

Colorado Transportation Commission

Schedule & Agenda

October 19-20, 2022

For link to YouTube meeting access please see website:

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

Don Stanton, Chair

Arvada, District 2

Yessica Holquin

Denver, District 1

Eula Adams

Arapahoe County, District 3

Karen Stuart

Broomfield, District 4

Kathleen Bracke

Fort Collins, District 5

Barbara Vasquez

Cowdrey, District 6

Kathy Hall

Grand Junction, District 7

Mark Garcia

Pagosa Springs, District 8

Lisa Hickey

Colorado Springs, District 9

Terry Hart

Pueblo, District 10

Gary Beedy, Vice-Chair

Genoa, District 11

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

TRANSPORTATION COMMISSION WORKSHOPS

Wednesday, October 19, 2022

10:00 a.m. Budget Workshop (Jeff Sudmeier and Bethany Nicholas)

10:45 a.m. Adjournment

TRANSPORTATION COMMISSION ADDITIONAL MEETING NOTICE

Wednesday, October 19, 2022

11:00 – 4:30 pm Commission Tour of North I-25

TRANSPORTATION COMMISSION MEETING

Thursday, October 20, 2022

8:00 a.m. Commissioner Breakfast

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

9:05 a.m. 2. Public Comments

9:20 a.m. 3. Comments of the Chair and Individual Commissioners

- 9:45 a.m. 4. Executive Director's Management Report (Shoshana Lew)
- 9:50 a.m. 5. Chief Engineer's Report (Steve Harelson)
- 9:55 a.m. 6. CTIO Director's Report (Nick Farber)
- 10:00 a.m. 7. FHWA Division Administrator Report (John Cater)
- 10:05 a.m. 8. STAC Report (Vincent Rogalski)
- 10:10 a.m. 9. Act on Consent Agenda
- a) Proposed Resolution #1: Approve the Regular Meeting Minutes of September 15, 2022 (Herman Stockinger)
 - b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
 - c) Proposed Resolution #3 Adoption of Policy Directive 1900.0 Noise Mitigation Policy (Herman Stockinger and Sari Weichbrodt)
- 10:15 a.m. 10. Discuss and Act on Proposed Resolution #4: Budget Supplement of FY2023 (Jeff Sudmeier and Bethany Nicholas)
- 10:20 a.m. 11. Recognition
- 10:25 a.m. 12. Other Matters
- 10:35 a.m. 13. Adjournment

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

BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS MEETING

Thursday, October 20, 2022

- 10:40 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 September 15, 2022 (Herman Stockinger)
 4. Discuss and Act on Proposed Resolution #BTE2: Bridge & Tunnel Enterprise 4th Budget Supplement for FY'23 (Jeff Sudmeier)
 5. Other Matters
 6. Adjournment

INFO ONLY

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Upcoming Transportation Trends Report (Rebecca White)
- FY2021-22 Year-End Reconciliation Report (Kay Hruska)
- DTR - Transit Grants (4th Qtr FY22 closeout) (Amber Blake)



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: OCTOBER 19, 2022
SUBJECT: PROPOSED FY 2023-24 ANNUAL BUDGET

Purpose

To review the Proposed FY 2023-24 Annual Budget, set for approval in November 2022.

Action

The Division of Accounting and Finance (DAF) is requesting Transportation Commission (TC) review of the Proposed FY 2023-24 Annual Budget Allocation Plan, and feedback to the Department in preparation for the approval of the Proposed FY 2023-24 Annual Budget Allocation Plan in November 2022. Staff will return in February 2023 to present the draft Final Budget Allocation Plan and the TC will be asked to adopt the final budget in March 2023.

Proposed FY 2023-24 Annual Budget Allocation Plan:

The draft Proposed FY 2023-24 Annual Budget Allocation Plan is available on the Department's website: <https://www.codot.gov/business/budget/cdot-budget>. The Proposed Budget Allocation Plan is a comprehensive annual budget that includes a Budget Narrative, Revenue Allocation Plan, Spending Plan, and supplemental reports.

- The Budget Narrative includes current program descriptions and funding detail supporting the annual budget.
- The Revenue Allocation Plan (Attachment A), often called the "one-sheet budget", shows how one year of revenue is allocated to CDOT's programs, including cost centers and program pools.
- The Spending Plan estimates operating and capital program expenditures during the fiscal year using new revenue and cash balances rolled forward from previous fiscal years. (This report will be available for review in November 2022.)

The Proposed FY 2023-24 Annual Budget is balanced using the September 2022 revenue forecast, which reflects \$1,834.8 million in total revenue that is available for programming in FY 2023-24 for CDOT and the enterprises. Revenues specific to a program that are considered inflexible (i.e., Fast Act and State mandated programs such as safety education and Aeronautics) have been automatically adjusted based on the FY 2023-24 revenue forecast. Asset Management and Maintenance programs are funded according to the FY 2023-24 Asset Management Planning Totals, approved by the TC in November 2019. All other program revenues are flexible and are initially set based on the FY 2022-23 budget amounts as adopted by the TC in March 2022 (and amended in July and September 2022), with some exceptions which are detailed below.

Proposed Budget Highlights

FASTER Revenue Shortfall (Line 15)

Senate Bill 21-260 and HB 22-1351 temporarily reduced the Road Safety Surcharge fee for two years. For all registration periods between January 1, 2022, and January 1, 2024, the amount of each Road Safety Surcharge is reduced by \$11.10, resulting in a projected revenue shortfall of approximately \$10.2 million



for FY 2023-24. FASTER revenue is statutorily required to fund the FASTER Safety Program and any reduction to FASTER revenue must be taken directly from this program. For FY 2023-24, the allocation is estimated at \$49.3 million based on the current revenue forecast; however, HB 22-1351 provided a \$10.2 million General Fund to backfill the lost revenue. These backfill funds were allocated to the program in FY 2022-23, but the funds are anticipated to roll forward to FY 2023-24 so the total available budget for FASTER Safety will be \$59.5 million. Staff will continue to monitor the forecast for FASTER revenue and determine if any further adjustments are needed during the budget development process.

10 Year Plan - Capital Mobility (Line 19)

The draft Proposed Budget currently reflects additional available flexible federal revenue (STBG and NHPP) of approximately \$42.3 million which is being allocated to the 10 Year Plan Projects - Capital Mobility line. Combined with the CDOT share of the federal Carbon Reduction Program, the total allocation for this line is currently \$51.9 million. This amount will likely change through the process and any available funds will be allocated here for the Final Budget, which will be presented to the Commission for review in February 2023. The total budget dedicated to the 10 Year Plan for FY 2023-24 is currently \$128.2 million which is the sum of the three 10 Year Plan budget lines (Lines 10, 19 and 46).

Maintenance Program Areas (Lines 23 - 32)

In November 2019, the Commission approved a FY 2023-24 Planning Budget of \$269.0 million for the Maintenance Level of Service (MLOS) program. The FY 2022-23 Budget for MLOS included \$5.9 million above the approved planning budget for FY 2022-23 to address salary increases for TMIs and across the board salary increases approved for all state employees. These increases were intended to be ongoing so this amount is built into the Proposed Budget for FY 2023-24 for a base level of funding of \$274.9 million. The Proposed Budget includes an additional \$3.1 million to partially fund a new housing stipend program; the remaining portion of the cost is anticipated to be covered by vacancy savings, and staff will continue to refine the estimate that is needed for this program. Further adjustments may also be required for salary increases that are anticipated for FY 2023-24 which will be addressed department-wide later in the budget development process.

Maintenance Reserve Fund and Contingency Fund (Lines 36 and 72)

The draft Proposed Budget currently reflects the full historical allocations of \$12.0 million and \$15.0 million to the Maintenance Reserve Fund (Line 36) and Contingency Fund (Line 72), respectively. These allocations may be reduced in the Final Budget, depending on the remaining balances in these funds in the current Fiscal Year. Additionally, allocations may be reduced if additional funds are needed for statewide common policies or other critical initiatives, or to increase funds available for the 10 Year Plan.

Administration (Line 67)

Legislative and Office of State Planning & Budget (OSPB) actions during the budget-building cycle may require changes in Administration spending for CDOT. The Administration line, which is annually appropriated by the General Assembly, has not yet been updated to reflect actions resulting from the legislative budget process. The CDOT legislative budget request will be submitted to the Joint Budget Committee as part of the Governor’s Budget request on November 1, 2022. Staff anticipates adjustments prior to November 1 as statewide common policies are finalized and these adjustments will be incorporated into the Proposed Budget prior to the TC’s adoption of the budget in November 2022. There will likely be additional adjustments throughout the legislative budget process and the Administration line will be updated accordingly.

Debt Service (Line 70)

The Proposed Budget for debt service is currently \$34.0 million, which includes \$9.0 million for debt service on CDOT HQ COPs, and \$25.0 million for debt service on SB267 COPs. Further, Senate Bills 21-260 and 21-265 provided a combined total of \$265 million to cover debt service on SB 17-267 COPs beginning in



FY 2021-22. After covering debt service payments in FY 2021-22 and FY 2022-23, staff anticipates that \$171.3 million will roll forward and be available to cover the remaining debt service obligation in FY 2023-24.

Additional Potential Changes to the FY 2023-24 Budget

DAF identified the following outstanding issues or questions that will likely result in further changes to the FY 2023-24 Annual Budget Allocation Plan:

- *Decision Items:* During the FY 2023-24 budget-building process, CDOT divisions and regions can request decision items, which are requests for funding that represent a significant change to a division’s current program (eg. new or expanded programs or investments). In accordance with Policy Directive (PD) 703.0, decision item requests of less than \$1 million are reviewed and subject to approval by the EMT, while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2023. The TC will have an opportunity to review any potential decision Item requests during the February 2023 Budget Workshop, prior to the March adoption of the Final FY 2023-24 Annual Budget Allocation Plan.
- After final adjustments for common policy, etc., and consideration of current balances in the TC Contingency and Maintenance Reserve, the Commission may also be asked to consider options for the allocation of any residual flexible HUTF funding or flexible federal funding, including amounts currently allocated to the TC Contingency and Maintenance Reserve, to other programs including the 10-Year Plan, Maintenance Program Areas, or other asset management programs.

Anticipated Timeline

In November 2022, DAF will:

- Update the Administration budget (Line 67) based on final Common Policy updates provided by the Governor’s Office. This update may alter other line items, including Agency Operations (Line 66) and TC Program Reserve (Line 73).
- Present the Proposed FY 2023-24 Annual Budget Allocation Plan for TC approval, including any changes related to topics discussed during October, for submission to the OSPB on or before December 15, 2022.

After November, DAF will continue to address the following items for the FY 2023-24 Annual Budget:

- In January 2023, the FY 2023-24 Annual Budget Allocation Plan may be updated to reflect the most recent revenue forecast.
- In February 2023, the TC will be asked to review and approve any decision items of \$1 million or more, and additional changes related to common policy updates, or updated forecasts of revenues. The TC will also be asked to review and approve any final actions to balance the budget based on decision items, and the most recent revenue forecast.
- In March 2023, the TC will be asked to review and adopt the FY 2023-24 Final Annual Budget Allocation Plan.

Attachments

- Attachment A - Draft FY 2023-24 Revenue Allocation Plan
- Attachment B - Presentation



FY 2023-24 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2022-23*	B. FY 2022-23 Final Allocation Plan	C. FY 2023-24 Proposed Allocation Plan	FY 2023-24 Total Proposed Available Budget (A+C)	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION						
2	Capital Construction	\$10.2 M	\$647.9 M	\$630.5 M	\$640.7 M		
3	Asset Management	\$0.0 M	\$392.3 M	\$399.3 M	\$399.3 M		
4	Surface Treatment	\$0.0 M	\$225.6 M	\$225.6 M	\$225.6 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$62.5 M	\$63.3 M	\$63.3 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$0.0 M	\$26.9 M	\$26.3 M	\$26.3 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.0 M	\$9.7 M	\$9.7 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital AM	\$0.0 M	\$60.9 M	\$68.0 M	\$68.0 M	TC / FR	FHWA
11	Safety	\$10.2 M	\$121.6 M	\$105.4 M	\$115.6 M		
12	Highway Safety Improvement Program	\$0.0 M	\$39.4 M	\$42.9 M	\$42.9 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.6 M	\$3.8 M	\$3.8 M	FR	FHWA / SH
14	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.2 M	TC	FHWA / SH
15	FASTER Safety	\$10.2 M	\$69.2 M	\$49.3 M	\$59.5 M	TC	SB 09-108
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
17	Mobility	\$0.0 M	\$134.1 M	\$125.7 M	\$125.7 M		
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$63.4 M	\$51.9 M	\$51.9 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$0.0 M	\$20.7 M	\$23.9 M	\$23.9 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$0.0 M	\$372.3 M	\$387.3 M	\$387.3 M		
22	Asset Management	\$0.0 M	\$336.1 M	\$351.2 M	\$351.2 M		
23	Maintenance Program Areas	\$0.0 M	\$273.8 M	\$278.0 M	\$278.0 M		
24	Roadway Surface	\$0.0 M	\$37.7 M	\$38.6 M	\$38.6 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$22.8 M	\$22.9 M	\$22.9 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$10.8 M	\$10.9 M	\$10.9 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.7 M	\$5.7 M	\$5.7 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$6.4 M	\$5.6 M	\$5.6 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$84.1 M	\$86.4 M	\$86.4 M	TC	SH
30	Traffic Services	\$0.0 M	\$71.9 M	\$72.9 M	\$72.9 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$18.2 M	\$18.6 M	\$18.6 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$16.1 M	\$16.5 M	\$16.5 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$11.0 M	\$12.1 M	\$12.1 M	TC	SH
34	Property	\$0.0 M	\$27.9 M	\$25.6 M	\$25.6 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.4 M	\$23.4 M	\$23.4 M	TC	SH
**36	Maintenance Reserve Fund	\$0.0 M	\$0.0 M	\$12.0 M	\$12.0 M	TC	SH
37	Safety	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M		
38	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M	TC	FHWA / SH
39	Mobility	\$0.0 M	\$24.0 M	\$24.0 M	\$24.0 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$14.0 M	\$14.0 M	TC	SH
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$0.0 M	\$55.1 M	\$37.6 M	\$37.6 M		
43	Mobility	\$0.0 M	\$55.1 M	\$37.6 M	\$37.6 M		
44	Innovative Mobility Programs	\$0.0 M	\$8.9 M	\$8.9 M	\$8.9 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$11.3 M	\$12.0 M	\$12.0 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$0.0 M	\$17.2 M	\$8.4 M	\$8.4 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Commission	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
48	Bustang	\$0.0 M	\$8.8 M	\$8.2 M	\$8.2 M	TC	SB 09-108 / Fare Rev.
49	Suballocated Programs	\$0.0 M	\$373.2 M	\$359.6 M	\$359.6 M		
50	Aeronautics	\$0.0 M	\$35.3 M	\$74.7 M	\$74.7 M		
51	Aviation System Program	\$0.0 M	\$35.3 M	\$74.7 M	\$74.7 M	AB	SA
52	Highway	\$0.0 M	\$143.9 M	\$149.0 M	\$149.0 M		
53	STBG-Urban (STP-Metro)	\$0.0 M	\$61.9 M	\$66.0 M	\$66.0 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$0.0 M	\$51.7 M	\$52.8 M	\$52.8 M	FR	FHWA / LOC
55	Metropolitan Planning	\$0.0 M	\$10.7 M	\$8.5 M	\$8.5 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$0.0 M	\$19.5 M	\$21.7 M	\$21.7 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$0.0 M	\$194.1 M	\$135.9 M	\$135.9 M		
58	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	FHWA
59	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$0.0 M	\$20.6 M	\$21.6 M	\$21.6 M	FR	FHWA / LOC
61	Transit Grant Programs	\$0.0 M	\$61.0 M	\$52.4 M	\$52.4 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$0.0 M	\$97.6 M	\$47.6 M	\$47.6 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$0.0 M	\$9.5 M	\$9.6 M	\$9.6 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$0.0 M	\$0.7 M	\$0.0 M	\$0.0 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$0.0 M	\$105.3 M	\$105.3 M	\$105.3 M		
66	Agency Operations	\$0.0 M	\$59.7 M	\$59.7 M	\$59.7 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$42.9 M	\$42.9 M	\$42.9 M	SL	SH
68	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	SH
69	Debt Service	\$171.3 M	\$0.0 M	\$29.0 M	\$200.4 M		
70	Debt Service	\$171.3 M	\$0.0 M	\$29.0 M	\$200.4 M	DS	SH
71	Contingency Reserve	\$0.0 M	\$0.0 M	\$15.0 M	\$15.0 M		
72	Contingency Fund	\$0.0 M	\$0.0 M	\$15.0 M	\$15.0 M	TC	FHWA / SH
73	Reserve Fund	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	TC	FHWA / SH
74	Other Programs	\$0.0 M	\$29.5 M	\$32.4 M	\$32.4 M		
75	Safety Education	\$0.0 M	\$14.1 M	\$14.0 M	\$14.0 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$0.0 M	\$15.1 M	\$17.4 M	\$17.4 M	FR	FHWA / SH
77	State Infrastructure Bank	\$0.0 M	\$0.3 M	\$1.1 M	\$1.1 M	TC	SIB
78	TOTAL - CDOT	\$181.5 M	\$1,583.3 M	\$1,596.6 M	\$1,778.2 M		

Key to Acronyms:

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

Line	Budget Category / Program	A. Estimated Rollforward from FY 2022-23*	B. FY 2022-23 Final Allocation Plan	C. FY 2023-24 Proposed Allocation Plan	FY 2023-24 Total Proposed Available Budget (A+C)	Directed By	Funding Source
79	COLORADO BRIDGE & TUNNEL ENTERPRISE						
80	Capital Construction	\$0.0 M	\$94.5 M	\$102.2 M	\$102.2 M		
81	Asset Management	\$0.0 M	\$94.5 M	\$102.2 M	\$102.2 M		
82	Bridge Enterprise Projects	\$0.0 M	\$94.5 M	\$102.2 M	\$102.2 M	BTEB	SB 09-108, SB 21-260
83	Maintenance and Operations	\$0.0 M	\$0.8 M	\$0.8 M	\$0.8 M		
84	Asset Management	\$0.0 M	\$0.8 M	\$0.8 M	\$0.8 M		
85	Maintenance and Preservation	\$0.0 M	\$0.8 M	\$0.8 M	\$0.8 M	BTEB	SB 09-108
86	Administration & Agency Operations	\$0.0 M	\$1.9 M	\$1.9 M	\$1.9 M		
87	Agency Operations-BTE	\$0.0 M	\$1.9 M	\$1.9 M	\$1.9 M	BTEB	SB 09-108
88	Debt Service	\$0.0 M	\$48.0 M	\$48.0 M	\$48.0 M		
89	Debt Service-BTE	\$0.0 M	\$48.0 M	\$48.0 M	\$48.0 M	BTEB	FHWA / SH
90	TOTAL - BRIDGE & TUNNEL ENTERPRISE	\$0.0 M	\$145.2 M	\$152.9 M	\$152.9 M		

