CANYON ROAD over I 25 ML	1	DOUGLAS	5,414	Regionwide Bridge Rehabilitation and Maintenance	

Attachment B: Bridge and Tunnel Impact Fee and Retail Delivery Fee Schedule

Table 1: Bridge and Tunnel Impact Fee Schedule

Fiscal Year	Fee Amount (per gallon)				
2022-23	\$0.02				
2023-24	\$0.03				
2024-25	\$0.04				
2025-26	\$0.05				
2026-27	\$0.06				
2027-28	\$0.07				
2028-29 through 2031-32*	\$0.08				

Table 2: Bridge and Tunnel Retail Delivery Fee Schedule

Fiscal Year	Fee Amount (per gallon)
2022-23*	\$0.027

^{*} Fees are indexed to inflation in each subsequent fiscal year





Statewide Bridge and Tunnel Enterprise BTE Board Workshop

Department of Transportation

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Workshop Objectives

- Review proposed updates to Policy Directive BE16.0
- Provide an overview of the new bridge and tunnel fees and discuss BTE participation in the CDOT 10-Year Plan
- Discuss the BTE FY23-FY26 funding plan and next steps





Key BTE Activities

	Nov '21	Dec '21	Jan '22	Feb '22	Mar '22	April '22	May '22	Jun '22	Jul '22	Aug '22	Sep '22	Oct '22
STAC/TC							Workshop: BTE overview		Draft review of CDOT 10- Year Plan	Approval of CDOT 10- Year Plan		Workshop: BTE FY23-FY26 Funding Plan (tentative)
BTE BOD	Workshop: BTE introduction and review of vision statement and goals	Workshop: Amended BTE Articles of Organization & Board Bylaws	Workshop: EJMT and tunnel asset priorities Amended Articles of Organization & Board Bylaws adopted				Workshop: PD BE16.0 and new fees	Approval of revisions to PD BE16.0 Approval to impose new bridge and tunnel fees Approval of funding commitment to planned EJMT projects		Workshop: Amended IGAs between BTE and CDOT	Approval of Amended IGAs between BTE and CDOT	Workshop: BTE FY23-FY26 Funding Plan
Internal		Amend BTE Articles of Organization and Board Bylaws		Revise Policy and Procedural Directives accounting Innel projects		F Policy and Il Directives nation			Bridge and tunnel fee collection begins As between and BTE		E f&&3-5¥2 96 ng Plan native)	(tentative)





Policy Directive BE16.0

Oversight of Funding for State Bridges and Tunnels



Purpose and Need

Current Policy and Procedural Directives were updated and approved in March 2021, prior to passage of SB 21-260, and do not include the following key items:

- Modification of the Enterprise's scope to include "tunnel projects".
- Prioritization of CDOT 10-Year Vision Plan projects (§ 43-4-217(1)(g)(I), C.R.S)
- Renaming of the Enterprise to the "Statewide Bridge and Tunnel Enterprise"
- Authorization for the Enterprise's Board to impose two additional fees to support its expanded scope:
 - Bridge and tunnel impact fee
 - Bridge and tunnel retail delivery fee





Background

The purpose of the Directive:

- Set policy regarding the program eligibility requirements
- Reflect legislative mandates, primarily those found in C.R.S. 43-4-805

The Directive also provides guidance on:

- Project selection
- Project execution
- Transparency

"It is the intent of the BTE Board to ensure that the State obtains the greatest benefit in increased bridge and tunnel safety per dollar of BTE funds spent by establishing and utilizing a documented process to strategically prioritize and program bridge and tunnel projects in a thorough and integrated manner."

(PD BE16.0)

C.R.S. 43-4-805

Copy Citation

Statutes current through Chapter 1 of the 2022 Regular Session. The inclusion of the 2022 legislation is not final. It will be final later in 2022 after reconciliation with the official statutes, produced by the Colorado Office of Legislative Legal Services.

Colorado Revised Statutes Annotated > Title 43. Transportation (§§ 43-1-101 — 43-10-117) > Financing (Art. 4) > Article 4. Financing (Pts. 1 — 13) > Part 8. Funding Advancement for Surface Transportation and Economic Recovery (§§ 43-4-801 — 43-4-814)

43-4-805. Statewide bridge enterprise - creation - board - funds - powers and duties - legislative declaration - definition.

- (1) The general assembly hereby finds and declares that:
 - (a) The completion of designated bridge projects and tunnel projects is essential to address increasing traffic congestion and delays, hazards, injuries, and fatalities;
- (b) Due to the limited availability of state and federal funding and the need to accomplish the financing, repair, reconstruction, and replacement of designated bridges and tunnel projects as promptly and efficiently as possible, it is necessary to create a statewide bridge and tunnel enterprise and to authorize the enterprise to:
 - (I) Enter into agreements with the commission or the department to finance, repair, reconstruct, and replace designated bridges and complete tunnel projects in the state; and
 - (II) Impose a bridge safety surcharge, a bridge and tunnel impact fee, and a bridge and tunnel retail delivery fee at rates reasonably calculated to defray the costs of completing designated bridge projects and tunnel projects and distribute the burden of defraying the costs in a manner based on the benefits received by persons paying the fees and using designated bridges and tunnels and receiving retail deliveries, receive and expend revenue generated by the surcharge and fees and other money, issue revenue bonds and other obligations, contract with the state, if required approvals are obtained, to receive one or more loans of money received by the state under the terms of one or more financed purchase of an asset or certificate of participation agreements authorized by this part 8, expend revenue generated by the surcharge to repay any such loan or loans received, and exercise other powers necessary and appropriate to carry out its purposes; and
- (c) The creation of a statewide bridge and tunnel enterprise is in the public interest and will promote the health, safety, and welfare of all Coloradans and visitors to the state by providing bridges and repairing, maintaining, and operating tunnels in a manner that incorporates the benefits of advanced engineering design, experience, and safety.

May 18, 2022 May BTE Board Workshop Page 171 of 360 6



Key Revisions

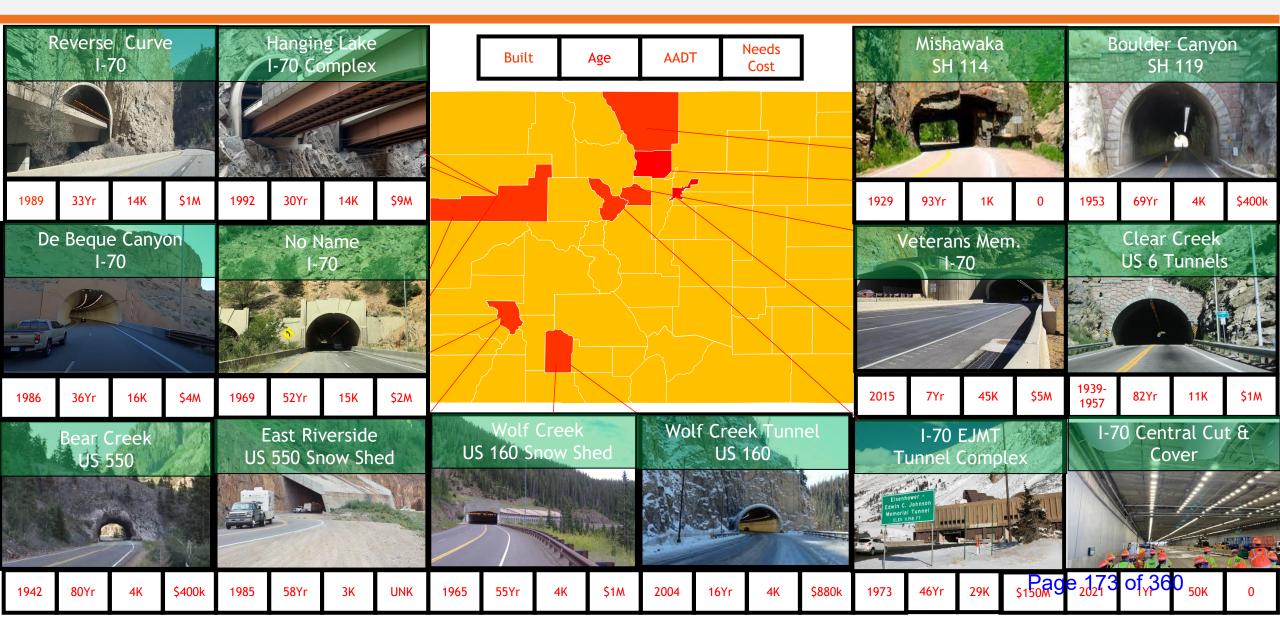
Project Eligibility

- The Directive now sets policy regarding the eligibility for state-owned tunnels to receive program funds
- Defines a tunnel as:
 - "an enclosed roadway for motor vehicle traffic with vehicle access limited to portals, regardless of type of structure or method of construction, that requires, based on the owner's determination, special design considerations that may include lighting, ventilation, fire protection systems, and emergency egress capacity" (23 CFR 650.505)
- The PD provides latitude for CDOT's interpretation of this definition (i.e. snow sheds are classified as tunnels)





Statewide Tunnel Population





Key Revisions

Project Selection

New bridge and tunnel fee revenues can be allocated to both bridge and tunnel projects

 Priority for B&T fee revenue allocations will be placed on funding BTE eligible projects designated as CDOT 10-Year Vision Plan projects (§ 43-4-217(1)(g)(l), C.R.S.)

Bridge safety surcharge revenues (existing fees) can only be allocated to bridge projects

The existing qualitative and quantitative prioritization and planning processes for BTE bridge projects will remain largely unchanged but with priority assigned to CDOT Ten-Year Plan projects





BTE Prioritization Process



Quantitative Factors



Condition/Obsolescence

- Bridge Designation
- Deck Rating
- Superstructure Rating
- Substandard Clearance
- Substructure Rating
- Scour Critical Rating
- Load Restriction or posted



Economic Factors/Impacts

- Project Type (Rehab or Significant Long-term Maintenance Costs Replace)
- Bundle with Adjacent
 Significant Interim Roadway Project
- Bridge Bundling
- Repair Costs
- Economies of Scale

Mobility

• ADT & ADTT

- Located on Strategic
- Emergency/Evac Route
- Corridor National Highway System
 Historic Significance
- Primary Access to Local Significance as bike & Community
 - pedestrian crossing



Discretionary

• Other factors (requires Chief Engineer Approval)



BTE Prioritization Process

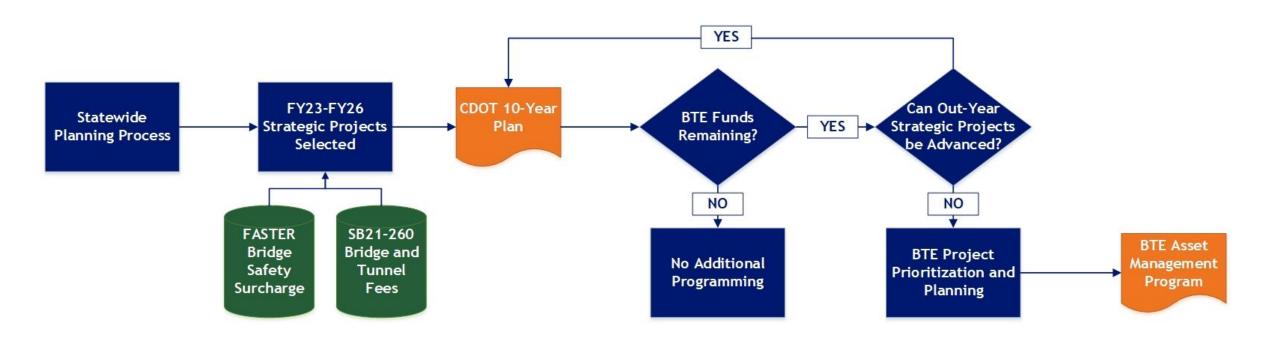
Qualitative Factors

- Inclusion on CDOT Ten-Year Vision Plan
- <u>Importance of the structure to the resiliency</u> of the state transportation network
- Project Readiness
- Coordination with external stakeholders
- Project staffing/resource availability
- Anticipated project cost
- Anticipated length of project development and delivery
- Importance of the designated bridge to the health, safety, and welfare of the public
- Availability of Non-BTE funds

- Preservation or maintenance of a historically significant structure
- Estimated remaining service life of the structure
- Anticipated project delivery method
- Multi-modal transportation considerations
- Project-specific variables including but not limited to environmental considerations, utilities, railroad involvement, alternative construction methods (ABC), and traffic impacts (detour lengths, user cost, etc.)
- Ability to capitalize on economies of scale



BTE Planning Workflow





Updated PD BE16.0 Benefits

- Prioritizes strategic projects included in the CDOT 10-Year Plan
- Promote consistency by aligning BTE's tunnel definition with FHWA's
- Communicate alignment in the strategic direction of BTE and CDOT
- The updated Directives are current based on SB21-260
- Provide more transparency for the BTE prioritization and planning processes





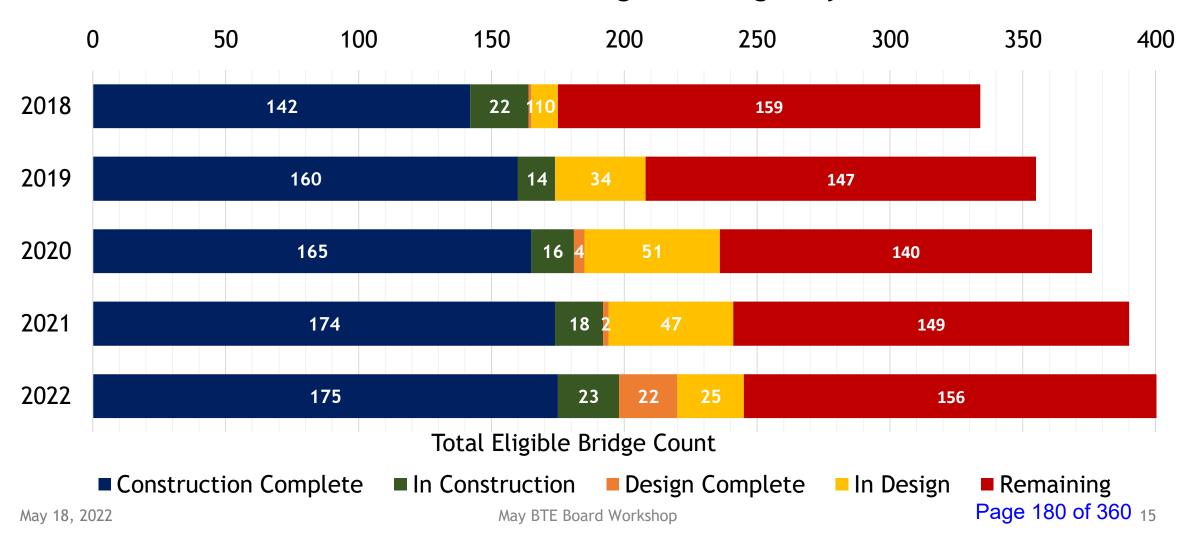


Bridge and Tunnel Fees and 10-Year Plan Participation



Why are the new fees necessary?

Historic Status of BTE Eligible Bridges by Year



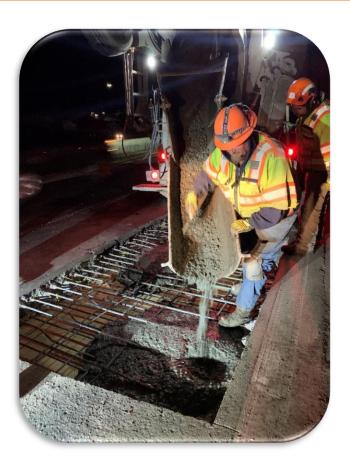


Why are the new fees necessary?

Emergency Repair to I-70 WBND over US6, Clear Creek (Floyd Hill)
March 2022









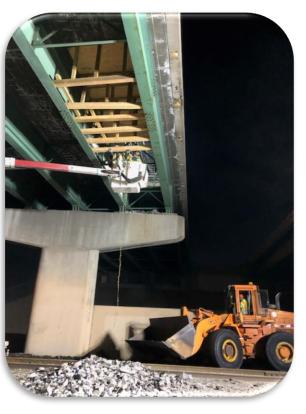
Why are the new fees necessary?

Emergency Repair to I-270 WBND over BNSF, UPRR, SH265A and 60th Ave. May 2021











Why are the new fees necessary?

Unfunded EJMT Repair and Maintenance Backlog

Project Description	Planning-Level Cost
EJMT Control Room	\$5,000,000
South Tunnel Motor Upgrades	\$25,000,000
LED Lighting Upgrade	\$35,000,000
East Berm Culvert Repair	\$10,000,000
EJMT Wastewater Treatment Plant	\$4,000,000
Public Address System	\$1,000,000
Foaming System Added to Fixed Fire Suppression System	
Ceiling Fireproofing and Repairs	\$20,000,000
Various Electrical, Mechanical, and Plumbing Repairs	
Total	\$100,000,000







What are the new fees?

New BTE revenue sources created by SB21-260:

- 1. Bridge and tunnel impact fee -
 - Imposed on each gallon of "special fuel" acquired, sold, offered, for sale, or used in the state
 - "Special fuel" means diesel engine fuel, kerosene, liquefied petroleum gas, and natural gas used for the generation of power to propel a motor vehicle on the highways of this state. "Special fuel" does not include gasoline.
 - Maximum fee schedule

Fiscal Year	Fee Amount (per gallon)
23	\$0.02
24	\$0.03
25	\$0.04
26	\$0.05
27	\$0.06
28	\$0.07
29 through 32	\$0.08

Fees are indexed to inflation in each subsequent fiscal year starting in FY33

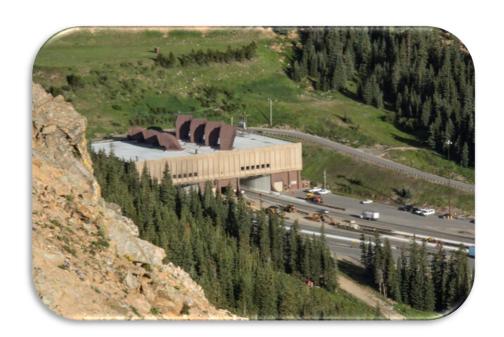


What are the new fees?

2. Bridge and tunnel retail delivery fee -

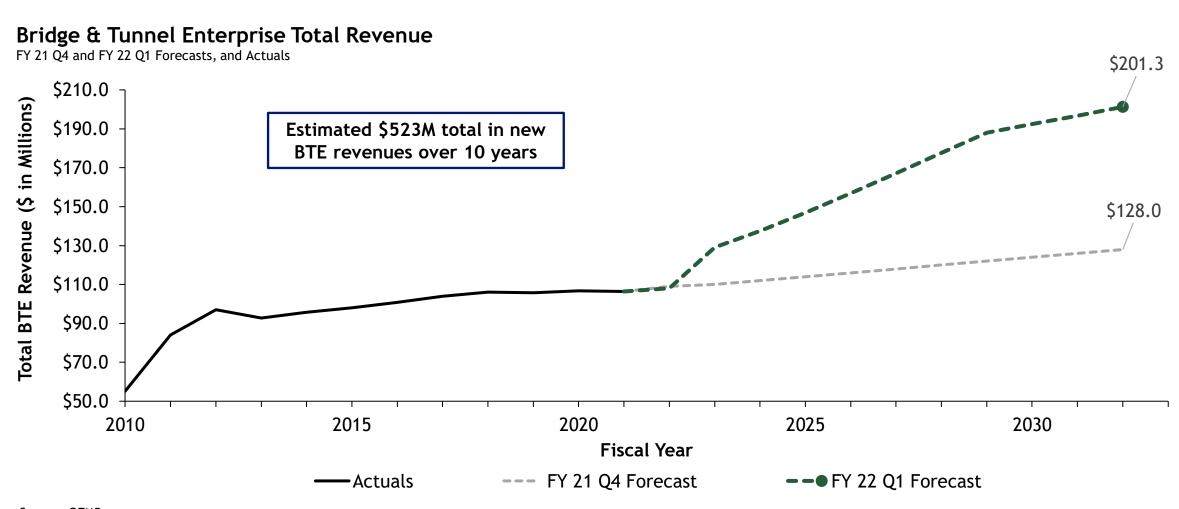
- A portion of the retail delivery fee authorized by SB21-260 is dedicated to BTE
- Imposed on retail deliveries of tangible personal property (Amazon, FedEx, Grubhub, etc.)
- Maximum fee of two and seven-tenths cents per delivery in FY23
- Fees are indexed to inflation in each subsequent fiscal year starting in FY24







How much new revenue will be collected?



Source: OFMB



How will the new fees be used?

- A priority placed on will projects that are designated as ten-year vision plan projects on the department's ten-year vision project list in accordance with § 43-4-217(1)(g), C.R.S.
- \$1.17B¹ total estimated BTE eligible 10-year plan project scope
 - Includes approx. \$135M in previously allocated BTE funds (via Board resolution)
- Includes 64 BTE eligible bridges
 - Removes approx. <u>675,000 square feet</u> of BTE eligible (poor-rated) deck area
 - Addresses nearly 50% of statewide poor deck area (1,355,878 square feet total²)
- Includes the deferred EJMT maintenance and repair backlog \$150M total
 - \$50M available through one time allocation via SB21-260
 - \$100M funding gap expected to be addressed by BTE

¹ Subject to change based on changes in market conditions, inflationary pressure, refinements to project cost estimates and schedules, and BTE eligibility reviews

² Subject to change due to the dynamic nature of bridge condition - value shown current as of 1/7/2022



How will the new fees be used?

- Near-term funding requests will be for remaining FY19-FY22 and upcoming FY23-FY26 10-year plan projects:
 - EJMT repairs (remaining \$100M funding need)
 - Floyd Hill
 - I-270
 - Vail Pass
 - Speer and 23rd
 - I-25/US 50
 - US6/Wadsworth
 - I-76 Phase IV
 - US 160 Safety and Mobility
 - Other statewide strategic projects (out-year projects being advanced in FY23-FY26)





BTE FY23-FY26 Funding Plan Development

- Determination of BTE funding priorities for FY23 through FY26 based on the statewide planning process
- Ongoing design development of 10-year plan projects (cost estimates, schedules, delivery method, packaging/phasing, innovations, etc.)
- Consideration of financing to facilitate timely completion of 10-year plan and asset management projects and to manage program cash flow
- Determination of a "right-sized" the annual asset management project budget
- Determination of appropriate programmatic funding reserve/contingency level



Next Steps

- Staff will request Board approval of three resolutions:
 - Resolution to adopt revised Policy Directive BE16.0
 - Resolution to commit up to \$100M in bridge and tunnel fee revenues to planned EJMT projects
 - Resolution to impose the bridge and tunnel impact fee and bridge and tunnel retail delivery fee
- Staff will return to the Board with a FY23-FY26 funding plan for approval following:
 - Completion of the statewide planning process
 - Further refinements to key 10-year plan project cost estimates, schedules, and drawdowns
- Staff will continue to bring budget requests for individual projects to the Board for consideration as part of the monthly budget supplement process



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION **FROM:** Kay Kelly, Chief, Office of Innovative Mobility

DATE: May 18, 2022

SUBJECT: Innovative Mobility Committee Meeting

<u>Purpose</u>: This memorandum provides an overview of the content to be covered in the quarterly Innovative Mobility committee meeting.

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

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

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

Topic 1 - National Electric Vehicle Infrastructure (NEVI) Corridor Program Update

Since the FAST Act was signed, the FHWA has been accepting annual nominations for alternative fuel corridor designations. These corridors are intended to create a national network of alternative fueling and charging infrastructure along the national highway system. Colorado has designated seven corridors so far including I-25, I-70, I-76, US 40 (partial), US 50, US 160 (partial), US 285.

The IIJA added additional criteria for corridor nominations and, for the first time, dedicated federal funding to alternative fuel corridor designations that states can leverage to build out EV charging infrastructure. Based on data analysis and other CDOT priorities, six additional alternative fuel corridors were nominated to FHWA as part of the current round of corridor nominations - I-270, US 36, US 34, US 287, US 385 and US 550.

CDOT staff are currently working to complete the state EV Infrastructure Deployment Plan required by the NEVI Formula Program so that it can be submitted to FHWA by the August 1, 2022 deadline. FHWA intends to approve plans by September 30, 2022 at which point, Colorado will have access to NEVI Formula funds.

Topic 2 - Colorado Clean Truck Strategy Update

The Colorado Clean Truck Strategy was released on May 6, 2022 after nearly two years of analysis and stakeholder outreach by the interagency team composed of CDOT, CEO and CDPHE. The final strategy includes



goals and objectives, along with 35 prioritized strategies that agencies will pursue in the near- and medium-term. The state team believes that this strategy represents an ambitious, yet feasible path forward in the next few years, given our current capacity.

Near-term actions from the strategy that CDOT will be leading include:

- Analyzing our M/HD fleet to identify the best opportunities for transition to ZEV technology
- Conducting a planning study for M/HD charging in cooperation with CEO and CDPHE that identifies the quantity, type and locations of charging infrastructure needed to support ZEV truck adoption goals.
- Establishing a working group to collaborate with statewide transit stakeholders regarding potential future adoption of a clean transit rule.
- Updating the state freight plan including investigation of truck travel strategies that enhance operations, reduce congestion and reduce subsequent greenhouse gas emissions.

Near-term actions from the strategy that CDOT will be supporting other agencies in implementing include:

- Developing plans for outreach, education and technical assistance to support public and private fleet transitions to ZEVs (CDPHE and CEO lead)
- Developing a comprehensive set of program designs for rebates, vouchers and/or grants for zero emission trucks (CDPHE and CEO lead)
- Exploring additional strategies to support the retirement of the oldest, most polluting diesel vehicles on the road, including future legislative action and grant programs (CDPHE lead)
- Developing a comprehensive set of incentive offerings for depot and public truck charging, leveraging funding from the federal government and new state enterprises (CEO lead)
- Conducting a workforce needs analysis to identify gaps, plan programs and strive to ensure supply of workers matches demand as the ZEV market grows (CO Workforce Development Council lead)
- Investigating options to ensure clean truck adoption by public fleets and large private fleets, in alignment with the Advanced Clean Truck rule where technically feasible (CDPHE lead)

CDOT, CEO and CDPHE, with input from stakeholders, will review and update recommendations from the Colorado Clean Truck Strategy every two years as part of the regular Colorado EV Plan updates, or as needed in response to changing market dynamics and planning requirements. State agencies will report on progress towards the Clean Truck Strategy goals in the annual progress reports to the legislature on the Colorado EV Plan and GHG Pollution Reduction Roadmap required by SB21-260 starting in FY 2022-2023.

State agencies will continue to engage key stakeholders on implementation of the Clean Truck Strategy through regular updates and opportunities for input at the Freight Advisory Council, Colorado Electric Vehicle Coalition and other interested stakeholder groups.

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

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

Attachments: 2022-05-18 OIM Committee Meeting.ppt







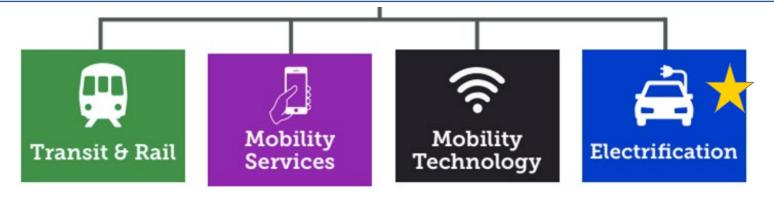
Office of Innovative Mobility

Transportation Commission Old 93 Oft 36 deeting May 18, 2022



Office of Innovative Mobility

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



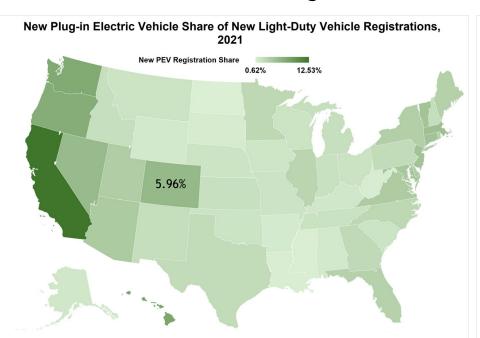
Committee Meeting Topics:

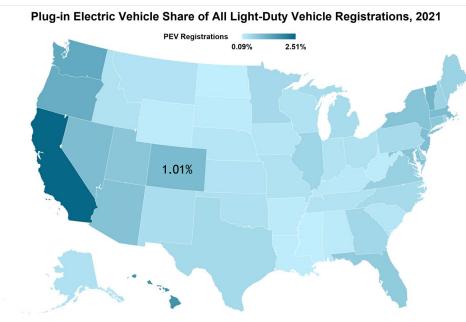
- 1. National Electric Vehicle Infrastructure (NEVI) Corridor Nominations and Formula Program Plan
- 2. Colorado Clean Truck Strategy



Innovative Mobility Data Point

CO is #6 for New PEV Registration Share and #7 for Overall PEV Registrations







National Electric Vehicle Infrastructure (NEVI) Program





Alternative Fuel Corridors

Since the FAST Act was signed the FHWA has been accepting yearly nominations for alternative fuel corridor designations

5 Rounds of nominations completed; Round 6 nominations closed May 13th

Purpose: To create a national network of alternative fueling and charging infrastructure along National Highway System Corridors

Key Components:

- Corridors can be designated for EV charging, hydrogen, propane, CNG, or LNG
- Corridors must have at least 2 or 3 charging/fueling stations and be 150 miles in length (or the entire length of a state hwy, if less)
- Corridors with or without existing charging/fueling stations can be nominated
- Corridors can either be "corridor ready" or "corridor pending" depending on meeting criteria

<u>Corridor Ready</u> - CONTAIN a sufficient number of fueling facilities to allow for corridor travel with the designated alt fuel <u>Corridor Pending</u> - DO NOT have a sufficient number of fueling facilities to allow for corridor travel with the designated alt fuel

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Corridor Nomination Criteria of Interest to FHWA

- Converting corridor-pending corridors to corridor-ready corridors
- Meeting current/anticipated market demands
- Connecting to Federal Land Management Agency units (e.g. National Parks, US Forest Service, US Fish and Wildlife Service, Bureau of Land Management)
- Cooperation between neighboring states
- Enable/accelerate infrastructure that would be unlikely to be completed without Federal assistance





National EV Corridors

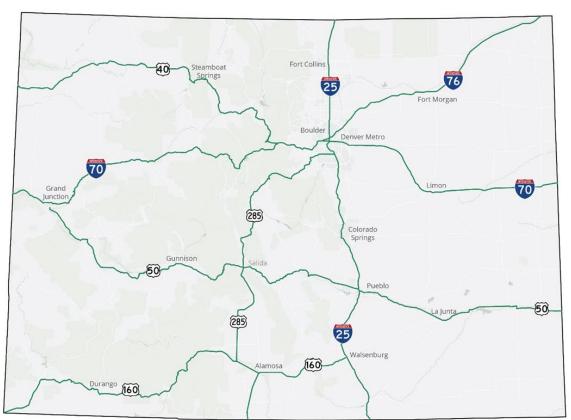
Through Round 5, FHWA has granted 125 Alternative Fuel Corridor designations covering 46 states, including segments of 134 Interstates and 125 US Highways/State Roads





Federally Designated Electric Vehicle Corridors in Colorado

Rounds 1 - 5



Legend

Designated Corridors

cDOT Staff have submitted successful corridor nominations in Rounds 1-5 based upon nomination criteria and collaborating agency and stakeholder feedback





What has changed for Round 6?

New Federal funding associated with corridors!

- \$5 billion in the National Electric Vehicle Infrastructure (NEVI) Formula Program
 - Colorado expected to receive \$57 million over 5 years (EV charging only)
 - FY23 apportionment will be \$8,368,277
- \$2.5 billion in the <u>Discretionary Grant Program (competitive)</u>
 - \$1.25 billion in Corridor Grant Program (all fuels, tied to corridor designations)
 - \$1.25 billion in Community Grant Program (all fuels, geographically open)

"Corridor Ready" criteria is becoming more stringent in terms of charging stations

- Stations must be within 1-mile of the designated corridor in order to "count" (was 5 miles)
- Focus on DC fast-charging locations with minimum 150 kW charging for 4 vehicles simultaneously, spaced no more than 50 miles from one another

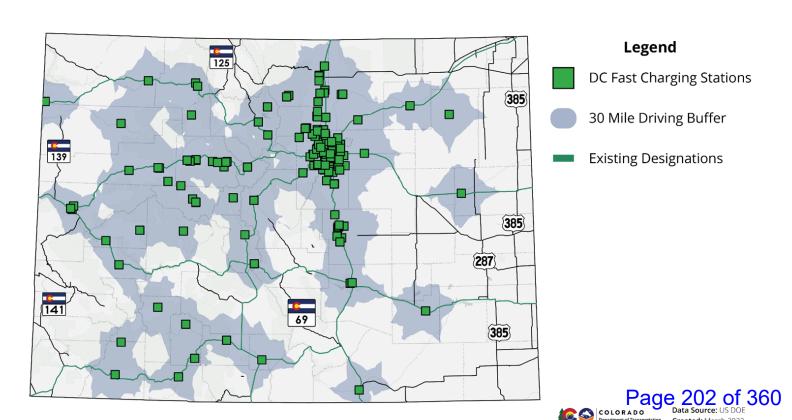
In addition to existing criteria, Round 6 of the corridor program is now also prioritizing:

- Rural areas
- Disproportionately impacted communities
- Support for freight and goods movement



EV Charging Gap Analysis

30-Mile DCFC Buffer Map Coverage





Meeting Current/Anticipated Market Need ICCT Charging Infrastructure Gap Analysis

	Projected DCFC Needed	Current DCFC Count	Charges to
County 🔻	by 2030 🔻	(March 7 2022)	build by 2030
Weld	109	6	103
El Paso	80	11	69
Douglas	72	9	63
Larimer	71	. 17	54
Jefferson	67	15	52
Adams	56	18	38
Pueblo	38	2	36
Garfield	40	7	33
Boulder	48	16	32
Clear Creek	30	0	30

*County level projected DCFC needed from the ICCT Working Paper 2021-08, Appendix F Table F1 High-growth scenario Colorado county-level EV Charger projections Legend

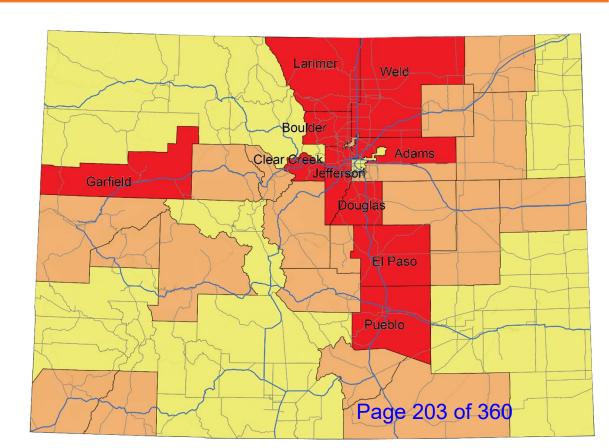
DCFC Chargers to build by 2030

0-8

9-29

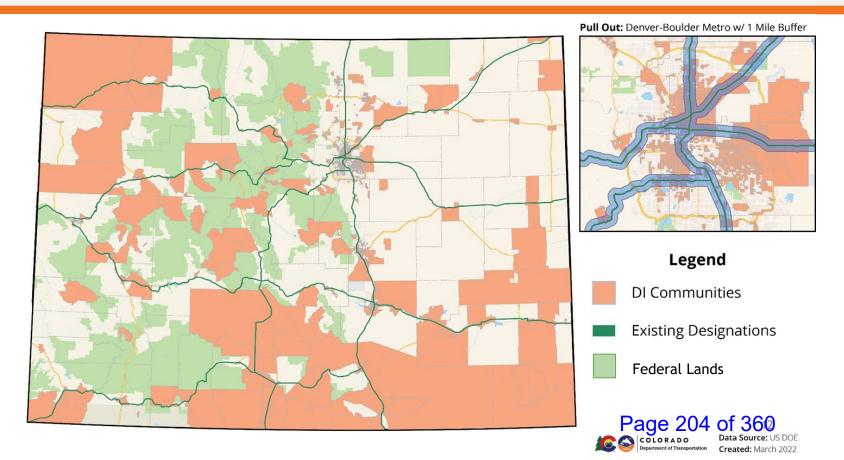
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Existing Corridor





Disproportionately Impacted Community & Federal Land Connection Analysis





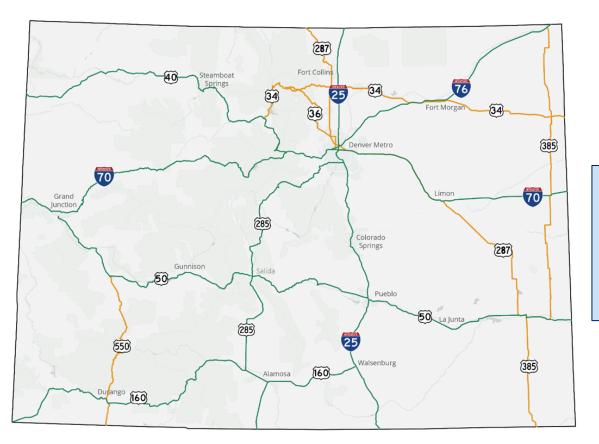
Round 6 Corridor Nominations

Based on data analysis and other CDOT priorities, the following corridors were identified for nomination in current round:

- <u>I-270</u>: Major concentration of MHD fleets and DI communities, interstate, compact geography
- <u>US 34</u>: Fast-growing region, east/west redundancy, access to Rocky Mountain NP
- <u>US 36</u>: Major urban commuter corridor, east/west redundancy, connection to Rocky Mountain NP
- <u>US 287</u>: Significant regional freight route, rural areas, and DI communities
- <u>US 385</u>: Significant freight route, very rural areas, north/south redundancy
- <u>US 550</u>: North/south redundancy, multiple scenic byways, access to Mesa Verde NP

Federally Designated Electric Vehicle Corridors in Colorado

Existing Designated Corridors and Round 6 Nominations



Legend

Designated Corridors

Round 6 Nominations

Nominations Submitted 5/13/22

FHWA typically announces the status of corridor nominations within 3 months of the submission deadline







NEVI Formula Program

In addition to the Round 6 Corridor Nominations, we have more new requirements...

IIJA requires states to develop and submit EV Infrastructure Deployment Plans to the Joint Office of Energy & Transportation by August 1, 2022.

The Joint Office will approve or provide feedback on state plans by **September 30, 2022.**

NEVI Formula funds will not be made available to a State for obligation until the State has submitted to the Joint Office, and FHWA has approved, the State's EV Infrastructure Deployment Plan.

National Electric Vehicle Infrastructure (NEVI) Formula Program Process Bipartisan Infrastructure Law November 15, 2021 Bipartisan Infrastructure Law (BIL) signed Alternative Fuel Corridor (AFC) into law on November 15, 2021. The National Electric Vehicle Infrastructure (NEVI) **Nominations** Formula Program is established. February 10, 2022 FHWA Publishes the Request for Nominations for the 6th round of AFC designations. State DOTs review existing AFCs and nominate 90 Day Guidance additional routes, prioritizing the Interstate February 10, 2022 Highway System, to support a national EV charging network by May 13, 2022. FHWA releases guidance for the NEVI Formula Program within 90 days of enactment of the BIL 180 Day Minimum Standards and Requirements May 13, 2022 FHWA publishes proposed regulations for minimum standards and requirements for States Coordinate with Joint Office of the NEVI Formula Program by May 13, 2022. **Energy and Transportation** State Plans Due August 1, 2022 State DOTs submit their EV Infrastructure FHWA Approves State Plans Deployment Plans to the new Joint Office of Energy and Transportation not later than September 30, 2022 August 1, 2022. FHWA approves Plans or notifies State DOTs if changes are needed not later than September 30, 2022. Funds Available for Investment If approved, State DOTs deploy EV charging infra tructure through the use of NEVI Formula Program funds.



NEVI State Plan Template Elements (Existing Information)

Required Elements of the State NEVI Plan include:

- State Vision & Goals
- Timelines and Milestones
- State Agency Coordination
- Public Engagement with:
 - General Public
 - Local government entities
 - federally recognized Tribes
 - private sector / industry partners
 - electric utilities
 - labor organizations
 - freight & logistics companies
 - urban, rural, and disproportionately impacted communities
 - others
 - Contracting Strategy





NEVI State Plan Template

(Datasets Exist, Data Analysis in Progress)

Required Elements of the State NEVI Plan include:

- Existing & Future Conditions Analysis:
 - Geography, Terrain, Climate, & Land Use
 - State Travel Patterns, Public Transit, Freight & Supply Chain
 - Alternative Fuel Corridor Designations (Rounds 1-6)
 - Existing Charging Locations
 - Known Risks & Challenges
- Future Charging Deployments & Upgrades
 - Almost all current DCFC sites do not meet the updated NEVI standard
 - Address how proposed project locations support:
 - Capacity & redundancy of existing routes
 - Equity
 - Rural charging needs
 - Freight considerations
 - Public transit considerations
 - State, Regional, & Local Policy Coordination





NEVI State Plan Template

(Newest Elements - Require Most Attention in Near-term)

Required Elements of the State NEVI Plan include:

- Station Operations & Maintenance
 - Data Collection & Sharing
 - Resilience, Emergency Evacuation, Weather Events
 - Labor, Safety, Training, and Installation Standards
- Equity Considerations (outlined in Justice 40)
 - Identification & Outreach to Disadvantaged Communities
 - Process to Identify, Quantify, and Measure Benefits to DACs
 - Labor & Workforce Considerations
 - Cybersecurity
 - Discretionary Exceptions to:
 - 50-mile highway station distance
 - 1-mile highway station buffer
 - 4 x 150 kW (600 kW total) power requirement/timing?
 - others?





Next Steps

- CDOT team is reviewing additional Federal NEVI guidance that was issued on May 13, 2022
- CDOT and partner agency staff continue to:
 - Conduct data analysis on current and potential designated corridors based on Federal criteria and guidance
 - Outline more established plan elements
 - Participate in development of an RFI to charging providers with the other REV West states
 - Consult with Joint Office staff providing technical assistance to states during plan development
- Stakeholder engagement will occur over the course of the late spring and summer
 - Staff are in the process of developing a stakeholder engagement plan and calendar
- State team is on target to develop and submit EV Infrastructure Deployment Plan by August 1, 2022 deadline
 - The Joint Office will approve or provide feedback by **September 30, 2022.**
 - Future updates to TC via quarterly OIM Committee Meetings



Questions & Discussion

For comments or questions, please contact us at:

dot_innovativemobility@state.co.us



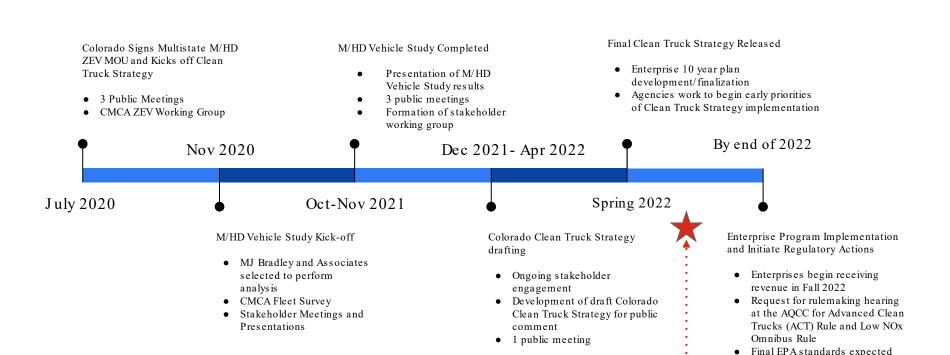


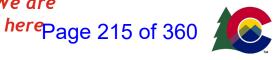
M/HD is a Diverse and Critical Sector

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



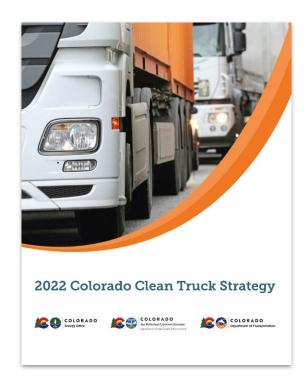
Colorado Clean Truck Strategy Timeline





We are

Colorado Clean Truck Strategy



- → Final CO Clean Truck Strategy released on May 6, 2022
- → Interagency team held 7 public input meetings and received 120 public comments during strategy development; a comment response memo is posted alongside the Strategy
- → Includes goals and objectives along with 35 prioritized strategies agencies will pursue in the near and medium term.
- → This represents an ambitious yet feasible path forward in the next few years, given our current capacity.

Vision Statement

Recognizing the critical nature of freight, delivery, passenger transport and other important functions of the medium- and heavy-duty vehicle sector, the vision for this strategy is to support an efficient, affordable and equitable large-scale transition of Colorado's mediumand heavy-duty vehicle sector to zero-emission technologies to achieve the state's greenhouse gas and air pollution emission reduction goals and complementary benefits such as fuel and maintenance cost savings, in a way that prioritizes communities that have historically been most impacted by medium- and heavy-duty vehicle emissions.



Goals and Objectives - Part 1

Category	Goals and Objectives
Clean truck adoption	 Zero-Emission Vehicle Sales: Increase adoption of M/HD ZEVs to at least 30% of new sales by 2030, and 100% of sales by 2050. Zero-Emission Vehicles on the road: Increase adoption of zero-emission M/HD vehicles to 35,000 vehicles on the road by 2030, with a long-term goal of 100% of M/HD vehicles being zero-emissions. Accelerate Fleet Turnover: For M/HD vehicles that do not have viable near-term ZEV product offerings, state agencies will work with partners to facilitate disposal of the oldest and most polluting vehicles and purchase of replacement vehicles with newer emissions technology. This includes aiming for new trucks sold in the state to produce 90% less NOx emissions than current standards starting in 2027.
Public fleets	 State fleet: Establish a goal and accompanying transition plan for state-owned fleets to achieve 100% zero-emission M/HD fleet vehicle purchases where technically feasible and able to meet safety and mission critical operations needs by no later than 2040. Interim targets will be set based on the analysis state agencies will complete on the state M/HD fleet needs detailed in the actions below. This builds on Executive Order D 2022 016 Amending and Restating Executive Order D 2019 016 Concerning the Greening of State Government. Transit fleet: Convert the public transit fleets across the state to 100% zero-emission vehicles no later than 2050, with an interim target of at least 1,000 ZEV transit vehicles by 2030, through implementation of the Transit Zero Emission Vehicle Roadmap. School buses: Support the adoption of 2,000 electric school buses by 2027 and a longer term goal to achieve 100% zero-emission buses on the road by 2035, with a focus on adoption in school districts in disproportionately impacted communities.
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Goals and Objectives - Part 2

Category	Goals and Objectives
Charging and fueling infrastructure	• State agencies will plan for and support public, utility, public-private partnership and private sector funding for sufficient M/HD charging and hydrogen fueling infrastructure to serve the identified clean truck and bus adoption goals. Additional planning is needed to identify the right quantity and mix of technologies, charging speeds, use cases and locations for this infrastructure.
Equity	 The state will work with its partners and will leverage CDPHE, CEO, CDOT and CDLE equity resources to prioritize clean truck and bus deployment in ways that provide direct benefits to disproportionately impacted communities and support a just transition for workers in the medium- and heavy-duty vehicle sector.
Support success	• State agencies and partners will strive to <u>identify sufficient funding</u> , <u>financing and other forms of support to achieve the ZEV adoption goals established</u> , as well as additional anticipated benefits for fleets, workers, disproportionately impacted communities and all Colorado residents such as fuel and maintenance cost savings, job creation and economic development, cleaner air, quieter operations and lower utility rates.

Categories of Actions

Actions are grouped into the following categories:



Regulatory requirements



Procurement policies and programs



Vehicle incentives and financing



Infrastructure planning and investments



Utility Strategies



Workforce development programs



Additional opportunities



CDOT Lead for Near-Term Actions (2022-2023)

Category	Actions	Agencies*
Procurement Policies & Programs	 Analyze the M/HD state fleet to identify the best opportunities for conversion to ZEVs. As the largest state agency operator of M/HD vehicles, CDOT will conduct an analysis of the best opportunities for conversion to ZEVs in their M/HD fleet. 	CDOT, CEO, CDPHE, DPA
Infrastructure Planning & Investments	Conduct a planning study for M/HD charging that identifies the quantity, type and locations of charging infrastructure needed to support ZEV truck adoption goals.	CEO, CDOT, CDPHE
Regulatory Strategies	By the end of December 2022, CDOT will establish a working group of the Transit and Rail Advisory Committee to collaborate with statewide transit stakeholders regarding potential future adoption of a clean transit rule that would require a long-term transition to zero-emission transit buses.	CDOT
Additional Opportunities	Update the state freight plan including investigation of truck travel strategies that enhance operations, reduce congestion and reduce subsequent greenhouse gas emissions.	CDOT

CDOT Support for Near-Term Actions (2022-2023)

Category	Actions	Agencies*
Procurement Policies & Programs	Develop plans for outreach, education and technical assistance to support public and private fleet transitions to ZEVs.	CDPHE, CEO, CDOT
Vehicle Incentives & Financing	Develop a comprehensive set of program designs for rebates, vouchers and/or grants for zero emission trucks.	CDPHE, CEO, CDOT
Vehicle Incentives & Financing	Explore additional strategies to support the retirement of the oldest, most polluting diesel vehicles on the road, including future legislative action and grant programs.	CDPHE, CEO, CDOT
Infrastructure Planning & Investments	Develop a comprehensive set of incentive offerings for depot and public truck charging, leveraging funding from the federal government and new state enterprises.	CEO, CDOT, CDPHE
Workforce Development	Conduct a workforce needs analysis to identify gaps, plan programs and strive to ensure supply of workers matches demand as the ZEV market grows.	CWDC, CDOT
Regulatory Strategies	Investigate options to ensure clean truck adoption by public fleets and large private fleets, in alignment with the Advanced Clean Truck rule where technically feasible.	CDPHE, CEO, CDOT



Clean Trucks' Role in Reaching CO Transportation GHG Goals

Roadmap Goal - Reduce GHG pollution from Transportation Sector ~12.7 million tons by 2030

6 MMT reduction

Low and Zero Emission Vehicle rules

2 MMT reduction

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

1.5 MMT reduction

GHG Transportation Planning Standard

Collectively, the other strategies will target remaining 3.2 million tons

~3.2 MMT reduction

	77 3 3	
	Incentivize land use to increase housing near jobs and reduce VMT and pollution	HB 21-1271, HB 21-1117; CDOT stakeholder process; interim affordable housing committee
	Clean Truck Strategy - infrastructure, fleet incentives, regulatory actions such as Advanced Clean Trucks and fleet rules INITIAL ESTIMATE: ~0.4 MMT annually by 2030 and ~3.3 MMT by 2050; more precise calculations forthcoming	Study released October 2021 Stakeholder Engagement - Fall 2021/Winter 2022; Fleet investments from SB21-260
	Participate in developing post 2025 vehicle standards (state and federal)	Participating in Federal and CARB processes
	AQCC evaluation of indirect source rules	Interagency group formed to conduct exploratory analysis
•	Expansion of public transit, including setting the stage for Front Range Rail	In progress - SB2 -23898 24-269, Main streets investments, on-going multimodal emphasis

Next steps

- Agencies will continue collaborating with stakeholders and initiating implementation on the near-term actions in the Clean Truck Strategy with regular updates to TC via quarterly OIM Committee Meetings
- Stakeholder Engagement Opportunities:
 - Development of the Clean Transit Enterprise 10-Year plan
 - Development of the Clean Fleet Enterprise 10-Year Plan
 - Development of the Community Access Enterprise 10-Year Plan
 - Stakeholder outreach for the Advanced Clean Trucks and Low NOx rules
 - CO EV Coalition, Freight Advisory Council, etc.
- Clean Truck Strategy updates will be included in annual progress reports to the legislature on the Colorado EV Plan and GHG Pollution Reduction Roadmap required by SB21-260
- State agencies anticipate updating the strategy every two years to respond to the evolving market and lessons

Final Strategy and Comment Response Memo are Posted on the CO Clean Truck Website:

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

Contact the Clean Truck Team:

cleantruckstrategy@state.co.us





Questions & Comments?



Colorado Transportation Commission Audit Review Committee Agenda Wednesday, May 18, 2022 @ 4:15

Eula Adams, Chair District 3 Karen Stuart
District 4

Terry Hart District 10

All commissioners are invited to attend this Committee meeting

1.	Call to Order	Verbal
2.	Motion to Approve October 21, 2021 Minutes	p. 1
3.	Motion Regarding Release of Construction Project	Verbal
	Oversight Audit Report	
4.	Audit Division Plan	Verbal
5.	FY 2022 Audit Division Results	Verbal
6.	Outstanding Recommendations Update	Verbal

THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION

Transportation Commission Meeting Minutes

Workshops – Wednesday, April 20, 2022, 1:00 pm – 5:00 pm, Virtual via Zoom Meeting YouTube link: https://youtu.be/nlMID-sC z4

Call to Order, Roll Call – Video Link 00:00:00

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.

1. FY 22 Budget Workshop (Jeff Sudmeier and Bethany Nicholas) – Video Link 00:02:57

Purpose & Action: To review the seventh budget amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and approve the seventh budget amendment to the FY 2021-22 Annual Budget, which consists of three items that require TC approval.

Discussion Summary:

- Amendments included in this budget action include adding the new \$62.4M flexible federal revenue from IIJA, a transfer of \$5.9M from Innovative Mobility Programs to 10-Year Plan Projects, and a transfer of \$1M from 10-Year Plan Projects-Capital Projects to CTIO for Central 70.
- The budget reflects CDOT's formula funding and does not include any competitive grant funding that may or may not be awarded to CDOT.

2. <u>Innovative Mobility FY 23 Budget Presentation (Key Kelly, Mike King, Ashley Nylan, Lisa Streisfeld)</u> - <u>Video Link 00:19:20</u>

Purpose & Action: This workshop provided a review of Office of OIM accomplishments in FY22 and proposes an OIM project budget for FY23. Informational only.

Discussion:

- Colorado's National EV Infrastructure (NEVI) plan will outline how we'll put to use approximately \$57M
 in additional federal funding and will seek to address overall system connectivity gaps.
- The Colorado Clean Truck Strategy is due to be finalized in May and will include an analysis of State's fleet on the feasibility of future ZEV adoption for medium and heavy-duty truck fleets.
- Staff will provide overviews of the NEVI and Clean Truck Strategy at next month's workshops.
- The budget request for FY23 that will come to the TC in May includes \$3M for Electrification & Energy, \$5M for Mobility Services; Mobility Technology does not have a budget request this next year.

3. GHG Mitigation Policy Directive Update (Rebecca White and Theresa Takushi) – Video Link 01:05:25

Purpose & Action: This workshop provided an update on the status of the development of the Policy Directive on Greenhouse Gas (GHG) Mitigation Measures and an update on the progress towards compliance for the GHG Pollution Reduction Standard for Transportation Planning. Staff will also present a proposed interpretation for two key terms (Regionally Significant and Transportation Capacity). No action requested, for discussion only.

Discussion:

- Methodologies and GHG reduction amounts for both Regionally Significant Projects and for mitigation measures decrease over time to account for the assumed increase over time in the number of electric non-emitting vehicles on the road.
- The PD will lay out a process to allow for future additions and changes to the eligible mitigation measures while ensuring a well-developed, data-driven model for the effects/benefits of that mitigation. The PD itself will also undergo updates when necessary.

4. Strategic Transportation Safety Plan (San Lee and Manjari Bhat) - Video Link 02:05:31

Purpose & Action: To provide the TC updates on current progress in implementing the Strategic Transportation Safety Plan (STSP) and recent changes to the statewide Highway Safety Improvement Program (HSIP) funding allocation due to the Infrastructure Investment and Jobs Act (IIJA).

Discussion:

- Safety statistics show Colorado is experiencing an increase in fatalities and serious injuries since 2019, and this trend is playing out nationally.
- Staff demonstrated the Colorado Crash Data Dashboard
- Among the deliverables in the STSP is the launch of a Safety Executive Oversight Committee, which brings together CDOT, the Colorado Department of Public Health and Environment (CDPHE), the Colorado State Patrol (CSP) and the Department of Revenue (DOR) and is scheduled to meet the first time on May 24.
- The Highway Safety Improvement Program (HSIP) is currently funded with about \$33M annually, and will see a 30% increase through the IIJA. The proposal currently is to set aside \$25M of these funds to support 10-Year Plan projects.
- All project proposals undergo an operational review, which includes looking at our vulnerable users

5. Advancing Year 4 Rural Paving Projects from the 10-Year Plan (Marissa Gaughan and Rebecca White) – Video Link 02:39:21

Purpose & Action: Staff is requesting approval to advance the US385 North of Cheyenne Wells rural paving project from Year 4 of the 10-Year Plan that was previously approved by the TC in Resolution #TC-19-11-7. **Discussion:**

None

6. CDOT's ITS Fiber Program (John Lorme and Bob Fifer) - Video link 02:41:31

Purpose & Action: Provided background information on CDOT's ITS Fiber Program, how and why we use fiber, and the relationship between fiber and broadband. No action requested.

Discussion:

- CDOT's fiber network team consists of three full time employees. They manage 77 different publicprivate partnerships (P3s) currently and are limited because of the small number of employees in how many new P3s and other private uses may be integrated into our systems.
- State statute regulates how CDOT is allowed to enter into partnerships for fiber/broadband arrangements. Some private proposals have been denied for not meeting these requirements, but the majority do so.
- A Fiber Development Team is being utilized to improve the working relationships around the state and to facilitate these partnerships.

7. Small Business Diversity Committee: Equity 360 – Office of Environmental Justice and Equity (Marsha Nelson, Greg Diehl, Amber Blake, and Anna Mariotti) – Video link 03:35:00

Purpose & Action: Introduction of the newly hired Chief Equity Officer and team to the TC. The Chief Equity Officer will provide an overview of preliminary findings and a future vision of the newly created Equity and Environmental Justice Branch. Discussion will include Nondiscrimination compliance for Project Delivery, Environmental Justice & Outreach and Engagement, and Workforce Development. No action requested. **Discussion:**

- Commissioners expressed their support for the goals and strategies in the Department's equity vision.
- Staff discussed the challenges for small businesses to compete and participate in state-funded projects and the efforts CDOT is undertaking to help them develop their ability to do so.
- While design requirements in local projects often increase their costs, the complexity involved in ADA requirements is necessary to ensure accessibility for all users. Commissioners and staff discussed whether and how equity and diversity efforts might improve these conditions and improve efficiencies.

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

Recording Link: https://www.youtube.com/watch?v=RwU7dhHjJoA

1. Call to Order, Roll Call – Video link 00:00:40

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, Barbara Vasquez, and Eula Adams.

2. Open Public Hearing for FY 23-26 STIP (Rebecca White and Jamie Collins) – Video link 00:01:16

3. Public Comments – Video link 00:02:00

Provided to the Commission in writing prior to the meeting:

- Anne Hutchison, Fort Collins Area Chamber of Commerce, commented on the importance of pursuing Infrastructure Investment and Jobs Act (IIJA) funding for I-25 North to complete the project.
- Molly McKinley, Denver Streets Partnership, commented on the importance of putting greater emphasis on equity with regard to the greenhouse gas rule to ensure that it is adequately accounted for in project prioritization and mitigation measures.
- Scott James, Weld County Commissioner, commented on the importance of completing the I-25 North project given the growth Weld County is anticipating, and urged CDOT to pursue IIJA grant opportunities to complete I-25 North.
- Matt Frommer, Southwest Energy Efficiency Project (SWEEP), commented on the importance of excluding mitigation measures that don't reduce vehicle miles traveled (VMT) such as operational measures. Urged a greater focus on land use as the single most impactful tool in lowering GHG.
- Tom Easley, Colorado Communities for Climate Action, commented on the importance of the GHG Rule, and suggested a few improvements, including centering the mitigation measures on VMT lowering strategies and measures that would incentivize good land use. Also requested that equity be a greater focus. Also urged that mitigation scores be linked to performance.
- Rachel Hultin, Bicycle Colorado, requested a greater focus on lowering VMT in the GHG
 rule. Also requested inclusion of emissions calculators in project scoring, reset of project
 priorities, accessibility metrics, and inclusion of an equity overlay.
- Jean Sanson, Boulder Transportation Planner, urged strengthening the rule and increasing focus on disproportionately impacted communities.
- Martha Roskowski, consultant representing Natural Resources Defense Council (NRDC), strongly encourage an equity overlay to the mitigation measures scoring system and requiring emissions reductions calculators in the project selection process.
- Ean Tafoya, Green Latinos, urged a greater focus on equity so that the scoring benefits disproportionately impacted communities.
- Marie Venner, Coalition-Community, Faith, Justice: Urged a rule is needed that more comprehensively addresses the needs of the system. The current 10-year plan needs to be reconsidered, especially considering that many of those projects, primarily impact the wealthiest segments of the population.
- Written comments from Shane Oliver and Jenny Gaeng, of Conservation Colorado, were submitted into the record.

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4. Comments of the Chair and Individual Commissioners – Video link 00:34:04

• Commissioners expressed appreciation for the public comments, excitement around the new Clean Transit Enterprise and the Nonattainment Area Air Quality Enterprise.

5. Executive Director's Management Report (Shoshana Lew) - Video link 01:07:13

- Executive Director Lew thanked Mike Goolsby for his service and announced Jason Smith as the new Region 3 Transportation Director.
- Congratulated the CDOT team for the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Grant submittal for the Western Slope transit corridor, 6th and Wadsworth, and Floyd Hill.

6. Chief Engineer's Report (Steve Harelson) - Video link: 01:13:13

- Work zone safety week: Chief Engineer Harelson took the opportunity to visit Powers and Research project and X11 in Trinidad project, which was a good reminder of the high risk involved in that work.
- The Region 1 training program will be expanded statewide.
- The Research Branch is working on research brainstorm on May 11th with engineers on the front lines.

7. <u>Colorado Transportation Investment Office (CTIO) (Formerly HPTE) Director's Report (Nick Farber) – Video link: 01:20:30</u>

- The CTIO Board voted to open up rulemaking in response to HB22-1074 authorizing the Board to amend rules to allow unauthorized vehicles over 3 axels and 25 feet to use I-70 Peak Period Shoulder lanes while it is closed. At their June Board meeting rulemaking will open.
- The Board approved the Globeville equity tolling program.
- Economic Development Board approved a loan extension for Burnham Yard Property.
- Burnham Yard Planning study is starting. Seeking consultant assistance for NEPA analysis on track alignment.
- North I-25 P3 had last meeting with ROADIS before their May 11th proposal submittal (which was based on an extension granted by the P3) should have an answer on that proposal in August.

8. FHWA Division Administrator's Report (John Cater) - Video link: 01:23:37

- FHWA has released guidance on the Carbon Reduction Program that is similar to the Congestion Mitigation and Air Quality (CMAQ) Program.
- Will be sending out a letter on safety and safety performance targets, where Colorado is falling short of national standards.
- Commended CDOT for Remembrance Day efforts.
- Congratulated Jason Smith on his new role as the Region Transportation Director (RTD) of CDOT Region 3.
- In response to a question from Commissioner Bracke, John Cater clarified that while the safety targets didn't change, Colorado didn't meet the targets, so CDOT will now be required to spend a certain portion of federal funds on safety improvements.

9. <u>Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski) – Video link:</u> 01:28:38

- CDOT staff is proposing a date and time change for STAC meeting.
- STAC asked for further consideration to how CDOT defines urban vs. suburban vs. rural in the GHG mitigation measures policy directive. STAC also requested land use be included as a mitigation measure. STAC raised concerns with the number of reviews that the GHG rule will now require for the planning process and mitigation measure approval. For the definition of transportation capacity, STAC raised concerns about using the volume to capacity (V/C) ratio as a measure.
- STAC raised concerns about how CDOT's Bustang funding plan will impact local agencies.

10. Legislative Report (Andy Karsian) - Video link: 01:38:25

- A month is left in the Colorado legislative session, so legislators are scrambling to introduce bills last minute.
- A distracted driving bill introduced SB 22-175, raising fees for distracted driving offenses and makes holding device a violation. This bill passed in the Senate and in House now.
- SB22-215 will provide matching funds for IIJA funds. 35% are dedicated for transportation which could be \$28.5 million.
- Regarding the time out on user fees for SB 21-260, an amendment will extend user fees, and will provide backfill.
- \$30 million to expand Bustang passed the Senate and is now in Energy Committee.
- Wildlife Crossing Bill is still in the Appropriations Committee.
- Conservation Easement Valuation Bill. CDOT is asking that it be narrowed to state owned land or donated land as opposed to all Conservation Land. Staff clarified that it won't impact the tax rate, and that the intent is to protect the easement land from condemning authorities.
- Commissioner Hall commented that it is fascinating that they go to highest and best use of conservation, after years of trying to restrict it, due to how extensively that was abused.

11. Discuss and Act on Consent Agenda – Video link: 01:48:58

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

- a) Proposed Resolution #1: Approve the Regular Meeting Minutes of March 17, 2022 (Herman Stockinger)
- b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- c) Proposed Resolution #3: Frisco Employee Housing Parcel Disposal (David Fox)
- d) Proposed Resolution #4: Region 3 Disposal- SH 133 Release of Slope Easement SE-9Rev (Zane Znamencek)
- e) Proposed Resolution #5: Region 5 Disposal- SH 24 Parcel 231-224-EX (Julie Constan)
- f) Proposed Resolution #6: Maintenance Project \$150k-\$250k Approval (Tyler Weldon)

12. <u>Discuss and Act on Proposed Resolution #7: 9th Budget Amendment of FY 2022</u> (Jeff Sudmeier and Bethany Nicholas) – Video link: 1:49:51

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

13. <u>Discuss and Act on Proposed Resolution #8: 7th Budget Supplement of FY 2022</u> (<u>Jeff Sudmeier and Bethany Nicholas</u>) – <u>Video link: 1:52:49</u>

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

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14. Discuss and Act on Proposed Resolution #9: Central 70 Globeville and ElyriaSwansea (GES) Tolling Equity Program and CTIO Intra Agency Agreement (Nick Farber & Simon Logan) – Video link: 01:59:19

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

- 15. <u>Discuss and Act on Proposed Resolution #10: Advancing Year 4 Rural Paving Projects from the 10-Year Plan (Rebecca White and Marissa Gaughan) Video link: 02:02:50</u>
 A Motion by Commissioner Garcia to approve, and seconded by Commissioner Beedy, passed unanimously.
- 16. <u>Close Public Hearing for FY 23-26 STIP (Rebecca White and Jamie Collins)</u> Video link: 02:04:53
- 17. Recognitions: Environmental Awards (Rebecca White and Jane Hann) Video link: 2:08:03
 2021 Award Winners:

Innovative Environmental Process

CDOT Donations of Rare Plants and Shale Rock to Denver Botanic Gardens Display Submitted by: Vanessa Santistevan, Region 4 Environmental Team Members Involved:

- Jason Roth, CDOT Region 4 Environmental Project Manager;
- Christopher Willis, CDOT Nederland patrol;
- Mike Bone, Denver Botanic Gardens;
- Kevin Williams, Denver Botanic Gardens;
- Sonya Anderson, Denver Botanic Gardens;
- Jennifer Ramp Neale, Denver Botanic Gardens

Environmental Support by Maintenance

Chattanooga Beaver Exclusion Fence Project Submitted by: Tim Funk, Region 5 Environmental Team Members Involved:

- Clint Rhoades Region 5 Maintenance,
- Kyle Benke Region 5 Maintenance

Special Contributor

Submitted by: Barbara Stocklin-Steeley, Region 1 Historian

 Presley Fowler, Region 1 Deputy Communications Manager: Region 1 History Videos Project

Project Winner

Partnering Creates Environmental Wins for US 36 Flood Recovery Submitted by: Brian Varrella, Region 4 PE II

Team Members Involved:

- Stacy DeWitt, R4 PE I;
- Brian Varrella, R4 PE II;
- Monte Malik, R4 PE I;
- Nicholaus Schipanski, R4 Environmental;
- Jason Roth, R4 Environmental;
- Various other CDOT specialty units and staff;

- Flatiron Construction;
- US Forest Service;
- Colorado Parks and Wildlife;
- Atkins Global;
- RockSol; and
- Jacobs Engineering
- 18. Other Matters Video link: 02:32:47
- 19. Meeting Adjourned: 10:33am
- **20**. Additional Workshop **11:00** am <u>Video link: **02:46:04**</u>

I-270 Project Update (Jessica Myklebust and Andrew Stratton)

<u>TC Ad Hoc Agency Coordination Committee</u> – Thursday, April 7, 10-11 a.m., Tuesday, April 12, 2022, 12-1 p.m., Tuesday, April 19, 11 a.m. – noon.

On May 20, 2021, the TC Chair established a TC Ad Hoc Committee to study and discuss how to amend the TC planning rules to incorporate pollution reduction standards as required by 2021 legislation. On April 7, 2022, April 12, 2022, and April 19, 2022, Committee members Commissioner Hickey, Commissioner Stuart, and Commissioner Vasquez met with counsel from the Attorney General's Office and CDOT staff to continue discussing next steps that are needed in connection the Transportation Commission Planning Rules that were amended in December 2021 to include pollution mitigation measures including the drafting of a policy directive outlining allowable mitigation measures.

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

Memorandum

TO: Transportation Commission

FROM: Marci Gray & Lauren Cabot

DATE: May 2, 2022

SUBJECT: Intergovernmental Agreements over \$750,000.00

<u>Purpose</u> 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.

<u>Action</u> 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.

<u>Background</u> 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.

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

Attachments IGA Approved Project List



TO: THE TRANSPORTATION COMMISSION

FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER

DATE: MAY 2, 2022

SUBJECT: DISPOSAL OF US 36 PARCELS 46-EX AND 47-EX

Purpose

CDOT Region 1 is proposing to dispose of Parcels 46-EX and 47-EX comprising a combined 5,529 sq. ft. (0.127 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Action

CDOT Region 1 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 5,529 sq. ft. (0.127 acres) of right of way that is no longer needed for transportation or maintenance purposes.