91	COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)						
92	Maintenance and Operations	\$0.0 M	\$36.1 M	\$63.6 M	\$63.6 M		
93	Express Lanes Operations	\$0.0 M	\$36.1 M	\$63.6 M	\$63.6 M	CTIOB	Tolls / Managed Lanes Revenue
94	Administration & Agency Operations	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M		
95	Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M	CTIOB	Fee for Service
96	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
97	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTIOB	Fee for Service
98	TOTAL - COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)	\$0.0 M	\$40.1 M	\$67.7 M	\$67.7 M		

99	CLEAN TRANSIT ENTERPRISE						
100	Suballocated Programs	\$0.0 M	\$6.8 M	\$7.7 M	\$7.7 M		
101	Transit and Multimodal	\$0.0 M	\$6.8 M	\$7.7 M	\$7.7 M		
102	CTE Projects	\$0.0 M	\$6.8 M	\$7.7 M	\$7.7 M	CTB	SB 21-260
103	Administration & Agency Operations	\$0.0 M	\$1.4 M	\$1.4 M	\$1.4 M		
104	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$0.6 M	\$0.6 M	CTB	SB 21-260
105	Contingency Reserve-CTE	\$0.0 M	\$0.8 M	\$0.8 M	\$0.8 M	CTB	SB 21-260
106	Debt Service	\$0.0 M	\$0.1 M	\$0.1 M	\$0.1 M		
107	Debt Service-CTE	\$0.0 M	\$0.1 M	\$0.1 M	\$0.1 M	CTB	SB 21-260
108	TOTAL - CLEAN TRANSIT ENTERPRISE	\$0.0 M	\$8.3 M	\$9.1 M	\$9.1 M		

109	NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE						
110	Multimodal Services & Electrification	\$0.0 M	\$6.6 M	\$8.0 M	\$8.0 M		
111	Mobility	\$0.0 M	\$6.6 M	\$8.0 M	\$8.0 M		
112	NAAPME Projects	\$0.0 M	\$6.6 M	\$8.0 M	\$8.0 M	NAAPMEB	SB 21-260
113	Administration & Agency Operations	\$0.0 M	\$0.4 M	\$0.4 M	\$0.4 M		
114	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.2 M	\$0.2 M	NAAPMEB	SB 21-260
115	Contingency Reserve-NAAPME	\$0.0 M	\$0.2 M	\$0.2 M	\$0.2 M	NAAPMEB	SB 21-260
116	Debt Service	\$0.0 M	\$0.1 M	\$0.1 M	\$0.1 M		
117	Debt Service-NAAPME	\$0.0 M	\$0.1 M	\$0.1 M	\$0.1 M	NAAPMEB	SB 21-260
118	TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE	\$0.0 M	\$7.1 M	\$8.5 M	\$8.5 M		
119	TOTAL - CDOT AND ENTERPRISES	\$181.5 M	\$1,784.0 M	\$1,834.8 M	\$2,016.4 M		

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

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



COLORADO

Department of Transportation

FY 2023-24 Budget Workshop: Proposed Annual Budget Allocation Plan



- FY24 Revenue Forecast
- FY24 Proposed Budget Allocation Plan
 - Revenue Allocation Plan
 - Spending Plan
 - Budget Narrative and Other Budget Appendices
- Budget Development Process
- Additional Adjustments Coming
- Timeline and Next Steps



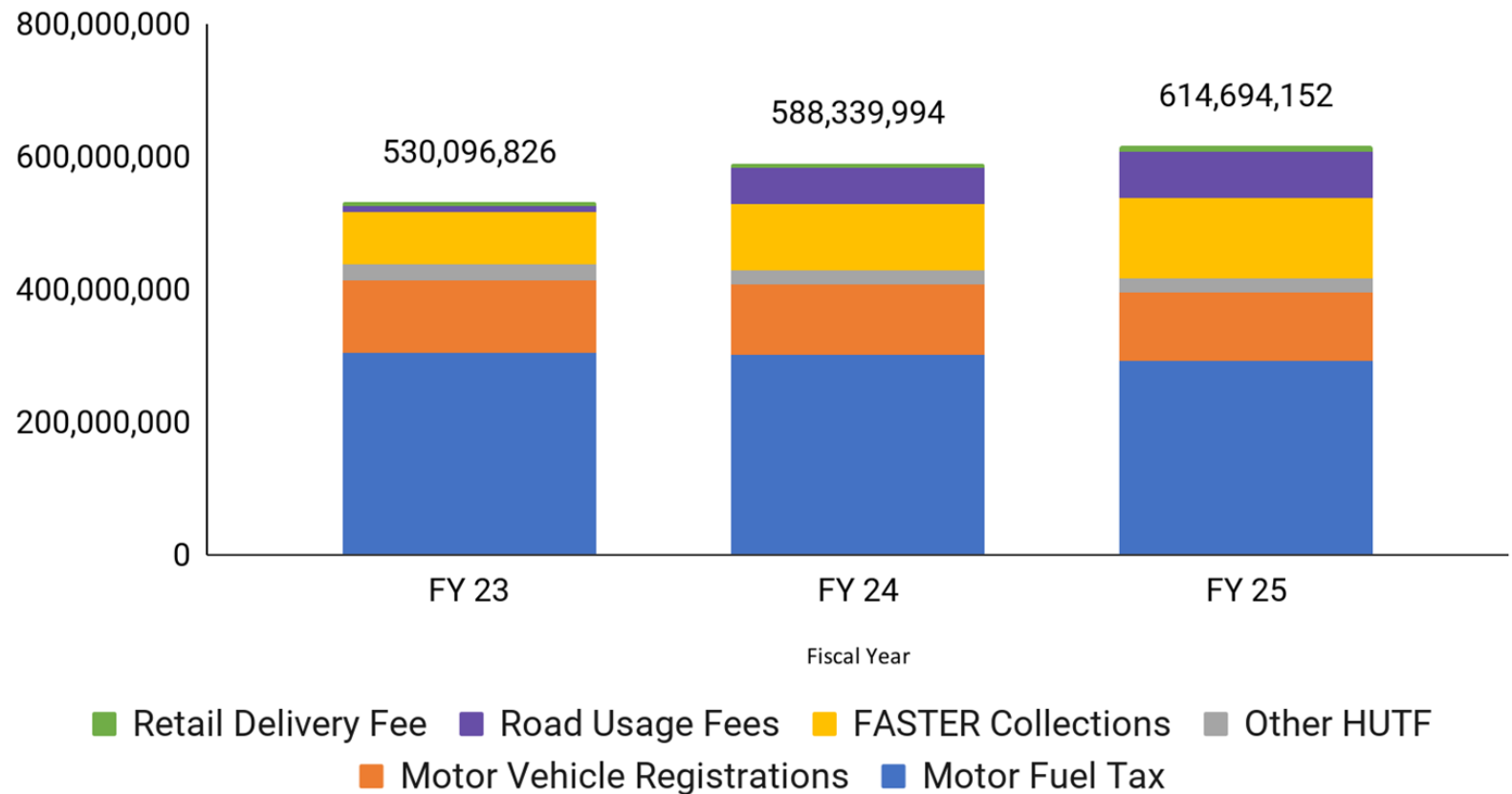


HUTF Revenue Forecast Update

Increases to revenue in future years are primarily attributed to increased revenue from FASTER fees and the Road Usage fee.

Vehicle Miles Traveled (VMT), as measured by DTD, has largely recovered from earlier in the pandemic. Average traffic volumes in 2021 were 99.5 percent of the traffic volumes in 2019. Traffic volumes were at least 99 percent of the 2019 traffic volumes between March and May of this year.

CDOT FY 2022-23 Q1 HUTF Forecast





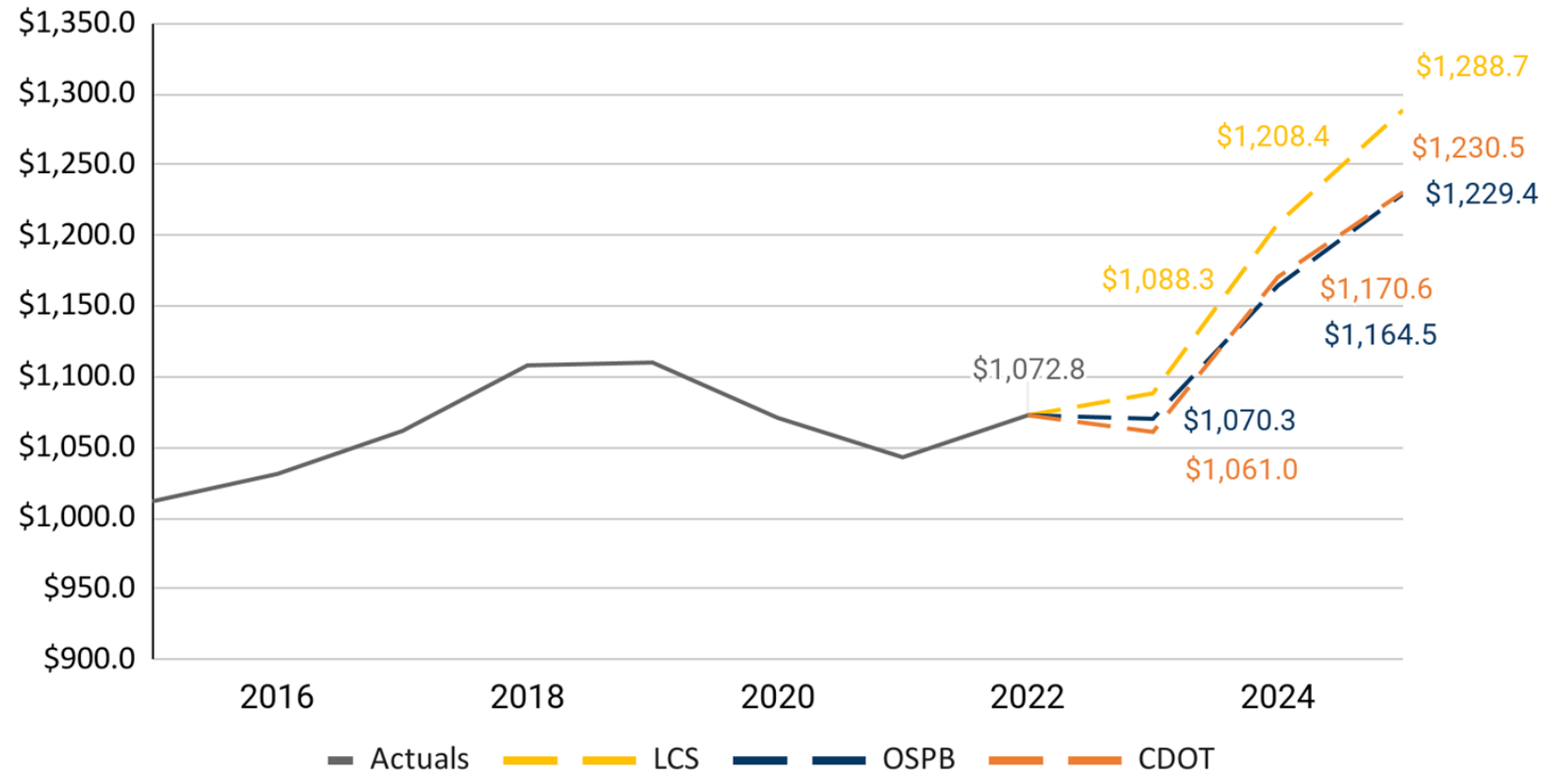
OSPB and LCS Revenue Forecasts

Each quarter, the Office of State Planning and Budgeting and Legislative Council Staff provide quarterly forecasts to the Joint Budget Committee, which are used for statewide budget planning.

Both statewide forecasts show state revenue surpassing the Referendum C TABOR Cap by \$1.9 billion to \$3.6 billion in FY 2022-23. Since TABOR refunds are paid from the General Fund, the higher than expected revenue will squeeze the General Fund budget in future years.

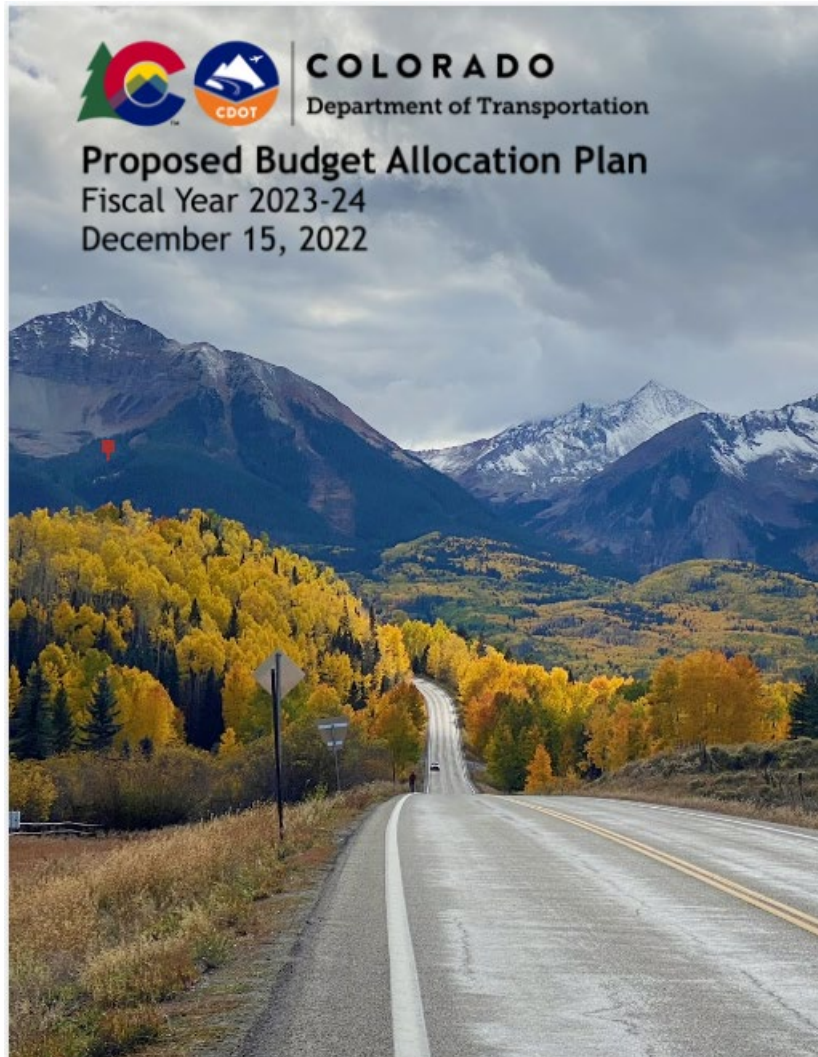
While this won't directly impact CDOT cash fund revenue, it may disrupt future General Fund transfers if the General Assembly decides to reallocate the General Fund budget elsewhere to cover other commitments.

Statewide HUTF Forecasts - FY 2022-23 Quarter 1





Narrative and Other Budget Appendices



Review the Narrative and Revenue Allocation Plan on CDOT's Website:

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

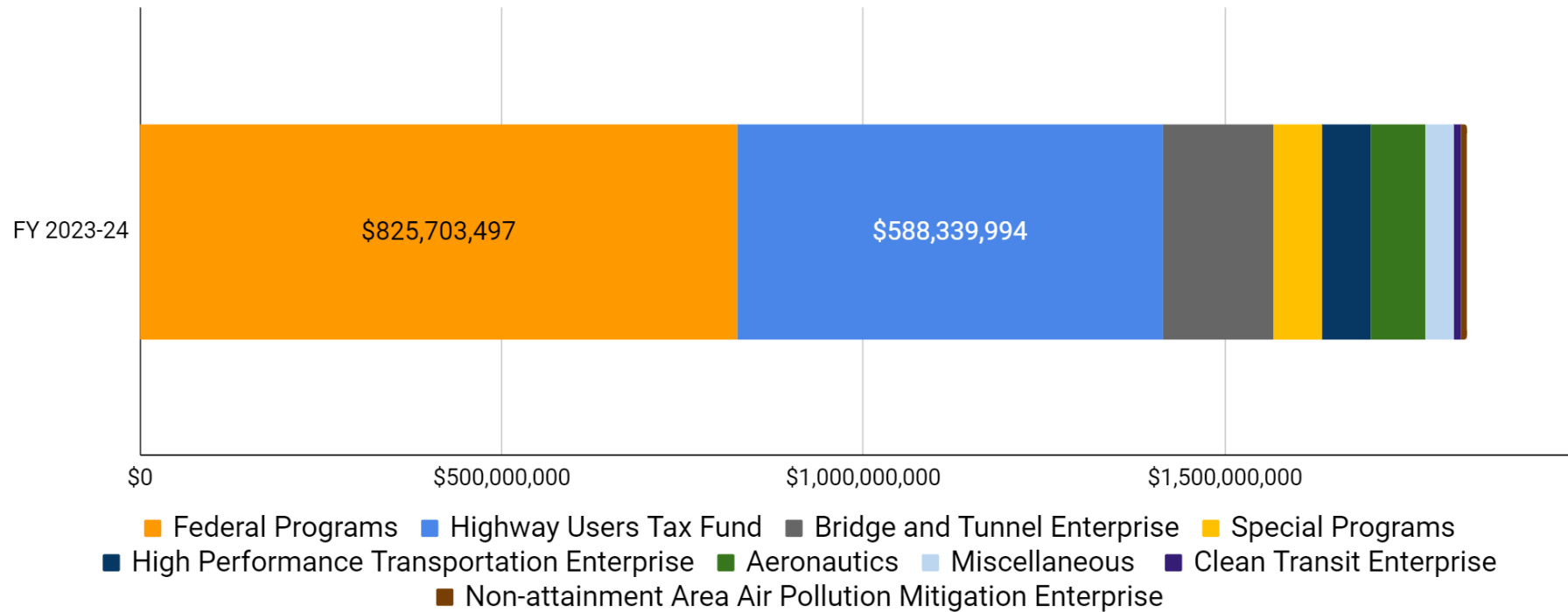
Budget Appendices:

- Appendix A - Revenue Allocation Plan
- Appendix B - Spending Plan (*available in November 2022*)
- Appendix C - Open Projects and Unexpended Project Balances
- Appendix D - Planned Projects
- Appendix E - Total Construction Budget
- Appendix F - Project Indirect Costs and Construction Engineering
- Appendix G - CDOT Personnel Report