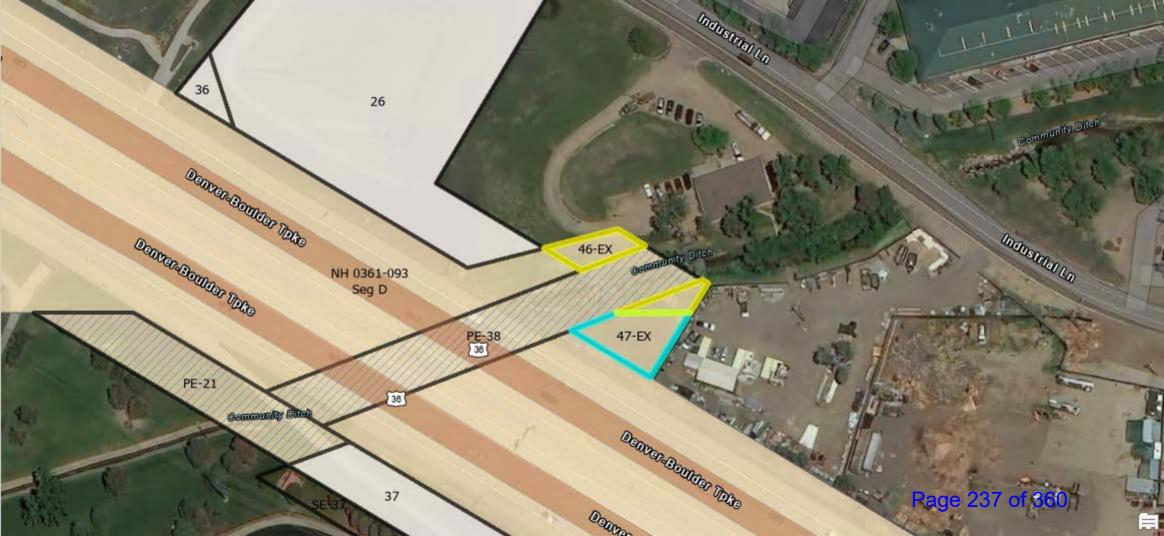
Background

Parcels 46-EX and 47-EX were originally acquired in 1950 as part of project T 170-1 (0). The parcels only have value to one adjacent property onwer. In accordance with C.R.S. 43-1-210, when a property only has value to one adjoing owner, that property owner shall have the right of first refusal to purchase the property. The adjacent property owner has requested to purchase parcels 46-EX and 47-EX from CDOT for fair market value.

Next Steps

Upon approval of the Transportation Commission, CDOT will convey Parcels 46-EX and 47-EX to the adjacent property owner in exchange for fair market value in accordance with C.R.S. 43-1-210 and 23 CFR 710.403. The revenue from the sale of the parcel will be dispersed in accordance with CDORT ROW Manual Chapter 7.2.16

Attachments





TO: THE TRANSPORTATION COMMISSION

FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER

DATE: MAY 2, 2022

SUBJECT: DISPOSAL OF SH 53 PARCELS 5REV-EX

Purpose

CDOT Region 1 is proposing to dispose of Parcel 5Rev-EX comprising 6,841 sq. ft. (0.157 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Action

CDOT Region 1 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 6,841 sq. ft. (0.157 acres) of right of way that is no longer needed for transportation or maintenance purposes.

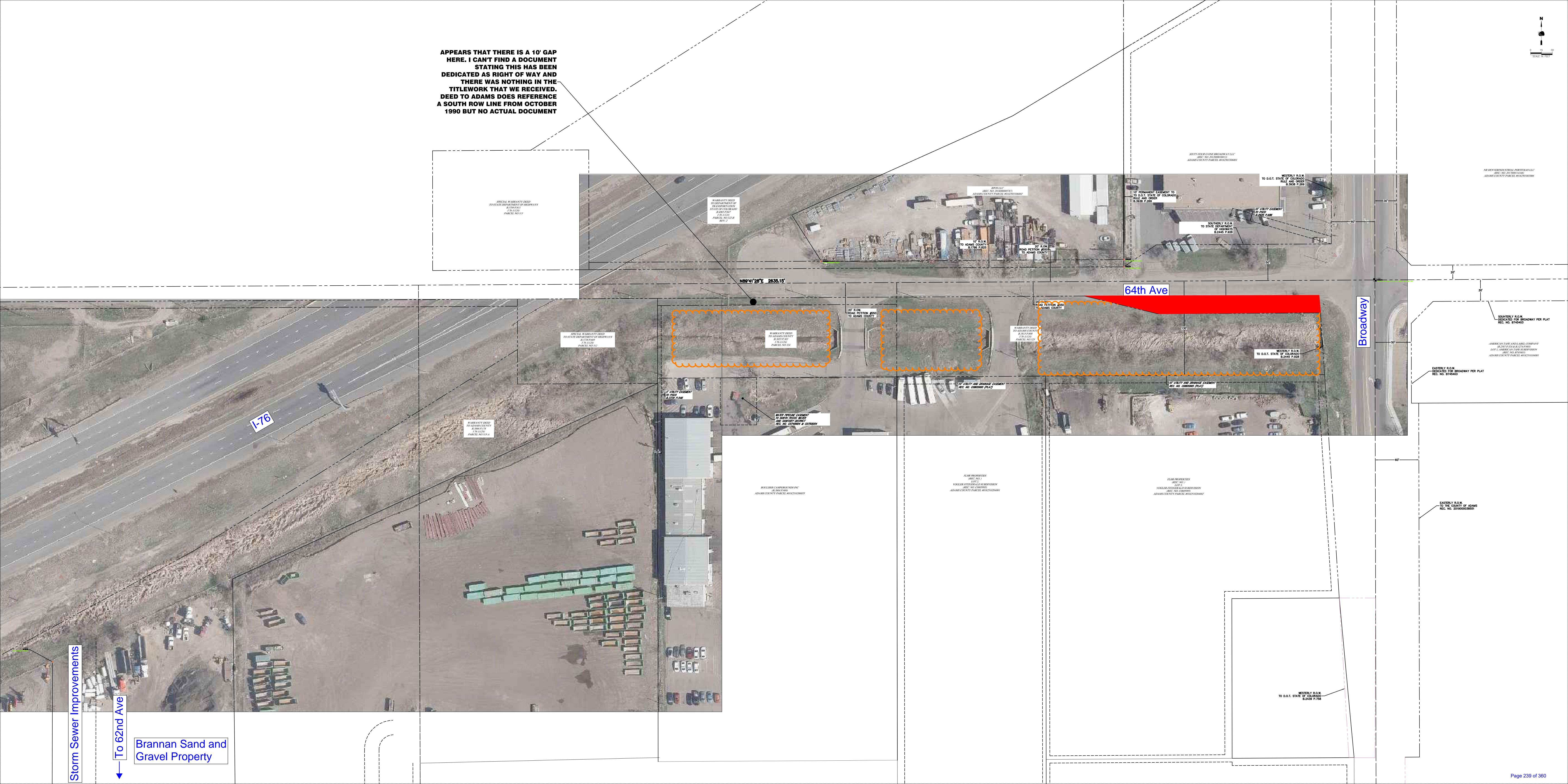
Background

Parcels 5Rev-EX were originally acquired in 1980 as part of project HHS-HES 0006(5) SH 53. Region 1 has determined that the parcel is no longer needed for transportation purposes. Adams County desires to acquire the parcel to use for water quality improvements at the southwest corner of West 64th and Broadway (SH 53).

Next Steps

Upon approval of the Transportation Commission, CDOT will convey Parcels 5Rev-EX to Adams County for nominal value in accordance with 23 CFR 710.403. The conveyance deed will contain a clause that will revert the property to CDOT's ownership if the parcel ever ceases to be used for the purposes described above.

Attachments





TO: THE TRANSPORTATION COMMISSION

FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER

DATE: MAY 2, 2022

SUBJECT: DISPOSAL - FORMER BOYERO MAINTENANCE SITE

Purpose

CDOT Region 4 is proposing to dispose of the former Boyero Maintenance site which is approximately 135,038 square feet (3.0 acres). The Property is no longer needed for CDOT purposes. The property will be conveyed at fair market value in accordance with (C.R.S) 43-1-210(5).

Action

CDOT Region 4 is requesting a resolution approving the disposal of the former Boyero Maintenance site which is approximately 135,038 square feet (3.0 acres) that is no longer needed for transportation or maintenance purposes.

Background

The parcel was originally acquired in two transactions. One acre of property was purchased in 1953. The additional two acres of property were subsequently acquired in 1975. CDOT vacated the Boyero maintenance site in 2021. The patrol was moved to the newly constructed Limon maintenance site for operational efficiencies. CDOT does not have a need to maintain ownership of this property.

Next Steps

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

Attachments





TO: THE TRANSPORTATION COMMISSION

FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER

DATE: MAY 2, 2022

SUBJECT: DISPOSAL OF SH 52 PARCELS 10-EX AND 11-EX

Purpose

CDOT Region 4 is proposing to dispose of Parcels 10-EX and 11-EX comprising a combined 15,316.66 sq. ft. (0.351 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Action

CDOT Region 4 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 15,316.66 sq. ft. (0.351 acres) of right of way that is no longer needed for transportation or maintenance purposes.

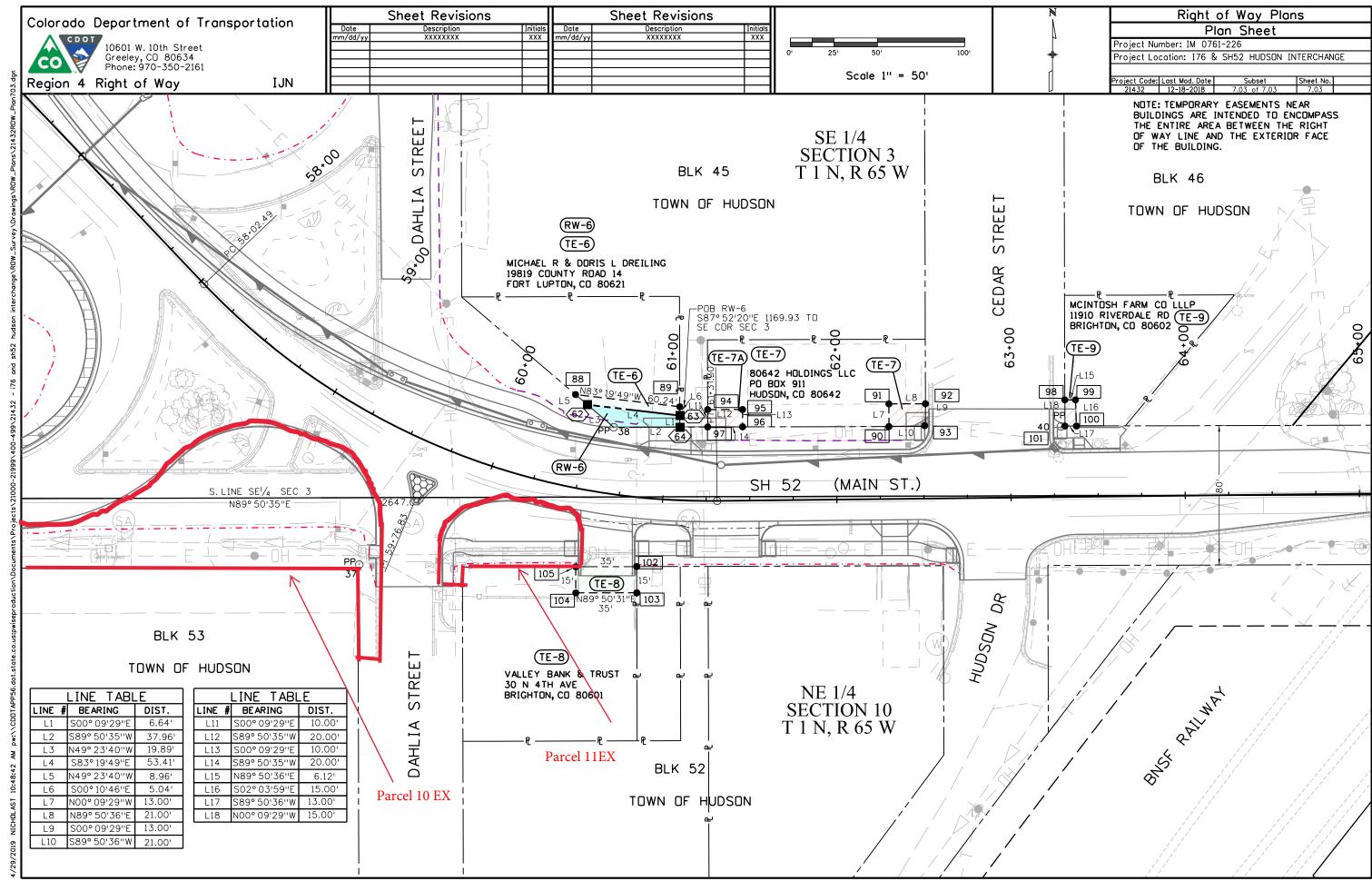
Background

Parcels 10-EX and 11-EX were originally acquired in 1968 as part of project I 80 S-1(33)27 for an interchange at I-76 and SH 52. A recent reconstruction of this interchange has rendered Parcels 10-EX and 11-EX unnecessary for transportation purposes. The Town of Hudson desires to acquire the parcels for landscaping an the installation of a Town welcome sign.

Next Steps

Upon approval of the Transportation Commission, CDOT will convey Parcels 10-EX and 11-EX to the Town of Hudson for nominal value in accordance with 23 CFR 710.403. The conveyance deed will contain a clause that will revert the property to CDOT's ownership if the parcel ever ceases to be used for the purposes described above.

Attachments



Region 2 REGION TRANSPORTATION DIRECTOR 5615 Wills Boulevard Pueblo, CO 81008

DATE: May 17, 2022

TO: Transportation Commission

FROM: Richard Zamora, Region 2 Transportation Director

Rebecca White, DTD Division Director

SUBJECT: Request for Advancing \$2.5 million in funding for ROW

acquisitions for I-25 through Pueblo New Freeway Project (also

called I-25 and US-50B interchange)- #23535

Purpose

The purpose of this memorandum is to request approval from the Transportation Commission for advancement of \$2,500,000 SB267 Year 4 funds for a previously approved Senate Bill 267 project: I-25 Through Pueblo New Freeway Project (also called I-25 and US-50B interchange).

Action

The Transportation Commission is being asked to approve this advancement so that CDOT can continue to acquire ROW properties necessary for the project.

Background

The project improvements include reconstructing I-25 from MP 99.9 to MP 100.8, replacing three bridges (two of them are on the poor bridge list) and reconstructing US50B from MP 316 to MP 316.5. This project is a part of the New Pueblo Freeway.

Details

The project has already budgeted \$14.5 million in SB267 funds (\$7.5 million ROW and \$7.0 million Design) in the previous 3 years. Further, the TC has already approved \$45.5 million SB267 Year 4 funds for this project. This request asks for advancement of \$2.5 million of that \$45.5 million SB267 Year 4 funds. The project requires fully acquiring and relocating 15 businesses. There is an additional one residential and 5 partial acquisitions along with 5 billboards that need to be acquired, as well as the cost of building demolition and hazardous materials removal. The \$2,500,000 in this request partially covers those acquisitions and removal work.

The Transportation Commission has approved similar requests in the last six months to advance previously approved Year 4 rural road projects so that the projects would not be slowed down.

Recommendation

Staff recommends the TC approve the advancement of the \$2.5 million in Year 4 SB267 funds so that staff may continue with the ROW acquisition and removal work. If we do not advance the \$2.5 million, it will pause the ROW acquisition and delay the advertisement of the project.

Next Steps

If the Transportation Commission approves the funding advancement request, the Resident Engineer will submit a Budget Action Request to the Region 2 Business Office who will work with OFMB to complete the necessary steps to budget the \$2.5 million ROW funds.

Attachments

Resolution



TO: THE TRANSPORTATION COMMISSION

FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER

BETHANY NICHOLAS, BUDGET DIRECTOR

DATE: MAY 19, 2022

SUBJECT: ELEVENTH BUDGET SUPPLEMENT - FY 2021-2022

Region 2

\$8,111,875 - Surface Treatment, Bridge Construction, RPP, FASTER, Strategic Projects

- CO 115 Safety and Pavement Improvements - CDOT requests approval for the additional budget for a 17% increase over the current budget to award to the lowest bidder. It was determined that the bid unit prices are reasonable considering the current economic climate. The increases in cost are associated with significant increases in asphalt pavement, concrete pavement and ITS components and is representative of similar recent bids. The project scope includes pavement reconstruction of 11.3 miles, bridge replacement, passing lanes, acceleration and deceleration lanes into housing developments and other safety features. This project crosses two planning areas, the Pikes Peak Area Council of Governments (PPACG) MPO and Central Front Range (CFR) TPR.

The funding is being sourced from multiple programs including Surface Treatment. Although the project was not previously selected for Surface Treatment, the Asset Manager has confirmed the project is eligible for Surface Treatment funding and is being incorporated into the Surface Treatment Plan. As indicated in the attached memo a separate Surface Treatment project will be designed but shelved until funding is available. Additionally, the region will utilize FASTER Safety, RPP, Bridge and SB 267 funding made available via project closures and surpluses.

CO 115 Safety and Pavement Improvements

Budget Components by Phase, Funding Program, Fiscal Year

				Funding Request				
Phase	Funding	Original	Previous	Current	Total	Total Adjustment	Revised	Expended
of Work	Program	Budget	Adjustments	Request	Adjustments	Percent	Budget	To-Date
Design	Strategic Projects	\$3,450,000	\$0	\$0	\$0		\$3,450,000	\$2,508,449
	Regional Priorities	\$233,211	\$0	\$0	\$0		\$233,211	\$10
	Total Design	\$3,683,211	\$0	\$0	\$0	0%	\$3,683,211	\$2,508,459
Construction	Strategic Projects	\$39,500,000	\$0	\$600,000	\$600,000		\$40,100,000	\$0
	FASTER Safety	\$4,000,000	\$0	\$800,000	\$800,000		\$4,800,000	\$0
	Bridge Construction	\$1,066,487	\$0	\$280,000	\$280,000		\$1,346,487	\$0
	Intelligent Transportation Systems (ITS)	\$500,000	\$0	\$0	\$0		\$500,000	\$0
	Regional Priorities	\$0	\$0	\$1,631,875	\$1,631,875		\$1,631,875	\$0
	Surface Treatment	\$0		\$4,800,000	\$4,800,000		\$4,800,000	\$0
	Total Construction	\$45,066,487	\$0	\$8,111,875	\$8,111,875	18%	\$40,100,000	\$0
	Total Project	\$48,749,698	\$0	\$8,111,875	\$8,111,875	17%	\$43,783,211	\$2,508,459

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. See attached Memo for more information.



Office of Innovative Mobility

\$8,000,000 - As presented in the Transportation Commission Workshop in April 2022, the following programs/projects are proposed uses for the FY23 OIM Budget. Per PD703.0 programs without established project selection criteria or program metrics shall present a list of projects to the Transportation Commission for approval prior to spending.

Budget	Program/Project	Description
Electrific	cation	·
\$ 1,500,000	Charging	Ongoing support for EV Byways & Tourism program and CDOT
	Infrastructure	EVSE investments
\$ 250,000	Workforce	Support for development of community college and technical school
	Development	training programs and internal CDOT training
\$ 500,000	MHD Electrification	Support for fleet electrification grants to support MHD planning;
		CDOT make-ready, and charging infrastructure
\$ 500,000	Transit Electrification	Ongoing support for transit fleet electrification planning,
		training/workshops, and technical support
\$ 250,000	Education &	Support public education, engagement, outreach, and marketing
	Outreach	support for adoption of electric vehicles statewide; in partnership with
		other state agencies and stakeholders, including utilities, auto dealers,
		OEMs, and local governments
	Services	
\$600,000	Emerging Mobility	Micromobility in a state park, emerging mobility survey,
		micromobility safety (e.g. helmet program)
\$ 1,100,000	Mobility Data	Connected Colorado: on-going support for digital transit trip planning
	Integration	and ticketing platform ● Data acquisition & integration into CDOT
		platforms: transit emissions dashboard, state fleet emissions
		dashboard, micromobility/TNC/DNC data, parking information
\$ 3,300,000	Strategic Traffic	TDM Grant program - TMO Support, TDM Seed Funding, TDM
	Demand	Innovation ● Statewide TDM Support and Workgroups ● 2022 TDM
	Management	Conference ● Support for 1601 Applicant TDM Plans ● Freight and
		Construction TDM strategies to support State Freight Plan ● CDOT
		Employee TDM
\$8,000,000	Grand Total	

Information Only

\$3,696,900 - Maintenance Reserve-Snow and Ice- Pursuant to PD 703, transfers from the Snow and Ice account of the Maintenance Reserve are approved by the Executive Management Team. A transfer of funds from the Maintenance Reserve Fund was completed in April in order to reimburse maintenance cost centers across the state for snow and ice expenditures in excess of planned amounts, including:

- Greeley \$59,600
- Grand Junction \$909,600
- Durango \$417,600
- Pueblo \$1,266,000

- Aurora \$150,000
- Craig \$294,900
- Alamosa \$499,200
- EJMT \$100,000

Per Policy Directive 703.0, transfers from the Maintenance Reserve are approved by the Executive Management Team and present as informational to the Transportation Commission in the following meeting.

P 303.757.9262

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Transportation Commission Contingency Reserve Fund Reconciliation Eleventh Supplement FY 2022 Budget

	Zie (entil Suppleme		~5··	
Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-21	Balance 12S21		\$48,025,918	
July-21	Balance 1S22		\$48,043,920	
August-21	Balance 2S22		\$31,971,890	
September-21	Balance 3S22		\$31,971,890	
October-21	Balance 4S22		\$31,971,890	
November-21	Balance 5S22		\$31,973,906	
December-21	Balance 6S22		\$31,900,607	
January-22	Balance 7S22		\$31,879,892	
February-22	Balance 8S22		\$36,681,542	
March-22	Balance 9S22		\$36,780,008	
April-22	\Balance 10S22		\$33,005,416	
	No Requests This Month			
May-22	Pending Balance 11S22		\$33,005,416	

Transportation Commission Contingency COVID Reserve Fund Reconciliation Tenth Supplement FY 2022 Budget

Transaction				Reference
Date	Transaction Description	Amount	Balance	Document
June-21	Balance 12S21		\$1,000,000	
July-21	Balance 1S22		\$1,000,000	
August-21	Balance 2S22		\$1,000,000	
September-21	Balance 3S22		\$1,000,000	
October-21	Balance 4S22		\$1,000,000	
November-21	Balance 5S22		\$1,000,000	
December-21	Balance 6S22		\$1,000,000	
January-22	Balance 7S22		\$1,000,000	
February-22	Balance 8S22		\$1,000,000	
March-22	Balance 9S22		\$1,000,000	
March-22	Pending Balance 10S22		\$1,000,000	

Transportation Commission Program Reserve Fund Reconciliation Eleventh Supplement FY 2022 Budget

Transaction		_		Reference
Date	Transaction Description	Amount	Balance	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	
February-22	Balance 8S22		\$44,992,784	
March-22	Balance 9S22		\$44,843,734	
April-22	Balance 10S22		\$45,008,409	
	No Requests This Month			
May-22	Pending Balance 11S22		\$45,008,409	

Transportation Commission Maintenance Reserve Reconciliation Eleventh Supplement FY 2022 Budget

Transaction				Reference
Date	Transaction Description	Amount	Balance	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	Balance 8S22		\$13,863,597	
March-22	Balance 9S22		\$13,863,597	
April-22	Balance 10S22		\$10,690,597	
	Snow and Ice Distribution \$	(3,696,900)		1000301462
May-22	Pending Balance 11S22		\$6,993,697	

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

No Activity

FY 2021-2022 Contingency Reserve Fund Balance Projection				
April TC Contingency Balance (Emergencies)	\$34,005,417			
Pending Requests:				
No Pending Requests	\$0			
Pending May	¢24.005.447			
TC Contingency Reserve Balance	\$34,005,417			
Projected Outflow:	Low Estimate	High Estimate		
State Match for Emergency Relief/Permanent Recovery	(\$2,000,000)	(\$5,000,000)		
Projected Inflow:	Low Estimate	High Estimate		
I-70 Glenwood Canyon Slides Repayment	\$0	\$14,250,000		
Projected FY 2021-2022 YE Contingency Balance	\$32,005,417	\$43,255,417		
TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2022	\$7,005,417	\$18,255,417		

FY 2021-2022 Program Reserve Fund Balance Projection			
April	\$45,008,409		
TC Program Reserve Balance	¥ 10,000,100		
Pending Requests:			
No Pending Requests	\$0		
Pending May	\$45,008,409		
TC Program Reserve Fund Balance	\$43,006,409		
Projected Outflow:	Low Estimate	High Estimate	
	\$0	\$0	
Projected Inflow:	Low Estimate	High Estimate	
Reimbursment 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	\$64,688,409	\$64,688,409	

FY 2021-2022 Maintenance Reserve Fund Balance Projection				
April TC Maintenance Reserve Balance	\$10,690,597			
Pending Requests:				
Snow and Ice Distribution	(\$3,696,900)			
Pending May	\$6,993,697			
TC Maintenance Reserve Fund Balance				
Projected Outflow:	Low Estimate	High Estimate		
	\$0	\$0		
Projected Inflow:	Low Estimate	High Estimate		
	\$0	\$0		
Projected FY 2021-2022 YE Maintenance Reserve Balance	\$6,993,697	\$6,993,697		

DATE: May 19, 2022

TO: Transportation Commission

FROM: Richard Zamora

Region 2 Transportation Director

SUBJECT: Budget Adjustment Request for Previously Approved SB 267 Project -

CO 115 Safety and Pavement Improvements Project

<u>Purpose</u>

The purpose of this memorandum is to request approval from the Transportation Commission for budget adjustment to one of the previously approved Senate Bill 267 Projects: CO 115 Safety and Improvements Reconstruction Project.

Action

Region 2 requests the Transportation Commission approve budget adjustment to one of the previously approved SB 267 projects: CO 115 Safety and Pavement Improvements Project (+\$8,000,000).

Background

The CO 115 Safety and Pavement Improvements Project was advertised for construction on March 24, 2022 with bid opening on April 21, 2022. Low Bid to include project administration costs came in approximately \$8,000,000 over budget. In reviewing the bids, it was determined that the unit prices are reasonable considering the current economic climate.

The project scope includes pavement reconstruction of 11.3 miles, bridge replacement, passing lanes, acceleration and deceleration lanes into housing developments and other safety features. This project crosses two planning areas, both Pikes Peak Area Council of Governments (PPACG) MPO and Central Front Range (CFR) TPR.

Details

The Region developed a funding plan to supplement the project deficit that will require administrative actions within both PPACG and CFR. As part of this funding plan, the Region would like to utilize surface treatment funding. Although this project was not previously selected for Surface Treatment funding, the Pavement Asset Manager has confirmed the project is eligible for Surface Treatment funding and the project is being incorporated into the Surface Treatment Plan.

Region 2 requests the approval of the following funding adjustments:

PPACG Funding Contribution:

- 1. RPP US24 at 31st (SR26867.070) \$475,000. The project is closed out. FY22
- 2. RPP SH21 Corridor at Research (SR26867.069) **\$225,000**. This project is fully funded and under construction. FY22
- 3. CBP Fillmore to Garden of Gods (SR 26867.083) **\$280,000.** This is a small portion of the funding allocated to the I-25 accel/decel lane project primarily funded by SB 267 & Surface Treatment funding, total funding \$49.2 million.

Total PPACG contribution \$980,000



Central Front Range TPR Funding Contribution:

- 1. RPP SH67 from Divide to Victor (SR26867.083) **\$234,890**. This funding was allocated to this corridor when proposition 110 & 109 were pursued. The funding was intended to be utilized for preliminary scoping once the propositions were passed.
- 2. Surface Treatment SH69 from Hillside to Texas Creek \$4.8 million. CDOT would swap the funding for this project to be allocated to the SH 115 Project. The SH69 project would proceed in design and be shelved for a later date once construction funding can be reallocated to the project.

Total CFR TPR Contribution \$5,034,890

CDOT Region 2 currently Unallocated Funding:

- 1. \$800,000 Faster savings returned from completed projects
- 2. \$600,000 SB267 savings returned from completed projects
- 3. \$84,145 R2 RPP unallocated funding FY22
- 4. \$612,840 R2 RPP unallocated funding FY25

Total R2 Unallocated Funding \$2,096,985

Total Funding \$8,111,875

Staff Request

Region 2 staff requests that the Transportation Commission approve the proposed project budget adjustment.

Next Steps

- 1. Transportation Commission pass resolution on Consent Agenda
- 2. Upon Transportation Commission approval, CDOT will work with PPACG and CFR to make the administrative movements to fund and award the project

Attachments

N/A



2829 West Howard Place, 4th Floor Denver, CO 80204

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION

REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT FROM:

JAMIE COLLINS, STIP MANAGER, DIVISION OF TRANSPORTATION DEVELOPMENT

DATE:

SUBJECT: ADOPTION OF THE FY2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

(STIP)

Purpose

This memo summarizes the status of the FY2023-2026 Statewide Transportation Improvement Program (STIP) to inform the Transportation Commission (TC) in preparation for the adoption of this STIP.

Action

Staff requests Transportation Commission adoption of the FY2023-2026 STIP.

Background

The STIP is a federally required, four-year program of planned transportation projects. The Draft FY2023-2026 STIP exceeds over 100 pages in length, not including appendices. Therefore, the Draft FY2023-2026 STIP has been made available in a way that is easy to navigate on the CDOT website here. Once the Commission adopts the FY2023-2026 STIP, the adopted document will replace the draft online.

At the regular meeting on May 19, staff intends to present the Transportation Commission with the final FY2023 -FY2026 STIP. At that time, staff will summarize all changes made since the release of the Draft FY2023 - FY2026 STIP, review public comments received, and present CDOT's responses to public comments received. Staff will then be requesting the Transportation Commission adopt the STIP based on the following:

- The STIP has been developed in accordance with 23 CFR Parts 450.210 and 450.216.
- It has been reviewed by staff to ensure that it meets fiscal constraint.
- The draft STIP was available for public review and comments from April 8 through May 11, 2022. An electronic copy of the draft was also posted on CDOT's external website. Comments received thus far have been either grammatical or technical in nature. A response has been sent to each commenter and there are no outstanding issues to be resolved.
- A public hearing with the Transportation Commission took place during its regular meeting on April 21, 2022. No comments were received during this hearing, but staff did clarify information and answer questions from the Commission.

Additionally, the FY2023-2026 STIP will incorporate three MPO Transportation Improvement Programs (TIPs) as they were adopted between January and May, 2022. The Pikes Peak Area Council of Governments adopted its FY2023-2027 TIP in January, 2022. The Grand Valley MPO adopted its FY2023-2027 TIP in April, 2022, and the North Front Range MPO adopted their FY2023-2027 TIP in early May, 2022. These TIPs will be adopted administratively into the STIP once they are signed by the Governor (anticipated to occur prior to June 30, 2021).



The Denver Regional Council of Governments and the Pueblo Area Council of Governments are on a different update schedule and are currently operating with TIPs that include fiscal years 2022 through 2025. Therefore, FY2026 projects for DRCOG and PACOG will not be included in the *FY2023-2026 STIP*. If either MPO adopts a new TIP which includes FY2026, it will be incorporated into the FY2023 – FY2026 STIP once it is signed by the Governor.

Also included as an attachment, for your approval, is the draft resolution for Transportation Commission adoption of the *FY2023 - FY2026 STIP*. Once adopted, the *FY2023 - FY2026 STIP* will be forwarded on to the Colorado Division office for the Federal Highway Administration and the Region 8 office of the Federal Transit Administration for their final approval. The *FY2023 - FY2026 STIP* will become effective July 1, 2021.

Next Steps

At this time, staff requests that the Transportation Commission adopt the *FY2023-2026 STIP*. If you have any questions regarding the development of the STIP or other specifics, please contact Jamie Collins at 303-667-0928.

Attachments

Resolution to Adopt the FY2023-2026 STIP



Self-Certification Statewide Transportation Improvement Program

SELF-CERTIFICATION OF THE FY2023 - FY2026 STIP

The Colorado Department of Transportation is responsible for carrying out the statewide transportation planning process. This planning process is carried out in accordance with the following requirements:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- In States containing nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Thereby certify that the FY2023 – FY2026 STIP has met the above requirements.				
Shoshana M. Lew, Executive Director	Date			
Colorado Department of Transportation				

DRAFT FY2023 - FY2026 STIP

Self-Certification Statewide Transportation Improvement Program

The STIP is the culmination of the comprehensive statewide transportation planning process sifted down to a four year program of projects. This plan is fiscally constrained and meets the planning requirements detailed in the federal regulations listed above.

Ongoing activities consistent with Title VI of the Civil Rights Act, citizen involvement, and coordination of transportation services for elderly persons and persons with disabilities include the following:

Meetings

Transportation planning meetings are held across Colorado on a regular basis. These meetings are open to the public and the meeting hosts make accommodations for those attendees with special needs. Below is a list of the primary transportation meetings held regularly in Colorado.

Statewide Transportation Advisory Committee (STAC) – This Committee, comprised of County Commissioners and local officials representing the ten rural Transportation Planning Regions and five Metropolitan Planning Organizations, meets monthly to discuss transportation issues and advise the Transportation Commission on those issues.

Transportation Planning Region/Metropolitan Planning Organization — Each planning region conducts regularly scheduled meetings to discuss transportation issues for their area. Attendees include CDOT Region staff, as well as planning staff from both the Region and CDOT Headquarters. These meetings are also open to the public.

Transportation Commission – The Transportation Commission meets each month, setting policy and budget direction for the Department. The STIP is generally brought to the Commission for two purposes each year – the Public Hearing, as part of the public involvement process; and for STIP adoption. Overall planning issues are discussed regularly at the monthly workshops and at the regular Commission meetings.

Public Involvement

DRAFT FY2023 - FY2026 STIP

The Draft STIP is released for a minimum 30 day public comment period. A public hearing is held with the Colorado Transportation Commission. The development of the 10 Year Vision Plan ties into which projects are selected for the STIP. Discussions with the transportation planning regions for updating the 10 year plan have been ongoing since the fall of 2021.

These efforts are open to the public with accommodation to ADA requirements. The TPR meetings are held across the state and include a diverse cross-section of the population.

The Public Involvement Plan can be found here.





MEMORANDUM

TO: COLORADO TRANSPORTATION COMMISSION

FROM: NICK FARBER, CTIO DIRECTOR

KELLY BROWN, CTIO TOLLING OPERATIONS MANAGER

SUBJECT: APPROVAL OF THE FISCAL YEAR 2022-23 TOLLING OPERATIONS AND

MAINTENANCE INTRA-AGENCY AGREEMENT BETWEEN CTIO AND CDOT

DATE: MAY 19, 2022

Purpose

To present the Fiscal Year (FY) 2022-23 Tolling Operations and Maintenance (TOMs) IAA, including the FY 2022-23 Statement of Work (SOW), between the Colorado Transportation Investment Office (CTIO)¹ and the Colorado Department of Transportation (CDOT).

Action

CTIO staff is seeking the Transportation Commission (TC) approval of Proposed Resolution #12 authorizing the TOMs IAA and proposed SOW between CTIO and CDOT for FY 2022-23.

Background

In recognition of the specialized operations and maintenance (O&M) expertise that CDOT provides to CTIO, CTIO and CDOT determined a new O&M sharing methodology in 2021, that provides an upfront payment to CDOT to cover Express Lane O&M costs for the upcoming year through a new annual Tolling Operations and Maintenance (TOMs) IAA. This IAA documents the terms of the overall business relationship between CDOT and CTIO. It includes the SOW CTIO wants CDOT to provide in FY 2022-23, the cost calculations to deliver the work, and the process by which CDOT charges CTIO for the fair market value of the services provided. It ensures a proactive approach to determining O&M costs and removes the burden of the prior pro-rata methodology of calculating the total number of vehicles that use the General Purpose and Express Lanes to determine a payment amount. As the Express Lane Network grows, the new structure will help address the challenges this growth creates and will ensure a more equitable approach to O&M cost sharing in the future.

The three areas of services covered under the SOW are:

- Roadway Maintenance
 - Specifics the CDOT O&M responsibilities related to the Express Lanes. This includes items such as snow and ice removal, guardrail, and pothole repair.
- Operational Support
 - Monitoring and response to traffic and incident management in Express Lanes to ensure traffic is free-flowing and safe for the traveling public.
- Intelligent Transportation Systems (ITS) maintenance and monitoring

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise refers to itself now and in the future. However, the HPTE name is retained for legislative and legal documents.

 Electronic tolling equipment is essential to the safe and smooth operation of the Express Lanes across the network. CDOT ITS plays a key role in ensuring the network and overall system are working to collect tolls and convey information to the users that travel in the Express Lanes.

See Exhibit A under Attachment A for a complete description of all activities to be performed by CDOT and the costs to be paid by CTIO.

Key Policy Considerations

- The fee-for-service model describes the business relationship between CTIO and CDOT and enables CDOT to recoup the fair market value of its services to CTIO in an exchange transaction.
- The fee for service TABOR enterprise model has been validated by the Colorado Attorney General's Office in a legal opinion discussing the hospital provider fee.
- Documents the necessary contractual obligations between CDOT and CTIO.
- Approval of the IAA will reinforce the mutually beneficial partnership between CDOT and CTIO and fairly compensates CDOT for the services it provides to CTIO in relation to O&M.
- CTIO and CDOT approved a new memorandum of understanding (MOU) in January 2021. The MOU highlights how HPTE and CDOT work together to improve the state surface transportation system. The MOU details the business relationship at a high level. However, section six of the MOU specifies that CTIO and CDOT will develop a new IAA on operations and maintenance of Express Lanes from 2021 onward to reflect the expansion of the Express Lanes Network as facilities move from under construction to operational. This IAA meets that requirement.

Options/Decision Matrix

- 1. Approve Proposed Resolution #12 TOMs IAA and proposed SOW for FY 2022-23. **Staff Recommendation.**
- 2. Review the statement of work and IAA, but with instructions to add a statement of work for particular projects or programs. Staff would make the necessary revisions and return with a revised statement and increased budget supplement at the beginning of the next fiscal year.
- 3. Review the statement of work and IAA, but with instructions to eliminate the statement of work for particular projects or programs. Staff would make the necessary revisions and return with a revised statement and revised budget at the beginning of the next fiscal year.

Attachments

Attachment A. Tolling Operations and Maintenance IAA

Attachment B. Proposed Resolution #12

STATE OF COLORADO INTERAGENCY AGREEMENT

COVER PAGE

Paying State Agency High Perform Transportation Enterprise (HPTE)	ance	Agreement Numbers Insert CMS Number or Other Agreement Number Encumbrance Number or Financial System Designation
Performing State Agency Department of Transportation (CDO	T)	Agreement Performance Beginning Date The Effective Date
Agreement Maximum Amount Term State Fiscal Year 2023	\$1,358,171.54	Agreement Expiration Date June 30, 2023 Agreement Authority §§43-1-110 and 43-4-806(6)(g) and (h), C.R.S.
Total for All State Fiscal Years	\$1,358,171.54	

Agreement Purpose

The purpose of this Agreement is for HPTE to compensate CDOT for the fair market value of certain services to be provided to HPTE during FY 2022-23

Exhibits and Order of Precedence

The following Exhibit(s) and attachment(s) are included with this Agreement:

1. Exhibit A – Statement of Work and Budget.

In the event of a conflict or inconsistency between this Agreement and any Exhibit or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

- 1. The provisions of the main body of this Agreement.
- 2. Exhibit A, Statement of Work and Budget.

Principal Representatives

For the Paying State Agency:	For the Performing State Agency:
Nicholas Farber, Director High Performance Transportation Enterprise 2829 W.Howard Place Denver, CO 80222 Email: Nicholas.Farber@state.co.us	Stephen Harelson, Chief Engineer Colorado Department of Transportation 2829 W.Howard Place Denver, CO 80222 Email: Stephen.Harelson@state.co.us

SIGNATURE PAGE

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

Each person signing this Agreement represents and warrants that the signer is duly authorized to execute this Agreement and to bind the Party authorizing such signature.

STATE OF COLORADO Jared S. Polis, Governor				
High Performance Transportation Enterprise Nicholas J. Farber, Director	Department of Transportation Shoshana M. Lew, Executive Director			
Nicholas J. Farber, Director	Stephen Harleson, P.E, Chief Engineer			
Date:	Date:			
In accordance with §24-30-202, C.R.S., this Agreement State Controller or an STATE CON Robert Jaros, C.	authorized delegate. TROLLER			
By:				
Effective Date:				

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1. PARTIES

This Interagency Agreement (this "Agreement") is entered into by and between the High Performance Transportation Enterprise (HPTE), and the Colorado Department of Transportation (CDOT) who are named on the Cover Page of this Agreement. HPTE and CDOT may each individually be referred to as a "Party" and collectively as the "Parties." Each Party is an agency of the STATE OF COLORADO, hereinafter called the "State."

2. TERM AND EFFECTIVE DATE

A. Effective Date

This Agreement shall not be valid or enforceable until the Effective Date.

B. Term

The Parties' respective performances under this Agreement shall commence on the Agreement Performance Beginning Date shown on the Cover Page for this Agreement and shall terminate on the Agreement Expiration Date shown on the Cover Page for this Agreement unless sooner terminated or further extended in accordance with the terms of this Agreement.

C. Termination for Convenience

Either Party may terminate this Agreement for convenience by giving the other Party 90 days prior written notice setting forth the date of termination.

3. STATEMENT OF WORK AND BUDGET

A. Work

CDOT shall complete the Work as described in this Agreement and in accordance with the provisions of Exhibit A. HPTE shall have no liability to compensate CDOT for the delivery of any goods or the performance of any services that are not specifically set forth in this Agreement.

B. Goods and Services

CDOT shall procure goods and services necessary to complete its obligations using Agreement funds and shall not increase the maximum amount payable hereunder by the HPTE.

4. PAYMENTS TO CDOT

A. Maximum Amount

Payments to the CDOT are limited to the unpaid, obligated balance of the Agreement funds. HPTE shall not pay the CDOT any amount under this Agreement that exceeds the Agreement Maximum Amount for that State Fiscal Year shown on the Cover Page for this Agreement.

B. Payment Procedures

- i. CDOT shall initiate payment requests by invoice to HPTE, in a form and manner approved by HPTE. To facilitate Fiscal Year End closing, final invoices for each Fiscal Year should be submitted to the HPTE by July 15th of the following Fiscal Year.
- ii. HPTE shall pay each invoice within 30 days following the HPTE receipt of that invoice, so long as the amount invoiced correctly represents work completed by CDOT and previously accepted by HPTE during the term that the invoice covers.

5. RECORDS, MAINTENANCE, AND INSPECTION

A. Maintenance

During the term of this Agreement and for a period terminating upon the later of (i) the six year anniversary of the final payment under this Agreement or (ii) the resolution of any pending Agreement matters (the "Record Retention Period"), each Party shall maintain, and allow inspection and monitoring by the other Party, and any other duly authorized agent of a governmental agency, of a complete file of all records, documents, communications, notes, and other written materials, electronic media files, and communications, pertaining in any manner to the work or the delivery of services or goods hereunder.

B. Inspection

HPTE shall have the right to inspect the CDOT's performance at all reasonable times and places during the term of this Agreement. The CDOT shall permit HPTE, and any other duly authorized agent of a governmental agency having jurisdiction to monitor all activities conducted pursuant to this Agreement, to audit, inspect, examine, excerpt, copy and/or transcribe the CDOT's records related to this Agreement during the Record Retention Period to assure compliance with the terms hereof or to evaluate performance hereunder. Monitoring activities controlled by HPTE shall not unduly interfere with the CDOT's performance hereunder.

6. CONFIDENTIAL INFORMATION

Each Party shall treat the confidential information of the other Party with the same degree of care and protection it affords to its own confidential information unless a different standard is set forth in this Agreement. Each Party shall notify the other Party immediately if it receives a request or demand from a third party for records or information of the other Party.

7. DISPUTE RESOLUTION

The failure of a Party to perform its respective obligations in accordance with the provisions of this Agreement is a breach of this Agreement. In the event of disputes concerning performance hereunder or otherwise related to this Agreement, the Parties shall attempt to resolve them at the divisional level. If this fails, disputes shall be referred to senior departmental management staff designated by each Party. If this fails, the executive director of each Party shall meet and attempt resolution. If this fails, the matter shall be submitted in writing by both Parties to the State Controller, whose decision shall be final.

8. NOTICES AND REPRESENTATIVES

Each individual identified as a Principal Representative on the Cover Page for this Agreement shall be the Principal Representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing, and shall be delivered (A) by hand with receipt required, (B) by certified or registered mail to such Party's Principal Representative at the address set forth on the Cover Page or (C) as an email with read receipt requested to the Principal Representative at the email address, if any, set forth on the Cover Page for this Agreement. Either Party may change its Principal Representative by notice submitted in accordance with this section without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

9. GENERAL PROVISIONS

A. Assignment

The rights and obligations of each Party under this Agreement are personal to such Party and may not be transferred or assigned without the prior, written consent of either Party. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of a Party's rights and obligations approved by the Party shall be subject to the provisions of this Agreement.

B. Counterparts

This Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

C. Digital Signatures

If any signatory signs this Agreement using a digital signature in accordance with the Colorado State Controller Contract, Grant, and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Agreement by reference.

D. Third Party Beneficiaries

Except for the Parties' respective successors and assigns, this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to this Agreement and do not create any rights for such third parties.

EXHIBIT A, STATEMENT OF WORK AND BUDGET

1. Background

- A. CDOT is an agency of the State of Colorado authorized pursuant to § 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local, and other state agencies.
- B. Pursuant to § 43-1-110, C.R.S., the executive director of CDOT is authorized to execute certain agreements on behalf of CDOT.
- C. HPTE was created pursuant to § 43-4-806(2), C.R.S., and operates as a government-owned business within CDOT.
- D. Pursuant to § 43-4-806(6)(g), C.R.S., HPTE is empowered to enter into contracts or agreements with any public entity to facilitate a public-private partnership, including, but not limited to, an agreement in which the Enterprise, on behalf of CDOT, provides services in connection with a surface transportation infrastructure project.
- E. HPTE is further empowered, pursuant to § 43-4-806(6)(h), C.R.S., to make and enter into all other contracts and agreements, including intergovernmental agreements under § 29-1-103, C.R.S., that are necessary or incidental to the exercise of its powers and performance of its duties.
- F. The business purpose of HPTE, as provided for in § 43-4-806(2)(c), C.R.S. is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects, which HPTE may agree to complete for CDOT under agreements entered into with the Department in accordance with § 43-4-806(6)(f), C.R.S.
- G. On September 30, 2013, and as amended and restated on January 20, 2021, CDOT and HPTE entered into a Memorandum of Understanding, which set forth each Party's operating roles and responsibilities as they relate to their respective missions and provided, in relevant part, that CDOT is to be reimbursed by HPTE for personal goods or services procured by.
- H. HPTE acknowledges that CDOT possesses operations and maintenance ("O&M") expertise unavailable to HPTE, which enables it to ensure the effective, efficient, and safe operations of Express Lanes.
- I. CDOT and HPTE previously entered into various Intra-Agency Agreements for Express Lane corridors in which HPTE agreed to compensate CDOT for the operations, maintenance, and rehabilitation of the Express Lanes by allocating costs based on a proportion of the total number of vehicles using the Express Lane and the general purpose lanes (the "Pro-Rata O&M Cost Calculation").
- J. Those Intra-Agency Agreements are fully incorporated by reference herein and are as follows: (1) the Intra-Agency Agreement for the C-470 Project Express Lanes Project as amended and executed on October 20, 2016; (2) the Intra-Agency Agreement for the Mountain Express Lanes Project, executed on January 28, 2021; (3) the Intra-Agency Agreement for I-25 North Segment 2 Project as executed on August 2, 2016; and (4) the Intra-Agency Agreement for the I-25 North Segment 3 Project, as amended and executed on February 24, 2016 (collectively the "Express Lanes IAAs").

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- K. Kiewit Meridiam Partners (KMP) is the Developer for the Central 70 Project on the I-70 corridor in Denver in which the O&M Work is allocated subject to its Construction Contract with Jorgensen Associates, Inc. and to which HPTE shall continue to rely on the Pro-Rata O&M Cost Calculation.
- L. Plenary Roads Denver (PRD) is the U.S. 36 Concessionaire and performs snow and ice removal as well as general purpose maintenance on the U.S. 36 Express Lane corridor and the I-25 Central Express Lane. U.S. 36 payment obligations are detailed in the Amended and Restated U.S. 36 Concession Agreement (2014) and will not be included as part of this Agreement.
- M. For the purpose of this IAA, the Parties acknowledge and agree that larger capital maintenance items are not contemplated or included in this Agreement.
- N. Given the practical difficulties in capturing the true values of the Pro-Rata O&M Cost Calculation and the ongoing maturation of HPTE's business practices, the Parties now desire to adjust how HPTE compensates CDOT for the operations, maintenance, and rehabilitation of the Express Lanes ("Services") by providing payment to CDOT on an upfront basis rather than the retroactive O&M Cost Calculation.
- O. HPTE has prepared a new statement of work ("**Statement of Work**") describing the Services HPTE has requested CDOT to provide HPTE during the 2022-23 fiscal year in this Exhibit A.
- P. In order to ensure the efficient running of surface transportation infrastructure projects that involve Express Lanes once they become operational, HPTE desires that CDOT utilize its expertise in operations and maintenance to provide the Services, in exchange for which HPTE agrees to compensate CDOT in the amounts set forth in the Statement of Work.
- Q. HPTE shall continue to be an enterprise for purposes of Section 20 of Article X of the Colorado Constitution ("TABOR"), so long as it receives less than ten percent (10%) of its total revenues in grants from all Colorado state and local governments combined.
- R. Pursuant to §§ 24-77-102(7)(b) and 43-4-803(13)(b), C.R.S., grants do not include revenues or income derived from any authorized rate, fee, assessment, or other charge imposed by an enterprise for the provision of goods or services by such enterprise.
- S. On March 11, 1997, in Opinion No. 97-01, the Colorado Attorney General also concluded, inter alia, that a designated enterprise may continue to qualify as an enterprise under TABOR, even though it receives a direct appropriation of monies, so long as the appropriation constitutes revenues resulting from the provision of goods or services pursuant to § 24-77-102(7)(b)(II), C.R.S.
- T. Citing Nicholl v. E-470 Public Highway Authority, 896 P.2d 859 (Colo. 1995), the Colorado Attorney General further noted that the very concept of an enterprise under TABOR envisions an entity that is owned by a government institution, but is financially distinct from it, and also, that the financial affairs of the enterprise must be those of a self-supporting business-like activity that provides goods and services for a fee.

- U. On February 29, 2016, in Opinion 16-01, the Colorado Attorney General also concluded, inter alia, that an enterprise must charge a fee in exchange for a government service, and a fee for service arrangement broadly construed is nearly synonymous with enterprise status.
- V. CDOT and HPTE each hereby affirm that, consistent with Colorado law, moneys paid by the HPTE to CDOT under this Agreement are not grants of money from HPTE to CDOT, but rather, payment for the Services to be provided by CDOT as set forth in the Statement of Work.

2. Responsibilities

- A. CDOT shall provide the Services set forth in this Statement of Work over a one-year period, commencing on July 1, 2022, and ending on June 30, 2023, which comprises the 2022-23 fiscal year.
- B. No later than January 15th and July 15th of the fiscal year, CDOT shall submit to HPTE a progress report. The progress report will include a narrative summary of CDOT's activities by Express Lane corridor, during the previous six month period (July 1-December 31, 2022, and January 1-June 30, 2023), as well as a detailed report on the progress being made in the performance of the Services. The submissions of the semi-annual reports will be used by CDOT and HPTE to recognize revenue and expenses, respectively, and are to be tied to the specific tasks, and categories of work within each task, described in the Statement of Work.
- C. The Parties may agree to modify the specific tasks set forth in the Statement of Work to be undertaken by CDOT during the term of this Agreement, provided that such modifications do not result in an increase or decrease in the overall estimated value of the Services to be provided under this Agreement. Any such modifications shall be specifically identified, and their estimated values reconciled, in the progress report submitted by CDOT on July 15th following the close of the prior fiscal year. Any modifications to the Statement of Work resulting in an increase or decrease in the overall estimated value of the Services shall not be undertaken unless agreed to in writing by the Parties in an amendment to this Agreement.

3. Payment Process

- A. CDOT intends to record the full Agreement Funds as unearned revenue, and recognize revenue on a pro-rata basis as Services are performed during the course of the fiscal year. CDOT will conduct a "true-up" of balances by Express Lane at both mid-year (January) and at the end of the fiscal year (July), to coincide with the Services actually provided, in conjunction with the preparation and submission of the progress reports described in Section 2.
- B. The Services to be provided, and the Agreement Funds, therefore, are for the full fiscal year covered by this Agreement, as may be amended from time to time. Milestone deadlines contained in the Statement of Work are for informational and work progress tracking purposes only and are not binding on CDOT. Services provided by CDOT within the fiscal year shall be compensated as part of the Agreement Funds provided for herein. No deductions shall be made for Services completed outside the timeframes set forth in the Statement of Work, provided such Services are completed within the current fiscal year.
- C. Any Services not completed within the term of this Agreement shall be reflected in the progress report submitted by CDOT on July 15th following the close of the prior fiscal year. In the event the value of the Services actually completed during the fiscal year is less than was estimated in the Statement of Work, CDOT may be required to reimburse HPTE for the

Exhibit A Page 9 of 19

value of Services not completed. The value of the uncompleted portion of the Services, if any, shall reflect the fair market value of the same, and shall be mutually agreed upon and set forth in writing by the Parties in an amendment to this Agreement.

4. Renewal

- A. It is expressly contemplated that the Parties intend to extend this Agreement for additional one-year terms for services to be provided by CDOT to HPTE in future fiscal years. Such extensions shall be documented by formal written notice pursuant to Section 8 of the Agreement and shall include an updated statement of the services to be provided in the subsequent fiscal years.
- B. CDOT agrees to work with HPTE to draft and finalize a Statement of Work and costs for services for the upcoming fiscal year on a mutually agreed upon timeline.
- C. If the scope of services and payment amount for the following fiscal year are deemed acceptable by HPTE, the same shall be set forth in a written amendment executed and approved by the Parties.
- D. If during its budget approval process for the following fiscal year, the HPTE Board of Directors allocates funds for CDOT in the full amount included in the proposed scope of services submitted by CDOT, such proposed scope of services shall be deemed approved by HPTE, notwithstanding any failure of the Parties to execute a written amendment prior to the July 1 start of the subsequent fiscal year. The Parties shall thereafter execute a written amendment for such subsequent fiscal year, the terms and conditions of which shall not be inconsistent with the budget action taken by the HPTE Board of Directors.
- E. If the scope of services and payment amount to be provided by CDOT are approved by HPTE as provided for in this Section, HPTE agrees that it shall pay CDOT the agreed upon payment amount for the following fiscal year by July 15th.
- F. If the Parties are unable to agree upon a scope of services and payment amount for the following fiscal year prior to June 30 of any year, this Agreement shall terminate and be of no further force and effect for the subsequent fiscal year.

5. Consideration; Exchange Transaction

The Parties acknowledge that the mutual promise and covenants contained herein, and other good and valuable considerations, are sufficient and adequate to support this Agreement. The Parties further acknowledge that, for accounting purposes, this Agreement represents an exchange transaction for HPTE's purchase of specific services provided by CDOT at the market value of such services.

6. Description of Duties

6.1 Organizational Overviews

High Performance Transportation Enterprise (HPTE)

In order to accelerate the development and delivery of critical transportation infrastructure projects through the use of innovative financing, the Colorado Department of Transportation (CDOT) utilizes the expertise and legal power of the High Performance Transportation Enterprise (HPTE). In 2009, the HPTE was created under 43-4-806 C.R.S., known as FASTER, in order to accelerate

critical surface transportation infrastructure projects throughout the state. To achieve this objective, the HPTE was given the power to enter into public-private partnerships, impose user fees on surface transportation projects, issue revenue bonds, and enter into private commercial loan agreements. HPTE is also the Colorado tolling entity (the successor to the Colorado Tolling Enterprise), managing Colorado's network of tolled Express Lanes. By law, HPTE is required to "aggressively" pursue innovative finance solutions to improve Colorado's surface transportation infrastructure. Due to the Taxpayer Bill of Rights (TABOR) restrictions, CDOT cannot exercise these powers. Although a division of CDOT, HPTE is an independent, government-owned business and TABOR enterprise, which exempts it from certain TABOR restrictions. The powers given to the HPTE through statute provide a direct benefit to CDOT and the traveling public by accelerating surface transportation infrastructure projects that ordinarily would not be undertaken due to a constrained fiscal environment.

CDOT Division of Maintenance and Operations (DMO)

DMO staff are responsible for the daily maintenance and operation of the state transportation system. This includes Maintenance Program Areas focused on activities such as snow and ice removal and pavement repair, and programs focused on ensuring the system operates efficiently, such as Courtesy Patrol and Heavy Tow services to remove inoperable vehicles from traffic, and real-time travel information provided to travelers via Variable Message Signs, or the COTRIP website. Intelligent Transportation Systems (ITS) and Network Services is a Division of Maintenance and Operations and supports CDOT teams, regions, and HPTE with their ITS and network needs to implement technologies to communicate better, decrease travel times, and create a safer driving environment for the traveling public. ITS has three main areas of focus, field operations, network services, and engineering.

6.2 Fiscal Year Services to be Provided for HPTE Express Lanes

HPTE currently has 156 lane miles of Express Lanes and is directly responsible for operation and maintenance on 112 of those lane miles. By contracting with the CDOT Division of Maintenance and Operations (DMO) to perform certain services for Express Lanes that are in operation, (I-25 North US36 to Northwest Parkway (Segments 2 and 3), I-25 South GAP Castle Rock to Monument, I-70 Mountain Express Lanes and C-470 I-25 to Wadsworth), HPTE is able to ensure that all Express Lanes facilities are working correctly and safely for the users that choose to pay a fee for a reliable trip time. For the 2022-23 fiscal year, HPTE has tasked CDOT DMO to oversee work in three core areas:

A. Roadway Maintenance

Regular roadway maintenance is essential to help preserve Express Lanes in their originally constructed condition, ensure user safety, and provide efficient, convenient travel. The safe and efficient operations of Express Lanes are dependent on ensuring that the roadway is clear of debris, free from potholes, and cleared of snow and ice during winter weather events. Guardrails, attenuators, and other roadside safety items must be kept in working condition. To ensure roadway maintenance is carried out to a high standard, HPTE has tasked CDOT with performing the following activities in the Express Lanes:

a. Repair and replacement of guardrails, bridge rail, concrete barrier, and attenuators to ensure they are in working condition;

- b. Snow and ice removal;
- c. Lane striping, lane sweeping/cleaning;
- d. Trash and debris removal;
- e. Pothole filling, crack sealing, joint repairs, concrete slab replacements, and any additional pavement maintenance;
- f. Regular cleaning of static Express Lane signs if not they are not easily readable;
- g. Repair of damaged static Express Lane signs; and
- h. Lane closures and temporary traffic control to perform any of the roadway maintenance activities listed above.

B. Intelligent Transportation Systems (ITS) Maintenance and Monitoring

Timely electronic tolling equipment maintenance is an essential part of a successful Express Lane system. Extended periods of equipment downtime results in loss of revenue and reduces HPTE's ability to pay back the debt it incurred to help build the project, and to provide funding for additional construction projects in the corridor. CDOT ITS plays a critical role in maintaining the electronic toll collection system, the fiber-optic network that the system runs on, and the various signs and communication devices that convey information to the traveling public. To ensure these important functions are carried out to a high standard, HPTE has tasked CDOT with performing the following ITS activities in and on behalf of the Express Lanes:

- a. Regular maintenance and monitoring of the fiber optic network to ensure it is in working condition and that network downtime is minimized as much as possible;
- b. The Network Operation Center (NOC) staff assists with triaging tickets and dispatch related to devising failures. Additionally, NOC staff provide advanced notification of fiber maintenance, continued notifications in the event of fiber outages, and provide proactive responsiveness and resolution to problems and incidents discovered;
- c. Device maintenance, lane closures, temporary traffic control, and associated activities will be billed as needed at to HPTE at the rates outlined in Appendix B;

C. Operational Support

Oversight and monitoring of the Express Lanes are critical to mitigate accidents, identify incidents that require an immediate response, become familiar with behaviors of the corridors, flag issues related to safety, and follow up by reporting the information to prompt a change in process or practices. The CDOT Traffic Operations Center (TOC) monitors roadway traffic throughout the state of Colorado. The TOC operators and dispatchers coordinate with local agencies along those corridors, various jurisdictions, and key partners such as CDOT Incident Commanders, First Responders, Safety/Courtesy Patrol which align with the common goal of optimizing the performance of the entire surface transportation system.

The team is located in Golden, CO, and the high-level duties of the Center are to provide system monitoring (traffic operations, infrastructure, and equipment health), event management, and crisis management. It is HPTE's goal to provide excellent service and meet the expectations of Express Lane users. This is accomplished by proactive monitoring of system health and immediate response to failures and traffic events that allow us to generate the maximum traffic flow as well as maximizing the toll revenue collection that will allow us to meet the obligations and commitments incurred when the lanes and associated construction were established. To ensure these important goals are carried out to a high standard, HPTE has

tasked CDOT with performing the following operational support activities on behalf of the Express Lanes:

- a. Monitor all Express Lanes, including coverage of After Hours operations as defined by traffic operations center (TOC) business rules for each individual Express Lanes corridor;
- b. Monitor all Express Lanes as part of the overall system monitoring, and provide coverage to support the tolling team to support in the event of absences that impact the staff due to planned/unplanned time off and training.
- c. Courtesy Patrol on Express Lane corridors carrying out traffic management, incident recovery, and verification of the status of the corridor during peak hours within the project limits;
- d. Communication with the traveling public if an event or accident occurs using the tools available in the TOC including ReadyOp, Twitter, Google Traffic, and other platforms;
- e. Ensure that tolls are not charged, by notifying the Tolling team, if an event is triggered in the General Purpose lane that diverts traffic into the Express Lane;
- f. Use of Variable Message Signs (VMS) for Express Lanes messaging. Examples would include: Express Lane closures, safety campaigns (e.g.: don't cross double white lines), toll fee changes, messaging about new lanes that are opening.

While we work together as an operations group, there are some very specific focuses of the respective teams. The Traffic Operators will give first priority to incident recovery. The Tolling Operators will prioritize the tolling system health and react to alerts and notifications for equipment and/or system failures. The addition of the Tolling Maintenance team provides ongoing and uninterrupted monitoring of the tolling equipment. They are also an extra set of eyes for road conditions and can provide valuable information regarding the state of a corridor (debris, damage..etc.).

The Tolling Operations group is increasing its staff to monitor Tolling Equipment and the Express Lanes Network Corridors, the Tolling Operators will provide support to the Traffic Operators in the TOC and assist with situational awareness, incident recovery and other elements of support. The Tolling Operators will work closely with the Tolling Maintenance teams to report equipment failures and document lane closures into the Lane Aware System, generating the daily log every two hours and other duties. Additionally, they will send down toll rates for the MEXL, create toll voids based on accidents and events that occur and that are reported from the Traffic Operations team.

7. Terms and Conditions

7.1 Statement of Work Duration

This Statement of Work documents the duties and tasks that HPTE directs CDOT to manage, oversee, and implement for the Fiscal Year 2022-2023. This Statement of Work outlines services that will be provided by CDOT over a one-year period that will commence on July 1, 2022, and end on June 30, 2023.

7.2 Payment for Services

Associated costs for specific areas of work are outlined below. In exchange for completing the tasks outlined under this Statement of Work, HPTE will compensate CDOT with an upfront payment for its services. HPTE has also included a 15% contingency by corridor to account for any work that may come up on an as needed basis. HPTE will reserve the contingency to be used as needed and it will not be included as part of the pre-payment to CDOT. Work will be agreed on by HPTE and CDOT and billed to HPTE for payment out of the contingency funds.

Any operations and maintenance that needs to be completed and is outside the scope of work for this agreement, CDOT will notify HPTE of the needed work in a written statement, outlining the nature and price of the tasks, requesting HPTE's approval 30 days before the work is to be completed. Upon HPTE's approval, CDOT will then invoice HPTE. HPTE then has 30 days to pay the invoice.

7.3 Progress Reporting

On the 15th of January and July of each fiscal year, CDOT will submit a progress report that includes a summary of activities performed on the corridor for the previous six months as well as a status report on the progress being made to accomplish the tasks outlined in this Statement of Work. The submission of the semi-annual reports will be used by CDOT and HPTE to recognize revenue and expenses, respectively.

8. Summary of Total Fees by Roadway for FY 2022-23 for Statement of Work Activities:

Type of Maintenance	I-25 North (US36 to E470)	I-70 Mountain Express Lanes	I-25 South GAP	C-470	Total
Roadway Maintenance	\$88,000.00	\$58,488.00	\$144,000.00	\$120,000.00	\$410,488.00
ITS Maintenance and Monitoring	\$23,282.82	\$25,399.44	\$38,099.16	\$31,749.30	\$118,530.73
Operational Support	\$80,500.00	\$143,000.00	\$214,500.00	\$214,000.00	\$652,000.00
Contingency	\$28,767.42	\$34,033.12	\$59,489.87	\$54,862.40	\$177,152.81
Total	\$220,550.25	\$260,920.56	\$456,089.04	\$420,611.70	\$1,358,171.54

Appendix A (Roadway Maintenance), Appendix B (ITS Maintenance and Monitoring) and Appendix C (Operational Support), and provide a detailed breakdown of the SOW calculations.

The roadway maintenance calculation uses historical O&M cost data from CDOT DMO to determine a cost per lane mile on Express Lane corridors. The cost per lane mile is then multiplied by the number of Express Lane miles in a specific corridor to calculate the total. The table below outlines the cost per Express Lane for Roadway O&M:

Corridor	Per Lane Mile Cost	Number of Express Lane Miles	Total
I-25 North (US36 to Northwest Parkway/E-470)	\$4,000	22	\$88,000
I-25 South GAP (Castle Rock to Monument)	\$4,000	36	\$144,000
I-70 Mountain Express Lanes	\$2,437	24	\$58,488
C-470 (I-25 to Wadsworth Blvd)	\$4,000	30	\$120,000
Total		112	\$410,488

Appendix B: ITS Maintenance and Monitoring

1.Operational ITS costs

Currently, the ITS Network Operations Center (NOC) has eight full-time staff and can support ticket monitoring and dispatching in HPTE corridors during business hours (4:00 am to 8:30 pm), Monday through Friday (7:00 AM to 4:00 PM) Saturday and Sunday.

The cost for ITS Network FTEs, contractors, software and tools, and lane closures to complete tickets within HPTE corridors averages approximately 2% of the total ITS ticketing volume costs. To determine an annual reimbursement for the cost associated with maintaining devices in HPTE corridors via tickets submitted, 2% was applied to the average total ITS tickets annual cost.

Base Support (Estimated Annual Average: \$18,199.33): This is ticketing tracking and dispatch only. The staff employed in the NOC are Professional Network and Systems Engineers and are employed through a contract with Convendis, two FTEs, and a Supervisor FTE. In addition, there is an overhead expense associated with the software and tools needed to log, track and manage tickets.

Calculation

[[Total Costs of FTEs/Contractors/Software in the NOC] x [Percentage of HPTE Tickets received within the NOC based on previous year]] + [3% Overhead] = [Network Monitoring Annual Reimbursement] = $(\$883,462.44 \times 2\% = \$17,669.25) + \$530.08 = \$18,199.33$

2. Communication Infrastructure Maintenance Costs:

Currently, ITS dark fiber is used to support communication for HPTE corridors. The current assumption is that each corridor shown uses four strands of ITS dark fiber to support the HPTE vendor tolling equipment. Any routes that ETC will be managing will need to be converted to from dark fiber rates to circuit rates, which currently is not reflected.

Maintenance of fiber routes includes preventative maintenance, inventorying, and emergency and extraordinary repairs. Preventative maintenance on these fiber routes includes periodic inspection

of the facility, reinstallation of knocked down fiber location markers and replacement of damaged or missing fiber location markers, clearing and cleaning debris from pull boxes so that they are visible, performing locates within three (3) business days from receipt of UNCC notice. An accurate geospatial inventory of the route has to be maintained with UNCC to support appropriate locates. Emergency and extraordinary repairs occur when fiber cables have been damaged, cut or severed.

Calculation

[[Total Corridors miles] X [M&O Annual Fee per mile per strand] x [Number of Fibers] = HPTE Annual M&O] + [[Total Corridors miles] X [Locate/811 Annual Cost per mile per strand, plus 20% overhead] x [Number of Fibers] = HPTE Annual M&O] = [Fiber Maintenance Annual Reimbursement]

Total Corridor Miles: 234.3 x \$34.95 x 4 strands per mile = \$32,755.14 M&O cost share to HPTE

Total locates and UNCC tickets: 234.3 x \$16.62 x 4 strands per mile = \$15,576.26 [Communication Infrastructure Annual Reimbursement] = \$48,331.40

FLIR software is used for the VMS (Variable Message Signs) and VTMS (Variable Toll Message Signs) and is tied to the control of the reversible lanes. This software is also required to update toll rates.

3. Conclusion:

An estimated total annual reimbursement is shown in the table below. The methodology to determine the Operational and Maintenance costs as documented above.

To ensure the equitable distribution of ITS costs across the Express Lanes Network, the total reimbursement cost was calculated on a lane mile basis and multiplied by the number of lane miles for each Express Lane facility (e.g. I-70 Mountain Express Lane - 12 lane miles x \$1039.54 = \$12,474.52). The values and methodologies used to determine the reimbursement will be assessed/updated annually.