FY 2023-24 Sources of Revenue

FY 2023-24 Sources

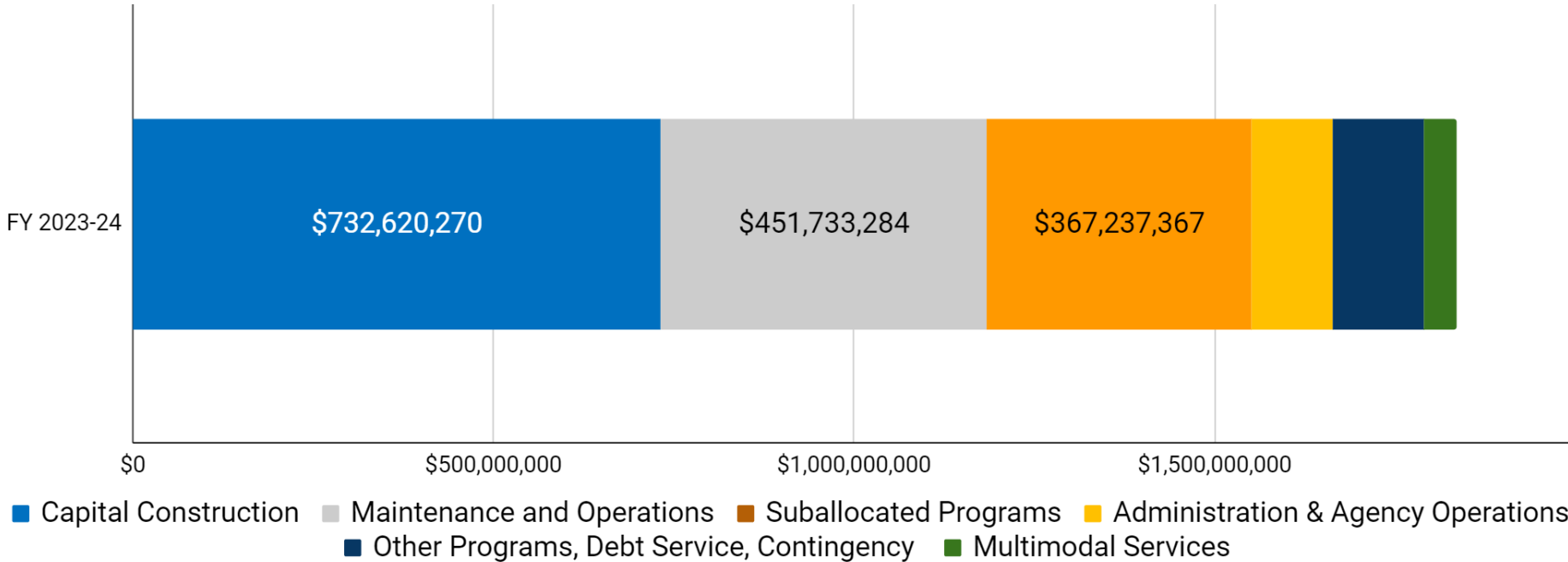


Total -
\$1,834.8 million



FY 2023-24 Uses of Revenue

FY 2023-24 Uses



Total -
\$1,834.8 million



FY 2023-24 Revenue Allocation Plan (Allocation Plan Appendix A)

Line	Budget Category / Program	A. Estimated Rollover from FY 2022-23*	B. FY 2022-23 Final Allocation Plan	C. FY 2023-24 Proposed Allocation Plan	FY 2023-24 Total Proposed Available Budget (A+C)	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION						
2	Capital Construction	\$10.2 M	\$647.9 M	\$430.5 M	\$640.7 M		
3	Asset Management	\$0.0 M	\$399.3 M	\$399.3 M	\$399.3 M		
4	Surface Treatment	\$0.0 M	\$225.6 M	\$225.6 M	\$225.6 M	TC	PHWA / SH / SB 00-108
5	Structures	\$0.0 M	\$60.3 M	\$60.3 M	\$60.3 M	TC	PHWA / SH / SB 00-108
6	System Operations	\$0.0 M	\$26.9 M	\$26.9 M	\$26.9 M	TC	PHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$9.7 M	\$9.7 M	\$9.7 M	TC	SB 00-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	PHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	PHWA
10	10 Year Plan Projects - Capital AM	\$0.0 M	\$60.9 M	\$60.9 M	\$60.9 M	TC / FR	PHWA
11	Safety	\$19.2 M	\$212.6 M	\$212.6 M	\$212.6 M		
12	Highway Safety Improvement Program	\$0.0 M	\$36.4 M	\$42.9 M	\$42.9 M	FR	PHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$1.8 M	\$1.8 M	\$1.8 M	FR	PHWA / SH
14	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.2 M	TC	PHWA / SH
15	FASTEN Safety	\$10.2 M	\$49.8 M	\$50.0 M	\$50.0 M	TC	SB 00-108
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	PHWA / SH
17	Mobility	\$0.0 M	\$125.7 M	\$125.7 M	\$125.7 M		
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	PHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$61.9 M	\$61.9 M	\$61.9 M	SL	PHWA / SB 17-267 / SB 21-280
20	Freight Program	\$0.0 M	\$21.9 M	\$21.9 M	\$21.9 M	FR	PHWA / SH / SL
21	Maintenance and Operations	\$0.0 M	\$387.3 M	\$387.3 M	\$387.3 M		
22	Asset Management	\$0.0 M	\$351.2 M	\$351.2 M	\$351.2 M		
23	Maintenance Program Areas	\$0.0 M	\$278.0 M	\$278.0 M	\$278.0 M		
24	Roadway Surface	\$0.0 M	\$38.6 M	\$38.6 M	\$38.6 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$22.8 M	\$22.8 M	\$22.8 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.7 M	\$5.7 M	\$5.7 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$5.6 M	\$5.6 M	\$5.6 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$86.4 M	\$86.4 M	\$86.4 M	TC	SH
30	Traffic Services	\$0.0 M	\$72.9 M	\$72.9 M	\$72.9 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$18.8 M	\$18.8 M	\$18.8 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$16.5 M	\$16.5 M	\$16.5 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$11.0 M	\$11.1 M	\$11.1 M	TC	SH
34	Property	\$0.0 M	\$25.6 M	\$25.6 M	\$25.6 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.4 M	\$23.4 M	\$23.4 M	TC	SH
**36	Maintenance Reserve Fund	\$0.0 M	\$0.0 M	\$12.9 M	\$12.9 M	TC	SH
37	Safety	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M		
38	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M	TC	PHWA / SH
39	Mobility	\$0.0 M	\$24.0 M	\$24.0 M	\$24.0 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$14.0 M	\$14.0 M	TC	SH
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	PHWA / SH
42	Multimodal Services & Electrification	\$0.0 M	\$37.6 M	\$37.6 M	\$37.6 M		
43	Mobility	\$0.0 M	\$37.6 M	\$37.6 M	\$37.6 M		
44	Innovative Mobility Programs	\$0.0 M	\$8.9 M	\$8.9 M	\$8.9 M	TC	PHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$11.0 M	\$11.0 M	\$11.0 M	FR	PHWA
46	10 Year Plan Projects - Multimodal	\$0.0 M	\$17.2 M	\$8.4 M	\$8.4 M	TC	PHWA / SB 17-267, SB 21-280
47	Rail Construction	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	PHWA / SB 17-267, SB 21-280
48	Bustans	\$0.0 M	\$8.2 M	\$8.2 M	\$8.2 M	TC	SB 00-108 / Fare Rev.
49	Suballocated Programs	\$0.0 M	\$309.6 M	\$309.6 M	\$309.6 M		
50	Aeronautics	\$0.0 M	\$35.3 M	\$74.7 M	\$74.7 M		
51	Aviation System Program	\$0.0 M	\$35.3 M	\$74.7 M	\$74.7 M	AB	SA
52	Highways	\$0.0 M	\$149.0 M	\$149.0 M	\$149.0 M		
53	STAG Urban (STP Admin)	\$0.0 M	\$65.0 M	\$65.0 M	\$65.0 M	FR	PHWA / LDC
54	Congestion Mitigation and Air Quality	\$0.0 M	\$51.7 M	\$52.8 M	\$52.8 M	FR	PHWA / LDC
55	Metropolitan Planning	\$0.0 M	\$10.7 M	\$8.5 M	\$8.5 M	FR	PHWA / FTA / LDC
56	Off-System Bridge Program	\$0.0 M	\$19.5 M	\$21.7 M	\$21.7 M	TC / FR	PHWA / SH / LDC
57	Transit and Multimodal	\$0.0 M	\$194.0 M	\$195.9 M	\$195.9 M		
58	Recreational Trails	\$0.0 M	\$1.8 M	\$1.8 M	\$1.8 M	FR	PHWA
59	Safe Routes to School	\$0.0 M	\$1.1 M	\$1.1 M	\$1.1 M	TC	PHWA / LDC
60	Transportation Alternatives Program	\$0.0 M	\$20.6 M	\$21.6 M	\$21.6 M	FR	PHWA / LDC
61	Transit Grant Programs	\$0.0 M	\$61.0 M	\$52.4 M	\$52.4 M	FR / SL / TC	FTA / LDC / SB 00-108
62	Multimodal Options Program - Local	\$0.0 M	\$47.6 M	\$47.6 M	\$47.6 M	SL	SB 21-280
63	Carbon Reduction Program - Local	\$0.0 M	\$9.6 M	\$9.6 M	\$9.6 M	FR	PHWA / LDC
64	Revolving Main Street Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL / TC	SB 21-280
65	Administration & Agency Operations	\$0.0 M	\$105.3 M	\$105.3 M	\$105.3 M		
66	Agency Operations	\$0.0 M	\$109.7 M	\$109.7 M	\$109.7 M	TC / AB	PHWA / SH / SA / SB 00-108
67	Administration	\$0.0 M	\$42.9 M	\$42.9 M	\$42.9 M	SL	SH
68	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$2.6 M	TC	SH
69	Debt Service	\$171.3 M	\$0.0 M	\$209.4 M	\$209.4 M		
70	Debt Service	\$171.3 M	\$0.0 M	\$209.4 M	\$209.4 M	DS	SH
71	Contingency Reserve	\$0.0 M	\$15.0 M	\$15.0 M	\$15.0 M		
72	Contingency Fund	\$0.0 M	\$15.0 M	\$15.0 M	\$15.0 M	TC	PHWA / SH
73	Reserve Fund	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	TC	PHWA / SH
74	Other Programs	\$0.0 M	\$12.4 M	\$12.4 M	\$12.4 M		
75	Safety Education	\$0.0 M	\$14.0 M	\$14.0 M	\$14.0 M	TC/FR	NHTSA / S&E
76	Planning and Research	\$0.0 M	\$17.4 M	\$17.4 M	\$17.4 M	FR	PHWA / SH
77	State Infrastructure Bank	\$0.0 M	\$1.1 M	\$1.1 M	\$1.1 M	TC	SB
78	TOTAL CDOT	\$181.5 M	\$1,583.3 M	\$1,596.6 M	\$1,778.2 M		

- Balanced using September 2022 revenue forecast
- Flexible revenue allocated based on FY23 budget amounts adopted by TC in March 2022 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY24 revenue forecast
- Asset Management and Maintenance programs funded according to the FY24 Asset Management Planning Totals, approved by the TC in November 2019.
- The FY24 Revenue Allocation Plan reflects:
 - \$1,596.6 million for CDOT programs
 - \$238.2 million for transportation enterprises
 - \$1,834.8 million total for FY24



Developing the Revenue Allocation Plan



Programs with Dedicated Revenue Sources

Examples include
HSIP (line 12)
CMAQ (line 54)
Metropolitan
Planning (line 55)

Programs with Pre-Established Funding Levels

Can be modified
by Commission
request or a
decision item.
Examples include
Innovative
Mobility and RPP

Programs Based on CDOT Internal Budget Process

These are
typically annual
operating
budgets,
including Agency
Operations and
Administration

Programs Based on a Set Schedule

Example includes
Debt Service

Asset Management

Approved by the
Commission in
November 2019



FASTER Revenue Shortfall

Senate Bill 21-260 and HB 22-1351 temporarily reduced the Road Safety Surcharge fee for two years. For all registration periods between January 1, 2022, and January 1, 2024, the amount of each Road Safety Surcharge is reduced by \$11.10, resulting in a projected revenue shortfall of approximately \$10.2M for FY 2023-24. HB 22-1351 provided \$47.1M during FY 2022-23 total to backfill lost revenue, of which \$10.2M is intended to backfill lost FASTER revenue for FY 2023-24.

For the FASTER Safety Program (Line 15):

- The initial FY24 allocation is \$49.3M based on the current revenue forecast
- The \$10.2M in backfill funds will roll forward from FY 2022-23 for a total budget available of \$59.5M in FY24

Impact of HB22-1351:

Description	FY 2022-23	FY 2023-24
Fee Reduction	(\$36.9) M	(\$10.2) M
General Fund Backfill	\$47.1 M	
Grand Total	\$10.2 M	(\$10.2) M

FY24 FASTER Safety Program Allocation:

Description	FY 2023-24
FY23 Est. Roll Forward	\$10.2 M
FY24 Initial Allocation	\$49.3 M
Grand Total	\$59.5 M



FY24 Funds for 10 Year Plan

	Allocation
10 Year Plan Projects - Capital AM (Line 10)	\$68.0 million
10 Year Plan Projects - Capital Mobility (Line 19)	\$51.9 million
10 Year Plan Projects - Multimodal (Line 46)	\$8.4 million
Total Allocations to 10 Year Plan Projects Lines	\$128.2 million

Total current funding to the 10 Year Plan Projects lines is \$128.2 M. This amount will be updated throughout the budget setting process.

Programs include: Protect, Bridge Formula Program, CDOT share of Carbon Reduction Program and any available flexible federal revenue (STBG and NHPP) not allocated to other programs (i.e. any remaining flexible federal funds)



FY24 MLOS Budget

\$269.0 M	Approved FY24 Planning Budget for MLOS
\$5.9M	Increases approved in FY23 for TMI salary and across the board salary increases
\$3.1M	Funding for housing stipend program
\$278.0M	Total current MLOS allocation for FY24



Further adjustments may be required to address the housing stipend program, and salary increases that are anticipated for FY 2023-24 which will be addressed department-wide later in the budget development process.



Additional Adjustments Coming

Still to come....

- **Decision items** - Per PD 703.0, requests of less than \$1 million are reviewed and subject to approval by the Executive Management Team (EMT), while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2022. The TC will have an opportunity to review any potential decision item requests during the February 2022 Budget Workshop, prior to the March adoption of the Final FY 2022-23 Annual Budget Allocation Plan.
- **Administration Budget (Line 67)** - Legislative and Office of State Planning & Budget (OSPB) actions during the budget-building cycle may require changes in Administration spending for CDOT. There will likely be additional adjustments throughout the legislative budget process and the Administration line will be updated accordingly.
- **Maintenance Reserve and Contingency Funds (Lines 36 and 72)** - The draft Proposed Budget currently reflects the full historical allocations of \$12.0 million and \$15.0 million to the Maintenance Reserve Fund (Line 36) and Contingency Fund (Line 72), respectively. These allocations may be reduced in the Final Budget, depending on the remaining balances in these funds in the current fiscal year and/or if additional funds are needed for statewide common policies or other critical initiatives, or to increase funds available for the 10 Year Plan.
- **Other potential changes**, including updates after the next revenue forecast in December 2021.



Timeline and Next Steps

In November 2022, DAF will:

- Update the Administration budget based on final statewide common policies (changes may impact other lines).
- Present the Proposed FY 2023-24 Annual Budget Allocation Plan for TC approval.

After November, DAF will continue to address the following items for the FY 2023-24 Annual Budget:

- January 2023: The Proposed Annual Budget Allocation Plan may be updated to reflect the most current revenue forecast.
- February 2023: The TC will be asked to review and approve any decision items of \$1 million or more, and additional changes as necessary.
- March 2023: The TC will be asked to review and adopt the FY 2023-24 Final Annual Budget Allocation Plan.





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: OCTOBER 19, 2022
SUBJECT: FY 2020-22 REVENUE RECONCILIATION

Purpose

This memorandum summarizes the FY 2021-22 revenue reconciliation process, and adjustments needed to reconcile the budget to actual revenue received.

Action

This is an informational item only; no action is required.

Legislative Actions Impacting CDOT FY 2021-22 Revenue

This section provides a summary of actions made by the Colorado General Assembly that impacted the Department's FY 2021-22 revenue.

SB 21-260 - Sustainability of the Transportation System - In FY 2021-22, this bill transferred \$170 million from the General Fund to the State Highway Fund. This funding was intended to provide additional funding for shovel ready projects. Additionally, this bill transferred \$182.16 million in state and local fiscal recovery funds to the State Highway Fund. These funds were made available for several different purposes, including debt service for the SB 17-267 Certificates of Participation (COPs), the partial backfill of lost FASTER fee revenue resulting from the temporary reduction in FASTER fees, and funding for the Revitalizing Main Streets program.

SB 21-265 - Transfer from the General Fund to the State Highway Fund - In FY 2021-22, this bill transferred \$124 million from the General Fund to the State Highway Fund. This funding was intended to backfill the department for debt service expenditures made related to SB 17-267.

FY 2021-22 Revenue Reconciliation

At the close of each fiscal year, the Division of Accounting and Finance (DAF) compares forecasted revenues from the prior fiscal year to actual revenues and presents them to the Transportation Commission (TC) for review. Attachment A details the reconciliation of forecasted to actual revenues for FY 2021-22.

The initial FY 2021-22 Revenue Allocation plan that was adopted by the TC in March 2021 was based on the FY 2021-22 Q1 revenue forecast, which estimated \$1.9 billion in total revenue for CDOT and the enterprises. This figure does not include special purpose programs appropriated by the General Assembly. After accounting for new revenue that was received during the fiscal year, including the legislative actions above, the final ending budget for CDOT and the enterprises was \$2.7 billion, a difference of \$807.9 million. Actual revenue received for FY 2021-22 exceeded the final amended budget by a net \$14.5 million, before accounting for federal redistribution (discussed below). Variances by revenue source are briefly described below.

- **CDOT HUTF Revenues** were \$18.3 million higher than expected, largely due to higher than expected motor fuel tax revenues.



- **CDOT Miscellaneous revenues** were \$3.5 million lower than forecasted, in large part due to lower than expected revenue from service charges, equipment sales, and damage awards.
- **Federal Highway Administration (FHWA) revenue** was \$32.1 million lower than forecasted as a result of lower than anticipated federal obligation limitation provided through the final FY 2021-22 Appropriations Act, and the reconciliation of FHWA obligation limitation used toward BTE’s annual debt service obligations. The FY 2020-21 and FY 2021-22 CDOT Annual Budgets did not account for the MOU between CDOT and the Bridge and Tunnel Enterprise (BTE) which states that a portion of the annual FHWA obligation limitation would be used toward BTE’s annual debt service obligations. The budget and revenue for BTE’s debt service was reconciled for both years as part of this revenue reconciliation process.
- **Federal Transit Administration (FTA) revenue** was \$37.8 million higher than originally forecasted due to funding received from the American Rescue Plan Act, CARES Act, and CRRSSA. This funding is accounted for when it is received by the department, and no additional actions to balance this budget are necessary.
- **Aeronautics revenue** was \$26.1 million higher than forecasted due to higher than expected aviation sales tax revenue.