Operational ITS Costs	\$18,199.33
Communication Infrastructure Maintenance Costs	\$48,331.40
Annual Flir Software Renewal	\$52,000.00
Total Payment	\$118,530.73

ITS costs will be split out by Express Lane corridors as show in the table below:

Corridor	Express Lane	Percentage Share of the Express Lane Network	Share of ITS Costs
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Total	112	100.00%	\$118,530.73
C-470 (I-25 to Wadsworth Blvd)	30	26.79%	\$31,749.30
I-70 Mountain Express Lanes	24	21.43%	\$38,099.16
I-25 South GAP (Castle Rock to Monument)	36	32.14%	\$25,399.44
I-25 North (US36 to Northwest Parkway/E-470)	22	19.64%	\$23,282.82

4. ITS Rates (paid for out of contingency):

Any device maintenance and associated activities (lane closures, device troubleshooting on-site, etc), ITS hourly estimated costs including salaries, benefits, and vehicle costs: \$53.70 per hour during regular business hours for FY 21-22. 1.5x during off-hours and weekends. Plus any material costs.

If fiber splicing is being requested, that is not part of maintenance or repairs: \$65 per spliced strand per location. Anything above and beyond the aforementioned operations costs, like remote troubleshooting of HPTE equipment, will be charged at \$50.65 per hour during regular business hours, 1.5x during NOC off hours. If any circuits are requested to support managed lanes, they will need to be negotiated.

Appendix C: Operational Support

Facility	I-70 MEXL	I-25 Segment 2&3	C470	I-25 South Gap
	Sat/Sun - 0900-2000 hrs	24/7/365	24/7/365	24/7/365
Hours of Operation	Holidays (e.g. Mondays, Thanksgiving, Christmas)			
	Total - 1168 hrs/year and 100 days/year			
CTIO Coverage	0600-2000hours 7 days/week	0600-2000hours 7 days/week	0600-2000hours 7 days/week	0600-2000hours 7 days/week
	Tolling Operations	Tolling Operations	Tolling Operations	Tolling Operations
CTIO Duties	Tolling System/Device Management	Tolling System/Device Management	Tolling System/Device Management	Tolling System/Device Management
	Active Monitoring	Active Monitoring	Active Monitoring	Active Monitoring
	Golden Ops Center - Incident Management	Golden Ops Center - Incident Management	Golden Ops Center - Incident Management	Golden Ops Center - Incident Management
CDOT Duties	Safety Patrol Provider	Safety Patrol Provider	Safety Patrol Provider	Safety Patrol Provider

		\$623,000		
		Grand Total \$29,000		
	Total: \$143, 000	Total: \$80,500	Total: \$214,000	Total: \$214,500
	Safety Patrol: \$128,000	Safety Patrol: \$79,000	Safety Patrol: \$208,000	Safety Patrol: \$208,000
Annual Total Cost	Operation Center: \$15,000	Operation Center: \$1,500	Operation Center: \$6,000	Operation Center: \$6,500
	Total: say \$128,000	Total: say \$79,000	Total: say \$208,000	Total: say \$208,000
	# of Lanes (Managed vs GP) = 66%	# of Lanes (Managed vs GP) = 25%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed v GP) = 33%
	Subtotal = \$193,800/year	Subtotal = \$69/hour * 4,576 hours = \$315,744	Subtotal = \$138/hour * 4,576 hours = \$631,488	Subtotal = \$138/hour * 4,576 hours = \$631,488
	Roll Back = \$135/hour * (1200*0.5) = \$81,000	Hours/year = [(14*5)+(9*2)]*52 = 4,576	Hours/year = [(14*5)+(9*2)]*52 = 4,577	Hours/year = [(14*5)+(9*2)]*52 = 4,577
	Light Duty = \$94/hour *1200 = \$112,800	Light Duty = \$69/hour	Light Duty = \$69/hour	Light Duty = \$69/hour
	Safety Patrol (1 Light Duty/and 0.5 Rollback):	Safety Patrol (1 units):	Safety Patrol (assume 2 units):	Safety Patrol (assume 2 units):
CDOT Level of Effort	Cost per Year: 235 hrs/yr * \$31/hr = \$7,285			
	Average Annual Total Incident Duration: 235hrs/yr			
	Incident Management: WB MEXL			
	Cost per Year: 260 hrs/yr *\$31/hr = \$8,060	Cost per Year: 43hrs/yr * \$31/hr = \$1,333	Cost per Year: 192 hrs/yr * \$31/hr = \$5,952	Cost per Year: 213 hrs/yr * \$31/hr = 6,603
	Average Annual Total Incident Duration: 260 hrs/yr	Average Annual Total Incident Duration: 43 hrs/yr	Average Annual Total Incident Duration: 192 hrs/yr	Average Annual Total Incident Duration: 213 hrs/yr
	Incident Management: EB MEXL	Incident Management:	Incident Management:	Incident Management:

Colorado Bridge and Tunnel Enterprise Board Meeting Minutes April 21, 2022

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 April, the Bridge and Tunnel Enterprise Board of Directors

- Approved Resolution #BTE1: the minutes from the February Board Meeting
- Approved Resolution #BTE2: Bridge & Tunnel Enterprise 8th Budget Supplement for FY'22



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS

FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER

DATE: MAY 19, 2022

SUBJECT: NINTH SUPPLEMENT TO THE FISCAL YEAR 2021-22 BRIDGE AND

TUNNEL ENTERPRISE BUDGET

Purpose

This month the Bridge Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request for one project located in Region 1. To increase to the construction phase budget of the Central 70 Project (I-70) in Denver County to include the previously approved contingency for Supervening Events.

Action

Staff is requesting Board approval of Proposed Resolution #BTE2, the ninth budget supplement to the Fiscal Year 2021-22 BTE budget.

Background

Region 1: Central 70 Contingency for Supervening Events

Request to increase the construction phase budget to add the contingency for the Bridge and Tunnel Enterprise's share of Supervening Events as previously approved in #BE-17-7-3 for \$40,300,000 and subsequently amended through #BE-17-11-1 to \$30,3000,000. Although the contingency was previously approved by the Board in principle, Policy Directive 703 requires Board approval of a budget supplement prior to a formal budget action. The budget supplement is required at this time to process the remaining construction milestone payments and future Supervening Event payments. As anticipated, the impacts of these costs will occur in FY 2022-23 thus this budget supplement is being requested now to make funds available for encumbering at the beginning of the FY 2022-23.

This action does not increase the overall Central 70 project budget, rather this action approves the commitment of \$30.3M in BTE project contingency, which was previously planned, programmed and included in the total project budget. Currently, it is anticipated that the project will be completed within the previously approved project budget.

I-70 Central 70 Supervening Events in Denver County (Old E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB) (New N/A) (SAP Project # 19631/1000...)

Buaget Components by Phase, Funaing Program, Fiscal Year														
				BE Supplement Action										
Phase	Funding	Current		Year of Budget Total						Revised		Expended		
of Work	Program	Budget	FY 2022 FY 2023 FY 2024 Request			Request		Budget		To-Date				
ROW	FASTER Bridge Funds	\$ 126,210,144	\$	-	\$	-	\$	-	\$	-	\$	126,210,144	\$	124,644,630
	Total ROW	\$ 126,210,144	\$	-	\$	-	\$	-	\$	-	\$	126,210,144	\$	124,644,630
Utilities	FASTER Bridge Funds	\$ 21,848,488	\$	-	\$	-	\$	-	\$	-	\$	21,848,488	\$	17,586,043
	Total Utilities	\$ 21,848,488	\$	-	\$	-	\$	-	\$		\$	21,848,488	\$	17,586,043
Design	FASTER Bridge Funds	\$ 7,114,284	\$	-	\$	-	\$	-	\$	Pac	E	7,114,284	(2)	7,314,34
	Total Design	\$ 7,114,284	\$	-	\$	-	\$	-	\$		\$	7,114,284	\$	7,114,284
Environmental	FASTER Bridge Funds	\$ 5,633,323	\$	-	\$	-	\$	-	\$	-	\$	5,633,323	\$	5,293,000
	Total Environmental	\$ 5,633,323	¢		Ċ	_	Ċ	_	(_	¢	5 633 323	Ċ	5 203 000

Next Steps

Approval of the budget supplement and Resolution #BTE2 will provide the necessary budget, as previously planned, programmed and included in the total project budget, to allow for continued construction milestone payments and Supervening Event payments for the Central 70 Project.



MEMORANDUM

TO: BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS

FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER

DATE: MAY 19, 2022

SUBJECT: RESOLUTION TO APPROVE BRIDGE AND TUNNEL ENTERPRISE FUNDS

FOR THE FY2022 MULTIMODAL PROJECT DISCRETIONARY GRANT

OPPORTUNITY

Purpose

The Statewide Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution that commits Statewide Bridge and Tunnel Enterprise (BTE) funding for the replacement of five BTE eligible bridges for three separate projects that will be submitted for the Multimodal Project Discretionary Grant Opportunity (MPDG).

Action

Staff is requesting Board approval of Proposed Resolution BTE3: FY2022 Multimodal Project Discretionary Grant Opportunity

Background

In March 2022, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the MPDG. The MPDG combines three major federal discretionary grant programs under a common application to reduce the burden for eligible applicants by making it possible to apply for all three grants at one time. CDOT Staff performed an evaluation to identify projects with the highest probability of award based on the selection criteria outlined in the NOFO. Through the process, the three projects described in this memo were identified as top candidates for submission. All three projects include BTE eligible scope, were vetted by the executive management team, and are a high priority for CDOT, BTE, and the numerous other project stakeholders. Additionally, the projects are all included in the CDOT 10-Year Plan.

Details

Region 1: Floyd Hill to Veterans Memorial Tunnels Improvement

The Floyd Hill project will improve travel time reliability, mobility, safety, and address deficient infrastructure on a critical section of the I-70 mountain corridor. Major elements of the project include adding a third westbound lane, constructing a frontage road connection, adding an eastbound auxiliary lane, improving interchanges and intersections, improving the Clear Creek greenway, and implementing environmental mitigation for wildlife connectivity, air and water quality, and stream conditions. Within the project limits are two BTE eligible bridges:

Structure ID	<u>Description</u>	County	Deck Area	<u>BTE</u>	
			<u>(sq.ft.)</u>	<u>Prioritization Tier</u>	
F-15-BL	I-70 WB over US 6, Clear Creek	Clear Creek	18,428	2 nd	
F-15-BM	Ramp to US 6 ML over Clear Creek	Clear Creek	5,488	1 st	

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Structure F-15-BL is a BTE-eligible 5-span riveted girder bridge constructed in 1959 that carries the westbound lanes of I-70 and is a second-tier structure in the January 2022 BTE Prioritization Plan. The structure was formerly a top-tier structure in the BTE Prioritization Plan, but a recent bridge deck rehabilitation has temporarily improved the condition of the structure. However, it is anticipated that the structure will continue to deteriorate based on underlying issues with the existing bridge geometry, detailing, and materials. This structure has an extensive history of planned and unplanned emergency repairs that have increased in frequency and severity over time. Most recently a hole opened in the deck that forced a partial shutdown of the bridge for emergency repairs in early March.

F-15-BM is a steel girder bridge constructed in 1959 that serves as the off-ramp from I-70 westbound to US 6th near the base of Floyd Hill and currently has an overall condition rating of poor due to deterioration of the substructure. The most recent bridge inspection report noted areas of heavy delamination on the pier caps with pier three showing significant areas of spalling with exposed, corroded, and broken rebar.

Based on the preliminary BTE eligibility reviews, \$260M of project scope has been identified as eligible for BTE funds using preliminary cost estimates. Accordingly, BTE staff is requesting a \$260M maximum commitment in BTE funding to replace both BTE eligible bridges. Allocation of these funds will be contingent on the award of a grant through the MPDG. BTE program forecasts indicate that financing will be required to fund the project and maintain the current project delivery timeline. Currently, it is anticipated that BTE and CTIO will partner to finance approximately \$325M in project costs. Various financing options are being evaluated by the Enterprises and a project funding plan will be completed once the scope, cost, and schedule of the project's construction packages are more clearly defined.

Region 4: I-76 Phase IV Safety and Mobility Reconstruction Project - I-76 and US 34 Spur Bridge and Interchange Reconstruction

The I-76 Phase IV project will reconstruct 1.45 miles of I-76 east of the town of Brush. I-76 connects I-80 and I-70 and serves as a critical link for inter and intrastate commerce. Phase IV of the project will continue work on improving a critical freight corridor on I-76 between Fort Morgan and Brush and involves the replacement of two BTE eligible bridges. In recent years, there was a higher-than-average crash rate for this segment of I-76, when compared to highways with a similar level of service, and the project seeks to make the corridor safer for all users while also enhancing mobility for the freight industry.

Structure ID	<u>Description</u>	County	Deck Area (sq. ft.)	BTE Prioritization Tier	
C-22-AY	I-76 WB over RR, Beaver Creek	Morgan	20,710	1 st	
C-22-BG	I-76 ML EB over US 34 Spur	Morgan	8,277	1 st	

Structure C-22-AY is a prestressed concrete girder bridge constructed in 1960 in Morgan County and is rated in poor condition due partially to deterioration and corrosion of post-tensioned strands in high moment regions of the superstructure. The most recent bridge inspection report noted that 19 prestressed wires were either broken or had heavy corrosion with a total of 36 linear feet of exposed rebar observed throughout the structure. The structure is not currently load restricted at this time but is likely to require a load restriction if deterioration of the superstructure continues to advance. Due to its location along a significant freight route, a future load restriction for the structure would have major impacts to movement of goods across the state.

C-22-BG is also a prestressed concrete girder bridge and was constructed in 1961. The bridge is rated in poor condition due to advanced deterioration of the bridge deck. Significant portions of the bridge deck contain efflorescence, rust staining, and map cracking. Stalactites were also reported in the most recent inspection report.

These defects indicate that the structure has experienced heavy moisture and chloride intrusion and has reached the end of its anticipated service life.

BTE staff is requesting \$18M maximum in BTE state match funding to replace both structures as part of the I-76 phase IV project. Current BTE program forecasts indicate that this project can be accommodated on the current construction schedule (FY2023-24 through FY2024-25) using unprogrammed bridge safety surcharge and SB21-260 bridge and tunnel fee revenues. The project design work was previously completed to a near FOR (90%) design level and is currently being updated to reflect current design standards and new railroad design requirements.

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

The US 160 Elmore's Corner East project will correct operational and safety problems that have been identified along US 160 from the intersection of US 160 and SH 172 to the intersection of US 160 and La Plata County Road 225. The general purpose of the project as outlined in the 2006 Final Environmental Impact Statement (EIS) is to increase travel efficiency/capacity to meet current and future needs, improve safety for the traveling public by reducing the number and severity of accidents, and to control access to the interstate. The total project length is approximately 2.6-miles. Structure P-05-B is bridge within the project limits and will be reconstructed in order to improve safety for the traveling public by addressing the substandard geometry of the existing bridge and incorporating a wildlife underpass as defined in the EIS.

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

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

BTE staff is requesting \$10M maximum in BTE state match funding to replace bridge P-05-B in combination with the larger US 160 corridor project. Current BTE program forecasts indicate that this project can be accommodated on the current construction schedule (FY2024-25 through FY2025-26) using unprogrammed bridge safety surcharge and SB21-260 bridge and tunnel fee revenues. The project design work was previously completed to a FIR (30%) design level in 2019. The project team is currently performing a re-evaluation of the EIS Preferred Alternative that will effectively address the safety, capacity, and mobility issues but will include an overall smaller roadway footprint. The re-evaluation is anticipated to be complete this year.

Next Steps

- 1. CDOT will submit a common grant application for each of the projects in advance of the May 23, 2022 deadline.
- 2. If a grant is awarded, BTE staff will return to the Board requesting funding as part of the monthly budget supplement process.
- 3. If a grant is not awarded, CDOT and BTE will evaluate the viability of advancing these projects to construction with other funding sources.





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION

FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER

DATE: MAY 19, 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).

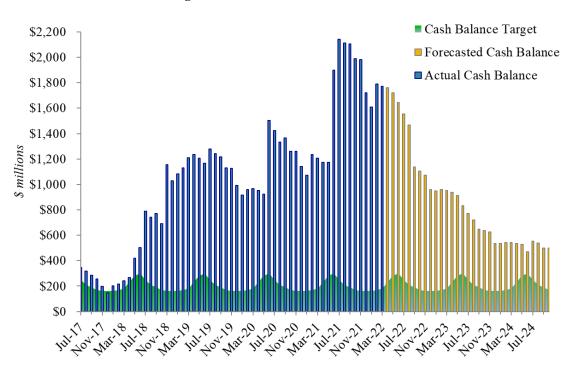


Figure 1 – Fund 400 Cash Forecast

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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 March 2022 was \$1.77 billion; \$1.59 billion above that month's cash balance target of \$180 million. March's cash balance is comprised of \$867 million in the State Highway Fund, and \$903 million in the Senate Bill 267 trustee account. The March 2022 forecasted vs. actual cash balance was \$12M, due to higher than expected FHWA reimbursements and higher than anticipated State revenue.

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.

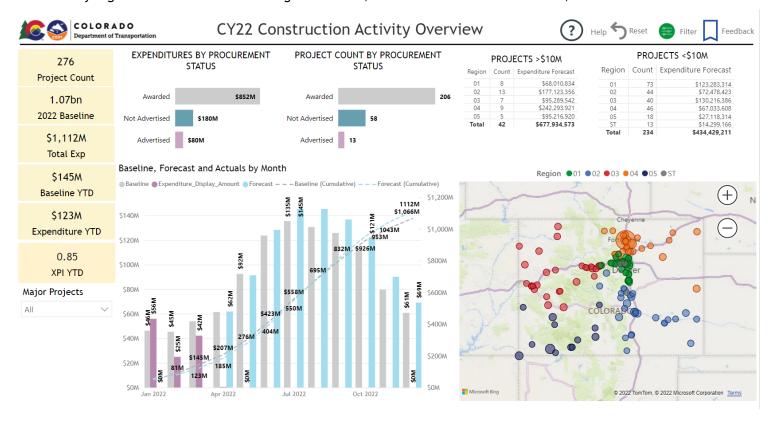
Cash Payments to Construction Contractors

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	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
	(actual)	(actual)	(actual)	(actual)	(actual)	(forecast)	(forecast)	(forecast)
Expenditures	\$642	\$578	\$669	\$774	\$615	\$945	\$685	\$426

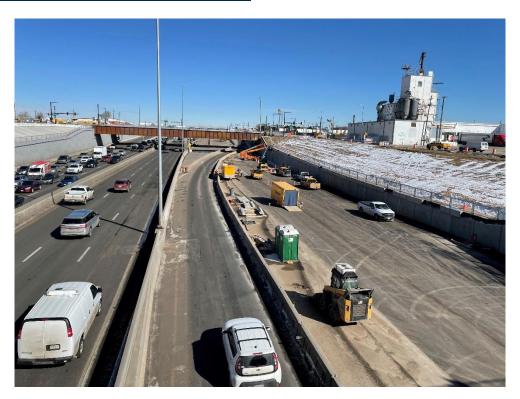
The graph below details CY22 baseline, forecast, and actual expenditures (based on March month end SAP data). Results to date correlate with an XPI of .85 (actual expenditures vs. baseline); listing of number of projects planned to incur construction expenditures in CY22; listing of CY22 baseline and project count by procurement status (awarded, not advertised and advertised); and count of projects by region that have CY22 forecast greater than \$10 million dollars and less than \$10 million dollars.





Quarterly Status Report

January 2022 through March 2022



PREPARED BY:



IN CONSULTATION WITH:









DATE: April 25, 2022

TO: Colorado Transportation Commission (TC)

Colorado Transportation Investment Office (CITO) Board of Directors (formerly

the Colorado High Performance Transportation (HPTE))

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

January 2022 through March 2022

- Continued 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.
- Continued working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Began jet fan installation on Eastbound (EB) I-70 Cover.
- Continue construction of the City and County of Denver (CCD) portion of the Cover Building.





- Completed traffic switch for EB I-70 from Steele Street to Colorado Boulevard and began working on median barrier.
- Began reconstruction of the Swansea parking lot and playground.
- Continued work on the UPRR bridge, including placing the last girders for service bridge.
- Continued installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Continued construction of Airport Node building.
- Completed EB I-70 Cover deck pours and began garden roof assembly waterproofing.
- Began Cover Top retaining walls and miscellaneous concrete work.
- Continued construction of drainage, walls, utilities, roadway, and paving for future EB I-70.
- Continued construction of East 46th Avenue South, including roadway, utilities, and drainage.
- Completed construction of the intersection at York Street and East 47th Avenue.
- Continued work in the Brighton East and West ponds.
- Continued placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover
- Continued construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Continued soil mixing for EB lanes from Columbine Street to UPRR for the I-70 and Fixed Firefighting System (FFFS) drainage systems.
- Continued the placement of wall panels from Colorado Boulevard to Brighton in EB I-70 lowered section as walls are excavated.
- Continued working on various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continue construction on the I-70 sign structures and roadway finishes west of Brighton Boulevard.
- Began repairs to the York Street over I-70 bridge.
- Continued drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Continued remaining work at Safeway property adjacent to the Colorado Boulevard onramp to EB I-70.

UPCOMING MILESTONES

April 2022 through June 2022

- Pour last portion of UPRR service deck.
- Complete 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.
- Complete jet fan installation for the EB I-70 Cover.





- Continue construction of the City and County of Denver (CCD) portion of the Cover Building.
- Begin tolling installation, configuration and testing by Electronic Toll Collection (ETC) for I-70 Express Lanes.
- Continue reconstruction of the Swansea parking lot, basketball court and playground.
- Continue installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Continue construction of Airport Node building.
- Complete CDOT installation of Ciena network switch.
- Complete garden roof assembly waterproofing.
- Continue Cover retaining walls and miscellaneous concrete work.
- Complete construction of drainage, walls, utilities, roadway, and paving for future EB I-70.
- Continue construction of East 46th Avenue South between Brighton and Colorado Boulevards, including roadway, utilities, and drainage.
- Complete work in the Brighton East and West ponds.
- Complete placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover and continue commissioning tests.
- Completion of construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Complete soil mixing for EB lanes from Columbine Street to UPRR for the I-70 and Fixed Firefighting System (FFFS) drainage systems.
- Complete the placement of wall panels from Colorado Boulevard to Brighton in EB I-70 lowered section.
- Complete various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Complete construction on the I-70 sign structures, barrier repairs, and roadway finishes west of Brighton Boulevard.
- Complete repairs to the York Street over I-70 bridge.
- Complete remaining work at Safeway property adjacent to the Colorado Boulevard onramp to EB I-70.
- Begin far east pavement overlays from I-225 to Chambers Rd.
- Begin Cover Top grading and amenities.

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 continue to implement 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 complete and installation of lighting, fire-life safety, and other systems is on-going. Engagement with the Denver Fire Department (DFD) continues with DFD testing scheduled for late June/early July 2022.

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 (DPR) and other City entities. All parties continue to work together making progress towards resolution of these comments. Negotiations with KMP for the Change Order for the DPR requested modifications to the Cover Top irrigation are nearing conclusion. The Enterprises are currently working with KMP and the City and County of Denver Tech Services on resolving comments on the Closed Circuit Television (CCTV) system for the Cover Top.

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 reviewed the schedule and provided comments to KMP. The Enterprises anticipate the resubmittal in mid-April.

KMP continues to work with Jorgenson (the Operations and Maintenance (O&M) Contractor) on identifying a replacement O&M Manager and updating various management plans and submittals required for the Operating Period. The Enterprises continue to monitor this situation and are involved in regular discussions with KMP regarding these items.

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 decreased in the community. Vaccinations and treatments 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 follow federal and state guidelines. 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. Staff have





returned to the project office, either full time or in a hybrid model. However, large project meetings continue in 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, 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). KMP withdrew SE-23 on January 27, 2022, upon completing the excavation adjacent to the old Steele Street off-ramp. There are no open SEs on the project at this time.

SEN#	Description	Date Received from KMP	Type of SEN	Status
1	UPRR Agreement Delay, Request for Extension to Detailed Supervening Event Submission	04/25/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
2	UPRR Phase 0 Work Delay	03/23/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
3	UPRR Work Performance Schedule	03/23/2018	Delay Relief Event	Withdrawn by KMP
4	Section 232 Steel and Aluminum Tariffs	08/13/2018	Relief Event	Resolved with 2 nd Amendment to the Project Agreement
5	Swansea Asbestos Containing Material	07/07/2018	Comp Event	Change Order was executed on 09/03/2019
6	AP-83 Asbestos Containing Material	10/10/2018	Comp Event	Withdrawn by KMP
7	Sand Creek Bridge	11/20/2018	Comp Event	Change Order was executed on 05/06/2020
8	UPRR Crossing Diaphragm Spacing	12/17/2018	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
9	Structure E-17-FX Viaduct	12/17/2018	Comp Event	Withdrawn by KMP
10	UPRR Transverse Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
11	UPRR Underside Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
12	UPRR Drip Plates	02/22/2019	Comp and Relief Event	Withdrawn by KMP
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





		Data Bessived			
SEN#	Description	Date Received from KMP	Type of SEN	Status	
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	Withdrawn by KMP	
24	UPRR Crossing Diaphragm Spacing	06/14/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 8	
25	UPRR Transverse Plate Welding	06/19/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 10	
26	UPRR Underside Plate Welding	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 11.	
27	Reserved			Not submitted to Enterprises	
28	Reserved			Not submitted to Enterprises	
29	UPRR Impact Loading	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 14.	
30	UPRR Rebar Detailing	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 15.	
31	UPRR Drainage Review	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.	
32	UPRR Drainage Review	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 31.	





SEN#	Description	Date Received from KMP	Type of SEN	Status
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 87.0% complete through March 2021. Design is 100% complete and construction is 85.7%. Milestone 5A was achieved on March 25, 2022.

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.

Construction continues west of Brighton Boulevard, with barrier removals beginning for the installation of new sign structure foundations. Construction of the UPRR Access Road Bridge nears completion. Abutment 1 construction was completed in March, and span 1 was erected. Mass excavation of eastbound I-70 was completed in March, and wall excavation was near completion through the lowered section. York bridge repairs are ongoing, and the construction of 46th Avenue South continues between York and Steele Streets. Cover Top construction began in March, with wall placement underway, and construction of planter boxes beginning. Cover Systems work continues under the Cover, with lighting, fire protection, and ventilation systems all in progress. Traffic was shifted into the new eastbound I-70 lanes between Steele Street and Colorado Boulevard in March in preparation for tolling system installation. Punch list work associated with Milestone 2B nears completion in the Center Segment. Work associated with Change Order 081 east of Peoria Street is nearly complete, with barrier placement and pavement striping remaining to be completed in 2022.

Following completion of this work, the punch list will be developed, 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	Forecast	Status
	Date	Date	
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	12/09/2019	NA	Completed
(Sand Creek Bridge to Chambers Road)			12/09/2019
Milestone 2A*		_	Completed
(WB I-70 between Monaco and Colorado; outside	11/10/2020	N/A	11/05/2020
bridge decks complete)			11/03/2020





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	N/A	Completed 03/25/2022
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
Complete Intelligent Transportation System(s) (ITS)/Tolling Testing/Integration	02/15/2023	01/26/2023	20 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 Agree ** Completion of Final project documentation.	eement.		

BUDGET STATUS

The project budget reflects the 2022 Annual Update to the Financial Plan that was approved by FHWA in April 2022.

Enterprises Costs Estin	nate	Amount
Environmental Phase		\$40.7M
Procurement Phase		\$83.7M
Delivery Phase		\$53.1M
Miscellaneous Enterprise Reserve*		\$1.2M
ROW Phase		\$116.7M
Utility Phase		\$34.7M
Enterprises Construction Contingency		\$45.9M
	Enterprises Construction Total	\$378.4M

^{*}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 have remaining funds available at Substantial Completion based on actual costs to date. The Enterprises currently forecast these cost underruns in the Utility and Delivery Phases to be around \$12 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	\$26.9M
Executed Change Orders – Current Quarter	\$0.0M
Settlement Agreement	\$7.6M
2021 Settlement Agreement (Base)	\$12.5M
2021 Settlement Agreement (Incentive)	\$2.5M
Remaining Enterprises Change Order/Supervening Event Contingency Balance	(\$3.5M)

CONTRACT CHANGE NOTICES

As of March 31, 2021, the Enterprises have executed (112) Change Orders, issued (71) Enterprise Change Notices, received (37) KMP Change Notices, issued (31) 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 \$26.9 million to the Project.

No claims have been filed by KMP against the Project.

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 March 2022.

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 January 2022 through March 2022, the Enterprises' conducted 133 CVIs, yielding a 98 percent overall conformance percentage. For the entire project through March 2022, the Enterprises' have conducted 2,553 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. 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 January 2022 through March 2022, the Enterprises' conducted 24 process audits, yielding an 88% percent overall conformance percentage (excluding civil rights audits). For the entire Project through December 2021, the Enterprises' conducted 698 process audits, yielding an 89 percent overall conformance percentage (excluding civil rights audit). Notable and outstanding process quality issues for this reporting period are presented below. This list includes all of the open Corrective Action Requests (CAR).



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. To close the CAR, KMP must demonstrate successful implementation of the plan by holding successful Pre- Activity Meetings and submitting test scripts for the upcoming Cover MEP work on the south bore. The Department expects that this will remain open until summer 2022. OPEN
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. As of March 2022, KMP has not finished surveying the inverts of drainage structures in the Center Segment. The Department expects that this will remain open until summer 2022. 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).	By the end of November 2021, KMP has caught up with all the missing inspections. For closure of the CAR, KMP needed to continue conducting all inspections through February 2022. KMP continued to perform required inspections through February so the Department closed the CAR. CLOSED



Element	Process	Issue	Status
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. KMP submitted a draft of the OMQMP to the Department in March 2022. The Department expects that this Corrective Action will remain open through the summer 2022. OPEN
Construction Quality Management	ITS	In February 2022, KMP notified the Department of damaged ITS fiber for the new CDOT backbone. This was the second instance of damaged backbone on the Project. The damage was caused by careless splicing procedures. This CAR is to document process changes with splicing and protection of finished fiber.	KMP has not yet officially submitted the corrective action plan to the Department. However, KMP has described the plan to revise splicing procedures and protect fiber in the Quality and ITS Task Force meetings.

Design Verification Reviews (DVR): The Enterprises' DVRs evaluate KMP compliance with PA requirements by assessing KMP's design plans and other deliverables. From January 2022 through March 2022, the Enterprises' conducted 46 DVRs yielding a 93 percent overall conformance percentage. For the entire Project, the Enterprises conducted 1,287 reviews, yielding an 86 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, snow and ice plowing, 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 zero recordable events for this quarter, keeping the total at 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 1,068 events during this reporting period. This total includes 208 crash/incidents.

CIVIL RIGHTS STATUS

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

Design Status through the 1st Quarter 2022: KMP's DBE goal for the design is 11.6% (\$7.03 million). KMP has commitments to DBE design firms of 13.19% (\$7.99 million) and payments to DBE design firms of 12.64% (\$7.66 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 9.22% (\$5.56 million) and payments to DBE design firms of 9.07% (\$5.59 million); the commitments and payments exceed the ESB goal for design for the Project.

Construction Status through the 1st Quarter 2022: KMP's DBE goal for the construction is 12.5% (\$94.6 million). KMP has commitments to DBE construction firms of 17.97% (\$135.9 million) and payments of 16.75% (\$126.7 million); this exceeds the KMP DBE goal for the construction period. KMP's ESB goal for the construction period is 3.0% (\$22.7 million). KMP has commitments to ESB construction firms of 10.53% (\$79.6 million) and payments of 8.17% (\$61.8 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://work-now.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 1,160,618 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 280 On-the-Job Training (OJT) participants since inception. To date, 416,511.65 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	In Progress	Design in complete. KMP began construction in late March 2022 along with the Cover Top. Anticipated to complete in Fall 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 kicked off the new year by discussing overall project progress and preparing for project completion and significant milestones. Stacia Sellers, the Central 70 Communications Manager, presented alongside several members of the Project Team, including the CDOT and Kiewit Project Directors, at the 2022 Design-Build Institute of America National Conference. The communications portion of the presentation covered the creative and unique project outreach and mitigations both during the viaduct demolition and throughout the life of construction.

In addition, the PI team coordinated donations for Swansea Elementary School in preparation for the construction of the permanent playground. Kiewit donated toys and games to Swansea Elementary School to ensure that outside activities were still be promoted.

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 before COVID-19.





MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS

FROM: JERAD ESQUIBEL, DIRECTOR OF PROJECT SUPPORT

DATE: MAY 19, 2022

SUBJECT: BRIDGE AND TUNNEL ENTERPRISE Q3 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

Development of program governing documents, policies, procedures, agreements, and other key activities related to the passage of SB21-260 continued throughout the third quarter of FY2022. During this quarter, staff presented several critical workshops and resolutions to the BTE Board of Directors (Board) and the Board adopted amended Bylaws and Articles of Organization. Revisions to key program policy and procedural directives are ongoing and scheduled for completion in Q4 of FY2022.

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 FY2023. 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 allocating 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.

I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project

The Floyd Hill project took a significant step forward this quarter after the BTE Board approved a resolution authorizing a \$10M increase to the BTE project funding commitment. This funding will allow the project team to continue to advance the design phase of the project. The timing of this budget action was coordinated with another significant achievement, the selection and on boarding of the construction manager and design consultant for this construction manager/general contractor (CM/GC) project. Construction of wildlife crossings, roundabouts, and micro-transit infrastructure is expected to begin later this year.

Amended BTE Board Bylaws and Articles of Organization

This quarter the BTE Board approved the amended BTE Board Bylaws and Articles of Organization. Amendments were needed to reflect the passage of SB21-260, which modified the Enterprise's scope to include tunnel projects. The substantive changes were primarily intended recognize the following pertinent elements of SB21-260:

- The authority of the Enterprise to work on tunnel projects and the revision of the Enterprise's business purpose to include both bridge and tunnel projects.
- The authority of the Enterprise to impose two new fees (bridge and tunnel impact fee and the bridge and tunnel retail delivery fee).
- The renaming of the legacy Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise.

Program Progress

In Q3 FY2022, BTE Staff continued to make progress addressing the state's "Poor" bridge population. During this period, design funding was established for six structures as part of the I-270 Critical Bridges Project, and construction funding was established for one structure.

Structures funded for Design in Q3 FY2022

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
E-17-ID	1	Adams	I-270 ML WBND over S. Platte River		
E-17-IE	1	Adams	I-270 ML EBND over S. Platter River		
E-17-IF	1	Adams	I-270 ML WBND over Burlington Canal	Design	\$466,400
E-17-IG	1	Adams	I-270 ML EBND over Burlington Canal		\$400,400
E-17-IH	1	Adams	I-270 ML WBND over SH 265 ML & UPRR		
E-17-IJ	1	Adams	I-270 ML WBND over Service Rd. & UPRR		

Structures funded for Construction in Q3 FY2022

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
H-13-A	2	Park	US 285 ML over Middle Fork S. Platte River	Const.	\$4,561,100

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 70 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 Q3 FY2022 remained constant at 0.99, 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's active project SPI has steadily decreased throughout the quarter due to two projects underperforming. BTE staff are currently working with the project teams to implement corrective actions which should result in an improvement to the active SPI over the next two quarters.

Month	Overall SPI	Active SPI
January	1.00	0.96
February	0.99	0.92
March	0.99	0.89

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 December 31, 2021, the budget and encumbrance balances have decreased by \$50,503.

Program Financial Information

Actual FASTER revenues as of the close of Q3 FY2022 were \$81.0M, which is \$0.4M below the historical rate of revenue collection at the end of Q3 based on a revenue forecast of \$110.0M.