Colorado Bridge and Tunnel Enterprise (BTE) largely aligned with the expected forecast. BTE forecasted \$110.0 million in Bridge Safety Surcharge revenues for FY 2020-22 and collected \$109.5 million. The largest variance in the BTE forecast was interest income, which came in higher than expected.

Colorado High Performance Transportation Enterprise (HPTE) estimated revenues for FY 2021-22 of \$22.7 million and collected \$33.1 million. The main factor behind the variance was higher than anticipated toll revenue.

Revenue Reconciliation Budget Actions

In the coming weeks, staff will work with impacted programs to make the below adjustments to the FY 2022-23 total available budget. These adjustments do not require further TC action, per PD 703.0, and will be reflected in the amended Annual Budget (One-sheet) for the November budget amendment as Staff adjustments. The adjustment for flexible revenue sources will impact the TC Program Reserve line (Line 73) and the inflexible sources will impact multiple programs and budget lines. Please see Attachment B for a list of impacts by program and budget line. Since the shortfall reflected for FTA revenue is solely attributable to a timing issue with reimbursements not being received by fiscal year end, staff will not adjust the budget to account for this shortfall.

The reconciliation of flexible revenue sources will result in a decrease to the TC Program Reserve (Line 73) of \$17.3 million.

Flexible Revenue Sources	Amount
HUTF Revenue	\$18.3 million
Miscellaneous State Revenue	(\$3.5 million)
FHWA Revenue	(\$32.1 million)
Total	(\$17.3 million)



The reconciliation of inflexible revenue sources (i.e., sources dedicated to a specific program) will result in adjustments to those programs totaling \$19.7 million. As noted above, the largest increase was to Aeronautics revenue which was \$26.1 million higher than forecasted. The Other State Revenue category also includes State Infrastructure Bank and Bustang revenue. Please see Attachment B for more detail on adjustments for inflexible funds.

Inflexible Revenue Sources	Amount
HUTF FASTER Revenue	\$1.8 million
Local Matching Funds	(\$1.4 million)
Other State Revenue	\$26.1 million
FHWA Revenue	(\$6.8 million)
Other Federal Revenue (e.g. FTA)	\$0
TOTAL	\$19.7 million

2022 FHWA Redistribution

CDOT is eligible to receive an increase in federal obligation authority through the annual Federal Redistribution process in August of each year. The amount available to states varies each year and as such is not included in forecasts of revenue. CDOT received notice in late August of federal FY 2021-22 redistribution totaling \$102.0 million. Please see Attachment C for more information about the 2022 FHWA redistribution.

TC Program Reserve Reconciliation

The TC Program Reserve balance as of the beginning of October 2022 is \$62.2 million. The table below shows the various adjustments that will occur within the TC Program Reserve as a result of revenue reconciliation and federal redistribution. The Department will return in November 2022 with a package of proposed budget amendments to utilize a portion of the available balance for critical initiatives, such as the Capital Construction Cost Escalation Fund and several other critical items.

October Beginning Balance*	\$62,185,893
Revenue Reconciliation	
FY22 Flexible HUTF	\$18,346,530
FY22 Flexible FHWA	(\$32,149,180)
FY22 Miscellaneous Revenue	(\$3,513,235)
Total after Revenue Reconciliation	\$44,870,008
FY22 FHWA Redistribution	\$102,000,000
TOTAL	\$146,870,008

* October Beginning Balance includes \$18.1M reimbursement for US85 Settlement Loan Region 4



Next Steps

- November 2022 - Staff will adjust FY 2022-23 budget allocations for the TC Program Reserve, and programs with inflexible revenue sources to reconcile to actual revenue received. These changes will be reflected in the Amended FY 2022-23 Revenue Allocation Plan with the November Budget Amendment.
- November 2022 - Staff will present a package of proposed budget amendments to utilize a portion of the funds available in the TC Program Reserve.
- January 2023 - The next revenue forecast update is scheduled to occur in December 2022 and staff plans to provide an update for the TC in January 2023.

Attachments

- Attachment A - FY 2021-22 Revenue Reconciliation
- Attachment B - Revenue Reconciliation Adjustments by Program
- Attachment C - FY 2021-22 Federal Redistribution Fact Sheet
- Attachment D - Presentation



Attachment A – FY 2021-22 Revenue Reconciliation			
Colorado Department of Transportation			
REVENUE SOURCE	FY 2021-22		
	FY 2021-22 Final Amended Budget	Actual Revenue	Final Budget Variance

STATE FUNDS

HUTF Revenue to CDOT	\$427,612,497	\$445,959,027	\$18,346,530
CDOT Miscellaneous Revenue	\$31,856,809	\$28,343,574	-\$3,513,235
General Fund Revenue to CDOT	\$294,000,000	\$294,000,000	\$0
State Infrastructure Bank	\$168,000	\$683,880	\$515,880
Aeronautics Funds	\$29,000,000	\$55,135,994	\$26,135,994
Bustang	\$2,300,000	\$1,768,251	-\$531,749
TOTAL STATE FUNDS	\$784,937,306	\$825,890,726	\$40,953,420

STATE AND LOCAL FISCAL RECOVERY FUNDS (SLFRF)

SB 21-260 SLFRF Transfer	\$182,160,000	\$182,160,000	\$0
TOTAL STATE AND LOCAL FISCAL RECOVERY FUNDS	\$182,160,000	\$182,160,000	\$0

FASTER FUNDS

FASTER Safety - State Share to CDOT	\$101,220,060	\$102,979,854	\$1,759,794
FASTER Safety - Local Share for Rail and Transit	\$5,000,000	\$5,000,000	\$0
TOTAL FASTER FUNDS	\$106,220,060	\$107,979,854	\$1,759,794

FEDERAL FUNDS

Federal Highway Administration - Flexible	\$423,926,716	\$391,777,536	-\$32,149,180
Federal Highway Administration - Inflexible	\$295,795,861	\$288,981,068	-\$6,814,793
Federal Transit Administration	\$75,734,418	\$75,734,418	\$0
National Highway Traffic Safety Administration	\$9,103,786	\$9,103,786	\$0
Federal Aviation Administration	\$0	\$0	\$0
TOTAL NON-EMERGENCY FEDERAL FUNDS	\$804,560,780	\$765,596,807	-\$38,963,973



LOCAL MATCHING FUNDS

Local Match for FHWA Funding	\$30,079,217	\$28,717,653	-\$1,361,564
Local Match for FTA Funding	\$8,522,944	\$8,522,944	\$0
TOTAL LOCAL MATCHING FUNDS	\$38,602,161	\$37,240,597	-\$1,361,564

Certificates of Participation

Certificates of Participation	\$624,425,703	\$624,425,703	\$0
Total Certificates of Participation	\$624,425,703	\$624,425,703	\$0

Total Colorado Department of Transportation Revenue \$2,540,906,010 \$2,543,293,687 \$2,387,676

ADDITIONAL FEDERAL FUNDING OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION

Federal Highway Administration - Permanent Recovery

Federal Highway Administration - Redistribution	\$0	\$102,000,000	\$102,000,000
Federal Highway Infrastructure Program - Non-Urban			
Federal Highway Infrastructure Program - Urban			
Federal Highway Infrastructure Program - Bridge Replacement & Rehabilitation	\$15,500,015	\$15,500,015	\$0
TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY	\$15,500,015	\$117,500,015	\$102,000,000

Total Colorado Department of Transportation Revenue

& Obligation Authority \$2,556,406,025 \$2,660,793,702 \$104,387,676

Notes:

<i>Total CDOT Flexible Revenue & Federal Obligation</i>	\$883,396,022	\$968,102,672	\$84,706,651
<i>Total CDOT Inflexible Revenue & Federal Obligation</i>	\$1,673,010,004	\$1,692,691,029	\$19,681,026



Colorado Bridge Enterprise (CBE)			
REVENUE SOURCE	FY 2021-22		
	FY 2021-22 Final Amended Budget	Actual Revenue	Final Budget Variance
STATE FUNDS			
Interest Income - Exempt	\$570,000	\$2,378,988	\$1,808,988
Bond Interest Income-Exempt	\$0	\$175,209	\$175,209
Reimbursement of Expenditures	\$0	\$59,569	\$59,569
Miscellaneous/Local Project Contributions	\$0	\$100,000	\$100,000
TOTAL STATE FUNDS	\$570,000	\$2,713,766	\$2,143,766
FASTER FUNDS			
FASTER - Bridge Surcharge	\$110,000,000	\$109,483,874	-\$516,126
TOTAL FASTER FUNDS	\$110,000,000	\$109,483,874	-\$516,126
FEDERAL FUNDS			
Buy America Bonds Credit Project & Debt Service	\$5,148,202	\$5,174,169	\$25,967
Re-distributed FHWA for BE Projects - FY 21	\$9,626,239	\$9,626,239	\$0
Re-distributed FHWA for BE Projects - FY 22	\$9,626,239	\$9,626,239	\$0
TOTAL FEDERAL FUNDS	\$24,400,680	\$24,426,647	\$25,967
Statewide Bridge Enterprise Revenue	\$134,970,680	\$136,624,288	\$1,653,608



Colorado High Performance Transportation Enterprise (HPTE)			
REVENUE SOURCE	FY 2021-22		
	FY 2021-22 Final Amended Budget	Actual Revenue	Final Budget Variance

STATE FUNDS

Tolling Revenue	\$17,482,735	\$24,967,086	\$7,484,351
Fine Revenue	\$0	\$1,567,666	\$1,567,666
Managed Lanes	\$400,000	\$459,414	\$59,414
Interest Income - 536	\$248,000	\$545,844	\$297,844
Interest Income - 537	\$50,000	\$66,970	\$16,970
Miscellaneous Income	\$500,000	\$1,307,984	\$807,983
Fee for Service	\$4,000,000	\$4,219,000	\$219,000
TOTAL STATE FUNDS	\$22,680,735	\$33,133,965	\$10,453,230

Colorado Transportation Performance Enterprise

Revenue	\$22,680,735	\$33,133,965	\$10,453,230
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Notes:

*Revenue is subject to change pending final audit.



Attachment B - Revenue Reconciliation Adjustments by Program			
Revenue Source	Line	Program / Budget Line	Amount
HUTF FASTER	15	Faster Safety Program	\$1,759,794
		Total FASTER Revenue	\$1,759,794
FHWA Inflexible	10	PROTECT Formula Program	-\$617,166
FHWA Inflexible	12	Highway Safety Improvement Program	-\$1,272,138
FHWA Inflexible	13	Railway-Highway Crossings Program	-\$120,687
FHWA Inflexible	19 / 63	Carbon Reduction Program	-\$498,690
FHWA Inflexible	20	National Highway Freight Program	-\$603,838
FHWA Inflexible	53	STBG-Urban (STP-Metro)	-\$1,554,676
FHWA Inflexible	54	Congestion Mitigation and Air Quality	-\$1,242,474
FHWA Inflexible	55	Metropolitan Planning	-\$191,941
FHWA Inflexible	56	Off-system Bridge Program	-\$206,421
FHWA Inflexible	60	Transportation Alternatives Program	-\$506,764
FHWA Inflexible	76	Planning and Research	\$0
		Total FHWA Inflexible Revenue	-\$6,814,795
FHWA Local Match	53	Local Match for STBG-Urban / STP-Metro	-\$323,179
FHWA Local Match	54	Local Match for CMAQ	-\$258,279
FHWA Local Match	55	Local Match for Metro Planning	-\$39,900
FHWA Local Match	56	Local Match for Bridge Off-system	-\$41,284
FHWA Local Match	60	Local Match for TAP Urban Areas > 200,000	-\$262,944
FHWA Local Match	60	Local Match all other TAP	-\$388,772
FHWA Local Match	63	Local Match for Carbon Reduction Program	-\$47,206
		Total FHWA Local Match	-\$1,361,566
Other State Revenue	48	Bustang	-\$531,749
Other State Revenue	51	Aviation System Program	\$26,135,994
Other State Revenue	77	State Infrastructure Bank	\$515,880
		Total Other State Revenue	\$26,120,125





FHWA Announces 2022 Redistribution

August Redistribution is an annual process that allows states who demonstrate they can use 100% or more of their annual obligation authority (“ob. limit”) to request additional funds if other states leave funding on the table or other USDOT funded programs, such as Infrastructure for Rebuilding America (INFRA), go unobligated during the year. CDOT is historically very successful at demonstrating that it will obligate 100% of the FHWA Formula funds and thus qualifies for FHWA August Redistribution.

CDOT’s Previous Redistributions.

On August 30, 2022 CDOT was distributed \$102,000,000, which is the most ever for the state. Colorado’s share of the national total was 1.43%. The redistributed amount was Colorado’s seventh consecutive year receiving over \$40M. The reason the Redistribution was so large is many large USDOT grants, (INFRA, BUILD, etc.) remained unobligated as of the date of redistribution. Those funds were made available to states.

CDOT’s Most Recent Redistribution Requests and Actuals Received				
Fiscal Year	CDOT Request	Actual Received	National Total	Colorado Share of Total
2022	\$ 102,000,000	\$ 102,000,000	\$ 6,176,517,471	1.65%
2021	\$ 120,000,000	\$ 59,761,086	\$ 4,178,016,327	1.43%
2020	\$ 119,000,000	\$ 77,044,157	\$ 4,762,052,903	1.62%
2019	\$ 107,000,000	\$ 50,710,089	\$ 3,972,743,240	1.28%
2018	\$ 119,000,000	\$ 69,573,361	\$ 4,183,936,196	1.66%
2017	\$ 123,000,000	\$ 44,872,399	\$ 3,137,048,104	1.43%
2016	\$ 106,000,000	\$ 48,047,076	\$ 2,832,803,208	1.70%
2015	\$ 121,000,000	\$ 27,786,142	\$ 1,906,572,178	1.46%
2014	\$ 40,000,000	\$ 31,769,903	\$ 2,117,694,862	1.50%
2013	\$ 40,000,000	\$ 25,515,737	\$ 1,595,648,530	1.60%

Redistribution and FHWA Year End Timeline

August 30: Final Notice signed & issued; released Obligation Authority is redistributed to States as additional formula OA

September 20: Deadline for regional budget actions

September 28: All FY21 formula funds including redistribution shall be obligated

September 30: End of federal fiscal year

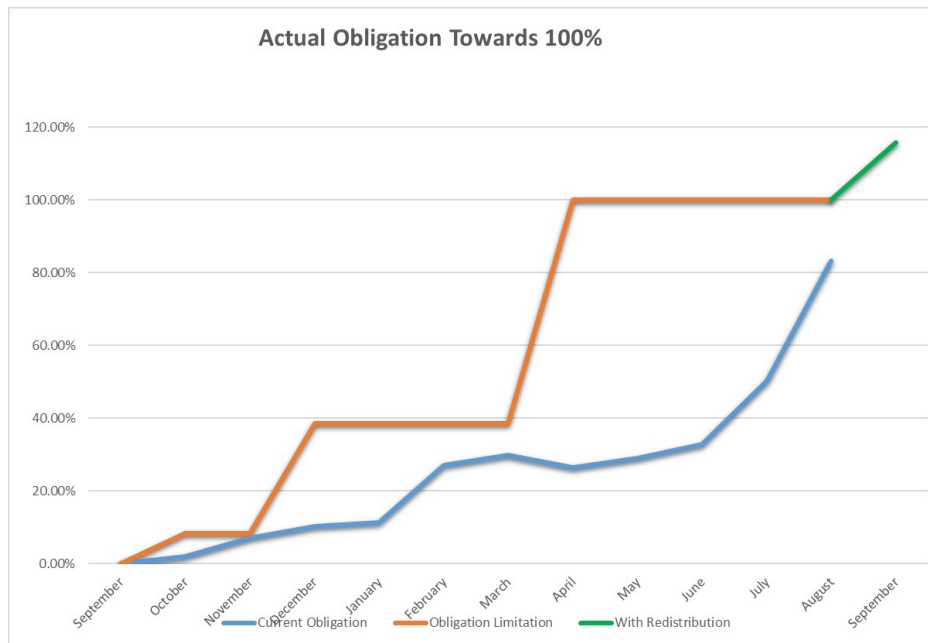
October 10: Anticipated FHWA reopening for FY23 business.

Obligations

CDOT must obligate the \$102,000,000 before September 30. Therefore it will use these funds for projects authorized in the FHWA system as “advance construction”. Traditionally CDOT has directed obligations toward projects with “accrued unbilled” expenditures, meaning projects that can immediately be reimbursed by FHWA due to the amount of expenditures to date. However, due to the size of this year’s redistribution most of the funds are being obligated prior to expenditures. As such CDOT and local agencies should be diligent to ensure timely collection of invoices and expense booking into SAP so that these projects do not become “inactive.”

Budget Authority

This equates to additional recognized revenues and therefore creates increased Budget Authority for CDOT. The Transportation Commission has the authority to budget these additional resources. For FY22 this increase was almost 20% above our expected program.



Projects **AUTHORIZED** by FHWA can proceed to construction advertisement if they are in the Statewide Transportation Improvement Program (STIP), have an environmental clearance, and reviewed by an FHWA engineer and financial analyst prior to project advertisement.

OBLIGATED projects are those that FHWA has formally agreed to reimburse CDOT for incurred eligible expenditures. CDOT is capped in the amount it can obligate (and therefore seek reimbursement) by the annual Appropriations Act (plus any redistribution received). CDOT employees often refer to this as the **OBLIGATION LIMIT** and it is precious due to its limited nature.

ADVANCE CONSTRUCTION is a provision granted by FHWA in order to aid DOTs “cash manage” projects by leveraging not just current year obligation limit, but also future projected obligation limit. Projects in **ADVANCE CONSTRUCTION** cannot be reimbursed by FHWA until they are “converted” to **OBLIGATED** the following year. In the meantime, DOTs use their state funds to cover the contractor payments.

Therefore, CDOT Finance staff strategically **OBLIGATES** projects with incurred expenses in order to maximize cash inflows from FHWA. Projects that are **OBLIGATED** prior to expenditure may be at risk of going **INACTIVE**. Project administrators should strive to book expenses to the system as soon as possible and on a frequent basis to avoid **INACTIVITY**.



COLORADO

Department of Transportation

FY22 Revenue Reconciliation and Federal Redistribution



Agenda:

- FY 2021-22 Revenue Reconciliation
- 2022 Federal Redistribution
- TC Program Reserve Reconciliation
- Next Steps





FY22 Revenue Reconciliation

Inflexible Revenues		Amount
	FY22 HUTF FASTER Revenue	\$1.8 million
	FY22 Local Matching Funds	(\$1.4 million)
	FY22 Other State Revenue	\$26.1 million
	FY22 FHWA Revenue	(\$6.8 million)
	FY22 Other Federal Revenue (FTA)	\$0
	TOTAL	\$19.7 million



The over / (under) for inflexible revenues are passed through to the programs funded by those specific sources

Flexible Revenues		Amount
	FY22 HUTF Revenue	\$18.3 million
	FY22 Misc. Revenue	(\$3.5 million)
	FY22 FHWA Revenue	(\$32.1 million)
	TOTAL	(\$17.3 million)



The over / (under) for flexible revenues are adjusted through the TC Program Reserve



2022 Federal Redistribution

On August 30, 2022 CDOT was distributed \$102,000,000, which is the most ever for the state. Colorado's share of the national total was 1.43%.

CDOT's Most Recent Redistribution Requests and Actuals Received

Fiscal Year	CDOT Request	Actual Received	National Total	Colorado Share of Total
2022	\$ 102,000,000	\$ 102,000,000	\$ 6,176,517,471	1.65%
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2014	\$ 40,000,000	\$ 31,769,903	\$ 2,117,694,862	1.50%
2013	\$ 40,000,000	\$ 25,515,737	\$ 1,595,648,530	1.60%





TC Program Reserve Reconciliation

October Beginning Balance	\$62,185,893
Revenue Reconciliation	
FY22 Flexible HUTF	\$18,346,530
FY22 Flexible FHWA	(\$32,149,180)
FY22 Miscellaneous Revenue	(\$3,513,235)
Total after Revenue Reconciliation	\$44,870,008
FY22 FHWA Redistribution	\$102,000,000
TOTAL	\$146,870,008



In November, staff will present a package of budget amendments to utilize a portion of these funds

*Beginning Balance includes Reimbursement for US85 Settlement Loan Region 4



Next Steps



- November 2022 – Staff will adjust FY 2022-23 budget allocations for the TC Program Reserve, and for programs with inflexible revenue sources to reconcile to actual revenue received.
- November 2022 - Staff will present a package of proposed budget amendments to utilize a portion of the TC Program Reserve for critical initiatives.
- January 2023 – The next revenue forecast update is scheduled to occur in December 2022 and staff plan to provide an update in January.

DRAFT Transportation Commission (TC) Meeting Minutes

Workshops – Wednesday, September 14, 2022, 1:30 pm – 5:00 pm

Recording (YouTube): TC workshop 9/14: https://youtu.be/c2mnBe6Y_1o

Call to Order, Roll Call – Timestamp 00:00:00

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

1. Right-of-Way Condemnation Authorization (Steve Harelson) – Timestamp 00:57:42

Purpose & Action: For the TC to approve condemnation authorization proceedings for CDOT to obtain right-of-way for a parcel along the US Hwy 50 Passing Lanes project, MP 134.6 - 136.0, with Project # 23557.

Discussion Summary:

- Parcels on US50 are in Gunnison County near the Blue Mesa Reservoir.
- Necessary drainage solution (grading) as well as an access road are needed to add a passing lane. CDOT has worked with land owners to acquire property. Owners are unwilling to accept the offer unless a separate access to US50 is built.
- Still stands at owners unwilling to sell land without offer of separate access lane after over 30 communications with the property owners.
- TC members had no substantial comments.

2. GHG Transportation Reports for CDOT, DRCOG, NFRMPO (Commissioner Hickey, Rebecca White, DRCOG and NFRMPO) – Timestamp 01:05:30

Purpose & Action: The purpose of this workshop is to provide the TC an overview of the compliance strategy for CDOT to meet the GHG Pollution Standard (GHG Planning Rule). The action requested is for the TC approval of CDOT GHG Transportation Report via Resolution as outlined per 8.05.1 "If the Commission determines the requirements of Rule 8.02.6 have been met, the Commission shall, by resolution, accept the GHG Transportation Report."

Discussion Summary:

DRCOG GHG Compliance Plan

- The DRCOG 2030 reduction amount was reduced to show updated modeling and predictions but 2050 projection remains the same.
- TC members had no substantial comments. These measures have a 30-year life so they were able to be used in several plans.
- Will provide the TC with a report in October highlighting key trends in transportation and discuss the status of the economy in Colorado.
- In December, CDOT staff will provide a proposal to modify the policy directive (PD 1610) dealing with mitigation actions. These revisions will also fulfill the requirement to address disproportionately affected communities.
- Required to submit annual mitigation reports starting in April 2023.
- DRCOG has additional multimodal programmatic investments totaling \$900 million. They are important in helping meet GHG goals.
- Do not need Mitigation Analysis until 2030 so there is still time to perfect programs and policy.

- DRCOG MPO Region will meet requirements of GHG reduction for each analysis year (2025, 2030, 240, 2050).
- 2022 Updates to the 2050 Plan:
 - New: GHG Transportation Report (Mitigation Action Plan is an appendix to GHG Report)
 - Updates to air quality conformity documents
 - Minor updates to a few appendices
 - Routine updates to plan document
- All of the elements in the plan work together to improve air quality.
- Is there a 'plan B' that addresses the change in ridership and multimodal transportation use in a post covid/work-from-home world? Will you revisit trends every year?
 - We don't know how "sticky" travel changes brought on by the pandemic are. DRCOG plans to revisit trends to make sure the plan and actions of people in relation to multimodal ridership still match up.

NFRMPO GHG Compliance Plan

- 2045 Regional Transportation Plan (baseline used is from the plan adopted in September 2019)
 - Plan is a corridor-based plan rather than a project-based plan. This allows for flexibility in the planning of 2030, 2040 and 2050
 - This does not require a mitigation action plan
 - The NFRMPO will adopt their RTP on October 6th and will present it again to the TC in August 2023.

3. 10-Year Plan Adoption Workshop (Rebecca White, and Marissa Gaughan) – [Timestamp 2:17:46](#)

Purpose & Action: The purpose of this workshop was to request TC approval of the updated 10-Year Plan via resolution.

Discussion:

- CDOT Staff requests that the TC approve the 10-Year Plan.
- Projects include \$380 million of final commitments for the first four years.
- Projects represent a great mix of federal and state dollars being put to use in the 10- Year Plan.
- Every element in the 10-Year Plan helps to make the transportation system safer.
- A project status element has been added so that the public can see project status updates and information on completed projects.
- I-25 Express Lanes have been included in travel models and have always been in plan. They are not expected to affect ability to meet GHG reduction goals.
- Key themes from public comments on the plan include: need for increased safety and access for bicycle and pedestrian facilities, increased transit options and connectivity, with an emphasis on maintaining existing infrastructure.

4. Bridge and Tunnel Enterprise (BTE) 10-Year Plan Overview Workshop (Patrick Holinda) – [Timestamp 2:49:47](#)

Purpose & Action: Staff have prepared this workshop to provide the TC an overview of the Enterprise's role in delivering the CDOT 10-Year Plan (10-Year Plan or plan), its planned participation in BTE eligible CDOT 10-Year Plan projects, and the program's financial forecast. No approval action is being requested this month. Staff requests TC feedback on ongoing Enterprise planning activities.

Discussion:

- Revisions have allowed bridges and tunnels to be incorporated into the 10-Year Plan, as well as imposing new fees and re-naming the Bridge Enterprise to the Bridge and Tunnel Enterprise (BTE).
- Priority is given to year 1-4 programs and projects.
- Many structures and problematic bridges are of the highest priority.
- This is a discussion of how BTE is incorporated in the 10-Year Plan (including 64 bridges). There are still other bridges that are a part of programs that are not a part of this specific 10-Year Plan discussion.
- As investment levels change and more projects come online, there will most likely be a new presentation forthcoming to the TC in the future.
- CDOT staff is monitoring the legislative proposals that will expand BTE funding eligibility that would:
 - Most likely inform the investment strategy
 - Optimize and more effectively plan bridge replacement projects
 - Proposals will go to BTE executive office and then be submitted to the Governor's Office to determine if these changes will be approved
- Population growth means an increase in semi-trucks and passenger cars on bridges that were built for a different load estimate.

5. Budget Workshop (Jeff Sudmeier and Bethany Nicholas) – [Timestamp 3:31:06](#)

Purpose & Action: This Budget Workshop provided an opportunity for the TC to review and approve the FY 2021-22 cost center roll forward requests and FY 2022-23 cost center budget amendment requests according to Policy Directive (PD) 703.0.

The TC is being asked to approve one cost center roll forward for Region 1 totaling \$1.3 million and three budget amendment requests totaling \$8.8 million. Approved FY 2021-22 cost center roll forward requests will be rolled into FY 2022-23 cost center budget allocations. The budget amendments will reprogram residual State Highway Fund balances from FY 2021-22 to budget sheet lines: Agency Operations, Project Initiatives, and Property.

In addition, the workshop will provide the TC an overview of the FY 23-24 Annual budget development process, with no TC action requested for this item.

Discussion:

- Rolling forward about \$2.5 million to CDOT and is tied to projects.
- Three items are driving the roll forward dollars:
 - Final issuance of SB 267
 - American Rescue Plan Act (ARPA) stimulus funding for 10-Year Plan projects and Multimodal Transportation and Mitigations Options Fund (MMOF) provided under SB 260
 - Upfront funding provided under SB 260 to support SB 267 in FY 23 and 24
- \$6.5 million is anticipated to go towards staff housing in Fairplay and Basalt
- If approved, there would be a \$200,000 surplus that would go back into the fund
- The plan is to return to TC in October with another update
- Just starting the budget approval process for FY 24 (final approval will be needed in March 2023)

6. FY 26-27 Asset Management Planning Budgets (William Johnson and Toby Manthey) –
Timestamp 4:01:57

Purpose & Action: This workshop summarized draft planning budgets for Transportation Asset Management (TAM) for fiscal years 2025-26 and 2026-27. Also described for both years was the proposed “TAM Cap,” which represents the total dollars dedicated to the TAM program. CDOT staff is requesting consideration of these items, which are adopted by resolution by the Transportation Commission (TC) under Policy Directive 1609.0.

1. CDOT staff sought commission approval of TAM planning budgets for fiscal years 2025-26 and 2026-27 for 11 asset classes in the TAM program.
2. Staff also sought commission approval of the TAM Cap, which is the sum of the planning budgets for the individual assets and the total dollars initially dedicated to the TAM program for fiscal years 2025-26 and 2026-27.

Discussion:

- As with all projects, CDOT likes to discuss budgets years in advance to allow for the TPRs to plan
- CDOT tracks and provides funds to 12 different asset categories
- Most of the money goes towards pavement, maintenance and taking care of bridges
- Feedback on past performance is informing future funding plans
- The Budget Oversight Committee views different scenarios for funding and refines the budget plan
- FY 26 and 27 are held at FY 25 levels except for a \$4 million increase in surface treatment

Workshops concluded at roughly 5:30 pm

Regular Meeting - Thursday, September 15, 2022, 9:00 am to 11:00 am

Recording Link (YouTube): <https://youtu.be/-MiEIOSbres>

1. Call to Order, Roll Call

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

2. Public Comments – Video link 00:00:01

- Austin Ward of Broomfield Colorado - Expressed that highway expansion projects are not desirable or good for air quality. Supports adoption of GHG rules, and solutions for Broomfield are not the same as those for Summit County. However, one area that needs more detail is mitigation with land use planning. Land use decisions make a difference, promote equity, and help promote walking and biking. 10-Year Plan needs more focus on equity. Thanks for your work, outreach and dedication.
- Julia Marvin, Thornton City Council - Thanks to CDOT for GHG Rulemaking and the nationally recognized work. Believe GHG rules will result in benefits for her community. Would like to see trains on I-270. The multimodal options are welcome, but not enough. Need integration of land use planning as part of the solution and mitigation options. Thanks to CDOT for their work on this.
- Tricia Conanico, Fort Collins City Council - Provided comments in July on GHG rule and applauded CDOT for it. In terms of mitigation measures appreciation was expressed to MPOs and their work on this, and she has specifically worked with North Front Range MPO. Has also lived in the U.K. and enjoyed walkable neighborhoods and the transit options. Had no car and didn't miss it. That cannot be enjoyed in Fort Collins. A neighbor's child was hit by a car when bicycling home from

school. Need to focus more on land use decisions, no safe routes exist to use walking and biking even with nearby shopping options available close to her home. Thank you for your time.

- Tim Barnes, LaFayette City Council - Proposed Resolutions 12-15 related to GHG items - urged the TC to vote yes on these. Climate change is not a future threat, we are experiencing it now, the Marshall Fire was cited as one example. We need to protect our state and neighbors, and he supports multimodal options and complete streets program concepts. Our residents want investments like this. Supports bicycle and pedestrian travel. These plans - resolutions 12-15 will stimulate these types of improvements.
- Danny Katz - Colorado Public Interest Research Group (CoPIRG) - Supports 10-Year Plan. Region 1 work on the I-25 Central Corridor was applauded. The idea is to move people and goods more efficiently, and that reduces pollution and improves safety. Thanked CDOT for saying no to the old approach of roadway expansion, to the new approach to transportation, with more focus on multimodal transportation. This is an opportunity for demonstrating a new model for transportation. How people can get around without needing to drive, providing more options for transportation. I-25 is a perfect corridor to dive in on this.
- Yvonne Lopez, Valverde Neighborhood - thank you for not widening I-25. Lots of issues with asthma exist in the community. We need better transit and bus stops/shelters. Caustic gasses result from fumes and get into the cement. Please invest in things to help our neighborhood.
- Matt Frommer, Southwest Energy and Efficiency Project (SWEEP) - Thank you for the visionary leadership on this issue. The cost of inaction is too high and the resulting damage is irreparable. Urged CDOT to invest more money in vehicle miles traveled (VMT) reduction strategies. Highlighted CDOT's benefit cost analysis highlighting \$40 billion in cost savings to transportation improvements that are multimodal in terms of savings in travel time delays, health improvements, air quality, and other public benefits. The transportation system is more of a safety concern for pedestrians (30 times more likely to die in a crash and for bicycles 6.5 times more likely to die in a crash, compared to driving an automobile). Need investment in transit and bicycle and pedestrian facilities. The 10-Year Plan is a good start. This has been a productive process and we can work to build a better and safer transportation system.
- Tom Easley, Colorado Communities for Climate Action (CC4CA) - Congratulations on approval of the 10-Year Plan. We want to work with CDOT on the multimodal transportation strategies to help with land use changes for multimodal transportation. This is a huge milestone if adopted.
- Anne Huthison, Fort Collins Chamber of Commerce - Please I-25 Segment 5 remains a priority for CDOT. Thanks for creativity and dedication. Look forward to the 10-Year Plan being approved. People rely on a safe transportation system.
- Martha Roskowski, applauded CDOT work for the GHG rule and supports the 10-Year Plan. Great to see CDOT leading the nation on this issue. Two unfinished pieces - disproportionately impacted (DI) Communities work, and how to engage communities and improve methods for how the outcomes be evaluated, also land use changes are required and are intrinsically linked along with affordable housing as part of the solution. The existing system is unsustainable. Thank you for your work.
- Rachel Hultin, Sustainable Transportation for Bicycle Colorado, and Mayor Pro-Tem Wheatridge, Colorado - CDOT is making history reimagining the future out to 2050. Motor vehicles are the number 1 source of pollution for GHG emissions. This type of work was also happening back in 1994. Urged CDOT to stay committed to reducing GHG emissions and supports strategies to do this. Your actions today will impact the future for her son and other future generations.

- Jenny Gaeng - Transportation Campaign Manager for Conservation Colorado - The GHG rule has delivered positive results. Shift away from highway expansion and more focus on multimodal options. Highway widening hurts communities. Mostly DI communities. Transit brings people together, and can reduce dependence on cars, reducing GHG emissions and air pollution. Applauded the MPOs for their work. But this work is not complete. Need to prioritize equity. Urged TC to keep eye on equity plans, to see that they are implemented. Jenny stressed the importance to make all transportation planning processes more equitable, and for CDOT to hire more staff for the Environmental Justice and Equity Branch.
- Becky English, Sierra Club - Continue to press forward on GHG impacts in policy and rulemaking and mitigations. A robust and equitable process is part of the solution to a safer, equitable transportation system. Use an equity framework so all, even those from DI communities can benefit. Thank you to TC and CDOT leadership for their work on this issue.
- Tom Peterson, CO Asphalt Pavement Association (CAPA) - Thanked CDOT to their commitment for the rural paving program.

3. Comments of the Chair and Individual Commissioners – [Video Link 00:38:05](#)

- Commissioner Hart - Thank you to commenters on GHG rulemaking work and plans. Thank you to NFRMPO, DRCOG and CDOT. Next will be to test this work. Announcements from yesterday about grant awards received is impressive. Took a road trip to Boston to see family. Observed lots of roadway construction. Comparing our roadway pavement condition to other states, we are doing well. In Colorado, we are holding our own as one of the better states. In terms of rest stops, not doing as well, although we do have some good ones, like one in Julesburg. Proud to be part of the process.
- Commissioner Adams - thank you to public comments - applauds all the GHG emissions reduction efforts. Always impressed with CDOT staff, professionalism, and dedication of staff. We do not want to take them for granted.
- Commissioner Garcia - Thank you to CDOT staff and work on the 10-Year Plan and GHG reports. Aware of DI work that is forthcoming. Working on broadband issues across the state. Recognized Herman Stockinger and Bob Fifer for their work. Money is also coming from the Colorado Broadband Office.
- Commissioner Bracke - Echo comments and appreciation on comments and initiatives in front of us. Commenters have worked in partnership with CDOT during the entire process. Spoke with Kay Kelly - the NEVI plan was approved, and recognized Kay and her team for that. Regarding the 10-Year Plan, thanked CDOT for help with North I-25 continuing for Segment 5, and for transit improvements along I-25. Looking forward to a tour of northern Colorado next month.
- Commissioner Hall - Good to see construction on Vail Pass. In Grand Junction in Palisade and Clifton good CDOT work is being done. Really enjoying and recognized the good work of CDOT in her area by the Rural Paving Program projects.
- Commissioner Holguin - Work will take everyone to help. People's behavior makes a difference too, especially for multimodal transportation. Aggressive behavior is a concern. Keep the outreach to keep all of us responsible. The CTIO - revenue share component is exciting. Thank you to CDOT for their out of the box approach to attracting and retaining talent.
- Commissioner Stuart - Was in the U.K. They pay \$7 for a gallon of gas and heating bills are likely to increase substantially. Price increases are international. Drivers in the U.K. have to be polite on small rural narrow roads. Not much safety is provided to cyclists in these big cities. In the U.S. we could be more courteous. On GHG rules, CDOT can't do it alone, and appreciate help with MPOs - NFRMPO and DRCOG. As we go forward, toward statewide goals, we need to be more committed to use transit ourselves. Need a continual focus on safety and efficiency for transportation to serve all Coloradans.