Attachments

Attachment A: Q3 FY2022 Quarterly Report







BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT

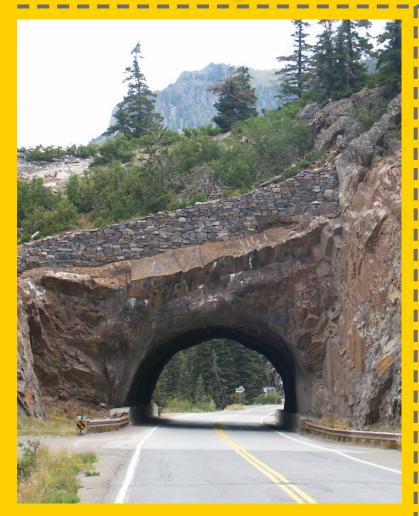








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INTRODUCTION



This report is the 44th 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 January, February, and March of 2022; which coincides with the third quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q3 FY2022). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (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 Q3 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 43rd Bridge and Tunnel Enter- Supported CDOT with the ongoing development of the prise Quarterly report (Q2 FY2022).
- Received Board approval for the 6th Budget Supplement of FY2022 to establish the construction phase for one project:
 - •US 285 ML over the Middle Fork of the South Platte River in Park County (H-13-A)
- Received Board approval for the 7th Budget Supplement of FY2022 to:
 - Increase design phase funding for I-70 ML WBND over US 6 and Clear Creek (F-15-BL) and the US 6 ML ramp over Clear Creek (F-15-BM) in Clear Creek County.
 - Establish the design phase for the replacement of six structures as part of the I-270 Critical Bridges Project
- Adopted the Amended BTE Board Bylaws and Articles of Organization.
- Received Board approval for the BTE Fiscal Year 2022-33 Final Annual Budget Allocation Plan.
- Received Board approval for a resolution committing BTE Continued development of new programmatic risk manfunding for the replacement US 6 ML over SH 121 as part of the state funding match for the larger US 6 and Wadsworth Blvd. Interchange Improvements project that is being submitted for the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.
- 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.
 - Completed revisions to program governing documents
 - · Continued evaluation of the program eligibility require and investment strategy for tunnel projects
 - Completed revisions to program accounting policies
 - Initiated revisions to policy and procedural directives

- 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 including to monitor and plan for increased commodity, material, and labor price inflation and adjusted program forecasts as necessary.
- 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 January, February, and March of 2022, 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.
- agement 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.
- Completed the BTE update for the FY2023-2026 Statewide Transportation Improvement Program (STIP).

PROGRAM HIGHLIGHTS

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

Development of program governing documents, policies, procedures, agreements, and other key activities related to the passage of SB21-260 continued throughout the third quarter of FY2022. During this quarter, staff presented several critical workshops and resolutions to the BTE Board of Directors (Board) and the Board adopted amended Bylaws and Articles of Organization. Revisions to key program policy and procedural directives are ongoing and scheduled for completion in Q4 of FY2022.

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 FY2023. 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 allocating 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. Additional information on the progress of BTE eligible strategic projects, such as the I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project, I-270 Safety and Mobility Project, and Eisenhower Johnson Memorial Tunnel Repair Projects, can be found below.



Image 1. Hanging Lake Tunnels in Garfield County

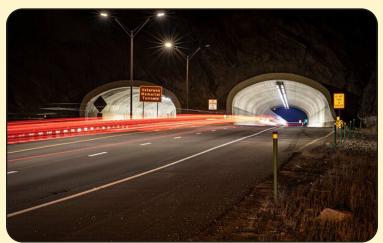


Image 2. Veterans Memorial Tunnels in Clear Creek County

I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project

The Floyd Hill project took a significant step forward this quarter after the BTE Board approved a resolution authorizing a \$10M increase to the BTE project funding commitment. This funding will allow the project team to continue to advance the design phase of the project. The timing of this budget action was coordinated with another significant achievement, the selection and on boarding of the construction manager and design consultant for this construction manager/general contractor (CM/GC) project. Construction of wildlife crossings, roundabouts, and micro-transit infrastructure is expected to begin later this year. More information on project milestones and achievements can be found in the Program and Project Updates section on page 11 of this report.



Image 3. I-70 ML over US 6, Clear Creek in Clear Creek County (F-15-BL)



Image 4. Emergency Repairs to I-70 ML over US 6, Clear Creek in Clear Creek County (F-15-BL)

PROGRAM PROGRESS UPDATES

In Q3 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 Board approved a budget supplement to establish the design phase for the replacement of six BTE eligible bridges as part of the larger I-270 Critical Bridges Project. These six bridges are top tier structures in the most recent 2022 BTE Bridge Prioritization Plan and are a high priority due to the increasing frequency and severity of planned and unplanned bridge deck repairs, which have created maintenance and safety concerns. Over 300 emergency maintenance repairs have been performed on the structures since 2006. The repairs create disruptions to the traveling public and railroad operations, and are an ongoing burden on maintenance resources. The larger project will also replace two additional non-BTE eligible structures and address other critical safety needs on the corridor with SB 17-267 funding.

The I-270 Critical Bridges Project is intended to accelerate the replacement of these bridges, in advance of the separate I-270 Safety and Mobility Project (I-270), due to the severity of their condition. The six BTE eligible bridges are itemized below.

Table 1. Structures Funded for Design in Q3 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-ID	1	I-270 ML WBND over S. Platte River	Adams
E-17-IE	1	I-270 ML EBND over S. Platte River	Adams
E-17-IF	1	I-270 ML WBND over Burlington Canal	Adams
E-17-IG	1	I-270 ML EBND over Burlington Canal	Adams
E-17-IH	1	I-270 ML WBND over SH 265 ML & UPRR	Adams
E-17-IJ	1	I-270 ML WBND over Service Rd. & UPRR	Adams



Image 5. I-270 ML EBND over Burlington Canal (E-17-IG)



Image 6. Emergency Repairs to I-270 ML WBND over SH 265 ML & UPRR (E-17-IH)

During this period, the BTE Board approved a budget supplement to establish the construction phase for the replacement of US 285 ML over the Middle Fork of the South Platte River (H-13-A).

Table 2. Structures Funded for Construction in Q3 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
H-13-A	2	US 285 ML over Middle Fork S. Platte River	Park

Eisenhower-Johnson Memorial Tunnels

Throughout the quarter, BTE continued meeting 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. Staff worked with stakeholders to further refine the EJMT project list and integrate preliminary project costs and schedules into program financial models.

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.

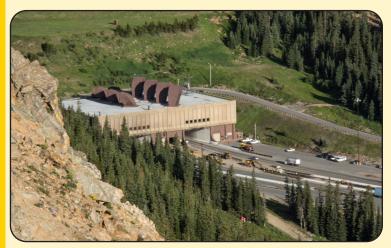




Image 7 & 8. Eisenhower-Johnson Memorial Tunnels in Summit County







Image 9-11. Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements

Amended BTE Board Bylaws and Articles of Organization

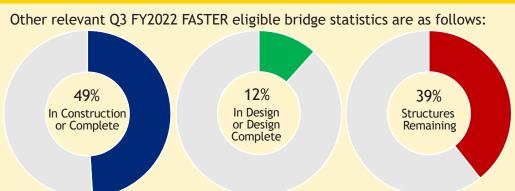
This quarter the BTE Board approved the amended BTE Board Bylaws and Articles of Organization. Amendments were needed to reflect the passage of SB21-260, which modified the Enterprise's scope to include tunnel projects. The substantive changes were primarily intended recognize the following pertinent elements of SB21-260:

- The authority of the Enterprise to work on tunnel projects and the revision of the Enterprise's business purpose to include both bridge and tunnel projects.
- The authority of the Enterprise to impose two new fees (bridge and tunnel impact fee and the Bridge and Tunnel retail delivery fee).
- The renaming of the legacy Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise.

FASTER Eligible Bridge Structures

Q3 FY2022 Project Status Updates

- 1 structure started design (F-06-A)
- 21 structures completed design (E-17-GV/GW, D-04-A/D-03-G, and 17 structures of the Region 2 CBC Program)
- 5 structures started construction including Package #1 of the Eastern Plains Timber Bridge Replacement Project (F-19-E, F-20-J, & F-20-L) and I-70 ML over West 32nd Ave (E-16-HE/HF)



Project Status	Q3 FY2022 # of Structures
Remaining	156
In Design	25
Design Complete	22
In Construction	23
Projects Completed	175
Total	401

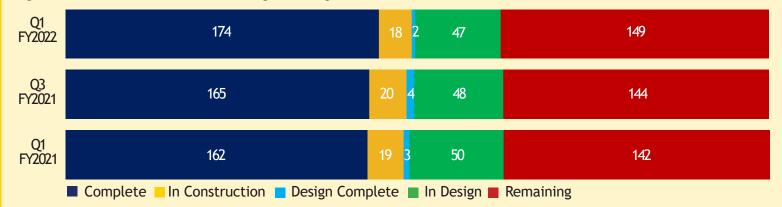
Table 3. Project Status of FASTER Eligible Structures as of Q3 FY2022

 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

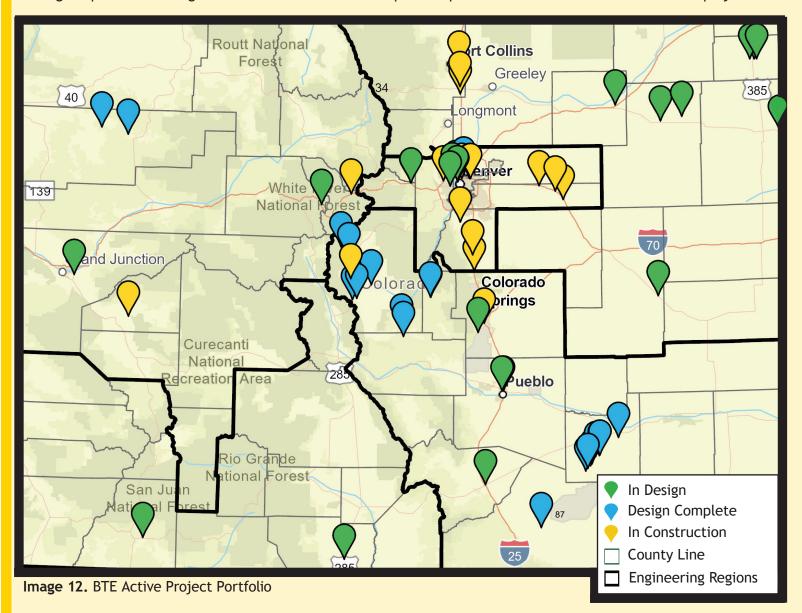


Figure B. Historic Status of FASTER Eligible Bridge Structures



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 70 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.



Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q3 FY2022 remained constant at 0.99, 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's active project SPI has steadily decreased throughout

March

0.99

0.89

Table 4. Overall and Active Project SPI by Month

Month	Overall SPI	Active SPI
January	1.00	0.96
February	0.99	0.92
March	0.99	0.89

the quarter due to two projects under performing. BTE staff are currently working with the project teams to implement corrective actions which should result in an improvement to the active SPI over the next two quarters. The program overall and active monthly SPI for Q3 FY2022 is listed to the right.

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



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 were 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).

In Q3 FY2022, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following activities were completed during this quarter:



Image 13. Deck rebar for the Eastbound I-70 Lanes Cover



Image 14. Eastbound I-70 Future Lowered Lanes



Image 15. Eastbound I-70 Onramp at 46th Ave.

- Began replacing Stapleton Drive signage throughout the project limits in accordance with Transportation Commission directive.
- Continued working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Began jet fan installation on Eastbound (EB) I-70 Cover.
- Completed traffic switch for EB I-70 from Steele Street to Colorado Boulevard and began working on median barrier.
- Began reconstruction of the Swansea parking lot and playground.
- Continued work on the UPRR bridge, including placing the last girders for the service bridge.
- Continued installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Completed EB I-70 Cover deck pours and began garden roof assembly waterproofing.
- Began Cover Top retaining walls and miscellaneous concrete work.
- Continued construction of drainage systems, walls, utilities, roadway, and paving for future EB I-70.
- Continued placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover.
- Continued construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Continued soil mixing for EB lanes from Columbine Street to UPRR and for the I-70 Fixed Firefighting System (FFFS) drainage systems.
- Continued the placement of wall panels from Colorado Boulevard to Brighton in the EB I-70 lowered section as walls are excavated.
- Continued working on various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continue construction on the I-70 sign structures and roadway finishes west of Brighton Boulevard.
- Continued drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Continued remaining work at Safeway property adjacent to the Colorado Boulevard onramp to EB 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.



Program Updates

- Construction funding was established in April 2021.
- FHWA approval of the final project Addendum was received in August 2021.
- Notice of award was provided to the Design-Build team and contract negotiations are ongoing.
- Notice-to-Proceed for design & construction is anticipated in Q4 FY2022.
- Project completion is projected in FY2025.

Image 16. US 24 ML over Draw in Teller County (I-15-AO)

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.



Program Updates

- Project will be delivered in three packages
- 60% (DOR) level design was completed for Package #2 in Q3 FY2022
- 30% (FIR) level design is complete for Package #3
- Notice-to-proceed for construction of Package #2 is scheduled for Q2 FY2023
- Long lead time procurement is being leveraged as a proactive measure to avoid potential project delays and cost overruns due to supply chain disruptions and inflation.

Image 17. I-70 Service RD over Draw in Arapahoe County (F-20-L)

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 \$135M 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.



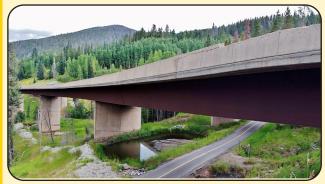
Project Updates

- BTE has completed a preliminary analysis of potential funding scenarios for FASTER eligible project components.
- Preliminary design is complete.
- Construction manager and design consultant selection is complete.
- Project kickoff and Context Sensitive Solution process meetings are scheduled for Q4 FY2022.
- \$10M in additional design phase funding was approved by the BTE Board in Q3 FY2022.

Image 18. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

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 using CM/GC contracting. 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.



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.
- Package #3 90% (FOR) level design completion scheduled for April 2022 with construction work on F-12-AT expected to start in Q1 FY2023.

Image 19. I-70 EB over Polk Creek in Eagle County (F-12-AS)

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.



Program Updates

- Pilot projects for the regions have been identified and funding has been distributed to regional pools.
- Region 3 is working through environmental clearances for their pilot projects.
- 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.
- F-22-V, the original pilot structure, has been re-rated and can now carry permit loads. This section of corridor is now open for unrestricted freight traffic. A major project success!

Image 20. US 50 ML over Draw in Fremont County (K-13-0)

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 5 shows the encumbrance and budget balances as of March 31, 2022, 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 5. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	541,975	11,031	1	2
3	-	-	0	0
4	45,519	25,222	2	2
5	-	-	0	0
Total	587,494	36,253	3	4
% of Total Current Program	0.61%	0.03%	9.09%	6.35%
Previous Quarter (Q2 FY2022)	654,129	22,794		
Difference	-66,635	13,459		

A new project, US 34 over Republican River has been added to the list. Remaining balances on the project are expected to be released after the completion of the Letter of Map Revision (LOMR) required by the Army Corp of Engineers. Since December 31, 2021, the budget and encumbrance balances have decreased by \$50,503.

Removed/Closed Out	Additions
None	US 34 over Republican River (D-28-P)

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of March 31, 2022.

- 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 March 31, 2022, a total of approximately \$1,573.9M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,355.9M and \$96.5M (all funding sources), respectively. Reference Table 6 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q2 FY2022) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 6. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q3 FY2022	Total Q2 FY2022
Budget	\$307.9	\$1,149.1	\$40.7	\$76.2	\$1,573.9	\$1,559.1
Expenditures	\$307.9	\$941.2	\$40.7	\$66.1	\$1,355.9	\$1,312.6
Encumbrances	\$0.0	\$86.4	\$0.0	\$10.1	\$96.5	\$136.8

The Bridge and Tunnel Enterprise program currently consists of 198 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count increased primarily as the result of adding 6 structures from the I-270 Critical Bridges Project since Q2 FY2022. The current programmed amount for these 198 structures is approximately \$1,813.6M. Table 7 below provides an itemization of current funding sources for the Bridge and Tunnel Enterprise program.

Table 7. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$1,388.8	\$116.9	\$9.8	\$1,813.6

The Program Allocation Plan¹ tracks BTE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2022 through FY2025, and includes budget adjustments that have not been posted as of March 31, 2022. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BTE program are \$1,813.6M, an increase of \$54.5M from the \$1,759.1M total liability reported on December 31, 2021. This is primarily the result of updated estimates and budget actions.

At this time, the Allocation Plan does not include several projects that are expected to be programmed using bridge and tunnel fee revenues. These projects are currently early in design development and project cost estimates and schedules are still being developed and refined. It is anticipated that these projects will be incorporated in future Allocation Plans once more refined cost and schedule data becomes available.

The Four-Year Quarterly Cash Flow Projection² 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 increases at 2% per year. Also, the cash flow now includes Bridge and Tunnel fees that were authorized 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 \$152.9M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (April 2022 through March 2026), down to \$57.2M. To date, Central 70 Milestone Payments 2A and 3, 2B, 4A, 4B and 5A 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 projects for the Eisenhower/Johnson Memorial Tunnel and other 10-Year Plan projects with BTE eligible scope progress.

² Reference Appendix B for the Four-Year Quarterly Cash Flow Projection

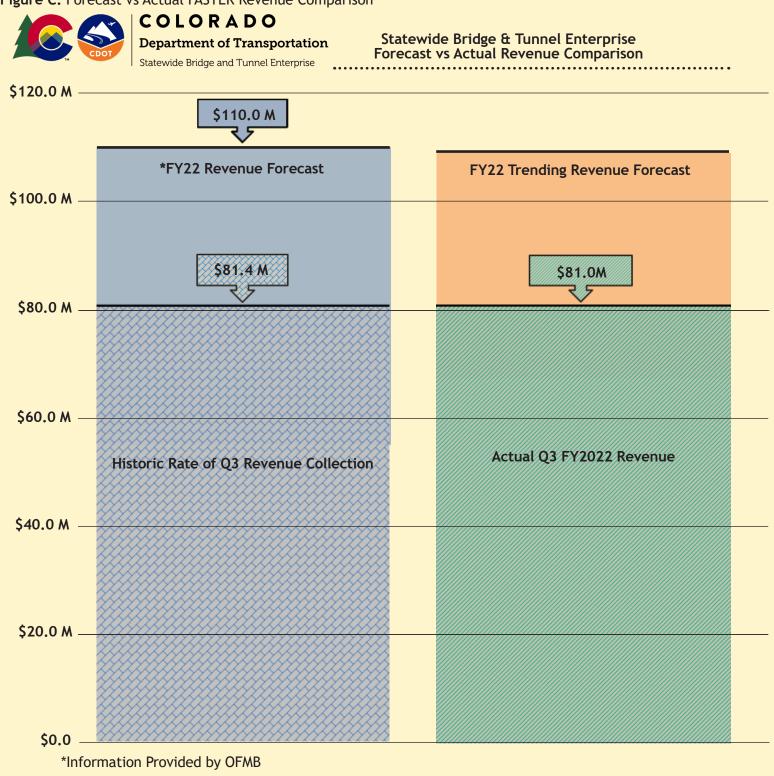


¹ Reference Appendix A for the Program Allocation Plan

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 and is expected to be approved through a budget supplement at the May 2022 BTE Board meeting. BTE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

As of Q3 FY2022, actual YTD BTE revenues were \$81.0M, which is \$0.4M below 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

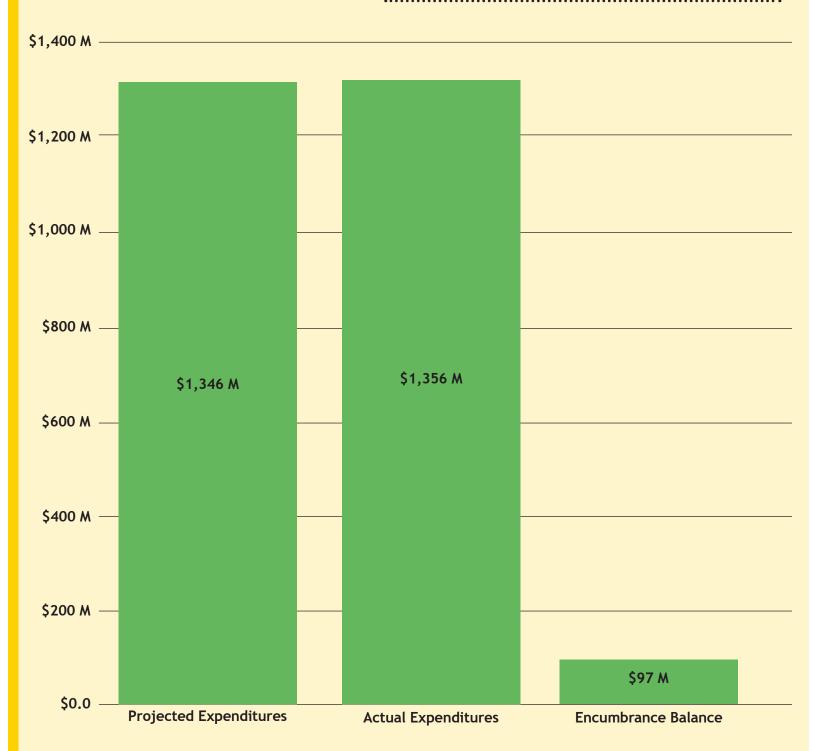


The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,346M on March 31, 2022, an increase of \$60M since December 31, 2021. Actual LTD expenditures as of March 31, 2022 are \$1,356M1, as compared to \$1,313M on December 31, 2021, an increase of \$43M or 3.3%. This primarily due to the Central 70 Milestone Payments 3B, 4A, 4B and 5A. The current encumbrance balance is \$97M, a decrease of \$40M since December 31, 2021, primarily due to project expenditures.

Figure D. Total Program Financial Performance



Statewide Bridge & Tunnel Enterprise Program Performance ITD - As of March 31, 2022



Colorado Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of March 31, 2022 (FY22 -Q3)

Part							P	re-Construction	on				Construction							
Company	Location	Accounting	Count	Bridge	Region				Bond Interest	Construction All				Bond Interest	Construction All		Construction	Ad Date		Completion Date
Company Comp	US 36 ML over COMANCHE CREEK	18276	1	F-19-B	1	480,916	87,922	-	-	568,838	-	-	1,293,744	-	1,293,744	1,862,582	11/01/10	01/05/12	04/23/12	06/15/12
Company	US 85 Cook Ranch Road to Louviers over draws	18899	2		1	-	-	-	-	-	-	40,845	2,952,598	-	2,993,443	2,993,443		06/28/12	10/19/12	11/15/13
March Marc	US 85 over Sand Creek	19201	1	G-17-A	1	1	22,914	280,564	-	303,479	-	3,383,656	-	-	3,383,656	3,687,135	03/02/12	09/26/19	08/17/20	02/01/22
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Section Sect		17007			1	-		-	-		-	23,276		-						07/13/12
Comparison of the Comparison	176 ML WBND over SOUTH PLATTE RIVER	18070	1	E-17-GL	1	-	962,189	_	_	962,189	_	_	12,080,497	_	12,103,773	13,065,962			09/12/11	07/13/12
Part Color	US 287+SH 88 over US 40 MI	18083			1	_	603 407	516 500	_	1 119 907	310 294	14 414	6 110 347	_	6 435 055	7 554 962				01/16/13
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Control Cont		18154			1	318,483	585,721		-	904,204	-		12,626,612	-	12,626,924	13,531,128	04/01/09		01/03/12	07/12/13
## 15 No. 19 No.		18194	1	E-16-FK	1	-	-	1,571,097	-	1,571,097	-		19,370,801	-	23,644,731	25,215,828	05/27/11	09/30/11	05/10/12	10/30/13
Part Company		18195	1	E-16-FL	1	-	583,182	1,500,620	-	2,083,802	-	1,878,228	8,537,572	-	10,415,800	12,499,602	05/27/11	09/30/11	05/10/12	10/30/13
Concession	SAND CREEK	18180	1	F-17-F	1	-	-	1,819,331	-	1,819,331	-	1,250,185	6,000,689	-	7,250,874	9,070,205	08/01/11	05/02/13	07/23/13	03/16/15
Part		10100	1	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	_	08/01/11	05/02/13	07/23/13	03/16/15
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1	I-76 EBND over CLEAR CREEK		1	E-16-LT			<u> </u>													
Fig.	I-76 WBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LU	4		400.000			406.000		2 450 500			2 450 500	2 004 500	11/24/40	12/14/24	06/04/04	11/26/24
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First over YORK ST. 23681	I-70 over 32nd AVE WBND		1	E-16-HF			,			,,					, ,- ,-	, , ,				
First over YORK ST. 23681	170	00004	1	E-17-GW			0.40.705			0.40 ====		40 505 055			40 505 005	40 405 05	05/4.4/00		00/07/04	00/00/00
1-270 Critical Bridges 24947 6 Various 1 466,400 466,400 - - 466,400 - 466,400 - - 466,400 - - 466,400 - - 466,400 - - 466,400 - - 466,400 - - 466,400 - - 466,400	I-76 OVER YURK ST.	∠3681			1 1	-	649,700			649,700		12,535,337			12,535,337	13,185,037	05/14/20		09/07/21	08/28/23
SH 9 ML OVER CURRANT CREEK 18059 1 J-15-B 2 180,766 180,766 1,675,834 1 1,675,835 1,856,601 12/09/10 05/04/11 10/3 SH 99 ML OVER ARKANSAS RIVER 18131 1 L-28-F 2 177,535 63,267 240,802 6,129,155 - 6,129,155 63,369,957 06/01/10 12/30/10 02/16/11 04/3 SH 9 ML OVER BUCKSKIN Gulch 17681 1 G-12-L 2 133,913 133,913 111,688 - 76,865 - 188,553 322,466 01/04/10 06/09/11 09/05/11 12/30/10 06/09/11 09/05/11 12/	I-270 Crittical Bridges	24947			1		466 400			466 400					_	466 400				
SH 89 ML over ARKANSAS RIVER 18131 1 L-28-F 2 177,535 63,267 240,802 6,129,155 - 6,369,957 06/01/10 12/30/10 02/16/11 04// SH9 ML over Buckskin Gulch 17681 1 G-12-L 2 133,913 133,913 111,688 - 76,865 - 188,553 322,466 01/04/10 06/09/11 09/05/11 12// 125 ML NBND over 18414 1 J-18-S 2 1,043,384 - 1,043,384 09/01/10 10/13/11 02/20/12 09/ 125 ML NBND over 18414 1 L18-T 2	•		6			,	400,400		+	1	4.6	-						40/05/15	05/0 : : :	10/0:
SH9 ML over Buckskin Gulch 17681 1 G-12-L 2 133,913 133,913 111,688 - 76,865 - 188,553 322,466 01/04/10 06/09/11 09/05/11 12/12 12/1			1				-	-	-	1	1,675,834	1	-	-						10/31/11
125 ML NBND over DRAW 18414 1 J-18-S 2 1,043,384 - 1,043,384 09/01/10 10/13/11 02/20/12 09/01/20 125 ML NBND over 18414 1 L18-T 2 09/01/40 10/13/11 02/20/12 09/01/20 125 ML NBND over 18414 1 L18-T 2	SH 89 ML over ARKANSAS RIVER	18131	1	L-28-F	2	177,535	63,267	-	-	240,802	-	-	6,129,155	-	6,129,155	6,369,957	06/01/10	12/30/10	02/16/11	04/30/12
DRAW 18414 1 J-18-5 2 1,043,384 - 1,043,384 09/01/10 10/13/11 02/20/12 09/	SH9 ML over Buckskin Gulch	17681	1	G-12-L	2	133,913	-	-	-	133,913	111,688	-	76,865	-	188,553	322,466	01/04/10	06/09/11	09/05/11	12/29/11
125 ML NBND over 1844 1 149.T 2		18414	1	.J-18-S	2	-	_	_	-	_	_		1 በፈ3 384	_	1 በ//3 38/	1 0/13 384	09/01/10	10/13/11	02/20/12	09/17/12
									<u> </u>			-	1,0-10,004	_	1,0-10,004	1,0-10,004				
		18414	1	J-18-T	2	-	-	-	-	-	-	-	-	-	-	-	09/01/10	10/13/11	02/20/12	09/17/12
SH 120 ML OVER RR, ARKANSAS RIVER 18013 1 K-16-K 2 - 468,198 468,198 - 5,486,816 5,955,014 07/09/10 05/25/12 10/08/12 06/	SH 120 ML over RR, ARKANSAS RIVER	18013	1	K-16-K	2	_	468.198	-	_	468.198	-	653.545	4,833.271	_	5,486.816	5,955.014	07/09/10	05/25/12	10/08/12	06/27/14

Colorado Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of March 31, 2022 (FY22 -Q3)

						F	Pre-Construction	on				Construction							
Location	Project Accounting Number	Orig Brid Num	lge	Region	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre- Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Construction All Funds	Project Total All Funds	Pre- Construction Start Date	Ad Date	Construction Start Date	Completion Date
US 350 ML over DRAW	18177 1	M-2	1-D	2	-	449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	1,959,158	02/01/11	08/25/11	10/19/11	05/18/12
US 24 ML over BLACK SQUIRREL CREEK	18203 1	H-18	8-A	2	-	288,894	-	-	288,894	-	-	2,993,733	-	2,993,733	3,282,627	06/01/10	09/09/11	11/15/11	08/17/12
CUCHARAS	18250 1	0-10	6-A	2	-	176,063	-	-	176,063	-	-	-	-	-	176,063	12/01/10	-	-	-
SH 12 PURGATOIRE RIVER	18251 1	P-17	7-H	2	-	150,662	-	_	150,662	_	_	-	_	-	150,662	12/01/10	-	_	_
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640 0	O-16-/ 17-		2	-	-	-	-	-	-	-	2,132,692	-	2,132,692	2,132,692	-	10/20/11	02/24/12	11/15/12
US 160 ML over CAT CREEK	18321 1	0-2	6-L	2	-	340,422	868	-	341,290	-	-	-	-	-	341,290	02/01/11	-	-	-
US 160 ML over DRAW	18321 1	0-2	!5-I	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
US 160 ML over N FK Sand Arroyo	18321 1	0-2		2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
Combined	0	O-26- 25-	l/H	2	-	-	-	-	-	-	12,034	3,543,166	-	3,555,200	3,555,200	-	12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178 1	M-2		2	-	268,899	-	-	268,899	-	-	-	-	-	268,899	02/01/11	-	-	-
SH 101 ML over Purgatoire River - R2 COMBINED CONST. SH 101 ML over DRAW and	18435 1	L-24-I		2	-	-	132,413	-	132,413	-	-	-	-	-	132,413	02/01/11	-	-	-
over PURGATOIRE RIVER	18722 0	24		2	-	-	-	-	-	-	-	3,731,491	-	3,731,491	3,731,491	-	11/23/11	03/29/12	10/31/12
SH 266 ML over HOLBROOK CANAL	18179 1			2	-	722,726	-	-	722,726	-	-	-	-	-	722,726	12/01/10	-	-	-
FT. LYON STORAGE CANAL	18179 1	L-22		2	-	-		-		-	-	-	-	-		12/01/10	-	-	-
SH 71 ML over FT. LYON CANAL COMBINED CONST. HOLBROOK & FT. LYON	18440 1 18627 0	L-22-0		2	-	200	743,798 799,497	-	743,998 799,497	-	32,953	- 5,486,885	_	5,519,838	743,998 6,319,335	07/15/11	09/22/11	08/20/12	03/07/13
CANAL & STORAGE CANAL US 50 ML over	1	L-28	3-0	2		1,553,259	106,079	_	1,659,338	_	6,166,545	3,400,003	_	6,166,546	7,825,884	02/01/11	07/17/14	02/23/15	03/01/13
BNSF RR US 50 ML over DRAW	18155	L-27		2	-	-	-	-	-	_	-		_	-	- 1,023,004	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	O-1	9-J	2	-	-	299,217	-	299,217	-	-	2,105,844	-	2,105,844	2,405,061	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML OVER IRRIGATION CANAL	10401	P-19	-AD	2	-	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208 1	O-19	9-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	3,681,516	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370 1	K-16	6-S	2	-	505,078	755,829	-	1,260,907	-	4,106,291	312,427	-	4,418,718	5,679,625	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206 0	L-18-N 18-		2	-	123,988	108,191	-	232,179	-	-	-	-	-	232,179	10/15/12	-	-	-
Northern Ave. over I-25 ML	19207 0	L-18		2	-	132,619	2,000	-	134,619	-	-	-	-	-	134,619	10/15/12	-	-	-
I-25 over llex, RR, Bennet	17666 0	K-18	-CL	2	7,547,800	599,222	1,908,484	-	10,055,506	-	-	-	-	-	10,055,506	06/01/11	-	-	-
I-25 over llex, RR, Bennet	17666 0	K-18	-CK	2	-	-	-	-	-	-	-	-	-	-	-	06/01/11	-	-	-
I-25 ML over Indiana Ave.	19205 1	L-18	3-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797	3,281,797	-	03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205 1	L-18	3-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562	781,562	-	03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205 1	L-18	-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686	3,928,686	-	03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML	1	L-18	-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	3,537,195	-	03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205 1	K-18	-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192	3,479,192	-	03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205 1	K-18	8-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924	5,012,924	-	03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205 1	K-18		2	-	-	-	-	-	1,300,757	38,489,977	100,000	-	39,890,734	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over llex, RR, Bennet	19205 1	K-18	-CK	2	-	-	-	-	-	-		-	-	-		-	03/06/14	02/10/15	12/27/18
Sub-Total Ilex	10100	1.45					100 105	-	-	1,300,757	58,449,350	161,983	-	59,912,090	59,912,090	10/15/10			
I-25 Frontage Road over Pine Creek		I-17	_	2	-		168,125 342,596	-	168,125	-	1 452 002	-	-	4 452 002	168,125	10/15/12	-	02/04/45	-
US50 ML over Draw Cotopaxi-Texas Creek	19304	K-1	4-J	2	-	3,460	342,596		342,596 389,300	-	.,,		-	1,452,992	1,795,588 389,300	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	22320	M-1	6-P	2		37,260	303,040	_	37,260	-	3,598,764	-		3,598,764	3,636,024	12/19/12	03/01/18	05/29/18	06/26/19
I-25 Bus Route over Sull Creek	19054 1	N-17	7-C	2	-	3,876	558,109	-	561,985	-	-	1,910,242	-	1,910,242	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14
SH160 ML over Smith Canyon		P-23		2	-	-	373,691	-	373,691	-	1,775,780	-	-	1,775,780	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER		L-22		2	-	254,704	-	-	254,704	-	6,517,636	-	-	6,517,636	6,772,340	05/13/15	08/30/18	12/10/18	11/15/19
SH71 over ARKANSAS RIVER		L-22		2		38,628			38,628		0.222.22			-	38,628	07/65/11-	00/57/15	07// 2// 2	10/1://
SH 96 over Rush Creek		K-1	_	2	-	344,896	-	-	344,896	-	2,275,375	-	-	2,275,375	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD 103, Butte Creek	20407	N-17 N-1	- 1	2 2	-	651,182	-	-	651,182	-	10,081,632	-	-	10,081,632	10,732,814	10/23/17	08/08/18	10/15/18	11/24/20
I-25 over US 160 ML, RR Spur	22350 1	N-17	_	2	-	1,520,250	-	-	1,520,250	-	18,216,837	-	-	18,216,837	19,737,087	11/06/17	02/04/21	04/05/21	12/02/22
I-25 SB over Draw		K-18	_	2	-	102,986	-	-	102,986	-	2,531,140	-	-	2,531,140	2,634,126	11/05/18	12/05/19	04/07/20	10/30/20
US 285 over South Fork South Platte River		H-13		2	-	473,405	-	-	473,405	-	4,757,550	-	-	4,757,550	5,230,955	01/01/19	12/01/20	06/01/20	11/30/21
SH 71 over HIGHLINE CANAL	23005 1	M-2	2-N	2	-	333,687	-		333,687	-	1,667,723	-		1,667,723	2,001,410	06/01/19	05/07/20	02/23/21	11/30/21
SH 101 over DRAW	23006 1	M-2	4-A	2	-	235,942	-		235,942	-	2 457 110	-		2 457 440	2,693,061	06/01/19	05/07/20	09/17/20	03/04/21
SH 101 over DRAW	23007 1	M-2	24-1	2		190,050			190,050		2,457,119	-		2,457,119	190,050	06/01/19	05/07/20	09/17/20	03/04/21
US 24 over DRAW	22995 1	H-19	9-C	2		217,132	-		217,132	-	1,882,141	-		1,882,141	2,099,273	03/29/19	10/01/20	01/01/21	09/30/21
I-25 SB over S. ACADEMY BLVD.	23605	I-17-		2		1,724,900			1,724,900		24,343,746	-		24,343,746	26,068,646	10/01/19	09/01/20	02/15/21	12/28/22
I-25 NB over S. ACADEMY BLVD.	1	I-17-	·GQ			, ,.,.			, ,,,,,,,,	I	,,			,,	,,.				1