- Commissioner Hickey - Thanks to CDOT staff on GHG rule and 10-Year Plan today. Thanks to MPOs - NFRMPO and DRCOG too. We have adjusted important language in the GHG Rules. Rules and plans have an optimistic view.
 - Commissioner Beedy - Thought about moving potatoes to market. There is a need to move them to storage first. They are maybe trucked twice to get into stores and restaurants. 100,000 truck loads, similar for other fruits and vegetable harvests. There are lots of transfers and processes for transport of goods. The potential freight rail strike too. It is not just up to CDOT for GHG emission reduction, but the local communities need to contribute to practices for this too. The need to support local connections is critical. Still have funding shortfalls to build the system as we would all like to see.
 - Commissioner Stanton - MPO presentations were extensive and thank you for all this work to coordinate with CDOT. Many municipalities are growing together, eventually 8 million people will be here in Colorado. Indicates why the GHG rule is so necessary. We are least underway at a critical time for our state.
4. **Executive Director's Management Report (Shoshana Lew) – [Video link 01:05:09](#)**
- Thanked all speakers for their public comments and input. Heard from all areas across the state that impact our daily lives from climate change, GHG emissions, safety and protecting people's health, and protecting their communities and the things about Colorado that people love.
 - Ribbon-cuttings have occurred for projects across the state that are becoming real from the 10-Year Plan. CDOT is making its way through the 10-Year Plan, and projects are becoming a reality. Research and Powers Interchange opened up in the Pikes Peak area, and is one example of this.
5. **Chief Engineer's Report (Steve Harelson) – [Video link 01:07:14](#)**
- Nine years ago was an important anniversary for this week. Al Gross and I walked up Coal Creek Canyon, about 1 mile above the maintenance shed, and saw the road washed away from the 2013 floods. Everyone pulled together, engineers, maintenance, contractors, etc., for 24 hours per day for 10 weeks. This time was one of the highlights of his career. This summer we finished the last permanent repair project related to the 2013 floods. Steve tipped his hat to everyone who helped.
 - Book Club report - the USGS Paper on the 2013 Flood by Robert A Kimbrow and Rober Holmes; the 1965 flood was worse - recommends reviewing this USGS paper also, by HF Matie the author. Both are wonderful publications.
6. **Colorado Transportation Investment Office (CTIO [Formerly HPTE]) Director's Report (Nick Farber) – [Video link: 1:12:45](#)**
- A Board meeting was held yesterday - Bob Hayes, the project manager for the Central 70 project noted the flooding. Confirmed that the engineering is sound, and the pumps work now. We are moving forward with the project.
 - Burnham Yard - CTIO had an RFP for this for a transportation planning study, and the consultant was selected. A notice to proceed (NTP) is anticipated in the next couple of weeks.
 - I-25 North - we are in a favorable position with Transportation Infrastructure Finance and Innovation Act (TIFIA) loans to move that project forward.
7. **FHWA Division Administrator's Report (John Cater) – [Video link: 1:14:45](#)**
- CDOT was awarded a \$100 million INFRA grant for Floyd Hill Project; Phase 1 only of INFRA - there is potential for more grant money coming down the line. This is exciting news for transportation in Colorado.
 - The NEVI Plan was approved yesterday. We can now spend our FY 22 money. And more money is coming in for 2023.

- GHG Rules - One tool we have to meet our goals is Complete Streets Program. Held training in Pueblo that occurred last month, principles work across the state. Intent of Complete Streets is making the transportation system more usable for all users.
- Thanked folks in CDOT Regions 5 and Region 3 - The FHWA Director of Field Services over the West visited Colorado. Colorado has a higher degree of difficulty with topography and population growth compared to other states. They visited Wolf Creek Pass, US 550/US 160 in Durango, Glenwood Canyon, and Vail Pass - John thanked the Region 3 Regional Transportation Director (RTD), Julie Constan and the Region 5 RTD, Jason Smith, for their participation and support during the FHWA Director's visit.
- Commissioner Hall asked John - How much can we rely on getting maintenance on I-25 and I-70? Freeze/thaw happens here. Trucks getting through is also important.
- John wants to obtain better data on that. How Colorado is doing compared to other states. The plan is to check into this over the next several months. The fact that chains have a negative impact on paving is also a challenge. Just doing work at 10,000 feet is a challenge, that also has ripple effects.

8. Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski) – Video link: 1:22:05

- Talked about at STAC - how much money we will spend this year, which is the largest contractor payment of \$960 million.
- Forecasting for FY 203-2026 - \$1.3 billion for future projects planned.
- Government policy - bill before legislature - increase funding for rest stops. Maybe \$5 million.
- EV vehicles - put chargers in rest stops is a concept discussed.
- Including transit agencies as voting TPR members is also being considered.
- 10-Year Plan - funding assumptions and distribution targets - when updating - the list STAC wants to use the Regional Equity (mid-point) formula. STAC voted unanimously to recommend to the TC to approve the 10-Year Plan.
- GHG Rule compliance was discussed - with MPOs presenting their compliance reports - NFR, and DRCOG, along with CDOT's report. STAC recommended that TC adopt GHG Rule compliance reports.
- Wildlife components of transportation infrastructure - what was presented to the TC was also presented to the STAC.
- Next meeting is scheduled for October 6, 2022 - in-person with live streaming option only. Elections will be held for Chair and Vice Chair. Both Vince Rogalski and Heather Sloop are up for re-election.
- Thanked the TC members for attending the STAC meetings.

9. Discuss and Act on Consent Agenda – Video link: 1:28:24

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of August 18, 2022 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Disposal: SE-10 (Project NH 1601-036), La Plata County (Julie Constan)
- Proposed Resolution #4: Disposal: US 34 Business & 77th Ave, Greeley (Heather Paddock)
- Proposed Resolution #5: Disposal: I-70 Bighorn Lots, Vail (Jason Smith)
- Proposed Resolution #6: Disposal: Hwy 40 Parcel 10-EX (Jessica Myklebust)
- Proposed Resolution #7: Disposal: 285 & Irving, 1-EX and 2-EX (Jessica Myklebust)
- Proposed Resolution #8: Senate Bill 22-151 Wildlife Mitigation Fund Utilization (Tony Cady)

10. Discuss and Act on Proposed Resolution #9: Condemnation Authorization (Steve Harelson) – Video link: 1:29:05

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

11. Discuss and Act on Proposed Resolution #10: Budget Amendments and Roll Forwards and of FY 2023 (Jeff Sudmeier and Bethany Nicholas) – [Video link: 1:30:20](#)

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

12. Discuss and Act on Proposed Resolution #11: Budget Supplement of FY 2023 (Jeff Sudmeier and Bethany Nicholas) – [Video link: 1:33:11](#)

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

13. Discuss and Act on Proposed Resolution #12: 10-Year Plan Adoption (Rebecca White) – [Video link: 1:36:25](#)

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

14. Discuss and Act on Proposed Resolution #13: DRCOG GHG Report Acceptance – [Video link: 1:37:54](#)

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

15. Discuss and Act on Proposed Resolution #14: NFRMPO GHG Report Acceptance – [Video link: 1:39:09](#)

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

16. Discuss and Act on Proposed Resolution #15: CDOT GHG Report Acceptance – [Video link: 1:40:13](#)

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

17. Discuss and Act on Proposed Resolution #16: FY26-27 Asset Management Planning Budgets (William Johnson) – [Video link: 1:41:20](#)

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

18. Discuss and Act on Proposed Resolution #17: Adoption of Changes to CCR 601-22 Rules Governing Transportation Planning (Herman Stockinger) – [Video link: 1:42:33](#)

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

19. Recognition – [Video link: 1:44:32](#)

Matt Inzeo - Two national awards to CDOT Communications Office

1. Colorado Byways instagram campaign - ran for 7 months in 2021 - Janelle Padilla, was the project manager, and it was a great partnership with DTD's Rebecca White and Lenore Bates, the Byways Program Manager, with Felica Michael. This was an evolution for the CDOT Communications Office. Instagram influencer opens up opportunities for enhanced communications and responses. All work done in house. The 2022 National Scenic Byways Communication Award was the second national award for this campaign.

2. Advertising and Marketing Series Winter Driving in the Wild video series, part of Winterwise campaign last year made possible by disruption over the past year. Was completed with a minimal budget - four or five figures, with millions of impressions and feedback. Andrew Hogle was recognized, who manages the Winterwise Campaign. Janelle Padilla, a CDOT intern, was the project manager for this work. Andrew Hogle manages the WinterWise Campaign. Jake Hazan and Sam Stavish from CIG, were recognized for their creative work on this, a series of 60 second videos. See WinterWise Videos here:
<https://www.youtube.com/watch?v=4XhTj22ExPU>. See more about the Winter Wise videos at:
<https://www.codot.gov/news/2021/november-2021/winter-driving-in-the-wild>

20. Meeting Adjourned: 10:59 am



COLORADO
Department of Transportation
Office of the Chief Engineer

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

Memorandum

TO: Transportation Commission

FROM: Lauren Cabot

DATE: October 6, 2022

SUBJECT: Intergovernmental Agreements over \$750,000.00

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

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

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

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



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

Attachments IGA Approved Project List





COLORADO
Department of Transportation
Office of Policy and Government Relations

2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

DATE: October 7, 2022
TO: Transportation Commission
FROM: Herman Stockinger, Deputy Executive Director and OPR Director
Rebecca White, Director, Division of Transportation Development
Rose Waldman, Manager, Air Quality and Noise Program
Sari Weichbrodt, Rules, Policies, and Procedures Advisor
SUBJECT: Adopting Updated Policy Directive 1900.0 “Noise Mitigation Policy”

Purpose

This memorandum provides a summary of the proposed changes to Policy Directive 1900.0 “Noise Mitigation Policy” for its adoption by the Transportation Commission.

Action

To pass a resolution adopting the updated Policy Directive 1900.0 “Noise Mitigation Policy.”

Background

Policy Directive 1900.0 “Noise Mitigation Policy” was last updated in 2013 and was due for review in 2018. The Directive provides for the Environmental Programs Branch (EPB) to establish and maintain the Noise Analysis and Abatement Guidelines (NAAG) required by federal law. The NAAG sets uniform criteria and procedures for determining the applicability of federal and state noise requirements to specific projects.

Details

The updated Directive requires only minor, non-substantive changes to make it current for 2022. These minor changes include the addition of EPB as the responsible Branch for the NAAG and updating terminology and links for the NAAG on CDOT’s website. The NAAG is reviewed and approved by the Federal Highway Administration periodically and the required review and approval period was updated to reflect current requirements.

Next Steps

The Colorado Department of Transportation will continue to follow all applicable noise guidelines for projects as required by state and federal law.

Attachments

Attachment A: Redlined Version of Policy Directive 1900.0



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject NOISE MITIGATION POLICY			Number 1900.0
Effective 5.23.13	Supersedes 5/23/2013 12/18/2003	Originating Office Division of Transportation Development: Environmental Programs Branch	

I. PURPOSE

This Policy Directive provides for the Environmental Programs Branch (EPB) of the Colorado Department of Transportation (CDOT) to establish, ~~ment, review~~ and maintain ~~enace-ainof~~ the CDOT Noise Analysis and Abatement Guidelines (~~“Guidance”~~NAAG), which ~~shall-sets~~ forth uniform criteria and procedures for determining the applicability of federal and state noise requirements to specific projects, and if applicable, sets forth the procedural requirements for assuring compliance.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106, C.R.S.

23 CFR 772, “Procedures for Abatement of Highway Traffic Noise and Construction Noise”

23 U.S.C.A. 109(h) and (i)

23 CFR 1.23 “Rights-of--Way”

23 CFR 771 “Environmental Impact and Related Procedures”

§ 43-2-400, *et seq.*, C.R.S. “Noise Mitigation”

2 CCR 601-17, Implementation of the Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways

III. APPLICABILITY

This Policy Directive applies to all Divisions, Regions, Offices and Branches of CDOT. It also applies to consulting firms performing contracting work for CDOT as well as Local and Quasi-governmental Agencies performing work under CDOT’s ~~Authority~~authority.

~~This Policy Directive applies to any highway project or multimodal project that:~~

~~(a) Any highway project or multimodal project that Rrequires FHWA approval regardless of funding sources pursuant to 23 CFR 772.7; or~~

~~(b) Any highway project or multimodal project that Iis funded with federal aid highway funds 23 CFR 772.7; or~~

~~(c) Is a noise mitigation measure built or under consideration to be built pursuant to § 43-2-400, et seq., C.R.S. and/or 2 CCR 601-17~~

IV. DEFINITIONS

“EPB” means the Environmental Programs Branch within CDOT’s Division of Transportation Development: Colorado Department of Transportation, Division of Transportation Development, Environmental Programs Branch.

Subject NOISE MITIGATION POLICY	Number 1900.0
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“FHWA” ~~means~~ ~~the~~ Federal Highway Administration.

V. POLICY

A. ~~The~~Pursuant to 23 CFR 772, EPB shall establish, maintain, and ~~make~~ available the CDOT Noise Analysis and Abatement Guidelines (~~the~~ “Guidance” NAAG) as a procedural authority to all ~~internal and external~~ stakeholders involved with the development or management of federal, state, or locally funded projects that are required to analyze noise and to all stakeholders applying to build privately-funded noise abatement on rights-of-way involving noise analytical processes, mitigation and planning activities. The Guidance-NAAG shall include detailed procedures, references, forms, and informational material as necessary to ensure uniform and consistent application of state and federal law. The NAAG applies to:

(a) Any highway project or multimodal project that requires FHWA approval regardless of funding sources pursuant to 23 CFR 772.7; or

(b) Any highway project or multimodal project that is funded with federal-aid highway funds pursuant to 23 CFR 772.7; or

(c) A noise mitigation measure built or under consideration to be built pursuant to § 43-2-400, et seq., C.R.S. and/or 2 CCR 601-17, Implementation of the Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways.

B. EPB shall ~~continually improve the Guidance on a regular basis as necessary and appropriate.~~ Specifically, EPB will review the Guidance-NAAG at least every three to five (5) years and is required to make whenever modifications to the Guidance are needed to conform to any changes in federal regulations. EPB is ~~also~~ required to submit ~~the Guidance and subsequent substantive~~ modifications for review to the FHWA for review and approval.

EC. This Policy Directive does not alter any applicable state or federal laws, orders, or regulations, or any applicable industry codes which govern environmental compliance or construction practices.

VI. ATTACHMENTS AND REFERENCED MATERIALS

~~CDOT Noise Analysis and Abatement The Guidelines NAAG publication is~~ available at here: <http://www.coloradodot.info/programs/environmental/noise>. The Guidelines-NAAG can also be obtained by contacting the EPB office at CDOT.

VII. IMPLEMENTATION PLAN

1. ~~EPB shall identify intended frequent users of the Guidance and provide an electronic notification of the new Policy Directive within one month of adoption.~~

2. The CDOT website will be maintained to include the most up-to-date Guidelines-NAAG. This website is publicly available and is accessible by all intended users and other interested parties.

Subject NOISE MITIGATION POLICY	Number 1900.0
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32. ~~The~~ EPB will work with the Office of Policy and Government Relations to post this Policy Directive on the CDOT website, and post on Public Announcements ~~within one week of adoption.~~

VIII. REVIEW DATE

This Policy Directive will be reviewed on or before ~~April, October~~ 2018-27.

Secretary, Transportation Commission

Date of Approval

Colorado Bridge and Tunnel Enterprise Board
Meeting Minutes
September 15, 2022

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

EXCUSED: Barbara Vasquez, District 6

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 September, the Bridge and Tunnel Enterprise Board of Directors approved:

- Regular Meeting Minutes of August 18, 2022
- Bridge & Tunnel Enterprise 3rd Budget Supplement for FY'23

The Commissioner's were also presented with the FY2022 Fiscal Year End Newsletter.



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: OCTOBER 20, 2022
SUBJECT: FOURTH BUDGET SUPPLEMENT - FY 2022-2023

REGION 1

\$876,169 - Strategic Projects (Bridge) - R1 BRIDGE DECK SAFETY & PRES PKG 2 - Additional funds are needed to award. Funds will come from the Region 1 Strategic Projects pool which was funded by federal bridge infrastructure funds. An analysis of the bid schedule revealed that the bid items “Corrugated Steel Bridge Plank” and “Traffic Control Management” as contributing to the overall bid being more over CDOT’s engineer’s estimate for the project.

R1 BRIDGE DECK SAFETY & PRES PKG 2
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment		
Construction	<i>Regional Priorities</i>	\$0	\$0	\$16,969	\$16,969		\$16,969	\$0
	<i>Strategic Projects</i>	\$2,900,000	\$0	\$859,200	\$859,200		\$3,759,200	\$0
	Total Construction	\$2,900,000	\$0	\$876,169	\$876,169	30%	\$3,776,169	\$0
Total Project		\$2,900,000	\$0	\$876,169	\$876,169	30%	\$3,776,169	\$0

Per Policy Directive 703.0, this project is being included in the Budget Supplement as the change is greater than 15% and \$500,000 from the Original Construction Budget.

REGION 4

\$616,748 - Signals Asset Management - FY23 Signal Pole Replacement - Additional funds are needed to award the project due to increases in traffic signal poles, concrete, mobilization and traffic control. The distance between the first intersection in Brush and the most western location in Wray is approximately 80 miles. The location of the work, in addition to the current volatility of the market, are the driving elements for the increased bid amounts.

FY23 Signal Pole Replacement
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment		
Design	<i>Signals Asset Management</i>	\$291,119	\$0	\$0	\$0		\$291,119	\$178,164
	Total Design	\$291,119	\$0	\$0	\$0	0%	\$291,119	\$178,164
Construction	<i>Signals Asset Management</i>	\$2,200,000	\$0	\$616,748	\$616,748		\$2,816,748	\$0
	Total Construction	\$2,200,000	\$0	\$616,748	\$616,748	28%	\$2,816,748	\$0
Total Project		\$2,491,119	\$0	\$616,748	\$616,748	25%	\$3,107,867	\$178,164

Per Policy Directive 703.0, this project is being included in the Budget Supplement as the change is greater than 15% and \$500,000 from the Original Construction Budget.



REGION 2

\$3,000,000 - **Senate Bill 267 - M-22-AY BRIDGE REHAB ON SH109 OVER US50-** Additional funds are needed to readvertise. This is a multischedule project where the preferred option includes bridge approach repair in addition to the bridge rehab. Due to high bids on Schedule B the preferred Schedule A was eliminated without being opened. The region is adding additional funds and readvertising the project in hopes to see bids addressing the full Schedule A scope.