Colorado Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of March 31, 2022 (FY22 -Q3)

Location	Project Accounting Number	Original Bridge Number			Ę	re-Construction	on		Constructio		1	·			T		
			Region	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest Constructio	Total Other	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Construction All Funds	Funds Constr	Pre- Construction Start Date	Ad Date	Construction Start Date	Completion Date
R2 CHBP Grant - Design thru Procurement	23558 14		2	2,129,040	369,885		2,498	925 10,345,960	42,371,288			52,717,248	55,216,173	01/01/20	01/01/21	05/01/21	12/31/22
R2 Non-Grant - Design thru Procurement	23559 3		2	-	788,320		788	320	- 11,392,604			11,392,604	12,180,924	01/01/20	01/01/21	05/01/21	12/31/22
US 285 at SH 9 US 6 ML over EAGLE RIVER	24052 1 18160 1	H-13- <i>F</i>		155,656	150,986		- 306	642	4,561,100	4,201,213	_	4,561,100 4,201,213	4,561,100 4,507,855	09/28/10	05/19/11	07/20/11	05/18/12
US 50 SERVICE RD over GUNNISON RVR	18193 1	J-09-C		143,514	100,000	203,584	- 347			2,369,188	_	2,369,188	2,716,286	06/01/10	06/23/11	08/29/11	08/31/12
SR US 50 SERVICE RD over GUNNISON RVR SR	18193 1	J-09-E		-	-	-	-	-		-	-	-	-	06/01/10	06/23/11	08/29/11	08/31/12
I 70 SERVICE RD over COLORADO RIVER SR	18162 1	F-08-F	3	146,819	-	1,805,747	- 1,952	566		7,966,405	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325 0	F-08-F	3	-	22,062	-	- 22	062		-	-	-	22,062	-	-	-	
US 40 ML over E FORK ELK RIVER	18138 1	C-09-0	3	-	-	1,517,178	- 1,517	178		4,117,918	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13
170 ML EBND over US 6, RR, EAGLE RIVER 170 ML WBND over US 6, RR, EAGLE RIVER	18159 1 18159 1	F-11-A		1	-	1,779,324	- 1,779	325	- 12,457,996	500,000	-	12,957,996	14,737,321	04/01/11 04/01/11	03/06/14	07/19/14 07/19/14	05/05/17 05/05/17
SH 82 ML over I70 ML,COLORADO RVR,RR		F-07-A		75,569	30,684,256	10,537,357	- 41,297	182 1,853,82	1 57,561,362			59,415,183	100,712,365	05/11/11	07/01/15	01/01/16	10/30/18
PEDESTRIAN BRIDGE over COLORADO RVR	21122 0	+	3	75,569	30,064,230	10,557,557	- 41,297	- 5,492,960			-	14,791,854	14,791,854	05/11/11	07/01/15	01/01/16	10/30/18
US 34 over NORTH FORK COLORADO RIVER	21010 1	D-13-A		_	872,718		- 872		- 5,954,412	_	_	5,954,412	6,827,130	06/08/17	11/07/18	04/01/19	09/15/20
	21007	07		231,182	26,919		- 258				_	5,00 ., . 12	258,101				
I-70 WBND over Colorado River	22359	F-05-L	3	201,102	40,876			876	- 3,077,349	-	-	3,077,349	3,118,225	08/12/15	02/01/18	04/02/18	12/15/18
I-70 EBND over US6,RR, Eagle River	21008	F-10-L	3	225,184	26,104	-	- 251	288	- -	-	-	-	251,288	09/12/15	01/11/10	02/16/19	08/20/18
170 EBND OVEL 030,RR, Eagle Rivel	22360	F-10-L	3		50,226			226	- 3,145,365	-	-	3,145,365	3,195,591	08/12/15	01/11/18	03/16/18	06/20/16
I-70 WBND over Colorado River Overflow	21009 1 22170	G-03-0	3	410,959	47,567 63,961	-	- 458	526 961	- 3,200,030	-	-	3,200,030	458,526 3,263,991	08/12/15	01/04/18	03/26/18	08/15/18
US 6 ML over CASTLE CREEK	22576 1	F-09-K	3		44,909			909	3,824,079		_	3,824,079	3,868,988	07/01/19	05/02/19	07/22/19	12/14/19
I-70 over FOREST SERVICE ROAD	22712 1	F-13-S		-	1,843,855		1,843		15,074,746		-	15,074,746		08/09/18	05/02/19	04/28/21	07/22/22
SH 92 ML over GUNNISON RIVER	22943 1	I-05-V	3	-	882,698		882		13,569,821			13,569,821	16,918,601 14,452,519	03/18/19	10/22/20	11/04/21	02/04/23
SH 64 over STRAWBERY CREEK	23061	D-04-G	— 3	-	671,150		671	150	13,773,430			13,773,430	14,444,580	08/31/20	01/03/22	03/01/22	10/27/23 -
SH 64 over WHITE RIVER	1	D-03-A			·				, ,			, ,					
I-70 over US 6,US 24, RR, EAGLE RIVER	23217 1	F-11-Al		-	435,013	-	- 435	013	-			-	435,013				
I-70 EBND VAIL PASS	23929	F-12-A		-	6,887,500	-	- 6,887	500	46,562,748			46,562,748	53,450,248	12/01/20			
I-70 WBND VAIL PASS	1	F-12-A	_	-	-	-	-	-	23,400,000			23,400,000	23,400,000				
US 6 over Elk Creek	24493 1	F-06-A			526,600	•	- 526		3,777,257	044.057		3,777,257	4,303,857	06/01/21	40/40/40	05/00/44	00/04/44
US 24 ML over DRAW US 287 ML over DRAW	18003 1 17804 1	G-22- B-16-A		1,401,692	85,153	139,160	- 1,626	- 799,863 005		244,857 2,338,640	-	1,044,720 2,338,640	1,044,720 3,964,645	04/01/08 04/15/10	12/16/10 05/12/11	05/02/11 07/25/11	08/24/11 05/01/12
SH 14 ML over COALBANK CREEK	18451 1	B-17-L			1,398,233	249,641	- 1,647			3,358,015	-	3,358,015	5,005,889	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053 1	C-17-B	_	941,887	-	-	- 941			1,782,003	+	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432 1	D-28-E	3 4	-	781,069	-	- 781			2,693,477	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRAIN River	18224 1	D-17-A	K 4	-	-	1,311,071	- 1,311	071		4,228,779	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610 1	G-21-E	3 4	-	-	348,714	- 348	714		1,012,700	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUDRE RIVER	18085 1	B-16-E	4	1,395,490	351,788	753,947	- 2,501	225 611,742	9,946,160	-	800,000	11,357,902	13,859,127	07/14/09	06/19/14	09/22/14	11/20/15
US 85 ML over UPRR Nunn Bridge	18669 1	D 17 C	_	-	-	1,254,778	- 1,254		- 3,053	6,009,722	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER I-25 ML over County Road 48	21146 1 20999 1	C-17-E B-16-E		-	1,109,585 943,689	-	- 1,109 - 943		- 8,500,368 6,464,893	-	-	8,500,368 6,464,893	9,609,953 7,408,582	06/17/15 06/01/16	06/21/18 02/14/19	10/01/18 05/22/19	11/01/19 1/27820
Prospect Road over I-25	22248 1		_	-	3,061,209		3,061		- 18,483,966			18,483,966	21,545,175	11/01/17	02/14/19	10/10/18	07/14/21
I-25 ML over DRAW (Hillsboro)		C-17-E		-	22,086	-			- 3,582,614	-	-	3,582,614	3,604,700	11/01/17		06/27/18	11/30/24
SH59 over I-70 (Emergency)		G-25-k		-	270,966	-	270		- 6,235,225	-		6,235,225	6,506,191	04/16/18	0.4/0.4/0.0	04/27/18	10/10/18
US 34 ML over N FRK REPUBLICAN RIVER US 34 OVER REPUBLICAN RIVER	22962 1 22963 1	D-27-0		-	561,694	-	561	-	- 3,002,218 3,712,057			3,002,218 3,712,057	3,563,912 3,712,057	03/01/19	04/01/20	06/29/20 04/27/20	11/18/20 01/27/21
TIMBER BRIDGE EASTERN PLAINS		Various		-	4,426,200		4,426	200		-	-	-	4,426,200	02/01/20		0.,21,20	V.,
TIMBER BRIDGE EASTERN PLAINS: PKG 1	24367	3 of 7		-	-		0.55	-	10,513,465	-	-	10,513,465	10,513,465		09/21/21	12/06/21	10/28/22
TIMBER BRIDGE EASTERN PLAINS: PKG 2 TIMBER BRIDGE EASTERN PLAINS: PKG 3	24405	2 of 7 2 of 7	4		357,200		357	200	7,000,000 8,000,000			7,000,000 8,000,000	7,357,200 8,000,000				
US 40 ML over DRAW	24224 1			-	526,000		526	000	- 13,000,000	-	-	13,000,000	13,526,000	01/01/21			
Holyoke Bundle SH 145 ML over	22529 4		4	-	966,700		966		12,700,000	-	-	12,700,000	13,666,700	06/01/21			
LEOPARD CREEK		L-04-E		-	- 4 040 040	506,177	- 506			3,301,616		3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAHGRE RIVER SH90 over DOLORES RIVER	18323 1 20817 1	L-05-E K-01-C		-	1,012,619 965,694	268,923	- 1,281 - 965		- 4,977,169	6,519,674	-	6,523,054 4,977,169	7,804,596 5,942,863	02/01/11 01/30/15	02/09/12 11/09/15	04/24/12 12/05/16	05/30/13 08/18/17
US 50 over AGATE CREEK	22436 1	K-11-0		-	-	-	-	-	- 1,526,757	-	-	1,526,757	1,526,757	03/29/18	03/29/18	06/18/18	10/08/18
US 285 over RIO CONEJOS OVERFLOW	23069 1	P-12-A	5	-	192,900	-	- 192	900	- 5,240,000	-	-	5,240,000	5,432,900	04/17/19		11/01/23	03/01/24
Design for Future Years					3,120,000		3,120	000				-	3,120,000				
PRE-BOND PROJECTS	16		All	2,338,990	85,383	-	- 2,424	373 29,706,72	1 6,071,210	-	-	35,777,931	38,202,304				
	Total 198	3		\$ 45,331,986	\$ 300,896,321	\$ 52,835,939	\$ 546,911 \$ 399,611	157 \$ 71,546,886	5 \$ 1,087,927,219	\$ 245,307,666	\$ 9,279,210	\$ 1,414,060,981	\$ 1,813,672,138	Total Impact all I	Projects all fu	ınds	-
100														,	,		

Colorado Bridge Enterprise Program Allocation Plan - Quarterly Update As of March 31, 2022 (FY22 Q3)

				Program Fu	nding by Source S	ummary						
Sources:	Other	FASTER	Pre-Construction Bond	Bond Interest	Total	Other	FASTER	Construction Bond	Bond Interest	Total	-	Total All Funds
Federal	\$ 7,236,019 \$	-	\$ -	\$ -	\$ 7,236,019			\$ -	\$ -	\$ 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	\$ -	299,605,947	-	-	299,605,947	-	1,023,236,288	-	-	1,023,236,288	\$	1,322,842,235
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 \$	299,605,947	\$ 52,835,939	\$ 546,911	\$ 398,320,783	\$ 71,546,886	\$ 1,023,236,288	\$ 245,307,666	\$ 9,279,210	\$ 1,349,370,050	\$	1,747,690,833

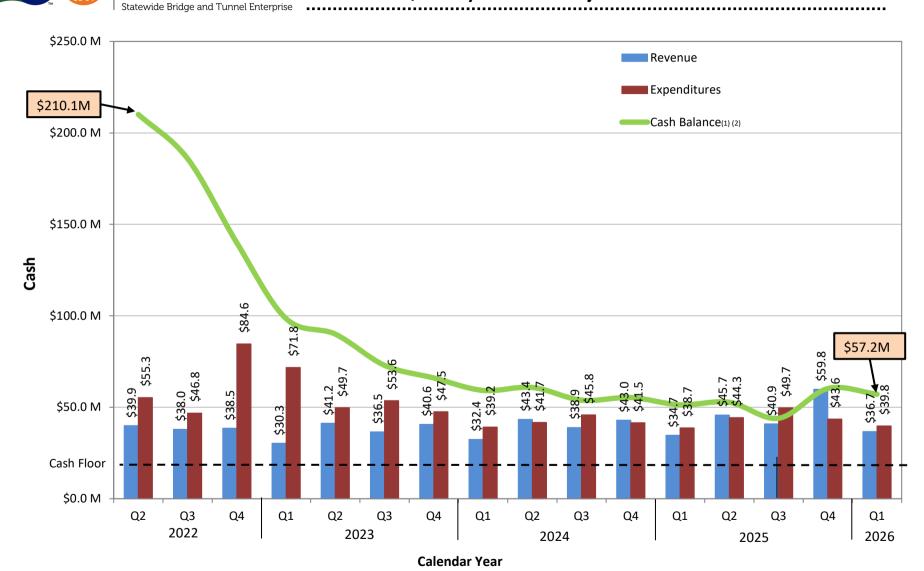
APPENDIX B: FOUR YEAR QUARTERLY CASH FLOW PROJECTION



COLORADO

Department of Transportation

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

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

DATE: May 13, 2022

TO: Transportation Comission

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 Bustang Quarterly Update - FY 2021/22 Q3

Purpose

RE:

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

<u>Action</u>

Informational only. No action is required.

<u>Background</u>

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 third quarter of FY2021/22, January 1 to March 31, 2022.

Details

2021-22 Quarter 3 Detailed financial information for Q3 will be provided with report for Q4

Bustang continued to see decreased ridership among the North and South line with the Omicron variant and continued work-from-home trends hitting its trough between January and Febuary before rebounding in March. However, the West Line continued to see record growth month over month through the quarter, peaking in March. Heavy snowfall continued through the month of January, reducing operational efficiency and putting strain on our human and capital resources. Even with the addition of an extra scheduled round trip between Grand Junction and Denver we quickly ran into capacity issues as demand rose to meet our service limitations, illustrating the desire for higher service frequencies and growth in demand for transit service on the I-70 West mountain corridor.

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

System - 94.66%
West Line - 89.17%
North Line - 98.28%
South Line - 97.36%
DTC - 93.75%

West Line - Ridership peaked in March at approximately 135% of 2019 performance. Even with the additional round-trip service between Grand Junction and Denver added in December of 2021, West Line demand continued to grow to record levels, quickly reaching capacity limits and occasionally leaving passengers behind. Extra coaches were scheduled whenever possible to accommodate the increased transit demands on the I-70 West corridor.

RamsRoute - With the 2021-2022 spring semester close to its end, we plan to refine our marketing strategy for RamsRoute while preparing for service in the 2022-2023 CSU school year.

Bustang to Broncos - As the beginning of the NFL football season fast approches, we will start planning for the return of Bustang to Broncos by evaluating the operational conditions and demands for service next quarter.

Snowstang - The fare promotions and opportunity to purchase discounted lift tickets for two of the four Snowstang participants on RideBustang.com has proven to be successful with higher ridership than our inagural season. We hope to expand these options with other resorts next ski season as an attractive ammenity for Snowstang and its potential riders. Desire for additional trips to existing service as well as additional service to more resorts has been expressed by the public and interested stakeholders.

Bustang to Estes Park - Discussions for service this summer have already began with the City of Estes Park, Rocky Mountain National Park, and local stakeholders as we prepare to launch 2022 service next quarter. With support from the Town of Estes Park, as well as the Rocky Mountain National Park, Bustang to Estes Park service will now extend all the way into the Rocky Mountain National Park for riders who want a one-seat journey for the entirety of the trip.

Bustang Pegasus - We have begun to receive delivery of the first set of Pegasus vehicles and are working to prepare them for service, including licensing and equipment installation of the vehicles, amending the contracts/agreements with our operating contractor, and relinquishing the vehicle to the operator for training prior to service. Marketing and event planning for the launch of Pegasus service is well-underway and we are on target for a start date of May 27, 2022.

Quarterly Safety/Collisions - During the quarter, Bustang was involved in two preventable and three non-preventable accidents. This puts Bustang at a preventable accident rate of .58 per 100,000 operating miles, an even greater improvement from the previous quarter. Our contractor's enhanced safety and training program has been successful in reducing the number of preventable accidents that Bustang is involved in since the beginning of the fiscal year, with quarter-over-quarter improvement leading to a preventable accident rate within range from an acceptable standard of .5 per 100,000 operating miles.

<u>Date</u>		Bus#	Location	Comment	Preventable (Y/N/U)
01/05/	2022	38024	Avon - parking lot	Made contact with fixed object.	Υ
02/08/	2022	38023	Loveland - SB I-25/US 34	Sideswipped by a passing vehicle.	N
03/03/	2022	Van 84	COS - Bijou MF	Made contact with fixed object.	Υ
03/16/	2022	38007	Denver - 20 th /I-25	Sideswipped by a passing vehicle.	N
03/28/	2022	38004	FOCO - Harmony PnR	Sideswipped by another vehicle.	N

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.
- 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.
- Praise of additional round-trip between Grand Junction and Denver.
- Interest in currently operating and upcoming phase III and IV Outrider routes.

Next Steps

- Launch Pegasus service in May and monitor service performance to ensure the successful execution and integration into the Bustang family of services.
- Complete the Bustang Operational Equity analisys, and action as needed off of said analisys, to ensure appropriate compensation for our Bustang operational staff.
- Prepare for Bustang summer schedule changes.
- Plan and prepare for Bustang SB180 phase I expansion.
- Continue efforts on the Bustang website redesign for customer convenience and optimization.
- Prepare for seasonal special services, including Bustang to Estes and Bustang to Broncos.

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

DATE: May 13, 2022

TO: Transit & Rail Advisory Committeee

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 Q3 FY2021-22

Purpose

The purpose of this memo is to provide a quarterly and fiscal year end Bustang Outrider update on operational and performance measures for 3rd Quarter, fiscal year ending on March 31, 2022.

Action

Informational only - no action is required.

Background

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

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

The Phase II and III routes in Operation are:

- <u>Lamar Colorado Springs</u> 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.
- <u>Durango Grand Junction</u> has transitioned to Outrider from Roadrunner operating in revenue service daily by Southern Colorado Community Action Agency (SoCoCAA)
- Craig Denver is in revenue service five days a week and is operated by Greyhound
- Telluride Grand Junction is in revenue service five days a week and is operated by Alpine Express Shuttle.

Details

Service was paused effective March 29, 2020 by the Governor's "Safer at Home" Executive Order, then allowed to resume service on June 28, 2020 after review and approval of Bustang's "Safe Transport Operating Plan" by the

Colorado Department of Public Health & Environment. Ridership has been steadily encreasing since the resumption of service and is approaching pre-COVID levels.

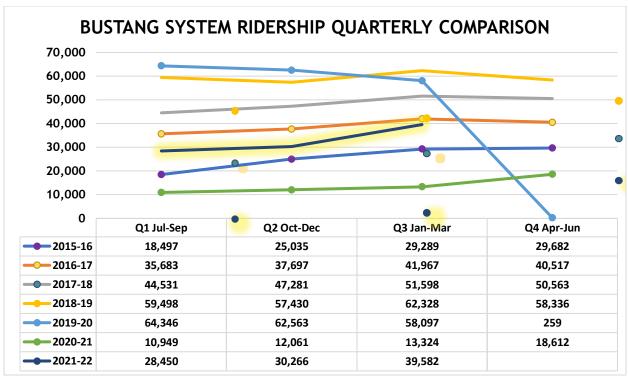
PHASE III PLANNING- Stakeholder outreach has been completed on the final four proposed routes that were presented to the Transportation Commission in December 2019 (discussion), and received approval in January 2020. The four Outrider routes to be implemented in 2021 and 2022 are:

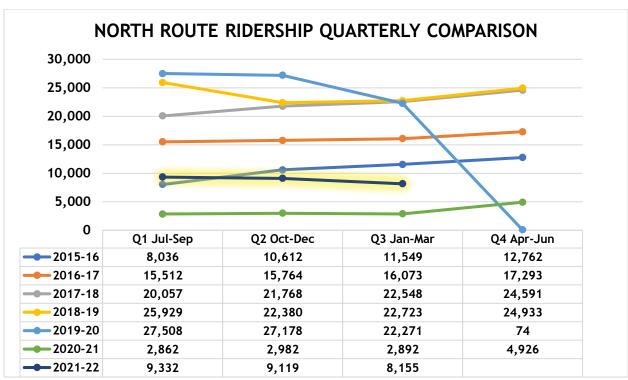
- Sterling -Greeley and Denver via I-76 & US 34 (route will operate Sterling Greeley on Monday, Wednesday and Friday. Sterling Denver on Tuesday and Thursday) Tentative service start in early 2022.
- Trinidad Pueblo via I-25. Tentative service start in early 2022.
- Grand Junction Telluride via US 550. Started revenue service on September 27, 2021.
- Craig Denver via US 40 & I-70 West Started revenue service on January 1, 2021. A new operator commenced operations on January 1, 2022. Service and customer satisfaction have seen significant improvements under this new operator.
- On January 1, 2022 service on the Lamar to Colorado Springs route has been expanded to seven days a week.
- Crested Butte has been added to the Gunnison to Denver service.
- Durango to Grand Junction route is now servicing the Grand Junction Airport.

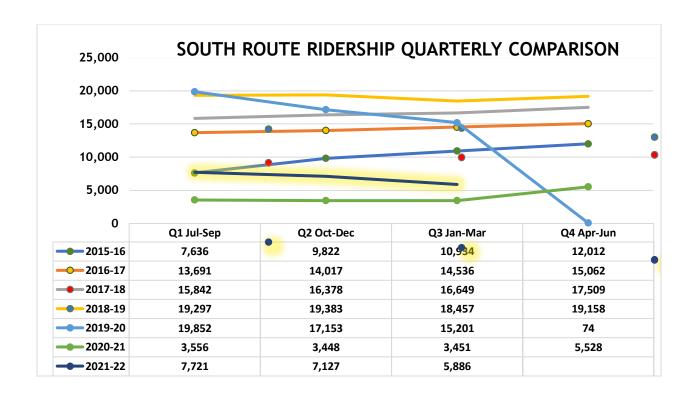
The nationwide delay in deliveries of heavy duty vehicles has impacted the start of the Sterling - Greely and Denver service and the Trinidad - Pueblo service. Buses for these routes were originally scheduled for delivery in March of 2021. Buses have recently been delivered, inspected and accepted. The buses are now being prepared for Outrider service including the installation of Bustang Outrider wraps, installation of fareboxes and installation of wi-fi units.

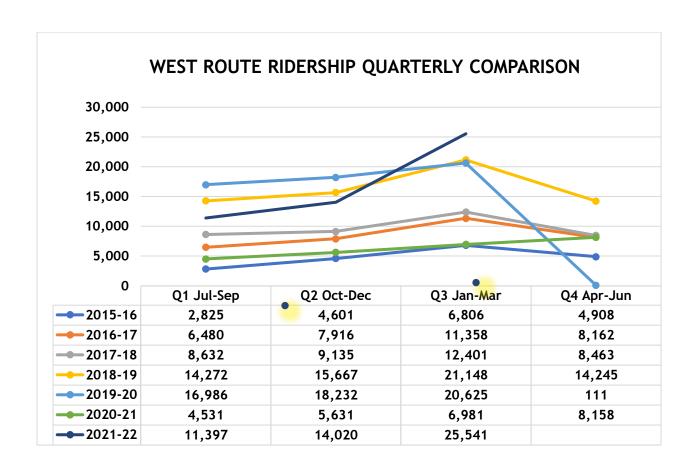
Next Steps

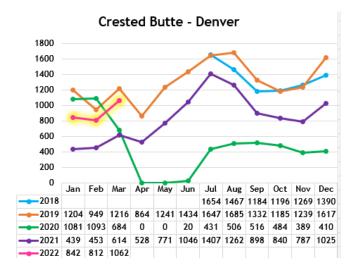
- Opening events and outreach to communities which will be serviced by the Trinidad to Pueblo and Sterling to Greeley and Denver routes.
- AECOM to continue survey of all Bustang Outrider routes for stop improvements including shelters, service stop signs. ADA compliance and wayfinding signs. Relocate several Outrider service stops in order to better service the local communities.
- Begin planning and outreach for Phase IV routes. A great deal of interest is being expressed for Bustang Outrider service on I-70 east.
- Work with Pueblo Transit to improve maintenance of Outrider buses operated by SRDA on the Lamar to Colorado Springs and Alamosa to Pueblo routes.
- Work with the individule Outrider operators to increase marketing of their routes. Continue to explore events and organizations that can assist in publicizing Bustang Outrider.
- Complete installing new wraps on Outrider buses. The original wraps have deteriorated due to Colorado's harsh climate and were badly cracking and in need of replacement.

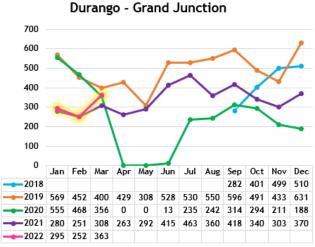












Telluride - Grand Junction

140

120

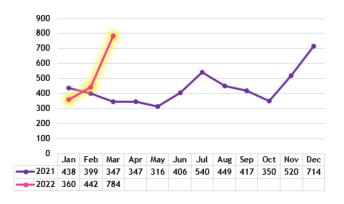
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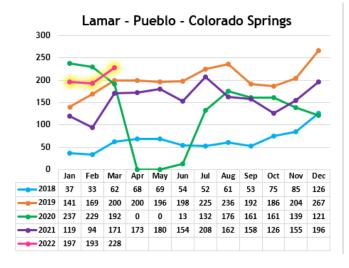
-2022 114 118 123

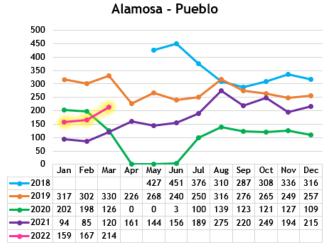
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1 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
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38 26 59

Craig - Denver







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

DATE: May 2022

TO: Transportation Commission

FROM: Amber Blake, Director, Division of Transit & Rail

Qing Lin, Programming Unit Manager, Division of Transit & Rail

Moira Moon, 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 March 31, 2022.

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.

<u>Details</u>

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

	Tuble	. I maneiai menas	mom baaget to	Expendicare		
Funding Source	Annual	Total Available	% Contracted	% Spent	% Contracted	% Spent
& Year	Budget	Including	This Qtr	This Qtr	This Qtr	This Qtr
		Roll-Over	Ending	Ending	Ending	Ending
			12/31/2021	12/31/2021	3/31/2022	3/31/2022
FASTER SFY 2017-18	\$15 M	\$17 M	100%	90%	100%	90%
FASTER SFY 2018-19	\$15 M	\$18.5 M	100%	98%	100%	99%
FASTER SFY 2019-20	\$15 M	\$18.3 M	100%	72%	100%	79%
FASTER SFY 2020-21	\$15 M	\$7.1 M	N/A	N/A	99%	75%
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%	93%
FTA FFY 2019-20	\$62.8 M	\$63.3 M	100%	82%	100%	84%
FTA FFY 2020-21	\$97.7 M	\$99.2 M	N/A	N/A	100%	70%

Notes

Budgeted and Total Available Amounts here do not include local matching dollars.

SFY = State Fiscal Year July 1 - June 30, FFY = Federal Fiscal Year October 1 - September 30.

Project Assistance / Lessons Learned

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

	Table 2: Projects Experiencing Signification	ant Changes
Project	Change being Experienced	Description / Response
Trinidad Amtrak Shelter - FASTER Funds 2011 - FASTER Funds 2013 - \$380,000	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 & Amtrak have agreed upon terms and will execute a contract this summer and construction this fall. 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.	This project was closed. This project was on hold on CDOT's side due to local construction Project affecting the work RTD has submitted drawing specs and structure selection report for review through Stanley group

Figure 1 Transit Grant Contracting & Invoicing Performance

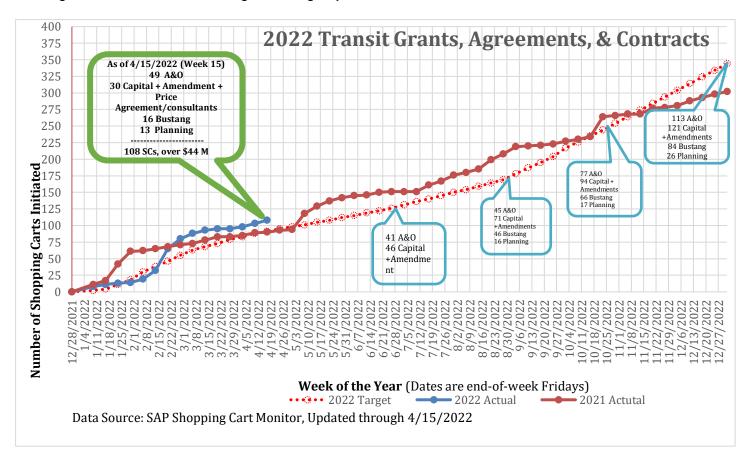


Figure 1 provides graphic representation of the timely contracts goal. The dashed line (empty markers) is the target trend line. The solid line (solid markers) is the 2022 progress from January 1 through April 15, 2022. The 2022 progress stands at 108 of the forecast 350 contracts to be delivered for the calendar year.

Ta	able 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 2022 Goal: 350 contracts & extensions,
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 1 Statutory Violation in calendar year 2022

<u>Next Steps</u>
The next quarterly report will be available for the September meeting, reporting on the period ending June 30, 2022

Attachments: None



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

DATE: April 27, 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 March 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.

<u>Details</u>

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.	PLANNING Project was moved to program year FY24. Individual Task Order issued to AECOM to provide design development.
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
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.	Site analysis, public outreach and equity analysis being performed. 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.

<u>Attachments</u>

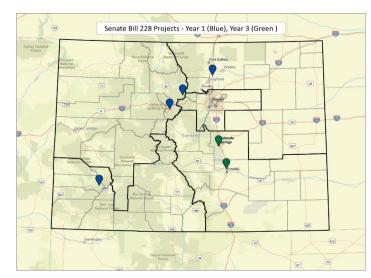
Strategic Transit Projects (SB 228) - Transit Program Roadmap



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.

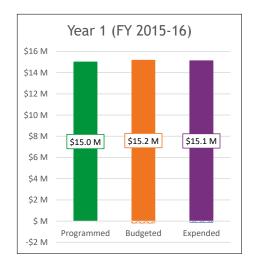


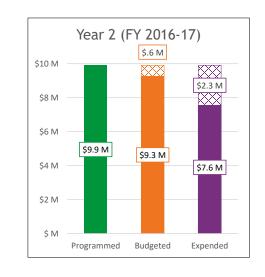
Senate Bill 228	3: Year 1 Allocation (\$15.0M Total, \$9.8M Complete)																	
				2	022		2023				2024			2025				
Programmed	Project Description	Region	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
\$2.0 M	Program and Construction Management (SB 228 and SB 267)	All								COMPL	ETED							
\$1.5 M	Winter Park Express Platform	3								COMPL	_ETED							
\$2.5 M	Bus Purchases	Various	ous COMPLETED															
\$5.0 M	Centerra-Loveland Mobility Hub	4																
\$0.0 M	Woodmen Road Park-n-Ride Replacement	2																
\$1.5 M	San Miguel County Park-n-Ride	5								COMPL	ETED							
\$2.5 M	Frisco Transit Center - Phase 1	3	3 COMPLETED															
\$0.0 M	Rifle Park-n-Ride	3								WITHD	RAWN							

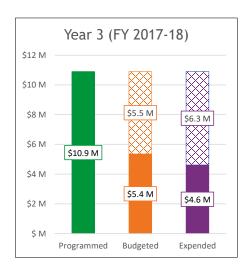
Senate Bill 228	3: Year 2 Allocation (\$9.9M Total, \$6.5M Complete) *Includes \$7.9M from Year 2	plus \$2.0M	from Yea	r 1													
Due ave mone ed	Desirat Description			2021		2022					202	23		2024			
Programmed	Programmed Project Description		Jan-Mar	Apr-Jun J	Jul-Sep (Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep Oct-Dec
\$2.4 M	Bustang Capital Needs			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	3 plus \$3.6N	A from Yea	ar 1														
Programmed	Project Description			2021			2022				2023					2024		
Programmed	Project Description	Region	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 Ju	ıl-Sep (Oct-Dec
\$3.2 M	Bus Purchases	Various	us COMPLETED															
\$3.5 M	Local Agency State of Good Repair	Various	IN PROGRESS															
\$0.5 M	North Pueblo Mobility Hub (Design)	2																
\$0.5 M	Tejon Park-n-Ride	2	2 COMPLETED															
\$2.5 M	Bustang Fleet Replacement Fund	Various IN PROGRESS																
\$0.7 M	Program and Construction Management (Front Range Passenger Rail)	All 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







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

DATE: April 27, 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 March 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 \$6.0 M for the Transit program which brought the funding total to \$98M. Year 3 funds of \$50M were received in Q2 2021. The bond sale in Year 3 garnered an extra \$12.0M for the Transit program which brought the funding total to \$160.0M.

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

Details

CDOT's Region and Division staff, as well as partner and local agency staff, will continue to advance the approved SB 267 projects. Progress resulting from this collaborative effort will be reported to the Transit & Rail Advisory Committee and the Transportation Commission throughout the duration of the program. The following table provides updates on individual SB 267 transit projects through March 31, 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 complete. Funding expended. \$80M project has no funding and did not receive 5339b monies.
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. In construction.
Southwest Chief Thru-car Study - CRISI Grant Match (\$0.05 M)	CDOT portion to fund study to offer thrucar 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 Summer 2022 and complete in Spring 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.	Town submitted decreased scope for plan review. GC on board, GMP to be finalized mid-May and construction is expected to start June 2022.
Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor (\$1.5 M)	Arterial Transit & Bike/Ped Improvements combined with highway improvements.	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 completed. 5339b funds were not awarded. \$42M project currently has no funding.
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.	FOR completed, project expected to be put out to advertisement June 2022.
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 late Fall 2023.

	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 Spring 2023.
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.	Preliminary design complete. Project was awarded an additional \$8M from DRCOG. \$20M project can proceed once Charles Schwab parcel deal is worked out.
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. Multiple scenarios were presented to the town council. Funding remains an issue.
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 (\$6.0 M)	ROW purchase, design and construction of new mobility hub in Pueblo with 100 spaces.	Preliminary design in progress.

	SB 267 YEAR 2	
Project	Be and Carring and Construction of new bus storage and maintenance facility for Trinidad would house SCCOG Transit and Phase 3 Outrider from Trinidad to Pueblo. A Storage Design of new bus storage facility in Crested Butte for Mountain Express, GVRTA, and Bustang storage. Besign 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. Bernat application, design, and construction of a new mountown Grand Junction. Grant application, design, and construction of a new mountown Grand Junction. Bernat application, design, and construction of new Bustang storage and maintenance facility near Montrose. Bernat Polication, design, and construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and construction of a new mobility hub in downtown Grand Junction. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang storage and maintenance facility near Montrose. Bernat Stude Design and Construction of new Bustang Storage and maintenance facility near Montrose. Bernat Stude Design and Construction of the Montrose for All Points Transit Center Parking at US 36 & US 34. Bretiminary design in progress. Bretiminary design in progress. Bretiminary design in progress. Bretimi	
South Central Storage and Maintenance Facility (\$0.20 M)	of new bus storage and maintenance facility for Trinidad would house SCCOG Transit and Phase 3 Outrider from	Hoping to have an OLA (outlined agreement) in place by Summer
Gunnison Valley RTA Storage Facility (\$1.70 M)	Crested Butte for Mountain Express,	6 GC selection is expected via town Board meeting. Want to be start May 17th. November 3rd is expected
Montrose Multimodal Transit Center (All Points Transit) (\$3.235 M)	multimodal transit center in Montrose for All Points Transit. Will also accommodate San Miguel Authority for	for the three sites and intended to make a decision by the end of April '22. A 5339b was submitted for \$8.5M in Nov 2021 but was not approved. A new 5339b is expected to be submitted with the Spring call.
Grand Junction Mobility Hub (\$0.08 M)	construction of a new mobility hub in	Preliminary design in progress.
Western Slope Storage and Maintenance Facility (\$0.00 M)	of new Bustang storage and maintenance	WITHDRAWN
Bustang Fleet Purchases (Region 4) (\$1.25 M)		Project has been approved by TC.
Estes Park Transit Improvements (\$1.03 M)		
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 sent to advertisement, bids are due May 13, 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.

	SB 267 YEAR 3	
Project	Description	Status
I-25 and SH 7 Interchange Mobility Hub (\$14.0 M)	Design and construction of slip ramps and a park-n-ride at the I-25 and SH 7 intersection.	Region 1 issuing a justification letter to utilize a consultant is in process.
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
Castle Rock Mobility Hub (Design) (\$13.77 M)	Site selection, design, and construction of a new transit station near Castle Rock.	Site selection exercise to be repreformed under individual Task Order.
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. New location determined at I-70 & US40.
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 applied for 5339(b) funds but was not approved.
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 (\$6.0 M)	Expansion and/or relocation of Woodmen Road Bustang stop and mobility hub in Colorado Springs.	Scoping in progress. Project will have individual Task Order with AECOM.
Fairplay Mobility Hub (\$4.0 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. Next steps are for stakeholder meeting with town. Project will have individual Task Order with AECOM.
Monument Park-n-Ride (Preconstruction) (\$0.50 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 received 5339(b) funding. \$6-8M gap in budget vs. estimate. Value engineering and scope reduction exercises are taking place.
Montrose Multimodal Transit Center (All Points Transit) (\$2.99 M)	See description in Year 2 list.	See status in Year 2 list.

	SB 267 YEAR 3	
Project Description Status	Status	
Storage Facility	See description in Year 2 list.	See status in Year 2 list.
Hub	See description in Year 2 list.	See status in Year 2 list.
in Montrose		Project has been approved by TC.
Mobility Hub Access Improvements	movement intersection to allow for left	project at Firestone-Longmont. These funds are intended to cover
	See description in Year 1 list.	See status in Year 1 list.
	See description in Year 1 list.	See status in Year 1 list.
(Region 4)	See description in Year 2 list.	See status in Year 2 list.
Mobility Hub	See description in Year 1 list.	See status in Year 1 list.
Ride Expansion (Preconstruction)		
Improvements .	stops, a protected pedestrian crossing, and pedestrian/ADA walkways along US	City has contract with a consultant to produce a preliminary design.
and Intermodal Facility	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



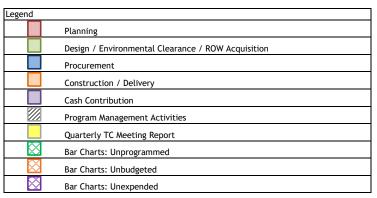
Strategic Transit Projects (SB 267) - Transit Program Roadmap

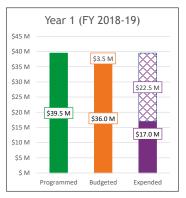
Senate Bill 17-267 (SB-267) provided up to \$188 M for transit projects starting in Fiscal Year 2018-19, with an additional \$10M to date from bond sale proceeds. As of this report, the first three fiscal years (\$148 M) have been released.

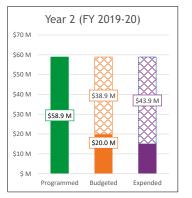
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Senate Bill 267	: Year 1 Allocation (\$39.5M Total, \$17.0M Complete)																
Dunamanana	Desirat Description	Dawies		20	22			20	23			20	24			2025	
Programmed	Project Description	Region	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep (ct-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								COMP	LETED						
\$0.12 M	Cripple Creek Administration and Operations Facility (Design)	2							٧	ITHDRA	WN UNTIL	FUNDS MAT	TERIALIZE				
\$0.11 M	Prowers County Bus Barn Office Extension	2															
\$0.05 M	Southwest Chief Thru-Car Study - CRISI Grant Match	2								COMP	LETED						
\$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								COMP	LETED						
\$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								COMP	LETED						
\$0.43 M	Summit County Transit Operations Center Design and Engineering	3							WITHD	RAWN L	NTIL FUND	OS MATERIA	LIZE				
\$23.08 M	Firestone-Longmont Mobility Hub	4															
\$6.00 M	Centerra-Loveland Mobility Hub	4															
\$5.00 M	Berthoud Mobility Hub	4															
	SH 119 BRT	4															
\$0.00 M	Poncha Springs Crossroads Welcome Center Improvements	5								WITH	DRAWN						
\$1.86 M	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	5								COMP	LETED						









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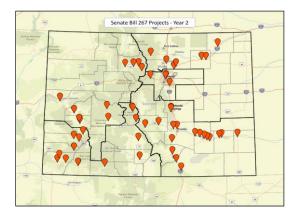
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Strategic Transit Projects (SB 267) - Transit Program Roadmap

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	7: Year 2 Allocation (\$58.9M Total, \$20.2M Complete)																										
D	Destant Description	D			2	2022						20	023						2024						2025		
Programmed	Project Description	Region	Jan-A	lar A	or-Jun	n Jul	-Sep	Oct-D)ес	Jan-Ma	r Ap	pr-Jun	Jul-9	Sep O	t-Dec	Jan-	Mar	Apr-Ju	n Jul	-Sep	Oct-De	c Jar	n-Mar	Apr-Ju	n Jul-S	јер (Oct-Dec
\$26.00 M	Revitalizing Main Streets Program	1													IN PR	OGRES	S			•			•				
\$15.00 M	Burnham Yard - CRISI Grant Match	1													COMF	PLETED)					_					
\$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							Ш								П		П			ш					
\$1.10 M	North Pueblo Mobility Hub	2																									
\$0.60 M	Outrider improvements at Lamar, Fort Lyon, Las Aminas, La Junta, Jwilik, Nocky	2																									
\$0.20 M	South Central Storage and Maintenance Facility	2																									
\$0.20 M	Outrider Improvements at Colorado City Corners, Walsenburg and Aguilar	2							Ш								П										
\$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							Ш								П		П			ш					
\$0.00 M	Western Slope Storage and Maintenance Facility	3													WITH	DRAWI	4										
\$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															T										

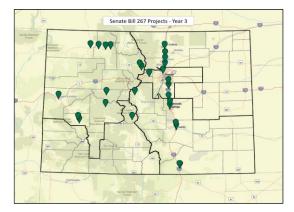
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Strategic Transit Projects (SB 267) - Transit Program Roadmap

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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 26	7: Year 3 Allocation (\$62M Total, \$0.4M Complete)	1																													
Programmed	Project Description	Region)22							202								202							2025		
rrogrammed	1 Tojece Bescription	Region	Jan-	Mar	Apr-	Jun	Jul-	Sep	Oct-	Dec	Jan-	-Mar	Apr-	Jun	Jul-S	ер (Oct-D	ec .	Jan-M	\ar	Apr-J	un	Jul-Se	p (Oct-Dec	Jan	-Mar	Apr-	Jun J	Iul-Sep	Oct-
\$8.00 M	Lone Tree Mobility Hub	1								П															П						
\$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								П	П	П	Т			П						П	П	Т	т	П					
\$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										П	Т			П	П					П	П	Т	т	П					
\$2.18 M	Pueblo Administrative and Maintenance Facility	2								П																					
\$2.43 M	South Central Storage and Maintenance Facility	2																													
\$2.50 M	Colorado Springs Transit Center	2						ПП						П		П	П					П	П	Т	т						
\$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								П							П					П	П								
\$0.50 M	Fairplay Mobility Hub	2								П		П	Т																		
\$0.10 M	Monument Park-n-Ride (Preconstruction)	2								П	Т	П	Т	П																	
\$4.50 M	Snowmass Transit Center	3				Т				П	Т	П	Т	П		П						П	П								
\$2.99 M	Montrose Multimodal Transit Center (All Points Transit)	3												П		П			П												
\$0.90 M	Gunnison Valley RTA Storage Facility	3						П																							
\$0.50 M	Grand Junction Mobility Hub	3								П		П	Т	П								П	П			П	Т				
\$0.50 M	Region 3 Outrider Storage in Montrose	3								П	Т	П	Т	П																	
\$0.32 M	Outrider Improvements at Steamboat Springs, Milner, Hayden and Craig	3						П		П						П	П														
\$0.16 M	Outrider Improvements at Winter Park and Tabernash	3								П																					
\$1.00 M	Berthoud Mobility Hub	4								П	Т	П																			
\$1.00 M	Firestone-Longmont Mobility Hub	4				Т				П	\neg	П		П			П														
\$2.00 M	Firestone-Longmont Mobility Hub Access Improvements	4											FU	INDS A	NOVE	T0 F	IREST	ONE-	LONG	MON	OM TF	BILIT	Y HUB								
\$1.25 M	Bustang Fleet Purchases (Region 4)	4				П	П																								
\$0.50 M	Centerra-Loveland Mobility Hub	4						П		П				$\Pi\Pi$			П														
\$0.50 M	Harmony Road Park-n-Ride Expansion	4										П		П		П															
\$0.30 M	Northern Colorado Maintenance Facility	4								П				ΠÌ																	
\$0.48 M	Salida Transit Capital Improvements	5												П																	
\$0.44 M	Buena Vista Park-n-Ride and Intermodal Facility	5								П				ΠÌ																	
\$0.08 M	Outrider Improvements at Poncha Springs	5														П			П												
\$2.30 M	Program and Construction Management	All																													

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DATE: May 13, 2022

TO: Transportation Commission (TC)

FROM: Rebecca White, Director, Division of Transportation Development

Aaron Willis, Statewide and Regional Planning Section Manager

SUBJECT: 10-Year Plan Update

<u>Purpose</u>

This memo provides an update on the status of the key elements involved in Colorado's 10-Year Plan update.

Action

Informational only.

Background

In place of a presentation, staff is providing this memo to update the STAC and TC members of the progress to date on the update to the 10-Year Plan. This memo outlines progress on the following 10-Year Plan elements: TPR project prioritization discussions, GHG Mitigation Policy approval and compliance model runs, updated 10-Year Plan approval schedule, and the 10-Year Plan narrative.

<u>Details</u>

<u>TPR/MPO Prioritization Discussions:</u> Staff is currently in the process of updating the 10-Year Plan project tables based on recent input from the TPRs and MPOs. The updated tables will show what has been funded in the first four years of the plan (FY 19-22), what is being proposed to be funded over the next four years (FY 23-26), and includes a new column for project status to better track and show progress made toward delivering the 10-Year Plan projects.

<u>GHG Mitigation Policy:</u> Over the past month, CDOT staff has worked toward finalization of the GHG mitigation policy. The Transportation Commission agreed to combine the GHG mitigation policy and procedural directive into one comprehensive policy directive that will include approved mitigation strategies. Staff will present the final draft of this work in May with a recommendation that the TC approve the Policy Directive (PD). It is important to note that staff anticipates the Mitigation PD to be a dynamic document that will evolve with new information and actual performance data on mitigations.

GHG Baseline Model Overview: CDOT's modeling team is working on modeling both the CDOT "baseline" (non-MPO regionally significant projects in the 10 Year Plan) and the "compliance scenario" (non-mpo regionally significant projects in the updated 10 Year Plan). Staff anticipates sharing initial modeling results in the June timeframe. The NFRMPO and DRCOG also must demonstrate compliance with the GHG Rule by October 1, 2022 and are similarly working on updating their plans and conducting modeling runs.

<u>10-Year Plan Timeline:</u> The approval timeline has been recently modified allowing for the additional discussion on the GHG mitigation policy and required modeling work. Please find attached the most recent 10-Year Plan update timeline.

10-Year Plan Narrative: Staff has developed a draft outline for the narrative portion of the updated 10-Year Plan. This narrative component focuses on what projects have been delivered to date, how CDOT will demonstrate compliance with the GHG planning rules, and what the 10-Year Plan delivers in terms of improved safety, a more resilient system, increasing multimodal options, and finally reinforces the Department's commitment to fixing Colorado's rural roads. Consistent with the timeline attached, a draft version of the narrative accompanied by the updated project tables and factsheets should be made available for review and comment in July.

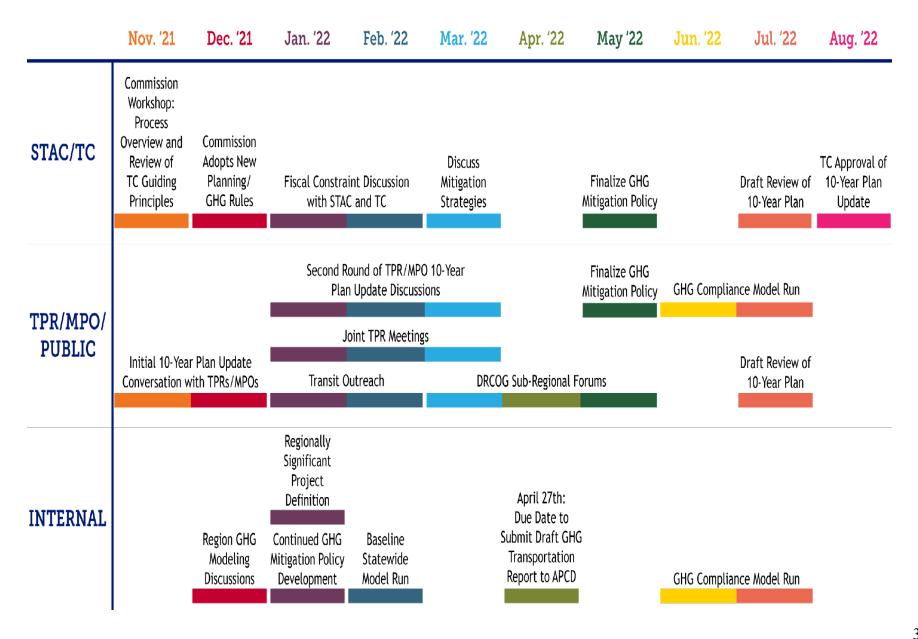
Next Steps

In June, the staff intends to share preliminary GHG modeling results that will frame the discussion on how CDOT plans to achieve the GHG reduction goals identified in the GHG planning rules.

Attachments

10-Year Plan Timeline

10-Year Plan Update Timeline





MEMORANDUM

TO: COLORADO TRANSPORTATION COMMISSION

FROM: HERMAN STOCKINGER, DEPUTY DIRECTOR AND DIRECTOR OF POLICY

DATE: May 6TH, 2022

SUBJECT: PROGRESS UPDATE TO TRANSPORTATION COMMISSION ON CURRENT AND

FORTHCOMING COMPETITIVE GRANT APPLICATIONS FOR FUNDING UNDER IIJA

DISCRETIONARY PROGRAMS

<u>Purpose</u>

To share progress on current MPDG applications, and ongoing coordination of the 5339 (b & c) and NPSB program applications.

Action

Per PD 703.0, when the department intends to apply for grants with a match consisting of previously approved funding, no action is necessary by the Commission, but we provide the Commission with the projects we intend to pursue. If the match required necessitates an additional commitment of funds not already approved by the Commission, or Bridge & Tunnel Enterprise (BTE), staff brings the projects to the Commission as an action item, with the additional funding being made contingent on a successful application and grant award.

For the 2022 MPDG grants, the staff requests BTE action this month to approve contingent funding for the Floyd Hill, I-76, and US 160 projects.

Background

The U.S. Department of Transportation (USDOT) recently released the 2022 Notice of Funding Opportunities for:

- 1. MULTIMODAL PROJECTS DISCRETIONARY GRANT PROGRAM (MPDG): A combined solicitation for three grant programs: 1) The Nationally Significant Multimodal Freight and Highways Projects (INFRA); 2) the National Infrastructure Project Assistance Program (Mega); and 3) The Rural Surface Transportation program (Rural).
- 2. NATIONAL SCENIC BYWAYS PROGRAM (NSBP): NSBP grants will support projects related to the planning, design, development, construction, management, protection, and/or marketing of a State of Tribal scenic byway or scenic byway program. Local entities are being offered support by DTD to coordinate their own applications for CDOT to submit on their behalf.
- 3. 5339(b) and 5339(c): A combined solicitation for the Low or No Emission Vehicle Program and the Bus and Bus Facilities Program. Local entities are being offered support by CASTA and FHU Consulting to coordinate their own applications for CDOT to submit on their behalf.

Eligible applicants can submit up to three unique applications for each subprogram of MPDG (nine applications total) or can use a single application to submit for multiple subprograms at once. There does not seem to be an explicit limit on applications for the NSBP or the 5339 programs.

MPDG applications will be evaluated based on the following criteria:

- Safety
- State of Good Repair
- Economic Impacts, Freight Movement, and Job Creation

- Climate Change, Resiliency, and the Environment
- Equity, Multimodal options, and Quality of Life
- Innovative Technology, Project Delivery, and Financing

Other notable details of the MPDG program are:

- Up to \$1B will be available for the Mega subprogram in FY22
- Up to \$1.55B will be available for the INFRA subprogram in FY22
 - Only approximately \$230M will be available for projects that cost less than \$100M.
- Up to \$300M will be available for the Rural subprogram in FY22
 - Only approximately \$30M will be available for "small" projects that request less than a \$25M grant award.

Details

Based on the criteria in the NOFOs and discussions with executive management, the following candidate projects have been identified for the MPDG solicitations:

MPDG

- 1. The I-70 Floyd Hill to Veterans Memorial Tunnels Improvements Project (Mega, INFRA, & Rural)
 - a. Complete final construction on the stretch of I-70 west of Denver to improve safety, travel time, and trip reliability; benefit nearby communities; provide resiliency to the corridor and its infrastructure; and foster new economic opportunities by improving recreation access and facilitating efficient freight movement.
- 2. Multimodal Options for a Vibrant and Equitable Western Slope: The Westward Three (Rural)
 - a. Establish three new mobility hubs in Grand Junction, Rifle, and Glenwood Springs to support the advancement of transit equity and reduce the negative impacts of high commuting levels in this region.
 - b. This is a resubmission of the same RAISE 2022 application, due to the high importance and priority of the project.
- 3. The US 50 Safety Highway Improvements for Freight and Travel (SHIFT) (INFRA & Rural)
 - a. Construct 12 westbound and eastbound passing lanes between Pueblo and the Kansas state line in the rural southeastern Colorado to make freight mobility and general traveling through the corridor safer, faster, and more efficient.
 - b. CDOT is working with Otero County to submit this application.
- 4. Connecting Craig to Kremmling: The US 40 Passing Lanes & Red Dirt Hill Improvements (Rural)
 - a. Construct two passing lanes (one eastbound and one westbound) on a segment of US40 between Kremmling and Steamboat Springs, to improve traveler safety and operational efficiency with safe passing locations and standard width shoulders, prioritize other safety and mobility improvements, and increase resiliency of a high profile detour route for I-70 closures.
 - b. CDOT is working with Grand County to submit this application.
- 5. The I-76 Phase IV Reconstruction and Repavement Project (Rural & INFRA)
 - a. Reconstruction of 1.45 miles of concrete pavement, replacement of four bridges, two concrete box culverts, conversion of the partial clover interchange into a tight diamond, and installation of a park-n-ride and potential transit facility to improve overall operational efficiencies for commercial freight traffic and safety and accessibility of multimodal transportation.
 - b. CDOT is working with Morgan and Weld Counties to submit this application.
- 6. The US 160 Safety and Mobility Improvement Projects (Rural & INFRA)

- a. Construction of a four-lane facility with 1.5-mile two-way left turn lane, expansion of 2.5 miles of two-lane highway to four lanes with a center median, construction of a round-a-bout, addition of five wildlife underpasses and deer fencing, and other safety and mobility improvements to address notable safety concerns and significant congestion issues on US 160, east of Durango.
- b. CDOT is working with La Plata County to submit this application.

Options and Recommendation

The BTE Board of Directors is supporting the Floyd Hill, the I-76, and the US160 MPDG applications with resolutions to commit BTE match funding to these projects, respectively.

Next Steps

The MPDG applications are due on May 23rd, 2022. The 5339(b & c) applications are due on May 31st, 2022.

The NSBP applications are due on June 20th, 2022.

USDOT has announced that the NOFO's for the competitive Bridge Investment Program; Safe Streets and Roads for All; and the Pilot Program for Transit-Oriented Development Planning will all be released in May 2022.

These Minutes were Approved during October 21, 2021, ARC Meeting and are to be Included in Transportation Commission's Packet for Informational Purposes

Colorado Transportation Commission Audit Review Committee (ARC) Meeting June 16, 2021 4:45 p.m. - 5:35 p.m. CDOT Headquarters

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

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

AUDIT TEAM: Jim Ballard, Audit Supervisor; Robyn Lamb, Audit Supervisor; Daniel Pia, Audit Supervisor; Marcus Prochazka, Auditor II; and Dana Dove, Auditor II

Call to Order

Chair Zink called the meeting to order at 4:45 p.m. All ARC members were present.

Approval of August 19, 2020 Minutes

Chair Zink made a MOTION to approve the August 19, 2020 minutes. All voted in favor.

SAP Security Design and Model Review

Mr. Spinelli provided an overview of SAP Security Design and Model Review that identified some internal control deficiencies that represent a significant risk. Some of the weakness identified were:

- Excessive amount of IT users that have very high security privileges including some with access to perform all SAP functions and bypass every control,
- Generic accounts with high level privileges have been setup to allow for direct login, with several passwords that had not been changed for some time,
- Logging, which may help to detect inappropriate or unauthorized activity, is not fully enabled, including the logging recommended by SAP,
- Concurrent logins (allowing user IDs to be signed on more than once at a time) are allowed, and
- Excessive number of entries (400 million) exist in the table logs, indicating both that a process or individual is updating key SAP tables in a way that wasn't intended and these logs are not being monitored as recommended by SAP.

Mr. Spinelli stated that this assessment was discussed with management and management began to take immediate corrective action. Additionally, some of the recommendations for improvement have already been implemented and all but one of the recommendations will be implemented within the next several months. The final recommendation is targeted for

implementation by end of the calendar year. Mr. Spinelli stated that RSM conducted this assessment at the request of the Audit Division in order to assist with the risk assessment process and will follow-up in calendar year 2022 in order to validate SAP security design improvements.

Chair Zink asked when SAP was initially installed. Mr. Spinelli responded that it was implemented sometime in 2006, so many of the security concerns could be an accumulation from all those years. Chair Zink inquired as to whether anyone was assigned the responsibility of monitoring the system and does this need to change in the future. CFO Sudmeier responded that most of the recommendations relate to security protocols that are managed by the State's Office of Information Technology (OIT). CFO Sudmeier stated that assessments have been done before with the last one in 2016 and stated that it is good practice to periodically conduct these assessments. CFO Sudmeier pointed out that best practices change over time, so what is a best practice today may not have been one in 2016.

Commissioner Adams stated that companies that use SAP that he is familiar with have very sloppy internal controls and were ignoring best practices especially with regards to access controls. Commissioner Adams continued by stating that it is important that CDOT tighten up internal controls and implement these recommendations especially now that CDOT is fully aware of these issues.

Chair Zinc asked who did the initial SAP training when it was first installed. CFO Sudmeier responded that SAP was installed prior to the formation of the State OIT department when individual agencies had their own IT services and CDOT was responsible for maintaining SAP and providing training. CDOT now works closely with State OIT who is ultimately responsible for security and infrastructure.

Chair Zink asked whether SAP should be improved or replaced. Mr. Spinelli stated that perhaps SAP should be reimplemented in 2025 when SAP support is discontinued. CFO Sudmeier stated that SAP support may be discontinued in 2025 or maybe in 2026 and that SAP would stop doing security batches. Some agencies may use a security firm to maintain SAP which may or may not be a best practice. The CFO further stated that replacing SAP is a big decision to be made in the future but in the meantime, SAP will continue to be used to meet CDOT's business needs. Executive Director Lew stated that as long as we are going to use SAP, we should strengthen internal controls and make it more secure. Commissioner Adams stated it is a big decision to replace SAP and that it should be evaluated in the future. However, the Commissioner continued that the main emphasis right now is to implement the recommendations and at some future date, evaluate the next generation of application software. Chair Zink stated that CDOT should not ignore the risk of using an insufficient system. Commissioner Adams stated the problem may be more of execution rather than the flaws in the SAP program, and CDOT has not been diligent with regard to the basic access controls, which Chair Zink agreed.

Motion and Release of Maintenance & Operations Divisions Purchasing Audit Report

Mr. Spinelli reviewed the four report release motion options. Chair Zink asked for a Motion. Commissioner Thiebaut made that Motion to release the report and thereafter discuss it, which was seconded by Commissioner Bracke. All voted in favor to release and discuss the report.

Maintenance & Operations Division Discussion

Mr. Spinelli provided an overview of the Maintenance & Operations Division Purchases audit report including the objective, conclusion, effect, causes, recommendations, and management responses. Mr. Spinelli stated that the objective of audit was to assess whether CDOT Maintenance Division's internal controls for purchases less than \$25,0000 were working effectively as they relate to the internal control breakdowns that were identified during Audit's October 2020 fraud investigation. The audit concluded that internal controls were generally functioning as intended and there was no additional evidence of significant purchasing fraud within the Maintenance & Operations Division. Mr. Spinelli stated what he means by "significant" is that, based on Audit's review of fraud at a very high level, Audit did not identify any fraud, nor did Audit find a pattern of fraud. This indicates that the fraud identified in Audit's October 2020 investigation was an isolated incident and a good indicator that CDOT internal controls were working. However, the following five internal control weakness were identified that if corrected could reduce the potential fraud risk: 1) Purchases were sometimes split to circumvent spending limits, 2) Approval procedures with regard to legible approver signatures and necessary approvals could be improved, 3) Support documentation was not always maintained, 4) Segregation of duties could be improved between those employees that initiated the purchase from those that receive the purchase, and 5) No consistent inventory process for small tools, parts, and supplies. The effect of these weaknesses is the increased risk of potential fraud, negative media attention, and poor public perception. Two major causes were identified, which was insufficient policy and procedural guidance, and a lack of an electronic document management system.

The audit made four recommendations to improve the process:

- Better clarify CDOT purchasing and credit card manuals,
- Implement an electronic data management system,
- When no bids are received for needed CDOT services/recurring services, obtain a price quote from the vendor and enter into the competitive negotiation process,
- Emphasize approver responsibilities and ensure proper training is obtained.

Chair Zink asked what was meant about obtaining a price quote from the vendor, specially, who. Mr. Spinelli stated that was in reference to a sole vendor and that requires a different negotiation process.

Management agreed with the findings and recommendations and has begun to take corrective actions including implementing OnBase, an electronic documentation management system, and updating and improving manual guidance. Commissioner Adams stated that he would encourage the continued communications about the culture aspects of this issue. Commission Adams continued that organizations are using more and more purchasing cards and, in many instances, staff are aggregating these purchases in order to circumvent purchasing limits and that a culture exists that ignores this behavior. Commissioner Adams stated that he encourages the CFO to continue to communicate to staff regarding these internal controls and to foster a culture that does not allow for these types of behaviors. CFO Sudmeier stated that he agreed that it is a cultural issue, and CDOT is conducting more monitoring as well as systematically reviewing its processes in order to identify potential issues. CFO Sudmeier also stated that CDOT relies on staff to make good purchasing decisions and supervisors and others to monitor these purchases, which is the cultural piece. CFO Sudmeier added that staff need to take their responsibilities seriously to ensure purchases are legitimate. Commission Adams stated that as purchasing becomes more complex resulting in increased risks, ensuring that the proper culture is in place will become even more critical.

Audit Division Potential Savings

Mr. Spinelli stated that the Audit Division, as of June 2021, has identified over \$13.7 million in potential saving from Construction Claims, Master Pricing Agreement (MPA) Reviews, Special Vendor Project, and Fraud Investigations. Mr. Spinelli stated that the review of construction claims found \$750,000 in claimed cost by the contractor to be unreasonable. Mr. Spinelli also stated that MPA reviews, which are a negotiation process with consultants, are a powerful service provided to management. The external supervisor Robyn Lamb is responsible for overseeing construction claims and MPAs. The Audit Division conducted 200 consultant reviews and identified nearly one thousand findings with regard to hourly labor rates that consultants submitted to the Audit Division for review that Audit determined were not reasonable. Mr. Spinelli stated that MPAs are a proactive approach with reducing CDOT's costs. Audit found that the hourly wage rates were \$13,500 higher than what was deemed as reasonable and was negotiated with and agreed to by contractors. This reduction is annualized on 2,080 possible work hours that resulted in a maximum potential saving of approximately \$30 million. Twenty-five percent of this amount (approximately \$7 million) was used to estimate the potential cost mitigated.

The Special Vendor saving resulted from a vendor dispute in which Audit assisted management. This savings of \$5 million was the result of a \$1 million reduction in current invoices, an additional \$1 million in savings from new hardware and its installation, and another \$3 million in annual cost savings for future costs.

Mr. Spinelli stated that the Fraud Investigation generated an additional \$1 million in savings, and this fraud had occurred over a decade. Chair Zink commented that these results are impressive. Executive Director Lew asked for an update regarding the fraud investigation. Mr. Spinelli stated that the Colorado Bureau of Investigation (CBI) had informed him that an arrest warrant was issued.

FY 2022 Risk Assessment

Mr. Spinelli said that he has been with CDOT for four years and wants more insight into what he does not know about CDOT. To increase his knowledge, Mr. Spinelli stated that he will be conducting in-person risk assessments based on:

- Analysis of the department in terms of expenditures and risk exposure by division/unit (impact (financial) x occurrence likelihood).
- Interviews with various internal stakeholders including the EMT, Division Managers, Transportation Commission and FHWA.
- Interviews with external stakeholders including local agencies and contractors (both small and minority owned).

In addition, the risk assessment will include a review both internal and external audits that have been performed to assist in identifying risks. In order to be proactive, Audit, at the request of the Executive Director, will conduct its very first process improvement training in July. In addition, Audit will conduct risk assessment interviews during July, August, and September. Based on the results of these risk assessments, Audit will develop an audit plan that will be presented in a subsequent ARC meeting. Mr. Spinelli stated that he will be conducting these risk assessments in person while other members of the Audit team will be attending remotely.

Mr. Spinelli said that Audit conducted a risk assessment analysis based on division budget that found that the Chief Engineer, Engineering Standards Services, Maintenance Level of Services, Maintenance and Operations, and the Regions represent 75 percent of the total budget. Audit

will focus on these expenditures as part of its risk assessment. Audit will review construction expenses which are mainly done at the regions and examine both the construction and design process. Mr. Spinelli stated that most of the construction is done by outside firms while the design process is done by both outside consultants and CDOT engineers. Mr. Spinelli stated that this analysis will assist Audit with determining both the number of interviews as well as who to interview, which will probably consist of about 85 interviews.

Outstanding Recommendations

Mr. Spinelli provided an update on outstanding audit report recommendations and the number of time extensions. Reports with open recommendations were: Xentity Corporation Complaint Assessment (December 2019), Overtime Usage Region 3 (June 2018), Utility Accounts (October 2019), Local Agency (May 2019), and Disadvantaged Business Activity Report (March 2020).

Commissioner Adams asked in the future for Audit to follow-up and verify management's actions and provide an update on what management fixed, how well they addressed the recommendations, and the timeframe the actions were completed in relation to their targeted completion date. Mr. Spinelli stated Audit reviews the supporting documentation prior to closing recommendations to assess whether management's actions were responsive with correcting the deficiencies. Commissioner Adams stated that before a recommendation is closed that Audit should perform a preliminary test to ensure that the recommendation was properly implemented by management and to also report to the ARC that Audit is satisfied with the management's implementation of the corrective actions.

Chair Zink inquired as to what is the typical reason that management provides when requesting time extensions. Mr. Spinelli stated that some of the recommendations involve an electronic solution that may take more time than management anticipated. CFO Sudmeier agreed that some of the recommendations can be complicated and may also have a large scope, such as with the OnBase and utility account recommendations. Chief Engineer Harrelson also agreed that regarding the utility audit, the scope is very large making it difficult to implement the recommendation throughout the various regions and locations. CFO Sudmeier also stated that another reason that recommendations may not be implemented timely is that occasionally, management is overly optimistic with determining implementation dates.

Closing Remarks

Mr. Spinelli expressed his appreciation to both Chair Zinc and Commissioner Thiebaut for their guidance during their tenure as ARC members as both of these members will be vacating their positions. Chair Zinc stated that Mr. Spinelli has been a great addition to the CDOT Audit Division.

Adjournment

Meeting was adjourned at 5:35 pm.