M-22-AY BRIDGE REHAB ON SH109 OVER US50

Budget Components by Phase, Funding Program

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment		
Utilities	<i>Strategic Projects</i>	\$15,000	\$0	\$0	\$0		\$15,000	\$3,261
	Total Utilities	\$15,000	\$0	\$0	\$0	0%	\$15,000	\$3,261
Design	<i>Strategic Projects</i>	\$85,000	\$0	\$0	\$0		\$85,000	\$36,013
	Total Design	\$85,000	\$0	\$0	\$0	0%	\$85,000	\$36,013
Construction	<i>Strategic Projects</i>	\$3,370,189	\$0	\$3,000,000	\$3,000,000		\$6,370,189	\$0
	<i>Regional Priorities</i>	\$498,081	\$0	\$0	\$0		\$498,081	\$0
	Total Construction	\$3,868,270	\$0	\$3,000,000	\$3,000,000	78%	\$6,868,270	\$0
	Total Project	\$3,968,270	\$0	\$3,000,000	\$3,000,000	76%	\$6,968,270	\$39,274

Per Policy Directive 703.0, this project is being included in the Budget Supplement as the change is greater than 15% and \$500,000 from the Original Construction Budget.

\$3,700,000 - **Senate Bill 267 - US 285 at Hwy 9C Improvements** - Additional funds are needed to readvertise due to higher than estimated asphalt and mobilization costs. Funds are available from savings of the I-25/CO 94 Safety Improvement project. See Attachment A for additional information.

US 285 at Hwy 9C Improvements

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment		
Right of Way	<i>Strategic Projects</i>	\$395,000	\$0	\$0	\$0		\$395,000	\$380,548
	Total Design	\$395,000	\$0	\$0	\$0	0%	\$395,000	\$380,548
Design	<i>Strategic Projects</i>	\$720,000	\$0	\$0	\$0		\$720,000	\$703,816
	<i>Hot Spots</i>	\$125,000	\$0	\$0	\$0		\$125,000	\$125,000
	<i>Signals</i>	\$225,000	\$0	\$0	\$0		\$225,000	\$225,000
	<i>FASTER Safety</i>	\$916,043	\$0	\$0	\$0		\$916,043	\$916,043
	Total Design	\$1,986,043	\$0	\$0	\$0	0%	\$1,986,043	\$1,969,859
Construction	<i>Strategic Projects</i>	\$5,885,000	\$0	\$3,700,000	\$3,700,000		\$9,585,000	\$0
	<i>FASTER Safety</i>	\$2,741,956	\$0	\$0	\$0		\$2,741,956	\$0
	<i>Regional Priorities</i>	\$5,075,394	\$0	\$0	\$0		\$5,075,394	\$0
	Total Construction	\$13,702,350	\$0	\$3,700,000	\$3,700,000	27%	\$17,402,350	\$0
	Total Project	\$16,083,393	\$0	\$3,700,000	\$3,700,000	23%	\$19,783,393	\$2,350,407

Per Policy Directive 703.0, this project is being included in the Budget Supplement as the change is greater than 15% and \$500,000 from the Original Construction Budget.



10 Year Plan Project Funding Adjustments

Adjustments to 10-Year Plan projects which reallocate funds between 10-Year Plan projects are summarized below.

- US285/CO 9 Intersection Improvement - Project is being readvertised after bid prices for asphalt and mobilization was higher than originally estimated. Savings are available from I-25/CO 94 Mobility Improvement project.
- US 50 Passing Lanes Blue Mesa - Project will be advertised for the first time in the fall and is anticipated that current market conditions will generate bids exceeding the original planning level estimate. Funds are being sourced from the US 50/ US 550 Intersection project which is being delayed due to right-of-way issues.
- CO 71 Corridor Improvements - Region will utilize project savings from other projects to reduce their RPP commitment to the CO 71 project. This is not an increase in project cost, rather an optimization of the Pandemic Relief funds saved on other projects.

Region	Planning ID	Description	Original	Change	Updated
2	8	US 285/CO 9 Intersection Improvement with Bridge Widening	\$7,000,000	\$3,700,000	\$10,700,000
2	15	I-25 and CO 94 Safety and Mobility Improvements (MAMSIP)	\$44,300,000	(\$3,700,000)	\$40,600,000
3	34	US 50 Passing Lanes Blue Mesa	\$6,000,000	\$1,573,000	\$7,573,000
3	40	US 50/US 550 Intersection Improvements	\$3,425,000	(\$1,573,000)	\$1,852,000
4	N/A	Replacement of X-Lite Guardrail End Treatments (Region wide)	\$1,570,000	(\$1,100,080)	\$469,920
4	69	I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9	\$8,048,375	(\$364,992)	\$7,683,383
4	1023	CO 71 Corridor Improvements	\$27,380,000	\$1,465,072	\$28,845,072

Per Policy Directive 703.0, this project is being included in the Budget Supplement as it is a reprioritization of the 10 Year Plan and Pandemic Relief funds greater than \$1 million.

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

See Revenue Reconciliation memo for the October Program Reserve balance.

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-22	Balance 12S21		\$33,005,416	
July-22	Balance 1S23		\$32,405,631	
August-22	Balance 2S23		\$31,405,631	
September-22	Balance 3S23		\$32,135,631	
	No Pending Requests			
October-22	Pending Balance 4S23		\$32,135,631	



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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-22	Balance 1S22		\$6,993,697	
July-22	Balance 1S23		\$12,000,000	
August-22	Balance 2S23		\$12,000,000	
September-22	Balance 3S23		\$12,000,000	
	No Pending Requests			
October-22	Pending Balance 4S23		\$12,000,000	

FY 2022-2023 Contingency Reserve Fund Balance Projection		
September TC Contingency Balance (Emergencies)		\$32,135,632
<i>Pending Requests:</i>		
No Pending Requests		\$0
Pending October TC Contingency Reserve Balance		\$32,135,632
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
I-70 Glenwood Canyon Slides Remaining Repayments	\$0	\$8,520,000
Projected FY 2022-2023 YE Contingency Balance	\$32,135,632	\$40,655,632
<i>TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2023</i>	<i>\$7,135,632</i>	<i>\$15,655,632</i>

FY 2022-2023 Program Reserve Fund Balance Projection
See Revenue Reconciliation memo for the October Program Reserve balance.

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





COLORADO
Department of Transportation
Region 2

REGION TRANSPORTATION DIRECTOR
5615 Wills Boulevard
Pueblo, CO 81008

DATE: October 20, 2022, 2022
TO: Transportation Commission
FROM: Richard Zamora
Region 2 Transportation Director
SUBJECT: Budget Increase Request for Advertising US285 At CO9
Improvements (20638)

Purpose

The purpose of this memorandum is to request approval from the Transportation Commission for a budget increase of \$3,700,000 to one of the previously approved Senate Bill 267 projects: US285 at CO9 Safety and Intersection Improvements in order to advertise the project. Planned advertisement is November 3, 2022

Action

Per Policy Directive 703.0, dated August 27, 2014, Appendix C states that Transportation Commission approval is needed for requests of greater than or equal to 15% and greater than or equal to \$500,000 above the approved amount. As such, the Transportation Commission is being asked to approve this funding request so that CDOT can award the project to the low bid.

Background

The project improvements include intersection reconstruction on US285 at CO9 in Fairplay, to include added axillary lanes, bridge replacement, drainage improvements, pedestrian improvements and increased acceleration and deceleration lanes.

Details

The total pre-construction and construction phases budget of the project is currently \$22,524,193 (including \$1,986,043 for the intersection study and design phase and \$409,830 for the right-of-way acquisition phase). Bids were opened on March 17, 2022. CDOT Region 2 opted to reject the bids and explore opportunities to modify scope elements. The following were the three bids received:



The engineer estimate: \$15,000,000
The low bid: \$18,415,683.31 (22.77% over)
The second low bid: \$19,253,455.87 (28.36% over)
The third bid: \$20,231,749.00 (34.88% over)

The overall bid difference between the low bid and the second low bid was \$837,772.56 which is about 4.5% of the bid price.

Detailed bid tab review reveals that the major price discrepancy item was the asphalt cost. The engineer's asphalt cost was \$1.74 million, while the low bid's asphalt cost was \$2.53 million, and the second low bid's asphalt cost was \$2.82 million. Additionally, mobilization cost was a major discrepancy. The engineer's mobilization estimate was \$0.96 million, while the low bid's mobilization cost was \$1.67 million, and the second low bid's mobilization cost was \$1.63 million.

In order to reduce bid prices by reducing quantities and contractor uncertainty, the following changes have been made in preparation for re-advertisement:

- Decreased asphalt pavement quantity
- Realigned storm sewer line to avoid complex phasing and night-time construction
- Revised traffic control phasing
- Eliminated Class G concrete due to contractor inability to supply it to the project site.
- Revised specifications to clarify exact work required for particular bid items that contractors relayed had uncertainty on original bids.

However, based on the current EEMA cost estimate we need to supplement the original project budget by approximately \$5.3 million. Region 2 has obtained \$1.49 million in ADA, RPP and BTE funding. This results in a deficit of approximately \$3.7 million. Region 2 has identified and will use from within the SB 267 Region 2 pool project savings originally allocated to the MAMSIP project that will cover the \$3.7 million deficit.

Options

Staff has identified 2 options for consideration

1. Approve the budget adjustment for the project using unprogrammed funding from MAMSIP project savings within the Region 2 pool. **(Staff recommendation)**
2. Postpone the project

Next Steps

If the Transportation Commission approves the funding request, the Resident Engineer will submit a Budget Action Request to the Region 2 Business Office who will work with OFMB and the Contract Unit to complete the necessary steps to take the project to advertisement.

Attachments

None.





MEMORANDUM

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

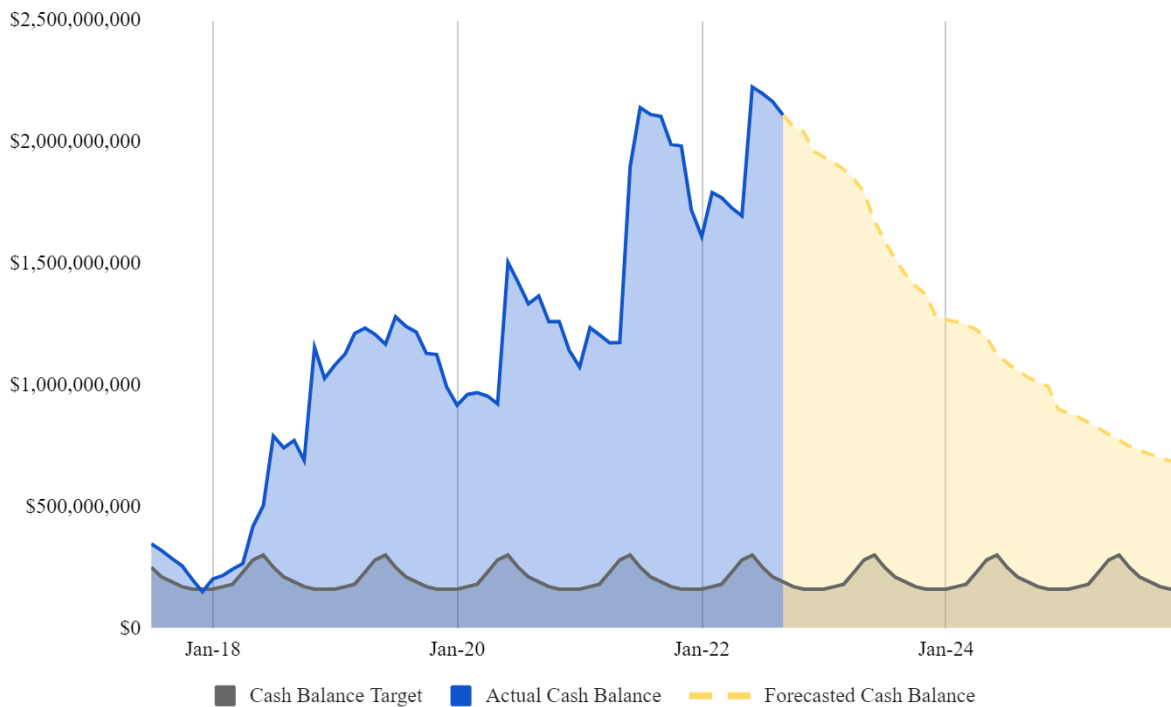
Action

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 (gray shaded area). The targeted minimum cash balances reflect the Transportation Commission’s directive (Policy Directive #703) to limit the risk of a cash overdraft at the end of a month to, at most, a probability of 1/1,000 (1 month of 1,000 months ending with a cash overdraft).

Figure 1 – Fund 400 Cash Forecast





Summary

The actual closing cash balance for August 2022 was \$2.17 billion; \$1.95 billion above that month’s cash minimum cash balance target of \$210 million. August’s cash balance consists of \$728.6 million in the State Highway Fund, and \$1.44 billion in the Senate Bill 267 trustee account. The forecasted cash balance for August 2022 was \$73.0 million lower than the actual cash balance due to higher than expected federal reimbursements and lower than expected payments to contractors.

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

Cash Revenues

The cash balance forecast is limited to the State Highway Fund (Fund 400 and affiliated funds and trustee accounts), and does not include other statutory Funds including the Multimodal Mitigation and Transportation Options Fund and Funds associated with the following Enterprises:

- Colorado Transportation Investment Office
- Statewide Bridge and Tunnel Enterprise
- Clean Transit Enterprise
- Nonattainment Area Air Pollution Mitigation Enterprise

The State Highway Fund revenue forecast includes revenues from:

- **Highway Users Tax Fund** - This primarily includes Motor Fuel Taxes, Vehicle Registration Fees, Road Usage Fees, and Retail Delivery fees.
- **Miscellaneous State Highway Fund Revenue** - This revenue includes proceeds from the sale of state property, interest earned on the money in the cash fund, the issuance of oversize/overweight permits, and revenue from various smaller sources.
- **SB 17-267** - This bill directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. A summary of this revenue can be found in the table below.
- **Other Legislative Sources**- This includes revenue transferred from the General Fund to the State Highway Fund through legislation passed by the Colorado General Assembly. A summary of this revenue can be found in the table below.

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 17-267 and other legislative sources progress through construction.

Legislative Initiatives	2019	2020	2021	2022	2023
SB 21-267	\$424,154,455	\$559,809,594	\$620,559,397	\$624,425,703	\$0
SB 18-001	\$346,500,000	\$105,000,000	\$0	\$0	\$0
SB 19-262	\$0	\$60,000,000	\$0	\$0	\$0
SB 21-110	\$0	\$0	\$30,000,000	\$0	\$0
SB 21-260	\$0	\$0	\$182,160,000	\$170,000,000	\$6,748,728
SB 22-176	\$0	\$0	\$0	\$0	\$6,500,000
SB 22-180	\$0	\$0	\$0	\$40,000,000	\$0
SB 21-265	\$0	\$0	\$0	\$124,000,000	\$0





Cash Payments to Construction Contractors

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

Figure 2 – Forecasted Payments - Existing and New Construction Contracts

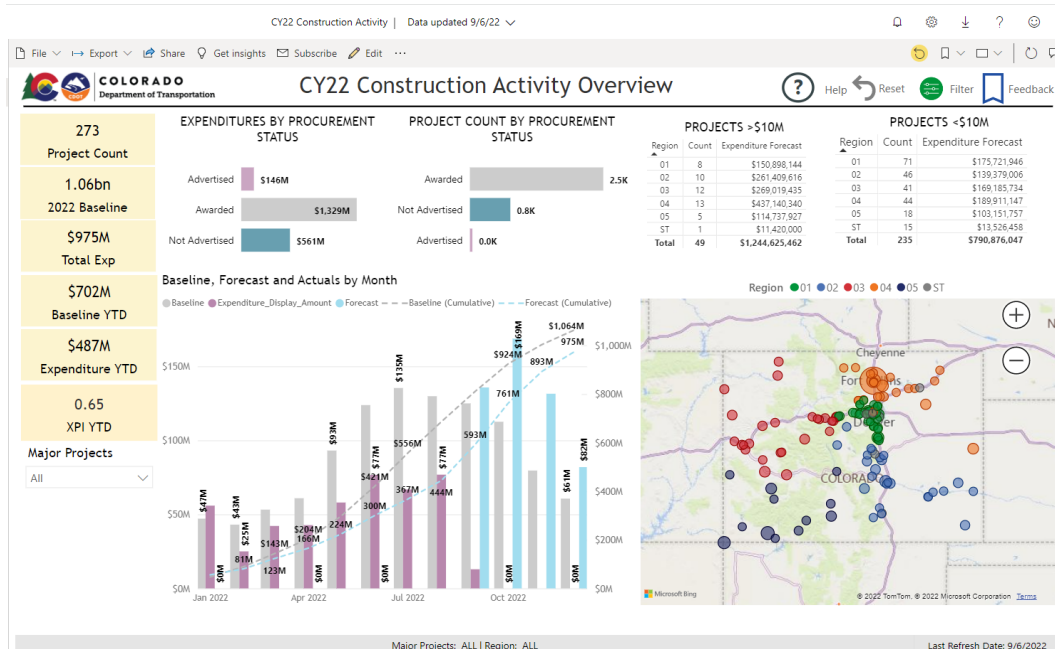
\$ millions	CY 2017 (actual)	CY 2018 (actual)	CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (forecast)	CY 2023 (forecast)	CY 2024 (forecast)
Expenditures	\$642	\$578	\$669	\$774	\$615	\$850	\$800*	\$800*

*This is preliminary information based on the 10-Year Plan update that was considered by the Transportation Commission for approval in September. This information will be updated as additional project schedule detail becomes available.

Figure 3 details CY22 baseline, forecast, and actual expenditures for the State Highway Fund (see Figure 2 above) as well as Bridge and Tunnel Enterprise. CDOT sets the CY baseline in January each year, using the best estimates, forecast, and schedule information available at the time.

Including Bridge Enterprise, CY 22 expenditures are forecasted to total \$973 M. As of August month end, actual expenditures total \$487 M, which corresponds with an Expenditure Performance Index (XPI) of .65 (actual expenditures vs. baseline). Figure 3 also outlines the number of projects planned to incur construction expenditures in CY22; a 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.

Figure 3 - CY 22 Construction Activity Overview





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: OCTOBER 19, 2022
SUBJECT: FY 2022-23 Q1 ANNUAL REVENUE FORECAST UPDATE

Purpose

To provide a quarterly update to the annual Highway User Tax Fund (HUTF) revenue forecast.

Action

This is for information purposes only. No action is requested from the Transportation Commission at this time.

Background

The Office of Financial Management and Budget (OFMB) maintains an annual revenue model that is used to guide CDOT's budget-setting process. OFMB's revenue team updates the model each quarter to monitor the course of a current year's fiscal performance, as well as inform the budget for future out-years. Some of the data used by the model includes, but is not limited to:

- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth.
- State population and demographic data, annual vehicle miles traveled (VMT) in Colorado, and the historical performance of the state's HUTF.
- Bureau of Labor Statistics & Bureau of Economic Analysis data, such as historical and forecasted year-over-year percent changes in personal income and the consumer price index.
- The forecasted and aggregated annual interest rates on new car loans, and future retail gasoline prices from the Energy Information Administration.
- Estimated vehicle costs, including federal or state rebates for certain vehicles, as well vehicle fuel efficiency, and annual vehicle scrappage rates.

The model also includes federally or state-appropriated funding from grants or other sources, such as the Federal Highway Administration and Federal Transit Administration (FHWA & FTA), and the National Highway Traffic Safety Administration (NHTSA).

The Department uses the revenue forecast to develop the Annual Revenue Allocation Plan using outputs from this model. During the annual budget development process, CDOT staff reconcile annual projected revenues with approved requests for expenditures. Staff provides draft and final versions of the Revenue Allocation Plan for formal review and approval by the Transportation Commission. The final plan becomes CDOT's official budget for the next fiscal year.

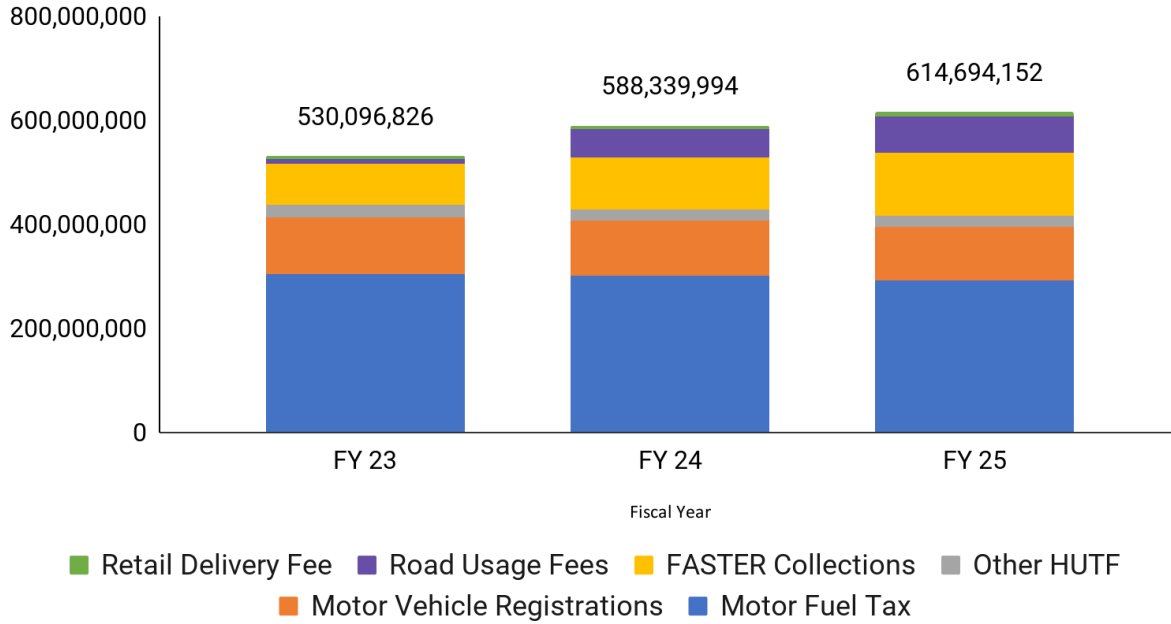




Summary

The graph below summarizes the estimated HUTF distributions to CDOT for FY 2022-23, FY 2023-24, and FY 2024-25 based on the latest quarterly forecast update. The revenue expectations in this forecast have stayed largely consistent with the Department’s December forecast. Revenue increases in future years are primarily attributed to increased revenue from FASTER fees and the Road Usage Charge.

CDOT FY 2022-23 Q1 HUTF Forecast



Statewide Economic Outlook

While the state economy has continued to expand, rapid price increases throughout the economy have eroded real gains in earnings and income. Due to persistent inflationary pressures, the Federal Reserve has raised interest rates and reduced asset purchases, which have increased borrowing costs. The statewide forecasts from Legislative Council Staff and the Office of Financial Planning and Budgeting show an expected slowdown in the state’s economic growth, and the risk of a recession in the near-term has increased substantially.

Colorado VMT

The state’s Vehicle Miles Traveled (VMT), as measured by the Division of Transportation Development (DTD), has largely recovered from earlier in the pandemic. Average traffic volumes in 2021 were 99.5 percent of the traffic volumes in 2019. Additionally, traffic volumes were at least 99 percent of the 2019 traffic volumes between March and May of this year.

FASTER Safety Reduction

House Bill 22-1351 “Temporarily Reduce Road User Charges” delays the implementation of the Road Usage Fee created in SB 21-260 from July 1, 2022, to April 1, 2023. It also extends an \$11.10 reduction to the Road Safety Surcharge through 2023. This bill is expected to decrease CDOT revenue by about



\$47.1 million over the next two fiscal years. This lost fee revenue is backfilled by the General Fund in FY 2022-23.

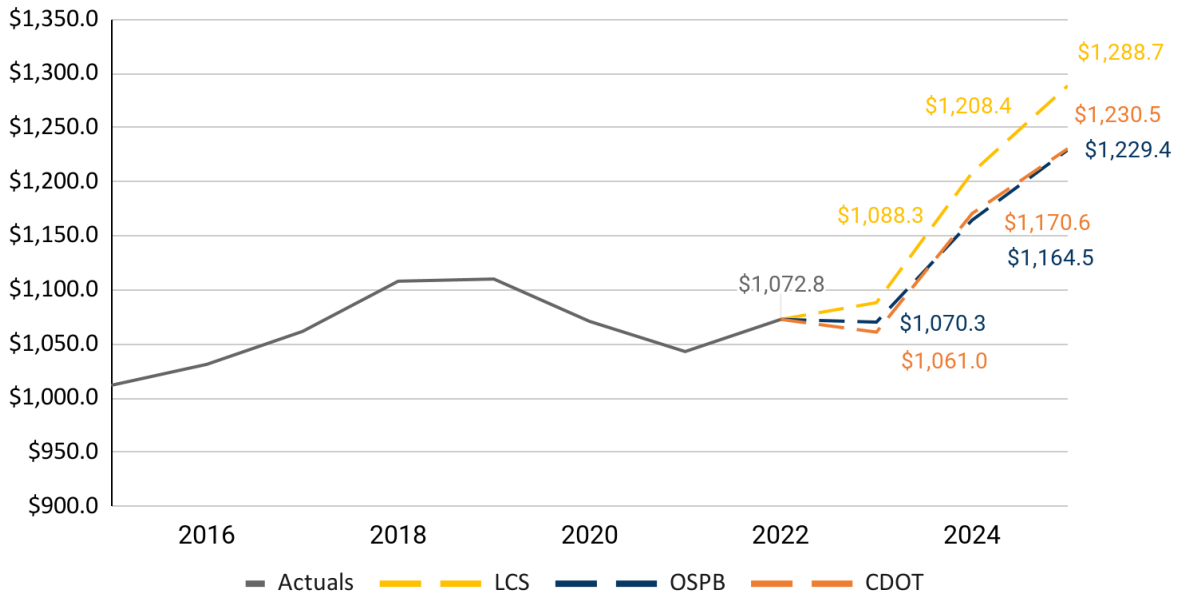
Description	FY 2022-23	FY 2023-24
Fee Reduction	(\$36,900,000)	(\$10,200,000)
General Fund Backfill	\$47,100,000	
Grand Total	\$10,200,000	(\$10,200,000)

Of the \$47.1 million transferred to the State Highway Fund, \$26.9 million is intended to backfill lost Road Usage fee revenue. The remaining \$20.2 million transfer is intended to backfill the lost Road Safety Surcharge fee revenue that supports the FASTER Safety Program.

Office of State Planning and Budget (OSP) and Legislative Council Staff (LCS) September Forecasts

Each quarter, the Office of State Planning and Budgeting (OSP) and Legislative Council Staff (LCS) provide quarterly forecasts to the Joint Budget Committee. These forecasts are used as the basis for statewide budget planning. A summary of the September HUTF forecasts is provided in the chart below.

Statewide HUTF Forecasts - FY 2022-23 Quarter 1



TABOR Refunds

Both statewide forecasts show state revenue surpassing the Referendum C TABOR Cap by \$1.9 billion to \$3.6 billion in FY 2022-23. Since TABOR refunds are paid from the General Fund, the higher than expected revenue will squeeze the General Fund budget in future years.

While this won't directly impact CDOT cash fund revenue, it may disrupt future General Fund transfers if the General Assembly decides to reallocate the General Fund budget elsewhere to cover other commitments.





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
DATE: OCTOBER 19, 2022
SUBJECT: TRANSPORTATION TRENDS REPORT - PURSUANT TO 2 CCR 601-22 § 8.06.2 - UPDATE

Purpose

To provide the Transportation Commission with an update on the development of a report required in Section 8.06.2 of the GHG Planning Rule.

Action

Informational only. No action required.

Background

Section 8.06.2 of 2 CCR 601-222 (Rules Governing Transportation Planning Process and Transportation Planning Regions) requires staff, “beginning October 1, 2022” to prepare a report regarding certain factors relevant to the GHG reduction provisions of 2 CCR 601-22, for the Commission to assess whether directional change in any of the metrics warrant consideration of policy changes. The rule outlines that this report should include factors such as economic conditions, population growth, latest available data on electric vehicle registrations, transit ridership, bicycle use data, and estimated VMT per capita statewide and within each Metropolitan Planning Organization (MPO).

Next Steps

As required by the Rule, staff has begun working to prepare this report, including compiling relevant statistics and information pertinent to meeting the requirements of the rule. CDOT intends to provide a final report to the Commission later this Fall.

Attachments

N/A





MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
KAY HRUSKA, ENTERPRISE CONTROLLER
DATE: OCTOBER 20, 2022
SUBJECT: FISCAL YEAR 2021-22 YEAR END RECONCILIATION REPORT

Purpose

This memorandum provides a Fiscal Year (FY) 2021-22 year-end reconciliation report for the Bridge and Tunnel Enterprise (BTE) Fund 538. This report includes FY 2021-22 unaudited revenue reconciliation information, cost center balances eligible to be rolled into FY 2021-22 and a final budget to actual statement for Fund 538 through June 2022.

Action

The purpose of this memo is informational only.

Background

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

FY 2021-22 Revenue Reconciliation

The Office of Financial Management and Budget (OFMB) forecasted \$125.3 million in BTE revenues for FY 2021-22, BTE received \$126.8 million. Table 1 below provides a comparison of FY 2021-22 estimated revenues to revenues received. See Attachment A, page two for FASTER collections by month. Although FY 2021-22 has closed, figures are unaudited and subject to change. Should there be any notable changes following the annual audit, staff will provide an update to the Board at that time.



Table 1: Bridge and Tunnel Enterprise Revenue Reconciliation Summary

Revenue Source	FY 2021-22 Budgeted Revenue	FY 2021-22 Actual Revenue	Difference
FASTER Bridge Safety Surcharge	\$ 110,000,000	\$ 109,483,874	\$ (516,126)
Interest Earnings	\$ 570,000	\$ 2,554,197	\$ 1,984,197
Federal Subsidy for Build America Bonds	\$ 5,148,202	\$ 5,174,169	\$ 25,967
Miscellaneous Revenue*	\$ -	\$ 159,569	\$ 159,569
Transfer of federal funds for debt service	\$ 9,626,239	\$ 9,446,238	\$ (180,001)
Total	\$ 125,344,441	\$ 126,818,048	\$ 1,473,607

FY 2021-22 Cost Center Roll Forward

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

Table 2: Bridge and Tunnel Enterprise Roll Forward Detail

Budget Category	Cost Center and/or Program Pool	Amount Remaining in FY 2021-22
Program Administration	B8800-538	\$ 2,580,182
	B88AD-538	\$ 112,400
Scoping Pools	B88SP-538	\$ 1,222,753
Maintenance	B88MS-538	\$ 70,456
Bridge Preservation	B88BP-538	\$ 458,880
Central 70 Availability Payment	B88AP-538	\$ -
BTE FASTER Project Pool	SSR	\$ 32,059,289
Total		\$ 36,503,960

Based on the eligible FY 2021-22 roll forward amounts, OFMB worked with BTE staff to review current cost center balances and determined that excess budget in the current cost centers can be moved back into the BTE FASTER pool and budgeted for other program and project needs. Therefore, most of the cost



center balances listed will be rolled back to the BTE FASTER project pool during the revenue reconciliation process where it will be available for reprogramming. It should be noted that majority of the project pool balance is programmed for projects in future fiscal years as part of the multi-year planning process.

Final Budget to Actual Statement through June 2022

Listed below are key details related to the preliminary June 2022 budget to actual statement, through accounting period 13 (16 accounting periods total), and an overall review of the Statewide Bridge and Tunnel Enterprise FY 2021-22 financial transactions for Fund 538.

- Expenses for program management activities \$1,123,586
- CDOT/BE staff time totaled \$216,542
- Maintenance on BTE bridges for FY 2021-22 was \$606,297

See Attachment A for a preliminary copy of the June 2022 Fund 538 budget to actual statement, through accounting period 13.

Next Steps

BTE staff will coordinate with OFMB staff to complete the revenue reconciliation process and adjust the appropriate cost centers and budget pools.

Attachments

Attachment A: Bridge and Tunnel Enterprise Budget to Actual-June 2022, Preliminary and Unaudited



Colorado Bridge Enterprise Budget to Actual

For the Period ended June 30, 2022, Period 13

	FY2022 Adopted Budget		Current Fiscal Year Actuals			Remaining Budget
	Revenue	Expenditures	Current Month	YTD	YTD % of Budgeted Expenditures	
Revenues						
FY22 Estimated FASTER Bridge Revenues	\$ 110,000,000		\$ 710,870	\$ 109,483,874	100%	\$ 516,126
Interest Earnings	570,000		33,754	2,554,197	448%	(1,984,197)
Federal Funds for 2010A Bonds Debt Service	5,148,202		5,148,202	-	0%	5,148,202
Federal Subsidy for Build America Bonds	9,626,269		-	5,174,169	54%	4,452,100
Total FY2022 Revenues	\$ 125,344,471		\$ 5,892,826	\$ 117,212,240	94%	\$ 8,132,231
Expenditures						
<u>Administrative & Operating Activities</u>		\$ 1,590,620	\$ 83,997	\$ 1,363,984	86%	\$ 226,636
- BE Program Management		1,300,000	83,444	1,123,856	86%	176,144
- CDOT/BE Staff		116,620	553	216,542	186%	(99,922)
- AG Legal		25,000	-	2,493	10%	22,507
- Annual Audit		35,000	-	11,509	33%	23,491
- Operating Expenses		4,000	-	876	22%	3,124
- Other Consulting		100,000	-	-	0%	100,000
- Trustee		10,000	-	8,708	87%	1,292
<u>Support Services</u>		\$ 320,000	\$ -	\$ -	0%	\$ 320,000
<u>Bonding Program</u>		\$ 25,220,106	\$ -	\$ -	0%	\$ 25,220,106
- Debt Service		17,181,000	8,590,500	171,181,000		(154,000,000)
- Central 70 Availability Payment		8,039,106	-	7,160,986		
<u>Maintenance</u>		\$ 475,000	\$ 329,023	\$ 606,297	128%	\$ (131,297)
<u>Preservation Program</u>		\$ -	\$ -	\$ 2,628	0%	\$ (2,628)
Total Expenditures		\$ 27,605,726	\$ 413,020	\$ 1,972,909	7%	
Revenues Less Expenditures, Available for Projects		\$ 97,738,745	\$ 5,479,806	\$ 115,239,332		



COLORADO
Department of Transportation

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

DATE: October 2022
TO: Transportation Commission
FROM: Amber Blake, Director, Division of Transit & Rail
Colette DeSonier, Asst. Director, Transit Administration

SUBJECT: Transit Grants FY22 Report

Purpose

The memo provides the Transportation Commission with a FY22 update on the Transit Grants Program, with data reflective of the FY ending June 30, 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).

Details

Table 1 provides a high-level summary of FASTER and FTA Funding status, contracting, and spending, for FY 22.

Table 1: Financial Trends from Budget to Expenditure

Funding Source & Year	Total FY 22 Funding Available Including Roll-Over	% Contracted 4 th Qtr. Ending 6/30/2022	% Spent 4 th Qtr. Ending 6/30/2022
FASTER FY 22	\$25.9 M	98%	76%
FTA FY 22	\$85.9 M	100%	70%
FHWA RAISE FY 22	\$24.2 M	NA	NA
Bustang Fare Box Revenue FY22	\$ 1.6 M	NA	NA

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 June 2022.

Project	Change being Experienced	Description / Response
Capital Projects (rolling stock)	Pricing for Rolling Stock is increasing faster than agreements can be executed - Cannot hold pricing even with the signed/legal agreement in place. Supply chain is slow in obtaining/delivering rolling stock and Buy America is a factor in competition, driving costs up.	CDOT Procurement/DTR are working with Rolling Stock Vendor(s) to address pricing increase frequency to put reasonable parameters around it contractually that will work for the vendor and for the State. CDOT Procurement is also working with the State Controller on exceptions for CDOT allowing them to work with pre-award authority for both federal and state funding as well as other options might be available to allow agencies to order rolling stock as early as possible and DTR to contract as early as possible.

Table 3 Summary Transit Grant Contracting & Invoicing Performance

The 2022 progress stands at 165 of the forecast 350 contracts to be delivered for the fiscal year.

Goal Area	Results
Timely Contracts	Normal Year: 175 to 200 Grant Agreements, Contracts, & Extensions 2022 Goal: 350 contracts & extensions, 165 for fiscal year 2022 (pricing of rolling stock has affected contracting, can't get price agreements in place to contract timely)
Timely Payments (Average Days ≤ 30 Days)	24 days to payment, for FY 2022 July 1, 2021 - Jun 30, 2022
Statutory Violations	1 Statutory Violation in FY year 2022

Next Steps

With the recent changes in DTR staffing, funding, and services we have been looking at PD's 704 and 1608.1 to ensure that we are in line with required reporting to stakeholders. To ensure we are being good stewards of the funding transparently with our stakeholders and providing meaningful support to the communities in Colorado, DTR would like to provide data/reporting differently to the TC, beginning with the November 2022 report. The new report will outline DTRs Key Metrics, including program financials by funding source; plan for obligation of projects by type of project, i.e., Capital, Admin, Operating, Equipment, etc. and will provide a quarterly summary of project status. We would also like to provide PIO Updates which will provide a summary of all DTR Programs, the good, the bad and the ugly.

Attachments:

None